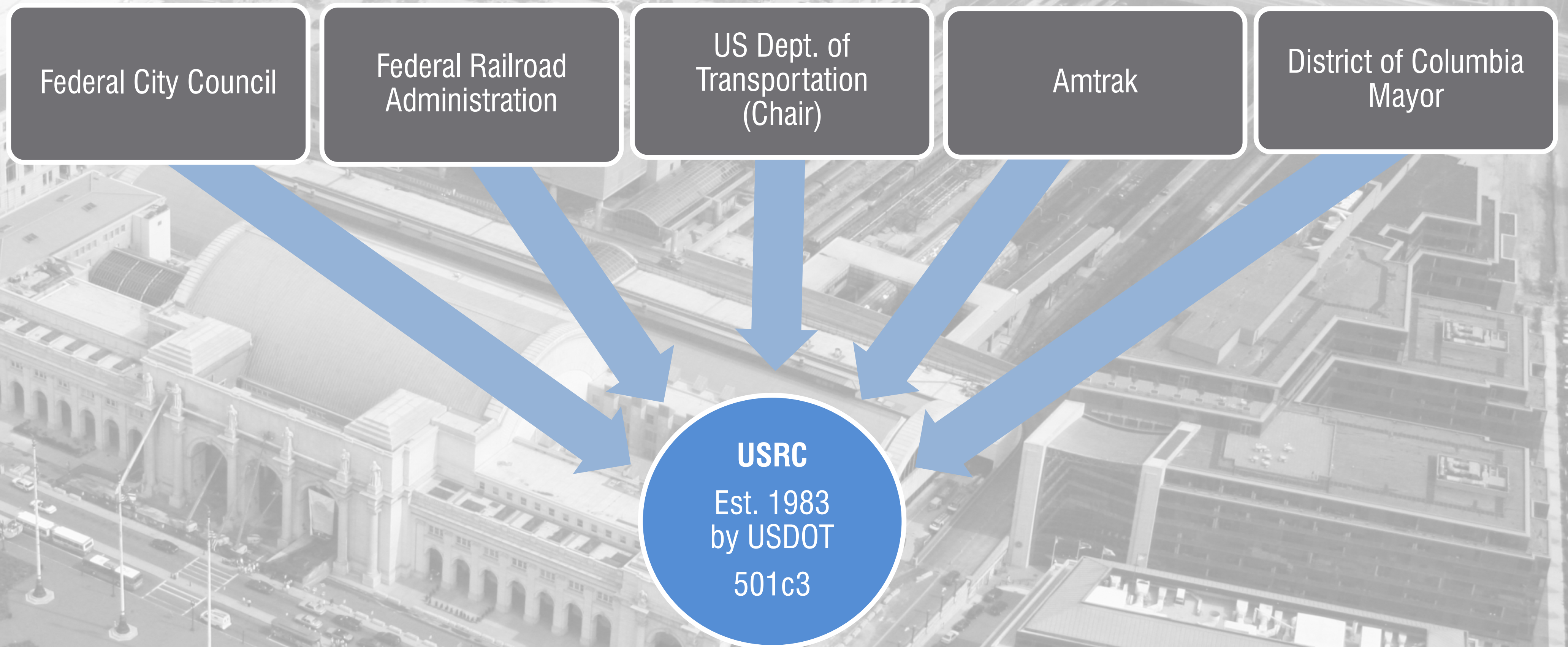


Union Station Redevelopment Corporation (USRC)

Founded in 1983 as stewards of the Station,
entrusted to protect the station's history while developing its future.

Board of Directors



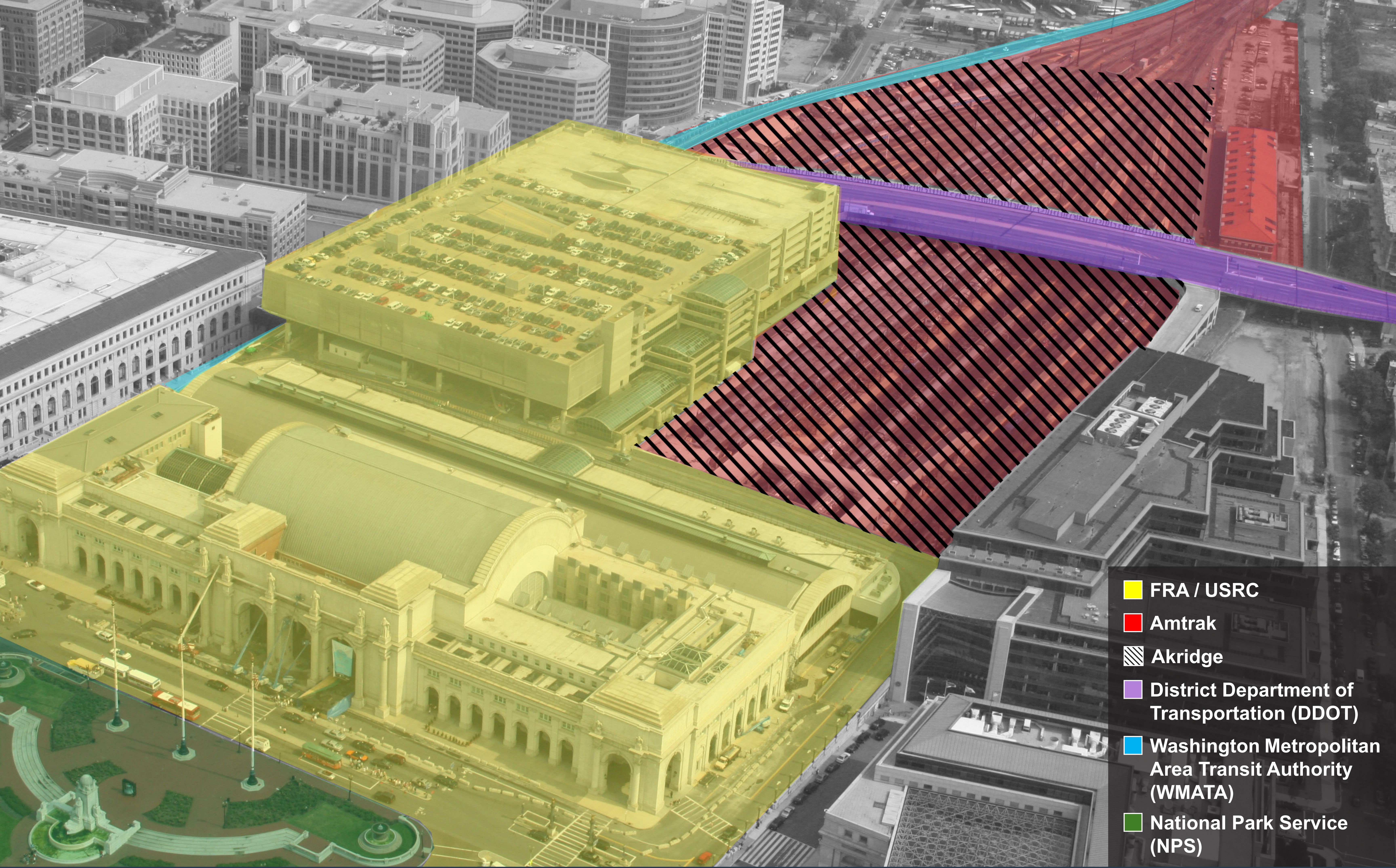
How did we get here?







2012

- Washington Union Station Master Plan vision published
- Existing Conditions Study completed
- Historic Preservation Plan completed
- Terminal Infrastructure Planning underway
- H Street Bridge design work initiated
- Passenger Concourse Modernization Project underway

2016





-  FRA / USRC
-  Amtrak
-  Akridge
-  District Department of Transportation (DDOT)
-  Washington Metropolitan Area Transit Authority (WMATA)
-  National Park Service (NPS)

Controlling Interests

2nd Century Partner Coordination

2012 Master Plan Vision

The 2012 Master Plan vision created a framework for future growth and currently informs near-term station improvements and ongoing planning studies.

Washington Union Station's 2nd Century Plan

The 2nd Century Plan is a modular and phased set of both near-term improvements and long-range planning initiatives.

Near-term Improvements

Claytor Concourse
Modernization Project
[Amtrak]

The Concourse Modernization will be the first set of improvements to come to life as part of Washington Union Station's 2nd Century Plan with early construction tasks starting Spring 2016. The environmental clearance process for this project is likely to be a categorical exclusion.

Station Operational
Improvement Projects
[Amtrak]

These Infrastructure Improvements are immediate projects that are needed to create redundancy and additional capacity in today's intercity and commuter operations, as well as provide for better phasing of the reconstruction in the future. The environmental clearance process for these projects is likely a categorical exclusion.

Long-term Improvements

Washington Union Station
Expansion Project
[USRC/Amtrak]

The station expansion project will provide improved rail and multi-modal infrastructure and passenger/user facilities to meet future demand and operational requirements. An Environmental Impact Statement (EIS) is being prepared to evaluate environmental impacts and select a preferred action; a Master Development Plan (MDP) is being prepared to create a feasible, long-term, cohesive and implementable project.

Burnham Place Project
[Akridge]

Three million square-foot mixed use development, envisioned over the rail yard, will be developed by Akridge. The development will be a vital economic driver for D.C. as it will reconnect the urban fabric of the station's adjacent neighborhoods.

ENVIRONMENTAL CONSIDERATIONS

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Requires that we take appropriate measures to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made.

Section 106 of the National Historic Preservation Act / Cultural Environment

Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places. Cultural Resources include both historic structures and archaeological site.

Section 4(f) of the US Department of Transportation Act

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife / waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments

An air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards.

Executive Order 12898 (Environmental Justice)

Requires that agencies Identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.



EIS Evaluation Topics

- Air Quality
- Water Quality
- Noise
- Vibration
- Solid Waste Disposal
- Visual / Aesthetics
- Transportation and Traffic
- Land Use
- Social and Economic Effects
- Construction Impacts
- Environmental Justice Communities
- Public Health
- Public Safety
- Parks and Recreational Properties
- Section 4(f) Resource Topics
- Historic Properties
- Secondary Impacts
- Cumulative Impacts

NEPA & SECTION 106 PROCESS

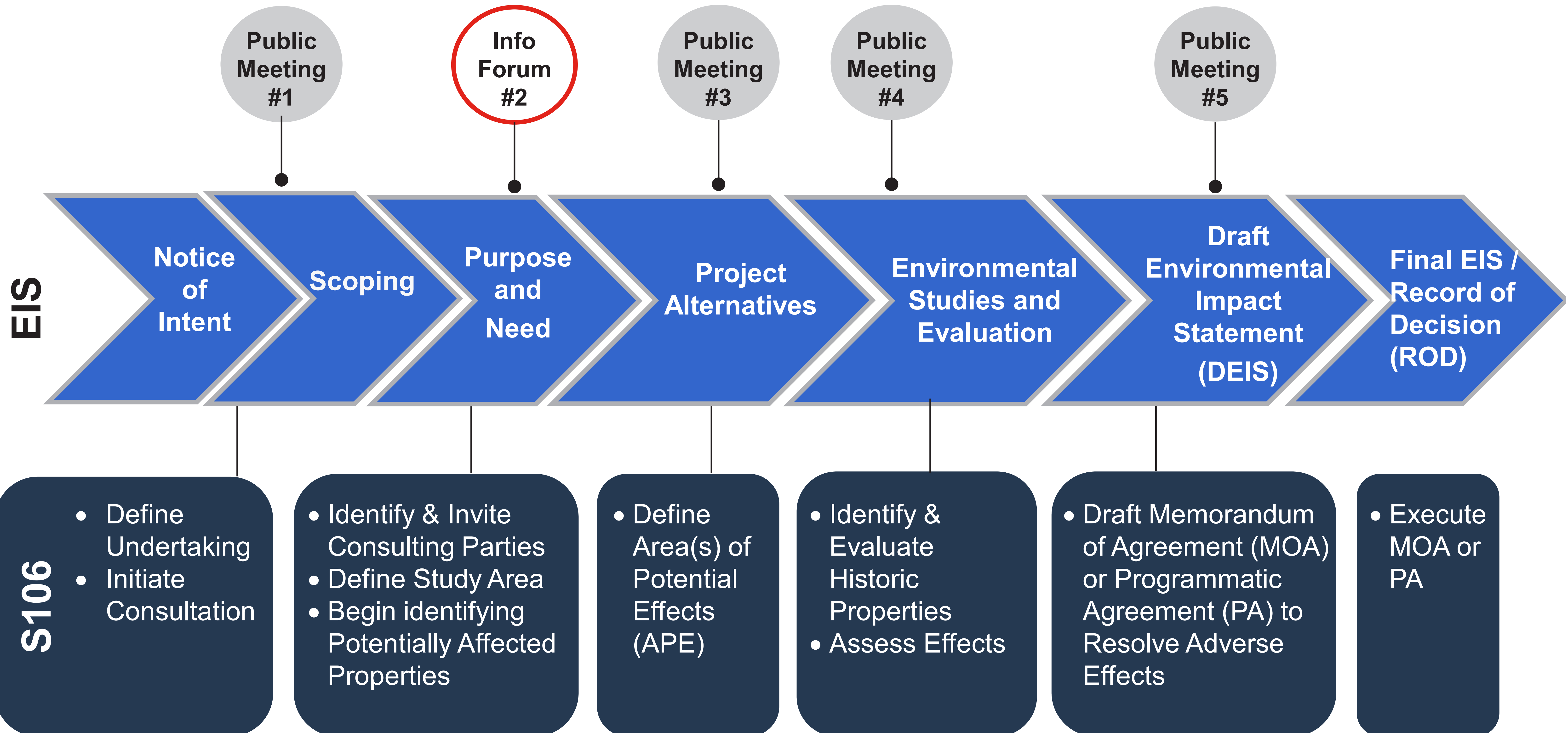
DECEMBER
2015

SUMMER
2016

SPRING
2017

FALL
2017

Tonight



BUS TERMINAL



EXAMPLES:



Stroke-on-Trent City Centre Bus Station
Stroke-on-Trent, England



Bilbao Bus Terminal
Bilbao, Spain



Denver Union Station – Bus Concourse
Denver, Colorado

TRAIN HALL



EXAMPLES:



St. Pancras Station
London, England



Southern Cross Station
Melbourne, Australia



Bijlmer Station
Amsterdam, Netherlands

PARKING



EXAMPLES:



1111 Lincoln Road Parking Garage
Miami, Florida



Car Park One
Oklahoma City, Oklahoma



The Cathay Car Park
Singapore

TAXIS



EXAMPLES:



Paddington Station
London, England

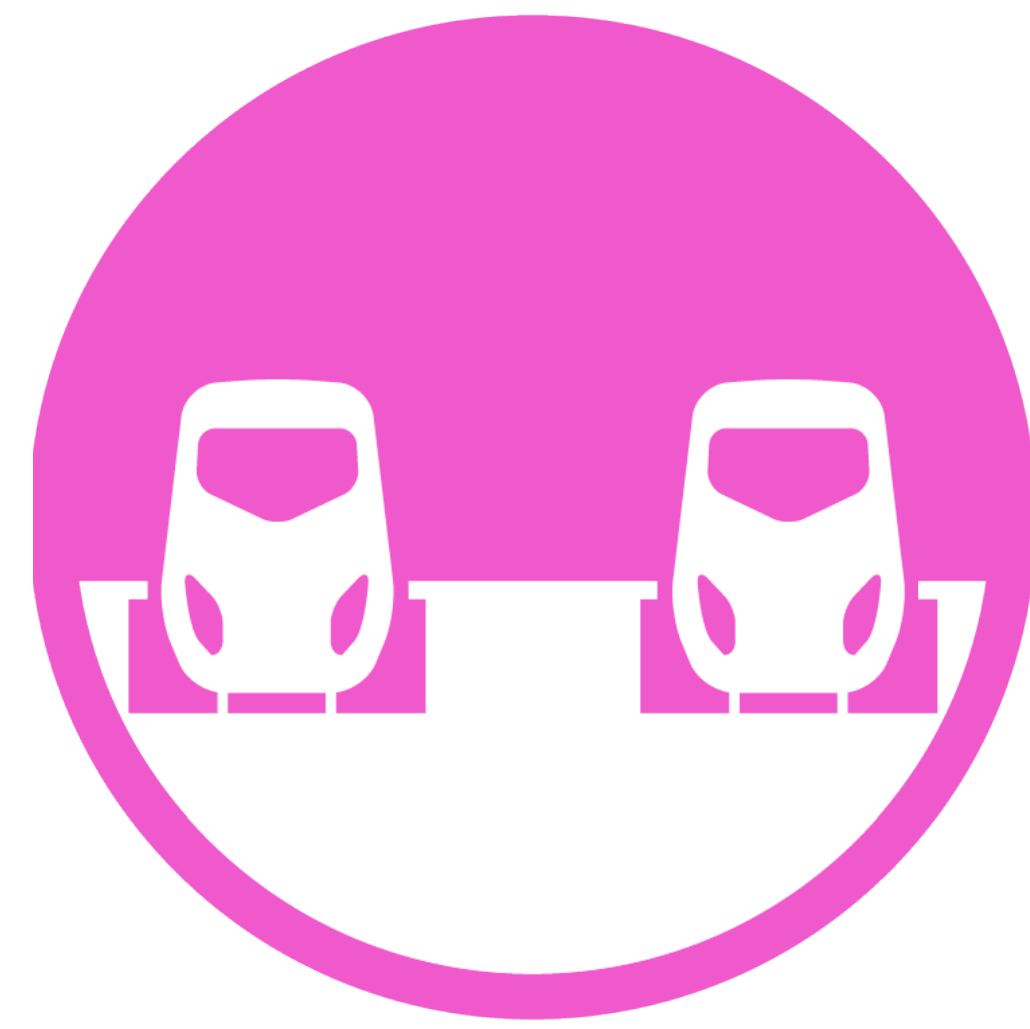


Aberdeen Station
Aberdeen, Scotland



King's Cross Station
London, England

TRACKS & PLATFORMS



EXAMPLES:



Washington Union Station
Washington, DC



Chicago Union Station
Chicago, Illinois



St. Pancras Station
London, England

BICYCLE & PEDESTRIAN ACCESS



EXAMPLES:



Broadway Avenue
New York City, New York



SW Moody Avenue
Portland, Oregon

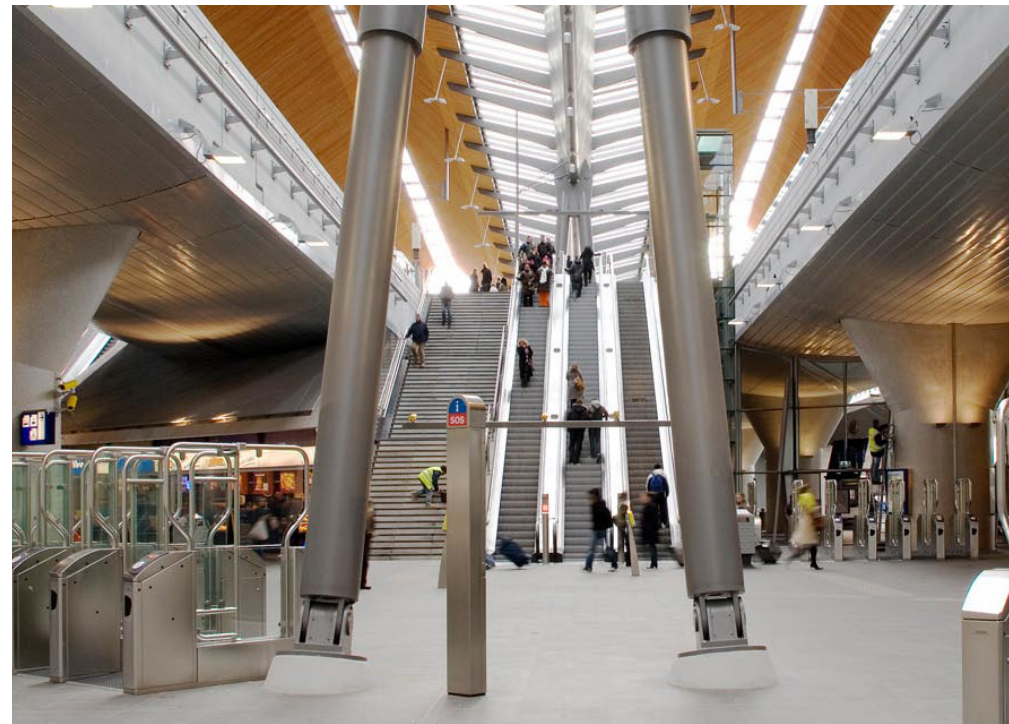


Superkilen
Copenhagen, Denmark

CONCOURSE



EXAMPLES:



Bijlmer Station
Amsterdam, Netherlands



King's Cross Station
London, England



Paddington Station
London, England

HISTORIC STATION



EXAMPLES:



Union Station – Concourse (2015)
Washington, DC

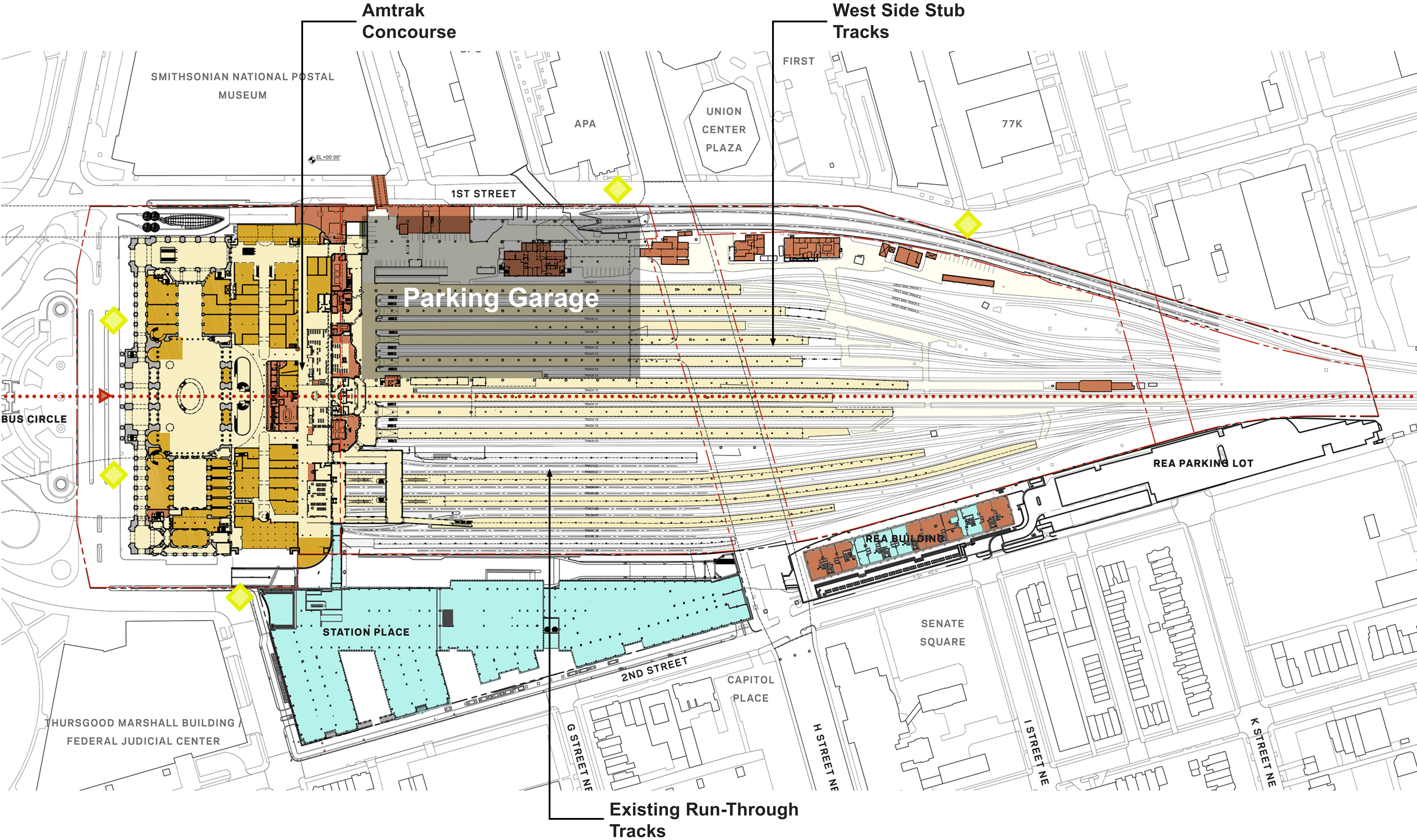


Union Station – Historic Concourse
Washington, DC

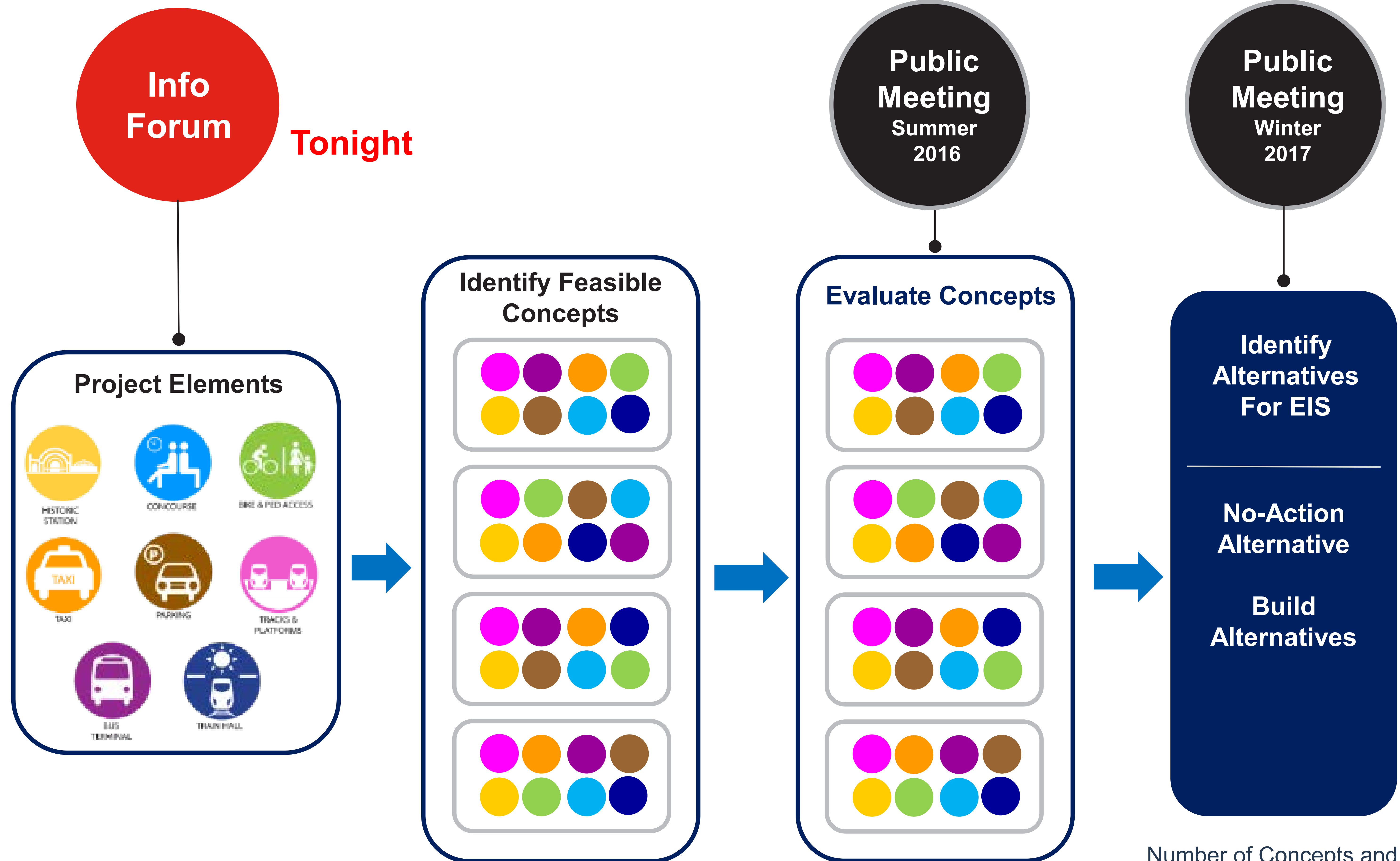


Union Station – Historic Concourse
Washington, DC

Existing Track and Platform Configuration



Next Steps in Design Process



Number of Concepts and Alternatives to be determined

Key Design Considerations

- Americans with Disabilities Act (ADA)
- Surrounding Circulation Patterns
- Vehicular
- Pedestrian
- Bike network
- Existing and Proposed Land Use
- H Street Bridge
- Historic Context
- Neighborhood Context
- Safety and Security
- Service & Loading
- Site Access Points
- Ventilation
- Views/ Aesthetics
- WMATA
- Zoning



Programming Summary



TAXI





PARKING




BUS TERMINAL

Taxis processed during peak hour

of Taxis in Queue ----- 275-290* 

Taxi Queue time ----- 75-90 

*Approximate Range----- 30-45 

	# SPACES
Level 1	548
Level 2	505
Level 3 (monthly)	536
Level 4	616
TOTAL	2,205

Peak Occupancy (Spring) ----- 70-90%

	# SPACES
Intercity	19
Local/Shuttles	16
Tours/Charters	22
Additional Available Spaces	4
TOTAL	61

Existing Bus Terminal

