

Section 106 Consulting Parties Meeting for the Washington Union Station (WUS) Expansion Project

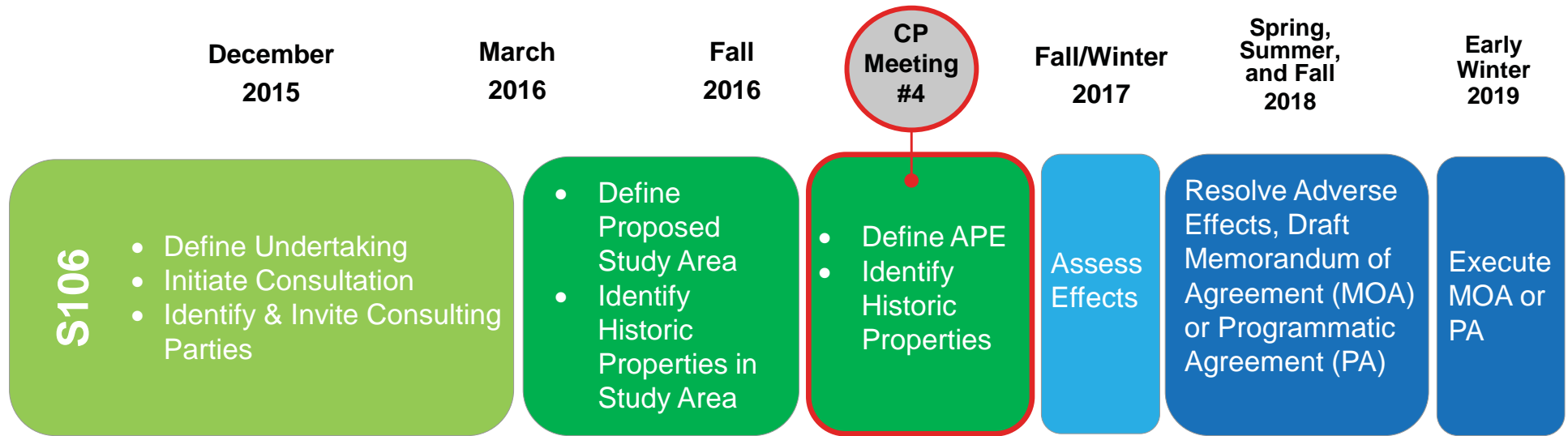
September 7, 2017



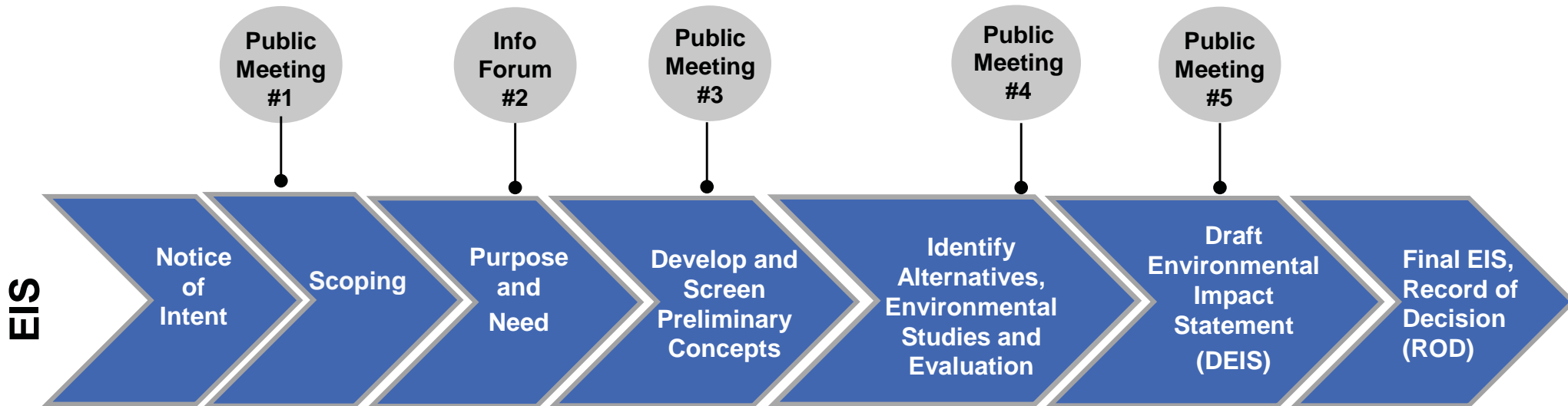
Fourth Consulting Parties Meeting Agenda:

1. Section 106 / NEPA EIS Schedule
2. Preliminary Alternatives
3. APE and Identification of Historic Properties
4. Next Steps
5. Questions and Discussion

NEPA & Section 106 Process



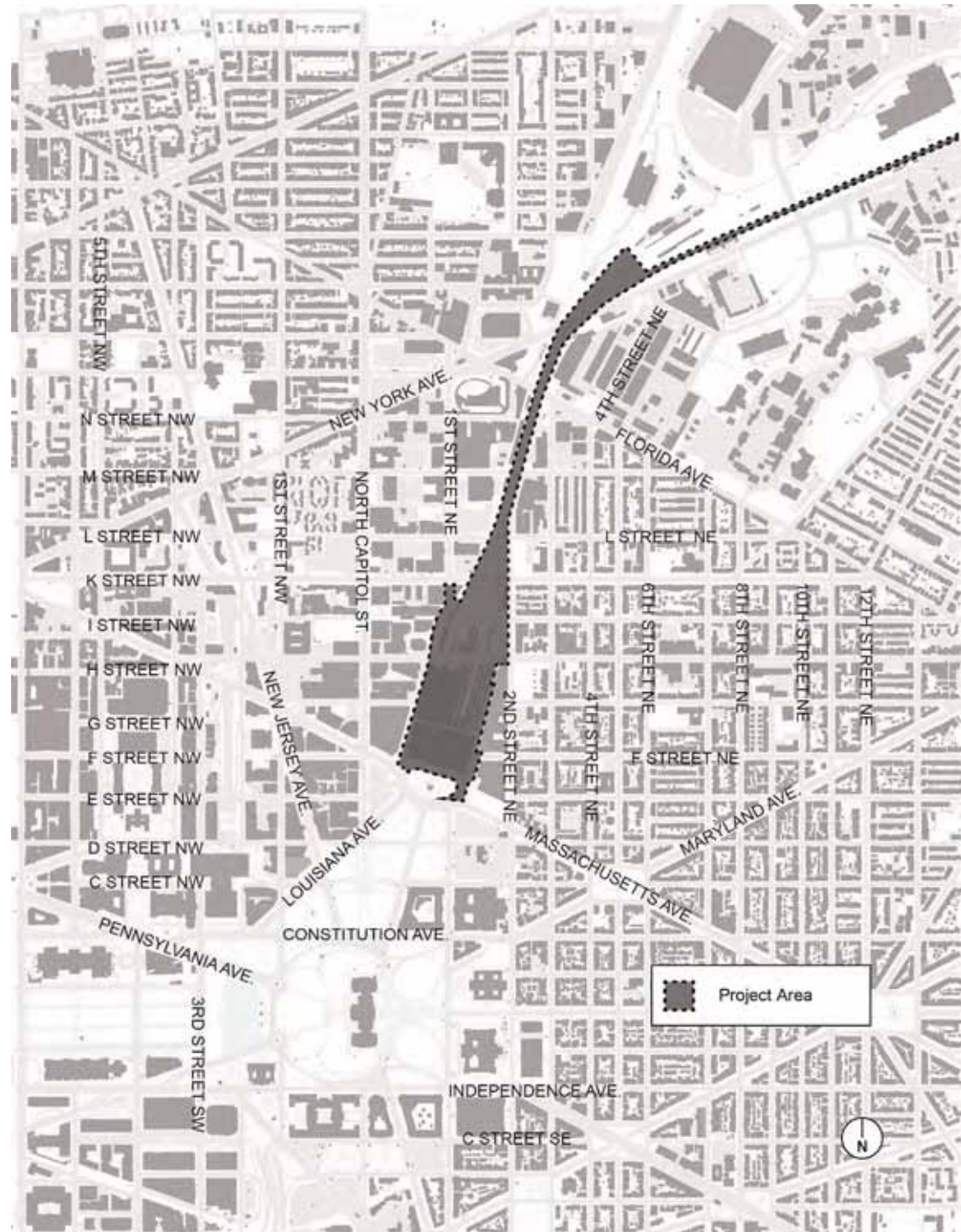
WE ARE HERE



Project Area

The Project Area expansion

- Includes rail work associated with the re-alignment of the tracks to support overall track improvements
- Includes pick-up and drop-off lanes in front of the Station to improve traffic flow
- Includes a segment of First Street NE to consider roadway alterations to improve multimodal operations around the station



An aerial photograph of a city, likely Philadelphia, showing a large, ornate building with a prominent dome in the foreground. The building is surrounded by other structures and a street with a fountain. The background shows a dense urban area with many buildings. The entire image is overlaid with a blue tint.

Preliminary Alternatives (to date)

Project Program Elements

ELEMENTS SHARED IN ALL PRELIMINARY ALTERNATIVES



RAIL



CONCOURSES



BIKE & PED ACCESS



TAXI & SHARED RIDE



HISTORIC STATION

ELEMENTS THAT VARY



TRAIN HALL



BUS
TERMINAL

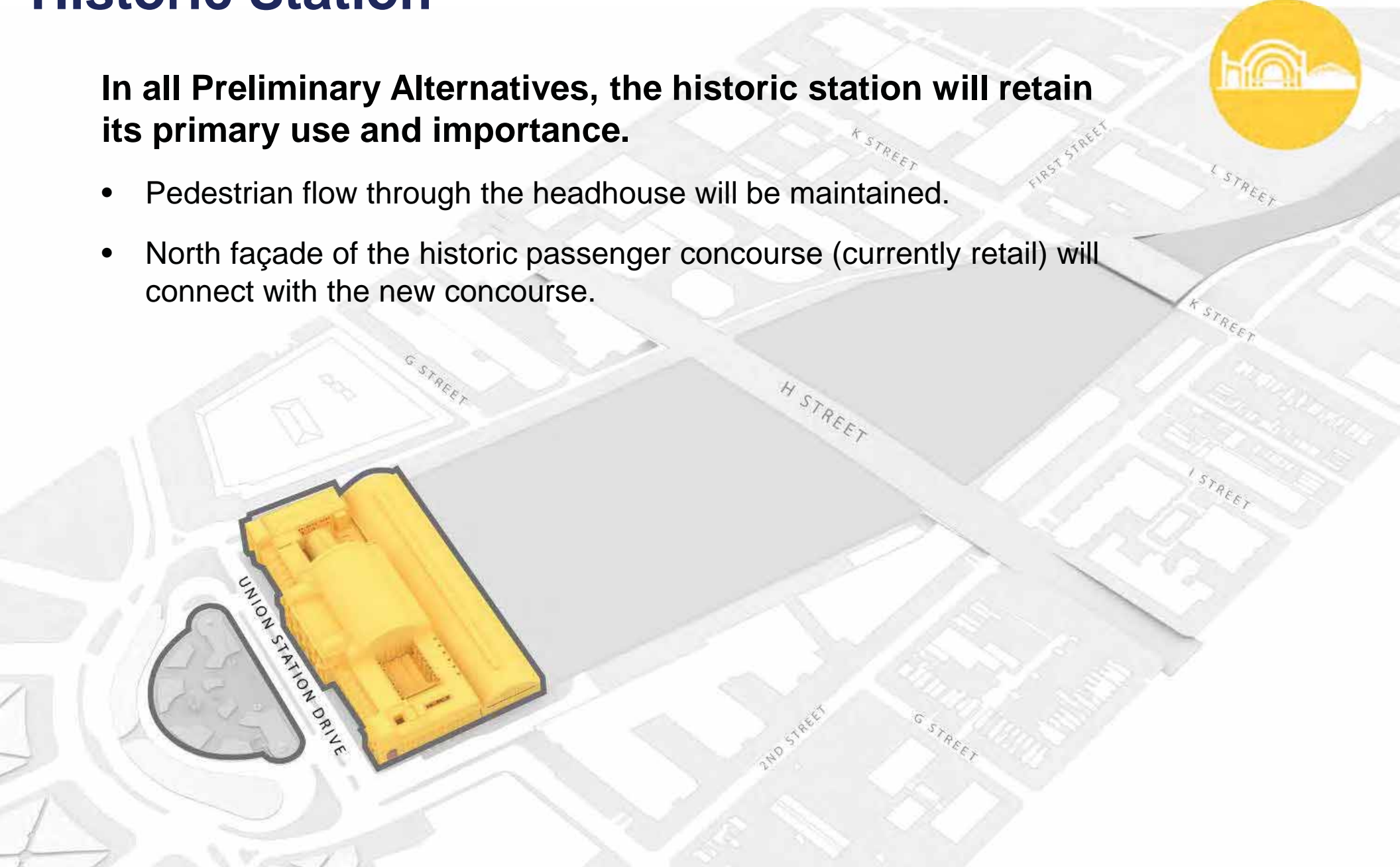


PARKING

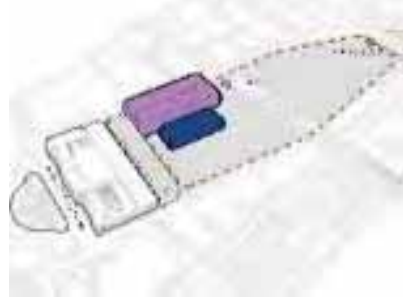
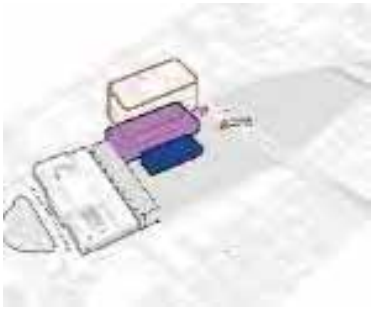
Historic Station

In all Preliminary Alternatives, the historic station will retain its primary use and importance.

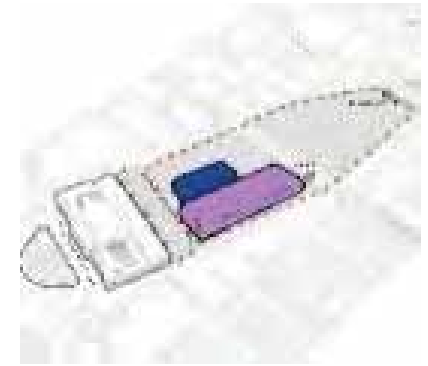
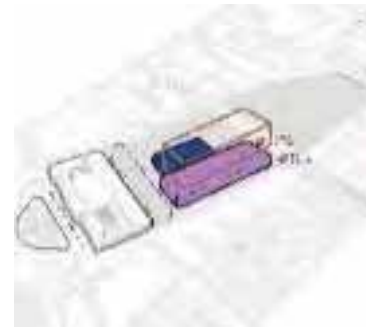
- Pedestrian flow through the headhouse will be maintained.
- North façade of the historic passenger concourse (currently retail) will connect with the new concourse.



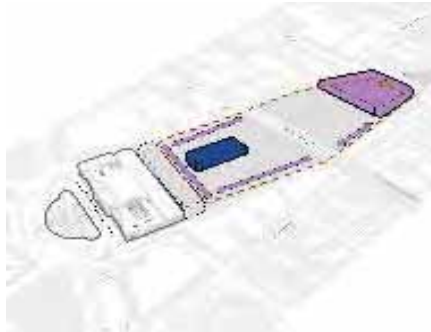
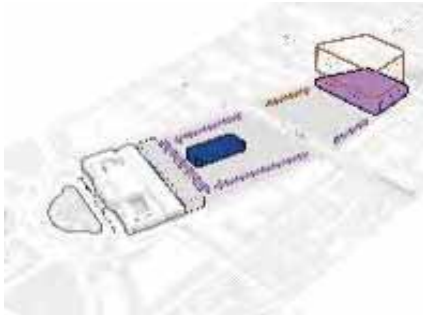
Preliminary Concepts



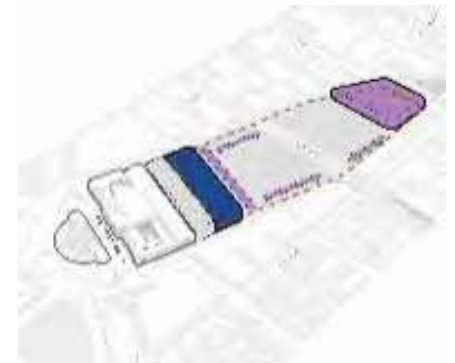
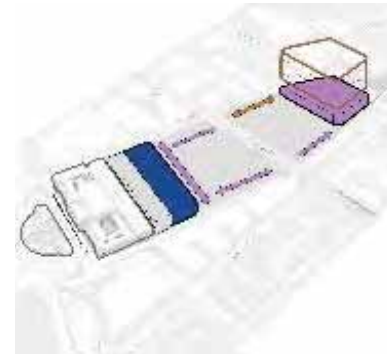
1A and 1B



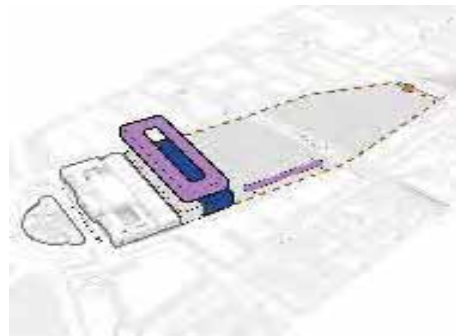
2A and 2B



3A and 3B



4A and 4B



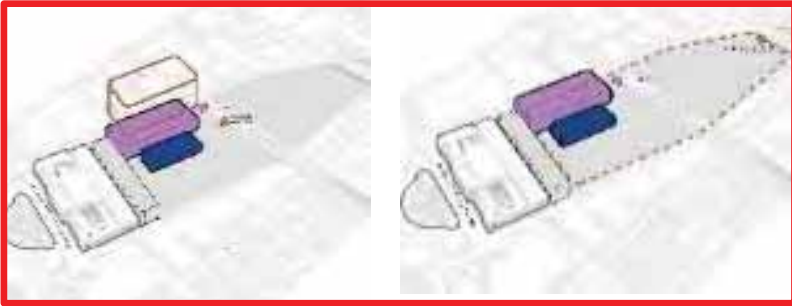
5

October Meetings: Comment Summary

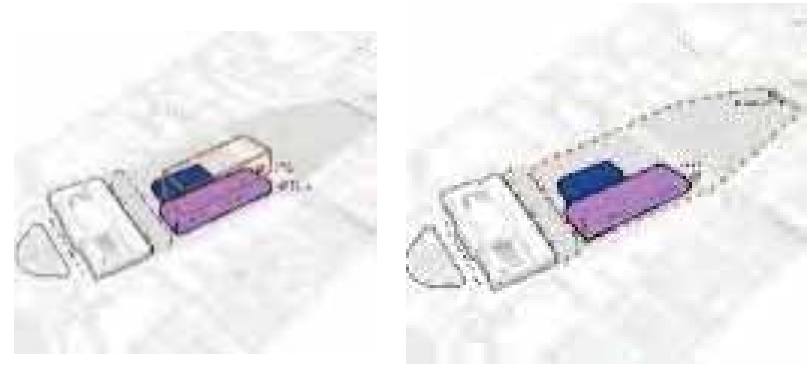
- **118 people attended Public Meeting #3**
- **13 agencies attended Interagency and/or Cooperating Agency Meeting**
- **13 agencies/ organizations attended Section 106 Meeting**
- **34 public and agency written comments; 63 oral comments**



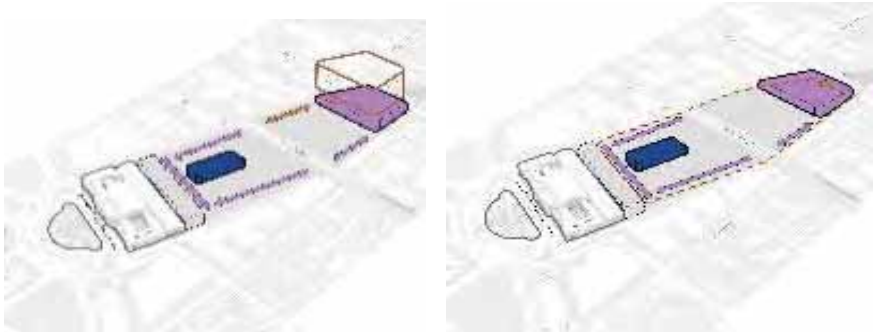
Retained Concepts



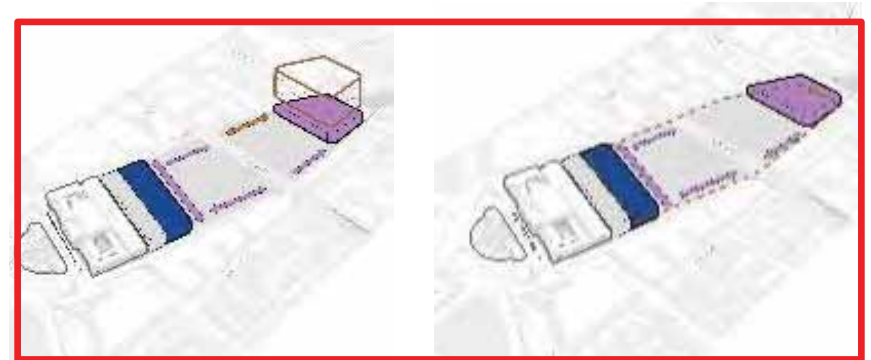
1A and 1B



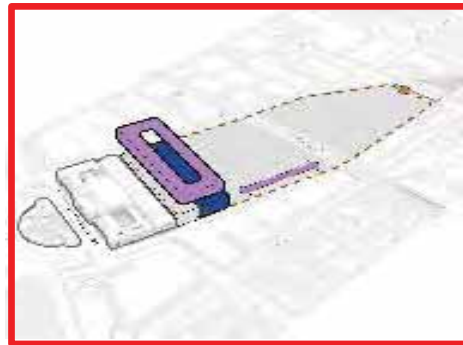
2A and 2B



3A and 3B



4A and 4B



5

From Preliminary Project Concepts to Preliminary Alternatives

**Retained Concepts
(1A/B, 4A/B, 5)**



Concept Refinements

Program and Design Considerations

- Bus access via New York Avenue Viaduct
- Underground bus facility within the Station area
- Metrobus/commuter bus in the bus facility
- Project elements outside the railyard footprint
- Repurposing the Historic Passenger Concourse
- Bus program size
- Parking program size
- An alternative Concept 5 that separates buses from the train hall.
- Reinstating the ends of the Historic Concourse
- Alternative belowground parking access options
- Bus facility on First Street NE



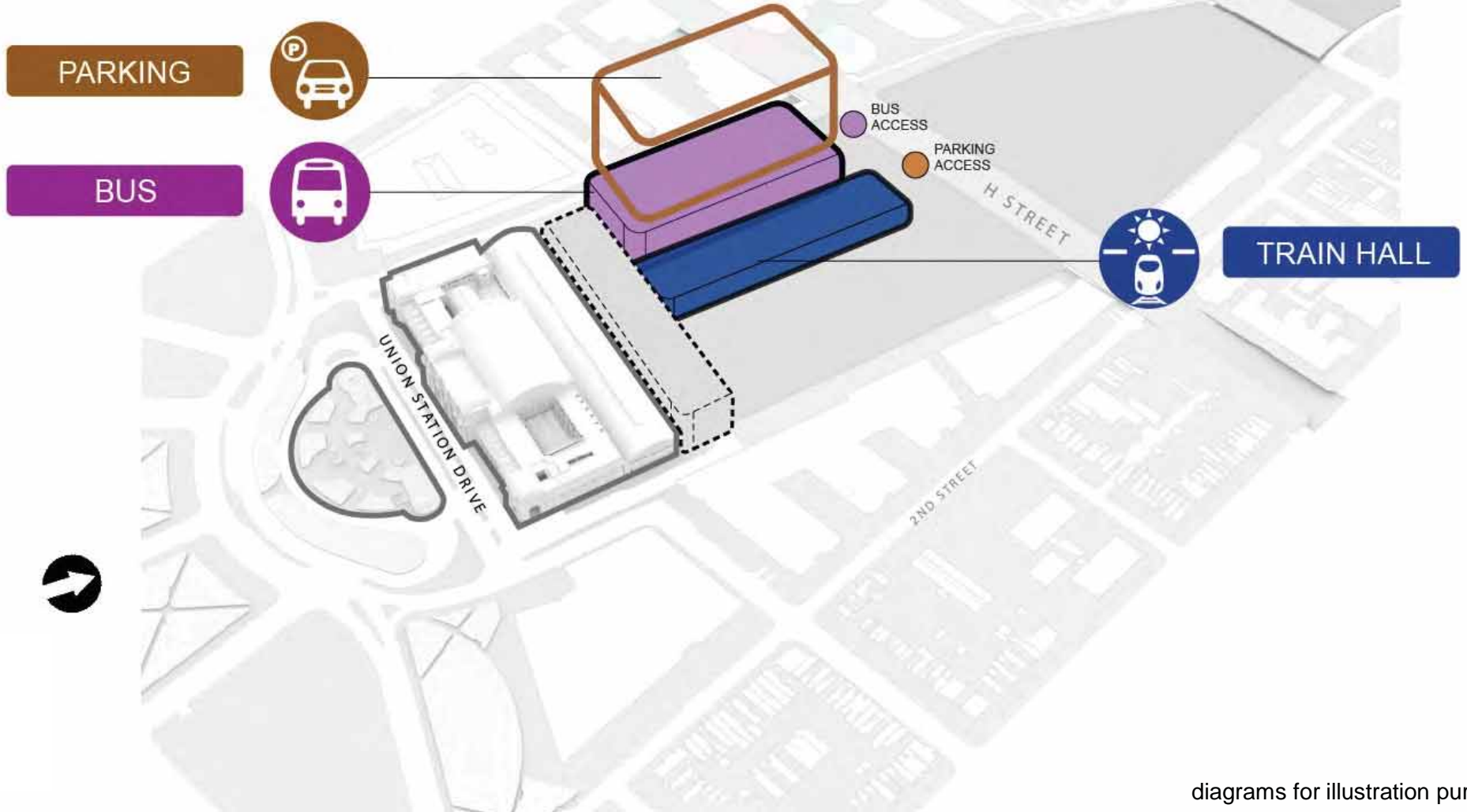
Preliminary Alternatives

January 2017- April 2017

6 Months

Preliminary Alternative 1A

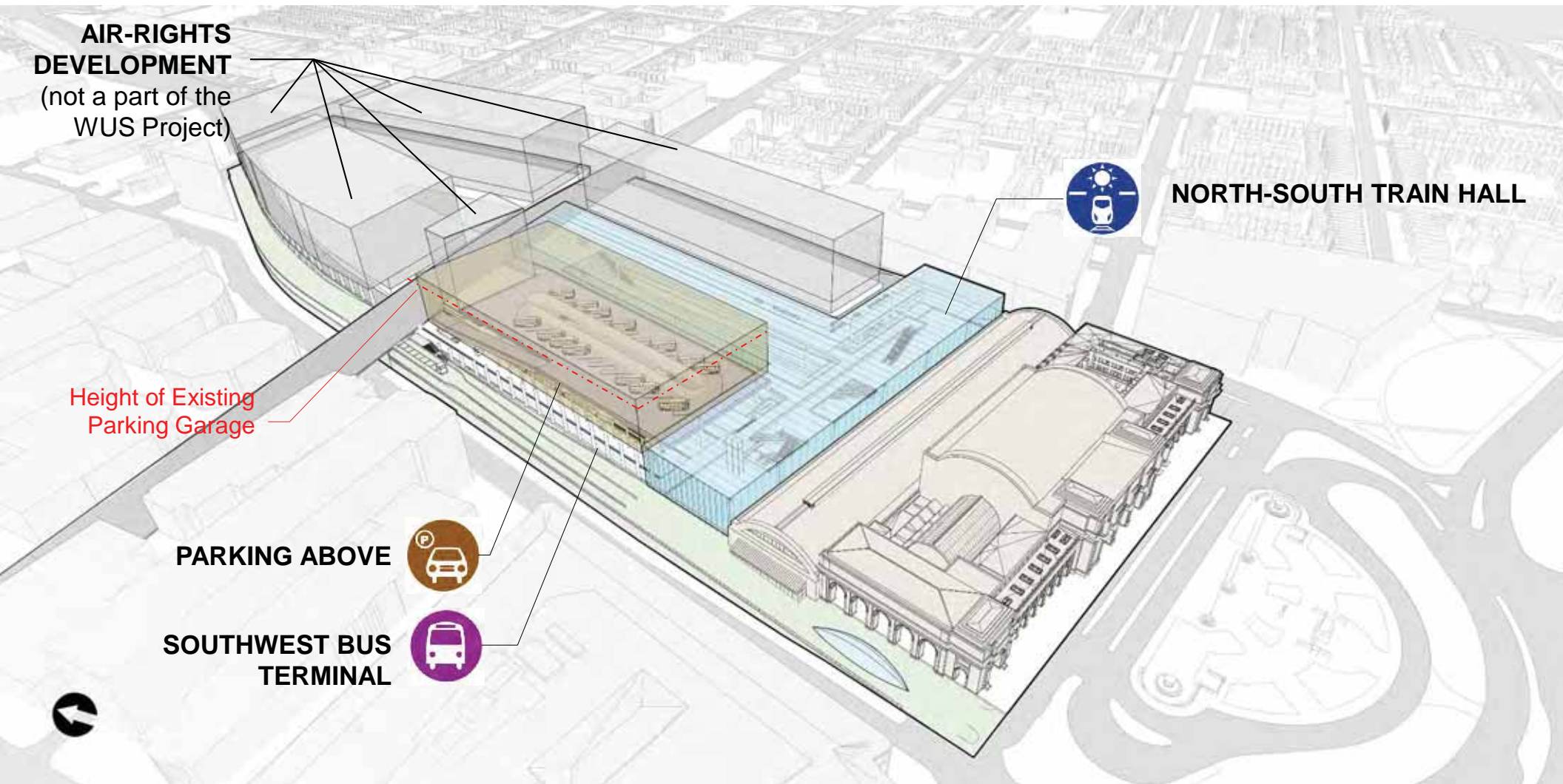
AERIAL PERSPECTIVE LOOKING NORTHWEST



diagrams for illustration purposes

Preliminary Alternative 1A

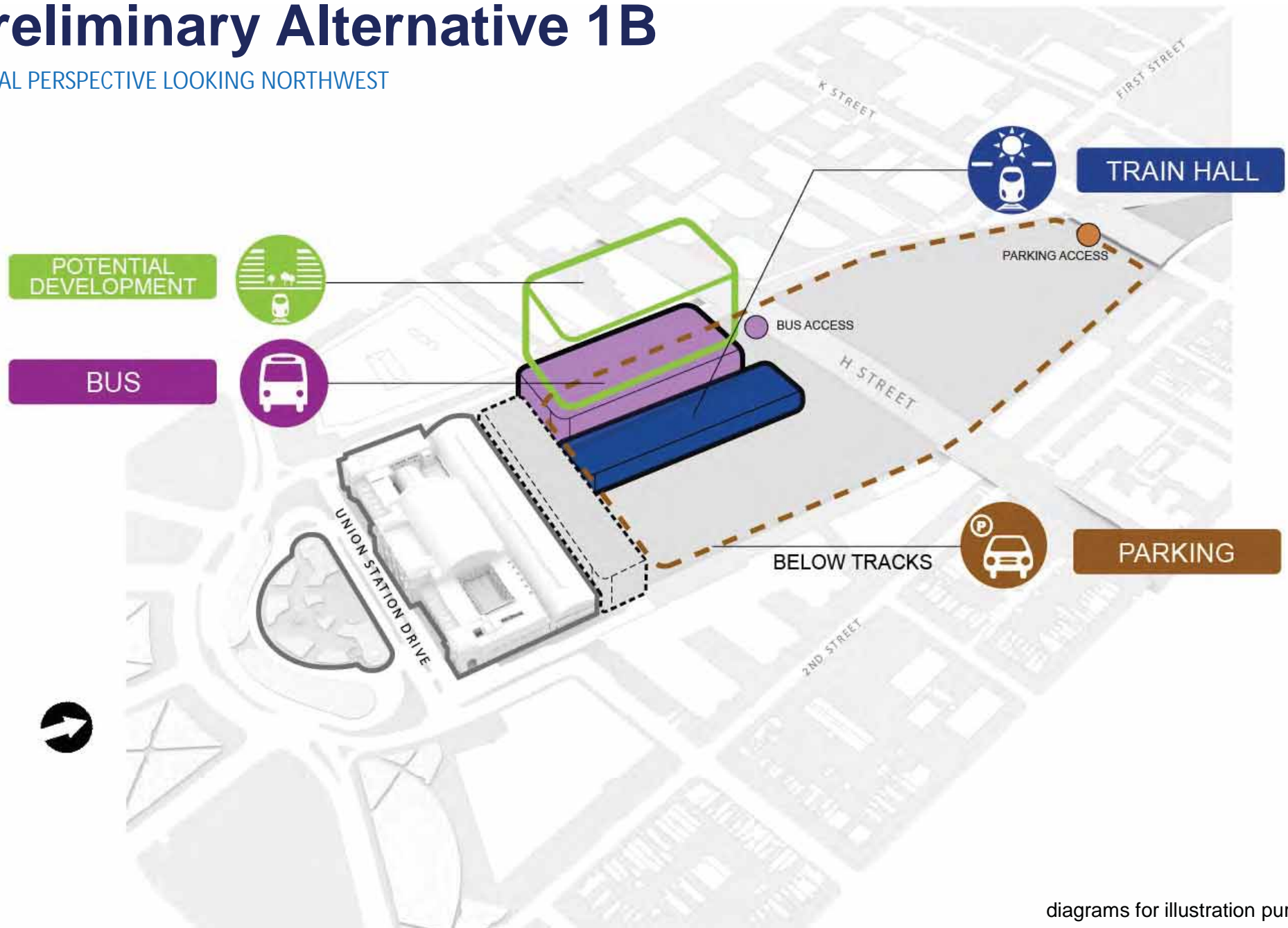
AERIAL PERSPECTIVE LOOKING NORTHEAST



diagrams for illustration purposes, private air-rights development existing zoning volumes shown in gray

Preliminary Alternative 1B

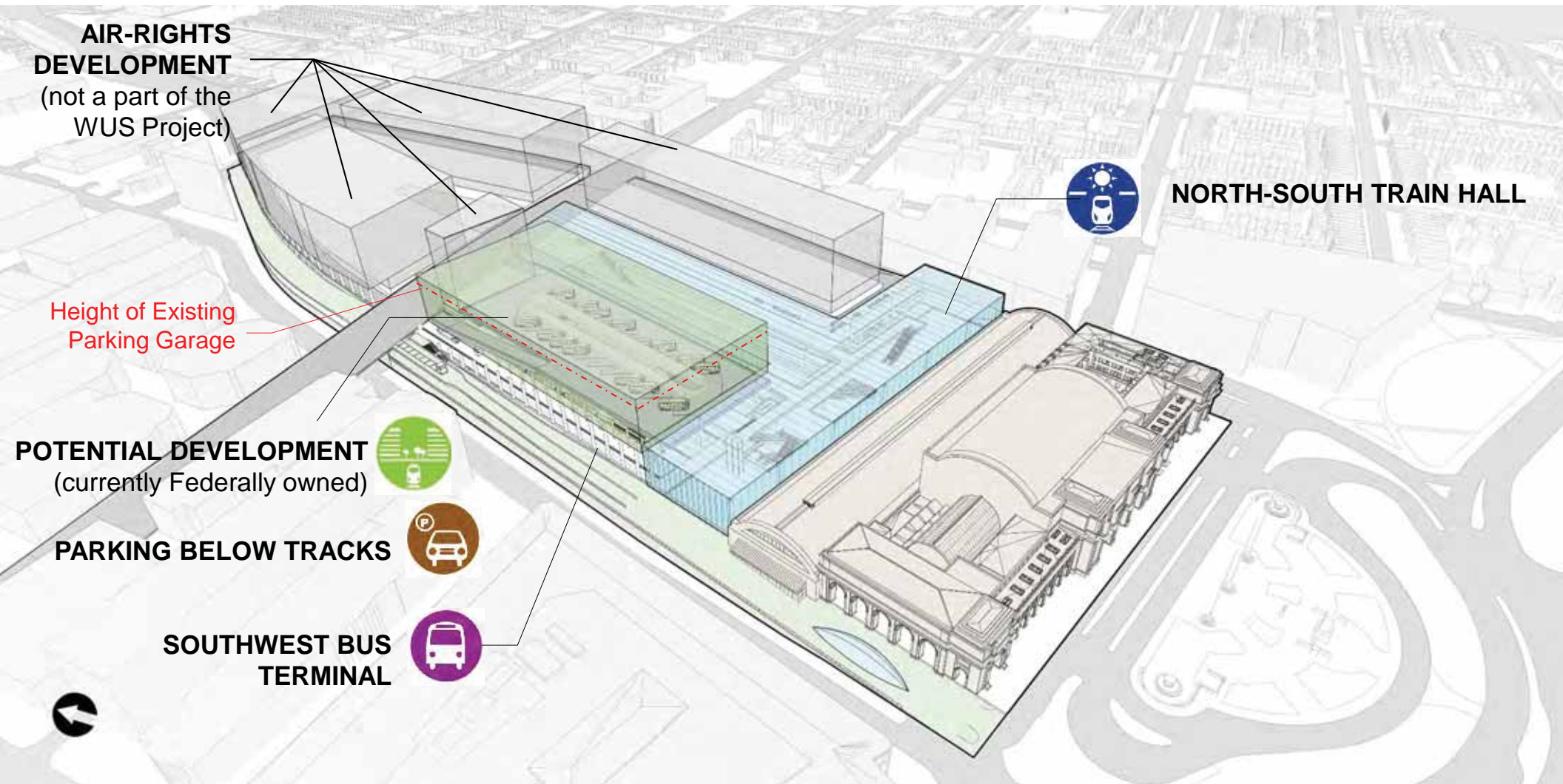
AERIAL PERSPECTIVE LOOKING NORTHWEST



diagrams for illustration purposes

Preliminary Alternative 1B

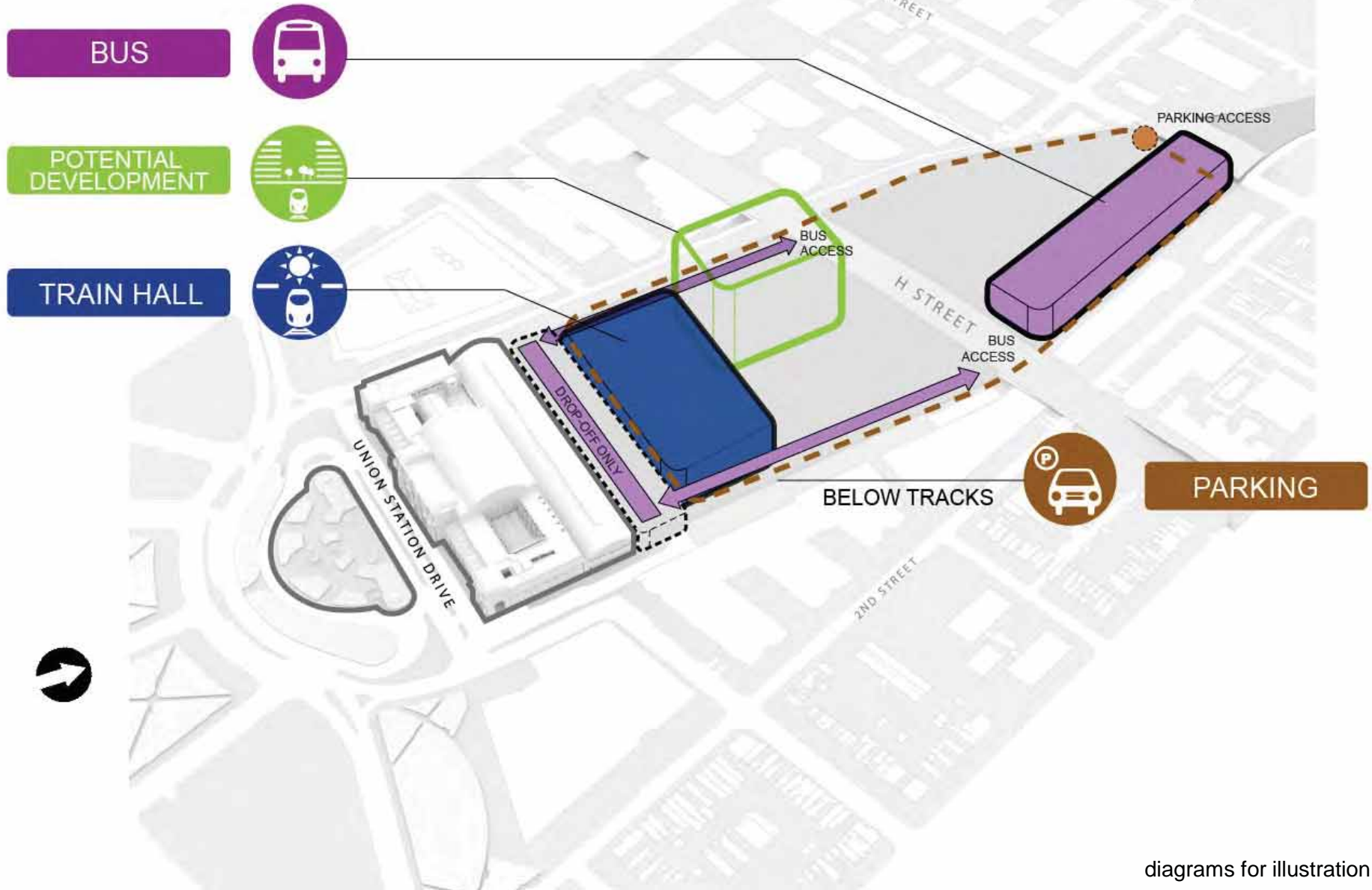
AERIAL PERSPECTIVE LOOKING NORTHEAST



diagrams for illustration purposes, private air-rights development existing zoning volumes shown in gray

Preliminary Alternative 4B

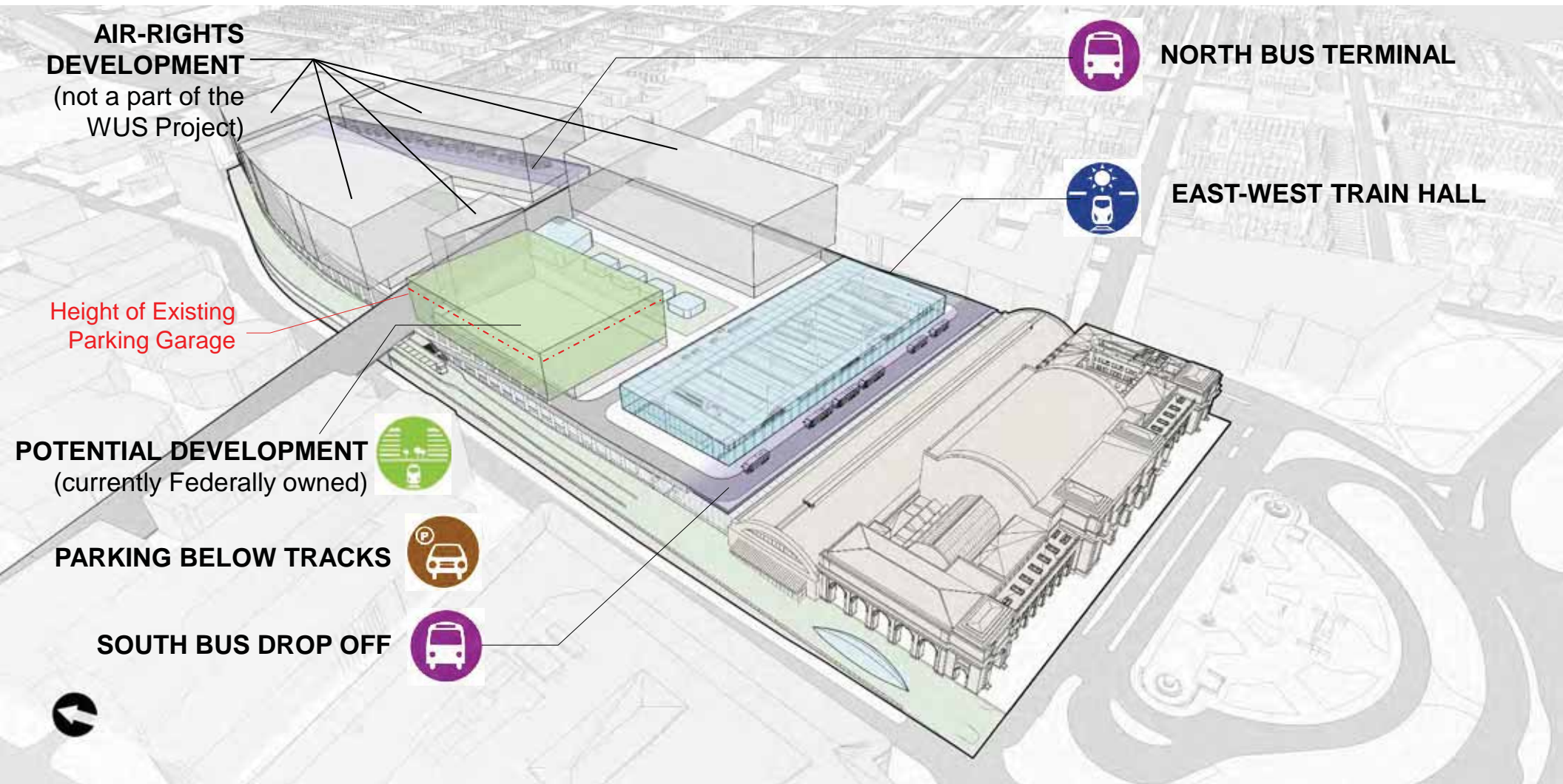
AERIAL PERSPECTIVE LOOKING NORTHWEST



diagrams for illustration purposes

Preliminary Alternative 4B

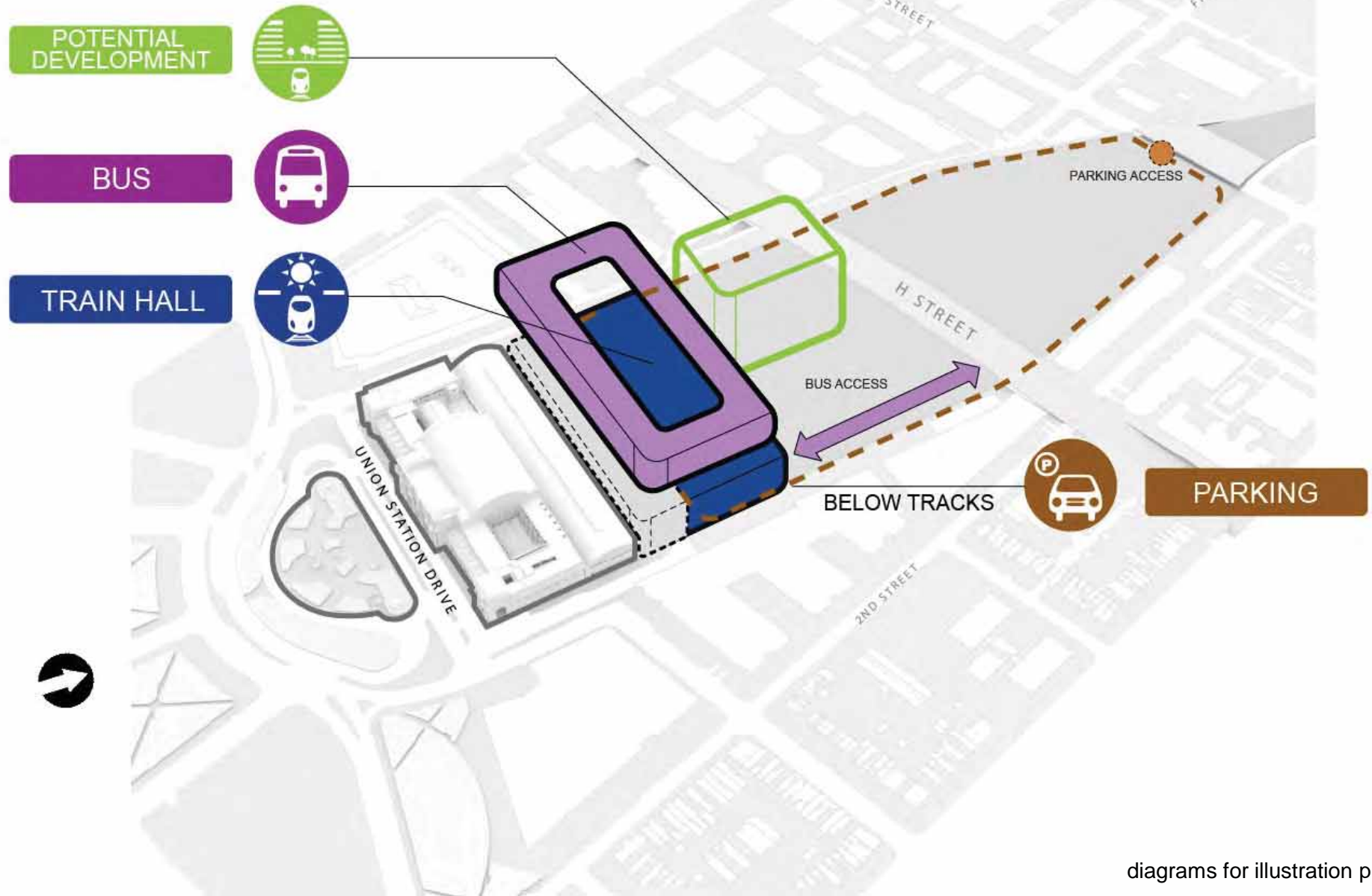
AERIAL PERSPECTIVE LOOKING NORTHEAST



diagrams for illustration purposes, private air-rights development existing zoning volumes shown in gray

Preliminary Alternative 5

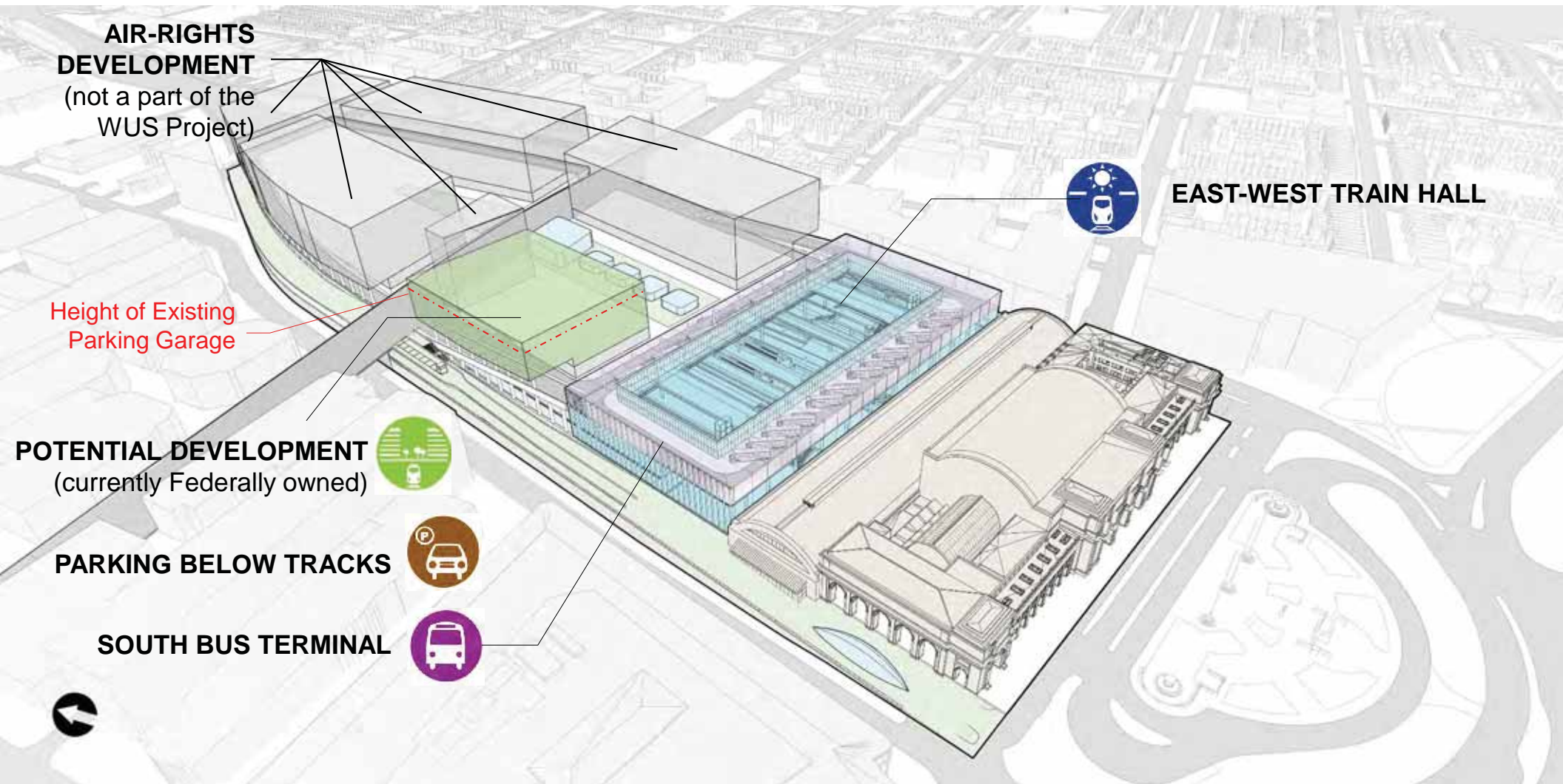
AERIAL PERSPECTIVE LOOKING NORTHWEST



diagrams for illustration purposes

Preliminary Alternative 5

AERIAL PERSPECTIVE LOOKING NORTHEAST



diagrams for illustration purposes, private air-rights development existing zoning volumes shown in gray



Identifying the Area of Potential Effects (APE)

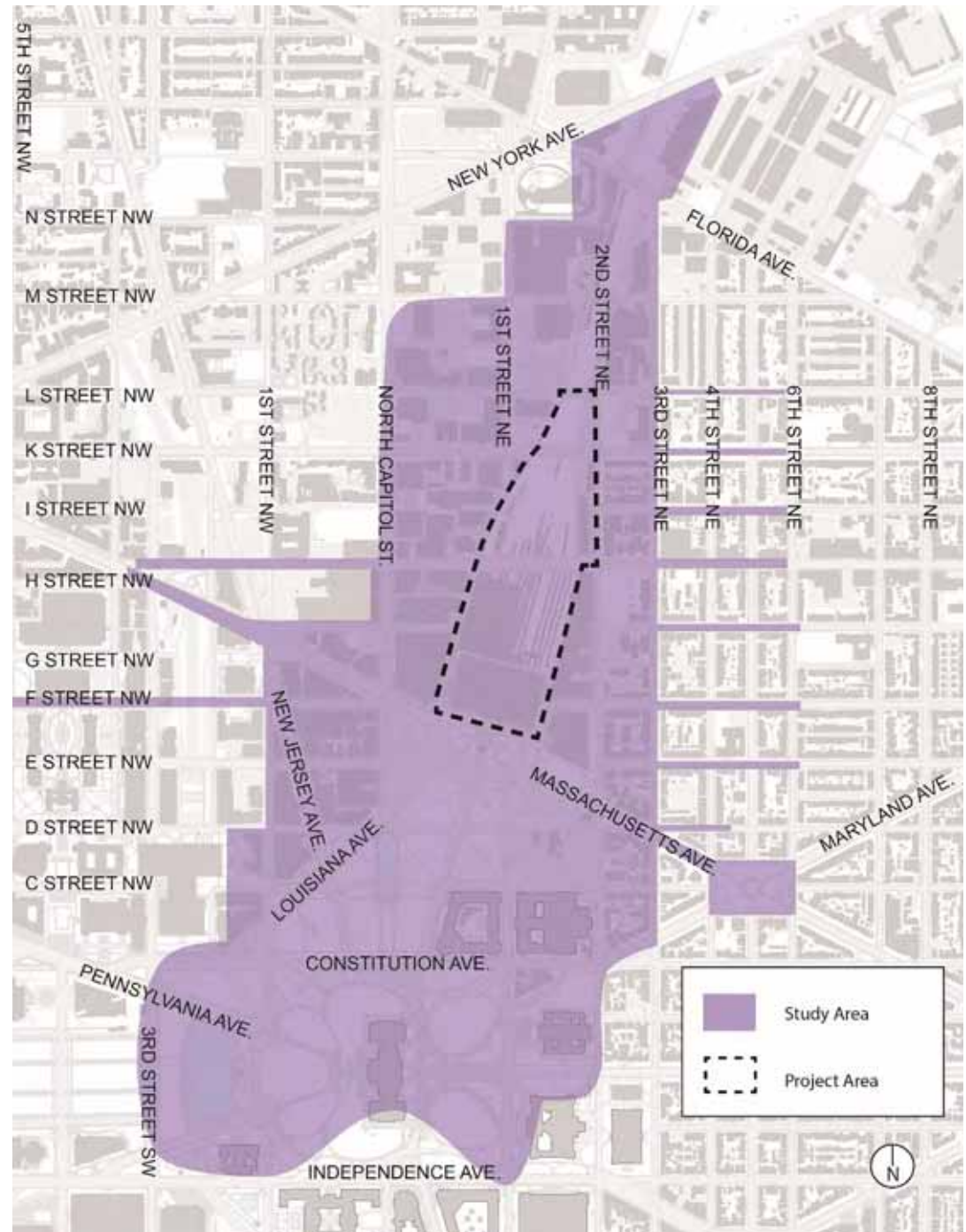
Proposed Study Area

The Proposed Study Area

- Starting point for APE consultation
- FRA presented to Consulting Parties on May 9, 2016 and October 6, 2016
- FRA formally requested comments on February 10, 2017
- FRA received comments from SHPO, NCPC, FTA, CHRIS, and ANC 6C

The Proposed Study Area considered

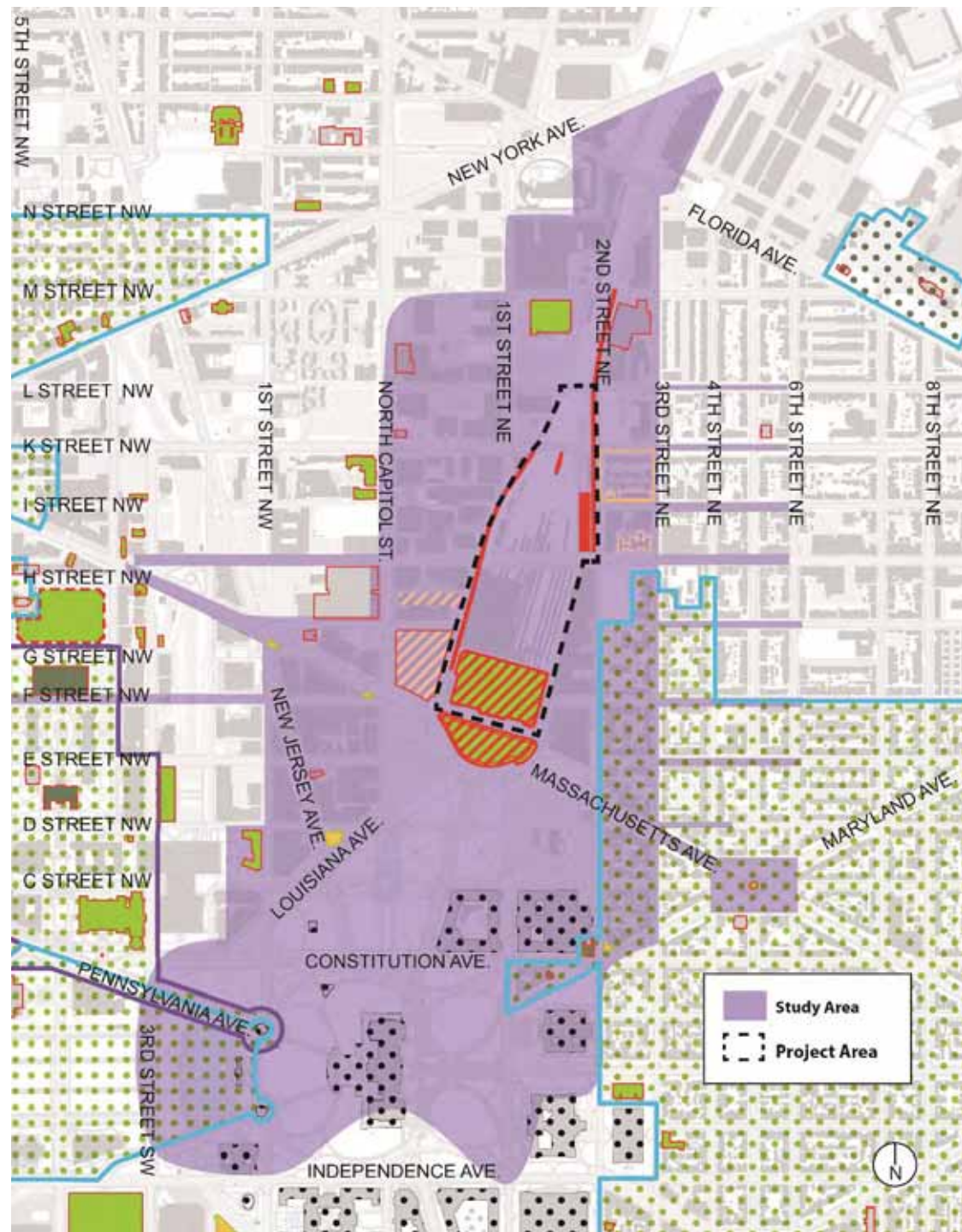
- Potential direct and visual effects, especially along visual corridors of east-west streets
- Preliminary Concepts, in anticipation of Preliminary Alternatives



Proposed Study Area

Historic Properties were identified from

- National Register of Historic Places
- DC Inventory of Historic Sites
- AOC List of Heritage Assets
- NPS National Mall and Memorial Parks sites
- WUS Historic Preservation Plan (potentially eligible properties)



APE Development

FRA emailed the APE draft report to consulting parties on August 9, 2017.

The APE considers

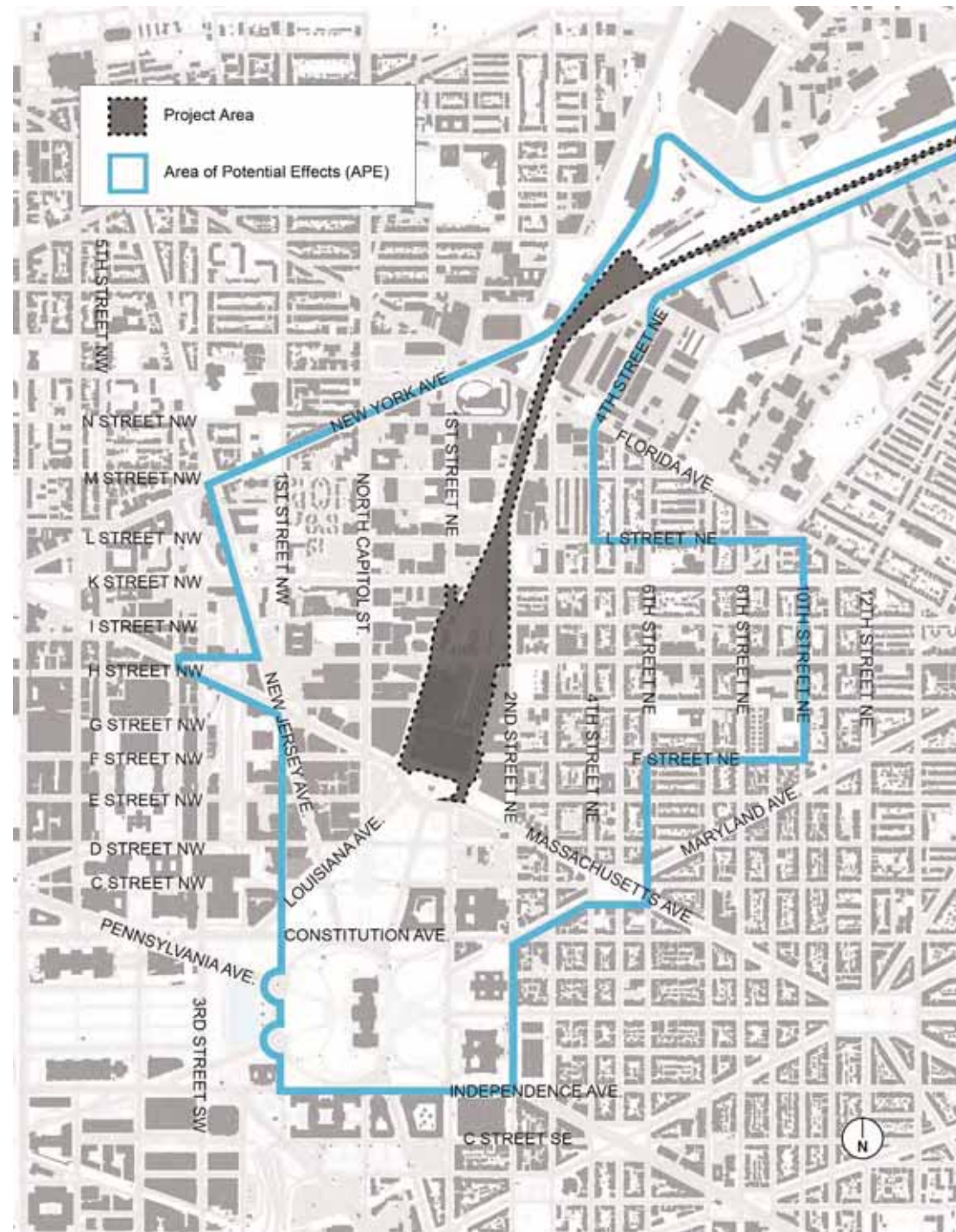
- Potential direct and indirect effects of the Identified Preliminary Alternatives
- Consulting party comments on the Proposed Study Area
- Reasonably foreseeable and cumulative visual and traffic related effects
- Potential visual effects from significant viewsheds



Criteria of Effect

According to Section 106 Regulations (36 CFR 800.5) examples of adverse effects include

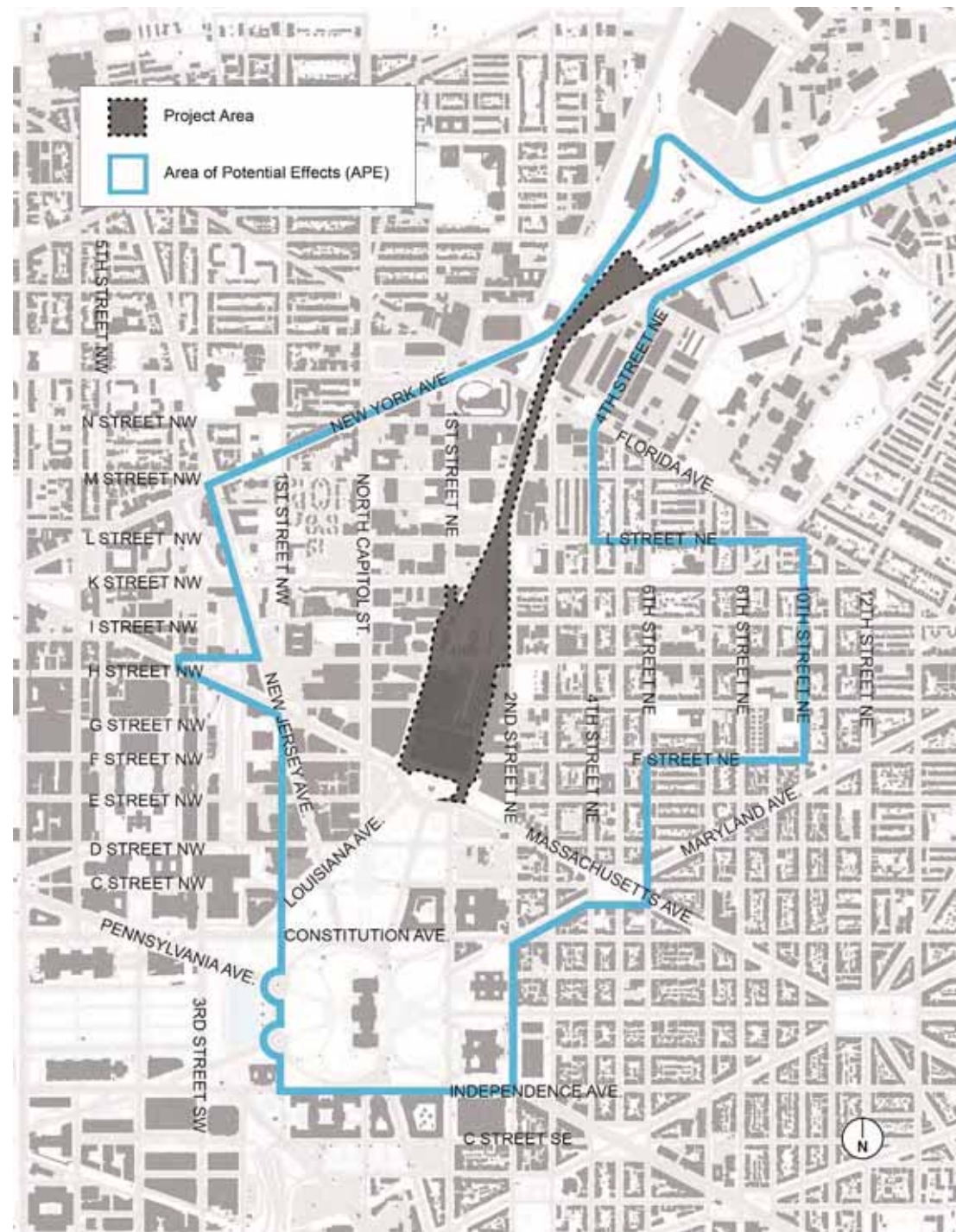
- Physical destruction or damage
- Alteration, including preservation, restoration, rehabilitation, repair, maintenance, etc.
- Removal of a property from its historic location
- Change of the character of the property's use or physical features within its setting
- Introduction of atmospheric or audible elements that diminish integrity
- Neglect which causes deterioration
- Transfer, lease, or sale of property



Potential Project Area Effects

Project Area effects, which are a direct result of Project construction, may include

- Removal or physical damage
- Alteration, including preservation, restoration, rehabilitation, repair, stabilization, etc.
- Change of character
- Introduction of visual or atmospheric elements that diminish integrity
- Transfer, lease, or sale of Federal property (as proposed in several Preliminary Alternatives)



Potential Visual Effects

- A visual survey formed an understanding of the areas with potential visual effects.
- Due to the topography, existing buildings, streetscape, and lines of sight towards the Project Area, visual effects beyond the APE are unlikely.



Potential Effects – Visual Survey



View looking north towards WUS from C Street NE and Delaware Avenue NE

Potential Effects - Visual Survey



View looking west towards Project Area and REA building from I Street NE and Third Street NE.

Potential Effects - Visual Survey



View looking east towards the WUS parking garage from G Street NW and Massachusetts Avenue



Potential Effects - Visual Survey



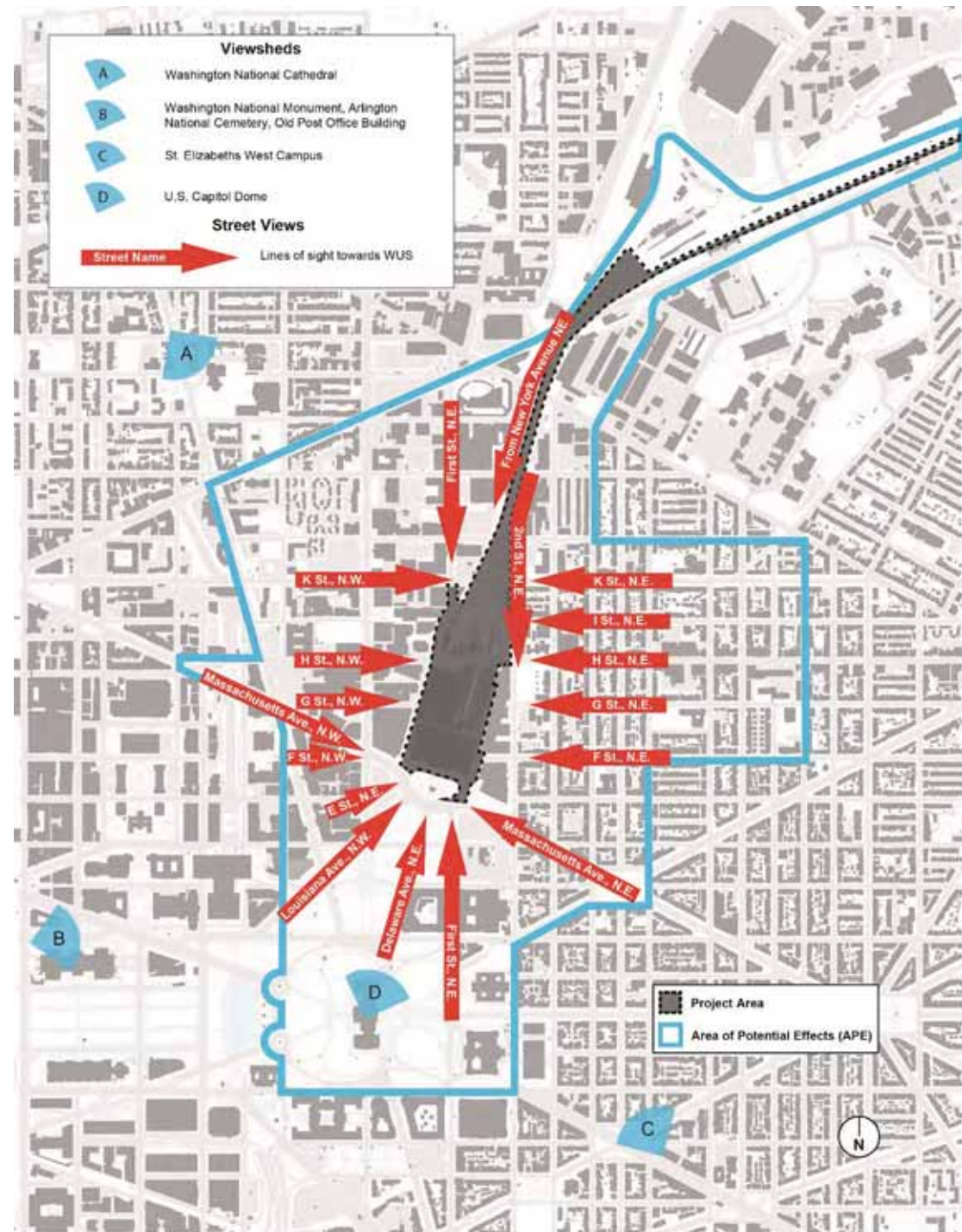
View looking south to WUS and Terminal Rail Yard from New York Avenue NE



Potential Visual Effects

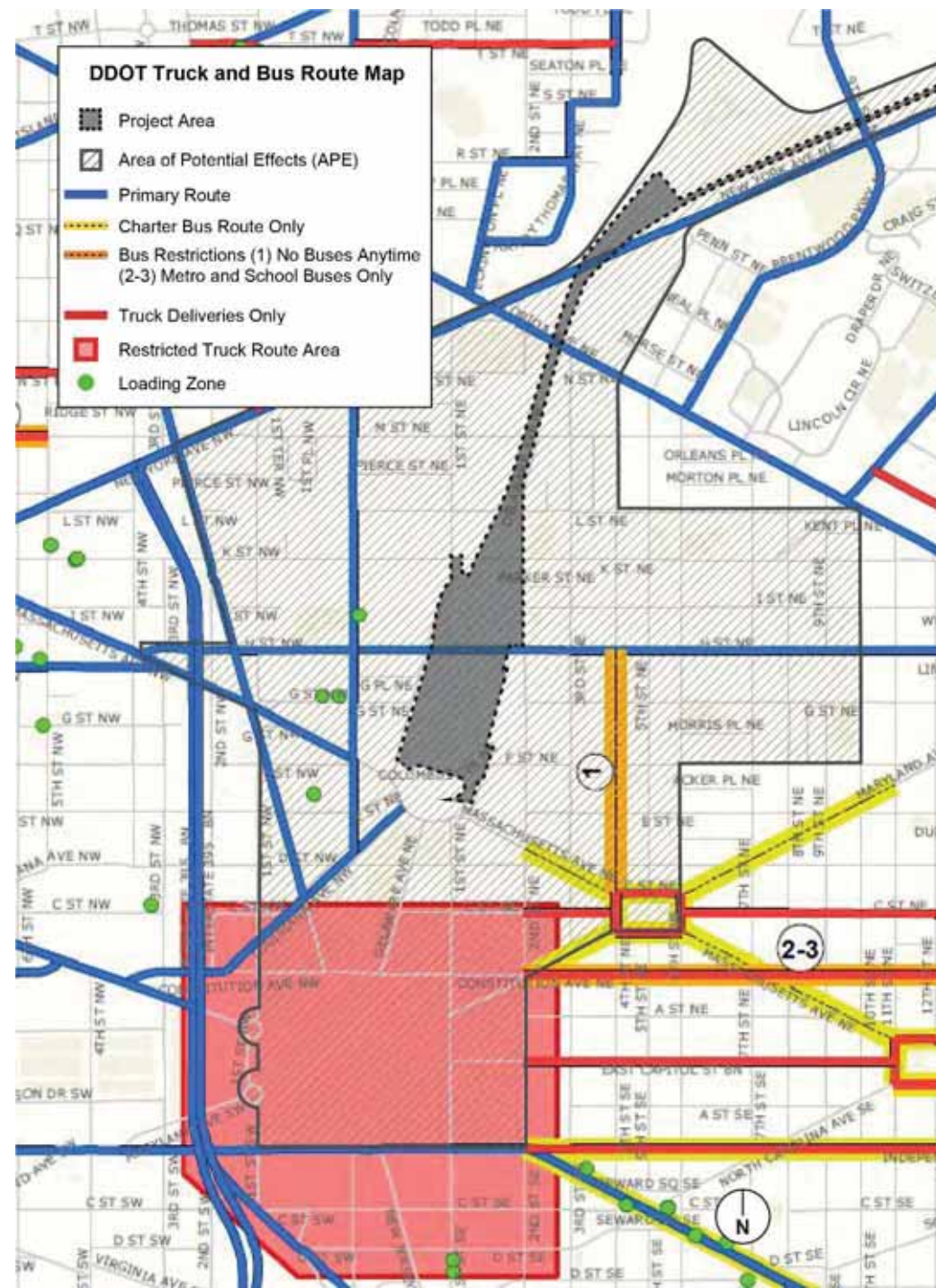
Areas with potential visual effects include areas with views of the Project Area from

- Union Station Plaza
- Senate Park
- Axial views along streets of the L'Enfant and McMillan Plans
- Viewsheds from culturally significant high points in DC and Virginia
 - Washington National Cathedral
 - Washington National Monument
 - Arlington National Cemetery
 - Old Post Office Building
 - St. Elizabeths West Campus
 - U.S. Capitol Dome



Potential Traffic Effects

- Traffic patterns were monitored during the visual survey and the direction of traffic from nearby construction projects was noted.
- The District Department of Transportation's Truck and Bus Route Map confirms traffic observations and the identification of areas prone to potential traffic related effects.



Potential Traffic Effects

Areas with potential traffic related effects from construction and as a result of the finished project include

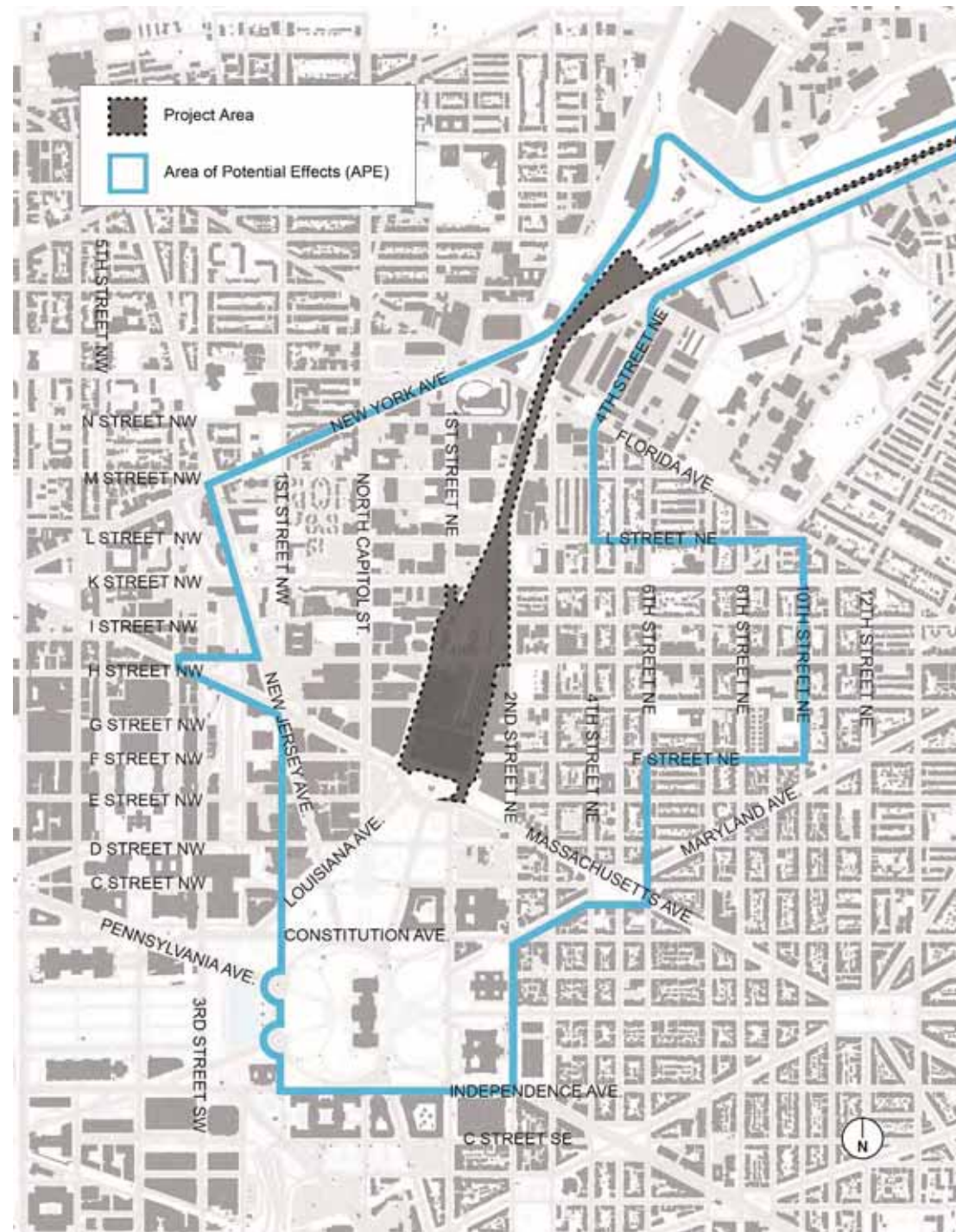
- Immediately surrounding the Project Area
- Streets west of WUS running north towards New York Avenue NW and NE
- Streets east of WUS, potentially affected by the below ground parking garage entrance at K Street NE and Second Street NE, as proposed in the Preliminary Alternatives

Potential traffic (and other) effects will continue to be assessed in coordination with the NEPA EIS process.



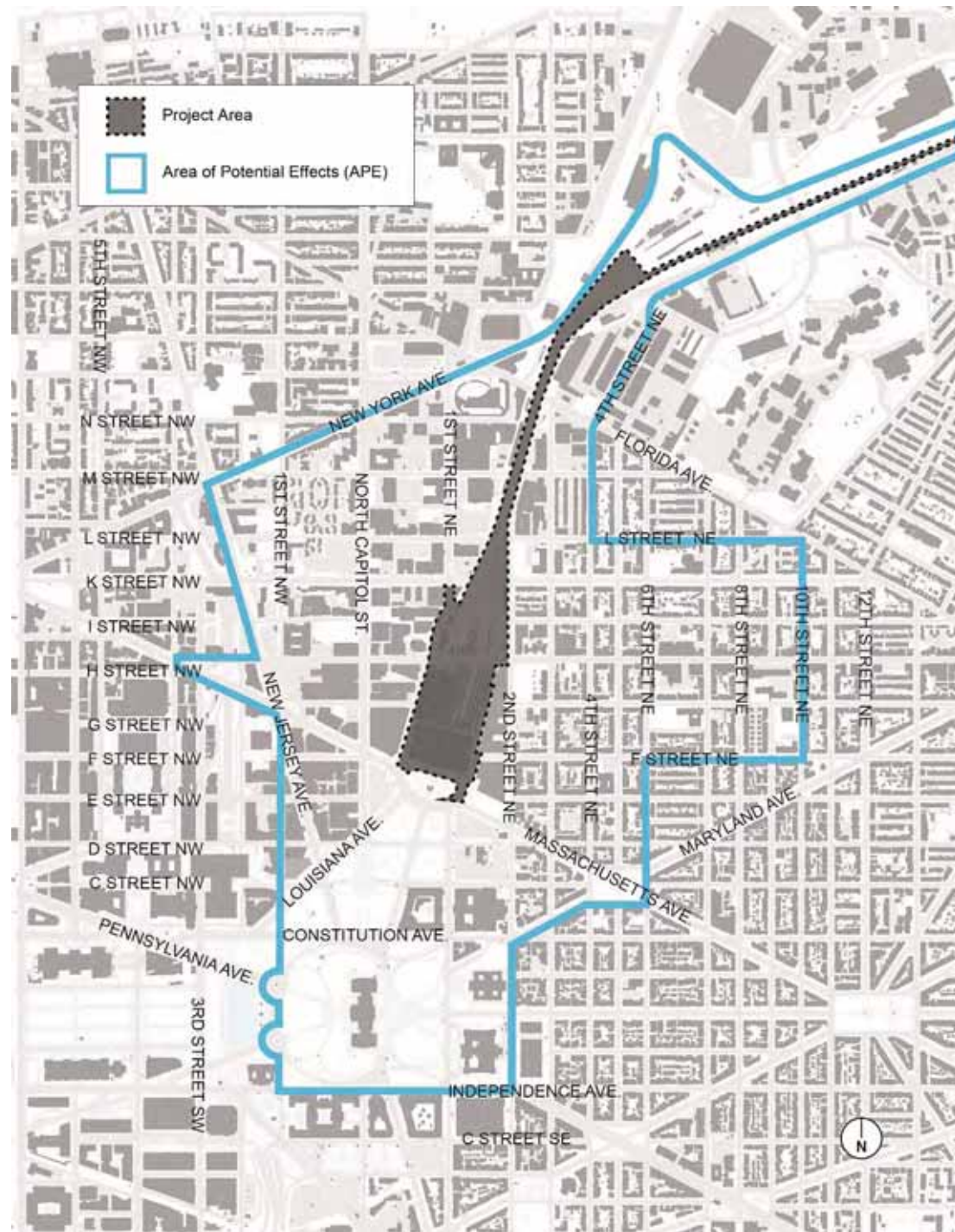
Proposed APE Boundaries

- **Independence Ave:** Only direct view towards the Project Area is from Independence Ave and First Street SE
- **First Street SW and NW**
- **Massachusetts Ave to H Street NW:** Views towards Union Station Plaza are unlikely to be affected by the Preliminary Alternatives.
- **H Street:** Views along H Street west of Fourth Street NW are unlikely due to the interruption of Massachusetts Avenue.
- **New Jersey Ave:** While there are no views to the Project Area, effects from traffic are possible as New Jersey Avenue is a primary truck and bus route.



Proposed APE Boundaries

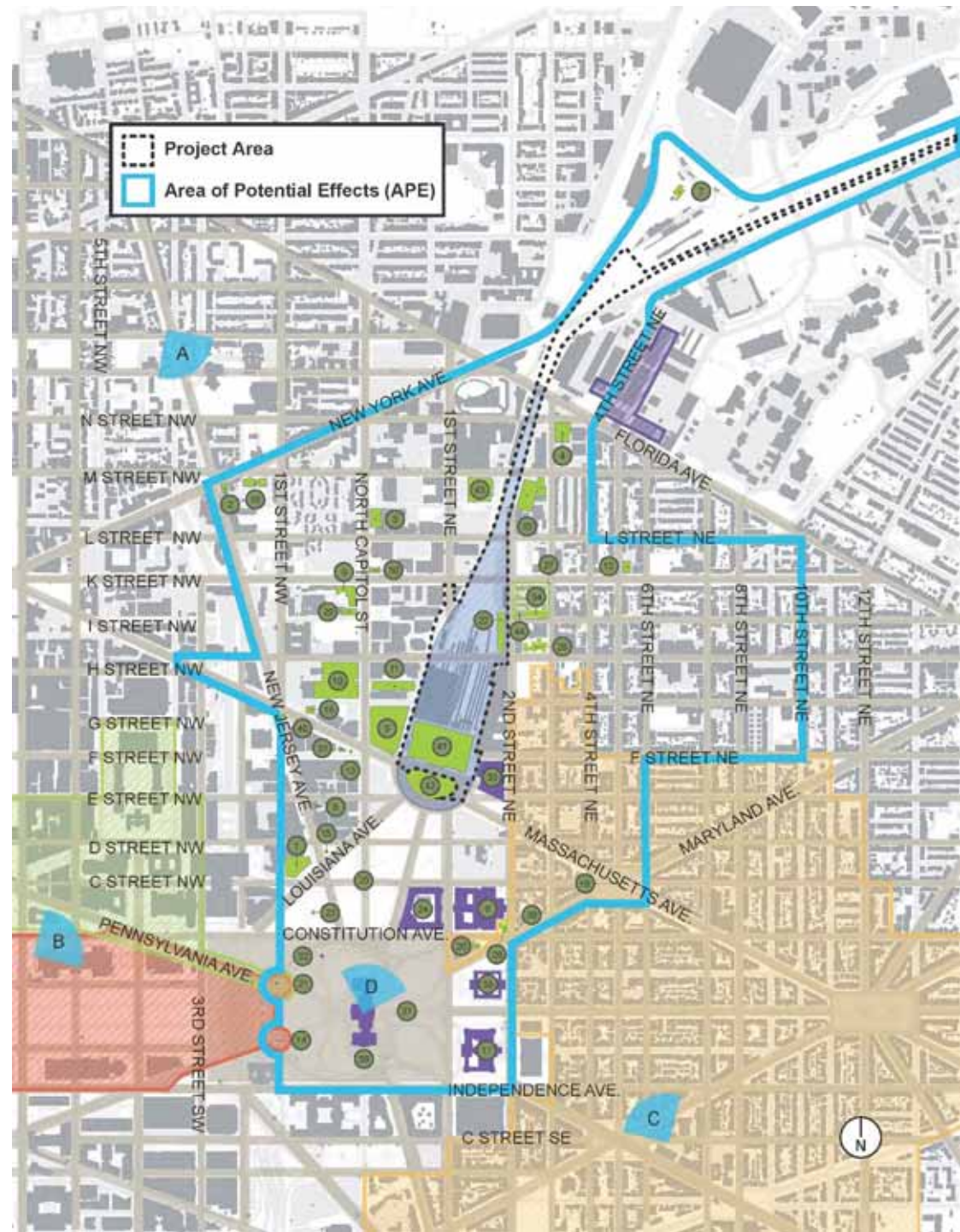
- **New York Ave:** Project Area can be seen from the New York Avenue bridge and street is primary truck and bus route.
- **Fourth Street NE**
- **Tenth Street NE (between L and F Streets NE):** Visual effects unlikely beyond Third Street NE, but traffic effects are possible due to parking garage at K Street and Second Street NE.
- **Sixth Street NE:** There are potential traffic effects, visual effects are unlikely east of Third Street NE.
- **Maryland Ave**
- **Second Street NE and SE**



Identification of Historic Properties

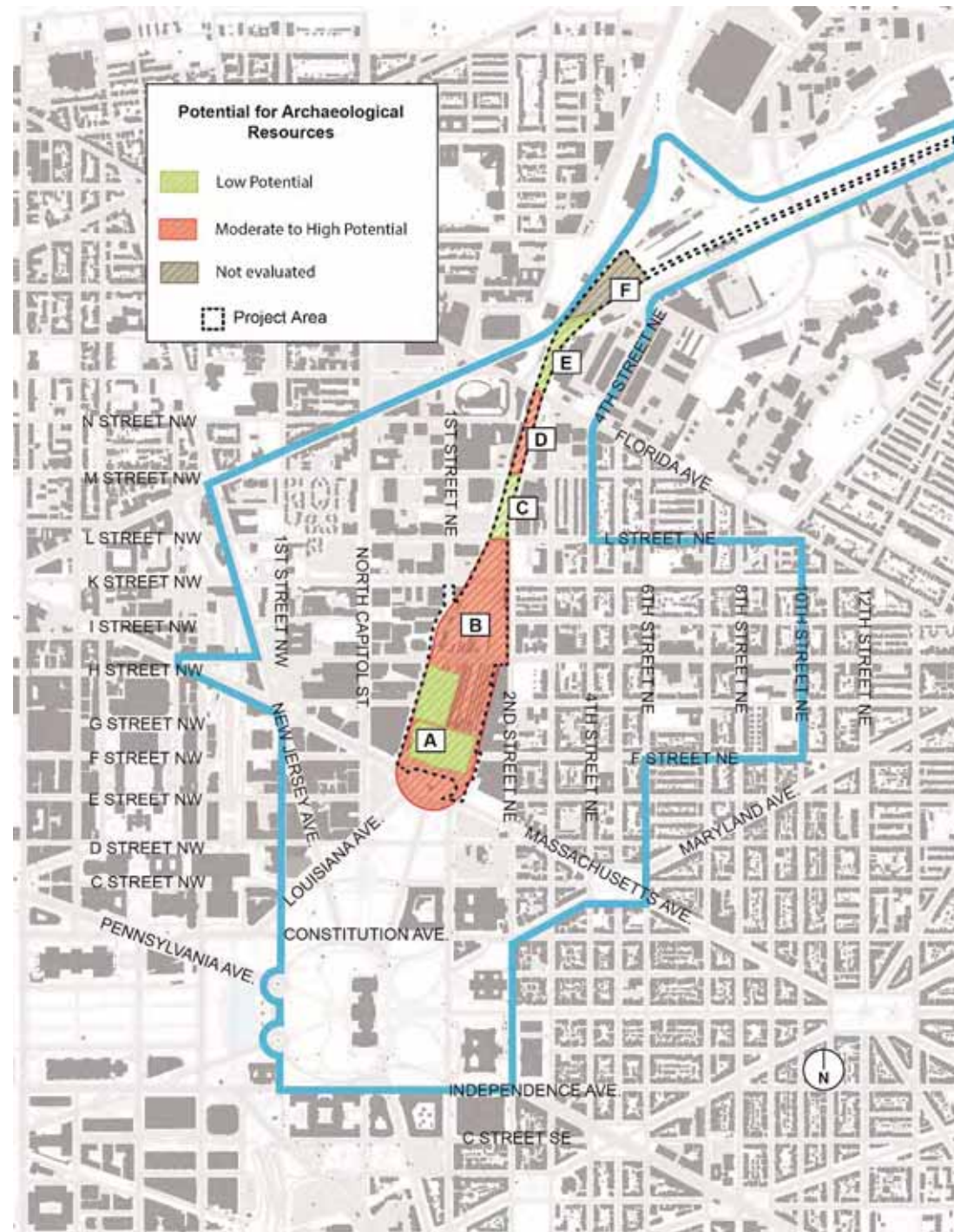
Historic Properties were identified from

- National Register of Historic Places
- DC Inventory of Historic Sites
- AOC List of Heritage Assets
- NPS National Mall and Memorial Parks sites
- WUS Historic Preservation Plan (potentially eligible properties)
- Comments from DC SHPO and ANC 6C
- Draft Determination of Eligibility prepared for the WUS and Terminal Rail Yard Historic District



Archaeological Resources

- In 2015, an Archaeological Assessment found that archaeological resources may be extant within the Project Area
- Sections of the Terminal Rail Yard have medium to high potential for archaeological resources
- Resources are most likely from the Swampoodle neighborhood. Over 300 buildings were demolished during the construction of WUS



Moving Forward: Schedule for Consulting Parties

Step 1:
Initiate the
Process

November 2015: Formally Initiate the Process

Consulting Party Meeting #1 – March 28, 2016
Introduced the Project/Undertaking

Consulting Party Meeting #2 – May 9, 2016
Discussed Proposed Study Area

Consulting Party Meeting #3 – October 6, 2016

- Presented preliminary concepts
- Presented and sought comments on Proposed Study Area
- Presented and sought comments on the identification of historic properties

September 7, 2017: Consulting Party Meeting #4

- Present Preliminary Alternatives
- Confirm APE
- Confirm Identification of Historic Properties

Step 2:
Identify
Historic
Properties

Moving Forward: Schedule for Consulting Parties (Meetings TBD)

Step 3:
Assess
Effects of
Undertaking

Winter 2017/18: Consulting Party Meeting #5

Review assessment of adverse effects.

Spring 2018: Consulting Party Meeting #6

- Confirm findings of adverse effects.
- Solicit input from consulting parties on Section 106 MOA or PA content and structure.

Step 4:
Resolve
Adverse
Effects

Fall 2018: Consulting Party Meeting #7

Discuss Draft MOA or PA.

Winter 2018/19: MOA or PA Signed

Questions/Discussion

Please Email
questions/comments to:
Amanda.murphy2@dot.gov

Amanda Murphy
Environmental Protection
Specialist
USDOT FRA
Office of Railroad Policy &
Development
1200 New Jersey Ave, SE
MS-20
Washington, DC 20590

