



Section 106 Consulting Parties Meeting #5 for the Washington Union Station (WUS) Expansion Project

April 24, 2018

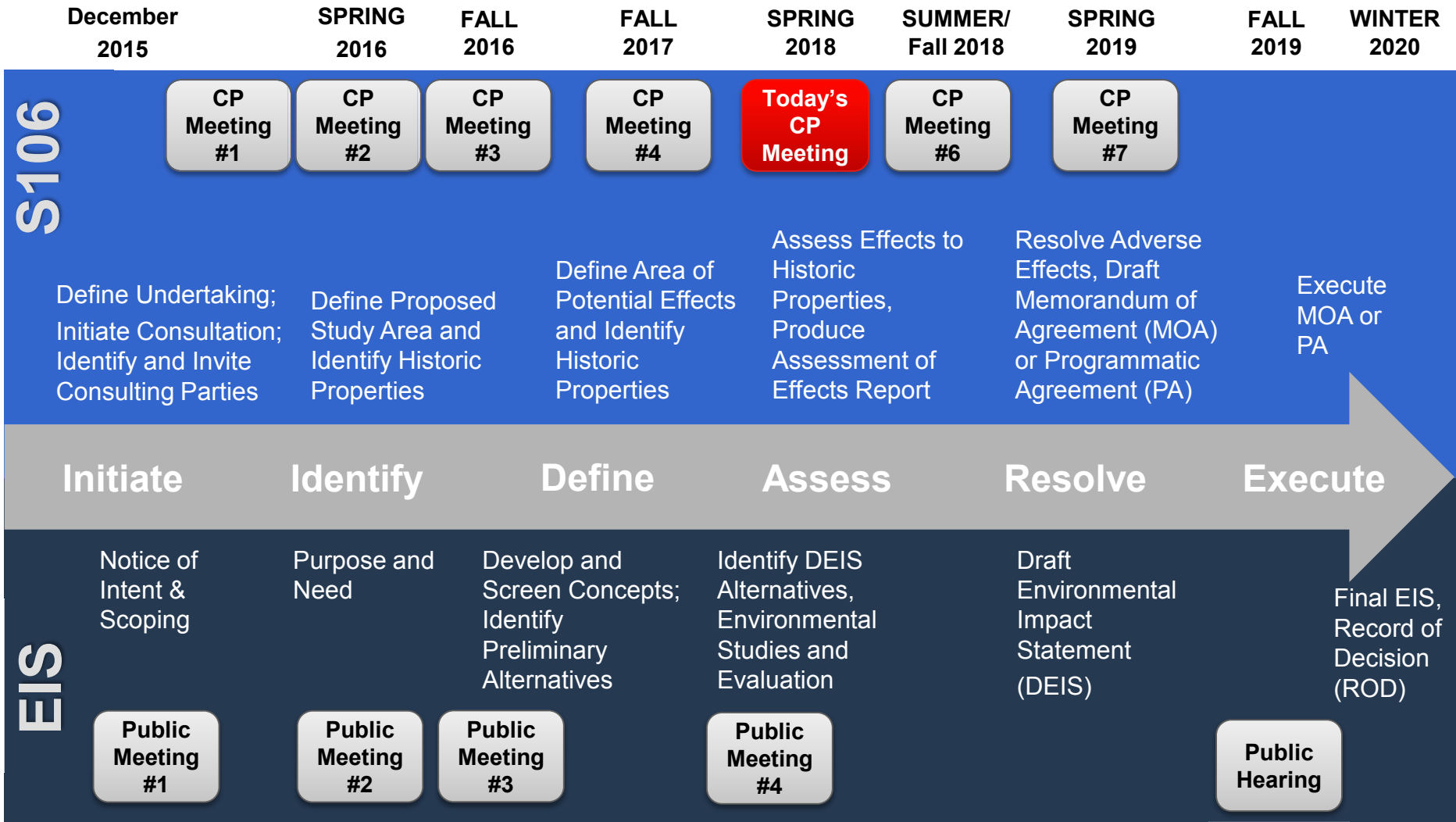
Meeting Agenda:

1. Meeting Purpose
2. Section 106 Schedule and Process to Date
3. Project Alternatives
4. Methodology for Assessing Effects
5. Next Steps
6. Questions and Discussion

Meeting Purpose:

1. Describe the methods for assessing effects to the identified historic properties within the APE. Methodologies will be described for assessing:
 - Physical Effects
 - Visual Effects
 - Noise and Vibration Effects
2. Seek comments on methods for conducting the assessment of effects from Consulting Parties.

NEPA & Section 106 Process



Consultation to Date

Initiate the Process

November 2015: Section 106 Process initiated with DC SHPO

December 2015: Public & Interagency Scoping Meetings

March 1, 2016: Invitations sent to Consulting Parties (CPs)

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

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

October 2016

- **Consulting Party Meeting #3 – October 6, 2016**
 - Presented Preliminary Concepts
 - Presented on Proposed Study Area
 - Presented on the identification of historic properties
- **Public & Interagency Meetings** - presented the Preliminary Concepts

February – March 2017

- FRA requested final comments on the proposed Study Area and identification of Historic Properties

Identify Historic Properties and Define APE

Consultation to Date

Identify
Historic
Properties
and
Define
APE

August 2017

- FRA provides draft Area of Potential Effect and Identification of Historic Properties Report for CP Review
- FRA makes Concept Screening Report available for public review*

September 7, 2017: Consulting Party Meeting #4

- Present Preliminary Alternatives
- Discuss Draft APE and Identification of Historic Properties

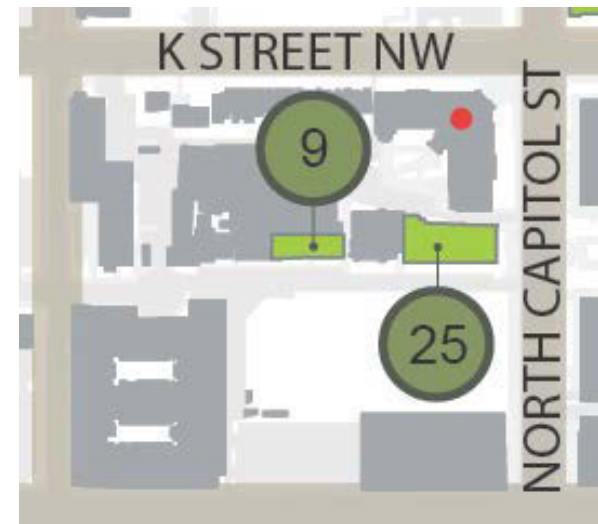
September 29, 2017: SHPO concurrence received on APE and historic properties

November 6, 2017: Final APE and Identification of Historic Properties Final Report issued to CPs

Identification of Historic Properties Update

The following clarifications to historic properties were made:

- **NPS Memorials** include: Holodomor Memorial, Japanese American Memorial, and the Victims of Communism Memorial
- The historic properties located on the **Gonzaga campus** are: St. Aloysius Catholic Church (25) and Dooley Hall (9)



(Gonzaga Campus Buildings)

Development of the Alternatives



Considering Historic Preservation in the Development of the Project Alternatives

Concepts

Project Purpose and Need:

- Support continued Station preservation

Concept Development

Considered:

- Integration of the Historic Station with the Station Expansion Project (SEP)



Concept Refinement

Screening Criteria and Sub-Criteria:

- Preserve and maintain the historic Union Station building and urban environment:
 - Visual relationship between the Historic Station and the SEP
 - Alteration of the Historic Station
 - Impact on important viewsheds
 - Impact on L'Enfant Plan Streets
 - Urban design context of overbuild (parking/bus)
 - Impacts on nearby historic properties
 - Alterations and use of Columbus Plaza
 - Integration with adjacent neighborhoods
 - Space available for retail to support maintenance of Historic Station
 - Cumulative impacts of location of new vehicular access points for parking, buses, and taxi/shared-ride vehicles

Considering Historic Preservation in the Development of the Project Alternatives

Concept Refinement (cont.)

Program and Design Considerations

Incorporated:

- Enhance passenger circulation through historic concourse

Determined Unreasonable:

- Repurpose historic passenger concourse
- Reinstate ends of historic concourse



For more information see the 2017 WUS Concept Screening Report available at <https://www.fra.dot.gov/Page/P1051>

Considering Historic Preservation in the development of the Project Alternatives

Alternatives

Alternatives were developed to be conscious of:

- Retaining the Historic Station's primary use and importance
- Moving project components (esp. parking/bus) away from the Historic Station and the Capitol Hill Historic District in some alternatives
- Minimizing vertical masses behind station and modifications to historic elements such as the Burnham Wall
- Enhancing passenger circulation through the Historic Station



Alternatives Identified for the DEIS



No Action Alternative

Historic Station Preservation

Planned / Ongoing Station
Improvement Projects

Local Transportation Projects, including
H Street Bridge Rehabilitation and
Streetcar

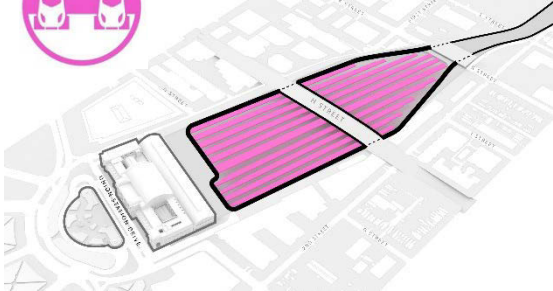
Approved Local Development Projects

Proposed Burnham Place

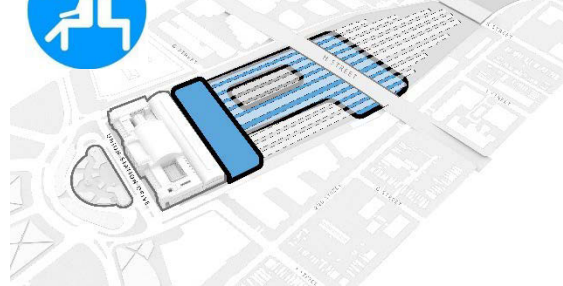
Project Elements – Action Alternatives



TRACKS AND PLATFORM



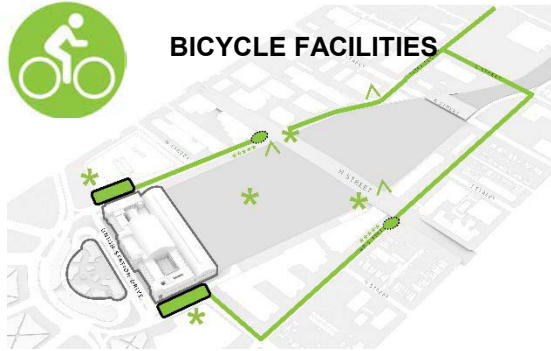
CONCOURSES



HISTORIC UNION STATION



BICYCLE FACILITIES



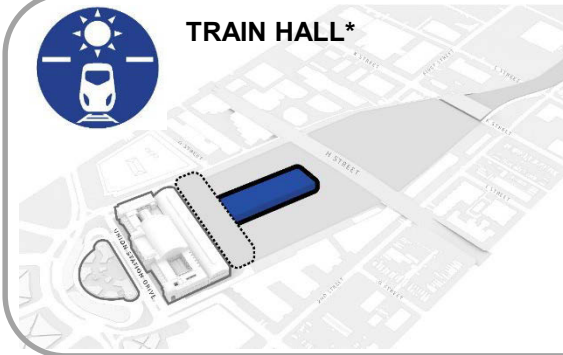
PEDESTRIAN ACCESS



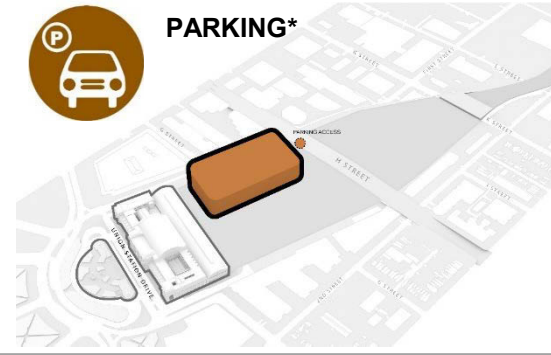
RIDE-FOR-HIRE FACILITIES



TRAIN HALL*



PARKING*

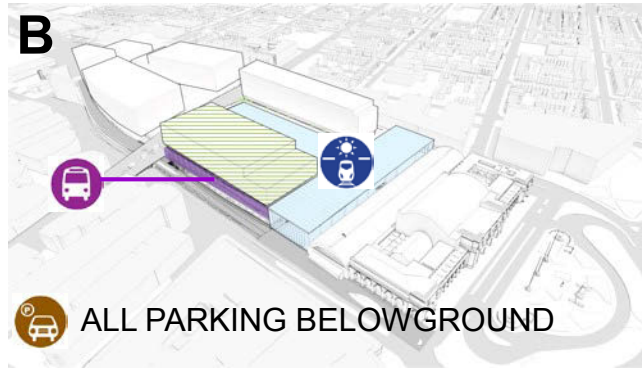
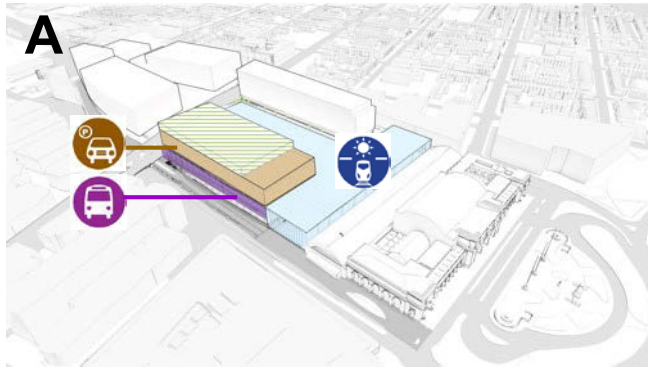






BUS TERMINAL*







*Actual locations of elements vary per Alternatives.

Action Alternatives

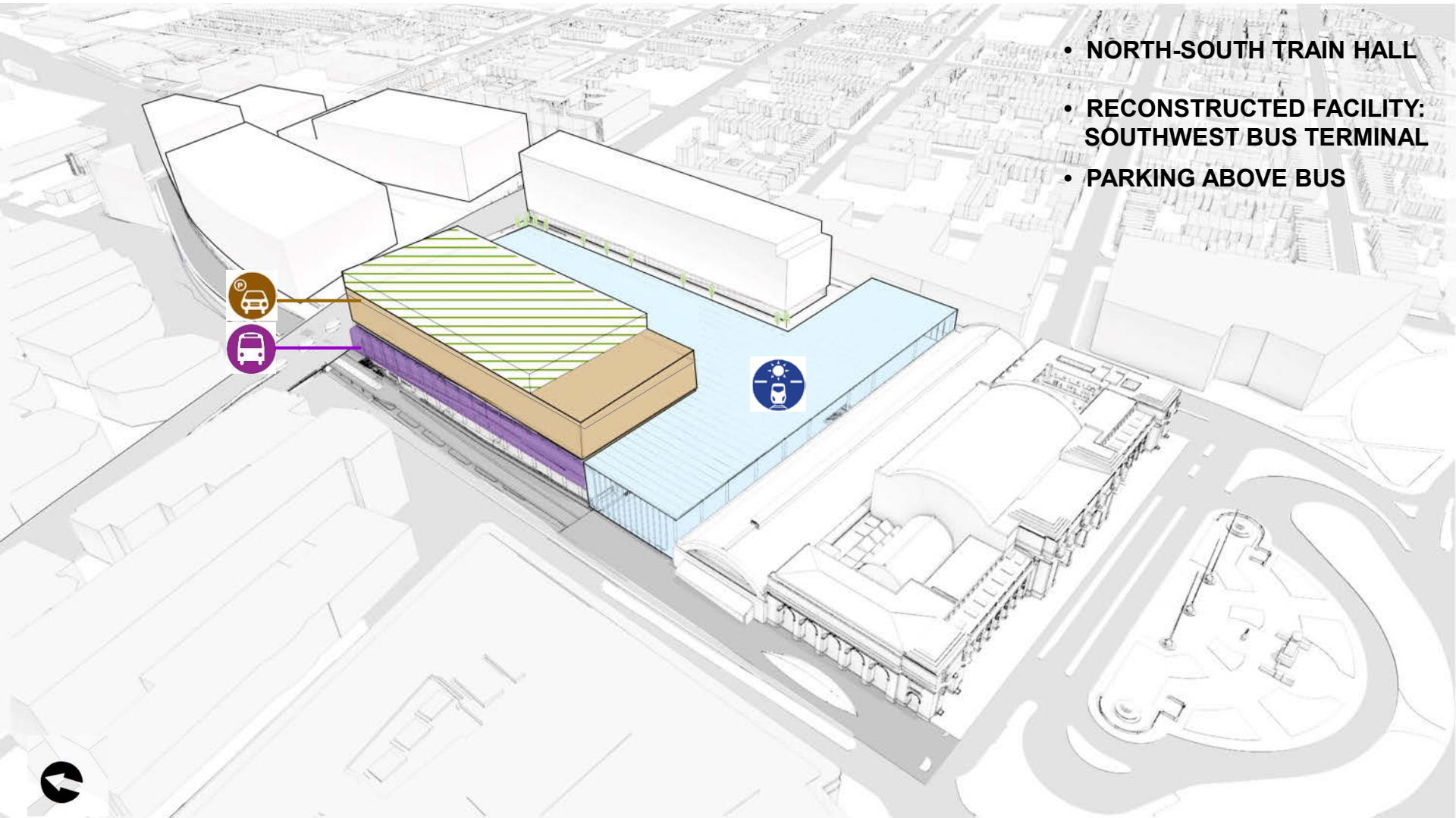


-  TRAIN HALL
-  PARKING
-  BUS TERMINAL
-  POTENTIAL DEVELOPMENT
(Currently Federally owned)

Alternative A

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)

- NORTH-SOUTH TRAIN HALL
- RECONSTRUCTED FACILITY: SOUTHWEST BUS TERMINAL
- PARKING ABOVE BUS



Alternative B

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)

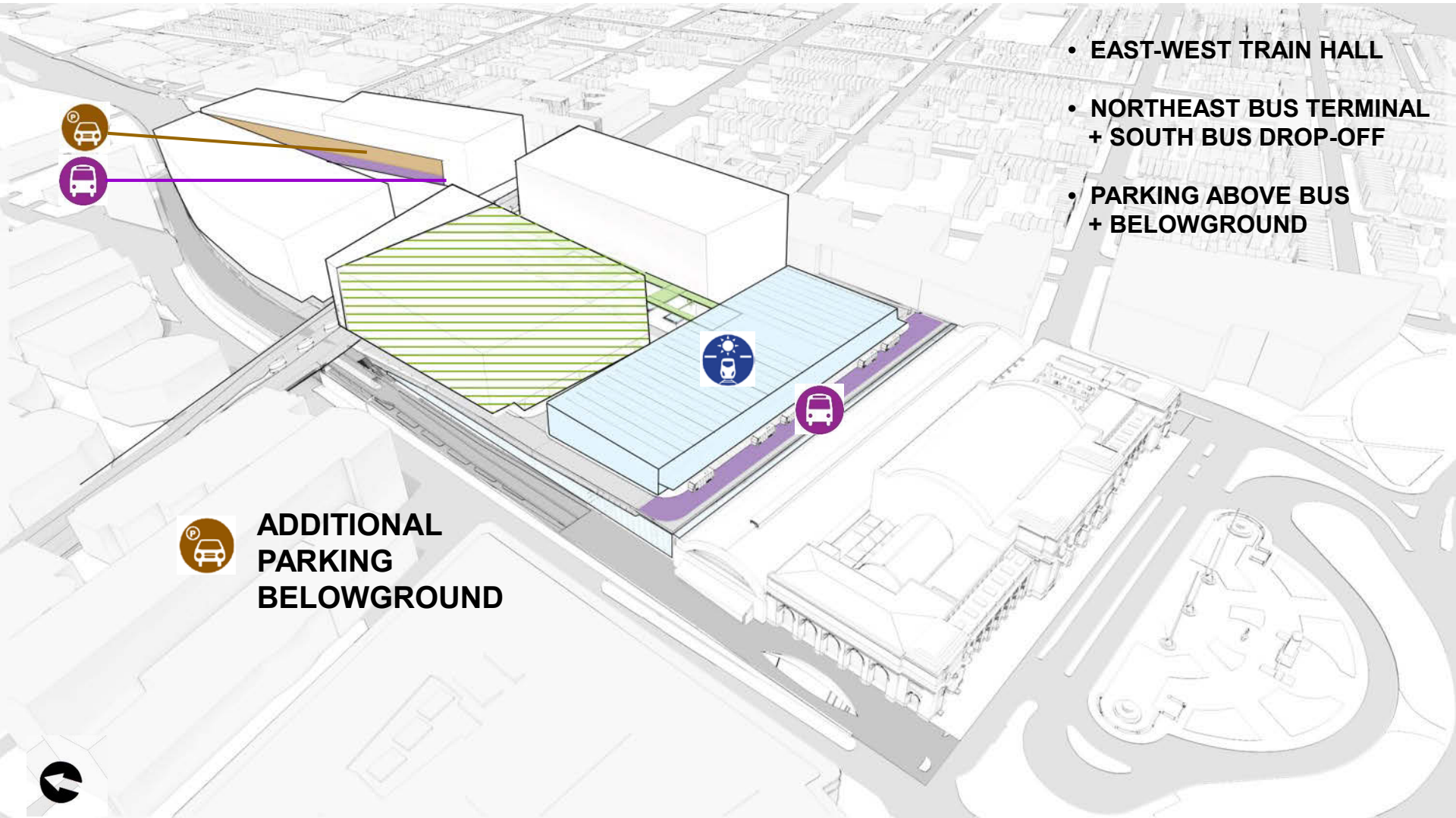


- NORTH-SOUTH TRAIN HALL
- RECONSTRUCTED FACILITY: SOUTHWEST BUS TERMINAL
- PARKING BELOWGROUND





 ALL PARKING BELOWGROUND

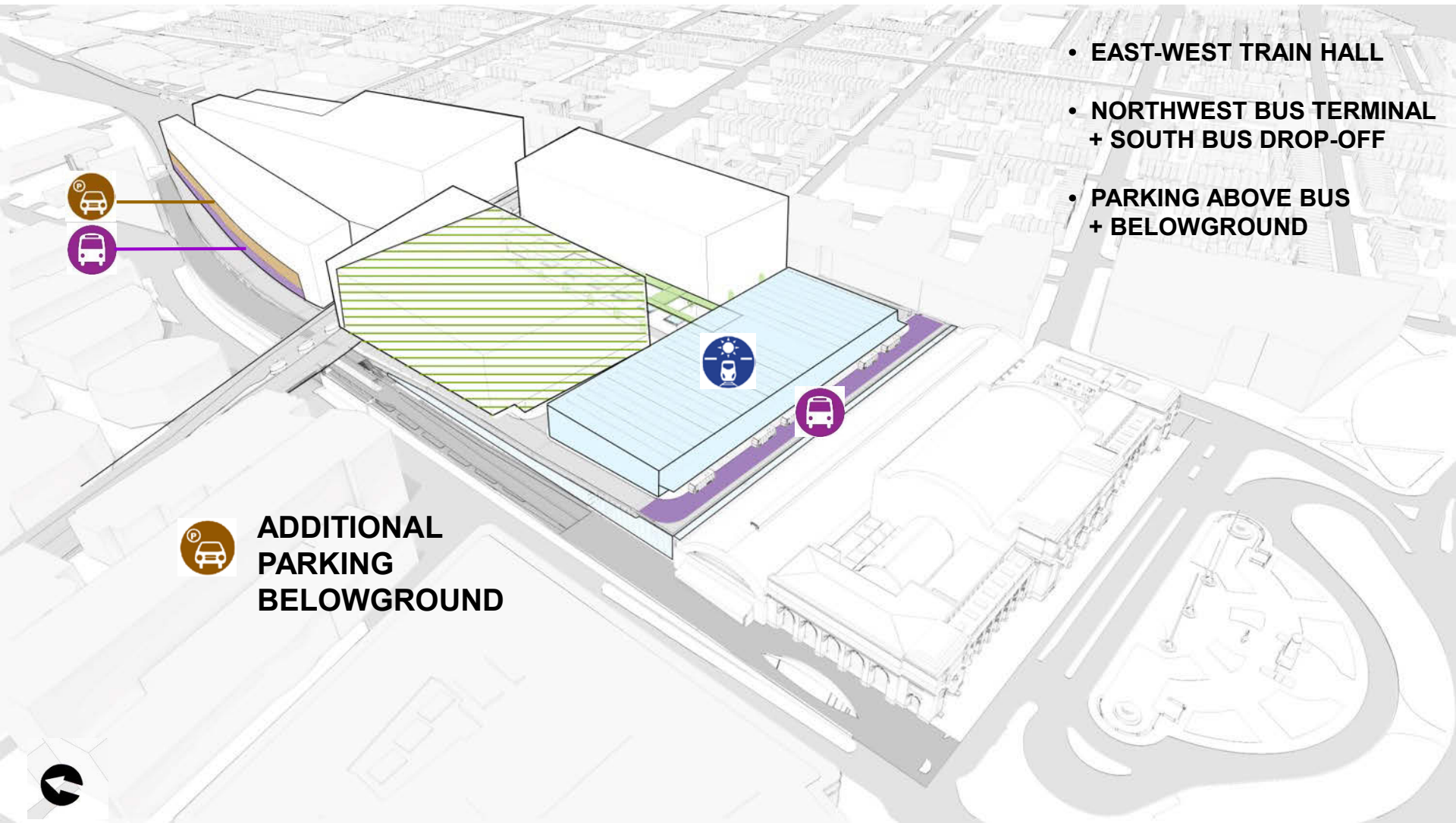
Alternative C: East Parking Option

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)



Alternative C: West Parking Option


-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)

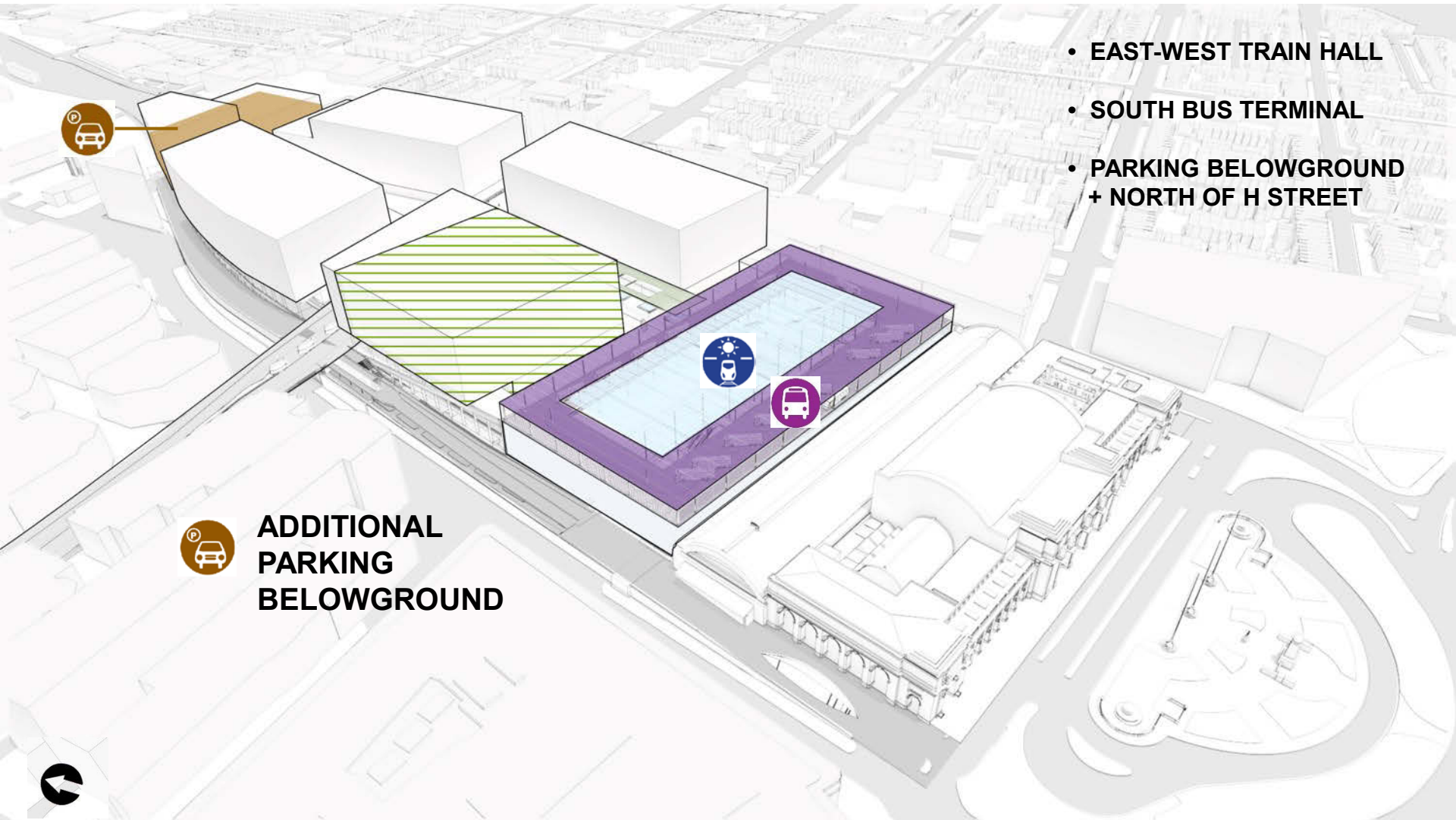


- EAST-WEST TRAIN HALL
- NORTHWEST BUS TERMINAL + SOUTH BUS DROP-OFF
- PARKING ABOVE BUS + BELOWGROUND




 **ADDITIONAL
PARKING
BELOWGROUND**

Alternative D

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)



Alternative E

-  TRAIN HALL
-  BUS TERMINAL
-  PARKING
-  POTENTIAL DEVELOPMENT (Currently Federally owned)



- EAST-WEST TRAIN HALL
- SOUTH BUS TERMINAL
- PARKING BELOWGROUND



**ALL PARKING
BELOWGROUND**



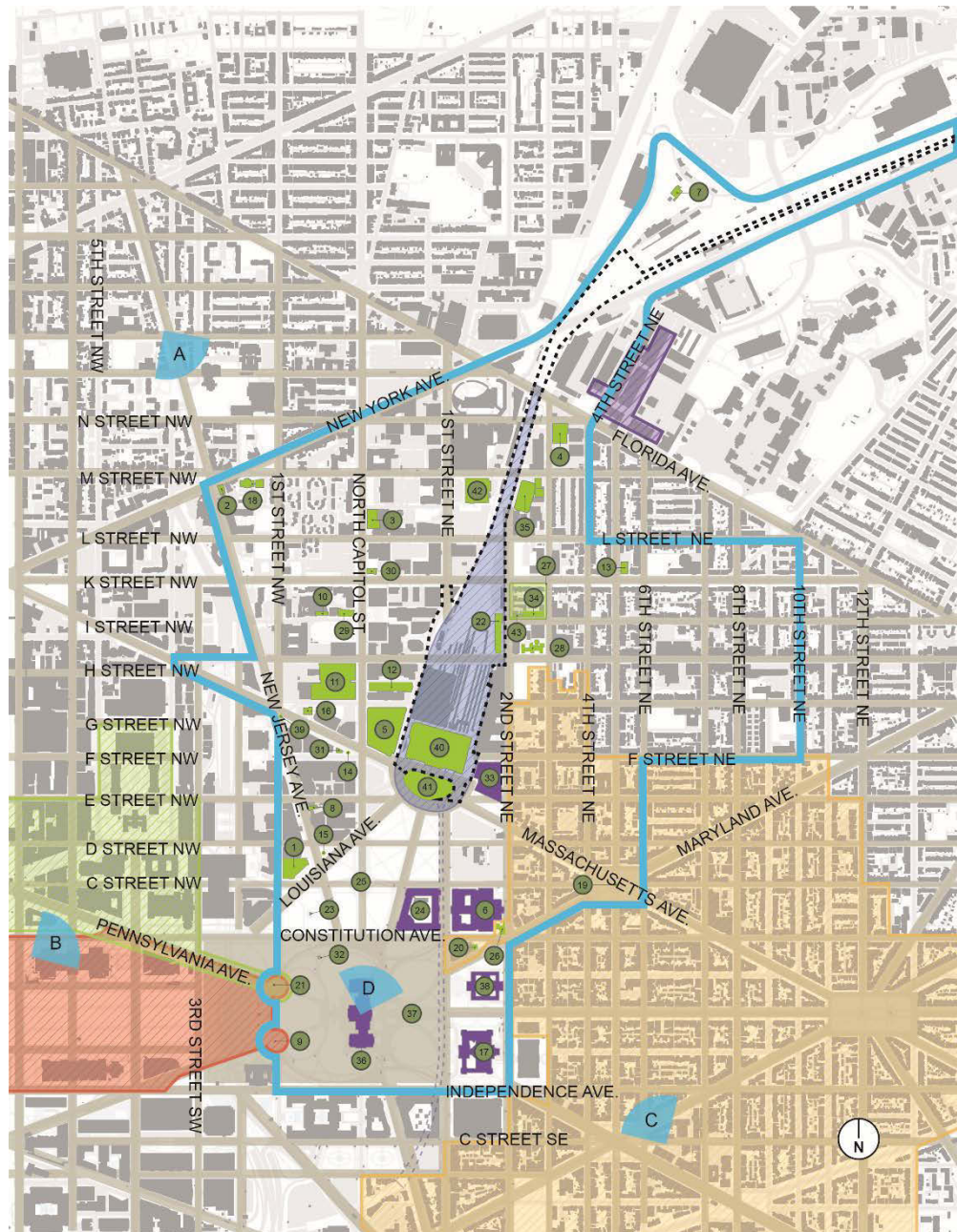
Assessment of Effects Methodology



Assessment of Effects

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

- 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



Assessment of Effects

For an effect to be adverse, it must alter a historic property's characteristics that qualify it for inclusion in the National Register of Historic Places, diminishing its integrity of:

1. Location
2. Design
3. Setting
4. Materials
5. Workmanship
6. Feeling
7. Association

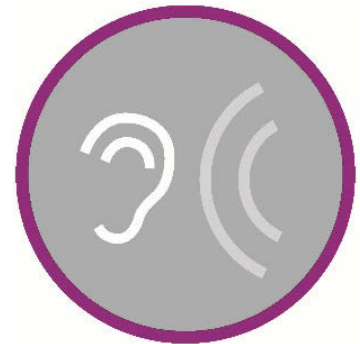
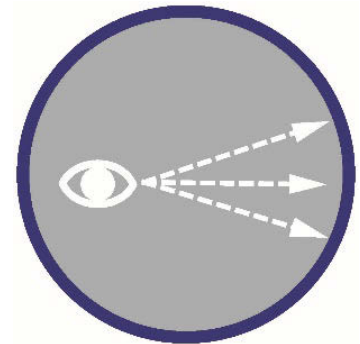


*Union Station and Columbus Plaza
Image Source: Ron Blunt, 2014. Courtesy of USRC*

Overview of Potential Effects

The Assessment of Effects for the WUS Expansion Project will primarily focus on:

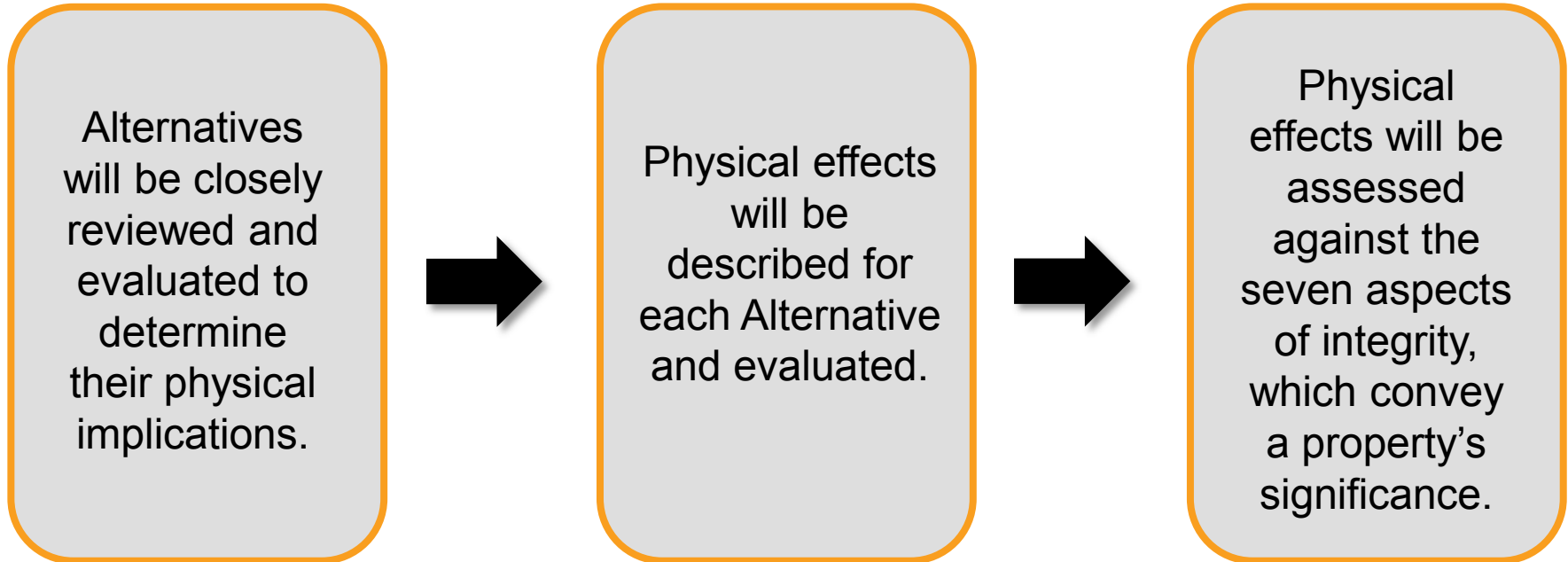
- **Physical** effects including destruction, damage, alteration, or the removal of a property from its historic location
- Change of the character of a property's use or physical features within its setting, including **visual** character.
- Introduction of **noise or vibration** elements as a result of the Project that may diminish integrity



Assessing Physical Effects

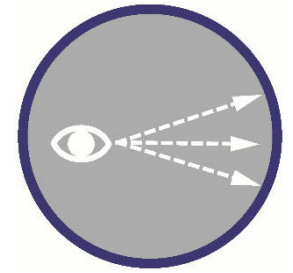


Methodology for Determining Physical Effect:

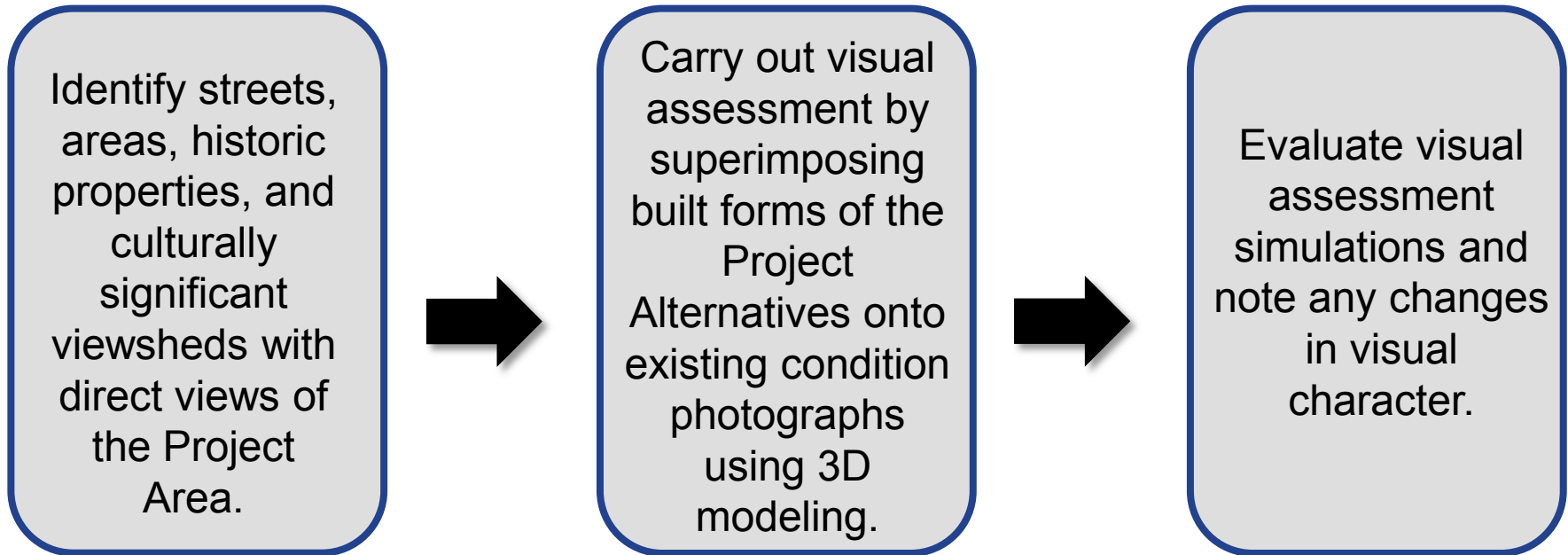


If physical effects are determined to impact a historic property's physical structure and integrity, from which the significance of the property is derived, a finding of **adverse effect** will be made.

Assessing Visual Effects

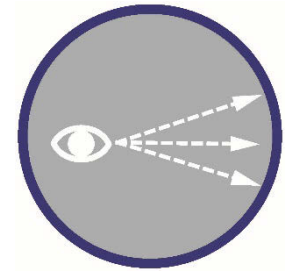


Methodology for Determining Visual Effect:



If visual effects are determined to impact a historic property's integrity, from which the significance of the property is derived, a finding of **adverse effect** will be made.

Assessing Visual Effects




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

- Union Station Plaza
- US Capitol Grounds (Senate Park)
- Axial views along streets of the L'Enfant and McMillan Plans
- Viewsheds from culturally significant high points in DC and Virginia

Visual effects will most likely affect integrity of setting, feeling, and association.

Visual Assessment Example

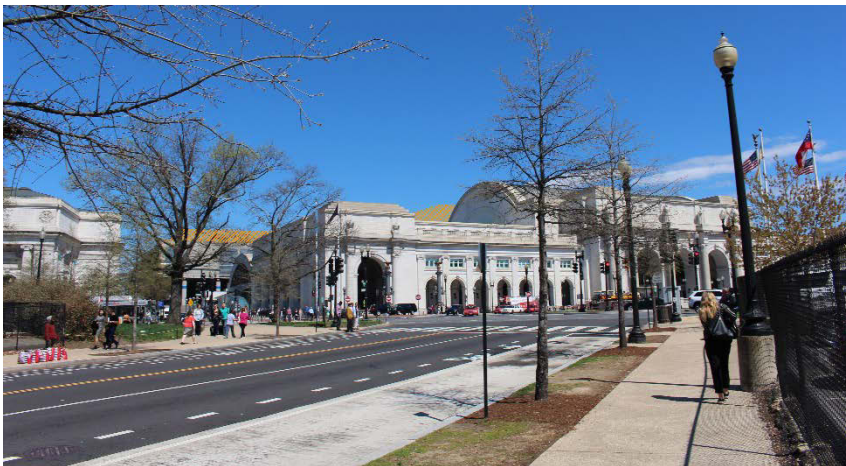


-  WUS Expansion
-  Federal Air-Rights Buildable Area
-  Private Air-Rights Buildable Area
-  Existing Garage Removed

Existing Condition



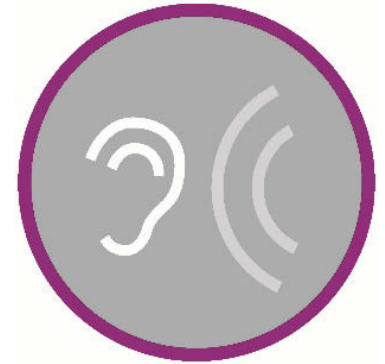
No Action



Alternatives D and E



Assessing Effects from Noise and Vibration



Noise and vibration may affect historic properties directly or indirectly:

- Project related vibrations that cause physical damage and result in structural problems or a loss of material.
- Noise and vibration that indirectly affect the integrity of a property.
 - Caused or heightened by Project construction and operation
 - Attributed to Project related traffic during construction and operation

Setting

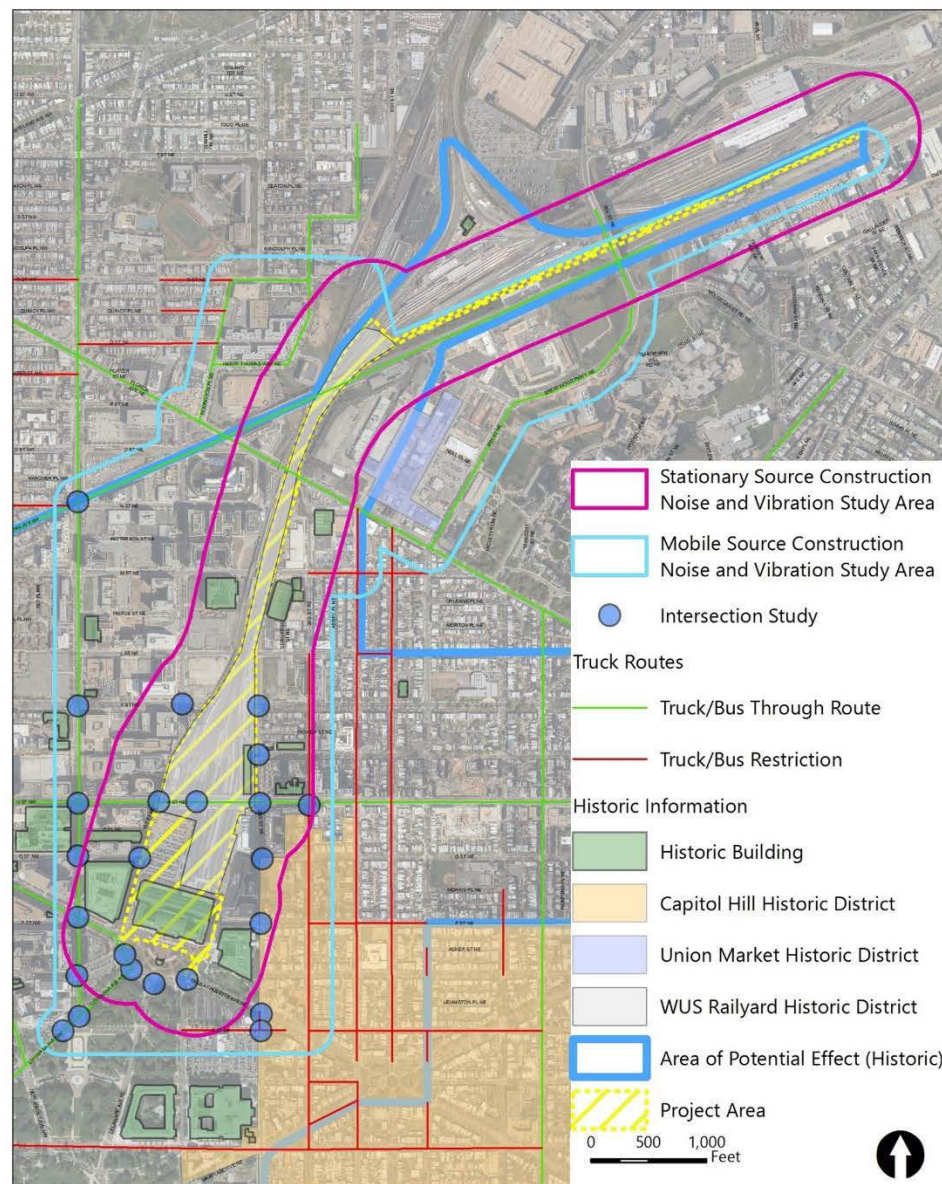
Noise and vibration effects will most likely affect integrity of setting and feeling.

If vibration results in physical effects, then design, materials, and workmanship may also be affected.

Assessing Effects from Noise and Vibration

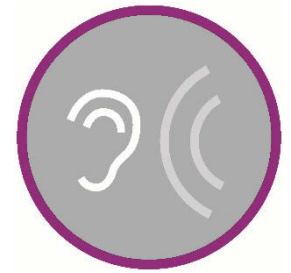
The noise and vibration Study Area extends sufficiently far from the Project limits to locations where substantial noise and vibration effects may occur.

Properties within the stationary and mobile source noise and vibration study area may experience effects from noise and vibration.

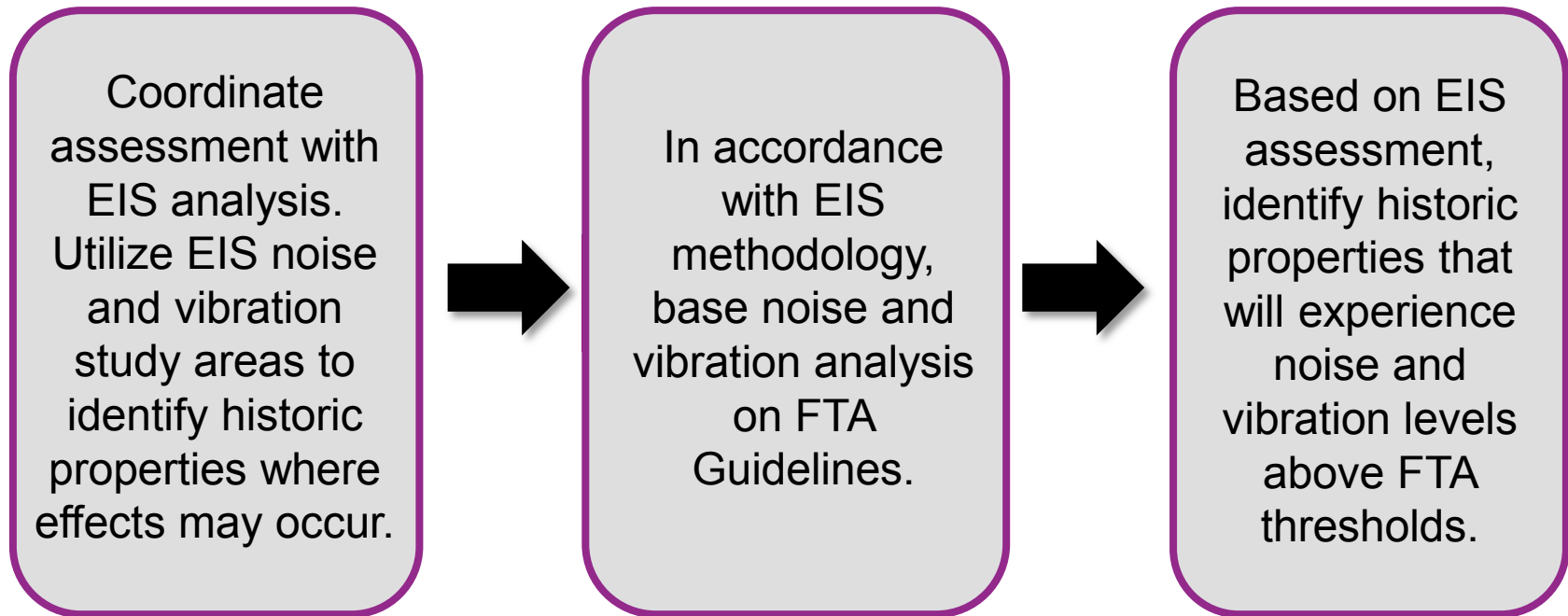


Noise and Vibration Study Area

Assessing Effects from Noise and Vibration



Methodology for Determining Noise and Vibration Effect:



If noise and vibration levels above FTA thresholds are determined to impact a historic property's integrity, from which the significance of the property is derived, a finding of **adverse effect** will be made.

Next Steps



Moving Forward: Schedule for Consulting Parties

Step 3:
Assess
Effects of
Undertaking

Spring 2018: Consulting Party Meeting #5

Review methodology for assessing effects.

- Comments within 15 days

Summer/Fall 2018: Consulting Party Meeting #6

- Review findings of the draft Assessment of Effects Report.
- Solicit input from consulting parties on Section 106 MOA or PA content and structure.

Step 4:
Resolve
Adverse
Effects

Spring 2019: Consulting Party Meeting #7

Discuss Draft MOA or PA.

Fall 2019/Winter 2020: MOA or PA Signed



Questions/Discussion

Please email questions/
comments to:

info@WUSstationexpansion.com

Address comments to FRA:

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Federal Railroad Administration
USDOT
MS-20 RPD-13
1200 New Jersey Ave SE
Washington DC 20590

Project website:

www.WUSstationexpansion.com

