

WASHINGTON  
**UNION STATION**  
**STATION EXPANSION**

Draft Environmental Impact Statement for Washington  
Union Station Expansion Project

# **Appendix C3a – Aesthetics and Visual Quality: Visual Assessment**

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U.S. Department of Transportation  
Federal Railroad Administration

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**Table 1: Visual Impacts of the No-Action Alternative**



**Table Legend:**



Private Air-Rights (maximum buildable volume including penthouse)





View	Description and Assessment	View of No-Action
<p><b>1. First Street NE, view looking north:</b></p>	<p><b>First Street NE, view looking north:</b> In the distance, especially from Independence Avenue, only the headhouse roof is visible; however, as one approaches Columbus Plaza the entire south elevation of WUS can be seen. As such, the aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS. The No-Action Alternative <b>would have a major adverse impact</b> on this view as the private air-rights development would be highly noticeable. The buildable volume would have visibility and would change the silhouette of the station, especially from First Street NE and C Street NE where the barrel vault of the WUS headhouse would be interrupted by the massing of the development. What was once perceived as open space behind the station would be built up. There would be moderate to high sensitivity as the No-Action Alternative <b>would noticeably change</b> the character of the view behind the station.</p>	



View	Description and Assessment	View of No-Action
<p>2. Delaware Avenue NE, view looking northeast:</p>	<p><b>Delaware Avenue NE, view looking northeast:</b> From Constitution Avenue NE, C Street NE, and D Street NE only the center three bays of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS can be seen. The aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS. The No-Action Alternative <b>would have a major adverse impact</b> on this view as the private air-rights development would be highly noticeable. The buildable volume would have high visibility and would change the silhouette of this view, one of the primary views of the L’Enfant and McMillan Plans connecting the U.S. Capitol Grounds with WUS. The barrel vault of the WUS headhouse would be interrupted by the massing of the development on both sides and what was once perceived as open space behind the station would be built up. In addition, the development is not symmetrical, and the east side would be noticeably taller than the west. There would be moderate to high sensitivity and the No-Action Alternative <b>would noticeably change</b> the character of the view.</p>	

View	Description and Assessment	View of No-Action
<p>3. Louisiana Avenue NE, view looking northeast:</p>	<p><b>Louisiana Avenue NE, view looking northeast:</b> Along Louisiana Avenue NE only the center pavilion of the WUS headhouse is visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen. As such the visual impact of the No-Action Alternative changes as one approaches WUS. The No- Action <b>would have a major adverse impact</b> on this view as the private air-rights development would be moderately to highly visible. The private air-rights would provide a backdrop to the barrel vault where there is currently open space. The private air-rights would rise above the roofline of the barrel vault. There would be high sensitivity as the No-Action Alternative <b>would noticeably change</b> the character of the view.</p>	
<p>4. E Street NE, looking northeast:</p>	<p><b>E Street NE, looking northeast:</b> From E Street NE and North Capitol Street, portions of the south and west elevations of WUS are visible; however, as one approaches Columbus Plaza the entire south elevation of WUS and the far west portion of the WUS parking garage can be seen. The No-Action Alternative <b>would have a moderate adverse impact</b> on this view. The visual assessment indicates that the private air-rights development would be moderately visible and will be partially obscured by the existing parking garage. There would be moderate sensitivity because the alternative would be visible between the west pavilion and the barrel vault and <b>would change</b> the character of the view.</p>	



View	Description and Assessment	View of No-Action
<p>5. F Street NW, view looking east:</p>	<p><b>F Street NW, view looking east:</b> F Street NW is truncated at First Street NW; the Georgetown University Law School and I 395 lay to the west. Only the front portion of the WUS headhouse and Columbus Plaza are visible from F Street. The No-Action Alternative is not visible and <b>would have no impact</b> on this view. The character of the view, defined by multi-story commercial buildings, <b>would not change.</b></p>	
<p>6. Massachusetts Ave NW, view looking east:</p>	<p><b>Massachusetts Ave NW, view looking east:</b> Only Columbus Plaza is visible from Massachusetts Avenue NW. The No-Action Alternative is not visible and would have <b>no impact</b> on this view. The character of the view, defined by multi-story commercial buildings and the City Post Office, <b>would not change.</b></p>	



View	Description and Assessment	View of No-Action
<p>7. G Street NW, view looking east:</p>	<p><b>G Street NW, view looking east:</b> The WUS parking garage is visible along G Street NW. The street is characterized by institutional and commercial buildings, especially the US Government Publishing Office Building and the former Gales School on the corner of Massachusetts Avenue and G Street NW. The No-Action Alternative <b>would have no impact</b> on this view as the private air-rights development would be largely obscured by the existing WUS parking garage. There would be low sensitivity as the No-Action Alternative would only be slightly noticeable. The No-Action Alternative <b>would not change</b> the character of the view.</p>	
<p>8. H Street NW, view looking east:</p>	<p><b>H Street NW, view looking east:</b> The H Street Bridge and WUS parking garage is visible from First Street NW looking east towards the Project Area. The view is characterized by the commercial and institutional buildings flanking the street west of the bridge. From the H Street Bridge, the WUS parking garage is visible. The WUS headhouse and Terminal Rail Yard are not visible to pedestrians due to the height of the bridge barrier walls. The No-Action Alternative <b>would have a minor adverse impact</b>. There would be moderate visibility and low sensitivity as the No-Action Alternative <b>would minimally change</b> the character of the view looking east along H Street, which is defined by the existing commercial and institutional buildings.</p>	





View	Description and Assessment	View of No-Action
<p>9. K Street NW, view looking east:</p>	<p><b>K Street NW, view looking east:</b> K Tower and other elements of the Terminal Rail Yard, including the K Street underpass and sections of the Burnham Walls, are partially visible looking east from the intersection with First Street NE. However, the cultural environment to the west of the rail yard is defined by the large commercial and institutional buildings that frame the street. The No-Action Alternative <b>would have a minor adverse impact</b> on the view as it would be slightly noticeable. There would be moderate visibility and low sensitivity as the No-Action Alternative <b>would minimally change</b> the character of the view, which is defined by the existing multi-story commercial and institutional buildings.</p>	
<p>10. First Street NE, view looking south:</p>	<p><b>First Street NE, view looking south:</b> The WUS Burnham Walls are visible looking south towards the Project Area from the intersection with K Street, while the WUS parking garage is visible from New York Avenue. The street is characterized by the Metropolitan Branch Trail that runs beside it as well as many multi-story commercial and multi-family residential buildings. The grade change of the existing street and presence of the Burnham Walls prevents a view of the rail yard, and the view towards WUS is blocked by the existing parking garage. The No-Action Alternative <b>would have a moderate adverse impact</b> on this view as it would be highly noticeable, filling in what is perceived as open space above the Burnham Walls with development. There would be moderate sensitivity as the No-Action Alternative <b>would only moderately change</b> the character of the cultural environment, which is already defined by the existing commercial and institutional buildings on the west side of the street as well as the existing WUS parking garage rising above the Burnham Wall.</p>	



View	Description and Assessment	View of No-Action
<p>11. New York Avenue Bridge NE, view looking south:</p>	<p><b>New York Avenue Bridge NE, view looking south:</b> From the New York Avenue NE Bridge, the Terminal Rail Yard, WUS, and WUS parking garage are visible. The U.S. Capitol is also visible beyond. The No-Action Alternative <b>would have a major adverse impact</b> on this view as it would be highly noticeable. There would be high sensitivity as the No-Action Alternative <b>would noticeably change</b> the character of the built environment and the vista, obscuring the view of the U.S. Capitol as well as the view connecting the rail yard to the WUS headhouse.</p>	
<p>12. Second Street NE, view looking south:</p>	<p><b>Second Street NE, view looking south:</b> The view of the Project Area changes as one moves south along Second Street. From M Street NE and L Street NE, elements of the Terminal Rail Yard are visible including the Burnham Walls, street underpasses, and several catenaries and signal bridges within the yard. At K Street NE, Substation 25A is also visible, and at I Street the REA Building comes into view. Second Street NE is bordered by the Terminal Rail Yard to the west and mostly single-family rowhouses and multi-family apartment buildings of various styles and ages. The No-Action Alternative <b>would have a major adverse impact</b> on this view as it would be highly noticeable. Substation 25A would be removed and dense commercial and residential development would occupy what is characterized as the open and industrial rail yard. There would be high sensitivity as the No-Action Alternative <b>would noticeably change</b> the scale and character of development within the rail yard and behind the REA building.</p>	



View	Description and Assessment	View of No-Action
<p>13. K Street NE, view looking west:</p>	<p><b>K Street NE, view looking west:</b> Looking west along K Street, the K street underpass and Burnham Walls of the Terminal Rail Yard are visible. K Street NE is characterized by two-story traditional row houses as well as new multi-story residential and mixed-use buildings of various styles and ages. The No-Action Alternative <b>would have a moderate adverse impact</b> on this view as it would be highly noticeable. There would be high visibility and moderate sensitivity as the No-Action Alternative <b>would moderately change</b> the scale and character of the mostly residential neighborhood, which historically was characterized by single family residences, but is currently experiencing increased multi-story residential and mixed-use development.</p>	
<p>14. I Street NE, view looking west:</p>	<p><b>I Street NE, view looking west:</b> The REA building is directly visible looking west along I Street NE. The street is characterized by a mixture of multi-story, multi-family apartment buildings and two-story single-family row houses of varying styles and ages. The No-Action Alternative <b>would have a moderate adverse impact</b> on this view as it would be highly visible, changing the scale of development behind the REA building. There would be moderate sensitivity as the No-Action Alternative <b>would moderately change</b> the scale and character of the mostly residential neighborhood, which historically was characterized by single family residences, but is currently experiencing increased multi-story residential development.</p>	

View	Description and Assessment	View of No-Action
<p>15. H Street NE, view looking west:</p>	<p><b>H Street NE, view looking west:</b> Looking west along the H Street NE commercial corridor, the H Street Bridge and WUS parking garage are visible. From the H Street Bridge, portions of the Terminal Rail Yard are also visible, including the REA Building and K Tower. The roof of the WUS headhouse is also visible. H Street is a busy commercial corridor and features many multi-story commercial buildings, residences, and mixed-use buildings of various styles and ages. The No-Action Alternative <b>would have a minor adverse impact</b> on this view. There would be moderate visibility and low sensitivity as the No-Action Alternative <b>would minimally change</b> the character of the view, defined by the bridge and the multi-story commercial and residential buildings.</p>	
<p>16. G Street NE, view looking west</p>	<p><b>G Street NE, view looking west:</b> The No-Action Alternative <b>would have a minor adverse impact</b> on this view as it would be slightly noticeable. There would be moderate visibility and low sensitivity as the No-Action Alternative <b>would minimally change</b> the character of the view, defined by the existing two- and three-story residential and civic buildings along G Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p>	

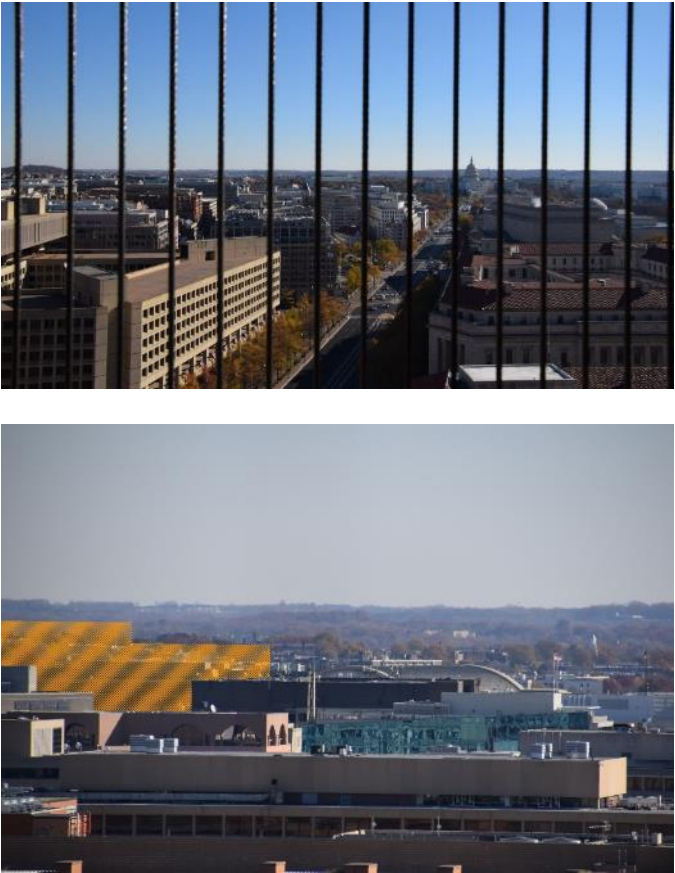

View	Description and Assessment	View of No-Action
17. F Street NE, view looking west:	<p><b>F Street NE, view looking west:</b> Looking west, the WUS headhouse and a section of the original passenger concourse (currently retail) are visible. The No-Action Alternative is hardly visible and <b>would have a negligible adverse impact</b> on this view. There would be low visibility and low sensitivity as the No-Action Alternative <b>would not change</b> the character of the view, defined by the existing two- and three-story residential and commercial buildings along F Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p>	
18. Massachusetts Avenue NE, view looking northwest:	<p><b>Massachusetts Avenue NE, view looking northwest:</b> Columbus Plaza and Columbus Fountain are visible along Massachusetts Avenue until one approaches Columbus Circle NE where the South elevation of WUS becomes visible. The No-Action Alternative is hardly visible and <b>would have a negligible adverse impact</b> on this view, as the private air-rights development would not be noticeable. The Thurgood Marshall Federal Judicial Center would largely obscure any new development. There would be low visibility and sensitivity as the character of the view, defined by the Thurgood Marshall Center and the headhouse of WUS, <b>would not be changed</b>.</p>	



View	Description and Assessment	View of No-Action
<p>19. View from Columbus Plaza:</p>	<p><b>View from Columbus Plaza:</b> Columbus Plaza provides direct views of the entire south façade of WUS. The Project Area is not visible from the center of the plaza; however, as one moves east and west, some areas of the existing WUS infrastructure including the existing parking garage and ramps are visible. The No-Action Alternative <b>would have a minor adverse impact</b> on this view as the private air-rights development have low visibility due to the height and angle of the existing headhouse and the fact that the existing parking garage and ramps would obscure any new development. There would be moderate sensitivity as the character of the view, defined by the open space of the plaza and view of the south elevation of WUS, <b>would not be changed</b> but the private air-rights would interrupt the WUS roofline.</p>	
<p>20. View from Columbus Circle Drive – East Side:</p>	<p><b>View from Columbus Circle Drive – East Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE. The No-Action Alternative <b>would have a moderate adverse impact</b> on this view as it would be moderately visible from the east side of the circle near First Street NE. There would be moderate sensitivity as the private air-rights volume that would be visible from the east side of the circle would not interrupt the barrel-vaulted silhouette of the station but the view, characterized by the perceived openness behind the station, would be altered. However, the open nature of the plaza and view of the south elevation of WUS <b>would not be changed</b>.</p>	

View	Description and Assessment	View of No-Action
<p>21. View from Columbus Circle Drive – West Side:</p>	<p><b>View from Columbus Circle Drive – West Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE. The No-Action Alternative <b>would have no impact</b> on this view as it would be slightly noticeable from the west side of the circle near Louisiana Avenue NE. There would be low sensitivity as the private air-rights volume would be obscured from view by the headhouse and existing station parking garage. The open nature of the plaza and view of the south elevation of WUS <b>would not be changed</b>.</p>	
<p>22. View from Washington Monument:</p>	<p><b>View from Washington Monument:</b> The private air-rights development would have low visibility and low sensitivity as the No-Action Alternative would be compatible with the existing urban context. Therefore, from this view the No-Action Alternative <b>would have a negligible adverse impact</b>. The view, characterized by the open nature of the National Mall flanked on either side by civic and institutional buildings, <b>would not be changed</b>.</p>	

View	Description and Assessment	View of No-Action
<p>23. View from Arlington House at Arlington National Cemetery:</p>	<p><b>View from Arlington House at Arlington National Cemetery:</b> The Project Area and private air-rights development is not visible in plain view and can only be identified using binoculars or a zoom lenses on a camera as seen in the lower image. In plain view there would be little to no visibility and little to no sensitivity. Therefore, from this view the No-Action Alternative <b>would have no impact</b>.</p>	
<p>24. View from U.S. Capitol Dome:</p>	<p><b>View from U.S. Capitol Dome:</b> The No-Action Alternative <b>would have a moderate adverse impact</b> on this view. The private air-rights development is moderately visible. There would be moderate sensitivity as the No-Action Alternative would have an allowed buildable volume height that is greater than other buildings in the area but does not extend above the horizon line. The new development would <b>moderately change</b> the view by obstructing the view of the Terminal Rail Yard and bridging the commercial, institutional, and residential development to the east and the west of the station, creating a cultural environment that is more uniform from east to west. Views to WUS and the Senate Office Buildings as well as the view along North Capitol Street would remain unchanged.</p>	






View	Description and Assessment	View of No-Action
25. View from the Old Post Office Building:	<p><b>View from the Old Post Office Building:</b> The Project Area and private air-rights development is difficult to identify in plain view through the safety bars within the Old Post Office observation tower and can only be seen clearly using binoculars or a zoom lenses on a camera as seen in the lower image. The private air-rights development would be visible; however, due to the distance the No-Action Alternative is slightly noticeable. There would be low sensitivity as the No-Action Alternative would be compatible with the existing urban context. Therefore, from this view the No-Action Alternative <b>would have a negligible impact</b>. The view, characterized by multi-story commercial buildings, <b>would not be changed</b>.</p>	
26. View from Washington National Cathedral:	<p><b>View from Washington National Cathedral:</b> From the bell tower of the National Cathedral looking southeast, the view is characterized by dense tree cover transitioning to relatively dense, mid-height urban development. The alternative would have little to no visibility and no sensitivity due to the distance from the Project Area. The alternative would be compatible with the existing urban context. The character of the view <b>would not be changed</b>; therefore, from this view, the No-Action Alternative <b>would have no impact</b>.</p>	



View	Description and Assessment	View of No-Action
<p>27. View from St. Elizabeths West Campus:</p>	<p><b>View from St. Elizabeths West Campus:</b>                      Looking northwest to downtown Washington, DC the view is characterized by the Anacostia River and dense urban development beginning north of the river. The private air-rights development is not visible. There would be no visibility or sensitivity and the character of the view <b>would not be changed</b>; therefore, from this view, there is <b>no impact</b>.</p>	
<p>28. View from H Street Bridge</p>	<p><b>H Street Bridge, view looking south:</b> Looking south, the view of the rail yard and much of the station building is obscured by the H Street Bridge barrier wall. The existing station parking garage dominates the view to the right (west) while elsewhere the view is characterized by the openness and views to the sky. The No-Action Alternative <b>would have a major adverse impact</b> on this view as it would be highly noticeable. Dense commercial and residential development would occupy what is characterized as the open space beyond the bridge. There would be high sensitivity as the No-Action Alternative <b>would noticeably</b> change the scale and character of development along the bridge.</p>	

**Table 2: Visual Impacts of Alternative A**



**Table Legend:**



Private Air-Rights (maximum buildable volume including penthouse)		Proposed Alternative	
Potential Federal Air-Rights (maximum buildable volume including penthouse)		Outline of Existing Parking Garage	

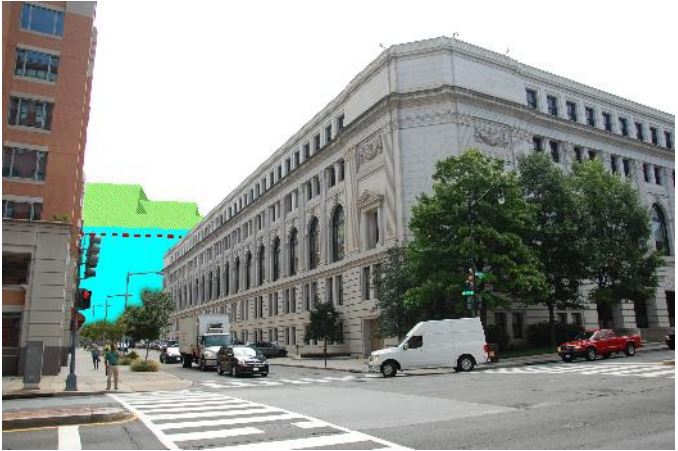
View	Description and Assessment	View of Alternative A
<p>1. <b>First Street NE, view looking north:</b></p>	<p><b>First Street NE, view looking north:</b> In the distance, especially from Independence Avenue, only the WUS headhouse roof is visible; however, as one approaches Columbus Plaza the entire south elevation of WUS can be seen. As such, the aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view. The visual assessment indicates that the alternative is visible above the headhouse roof and at the far eastern corner and visually intersects WUS below the cornice line of the East Hall, making it moderately noticeable. There would be moderate visibility and sensitivity as the alternative <b>would moderately change</b> the perception of open space behind the Station, altering the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view. The visual assessment indicates that the alternative is visible above the headhouse roof and at the far eastern corner. However, these volumes are visually encompassed by maximum volume of the private air-rights development. Therefore, there would be moderate visibility and low sensitivity and the alternative <b>would change</b> the character of the view to a <b>low degree</b>.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>

View	Description and Assessment	View of Alternative A
<p>2. Delaware Avenue NE, view looking northeast:</p>	<p><b>Delaware Avenue NE, view looking northeast:</b> From Constitution Avenue NE, C Street NE, and D Street NE only the center three bays of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS can be seen. The aesthetic and visual impact of the alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as the Project would be highly noticeable. The buildable volume would change the silhouette of this view, one of the primary views of the L’Enfant and McMillan Plans connecting the U.S. Capitol Grounds with WUS. The barrel vault of the WUS headhouse would be interrupted by the massing of the development on the west and what was once perceived as open space behind the station would be built up. The symmetrical composition of the roof profile would also change. There would be moderate to high sensitivity and the alternative <b>would noticeably change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. While it is highly noticeable, it would create a visual symmetry with the private air-rights development on the east by visually complementing its height. Therefore, there would be low to moderate sensitivity. The alternative <b>would moderately change</b> the character of the view, established by the No-Action Alternative.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>3. Louisiana Avenue NE, view looking northeast:</p>	<p><b>Louisiana Avenue NE, view looking northeast:</b> At certain points along Louisiana Avenue NE only the center pavilion of the WUS headhouse is visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen. As such the visual impact of Alternative A changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as the development would be moderately noticeable. While the development is highly visible, it is sufficiently set back from the historic headhouse to appear as part of the urban context north of the station. There would be moderate sensitivity as the alternative <b>would moderately change</b> the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a moderate adverse impact</b> on this view as the change would be moderately noticeable. The alternative, from this angle, would rise above the height of the private air-rights development on the east. There would be moderate sensitivity and the alternative <b>would moderately change</b> the character of the view.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>

View	Description and Assessment	View of Alternative A
4. E Street NE, looking northeast:	<p><b>E Street NE, looking northeast:</b> From E Street NE and North Capitol Street, portions of the south and west elevations of WUS are visible; however, as one approaches Columbus Plaza the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view as the Project would be moderately noticeable. While the visual assessment indicates the development have high visibility, it would be set back so as not to impede the roofline of the headhouse and would not rise above the west pavilion of the headhouse causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. The potential Federal air-rights development would rise above the roofline of the west pavilion causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>

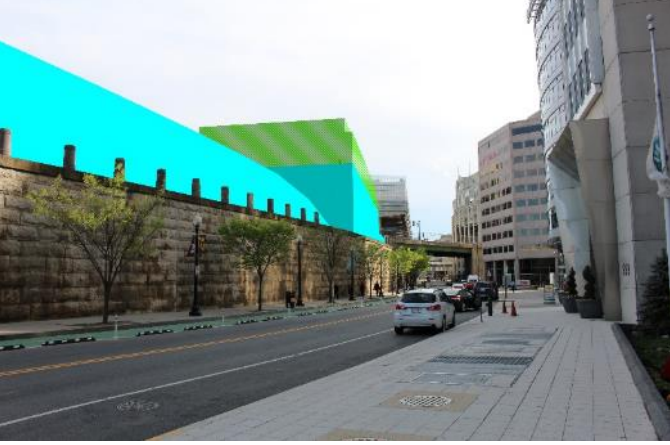

View	Description and Assessment	View of Alternative A
<p>5. F Street NW, view looking east:</p>	<p><b>F Street NW, view looking east:</b> F Street NW is truncated at First Street NW; the Georgetown University Law School and I 395 lay to the west. Only the front portion of the WUS headhouse and Columbus Plaza are visible from F Street.</p> <p>Because the No-Action Alternative is barely visible from this location, Alternative A appears the same when <i>compared to both existing conditions and the No-Action Alternative</i>. The character of the view, defined by multi-story commercial buildings, <b>would not change</b> because of the alternative. The alternative would be slightly noticeable above the northwest corner of the City Post Office and there would be low sensitivity. Therefore, the alternative <b>would have a negligible adverse impact</b> on this view.</p>	 <p><b>Alternative A and Existing Conditions/ No-Action</b></p>
<p>6. Massachusetts Ave NW, view looking east:</p>	<p><b>Massachusetts Ave NW, view looking east:</b> Only Columbus Plaza is visible from Massachusetts Avenue NW. Neither the No-Action Alternative nor the alternative is visible from this vantage point. Therefore, there is <b>no impact</b> on this view. The character of the view, defined by multi-story commercial buildings and the City Post Office, <b>would not change</b>.</p>	 <p><b>Alternative A and Existing Conditions/ No-Action</b></p>

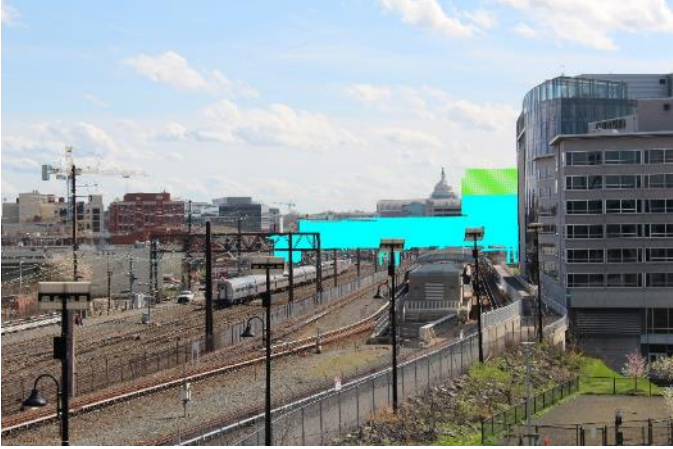

View	Description and Assessment	View of Alternative A
<p>7. G Street NW, view looking east:</p>	<p><b>G Street NW, view looking east:</b> The WUS parking facility is visible along G Street NW. The street is characterized by institutional and commercial buildings, especially the US Government Publishing Office Building and the former Gales School on the corner of Massachusetts Avenue and G Street NW.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a minor adverse impact</b> on this view.</i></p> <p>The visual assessment indicates that the Project would take a form similar to the existing parking garage, which is the only portion of WUS visible from G Street. Alternative A would rise slightly higher than the existing parking garage. It would be slightly noticeable, as it would be in keeping with the height and character of the view. There would be moderate to high visibility and low sensitivity and the alternative <b>would not change</b> the character of the view.</p>	 <p><b>Alternative A and Existing Conditions and No-Action</b></p>







View	Description and Assessment	View of Alternative A
<p>8. H Street NW, view looking east:</p>	<p><b>H Street NW, view looking east:</b> The H Street Bridge and WUS parking facility is visible from First Street NW looking east towards the Project Area. The view is characterized by the commercial and institutional buildings flanking the street west of the bridge. From the H Street Bridge, the WUS parking facility is visible. The WUS headhouse and Terminal Rail Yard are not visible to pedestrians due to the height of the bridge barrier walls.</p> <p><i>Compared to existing conditions, the alternative would have a negligible adverse impact on this view as it would be slightly noticeable. There would be low visibility and low sensitivity, and the alternative would not change the character of the view, defined by the bridge and the multi-story commercial and residential buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>9. K Street NW, view looking east:</p>	<p><b>K Street NW, view looking east:</b> K Tower and other elements of the Terminal Rail Yard, including the K Street underpass and sections of the Burnham Walls, are visible looking east from the intersection with First Street NE. However, the cultural environment to the west of the rail yard is defined by the large commercial and institutional buildings that frame the street. Therefore, view changes as one approaches the intersection with First Street NE and the character of the view changes from one of a dense urban environment to one defined by the open and industrial nature of the rail yard.</p> <p><i>Compared to existing conditions, the alternative <b>would have a minor adverse impact</b> on the view. At K Street and First Street NW, the alternative is slightly noticeable. There would be low sensitivity as the alternative <b>would not change</b> the character of the view, which is defined by the existing multi-story commercial and institutional buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>10. First Street NE, view looking south:</p>	<p><b>First Street NE, view looking south:</b> The WUS Burnham Walls are visible looking south towards the Project Area from the intersection with K Street, while the WUS parking facility is visible from New York Avenue. The street is characterized by the Metropolitan Branch Trail that runs beside it as well as many multi-story commercial and multi-family residential buildings. The grade change of the existing street and presence of the Burnham Walls prevents a view of the rail yard, and the view towards WUS is blocked by the existing parking garage.</p> <p><i>Compared to existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as it would be highly noticeable, filling in what is perceived as open space above the Burnham Walls with development. The existing parking garage would be removed in this alternative, further opening the view south along First Street. There would be moderate sensitivity as the alternative <b>would only moderately change</b> the character of the cultural environment, which is already defined by the existing commercial and institutional buildings on the west side of the street.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view. The alternative is visually consistent with the No-Action Alternative. There would be low visibility and low sensitivity as the alternative <b>would not change</b> the character of the view compared to the No-Action Alternative.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>

View	Description and Assessment	View of Alternative A
<p>11. New York Avenue Bridge NE, view looking south:</p>	<p><b>New York Avenue Bridge NE, view looking south:</b> From the New York Avenue NE Bridge, the Terminal Rail Yard, WUS, and WUS parking facility are visible. The U.S. Capitol is also visible beyond.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view as it would be highly noticeable. There would be moderate sensitivity as the alternative would <b>moderately change</b> the character of the built environment and the vista; however, the U.S. Capitol would still be fully visible but the view connecting the rail yard to the WUS headhouse would be obscured.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>12. Second Street NE, view looking south:</p>	<p><b>Second Street NE, view looking south:</b> The view of the Project Area changes as one moves south along Second Street. From M Street NE and L Street NE, elements of the Terminal Rail Yard are visible including the Burnham Walls, street underpasses, and several catenaries and signal bridges within the yard. At K Street NE, Substation 25A is also visible, and at I Street the REA Building comes into view. Second Street NE is bordered by the Terminal Rail Yard to the west and mostly single-family rowhouses and multi-family apartment buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a negligible adverse impact</b> on the view. The alternative is slightly visible but is largely obscured by Substation 25A and the height and angle of the Burnham Walls. There would be low sensitivity as the view <b>would not change</b>.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p>Alternative A and Existing Conditions</p>  <p>Alternative A and No-Action</p>



View	Description and Assessment	View of Alternative A
<p>13. K Street NE, view looking west:</p>	<p><b>K Street NE, view looking west:</b> Looking west along K Street, the K street underpass and Burnham Walls of the Terminal Rail Yard are visible. K Street NE is characterized by two-story traditional row houses as well as new multi-story residential and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact</i> on the view. It would be slightly noticeable and there would be moderate visibility and low sensitivity, as the alternative is in keeping with the scale of the neighborhood and does not change the character of the view, which is characterized by single-family residences in the foreground and multi-story commercial and institutional buildings in the background, beyond the rail yard.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>14. I Street NE, view looking west:</p>	<p><b>I Street NE, view looking west:</b> The REA building is directly visible looking west along I Street NE. The street is characterized by a mixture of multi-story, multi-family apartment buildings and two-story single-family row houses of varying styles and ages.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have no impact</b> on this view. There would be low sensitivity, as the alternative would not be visible from I Street. It <b>would not change</b> the character of the view.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>15. H Street NE, view looking west:</p>	<p><b>H Street NE, view looking west:</b> Looking west along the H Street NE commercial corridor, the H Street Bridge and WUS parking facility are visible. From the H Street Bridge, portions of the Terminal Rail Yard are also visible, including the REA Building and K Tower. The roof of the WUS headhouse is also visible. H Street is a busy commercial corridor and features many multi-story commercial buildings, residences, and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact</i> on this view. The alternative would be moderate visibility and low sensitivity as the alternative would minimally change the character of the view looking east along H Street, which is defined by the existing commercial, multi-story residential, and institutional buildings.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a negligible adverse impact</i> on this view. The visual assessment indicates that the alternative would be slightly noticeable, as a large portion would be obscured by the No-Action Alternative and it would be in keeping with the height and character of the view. There would be low sensitivity and the alternative would not change the character of the view.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>






View	Description and Assessment	View of Alternative A
<p>16. G Street NE, view looking west: F Street NE, view looking west:</p>	<p><b>G Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and civic buildings along G Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions, the alternative <b>would have a negligible adverse impact</b> on this view. There would be low sensitivity, as the alternative would be only slightly visible from G Street. It <b>would not change</b> the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have no impact</b> on this view. There would be low sensitivity, as the alternative would be entirely obscured by the mass of the No-Action Alternative. The alternative would not be visible and it <b>would not change</b> the character of the view.</i></p>	 <p>Alternative A and Existing Conditions</p>  <p>Alternative A and No-Action</p>



View	Description and Assessment	View of Alternative A
<p>17. F Street NE, view looking west:</p>	<p><b>F Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and commercial buildings along F Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have no impact</b> on this view. There would be low sensitivity, as the alternative would not be visible from F Street. It <b>would not change</b> the character of the view.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>


View	Description and Assessment	View of Alternative A
<p>18. Massachusetts Avenue NE, view looking northwest:</p>	<p><b>Massachusetts Avenue NE, view looking northwest:</b> Columbus Plaza and Columbus Fountain are visible along Massachusetts Avenue until one approaches Columbus Circle NE where the South elevation of WUS becomes visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view. The development would have low visibility and low sensitivity as it would blend in with the surrounding context. The character of the view, defined by the Thurgood Marshall Center and the headhouse of WUS, <b>would not be changed.</b></i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>

View	Description and Assessment	View of Alternative A
<p>19. View from Columbus Plaza:</p>	<p><b>View from Columbus Plaza:</b> Columbus Plaza provides direct views of the entire south façade of WUS. The Project Area is not visible from the center of the plaza; however, as one moves east and west, some areas of the existing WUS infrastructure including the existing parking garage and ramps are visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have a minor adverse impact</b> on this view as it would have low noticeability, due to the height and angle of the existing headhouse and the fact that the existing parking garage and ramps would obscure any new development. There would be low to moderate sensitivity as the character of the view, defined by the open space of the plaza and view of the south elevation of WUS, <b>would not be changed.</b></i></p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>20. View from Columbus Circle Drive – East Side:</p>	<p><b>View from Columbus Circle Drive – East Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions, the alternative would have a negligible adverse impact</i> on this view. There would be low visibility from the east side of the circle near First Street NE because it would take the same form as the massing that exists today. There would also be low sensitivity as the alternative would be below the cornice line of the station and steps down in height as it moves back. The view, characterized by the perceived openness behind the station, <b>would not change.</b></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>





View	Description and Assessment	View of Alternative A
<p>21. View from Columbus Circle Drive – West Side:</p>	<p><b>View from Columbus Circle Drive – West Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the Alternative A would have a beneficial impact on this view. The alternative would be moderately visible from the west side of the circle near Louisiana Avenue NE. The existing parking garage that projects beyond the plane of the west elevation of WUS would be removed, opening the viewshed north along First Street. There would be moderate sensitivity. The open nature of the plaza and view of the south elevation of WUS would not be changed but the view north along First Street would be noticeably changed, as the alternative would reopen a view, first established by the L’Enfant Plan, that is currently truncated. However, this is seen as a positive impact as it restores the street view. Therefore, a finding of beneficial impact is made.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p> <p><b>Alternative A and No-Action</b></p>



View	Description and Assessment	View of Alternative A
<p>22. View from Washington Monument:</p>	<p><b>View from Washington Monument:</b> This view is characterized by the open nature of the National Mall flanked on either side by civic and institutional buildings.</p> <p><i>Compared to existing conditions, the alternative would have low visibility and low sensitivity due to the distance and nature of the urban fabric. The alternative would be compatible with the existing urban context and the alternative <b>would have a negligible adverse impact.</b> The character of the view <b>would not be changed.</b></i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	<p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p> 

View	Description and Assessment	View of Alternative A
<p>23. View from Arlington House at Arlington National Cemetery:</p>	<p><b>View from Arlington House at Arlington National Cemetery:</b> The view from Arlington House looking northeast to downtown Washington is characterized by the skyline punctuated by the Old Post Office Building clock tower and Washington Monument. High ground in the Northeast Quadrant of the city serves as a backdrop to the skyline.</p> <p><i>Compared to both existing conditions and the No-Action Alternative,</i> the alternative would only be visible using binoculars or a camera with a zoom lens. Due to the distance and nature of the urban fabric, there would be very low visibility and very low sensitivity. The alternative would be compatible with the existing urban context and the alternative <b>would have no impact</b>. The character of the view <b>would not be changed</b>.</p>	



View	Description and Assessment	View of Alternative A
<p>24. View from U.S. Capitol Dome:</p>	<p><b>View from U.S. Capitol Dome:</b> Looking northeast from the dome of the U.S. Capitol, the entire headhouse and portions of the railyard are visible.</p> <p><i>Compared to existing conditions,</i> the alternative is moderately to greatly noticeable and <b>would have a moderate adverse impact</b> on this view. The Alternative would <b>moderately change</b> the view by obstructing the view of the Terminal Rail Yard and bridging the commercial, institutional, and residential development surrounding the station, creating a cultural environment that is more uniform from east to west. Views to WUS and the Senate Office Buildings as well as the view along North Capitol Street would remain unchanged.</p> <p><i>Compared to the No-Action Alternative,</i> the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative A and Existing Conditions</b></p>  <p><b>Alternative A and No-Action</b></p>

View	Description and Assessment	View of Alternative A
<p>25. View from the Old Post Office Building:</p>	<p><b>View from the Old Post Office Building:</b>                      From the clock tower of the Old Post Office Building, only the very top of the headhouse barrel vaulted roof is visible.</p> <p><i>Compared to existing conditions and the No-Action Alternative,</i> the alternative would only be noticeable using binoculars or a camera with a zoom lenses (as used to capture the image used in this analysis). There would be little to no visibility and no sensitivity as the alternative <b>would have no impact</b> on this view. The view, characterized by multi-story commercial buildings, <b>would not be changed.</b></p>  <p>Existing View (unmagnified)</p>	 <p>Alternative A and Existing Conditions (Magnified)</p>  <p>Alternative A and No-Action (Magnified)</p>
<p>26. View from Washington National Cathedral:</p>	<p><b>View from Washington National Cathedral:</b>                      From the bell tower of the National Cathedral looking southeast, the view is characterized by dense tree cover transitioning to relatively dense, mid-height urban development. The alternative would have little to no visibility and no sensitivity due to the distance from the Project Area. The alternative would be compatible with the existing urban context. The character of the view <b>would not be changed</b>; therefore, from this view, Alternative A <b>would have no impact.</b></p>	 <p>Alternative A and Existing Conditions/ No-Action</p>

View	Description and Assessment	View of Alternative A
<p>27. View from St. Elizabeths West Campus:</p>	<p><b>View from St. Elizabeths West Campus:</b>                      Looking northwest to downtown Washington, DC the view is characterized by the Anacostia River and dense urban development beginning north of the river.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative is not visible. There would be no visibility or sensitivity and character of the view <b>would not be changed</b>; therefore, from this view, there is <b>no impact</b>.</i></p>	 <p><b>Alternative A and Existing Conditions/ No-Action</b></p>
<p>28. View from H Street Bridge</p>	<p><b>H Street Bridge, view looking south:</b> Looking south, the view of the rail yard and much of the station building is obscured by the H Street Bridge barrier wall. The existing station parking garage dominates the view to the right (west) while elsewhere the view is characterized by the openness above the rail yard and views to the sky.</p> <p>Compared to the existing conditions, the alternative <b>would have a major adverse impact</b> on this view as it would be highly noticeable. Dense commercial and residential development would occupy what is characterized as the open space beyond the bridge. There would be high sensitivity as the No-Action Alternative <b>would noticeably</b> change the scale and character of development along the bridge with the north-south train hall dominating the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A and Existing Conditions</b></p> <p><b>Alternative A and No-Action</b></p>

**Table 3: Visual Impacts of Alternative B**

**Table Legend:**

Private Air-Rights (maximum buildable volume including penthouse)



Proposed Alternative







Potential Federal Air-Rights (maximum buildable volume including penthouse)







Outline of Existing Parking Garage





View	Description and Assessment	View of Alternative B
<p>1. First Street NE, view looking north:</p>	<p><b>First Street NE, view looking north:</b> In the distance, especially from Independence Avenue, only the WUS headhouse roof is visible; however, as one approaches Columbus Plaza the entire south elevation of WUS can be seen. As such, the aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view. The visual assessment indicates that the alternative is visible above the headhouse roof and at the far eastern corner of the building. There would be moderate visibility and sensitivity as the alternative would moderately change the perception of open space behind the Station, altering the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view. The visual assessment indicates that the alternative is visible above the headhouse roof and at the far eastern corner. However, these volumes are visually encompassed by the maximum volume of the private air-rights development. Therefore, there would be low sensitivity and the alternative would not noticeably change the character of the view established by the No-Action Alternative.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>

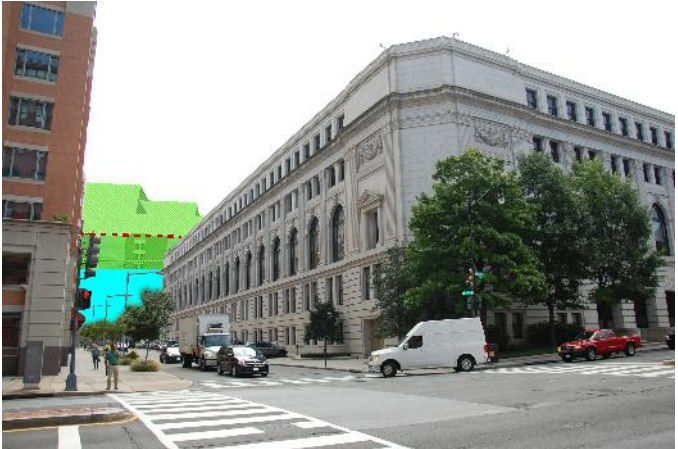
View	Description and Assessment	View of Alternative B
<p>2. Delaware Avenue NE, view looking northeast:</p>	<p><b>Delaware Avenue NE, view looking northeast:</b> From Constitution Avenue NE, C Street NE, and D Street NE only the center three bays of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS can be seen. The aesthetic and visual impact of the alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as the Project would be highly noticeable. The buildable volume would change the silhouette of this view, one of the primary views of the L’Enfant and McMillan Plans connecting the U.S. Capitol Grounds with WUS. The barrel vault of the WUS headhouse would be interrupted by the massing of the development on the west and what was once perceived as open space behind the station would be built up. The symmetrical composition of the view, established by the symmetry of the Beaux Arts design of the Station, would also change. There would be high visibility and moderate to high sensitivity as the alternative <b>would noticeably change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. While it is highly noticeable, it would create a visual symmetry with the private air-rights development on the east by visually complementing its height. Therefore, there would be moderate sensitivity. The alternative <b>would moderately change</b> the character of the view, established by the No-Action Alternative.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>3. Louisiana Avenue NE, view looking northeast:</p>	<p><b>Louisiana Avenue NE, view looking northeast:</b> Along Louisiana Avenue NE only the center pavilion of the WUS headhouse is visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen. As such the visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a moderate adverse impact</b> on this view as the development would be moderately noticeable. While the development is highly visible, it is sufficiently set back from the historic headhouse to appear as part of the urban context north of the station. There would be moderate sensitivity as the alternative <b>would moderately change</b> the character of the view.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>

View	Description and Assessment	View of Alternative B
<p>4. E Street NE, looking northeast:</p>	<p><b>E Street NE, looking northeast:</b> From E Street NE and North Capitol Street, portions of the south and west elevations of WUS are visible; however, as one approaches Columbus Plaza the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a moderate adverse impact</b> on this view as the Project would be highly noticeable. In addition, while the visual assessment indicates the development would be set back so as not to impede the roofline of the headhouse, it would rise above the west pavilion of the headhouse, causing moderate sensitivity. The alternatives <b>would moderately change</b> the character of the view.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>

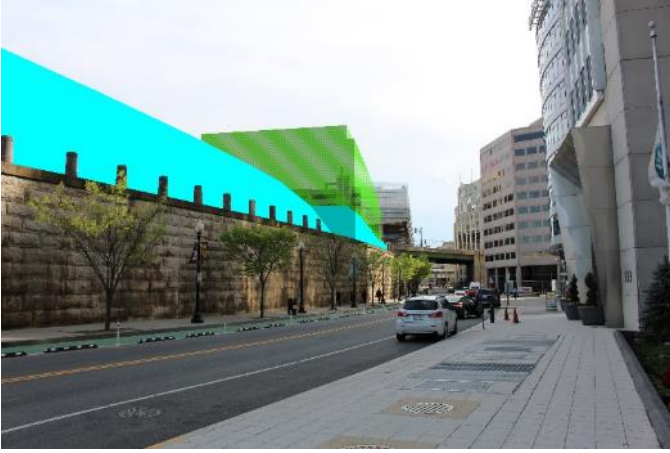

View	Description and Assessment	View of Alternative B
<p>5. F Street NW, view looking east:</p>	<p><b>F Street NW, view looking east:</b> F Street NW is truncated at First Street NW; the Georgetown University Law School and I 395 lay to the west. Only the front portion of the WUS headhouse and Columbus Plaza are visible from F Street.</p> <p><i>Compared to existing condition and the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view. Because the No-Action Alternative is not visible from this location, Alternative B appears the same when compared to both existing conditions and the No-Action Alternative. The alternatives would have low visibility above the northwest corner of the City Post Office and there would be low sensitivity. The character of the view, defined by multi-story commercial buildings, <b>would not change.</b></i></p>	 <p><b>Alternative B and Existing Conditions/ No-Action</b></p>
<p>6. Massachusetts Ave NW, view looking east:</p>	<p><b>Massachusetts Ave NW, view looking east:</b> Only Columbus Plaza is visible from Massachusetts Avenue NW. Neither the No-Action Alternative nor the Alternative B is visible from this vantage point. Therefore, there is <b>no impact</b> on this view. The character of the view, defined by multi-story commercial buildings and the City Post Office, <b>would not change.</b></p>	 <p><b>Alternative B and Existing Conditions/ No-Action</b></p>







View	Description and Assessment	View of Alternative B
<p>7. G Street NW, view looking east:</p>	<p><b>G Street NW, view looking east:</b> The WUS parking facility is visible along G Street NW. The street is characterized by institutional and commercial buildings, especially the US Government Publishing Office Building and the former Gales School on the corner of Massachusetts Avenue and G Street NW.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a minor adverse impact</b> on this view.</i> The visual assessment indicates that the Project would take a form similar to the existing parking garage, which is the only portion of WUS visible from G Street. Alternative B would rise slightly higher than the existing parking garage and would have moderate visibility and low sensitivity, as it would be in keeping with the height and character of the view. The alternative <b>would not change</b> the character of the view.</p>	 <p><b>Alternative B and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>8. H Street NW, view looking east:</p>	<p><b>H Street NW, view looking east:</b> The H Street Bridge and WUS parking facility is visible from First Street NW looking east towards the Project Area. The view is characterized by the commercial and institutional buildings flanking the street west of the bridge. From the H Street Bridge, the WUS parking facility is visible. The WUS headhouse and Terminal Rail Yard are not visible to pedestrians due to the height of the bridge barrier walls.</p> <p><i>Compared to existing conditions, the alternative would have a negligible adverse impact on this view as it would have low visibility and low sensitivity. The alternative would not change the character of the view, defined by the bridge and the multi-story commercial and residential buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>9. K Street NW, view looking east:</p>	<p><b>K Street NW, view looking east:</b> K Tower and other elements of the Terminal Rail Yard, including the K Street underpass and sections of the Burnham Walls, are visible looking east from the intersection with First Street NE. However, the cultural environment to the west of the rail yard is defined by the large commercial and institutional buildings that frame the street. Therefore, view changes as one approaches the intersection with First Street NE and the character of the view changes from one of a dense urban environment to one defined by the open and industrial nature of the rail yard.</p> <p><i>Compared to existing conditions, the alternative <b>would have a minor adverse impact</b> on the view. At K Street and First Street NW, the alternative would have moderate visibility and low sensitivity as the alternative <b>would minimally change</b> the character of the view, which is defined by the existing multi-story commercial and institutional buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>

View	Description and Assessment	View of Alternative B
<p>10. First Street NE, view looking south:</p>	<p><b>First Street NE, view looking south:</b> The WUS Burnham Walls are visible looking south towards the Project Area from the intersection with K Street, while the WUS parking facility is visible from New York Avenue. The street is characterized by the Metropolitan Branch Trail that runs beside it as well as many multi-story commercial and multi-family residential buildings. The grade change of the existing street and presence of the Burnham Walls prevents a view of the rail yard, and the view towards WUS is blocked by the existing parking garage.</p> <p><i>Compared to existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as it would have high visibility, filling in what is perceived as open space above the Burnham Walls with development. The existing parking garage would be removed in this alternative, further opening the view south along First Street. There would be moderate sensitivity as the alternative <b>would moderately change</b> the character of the cultural environment, which is already defined by the existing commercial and institutional buildings on the west side of the street.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view. The alternative would be visually consistent with the No-Action Alternative. There would be low visibility and low sensitivity as the alternative <b>would not change</b> the character of the view compared to the No-Action Alternative.</i></p>	<p style="text-align: center;"><b>View of Alternative B</b></p>  <p style="text-align: center;"><b>Alternative B and Existing Conditions</b></p>  <p style="text-align: center;"><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>11. New York Avenue Bridge NE, view looking south:</p>	<p><b>New York Avenue Bridge NE, view looking south:</b> From the New York Avenue NE Bridge, the Terminal Rail Yard, WUS, and WUS parking facility are visible. The U.S. Capitol is also visible beyond.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view as it would be highly noticeable. There would be high visibility and moderate sensitivity as the alternative would noticeably change the character of the built environment and the vista; however, the U.S. Capitol would still be fully visible but the view connecting the rail yard to the WUS headhouse would be obscured.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>12. Second Street NE, view looking south:</p>	<p><b>Second Street NE, view looking south:</b> The view of the Project Area changes as one moves south along Second Street. From M Street NE and L Street NE, elements of the Terminal Rail Yard are visible including the Burnham Walls, street underpasses, and several catenaries and signal bridges within the yard. At K Street NE, Substation 25A is also visible, and at I Street the REA Building comes into view. Second Street NE is bordered by the Terminal Rail Yard to the west and mostly single-family rowhouses and multi-family apartment buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a negligible adverse impact</b> on the view. The alternative would have low visibility as it is largely obscured by Substation 25A and the height and angle of the Burnham Walls. There would be low sensitivity as the view <b>would not change</b>.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>13. K Street NE, view looking west:</p>	<p><b>K Street NE, view looking west:</b> Looking west along K Street, the K street underpass and Burnham Walls of the Terminal Rail Yard are visible. K Street NE is characterized by two-story traditional row houses as well as new multi-story residential and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a minor adverse impact</b> on the view. The alternative would have moderate visibility and low sensitivity. The visual change is in keeping with the scale of the neighborhood and does not change the character of the view, which is characterized by single-family residences in the foreground and multi-story commercial and institutional buildings in the background, beyond the rail yard.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>14. I Street NE, view looking west:</p>	<p><b>I Street NE, view looking west:</b> The REA building is directly visible looking west along I Street NE. The street is characterized by a mixture of multi-story, multi-family apartment buildings and two-story single-family row houses of varying styles and ages.</p> <p>The alternative <b>would have no impact</b> on this view <i>compared to existing conditions and the No-Action Alternative</i>. The Alternative would not be visible. Therefore, there would be no sensitivity. The Alternative <b>would not change</b> the character of the view.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>







View	Description and Assessment	View of Alternative B
<p>15. H Street NE, view looking west:</p>	<p><b>H Street NE, view looking west:</b> Looking west along the H Street NE commercial corridor, the H Street Bridge and WUS parking facility are visible. From the H Street Bridge, portions of the Terminal Rail Yard are also visible, including the REA Building and K Tower. The roof of the WUS headhouse is also visible. H Street is a busy commercial corridor and features many multi-story commercial buildings, residences, and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact</i> on this view. The alternative would have moderate visibility, and there would be low sensitivity as the alternative would <b>minimally change</b> the character of the view looking east along H Street, which is defined by the existing commercial and institutional buildings.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a negligible adverse impact</i> on this view. The visual assessment indicates that the alternative would have low visibility and low sensitivity, as a large portion would be obscured by the No-Action Alternative and it would be in keeping with the height and character of the view. The alternative <b>would not change</b> the character of the view.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>


View	Description and Assessment	View of Alternative B
<p>16. G Street NE, view looking west: F Street NE, view looking west:</p>	<p><b>G Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and civic buildings along G Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions, the alternative would have a negligible impact on this view. There would be low sensitivity, as the alternative would be only slightly visible from G Street. It would not change the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p>Alternative B and Existing Conditions</p>  <p>Alternative B and No-Action</p>



View	Description and Assessment	View of Alternative B
<p>17. F Street NE, view looking west:</p>	<p><b>F Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and commercial buildings along F Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p>The alternative <b>would have no impact</b> on this view <i>compared to existing conditions and the No-Action Alternative</i>. There would be low sensitivity, as the alternative would not be visible from F Street. It <b>would not change</b> the character of the view.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>

View	Description and Assessment	View of Alternative B
18. Massachusetts Avenue NE, view looking northwest:	<p><b>Massachusetts Avenue NE, view looking northwest:</b> Columbus Plaza and Columbus Fountain are visible along Massachusetts Avenue until one approaches Columbus Circle NE where the South elevation of WUS becomes visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view. The development would have low visibility but there would be low sensitivity, as it would blend in with the surrounding context. The character of the view, defined by the Thurgood Marshall Center and the headhouse of WUS, <b>would not be changed.</b></i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>


View	Description and Assessment	View of Alternative B
<p>19. View from Columbus Plaza:</p>	<p><b>View from Columbus Plaza:</b> Columbus Plaza provides direct views of the entire south façade of WUS. The Project Area is not visible from the center of the plaza; however, as one moves east and west, some areas of the existing WUS infrastructure including the existing parking garage and ramps are visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the Alternative would have a minor adverse impact on this view as it would have low visibility due to the height and angle of the existing headhouse. There would be moderate sensitivity as the character of the view, defined by the open space behind the headhouse would be altered but overall the nature of the plaza and view of the south elevation of WUS, would not be changed.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>20. View from Columbus Circle Drive – East Side:</p>	<p><b>View from Columbus Circle Drive – East Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions, the alternative would have a negligible adverse impact</i> on this view. There would be low visibility from the east side of the circle near First Street NE because it would take the same form as the massing that exists today. There would also be low sensitivity as the alternative would be below the cornice line of the station and steps down in height as it moves back. The view, characterized by the perceived openness behind the station, <b>would not change.</b></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>





View	Description and Assessment	View of Alternative B
21. View from Columbus Circle Drive – West Side:	<p><b>View from Columbus Circle Drive – West Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a beneficial impact</b> on this view. The alternative would be moderately visible from the west side of the circle near Louisiana Avenue NE. The existing parking garage that projects beyond the plane of the west elevation of WUS would be removed, opening the viewshed north along First Street. There would be moderate sensitivity. The open nature of the plaza and view of the south elevation of WUS <b>would not be changed</b> but the view north along First Street <b>would be noticeably changed</b>, as the alternative would reopen a view, first established by the L’Enfant Plan, that is currently truncated. However, this is seen as a positive impact as it restores the street view. Therefore, a finding of <b>beneficial impact</b> is made.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p> <p><b>Alternative B and No-Action</b></p>


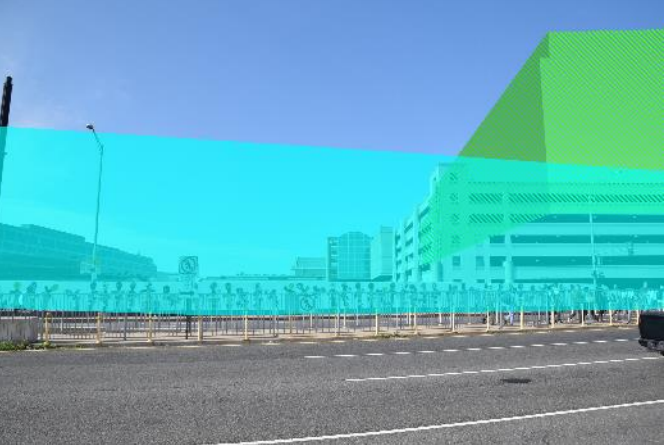
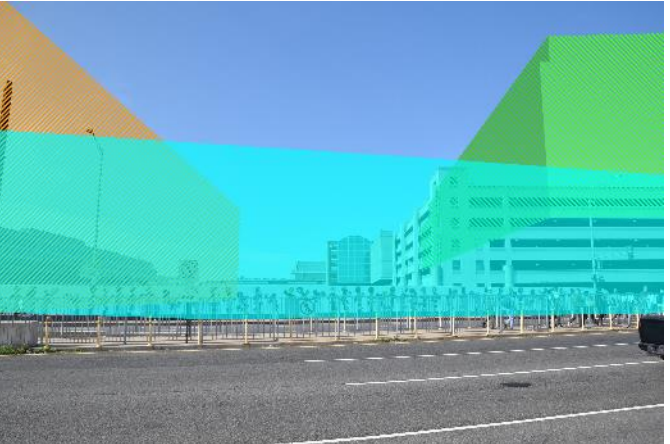
View	Description and Assessment	View of Alternative B
<p>22. View from Washington Monument:</p>	<p><b>View from Washington Monument:</b> This view is characterized by the open nature of the National Mall flanked on either side by civic and institutional buildings.</p> <p><i>Compared to both existing conditions, the alternative would have low visibility and low sensitivity due to the distance and nature of the urban fabric. The alternative would be compatible with the existing urban context and the alternative <b>would have a negligible adverse impact.</b> The character of the view <b>would not be changed.</b></i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>



View	Description and Assessment	View of Alternative B
<p>23. View from Arlington House at Arlington National Cemetery:</p>	<p><b>View from Arlington House at Arlington National Cemetery:</b> The view from Arlington House looking northeast to downtown Washington is characterized by the skyline punctuated by the Old Post Office Building clock tower and Washington Monument. High ground in the Northeast Quadrant of the city serves as a backdrop to the skyline.</p> <p><i>Compared to both existing conditions and the No-Action Alternative,</i> the alternative would only be visible using binoculars or a camera with a zoom lens. Due to the distance and nature of the urban fabric, there would be very low visibility and very low sensitivity. The alternative would be compatible with the existing urban context and the alternative <b>would have no impact.</b> The character of the view <b>would not be changed.</b></p>	

View	Description and Assessment	View of Alternative B
<p>24. View from U.S. Capitol Dome:</p>	<p><b>View from U.S. Capitol Dome:</b> Looking northeast from the dome of the U.S. Capitol, the entire headhouse and portions of the railyard are visible.</p> <p><i>Compared to existing conditions,</i> the alternative is moderately to greatly noticeable and <b>would have a moderate adverse impact</b> on this view. There would be high visibility and moderate sensitivity as the Alternative would <b>moderately change</b> the view by obstructing the view of the Terminal Rail Yard and bridging the commercial, institutional, and residential development surrounding the station, creating a cultural environment that is more uniform from east to west. Views to WUS and the Senate Office Buildings as well as the view along North Capitol Street would remain unchanged.</p> <p><i>Compared to the No-Action Alternative,</i> the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>

View	Description and Assessment	View of Alternative B
25. View from the Old Post Office Building:	<p><b>View from the Old Post Office Building:</b>                      From the clock tower of the Old Post Office Building, only the very top of the headhouse barrel vaulted roof is visible.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative would only be noticeable using binoculars or a camera with a zoom lenses (as used to capture the image used in this analysis). There would be little to no visibility and no sensitivity as the alternative <b>would have no impact</b> on this view. The view, characterized by multi-story commercial buildings, <b>would not be changed.</b></i></p>  <p><b>Existing Condition (ummagnified)</b></p>	 <p><b>Alternative B and Existing Conditions (Magnified)</b></p>  <p><b>Alternative B and No-Action (Magnified)</b></p>
26. View from Washington National Cathedral:	<p><b>View from Washington National Cathedral:</b>                      From the bell tower of the National Cathedral looking southeast, the view is characterized by dense tree cover transitioning to relatively dense, mid-height urban development. There would be little to no visibility and no sensitivity due to the distance from the Project Area. <i>Compared to both existing conditions and the No-Action Alternative, the alternative would be compatible with the existing urban context. The character of the view <b>would not be changed</b>; therefore, from this view, Alternative B <b>would have no impact.</b></i></p>	 <p><b>Alternative B and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of Alternative B
<p>27. View from St. Elizabeths West Campus:</p>	<p><b>View from St. Elizabeths West Campus:</b>                      Looking northwest to downtown Washington, DC the view is characterized by the Anacostia River and dense urban development beginning north of the river.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative is not visible. There would be no visibility or sensitivity and character of the view <b>would not be changed</b>; therefore, from this view, there is <b>no impact</b>.</i></p>	 <p><b>Alternative B and Existing Conditions/ No-Action</b></p>
<p>28. View from H Street Bridge</p>	<p><b>H Street Bridge, view looking south:</b> Looking south, the view of the rail yard and much of the station building is obscured by the H Street Bridge barrier wall. The existing station parking garage dominates the view to the right (west) while elsewhere the view is characterized by the openness above the rail yard and views to the sky.</p> <p>Compared to the existing conditions, the alternative <b>would have a major adverse impact</b> on this view as it would be highly noticeable. Dense commercial and residential development would occupy what is characterized as the open space beyond the bridge. There would be high sensitivity as the No-Action Alternative <b>would noticeably</b> change the scale and character of development along the bridge with the north-south train hall dominating the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative B and Existing Conditions</b></p>  <p><b>Alternative B and No-Action</b></p>

**Table 4: Visual Impacts of Alternative C**

**Table Legend:**

Private Air-Rights (maximum buildable volume including penthouse)



Proposed Alternative





Potential Federal Air-Rights (maximum buildable volume including penthouse)



Outline of Existing Parking Garage





View	Description and Assessment	View of Alternative C
<p>1. First Street NE, view looking north:</p>	<p><b>First Street NE, view looking north:</b> In the distance, especially from Independence Avenue, only the WUS headhouse roof is visible; however, as one approaches Columbus Plaza the entire south elevation of WUS can be seen. As such, the aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view. The visual assessment indicates that the alternative is highly visible above the headhouse roof and at the far eastern corner of the building. There would be high sensitivity as the alternative <b>would noticeably change</b> the perception of open space behind the Station, altering the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view. The visual assessment indicates that the alternative is moderately visible above the headhouse roof and at the far eastern corner. However, these volumes are visually encompassed by the maximum volume of the private air-rights development. Therefore, there would be low sensitivity and the alternative <b>would not noticeably change</b> the character of the view established by the No-Action Alternative.</p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions</b></p>  <p><b>Alternative C-East Option, C-West Option, and No-Action</b></p>

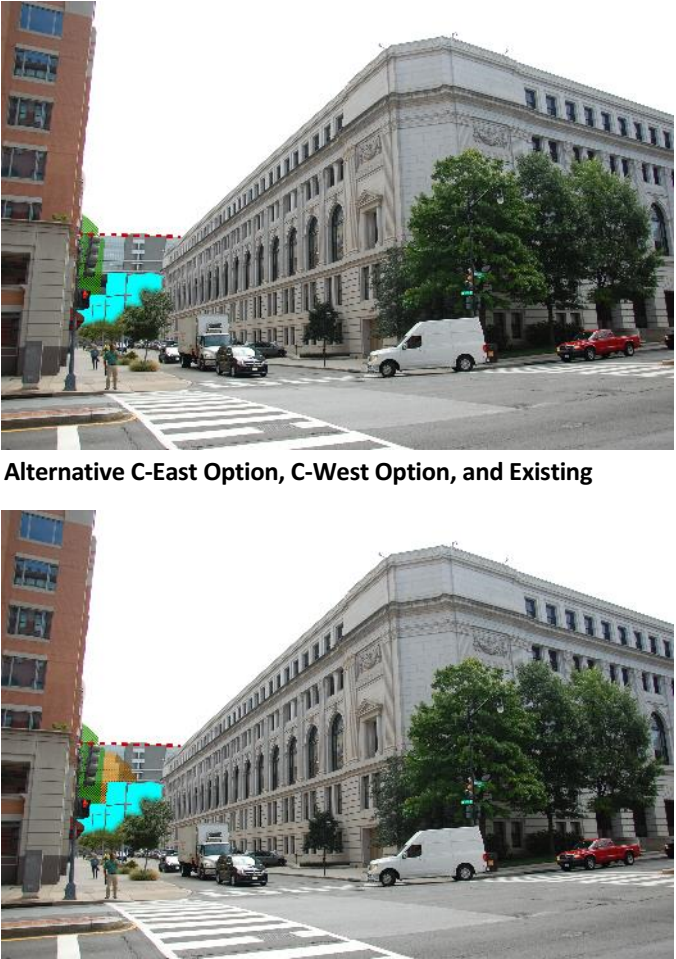
View	Description and Assessment	View of Alternative C
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">2. Delaware Avenue NE, view looking northeast:</p>	<p><b>Delaware Avenue NE, view looking northeast:</b> From Constitution Avenue NE, C Street NE, and D Street NE only the center three bays of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS can be seen. The aesthetic and visual impact of the alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as the Project would be highly visible. The buildable volume would change the silhouette of this view, one of the primary views of the L’Enfant and McMillan Plans connecting the U.S. Capitol Grounds with WUS. The barrel vault of the WUS headhouse would be interrupted by the massing of the development on the west and what was once perceived as open space behind the station would be built up. The symmetrical composition of the view, established by the symmetry of the Beaux Arts design of the Station, would also change. There would be high sensitivity and the alternative <b>would noticeably change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. While it is highly noticeable, it would create a visual symmetry with the private air-rights development on the east by visually complementing its height. Therefore, there would be moderate sensitivity. The alternative <b>would moderately change</b> the character of the view, established by the No-Action Alternative.</p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions</b></p>  <p><b>Alternative C-East Option, C-West Option, and No-Action</b></p>

View	Description and Assessment	View of Alternative C
<p>3. Louisiana Avenue NE, view looking northeast:</p>	<p><b>Louisiana Avenue NE, view looking northeast:</b> Along Louisiana Avenue NE only the center pavilion of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen. As such the visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view. While the development is moderately visible, it is sufficiently set back from the historic headhouse to appear as part of the urban context north of the station. There would be moderate sensitivity as the alternative would moderately change the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view as its presence is de minimis in comparison. The alternative would be in keeping with the height and massing of the private air-rights development to the east. There would be moderate visibility and low sensitivity, and the alternative would minimally change the character of the view established by the No-Action Alternative.</p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions</b></p> <p><b>Alternative C-East Option, C-West Option, and No-Action</b></p>

View	Description and Assessment	View of Alternative C
<p>4. E Street NE, looking northeast:</p>	<p><b>E Street NE, looking northeast:</b> From E Street NE and North Capitol Street, portions of the south and west elevations of WUS are visible; however, as one approaches Columbus Plaza the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact on this view. While the visual assessment indicates the development would be set back so as not to impede the roofline of the headhouse, it would rise above the west pavilion of the headhouse causing moderate visibility and moderate sensitivity. The alternative would moderately change the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact on this view as the potential Federal air-rights development would rise above the roofline of the west pavilion causing moderate visibility and sensitivity. The alternative would moderately change the character of the view.</i></p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions</b></p>  <p><b>Alternative C-East Option, C-West Option, and No-Action</b></p>



View	Description and Assessment	View of Alternative C
<p>5. F Street NW, view looking east:</p>	<p><b>F Street NW, view looking east:</b> F Street NW is truncated at First Street NW; the Georgetown University Law School and I 395 lay to the west. Only the front portion of the WUS headhouse and Columbus Plaza are visible from F Street.</p> <p>Because the No-Action Alternative is not visible from this location, the alternative appears the same when compared to both existing conditions and the No-Action Alternative. The character of the view, defined by multi-story commercial buildings, <b>would not change</b> because of the alternative. The alternative would be slightly noticeable above the northwest corner of the City Post Office and there would be low sensitivity. Therefore, the alternative <b>would have no impact</b> on this view.</p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions/ No-Action</b></p>
<p>6. Massachusetts Ave NW, view looking east:</p>	<p><b>Massachusetts Ave NW, view looking east:</b> Only Columbus Plaza is visible from Massachusetts Avenue NW. Neither the No-Action Alternative nor the alternative is visible from this vantage point. Therefore, there is <b>no impact</b> on this view. The character of the view, defined by multi-story commercial buildings and the City Post Office, <b>would not change</b>.</p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of Alternative C
<p>7. G Street NW, view looking east:</p>	<p><b>G Street NW, view looking east:</b> The WUS parking facility is visible along G Street NW. The street is characterized by institutional and commercial buildings, especially the US Government Publishing Office Building and the former Gales School on the corner of Massachusetts Avenue and G Street NW.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a potential beneficial impact</b> on this view. The visual assessment indicates that the Project would take a form similar to but lower than the existing parking garage, which is the only portion of WUS visible from G Street. The lower massing would open up the view along G Street. By removing the existing incompatible WUS garage and creating a more compatible design, the Alternative would have a potential beneficial impact.</i></p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions</b></p> <p><b>Conditions</b></p> <p><b>Alternative C-East Option, C-West Option, and No-Action</b></p>

8. H Street NW, view looking east:

**H Street NW, view looking east:** The H Street Bridge and WUS parking facility is visible from First Street NW looking east towards the Project Area. The view is characterized by the commercial and institutional buildings flanking the street west of the bridge. From the H Street Bridge, the WUS parking facility is visible. The WUS headhouse and Terminal Rail Yard are not visible to pedestrians due to the height of the bridge barrier walls.

*Compared to existing conditions,* Alternative C (either option) would **have a minor adverse impact** on this view as they would be moderately visible, but there would be low sensitivity as the alternatives **would minimally change** the character of the view, which is defined by the bridge and the multi-story commercial and residential buildings.

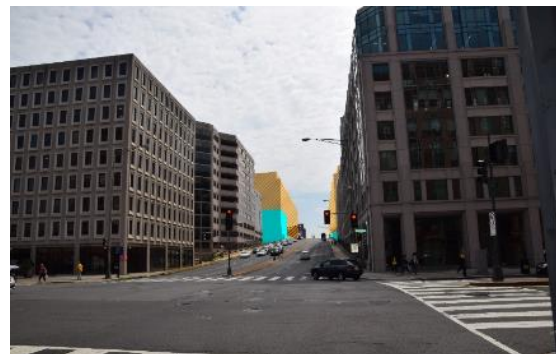
*Compared to the No-Action Alternative,* both C-East Option and C-West Option Alternatives would have **no impact** on this view as it would not be visually distinct from the private air rights.



Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Condition



Alternative C-East Option and No-Action



Alternative C-West Option and No-Action

9. K Street NW, view looking east:

**K Street NW, view looking east:** K Tower and other elements of the Terminal Rail Yard, including the K Street underpass and sections of the Burnham Walls, are visible looking east from the intersection with First Street NE. However, the cultural environment to the west of the rail yard is defined by the large commercial and institutional buildings that frame the street. Therefore, view changes as one approaches the intersection with First Street NE and the character of the view changes from one of a dense urban environment to one defined by the open and industrial nature of the rail yard.

*Compared to existing conditions*, both Alternative C (either option) **would have a minor adverse impact** on the view. At K Street and First Street NW, the alternatives would have moderate visibility and low sensitivity. There would be low sensitivity as the alternatives **would minimally change** the character of the view, which is defined by the existing multi-story commercial and institutional buildings.

*Compared to the No-Action Alternative*, the alternative would have **no impact** on this view as it would not be visually distinct from the private air rights.



Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Conditions



Alternative C-East Option and No-Action



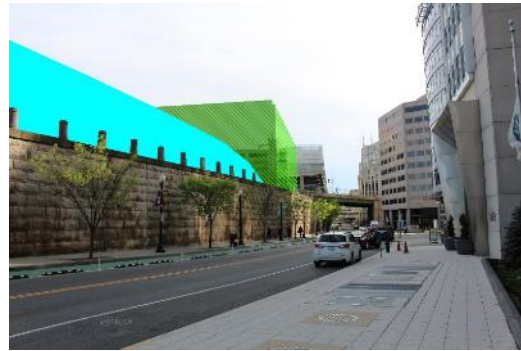
Alternative C-West Option and No-Action

10. First Street NE, view looking south:

**First Street NE, view looking south:** The WUS Burnham Walls are visible looking south towards the Project Area from the intersection with K Street, while the WUS parking facility is visible from New York Avenue. The street is characterized by the Metropolitan Branch Trail that runs beside it as well as many multi-story commercial and multi-family residential buildings. The grade change of the existing street and presence of the Burnham Walls prevents a view of the rail yard, and the view towards WUS is blocked by the existing parking garage.

*Compared to existing conditions, both Alternative C (either option) would have a moderate adverse impact on this view as they would be highly noticeable, filling in what is perceived as open space above the Burnham Walls with development. The existing parking garage would be removed in this alternative, further opening the view south along First Street. There would be moderate sensitivity as the alternatives would moderately change the character of the cultural environment, which is already defined by the existing commercial and institutional buildings on the west side of the street.*

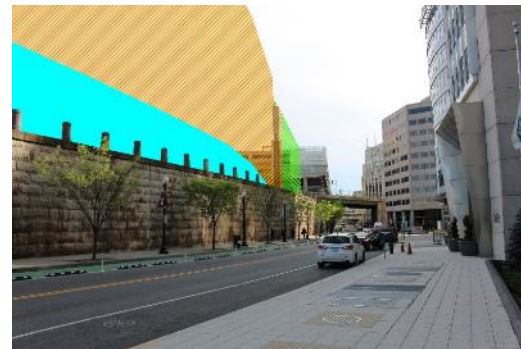
*Compared to the No-Action Alternative, the alternatives would have a negligible adverse impact on this view. The Alternatives are visually consistent with the No-Action Alternative. There would be low visibility and low sensitivity as the alternative would not change the character of the view compared to the No-Action Alternative.*



Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Conditions



Alternative C-East Option and No-Action



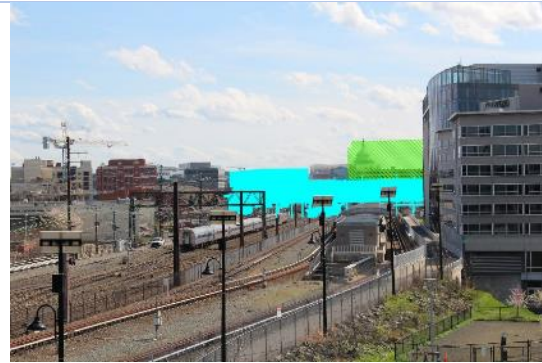
Alternative C-West Option and No-Action

11. New York Avenue Bridge NE, view looking south:

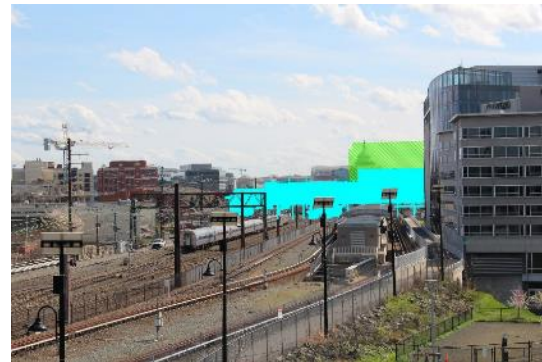
**New York Avenue Bridge NE, view looking south:** From the New York Avenue NE Bridge, the Terminal Rail Yard, WUS, and WUS parking facility are visible. The U.S. Capitol is also visible beyond.

*Compared to existing conditions, both Alternative C (either option) would have a major adverse impact on this view as they would be highly visible. There would be high sensitivity as the alternatives would noticeably change the character of the built environment and the vista, obscuring the view of the U.S. Capitol and the WUS headhouse.*

*Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.*



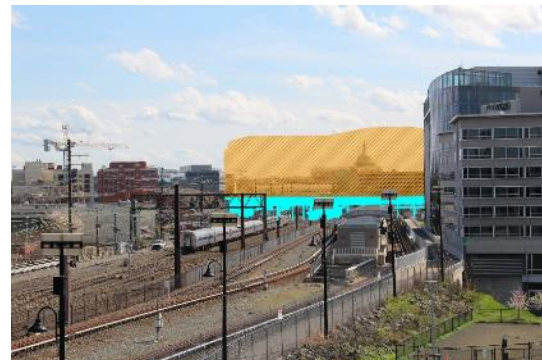
Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Conditions



Alternative C-East Option and No-Action



Alternative C-West Option and No-Action

12. Second Street NE, view looking south:

**Second Street NE, view looking south:** The view of the Project Area changes as one moves south along Second Street. From M Street NE and L Street NE, elements of the Terminal Rail Yard are visible including the Burnham Walls, street underpasses, and several catenaries and signal bridges within the yard. At K Street NE, Substation 25A is also visible, and at I Street the REA Building comes into view. Second Street NE is bordered by the Terminal Rail Yard to the west and mostly single-family rowhouses and multi-family apartment buildings of various styles and ages.

*Compared to existing conditions, both alternative C (either option) would have a negligible adverse impact on the view.* The alternatives have low visibility and low sensitivity as they are largely obscured by Substation 25A and the height and angle of the Burnham Walls. There would be low sensitivity as the view **would not change**.

*Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.*



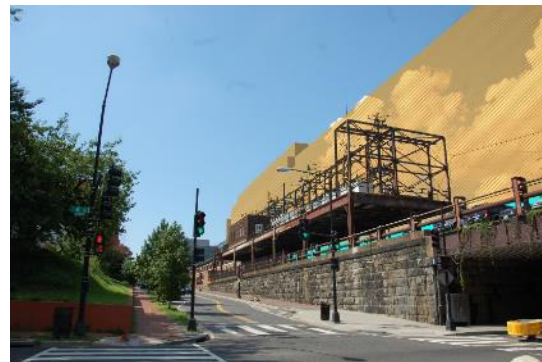
Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Conditions



Alternative C-East Option and No-Action



Alternative C-West Option and No-Action

13. K Street NE, view looking west:

**K Street NE, view looking west:** Looking west along K Street, the K street underpass and Burnham Walls of the Terminal Rail Yard are visible. K Street NE is characterized by two-story traditional row houses as well as new multi-story residential and mixed-use buildings of various styles and ages.

*Compared to existing conditions, both Alternative C-East Option and C-West Option would have a minor adverse impact on the view.* The alternatives would have moderate visibility and low sensitivity, as the alternatives are in keeping with the scale of the neighborhood and do not change the character of the view, which is characterized by single-family residences in the foreground and multi-story commercial and institutional buildings in the background, beyond the rail yard.

*Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.*



Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Conditions



Alternative C-East Option and No-Action



Alternative C-West Option and No-Action



14. I Street NE, view looking west:

**I Street NE, view looking west:** The REA building is directly visible looking west along I Street NE. The street is characterized by a mixture of multi-story, multi-family apartment buildings and two-story single-family row houses of varying styles and ages.

*Compared to existing conditions,* Alternative C-East Option **would have a moderate adverse impact** on this view. There would be high visibility and moderate sensitivity, as the alternative would rise above the roofline of the REA Building and diminish its presence on I Street. Alternative C-East Option **would moderately change** the character of the view.

However, Alternative C-West Option **would have no impact** on the view, as it is not visible and **would not change** the character of the view.

*Compared to the No-Action Alternative,* the alternative would have **no impact** on this view as it would not be visually distinct from the private air rights.



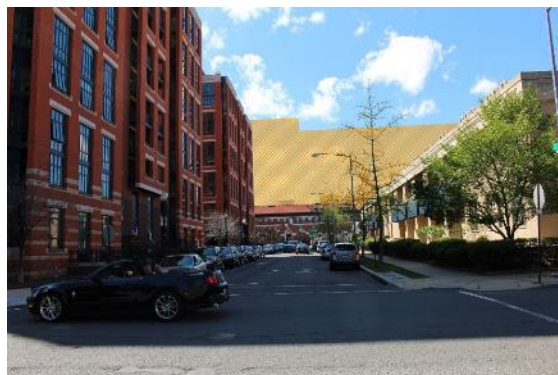
Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Conditions



Alternative C-East Option and No-Action



Alternative C-West Option and No-Action

15. H Street NE, view looking west:

**H Street NE, view looking west:** Looking west along the H Street NE commercial corridor, the H Street Bridge and WUS parking facility are visible. From the H Street Bridge, portions of the Terminal Rail Yard are also visible, including the REA Building and K Tower. The roof of the WUS headhouse is also visible. H Street is a busy commercial corridor and features many multi-story commercial buildings, residences, and mixed-use buildings of various styles and ages.

*Compared to existing conditions,* Alternative C (either option) would **have minor adverse impacts** on this view. The alternatives would have moderate visibility and low sensitivity as the alternatives **would minimally change** the character of the view looking east along H Street, which is defined by the existing commercial and institutional buildings.

*Compared to the No-Action Alternative,* the alternative would have **no impact** on this view as it would not be visually distinct from the private air rights.



Alternative C-East Option and Existing Conditions



Alternative C-West Option and Existing Conditions



Alternative C-East Option and No-Action



Alternative C-West Option and No-Action

16. G Street NE, view looking west: F Street NE, view looking west:

**G Street NE, view looking west:** This view is defined by the existing two- and three-story residential and civic buildings along G Street and multi-story commercial buildings along 2<sup>nd</sup> Street.

*Compared to existing conditions, the alternative would have a negligible adverse impact on this view.* There would be low visibility and low sensitivity, as the alternative would be only slightly visible from G Street. It **would not change** the character of the view.

*Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.*



Alternative C-East Option, C-West Option, and Existing Conditions



Alternative C-East Option, C-West Option, and No-Action

17. F Street NE, view looking west:

**F Street NE, view looking west:** This view is defined by the existing two- and three-story residential and commercial buildings along F Street and multi-story commercial buildings along 2<sup>nd</sup> Street.

*Compared to existing conditions and the No-Action Alternative, the alternative **would have no impact** on this view. There would be low sensitivity, as the alternative would not be visible from F Street. It **would not change** the character of the view.*



Alternative C-East Option, C-West Option, and Existing Conditions



Alternative C-East Option, C-West Option, and No-Action

18. Massachusetts Avenue NE, view looking northwest:

**Massachusetts Avenue NE, view looking northwest:** Columbus Plaza and Columbus Fountain are visible along Massachusetts Avenue until one approaches Columbus Circle NE where the South elevation of WUS becomes visible.

*Compared to both existing conditions and the No-Action Alternative, the alternative would have no impact on this view. The development would be slightly noticeable but there would be low sensitivity, as it would blend in with the surrounding context. The character of the view, defined by the Thurgood Marshall Center and the headhouse of WUS, would not be changed.*



**Alternative C-East Option, C-West Option, and Existing Conditions**



**Alternative C-East Option, C-West Option, and No-Action**

19. View from Columbus Plaza:

**View from Columbus Plaza:** Columbus Plaza provides direct views of the entire south façade of WUS. The Project Area is not visible from the center of the plaza; however, as one moves east and west, some areas of the existing WUS infrastructure including the existing parking garage and ramps are visible.

*Compared to both existing conditions and the No-Action Alternative, the alternative **would have no impact** on this view as it would not be noticeable, due to the height and angle of the existing headhouse and the fact that the existing parking garage and ramps would obscure any new development. There would be no sensitivity as the character of the view, defined by the open space of the plaza and view of the south elevation of WUS, **would not be changed.***



**Alternative C-East Option, C-West Option, and Existing Conditions/ No-Action**

20. View from Columbus Circle Drive – East Side:

**View from Columbus Circle Drive – East Side:** Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.

*Compared to existing conditions, the alternative would have a negligible adverse impact* on this view. There would be low visibility from the east side of the circle near First Street NE because it would take the same form as the massing that exists today. There would also be low sensitivity as the alternative would be below the cornice line of the station and steps down in height as it moves back. The view, characterized by the perceived openness behind the station, **would not change.**

*Compared to the No-Action Alternative, the alternative would have no impact* on this view as it would not be visually distinct from the private air rights.



Alternative C-East Option, C-West Option, and Existing



Conditions

Alternative C-East Option, C-West Option, and No-Action

21. View from Columbus Circle Drive – West Side:

**View from Columbus Circle Drive – West**

**Side:** Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.

*Compared to existing conditions and the No-Action Alternative, the alternative would have a beneficial impact on this view. The alternative would be moderately visible from the west side of the circle near Louisiana Avenue NE. The existing parking garage that projects beyond the plane of the west elevation of WUS would be removed, opening the viewshed north along First Street. There would be moderate sensitivity. The open nature of the plaza and view of the south elevation of WUS would not be changed but the view north along First Street would be noticeably changed, as the alternative would reopen a view, first established by the L’Enfant Plan, that is currently truncated. However, this is seen as a positive impact as it restores the street view. Therefore, a finding of beneficial impact is made.*



Alternative C-East Option, C-West Option, and Existing Conditions



Alternative C-East Option, C-West Option, and No-Action



22. View from Washington Monument:

**View from Washington Monument:** This view is characterized by the open nature of the National Mall flanked on either side by civic and institutional buildings.

*Compared to both existing conditions,* the alternative would have low visibility and low sensitivity due to the distance and nature of the urban fabric. The alternative would be compatible with the existing urban context and the alternative **would have a negligible adverse impact**. The character of the view **would not be changed**.

*Compared to the No-Action Alternative,* the alternative would have **no impact** on this view as it would not be visually distinct from the private air rights.




Alternative C-East Option, C-West Option, and Existing



Conditions

Alternative C-East Option, C-West Option, and No-Action

<p>23. View from Arlington House at Arlington National Cemetery:</p>	<p><b>View from Arlington House at Arlington National Cemetery:</b> The view from Arlington House looking northeast to downtown Washington is characterized by the skyline punctuated by the Old Post Office Building clock tower and Washington Monument. High ground in the Northeast Quadrant of the city serves as a backdrop to the skyline.</p> <p><i>Compared to both existing conditions and the No-Action Alternative,</i> the alternative would only be visible using binoculars or a camera with a zoom lens. Due to the distance and nature of the urban fabric, there would be very low visibility and very low sensitivity. The alternative would be compatible with the existing urban context and the alternative <b>would have no impact.</b> The character of the view <b>would not be changed.</b></p>	
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24. View from U.S. Capitol Dome:

**View from U.S. Capitol Dome:** Looking northeast from the dome of the U.S. Capitol, the entire headhouse and portions of the railyard are visible.

*Compared to existing conditions, the alternative is moderately to noticeably noticeable and **would have a moderate adverse impact** on this view. The Alternative would have high visibility and moderate sensitivity, **moderately changing** the view by obstructing the view of the Terminal Rail Yard. The alternative would visually bridge the commercial, institutional, and residential development surrounding the station, creating a cultural environment that is more uniform from east to west. Views to WUS and the Senate Office Buildings as well as the view along North Capitol Street would remain unchanged.*

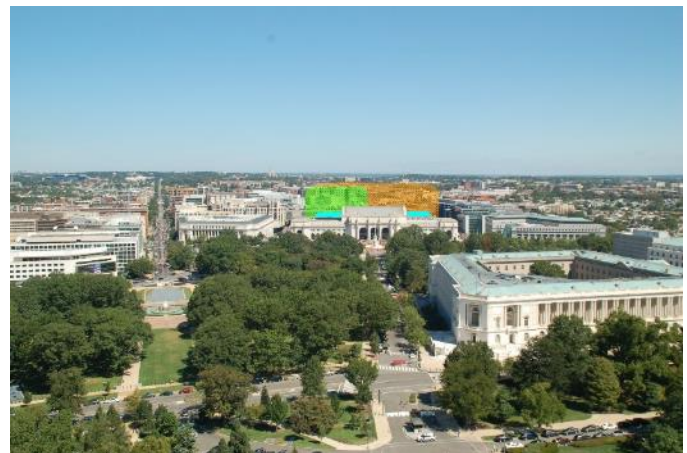
*Compared to the No-Action Alternative, the alternative would have **no impact** on this view as it would not be visually distinct from the private air rights.*







**Alternative C-East Option and Existing Conditions**


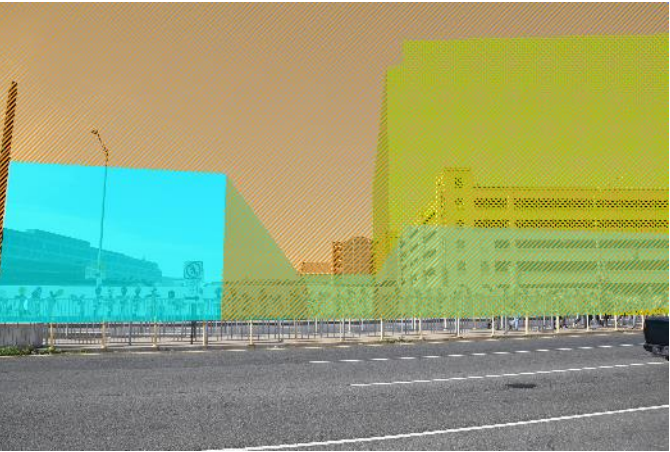


**Alternative C-West Option and Existing Conditions**



**Alternative C-East Option, C-West Option, and No-Action**

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">25. View from the Old Post Office Building:</p>	<p><b>View from the Old Post Office Building:</b>                  From the clock tower of the Old Post Office Building, only the very top of the headhouse barrel vaulted roof is visible.</p> <p><i>Compared to existing conditions and the No-Action Alternative,</i> the alternative would only be noticeable using binoculars or a camera with a zoom lenses (as used to capture the image used in this analysis). There would be little to no visibility and no sensitivity as the alternative <b>would have no impact</b> on this view. The view, characterized by multi-story commercial buildings, <b>would not be changed.</b></p> 	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions (Magnified)</b></p>  <p><b>Alternative C-East Option, C-West Option, and No-Action (Magnified)</b></p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">26. View from Washington National Cathedral:</p>	<p><b>View from Washington National Cathedral:</b>                  From the bell tower of the National Cathedral looking southeast, the view is characterized by dense tree cover transitioning to relatively dense, mid-height urban development.</p> <p><i>Compared to the existing conditions and the No-Action Alternative,</i> the alternative would have little to no visibility and no sensitivity due to the distance from the Project Area. The alternative would be compatible with the existing urban context. The character of the view <b>would not be changed</b>; therefore, from this view, Alternative C-East Option and C-West Option <b>would have no impact.</b></p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions/ No-Action</b></p>

<p>27. View from St. Elizabeths West Campus:</p>	<p><b>View from St. Elizabeths West Campus:</b>                  Looking northwest to downtown Washington, DC the view is characterized by the Anacostia River and dense urban development beginning north of the river.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative is not visible. There would be no visibility or sensitivity and character of the view <b>would not be changed</b>; therefore, from this view, there is <b>no impact</b>.</i></p>	 <p><b>Alternative C-East Option, C-West Option, and Existing Conditions/ No-Action</b></p>
<p>28. View from H Street Bridge</p>	<p><b>H Street Bridge, view looking south:</b> Looking south, the view of the rail yard and much of the station building is obscured by the H Street Bridge barrier wall. The existing station parking garage dominates the view to the right (west) while elsewhere the view is characterized by the openness above the rail yard and views to the sky.</p> <p>Compared to the existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as it would be highly noticeable. Dense commercial and residential development would occupy what is characterized as the open space beyond the bridge. There would be moderate sensitivity as the No-Action Alternative would moderately change the scale and character of development along the bridge. The diminishing scale of the H Street headhouse and the east-west train hall beyond interrupts the heavy presence of the north-south train hall, which dominates the view in Alternatives A and B.</p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative C and Existing Conditions</b></p>  <p><b>Alternative C and No-Action</b></p>

**Table 5: Visual Impacts of Alternative D**

**Table Legend:**

Private Air-Rights (maximum buildable volume including penthouse)



Proposed Alternative





Potential Federal Air-Rights (maximum buildable volume including penthouse)





Outline of Existing Parking Garage






View	Description and Assessment	View of Alternative D
<p>1. First Street NE, view looking north:</p>	<p><b>First Street NE, view looking north:</b> In the distance, especially from Independence Avenue, only the WUS headhouse roof is visible; however, as one approaches Columbus Plaza the entire south elevation of WUS can be seen. As such, the aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view. The visual assessment indicates that the alternative is highly visible above the headhouse, interrupting the silhouette of the barrel-vaulted roof. There would be high sensitivity as the alternative would change the perception of open space behind the Station, altering the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view. The visual assessment indicates that the alternative has moderate visibility above the headhouse because the building volume is visually encompassed by the maximum volume of the private air-rights development. Therefore, there would be low sensitivity and the alternative would not noticeably change the character of the view established by the No-Action Alternative.</p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>


View	Description and Assessment	View of Alternative D
<p>2. Delaware Avenue NE, view looking northeast:</p>	<p><b>Delaware Avenue NE, view looking northeast:</b> From Constitution Avenue NE, C Street NE, and D Street NE only the center three bays of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS can be seen. The aesthetic and visual impact of the alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as the Project would be highly visible. The buildable volume would change the silhouette of this view, one of the primary views of the L’Enfant and McMillan Plans connecting the U.S. Capitol Grounds with WUS. The barrel vault of the WUS headhouse would be interrupted by the massing of the development on the west and what was once perceived as open space behind the station would be built up. The symmetrical composition of the view, established by the symmetry of the Beaux Arts design of the Station, would also change. There would be moderate to high sensitivity and the alternative <b>would noticeably change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. While it is highly visible, it would create a visual symmetry with the private air-rights development on the east by visually complementing its height. Therefore, there would be moderate sensitivity. The alternative <b>would moderately change</b> the character of the view, established by the No-Action Alternative.</p>	<div data-bbox="787 296 1463 741" data-label="Image"> </div> <p data-bbox="787 747 1187 779"><b>Alternative D and Existing Conditions</b></p> <div data-bbox="787 806 1463 1251" data-label="Image"> </div> <p data-bbox="787 1260 1091 1291"><b>Alternative D and No-Action</b></p>



View	Description and Assessment	View of Alternative D
<p>3. Louisiana Avenue NE, view looking northeast:</p>	<p><b>Louisiana Avenue NE, view looking northeast:</b> Along Louisiana Avenue NE only the center pavilion of the WUS headhouse is visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen. As such the visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view as the development would be moderately visible. However, the development is sufficiently set back from the historic headhouse to appear as part of the urban context north of the station. There would be moderate sensitivity as the alternative <b>would moderately change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view as its presence is de minimis in comparison with the No-Action Alternative. The alternative would be in keeping with the height and massing of the private air-rights development on the east. There would be low sensitivity and the alternative <b>would not change</b> the character of the view established by the No-Action Alternative.</p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>



View	Description and Assessment	View of Alternative D
<p>4. E Street NE, looking northeast:</p>	<p><b>E Street NE, looking northeast:</b> From E Street NE and North Capitol Street, portions of the south and west elevations of WUS are visible; however, as one approaches Columbus Plaza the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen.</p> <p><i>Compared to existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as the Project would be moderately visible. While the visual assessment indicates the development would be set back so as not to impede the roofline of the headhouse, it would rise above the west pavilion of the headhouse causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a moderate adverse impact</b> on this view. The potential Federal air-rights development would rise above the roofline of the west pavilion causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>

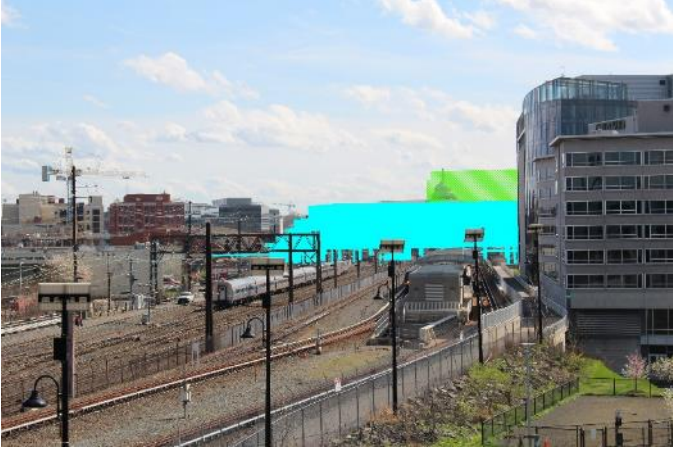
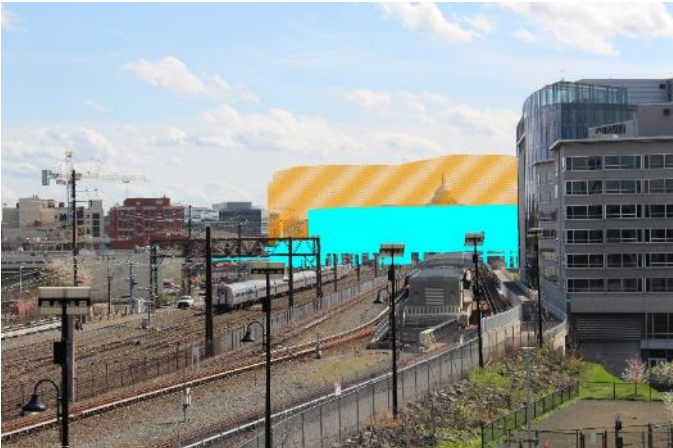
View	Description and Assessment	View of Alternative D
<p>5. F Street NW, view looking east:</p>	<p><b>F Street NW, view looking east:</b> F Street NW is truncated at First Street NW; the Georgetown University Law School and I 395 lay to the west. Only the front portion of the WUS headhouse and Columbus Plaza are visible from F Street.</p> <p>Neither the No-Action Alternative nor the alternative is visible from this vantage point. The character of the view, defined by multi-story commercial buildings, <b>would not change</b> because of the alternative. The alternative would not be visible and there would be no sensitivity. Therefore, the alternative <b>would have no impact</b> on this view.</p>	 <p><b>Alternative D and Existing Conditions/ No-Action</b></p>
<p>6. Massachusetts Ave NW, view looking east:</p>	<p><b>Massachusetts Ave NW, view looking east:</b> Only Columbus Plaza is visible from Massachusetts Avenue NW. Neither the No-Action Alternative nor the alternative is visible from this vantage point. Therefore, there is <b>no impact</b> on this view. The character of the view, defined by multi-story commercial buildings and the City Post Office, <b>would not change</b>.</p>	 <p><b>Alternative D and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of Alternative D
<p>7. G Street NW, view looking east:</p>	<p><b>G Street NW, view looking east:</b> The WUS parking facility is visible along G Street NW. The street is characterized by institutional and commercial buildings, especially the US Government Publishing Office Building and the former Gales School on the corner of Massachusetts Avenue and G Street NW.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a potential beneficial impact</b> on this view. The visual assessment indicates that the Project would take a form similar to but lower than the existing parking garage, which is the only portion of WUS visible from G Street. The lower massing would open up the view along G Street. By removing the existing incompatible WUS garage and creating a more compatible design, the alternative would have a potential beneficial impact.</i></p>	 <p><b>Alternative D and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of Alternative D
<p>8. H Street NW, view looking east:</p>	<p><b>H Street NW, view looking east:</b> The H Street Bridge and WUS parking facility is visible from First Street NW looking east towards the Project Area. The view is characterized by the commercial and institutional buildings flanking the street west of the bridge. From the H Street Bridge, the WUS parking facility is visible. The WUS headhouse and Terminal Rail Yard are not visible to pedestrians due to the height of the bridge barrier walls.</p> <p><i>Compared to existing conditions, the alternative would have a negligible adverse impact on this view. There would be low visibility low sensitivity as the alternative would not change the character of the view, defined by the bridge and the multi-story commercial and residential buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p>Alternative D and Existing Conditions</p>  <p>Alternative D and No-Action</p>



View	Description and Assessment	View of Alternative D
<p>9. K Street NW, view looking east:</p>	<p><b>K Street NW, view looking east:</b> K Tower and other elements of the Terminal Rail Yard, including the K Street underpass and sections of the Burnham Walls, are visible looking east from the intersection with First Street NE. However, the cultural environment to the west of the rail yard is defined by the large commercial and institutional buildings that frame the street. Therefore, view changes as one approaches the intersection with First Street NE and the character of the view changes from one of a dense urban environment to one defined by the open and industrial nature of the rail yard.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact on the view. At K Street and First Street NW, the alternative has moderate visibility and low sensitivity as the alternative would minimally change the character of the view, which is defined by the existing multi-story commercial and institutional buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p> <p><b>Alternative D and No-Action</b></p>



View	Description and Assessment	View of Alternative D
<p>10. First Street NE, view looking south:</p>	<p><b>First Street NE, view looking south:</b> The WUS Burnham Walls are visible looking south towards the Project Area from the intersection with K Street, while the WUS parking facility is visible from New York Avenue. The street is characterized by the Metropolitan Branch Trail that runs beside it as well as many multi-story commercial and multi-family residential buildings. The grade change of the existing street and presence of the Burnham Walls prevents a view of the rail yard, and the view towards WUS is blocked by the existing parking garage.</p> <p><i>Compared to existing conditions, both Alternative D would <b>have a moderate adverse impact</b> on this view as it would be highly visible, filling in what is perceived as open space above the Burnham Walls with development. The existing parking garage would be removed in this alternative, further opening the view south along First Street. There would be moderate sensitivity as the alternatives <b>would moderately change</b> the character of the cultural environment, which is already defined by the existing commercial and institutional buildings on the west side of the street.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view as the alternative is visually consistent with the No-Action Alternative. There would be low visibility and low sensitivity as the alternative <b>would not change</b> the character of the view compared to the No-Action Alternative.</i></p>	<div data-bbox="787 294 1453 745" data-label="Image"> </div> <p data-bbox="787 745 1193 777"><b>Alternative D and Existing Conditions</b></p> <div data-bbox="787 829 1453 1281" data-label="Image"> </div> <p data-bbox="787 1281 1096 1312"><b>Alternative D and No-Action</b></p>



View	Description and Assessment	View of Alternative D
<p>11. New York Avenue Bridge NE, view looking south:</p>	<p><b>New York Avenue Bridge NE, view looking south:</b> From the New York Avenue NE Bridge, the Terminal Rail Yard, WUS, and WUS parking facility are visible. The U.S. Capitol is also visible beyond.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as it would be highly visible and there would be high sensitivity as the No-Action Alternative <b>would noticeably change</b> the character of the built environment and the vista, obscuring the view of the U.S. Capitol and the WUS headhouse.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p>Alternative D and Existing Conditions</p>  <p>Alternative D and No-Action</p>




View	Description and Assessment	View of Alternative D
<p>12. Second Street NE, view looking south:</p>	<p><b>Second Street NE, view looking south:</b> The view of the Project Area changes as one moves south along Second Street. From M Street NE and L Street NE, elements of the Terminal Rail Yard are visible including the Burnham Walls, street underpasses, and several catenaries and signal bridges within the yard. At K Street NE, Substation 25A is also visible, and at I Street the REA Building comes into view. Second Street NE is bordered by the Terminal Rail Yard to the west and mostly single-family rowhouses and multi-family apartment buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact on the view. The alternative would have high visibility but moderate sensitivity. While the alternative would occupy space that was originally perceived as open the mass would be similar to the height of the existing Substation 25A. There would be a moderate change to the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>






View	Description and Assessment	View of Alternative D
<p>13. K Street NE, view looking west:</p>	<p><b>K Street NE, view looking west:</b> Looking west along K Street, the K street underpass and Burnham Walls of the Terminal Rail Yard are visible. K Street NE is characterized by two-story traditional row houses as well as new multi-story residential and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a moderate adverse impact</b> on the view. It would be highly visible and there would be moderate sensitivity, as the alternative would obscure a portion of the existing open space of the railyard on the south side of K Street. The alternative <b>would moderately change</b> the view, rising higher than the scale of the neighborhood east of the station; however, it would be compatible with the multi-story commercial development on the west side of the railyard.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>



View	Description and Assessment	View of Alternative D
<p>14. I Street NE, view looking west:</p>	<p><b>I Street NE, view looking west:</b> The REA building is directly visible looking west along I Street NE. The street is characterized by a mixture of multi-story, multi-family apartment buildings and two-story single-family row houses of varying styles and ages.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have no impact</b> on this view. As the alternative would not be visible from I Street, the alternative <b>would not change</b> the character of the view.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>


View	Description and Assessment	View of Alternative D
<p>15. H Street NE, view looking west:</p>	<p><b>H Street NE, view looking west:</b> Looking west along the H Street NE commercial corridor, the H Street Bridge and WUS parking facility are visible. From the H Street Bridge, portions of the Terminal Rail Yard are also visible, including the REA Building and K Tower. The roof of the WUS headhouse is also visible. H Street is a busy commercial corridor and features many multi-story commercial buildings, residences, and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative would have a <b>minor adverse impact</b> on this view. The alternative would be moderately visible, and there would be low sensitivity as the alternative <b>would minimally change</b> the character of the view looking east along H Street, which is defined by the existing commercial and institutional buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p>Alternative D and Existing Conditions</p>  <p>Alternative D and No-Action</p>

View	Description and Assessment	View of Alternative D
<p>16. G Street NE, view looking west:</p>	<p><b>G Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and civic buildings along G Street and multi-story commercial buildings along 3rd Street.</p> <p><i>Compared to existing conditions, the alternative would have a negligible impact on this view. There would be very low visibility and sensitivity, as the alternative would only be slightly visible from G Street and Third Street NE. It would not change the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p>Alternative D and Existing Conditions</p>  <p>Alternative D and No-Action</p>
<p>17. F Street NE, view looking west:</p>	<p><b>F Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and commercial buildings along F Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative would have no impact on this view as the alternative would not be visible from F Street. It would not change the character of the view.</i></p>	 <p>Alternative D and Existing Conditions/ No-Action</p>



View	Description and Assessment	View of Alternative D
<p>18. Massachusetts Avenue NE, view looking northwest:</p>	<p><b>Massachusetts Avenue NE, view looking northwest:</b> Columbus Plaza and Columbus Fountain are visible along Massachusetts Avenue until one approaches Columbus Circle NE where the South elevation of WUS becomes visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have no impact</b> on this view. The development would not be visible. The character of the view, defined by the Thurgood Marshall Center and the headhouse of WUS, <b>would not be changed</b>.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>


View	Description and Assessment	View of Alternative D
<p><b>19. View from Columbus Plaza:</b></p>	<p><b>View from Columbus Plaza:</b> Columbus Plaza provides direct views of the entire south façade of WUS. The Project Area is not visible from the center of the plaza; however, as one moves east and west, some areas of the existing WUS infrastructure including the existing parking garage and ramps are visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have no impact</b> on this view as it would not be visible, due to the height and angle of the existing headhouse. There would be no sensitivity as the character of the view, defined by the open space of the plaza and view of the south elevation of WUS, <b>would not be changed.</b></i></p>	 <p><b>Alternative D and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of Alternative D
20. View from Columbus Circle Drive – East Side:	<p><b>View from Columbus Circle Drive – East Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact</i> on this view. There would be moderate visibility and low sensitivity because the alternative would take a similar form as the massing of the ramps that exist today. Furthermore, the massing would be below the cornice line of the station and would step down in height as it moves back. The view, characterized by the perceived openness behind the station, <b>would be slightly altered.</b></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>




View	Description and Assessment	View of Alternative D
<p>21. View from Columbus Circle Drive – West Side:</p>	<p><b>View from Columbus Circle Drive – West Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a beneficial impact</b> on this view. The alternative would be moderately visible from the west side of the circle near Louisiana Avenue NE. The existing parking garage that projects beyond the plane of the west elevation of WUS would be removed, opening the viewshed north along First Street. There would be moderate sensitivity. The open nature of the plaza and view of the south elevation of WUS <b>would not be changed</b> but the view north along First Street <b>would be noticeably changed</b>, as the alternative would reopen a view, first established by the L’Enfant Plan, that is currently truncated. However, this is seen as a positive impact as it restores the street view. Therefore, a finding of <b>beneficial impact</b> is made.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p> <p><b>Alternative D and No-Action</b></p>


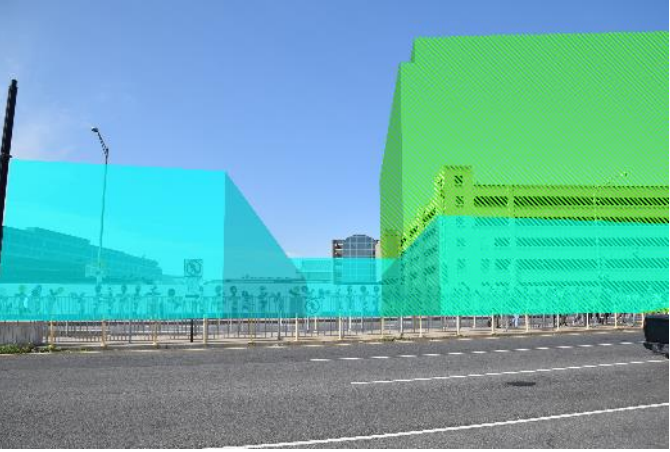
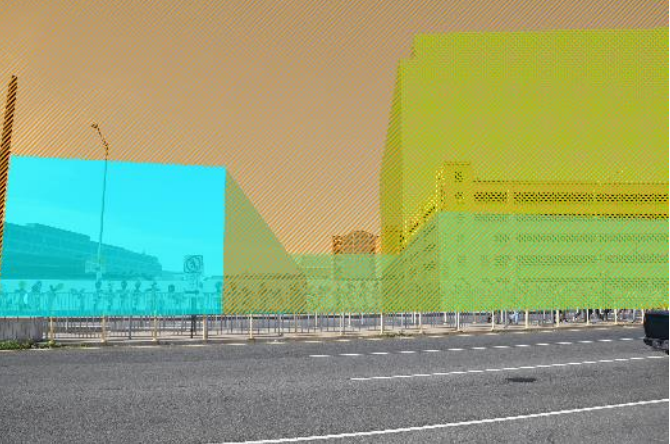


View	Description and Assessment	View of Alternative D
<p>22. View from Washing-ton Monument:</p>	<p><b>View from Washington Monument:</b> This view is characterized by the open nature of the National Mall flanked on either side by civic and institutional buildings.</p> <p><i>Compared to both existing conditions,</i> the alternative would have low visibility and low sensitivity due to the distance and nature of the urban fabric. The alternative would be compatible with the existing urban context and the alternative <b>would have a negligible adverse impact</b>. The character of the view <b>would not be changed</b>.</p> <p><i>Compared to the No-Action Alternative,</i> the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>

View	Description and Assessment	View of Alternative D
<p><b>23. View from Arlington House at Arlington National Cemetery:</b></p>	<p><b>View from Arlington House at Arlington National Cemetery:</b> The view from Arlington House looking northeast to downtown Washington is characterized by the skyline punctuated by the Old Post Office Building clock tower and Washington Monument. High ground in the Northeast Quadrant of the city serves as a backdrop to the skyline.</p> <p><i>Compared to both existing conditions and the No-Action Alternative,</i> the alternative would only be visible using binoculars or a camera with a zoom lens. Due to the distance and nature of the urban fabric, there would be very low visibility and very low sensitivity. The alternative would be compatible with the existing urban context and the alternative <b>would have no impact</b>. The character of the view <b>would not be changed</b>.</p>	

View	Description and Assessment	View of Alternative D
<p><b>24. View from U.S. Capitol Dome:</b></p>	<p><b>View from U.S. Capitol Dome:</b> Looking northeast from the dome of the U.S. Capitol, the entire headhouse and portions of the railyard are visible.</p> <p><i>Compared to existing conditions, the alternative is moderately to greatly noticeable and <b>would have a moderate adverse impact</b> on this view. The Alternative would have high visibility and moderate sensitivity, <b>moderately changing</b> the view by obstructing the view of the Terminal Rail Yard. The alternative would visually bridge the commercial, institutional, and residential development surrounding the station, creating a cultural environment that is more uniform from east to west. Views to WUS and the Senate Office Buildings as well as the view along North Capitol Street would remain unchanged.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>

View	Description and Assessment	View of Alternative D
<p>25. View from the Old Post Office Building:</p>	<p><b>View from the Old Post Office Building:</b>                      From the clock tower of the Old Post Office Building, only the very top of the headhouse barrel vaulted roof is visible.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative would only be noticeable using binoculars or a camera with a zoom lenses (as used to capture the image used in this analysis). There would be little to no visibility and no sensitivity as the alternative <b>would have no impact</b> on this view. The view, characterized by multi-story commercial buildings, <b>would not be changed.</b></i></p>  <p><b>Existing Conditions (Unmagnified)</b></p>	 <p><b>Alternative D and Existing Conditions and No-Action (Magnified)</b></p>
<p>26. View from Washington National Cathedral:</p>	<p><b>View from Washington National Cathedral:</b>                      From the bell tower of the National Cathedral looking southeast, the view is characterized by dense tree cover transitioning to relatively dense, mid-height urban development.</p> <p><i>Compared to the existing conditions and the No-Action Alternative, the alternative would have little to no visibility and no sensitivity due to the distance from the Project Area. The alternative would be compatible with the existing urban context. The character of the view <b>would not be changed</b>; therefore, from this view, Alternative D <b>would have no impact.</b></i></p>	 <p><b>Alternative D and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of Alternative D
<p>27. View from St. Elizabeths West Campus:</p>	<p><b>View from St. Elizabeths West Campus:</b>                      Looking northwest to downtown Washington, DC the view is characterized by the Anacostia River and dense urban development beginning north of the river.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative is not visible. There would be no visibility or sensitivity and character of the view <b>would not be changed</b>; therefore, from this view, there is <b>no impact</b>.</i></p>	 <p><b>Alternative D and Existing Conditions/ No-Action</b></p>
<p>28. View from H Street Bridge</p>	<p><b>H Street Bridge, view looking south:</b> Looking south, the view of the rail yard and much of the station building is obscured by the H Street Bridge barrier wall. The existing station parking garage dominates the view to the right (west) while elsewhere the view is characterized by the openness above the rail yard and views to the sky.</p> <p>Compared to the existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as it would be highly noticeable. Dense commercial and residential development would occupy what is characterized as the open space beyond the bridge. There would be moderate sensitivity as the No-Action Alternative would moderately change the scale and character of development along the bridge. The diminishing scale of the H Street headhouse and the east-west train hall beyond interrupts the heavy presence of the north-south train hall, which dominates the view in Alternatives A and B.</p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative D and Existing Conditions</b></p>  <p><b>Alternative D and No-Action</b></p>

**Table 6: Visual Impacts of Alternative E**

**Table Legend:**

Private Air-Rights (maximum buildable volume including penthouse)



Proposed Alternative



Potential Federal Air-Rights (maximum buildable volume including penthouse)





Outline of Existing Parking Garage







View	Description and Assessment	View of No-Action
<p>1. First Street NE, view looking north:</p>	<p><b>First Street NE, view looking north:</b> In the distance, especially from Independence Avenue, only the WUS headhouse roof is visible; however, as one approaches Columbus Plaza the entire south elevation of WUS can be seen. As such, the aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view. The visual assessment indicates that the alternative is highly visible above the headhouse, interrupting the silhouette of the barrel-vaulted roof. There would be high sensitivity as the alternative would change the perception of open space behind the Station, altering the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view. The visual assessment indicates that the alternative has moderate visibility above the headhouse because the building volume is visually encompassed by the maximum volume of the private air-rights development. Therefore, there would be low sensitivity and the alternative would not noticeably change the character of the view established by the No-Action Alternative.</p>	<div data-bbox="786 726 1455 1171" style="text-align: center;"> <p><b>Alternative E and Existing Conditions</b></p> </div> <div data-bbox="786 1247 1455 1692" style="text-align: center;"> <p><b>Alternative E and No-Action</b></p> </div>


View	Description and Assessment	View of No-Action
<p>2. Delaware Avenue NE, view looking northeast:</p>	<p><b>Delaware Avenue NE, view looking northeast:</b> From Constitution Avenue NE, C Street NE, and D Street NE only the center three bays of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS can be seen. The aesthetic and visual impact of the alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as the Project would be highly visible. The buildable volume would change the silhouette of this view, one of the primary views of the L’Enfant and McMillan Plans connecting the U.S. Capitol Grounds with WUS. The barrel vault of the WUS headhouse would be interrupted by the massing of the development on the west and what was once perceived as open space behind the station would be built up. The symmetrical composition of the view, established by the symmetry of the Beaux Arts design of the Station, would also change. There would be moderate to high sensitivity and the alternative <b>would noticeably change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. While it is highly visible, it would create a visual symmetry with the private air-rights development on the east by visually complementing its height. Therefore, there would be moderate sensitivity. The alternative <b>would moderately change</b> the character of the view, established by the No-Action Alternative.</p>	<div data-bbox="784 306 1455 751" data-label="Image"> </div> <p data-bbox="784 758 1182 785"><b>Alternative E and Existing Conditions</b></p> <div data-bbox="784 831 1455 1276" data-label="Image"> </div> <p data-bbox="784 1283 1089 1310"><b>Alternative E and No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>3. Louisiana Avenue NE, view looking northeast:</p>	<p><b>Louisiana Avenue NE, view looking northeast:</b> Along Louisiana Avenue NE only the center pavilion of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen. As such the visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as the development would be moderately visible. However, the development is sufficiently set back from the historic headhouse to appear as part of the urban context north of the station. There would be moderate sensitivity as the alternative <b>would moderately change</b> the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a minor adverse impact</b> on this view as its presence is de minimis in comparison with the No-Action Alternative. The alternative would be in keeping with the height and massing of the private air-rights development on the east. There would be low sensitivity and the alternative <b>would not change</b> the character of the view established by the No-Action Alternative.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>





View	Description and Assessment	View of No-Action
<p>4. E Street NE, looking northeast:</p>	<p><b>E Street NE, looking northeast:</b> From E Street NE and North Capitol Street, portions of the south and west elevations of WUS are visible; however, as one approaches Columbus Plaza the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view as the Project would be moderately visible. While the visual assessment indicates the development would be set back so as not to impede the roofline of the headhouse, it would rise above the west pavilion of the headhouse causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. The potential Federal air-rights development would rise above the roofline of the west pavilion causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>

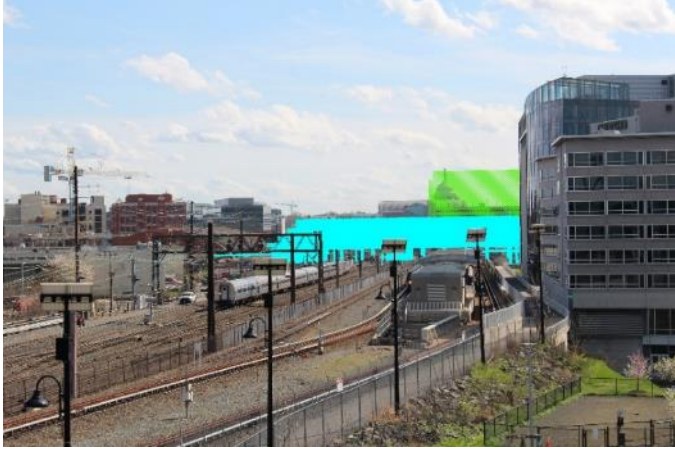

View	Description and Assessment	View of No-Action
<p>5. F Street NW, view looking east:</p>	<p><b>F Street NW, view looking east:</b> F Street NW is truncated at First Street NW; the Georgetown University Law School and I 395 lay to the west. Only the front portion of the WUS headhouse and Columbus Plaza are visible from F Street.</p> <p>Neither the No-Action Alternative nor the alternative is visible from this vantage point. The character of the view, defined by multi-story commercial buildings, <b>would not change</b> because of the alternative. The alternative would not be visible and there would be no sensitivity. Therefore, the alternative <b>would have no impact</b> on this view.</p>	 <p><b>Alternative E and Existing Conditions/ No-Action</b></p>
<p>6. Massachusetts Ave NW, view looking east:</p>	<p><b>Massachusetts Ave NW, view looking east:</b> Only Columbus Plaza is visible from Massachusetts Avenue NW. Neither the No-Action Alternative nor the alternative is visible from this vantage point. Therefore, there is <b>no impact</b> on this view. The character of the view, defined by multi-story commercial buildings and the City Post Office, <b>would not change</b>.</p>	 <p><b>Alternative E and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>7. G Street NW, view looking east:</p>	<p><b>G Street NW, view looking east:</b> The WUS parking facility is visible along G Street NW. The street is characterized by institutional and commercial buildings, especially the US Government Publishing Office Building and the former Gales School on the corner of Massachusetts Avenue and G Street NW.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a potential beneficial impact</b> on this view. The visual assessment indicates that the Project would take a form similar to but lower than the existing parking garage, which is the only portion of WUS visible from G Street. The lower massing would open up the view along G Street. By removing the existing incompatible WUS garage and creating a more compatible design, the alternative would have a potential beneficial impact.</i></p>	 <p><b>Alternative E and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of No-Action
<p>8. H Street NW, view looking east:</p>	<p><b>H Street NW, view looking east:</b> The H Street Bridge and WUS parking facility is visible from First Street NW looking east towards the Project Area. The view is characterized by the commercial and institutional buildings flanking the street west of the bridge. From the H Street Bridge, the WUS parking facility is visible. The WUS headhouse and Terminal Rail Yard are not visible to pedestrians due to the height of the bridge barrier walls.</p> <p><i>Compared to existing conditions, the alternative would have a negligible adverse impact on this view as there would be low visibility. There would also be low sensitivity as the alternative would not change the character of the view, defined by the bridge and the multi-story commercial and residential buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>9. K Street NW, view looking east:</p>	<p><b>K Street NW, view looking east:</b> K Tower and other elements of the Terminal Rail Yard, including the K Street underpass and sections of the Burnham Walls, are visible looking east from the intersection with First Street NE. However, the cultural environment to the west of the rail yard is defined by the large commercial and institutional buildings that frame the street. Therefore, view changes as one approaches the intersection with First Street NE and the character of the view changes from one of a dense urban environment to one defined by the open and industrial nature of the rail yard.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact on the view. At K Street and First Street NW, the alternative would have moderate visibility and low sensitivity. The alternative would minimally change the character of the view, which is defined by the existing multi-story commercial and institutional buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	<div style="text-align: center;">  <p><b>Alternative E and Existing Conditions</b></p> </div> <div style="text-align: center;">  <p><b>Alternative E and No-Action</b></p> </div>

View	Description and Assessment	View of No-Action
<p>10. First Street NE, view looking south:</p>	<p><b>First Street NE, view looking south:</b> The WUS Burnham Walls are visible looking south towards the Project Area from the intersection with K Street, while the WUS parking facility is visible from New York Avenue. The street is characterized by the Metropolitan Branch Trail that runs beside it as well as many multi-story commercial and multi-family residential buildings. The grade change of the existing street and presence of the Burnham Walls prevents a view of the rail yard, and the view towards WUS is blocked by the existing parking garage.</p> <p><i>Compared to existing conditions, the alternative would <b>have a moderate adverse impact</b> on this view as it would be highly visible, filling in what is perceived as open space above the Burnham Walls with development. The existing parking garage would be removed in this alternative, further opening the view south along First Street. There would be moderate sensitivity as the alternatives <b>would moderately change</b> the character of the cultural environment, which is already defined by the existing commercial and institutional buildings on the west side of the street.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view as the alternative is visually consistent with the No-Action Alternative. There would be low visibility and low sensitivity as the alternative <b>would not change</b> the character of the view compared to the No-Action Alternative.</i></p>	<div style="text-align: center;">  <p><b>Alternative E and Existing Conditions</b></p> </div> <div style="text-align: center;">  <p><b>Alternative E and No-Action</b></p> </div>



View	Description and Assessment	View of No-Action
<p>11. New York Avenue Bridge NE, view looking south:</p>	<p><b>New York Avenue Bridge NE, view looking south:</b> From the New York Avenue NE Bridge, the Terminal Rail Yard, WUS, and WUS parking facility are visible. The U.S. Capitol is also visible beyond.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as it would be highly visible. There would be high sensitivity as the No-Action Alternative <b>would noticeably change</b> the character of the built environment and the vista, obscuring the view of the U.S. Capitol and the WUS headhouse.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>




View	Description and Assessment	View of No-Action
<p>12. Second Street NE, view looking south:</p>	<p><b>Second Street NE, view looking south:</b> The view of the Project Area changes as one moves south along Second Street. From M Street NE and L Street NE, elements of the Terminal Rail Yard are visible including the Burnham Walls, street underpasses, and several catenaries and signal bridges within the yard. At K Street NE, Substation 25A is also visible, and at I Street the REA Building comes into view. Second Street NE is bordered by the Terminal Rail Yard to the west and mostly single-family rowhouses and multi-family apartment buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a negligible adverse impact</b> on the view. The alternative would have low visibility as it would be obscured by the height and angle of the Burnham Walls. There would be low sensitivity as the view <b>would not change</b>.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>






View	Description and Assessment	View of No-Action
<p>13. K Street NE, view looking west:</p>	<p><b>K Street NE, view looking west:</b> Looking west along K Street, the K street underpass and Burnham Walls of the Terminal Rail Yard are visible. K Street NE is characterized by two-story traditional row houses as well as new multi-story residential and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a minor adverse impact</b> on the view. There would be moderate visibility and low sensitivity, as the alternative is in keeping with the scale of the neighborhood and <b>does not change</b> the character of the view, which is characterized by single-family residences in the foreground and multi-story commercial and institutional buildings in the background, beyond the rail yard.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>14. I Street NE, view looking west:</p>	<p><b>I Street NE, view looking west:</b> The REA building is directly visible looking west along I Street NE. The street is characterized by a mixture of multi-story, multi-family apartment buildings and two-story single-family row houses of varying styles and ages.</p> <p>The alternative <b>would have no impact</b> on this view compared to <i>existing conditions and the No-Action Alternative</i>. There would be no sensitivity, as the alternative would not be visible from I Street. It <b>would not change</b> the character of the view.</p>	<div data-bbox="786 323 1455 768" data-label="Image"> </div> <p data-bbox="786 779 1182 804">Alternative E and Existing Conditions</p> <div data-bbox="786 835 1455 1281" data-label="Image"> </div> <p data-bbox="786 1291 1088 1316">Alternative E and No-Action</p>


View	Description and Assessment	View of No-Action
<p>15. H Street NE, view looking west:</p>	<p><b>H Street NE, view looking west:</b> Looking west along the H Street NE commercial corridor, the H Street Bridge and WUS parking facility are visible. From the H Street Bridge, portions of the Terminal Rail Yard are also visible, including the REA Building and K Tower. The roof of the WUS headhouse is also visible. H Street is a busy commercial corridor and features many multi-story commercial buildings, residences, and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact</i> on this view. There would be moderate visibility and low sensitivity as the alternative <b>would not change</b> the character of the view looking east along H Street, which is defined by the existing commercial and institutional buildings.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>

View	Description and Assessment	View of No-Action
<p>16. G Street NE, view looking west: F Street NE, view looking west:</p>	<p><b>G Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and civic buildings along G Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions, the alternative would have a negligible impact on this view. There would be little to no visibility and little to no sensitivity. The alternative would not change the character of the view.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p>Alternative E and Existing Conditions</p>  <p>Alternative E and No-Action</p>
<p>17. F Street NE, view looking west:</p>	<p><b>F Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and commercial buildings along F Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative would have no impact on this view. There would be no sensitivity, as the alternative would not be visible from F Street. It would not change the character of the view.</i></p>	 <p>Alternative E and Existing Conditions/ No-Action</p>

View	Description and Assessment	View of No-Action
<p>18. Massachusetts Avenue NE, view looking northwest:</p>	<p><b>Massachusetts Avenue NE, view looking northwest:</b> Columbus Plaza and Columbus Fountain are visible along Massachusetts Avenue until one approaches Columbus Circle NE where the South elevation of WUS becomes visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have no impact</b> on this view. The development would not be visible. The character of the view, defined by the Thurgood Marshall Center and the headhouse of WUS, <b>would not be changed</b>.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>


View	Description and Assessment	View of No-Action
<p><b>19. View from Columbus Plaza:</b></p>	<p><b>View from Columbus Plaza:</b> Columbus Plaza provides direct views of the entire south façade of WUS. The Project Area is not visible from the center of the plaza; however, as one moves east and west, some areas of the existing WUS infrastructure including the existing parking garage and ramps are visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have no impact</b> on this view as it would not be visible due to the height and angle of the existing headhouse. There would be low sensitivity as the character of the view, defined by the open space of the plaza and view of the south elevation of WUS, <b>would not be changed.</b></i></p>	 <p><b>Alternative E and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>20. View from Columbus Circle Drive – East Side:</p>	<p><b>View from Columbus Circle Drive – East Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact</i> on this view. There would be moderate visibility and low sensitivity because the alternative would take a similar form as the massing of the ramps that exist today. Furthermore, the massing would be below the cornice line of the station and would step down in height as it moves back. The view, characterized by the perceived openness behind the station, <b>would be slightly altered.</b></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>




View	Description and Assessment	View of No-Action
<p>21. View from Columbus Circle Drive – West Side:</p>	<p><b>View from Columbus Circle Drive – West Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a beneficial impact</b> on this view. The alternative would be moderately visible from the west side of the circle near Louisiana Avenue NE. The existing parking garage that projects beyond the plane of the west elevation of WUS would be removed, opening the viewshed north along First Street. There would be moderate sensitivity. The open nature of the plaza and view of the south elevation of WUS <b>would not be changed</b> but the view north along First Street <b>would be noticeably changed</b>, as the alternative would reopen a view, first established by the L’Enfant Plan, that is currently truncated. However, this is seen as a positive impact as it restores the street view. Therefore, a finding of <b>beneficial impact</b> is made.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p> <p><b>Alternative E and No-Action</b></p>


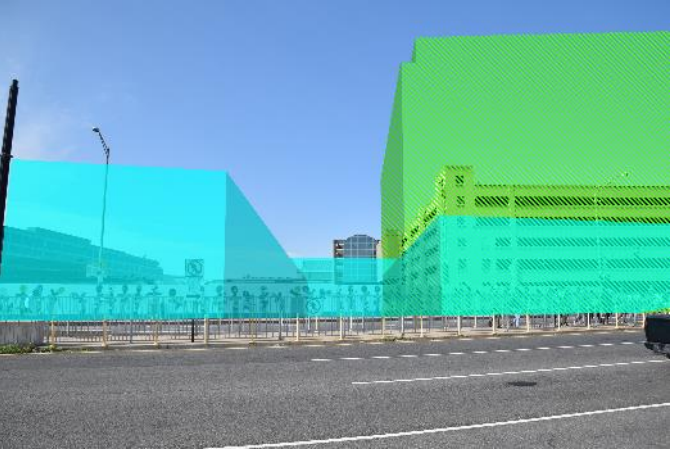
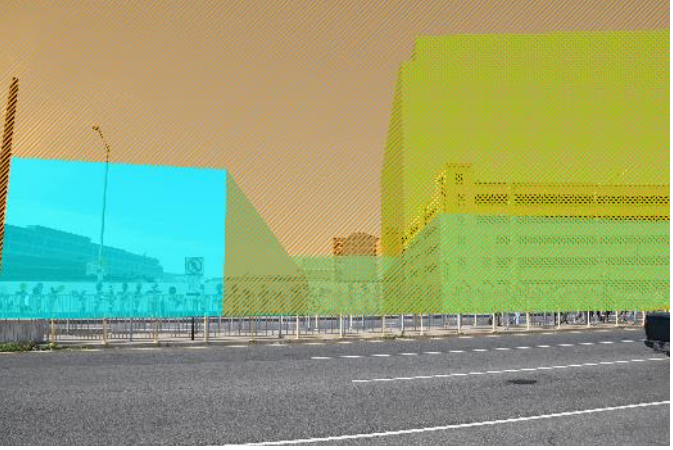


View	Description and Assessment	View of No-Action
<p>22. View from Washing-ton Monument:</p>	<p><b>View from Washington Monument:</b> This view is characterized by the open nature of the National Mall flanked on either side by civic and institutional buildings.</p> <p><i>Compared to both existing conditions,</i> the alternative would have low visibility and low sensitivity due to the distance and nature of the urban fabric. The alternative would be compatible with the existing urban context and the alternative <b>would have a negligible adverse impact</b>. The character of the view <b>would not be changed</b>.</p> <p><i>Compared to the No-Action Alternative,</i> the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</p>	<div data-bbox="800 296 1442 772" data-label="Image"> </div> <p data-bbox="786 783 1182 810"><b>Alternative E and Existing Conditions</b></p> <div data-bbox="800 833 1442 1310" data-label="Image"> </div> <p data-bbox="786 1320 1084 1348"><b>Alternative E and No-Action</b></p>

View	Description and Assessment	View of No-Action
<p><b>23. View from Arlington House at Arlington National Cemetery:</b></p>	<p><b>View from Arlington House at Arlington National Cemetery:</b> The view from Arlington House looking northeast to downtown Washington is characterized by the skyline punctuated by the Old Post Office Building clock tower and Washington Monument. High ground in the Northeast Quadrant of the city serves as a backdrop to the skyline.</p> <p><i>Compared to both existing conditions and the No-Action Alternative,</i> the alternative would only be visible using binoculars or a camera with a zoom lens. Due to the distance and nature of the urban fabric, there would be very low visibility and very low sensitivity. The alternative would be compatible with the existing urban context and the alternative <b>would have no impact</b>. The character of the view <b>would not be changed</b>.</p>	



View	Description and Assessment	View of No-Action
<p><b>24. View from U.S. Capitol Dome:</b></p>	<p><b>View from U.S. Capitol Dome:</b> Looking northeast from the dome of the U.S. Capitol, the entire headhouse and portions of the railyard are visible.</p> <p><i>Compared to existing conditions, the alternative is moderately to greatly noticeable and <b>would have a moderate adverse impact</b> on this view. The Alternative would have high visibility and moderate sensitivity, <b>moderately changing</b> the view by obstructing the view of the Terminal Rail Yard. The alternative would visually bridge the commercial, institutional, and residential development surrounding the station, creating a cultural environment that is more uniform from east to west. Views to WUS and the Senate Office Buildings as well as the view along North Capitol Street would remain unchanged.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>


View	Description and Assessment	View of No-Action
<p>25. View from the Old Post Office Building:</p>	<p><b>View from the Old Post Office Building:</b>                      From the clock tower of the Old Post Office Building, only the very top of the headhouse barrel vaulted roof is visible.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative would only be noticeable using binoculars or a camera with a zoom lenses (as used to capture the image used in this analysis). There would be little to no visibility and no sensitivity as the alternative <b>would have no impact</b> on this view. The view, characterized by multi-story commercial buildings, <b>would not be changed.</b></i></p> 	 <p><b>Alternative E and Existing Conditions and No-Action (Magnified)</b></p>
<p>26. View from Washington National Cathedral:</p>	<p><b>View from Washington National Cathedral:</b>                      From the bell tower of the National Cathedral looking southeast, the view is characterized by dense tree cover transitioning to relatively dense, mid-height urban development.</p> <p><i>Compared to the existing conditions and the No-Action Alternative, the alternative would have little to no visibility and no sensitivity due to the distance from the Project Area. The alternative would be compatible with the existing urban context. The character of the view <b>would not be changed</b>; therefore, from this view, Alternative E <b>would have no impact.</b></i></p>	 <p><b>Alternative E and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>27. View from St. Elizabeths West Campus:</p>	<p><b>View from St. Elizabeths West Campus:</b>                      Looking northwest to downtown Washington, DC the view is characterized by the Anacostia River and dense urban development beginning north of the river.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative is not visible. There would be no visibility or sensitivity and character of the view <b>would not be changed</b>; therefore, from this view, there is <b>no impact</b>.</i></p>	 <p><b>Alternative E and Existing Conditions/ No-Action</b></p>
<p>28. View from H Street Bridge</p>	<p><b>H Street Bridge, view looking south:</b> Looking south, the view of the rail yard and much of the station building is obscured by the H Street Bridge barrier wall. The existing station parking garage dominates the view to the right (west) while elsewhere the view is characterized by the openness above the rail yard and views to the sky.</p> <p>Compared to the existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as it would be highly noticeable. Dense commercial and residential development would occupy what is characterized as the open space beyond the bridge. There would be moderate sensitivity as the No-Action Alternative would moderately change the scale and character of development along the bridge. The diminishing scale of the H Street headhouse and the east-west train hall beyond interrupts the heavy presence of the north-south train hall, which dominates the view in Alternatives A and B.</p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative E and Existing Conditions</b></p>  <p><b>Alternative E and No-Action</b></p>


**Table 7: Visual Impacts of Alternative A-C (Preferred Alternative)**

**Table Legend:**



Private Air-Rights (maximum buildable volume including penthouse)		Proposed Alternative	
Potential Federal Air-Rights (maximum buildable volume including penthouse)		Outline of Existing Parking Garage	



View	Description and Assessment	View of No-Action
<p>1. First Street NE, view looking north:</p>	<p><b>First Street NE, view looking north:</b> In the distance, especially from Independence Avenue, only the WUS headhouse roof is visible; however, as one approaches Columbus Plaza the entire south elevation of WUS can be seen. As such, the aesthetic and visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view. The visual assessment indicates that the alternative is highly visible above the headhouse, interrupting the silhouette of the barrel-vaulted roof. There would be high sensitivity as the alternative would change the perception of open space behind the Station, altering the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a minor adverse impact</i> on this view. The visual assessment indicates that the alternative has moderate visibility above the headhouse because the building volume is visually compatible with the maximum volume of the private air-rights development. Therefore, there would be low sensitivity and the alternative would not noticeably change the character of the view established by the No-Action Alternative.</p>	<div style="text-align: center;">  <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p> </div>

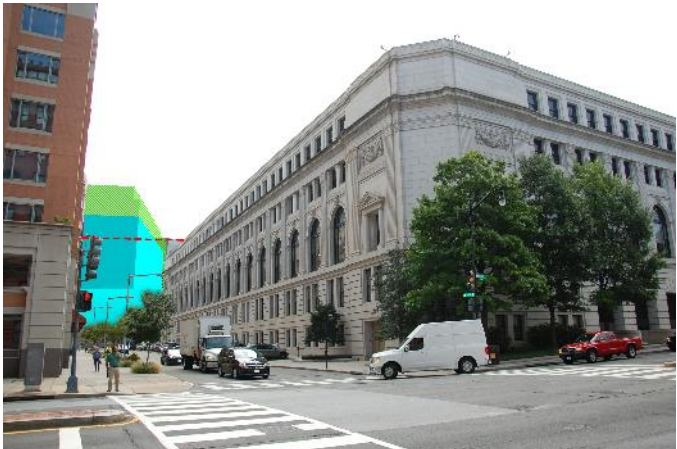
View	Description and Assessment	View of No-Action
<p>2. Delaware Avenue NE, view looking northeast:</p>	<p><b>Delaware Avenue NE, view looking northeast:</b> From Constitution Avenue NE, C Street NE, and D Street NE only the center three bays of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS can be seen. The aesthetic and visual impact of the alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as the Project would be highly visible. The buildable volume would change the silhouette of this view, one of the primary views of the L’Enfant and McMillan Plans connecting the U.S. Capitol Grounds with WUS. The barrel vault of the WUS headhouse would be interrupted by the massing of the development on the west and what was once perceived as open space behind the station would be built up. The symmetrical composition of the view, established by the symmetry of the Beaux Arts design of the Station, would also change. There would be moderate to high sensitivity and the alternative <b>would noticeably change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. While it is highly visible, it would create a visual symmetry with the private air-rights development on the east by visually complementing its height. Therefore, there would be moderate sensitivity. The alternative <b>would moderately change</b> the character of the view, established by the No-Action Alternative.</p>	<div style="text-align: center;">  <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p> </div>



View	Description and Assessment	View of No-Action
<p>3. Louisiana Avenue NE, view looking northeast:</p>	<p><b>Louisiana Avenue NE, view looking northeast:</b> Along Louisiana Avenue NE only the center pavilion of the WUS headhouse are visible; however, as one approaches Columbus Plaza, the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen. As such the visual impact of the No-Action Alternative changes as one approaches WUS.</p> <p><i>Compared to existing conditions</i>, the alternative <b>would have a moderate adverse impact</b> on this view as the development would be highly visible. However, the development is sufficiently set back from the historic headhouse to appear as part of the urban context north of the station. There would be moderate sensitivity as the alternative <b>would moderately change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative</i>, the alternative <b>would have a minor adverse impact</b> on this view as its presence is de minimis in comparison with the No-Action Alternative. The alternative would be in keeping with the height and massing of the private air-rights development on the east. There would be low sensitivity and the alternative <b>would not change</b> the character of the view established by the No-Action Alternative.</p>	<div style="text-align: center;">  <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p> </div>



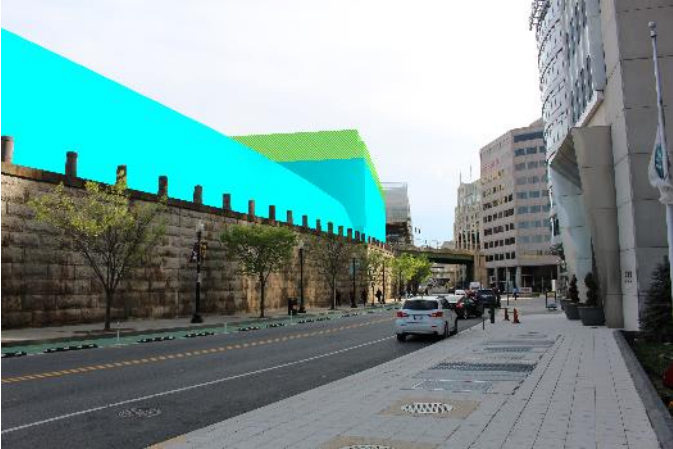
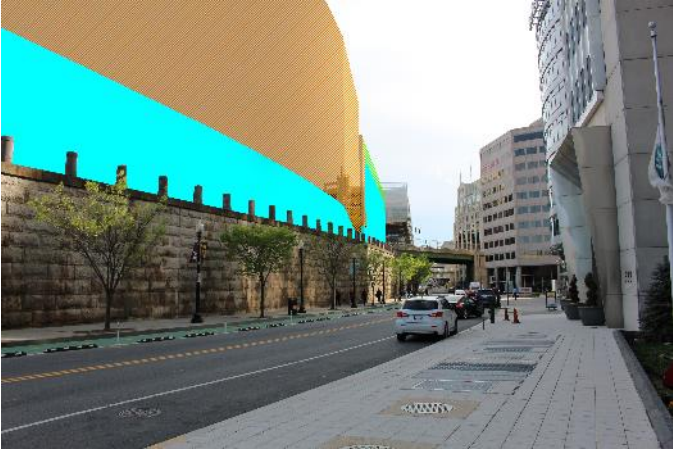
View	Description and Assessment	View of No-Action
4. E Street NE, looking northeast:	<p><b>E Street NE, looking northeast:</b> From E Street NE and North Capitol Street, portions of the south and west elevations of WUS are visible; however, as one approaches Columbus Plaza the entire south elevation of WUS and the far west portion of the WUS parking facility can be seen.</p> <p><i>Compared to existing conditions, the alternative would have a moderate adverse impact</i> on this view as the Project would be moderately visible. While the visual assessment indicates the development would be set back so as not to impede the roofline of the headhouse, it would rise above the west pavilion of the headhouse causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative, the alternative would have a moderate adverse impact</i> on this view. The potential Federal air-rights development would rise above the roofline of the west pavilion causing moderate sensitivity. The alternative <b>would moderately change</b> the character of the view.</p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>

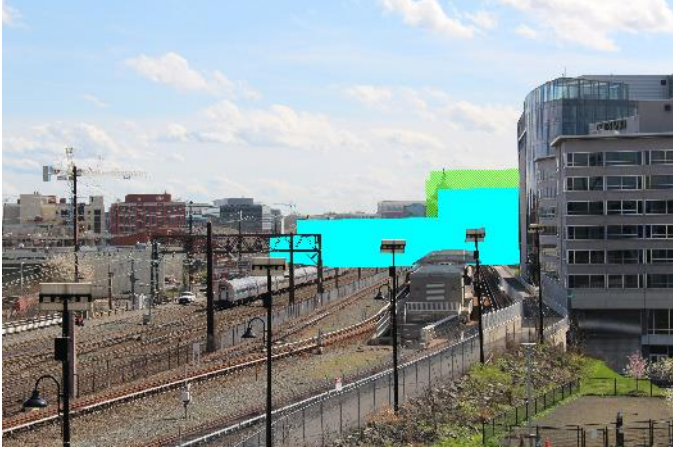

View	Description and Assessment	View of No-Action
<p>5. <b>F Street NW, view looking east:</b></p>	<p><b>F Street NW, view looking east:</b> F Street NW is truncated at First Street NW; the Georgetown University Law School and I 395 lay to the west. Only the front portion of the WUS headhouse and Columbus Plaza are visible from F Street.</p> <p><i>Compared to existing condition and the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view. Because the No-Action Alternative is not visible from this location, Alternative A-C appears the same when compared to both existing conditions and the No-Action Alternative. The alternatives would have low visibility above the northwest corner of the City Post Office and there would be low sensitivity. The character of the view, defined by multi-story commercial buildings, <b>would not change.</b></i></p>	 <p><b>Alternative A-C and Existing Conditions/ No-Action</b></p>
<p>6. <b>Massachusetts Ave NW, view looking east:</b></p>	<p><b>Massachusetts Ave NW, view looking east:</b> Only Columbus Plaza is visible from Massachusetts Avenue NW. Neither the No-Action Alternative nor the alternative is visible from this vantage point. Therefore, there is <b>no impact</b> on this view. The character of the view, defined by multi-story commercial buildings and the City Post Office, <b>would not change.</b></p>	 <p><b>Alternative A-C and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>7. G Street NW, view looking east:</p>	<p><b>G Street NW, view looking east:</b> The WUS parking facility is visible along G Street NW. The street is characterized by institutional and commercial buildings, especially the US Government Publishing Office Building and the former Gales School on the corner of Massachusetts Avenue and G Street NW.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a minor adverse impact</b> on this view.</i></p> <p>The visual assessment indicates that the Project would take a form similar to the existing parking garage, which is the only portion of WUS visible from G Street. Alternative A-C would rise slightly higher than the existing parking garage and would have moderate visibility and low sensitivity, as it would be in keeping with the height and character of the view. The alternative <b>would not change</b> the character of the view.</p>	 <p><b>Alternative A-C and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of No-Action
<p>8. H Street NW, view looking east:</p>	<p><b>H Street NW, view looking east:</b> The H Street Bridge and WUS parking facility is visible from First Street NW looking east towards the Project Area. The view is characterized by the commercial and institutional buildings flanking the street west of the bridge. From the H Street Bridge, the WUS parking facility is visible. The WUS headhouse and Terminal Rail Yard are not visible to pedestrians due to the height of the bridge barrier walls.</p> <p><i>Compared to existing conditions, the alternative would have a negligible adverse impact on this view as there would be low visibility. There would also be low sensitivity as the alternative would not change the character of the view, defined by the bridge and the multi-story commercial and residential buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>9. K Street NW, view looking east:</p>	<p><b>K Street NW, view looking east:</b> K Tower and other elements of the Terminal Rail Yard, including the K Street underpass and sections of the Burnham Walls, are visible looking east from the intersection with First Street NE. However, the cultural environment to the west of the rail yard is defined by the large commercial and institutional buildings that frame the street. Therefore, view changes as one approaches the intersection with First Street NE and the character of the view changes from one of a dense urban environment to one defined by the open and industrial nature of the rail yard.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact on the view. At K Street and First Street NW, the alternative would have moderate visibility and low sensitivity. The alternative would minimally change the character of the view, which is defined by the existing multi-story commercial and institutional buildings.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>10. First Street NE, view looking south:</p>	<p><b>First Street NE, view looking south:</b> The WUS Burnham Walls are visible looking south towards the Project Area from the intersection with K Street, while the WUS parking facility is visible from New York Avenue. The street is characterized by the Metropolitan Branch Trail that runs beside it as well as many multi-story commercial and multi-family residential buildings. The grade change of the existing street and presence of the Burnham Walls prevents a view of the rail yard, and the view towards WUS is blocked by the existing parking garage.</p> <p><i>Compared to existing conditions, the alternative would <b>have a moderate adverse impact</b> on this view as it would be highly visible, filling in what is perceived as open space above the Burnham Walls with development. The existing parking garage would be removed in this alternative, further opening the view south along First Street. There would be moderate sensitivity as the alternatives <b>would moderately change</b> the character of the cultural environment, which is already defined by the existing commercial and institutional buildings on the west side of the street.</i></p> <p><i>Compared to the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view as the alternative is visually consistent with the No-Action Alternative. There would be low visibility and low sensitivity as the alternative <b>would not change</b> the character of the view compared to the No-Action Alternative.</i></p>	<div style="text-align: center;">  <p><b>Alternative A-C and Existing Conditions</b></p> </div> <div style="text-align: center;">  <p><b>Alternative A-C and No-Action</b></p> </div>



View	Description and Assessment	View of No-Action
<p>11. New York Avenue Bridge NE, view looking south:</p>	<p><b>New York Avenue Bridge NE, view looking south:</b> From the New York Avenue NE Bridge, the Terminal Rail Yard, WUS, and WUS parking facility are visible. The U.S. Capitol is also visible beyond.</p> <p><i>Compared to existing conditions, the alternative would have a major adverse impact</i> on this view as it would be highly visible. There would be high sensitivity as the No-Action Alternative <b>would noticeably change</b> the character of the built environment and the vista, obscuring the view of the U.S. Capitol.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>




View	Description and Assessment	View of No-Action
<p>12. Second Street NE, view looking south:</p>	<p><b>Second Street NE, view looking south:</b> The view of the Project Area changes as one moves south along Second Street. From M Street NE and L Street NE, elements of the Terminal Rail Yard are visible including the Burnham Walls, street underpasses, and several catenaries and signal bridges within the yard. At K Street NE, Substation 25A is also visible, and at I Street the REA Building comes into view. Second Street NE is bordered by the Terminal Rail Yard to the west and mostly single-family rowhouses and multi-family apartment buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a negligible adverse impact</b> on the view. The alternative would have low visibility as it would be obscured by the height and angle of the Burnham Walls. There would be low sensitivity as the view <b>would not change.</b></i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	<div style="text-align: center;">  <p><b>Alternative A-C and Existing Conditions</b></p> </div> <div style="text-align: center;">  <p><b>Alternative A-C and No-Action</b></p> </div>







View	Description and Assessment	View of No-Action
<p>13. K Street NE, view looking west:</p>	<p><b>K Street NE, view looking west:</b> Looking west along K Street, the K street underpass and Burnham Walls of the Terminal Rail Yard are visible. K Street NE is characterized by two-story traditional row houses as well as new multi-story residential and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative <b>would have a minor adverse impact</b> on the view. There would be moderate visibility and low sensitivity, as the alternative is in keeping with the scale of the neighborhood and <b>does not change</b> the character of the view, which is characterized by single-family residences in the foreground and multi-story commercial and institutional buildings in the background, beyond the rail yard.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>14. I Street NE, view looking west:</p>	<p><b>I Street NE, view looking west:</b> The REA building is directly visible looking west along I Street NE. The street is characterized by a mixture of multi-story, multi-family apartment buildings and two-story single-family row houses of varying styles and ages.</p> <p>The alternative <b>would have no impact</b> on this view compared to <i>existing conditions and the No-Action Alternative</i>. There would be no sensitivity, as the alternative would not be visible from I Street. It <b>would not change</b> the character of the view.</p>	<div style="text-align: center;">  <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p> </div>



View	Description and Assessment	View of No-Action
<p>15. H Street NE, view looking west:</p>	<p><b>H Street NE, view looking west:</b> Looking west along the H Street NE commercial corridor, the H Street Bridge and WUS parking facility are visible. From the H Street Bridge, portions of the Terminal Rail Yard are also visible, including the REA Building and K Tower. The roof of the WUS headhouse is also visible. H Street is a busy commercial corridor and features many multi-story commercial buildings, residences, and mixed-use buildings of various styles and ages.</p> <p><i>Compared to existing conditions, the alternative would have a minor adverse impact</i> on this view. There would be moderate visibility and low sensitivity as the alternative <b>would not change</b> the character of the view looking east along H Street, which is defined by the existing commercial and institutional buildings.</p> <p><i>Compared to the No-Action Alternative, the alternative would have no impact</i> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>

View	Description and Assessment	View of No-Action
16. G Street NE, view looking west: F Street NE, view looking west:	<p><b>G Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and civic buildings along G Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions,</i> the alternative <b>would have a negligible impact</b> on this view. There would be low visibility and low sensitivity. The alternative <b>would not change</b> the character of the view.</p> <p><i>Compared to the No-Action Alternative,</i> the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>
17. F Street NE, view looking west:	<p><b>F Street NE, view looking west:</b> This view is defined by the existing two- and three-story residential and commercial buildings along F Street and multi-story commercial buildings along 2<sup>nd</sup> Street.</p> <p><i>Compared to existing conditions and the No-Action Alternative,</i> the alternative <b>would have no impact</b> on this view. There would be no sensitivity, as the alternative would not be visible from F Street. It <b>would not change</b> the character of the view.</p>	 <p><b>Alternative A-C and Existing Conditions/ No-Action</b></p>



View	Description and Assessment	View of No-Action
<p>18. Massachusetts Avenue NE, view looking northwest:</p>	<p><b>Massachusetts Avenue NE, view looking northwest:</b> Columbus Plaza and Columbus Fountain are visible along Massachusetts Avenue until one approaches Columbus Circle NE where the South elevation of WUS becomes visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have a negligible adverse impact</b> on this view. The development would have low visibility and low sensitivity as it would blend in with the surrounding context. The character of the view, defined by the Thurgood Marshall Center and the headhouse of WUS, <b>would not be changed.</b></i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>


View	Description and Assessment	View of No-Action
19. View from Columbus Plaza:	<p><b>View from Columbus Plaza:</b> Columbus Plaza provides direct views of the entire south façade of WUS. The Project Area is not visible from the center of the plaza; however, as one moves east and west, some areas of the existing WUS infrastructure including the existing parking garage and ramps are visible.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative <b>would have a minor adverse impact</b> on this view as it would have low visibility due to the height and angle of the existing headhouse. There would be moderate sensitivity as the character of the view, defined by the open space behind the headhouse would be altered but overall the nature of the plaza and view of the south elevation of WUS, <b>would not be changed.</b></i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>

View	Description and Assessment	View of No-Action
20. View from Columbus Circle Drive – East Side:	<p><b>View from Columbus Circle Drive – East Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions and the No-Action, the alternative would have a minor adverse impact on this view. There would be low visibility and moderate sensitivity because the alternative would take a similar form as the massing of the ramps that exist today and only a small portion of the Federal air rights would be visible to the right of the barrel vault roof. The view, characterized by the perceived openness behind the station, would be slightly altered.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>




View	Description and Assessment	View of No-Action
<p>21. View from Columbus Circle Drive – West Side:</p>	<p><b>View from Columbus Circle Drive – West Side:</b> Columbus Circle Drive NE is the roadway surrounding Columbus Plaza with direct connections to E Street, Louisiana Avenue, Delaware Avenue, First Street, and Massachusetts Avenue NE.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative <b>would have a beneficial impact</b> on this view. The alternative would be moderately visible from the west side of the circle near Louisiana Avenue NE. The existing parking garage that projects beyond the plane of the west elevation of WUS would be removed, opening the viewshed north along First Street. There would be moderate sensitivity. The open nature of the plaza and view of the south elevation of WUS <b>would not be changed</b> but the view north along First Street <b>would be noticeably changed</b>, as the alternative would reopen a view, first established by the L’Enfant Plan, that is currently truncated. However, this is seen as a positive impact as it restores the street view. Therefore, a finding of <b>beneficial impact</b> is made.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>


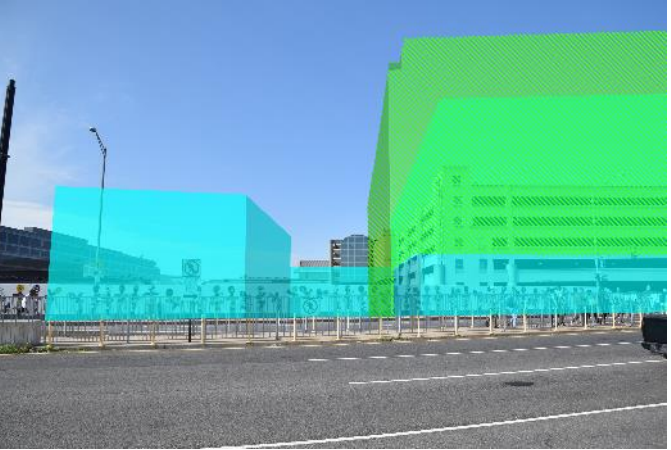
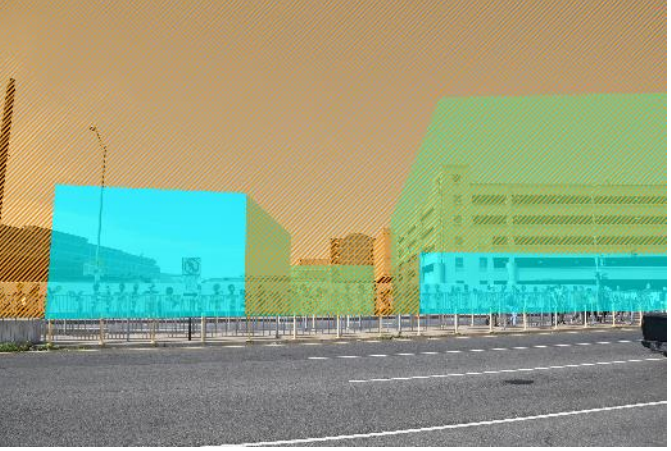


View	Description and Assessment	View of No-Action
<p>22. View from Washington Monument:</p>	<p><b>View from Washington Monument:</b> This view is characterized by the open nature of the National Mall flanked on either side by civic and institutional buildings.</p> <p><i>Compared to both existing conditions, the alternative would have low visibility and low sensitivity due to the distance and nature of the urban fabric. The alternative would be compatible with the existing urban context and the alternative <b>would have a negligible adverse impact.</b> The character of the view <b>would not be changed.</b></i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>

View	Description and Assessment	View of No-Action
<p><b>23. View from Arlington House at Arlington National Cemetery:</b></p>	<p><b>View from Arlington House at Arlington National Cemetery:</b> The view from Arlington House looking northeast to downtown Washington is characterized by the skyline punctuated by the Old Post Office Building clock tower and Washington Monument. High ground in the Northeast Quadrant of the city serves as a backdrop to the skyline.</p> <p><i>Compared to both existing conditions and the No-Action Alternative,</i> the alternative would only be visible using binoculars or a camera with a zoom lens. Due to the distance and nature of the urban fabric, there would be very low visibility and very low sensitivity. The alternative would be compatible with the existing urban context and the alternative <b>would have no impact.</b> The character of the view <b>would not be changed.</b></p>	 <p><b>Alternative A-C and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of No-Action
<p>24. View from U.S. Capitol Dome:</p>	<p><b>View from U.S. Capitol Dome:</b> Looking northeast from the dome of the U.S. Capitol, the entire headhouse and portions of the railyard are visible.</p> <p><i>Compared to existing conditions, the alternative is moderately to greatly noticeable and <b>would have a moderate adverse impact</b> on this view. The Alternative would have high visibility and moderate sensitivity, <b>moderately changing</b> the view by obstructing the view of the Terminal Rail Yard. The alternative would visually bridge the commercial, institutional, and residential development surrounding the station, creating a cultural environment that is more uniform from east to west. Views to WUS and the Senate Office Buildings as well as the view along North Capitol Street would remain unchanged.</i></p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>

View	Description and Assessment	View of No-Action
<p>25. View from the Old Post Office Building:</p>	<p><b>View from the Old Post Office Building:</b>                      From the clock tower of the Old Post Office Building, only the very top of the headhouse barrel vaulted roof is visible.</p> <p><i>Compared to existing conditions and the No-Action Alternative, the alternative would only be noticeable using binoculars or a camera with a zoom lenses (as used to capture the image used in this analysis). There would be little to no visibility and no sensitivity as the alternative <b>would have no impact</b> on this view. The view, characterized by multi-story commercial buildings, <b>would not be changed.</b></i></p> 	 <p><b>Alternative A-C and Existing Conditions and No-Action (Magnified)</b></p>
<p>26. View from Washington National Cathedral:</p>	<p><b>View from Washington National Cathedral:</b>                      From the bell tower of the National Cathedral looking southeast, the view is characterized by dense tree cover transitioning to relatively dense, mid-height urban development.</p> <p><i>Compared to the existing conditions and the No-Action Alternative, the alternative would have little to no visibility and no sensitivity due to the distance from the Project Area. The alternative would be compatible with the existing urban context. The character of the view <b>would not be changed</b>; therefore, from this view, Alternative E <b>would have no impact.</b></i></p>	 <p><b>Alternative A-C and Existing Conditions/ No-Action</b></p>

View	Description and Assessment	View of No-Action
<p>27. View from St. Elizabeths West Campus:</p>	<p><b>View from St. Elizabeths West Campus:</b>                      Looking northwest to downtown Washington, DC the view is characterized by the Anacostia River and dense urban development beginning north of the river.</p> <p><i>Compared to both existing conditions and the No-Action Alternative, the alternative is not visible. There would be no visibility or sensitivity and character of the view <b>would not be changed</b>; therefore, from this view, there is <b>no impact</b>.</i></p>	 <p><b>Alternative A-C and Existing Conditions/ No-Action</b></p>
<p>28. View from H Street Bridge</p>	<p><b>H Street Bridge, view looking south:</b> Looking south, the view of the rail yard and much of the station building is obscured by the H Street Bridge barrier wall. The existing station parking garage dominates the view to the right (west) while elsewhere the view is characterized by the openness above the rail yard and views to the sky.</p> <p>Compared to the existing conditions, the alternative <b>would have a moderate adverse impact</b> on this view as it would be highly noticeable. Dense commercial and residential development would occupy what is characterized as the open space beyond the bridge. There would be moderate sensitivity as the No-Action Alternative would moderately change the scale and character of development along the bridge. The diminishing scale of the H Street headhouse and the east-west train hall beyond interrupts the heavy presence of the north-south train hall, which dominates the view in Alternatives A and B.</p> <p><i>Compared to the No-Action Alternative, the alternative would have <b>no impact</b> on this view as it would not be visually distinct from the private air rights.</i></p>	 <p><b>Alternative A-C and Existing Conditions</b></p>  <p><b>Alternative A-C and No-Action</b></p>