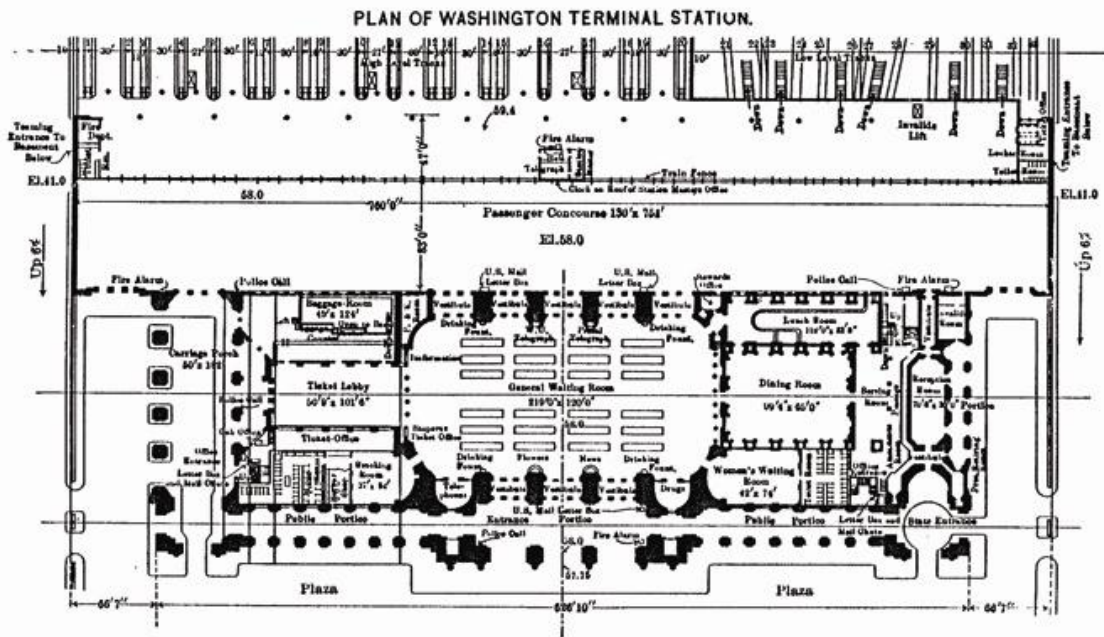


# WASHINGTON UNION STATION

MAIN HALL PROJECT

SECTION 106 ASSESSMENT OF EFFECT 2010-2012  
DRAFT AUGUST 2012



FEDERAL RAILROAD  
ADMINISTRATION

UNION STATION REDEVELOPMENT  
CORPORATION

UNION  
STATION  
INVESTCO,  
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EHT  
TRACERIES,  
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ARCHITECTS

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# 1 Introduction

The Union Station Redevelopment Corporation (USRC), the non-profit corporation that serves as the trustee for the historic Union Station building in Washington, DC, submits this report as documentation of the Section 106 process undertaken to evaluate proposed renovations to the Main Hall of Washington Union Station. The station's retail operator, Union Station Investco, LLC (USI), a private entity managed by Ashkenazy Acquisition Corporation (AAC), would undertake the proposed work. USI proposes to renovate the Main Hall in order to improve the pedestrian circulation and enhance retail viability in Union Station. Since Union Station is owned by the United States under the jurisdiction of the U.S. Department of Transportation (USDOT) and the Federal Railroad Administration (FRA), the proposed undertaking requires a consideration of the potential effects on historic resources under Section 106 of the National Historic Preservation Act as amended (16 U.S.C. 470). Consultation is being carried out pursuant to Section 106 because Union Station, built from 1903-1908, was listed in the National Register of Historic Places in 1969. As such, USRC, on behalf of FRA, is seeking comments regarding USI's proposal to alter the Main Hall of Union Station.

USI acquired the existing 84-year ground lease for Washington Union Station on February 1, 2007. The leasehold interest for the property was acquired from Union Station Venture II, LLC (USV), a group of institutional and private-equity investors. In the lease, the property is defined as 213,000 square feet of retail space, 109,700 square feet of office space, and an additional 63,800 square feet of concourse designed to serve Amtrak passenger services.

Design features of the Main Hall are subject to a July 3, 1985 Memorandum of Agreement (MOA) among the Advisory Council on Historic Preservation (ACHP), and the Washington, D.C. Historic Preservation Officer (DCSHPO), USRC, and FRA. The MOA requires USRC to complete historic preservation review for the proposed Main Hall renovations based on the requirements of Section 106. The following report, "The Section 106 Assessment of Effects for the Washington Union Station Main Hall Project," is prepared in accordance with the standard Section 106 Review process outlined in 36 CFR 800 and presents the following documentation:

- Description of the undertaking
- Identification of affected historic properties
- Assessment of the undertaking's potential effects on historic properties
- Documentation of consultation and resolution of adverse effects

## 2 Description of the Undertaking

### *Project Need*

As stated in the Union Station Redevelopment Act of 1981, 40 USC 812, “The Secretary of Transportation shall provide for the rehabilitation and redevelopment of the Union Station complex primarily as a multiple-use transportation terminal serving the Nation’s Capital, and secondarily as a commercial complex.” These functions serve to support the station’s status as the gateway to the Nation’s Capital, and each will be necessary to ensure the survival of the landmark. Further, since USRC receives no federal funds to support the property, its commercial viability is an integral part of the 1985 Section 106 Memorandum of Agreement for Union Station’s Redevelopment.

Washington Union Station no longer serves the same purposes as it did when it was inaugurated over 100 years ago in 1908. More than just a train station, today it is an inter-modal transportation hub servicing Amtrak and commuter trains, private and public buses, cars, taxis, bicycles, and pedestrians. Use of all of these forms of transportation is estimated to increase dramatically in the next twenty years. Amtrak predicts that the number of train travelers and commuters through Union Station will double in the next decades, rising to about 33 million people a year (or more than 90,000 people per day) by 2030. Union Station is also home to one of Washington, D.C.’s busiest Metro stations, which is experiencing similar increases in users. A nationally significant landmark listed individually on the National Register of Historic Places as well as a transportation hub, the station has also become one of the country’s most successful tourist destinations and a center for retail and restaurants. However, just as transportation modes and needs have changed over the last twenty-five years, so has the character of retail and restaurants. These commercial tenants provide the revenue needed to support the station’s operations, physical maintenance, and improvements. It is critical that these tenants are relevant to today’s market and can provide the desired services and products. Adaptation to new types of products, new priorities in food and style preferences, and new marketing methods drive the success or failure of retail establishments. If the station is to survive in the twenty-first century, commercial tenants must keep abreast and responsive to change, and continue to attract the best customers.. Satisfying the needs of the station as an inter-modal transportation hub, while simultaneously fulfilling its needs as a major retail establishment, is a great challenge that must be met.

Today, poor horizontal and vertical circulation causes frequent congestion throughout the station. The Main Hall is the major point of bottleneck, as it is the place where transportation-, retail-, and tourist-oriented visitors coalesce. The location of the Center Café at the center of the Main Hall obscures a clear view, as well as a clear path through the space by effectively blocking travel to Amtrak ticket and train concourse for people entering the station, and blocking the exits for people leaving. There is no “natural” path for visitors through the space. The resulting difficulties are compounded by the poor quality of the limited existing wayfinding signage. This deficiency is evident to any visitor; however, disabled visitors, particularly, are underserved. Wayfinding signage for

ADA is virtually non-existent and access to the existing elevators, once located, is difficult to maneuver. Vertical access near the Main Hall is limited to an elevator directly off the Main Hall, and escalators at the center of the Retail Concourse and just beyond the West Hall. The escalators are not placed in optimum locations and frequently are blocked by over usage. The lack of efficient access is evident to all visitors today. With increased Amtrak and Metro ridership, tourists, and retail visitors, efficient use of the station will be difficult at best. It is necessary to improve both vertical and horizontal circulation, and implement an effective wayfinding and destination signage program in the Main Hall and throughout the building to help to relieve traffic congestion and make the station more user-friendly.

Retaining the financial viability of the retail and restaurant tenants of the station is a critical component of the station's continued preservation. Two aspects of the retail and restaurant service are affected by the Main Hall: the viability of the Center Café and the need for increased access to new retail tenants on the station's Lower Level. The Center Café was added to the Main Hall of the station with the 1985 rehabilitation. It is a major source of rental income to USI, and beyond its role as a restaurant, serves as a familiar meeting place and marker for station visitors. The rent produced by the Center Café helps to continue the station as a viable retail venue, which is critical to assuring the funding necessary to preserve Union Station. The café's central location is critical to its financial success; however, this location also dramatically affects the horizontal circulation across and the historic spatial expression of the Main Hall. The café does not presently have easy access to food preparation, despite the addition of a preparation area at its center. The café's service facilities are deficient and require easier access to food preparation. It also suffers from adequate vertical access for patrons. There is a strong need to reconcile the important retail value of the café with its negative consequence on the physical and historic character of the Main Hall. Additionally, at this time, access to the Lower Level is limited, especially close to the Main Hall. Presently, there is a lack of signage and no obvious travel patterns leading to the Lower Level. Without adequate and easily discernable vertical circulation, retail tenants will not attain the level of visitors necessary to reasonably sustain their operations. Without commercial tenants on the Lower Level, the station's economic base cannot reach the levels necessary for the station's current today's economic requirements.

It is important to note that there is a third aspect of the station's commercial viability that cannot be ignored: the adequacy of the Main Hall for special events. The Main Hall is a key component of the station's special event rental program. Any changes to the Main Hall need to maintain or improve its attractiveness for these events, so as to not diminish the income potential from this program.

Ensuring that Union Station continues its success, both as an inter-modal transportation hub and a retail and restaurant center, while protecting its historic character, is a challenging objective. A plan is needed to resolve the problems now. It is time to protect the future of the historic complex by addressing the need to simultaneously preserve the



character of the station, accommodate its increasing numbers of diverse users, and continue a program of financial stability.

### ***Project Purpose***

The purpose of the USRC Main Hall project is to improve the functioning of the Main Hall of Washington's Union Station by helping visitors to navigate through the station and arrive at their destination efficiently and accurately, without diminishing the commercial value of its retail and restaurant tenants. Improvements to the Main Hall will be achieved through the reclamation of historic sightlines and improved visibility, accommodation of increased ridership, improved pedestrian circulation both horizontally and vertically, improved accessibility for all potential passengers and visitors, improved Amtrak sign visibility, improved café design and location, and improved Lower Level access and use.

The proposed alterations seek to restore some of the historic spatial character of the Main Hall that was lost due to disrepair of the station in the 1970s and subsequent renovation in the 1980s. The project also seeks to achieve, as stated in the Union Station Redevelopment Act of 1981, 40 USC 812 (c): "Commercial development of the Union Station complex that will, to the extent possible, financially support the continued operation and maintenance of such complex."

Presently, the Center Café is an impediment both visually and functionally at the center of the Main Hall. Since its construction, a bar and kitchen have been added, completely obstructing access and sightlines under the café's raised podium. Further, there is no visual connection to the train service, the Lower Level, or the ADA-accessible elevator, making way-finding difficult at best. Amtrak and Metro predict a great increase in train travel in the near future, to the point where the current condition is likely to be untenable. Further, the visual experience of the Main Hall designed by Burnham and intact until the 1970s cannot be enjoyed as the Center Café blocks sightlines, impedes traffic flow, and takes away from the intended character of the Main Hall. The undertaking seeks to resolve these problems through new design and location for the cafe, better signage, and more efficient patterns of pedestrian circulation.

The goals of the project include:

Improved Clarity and Direction	Improved Amtrak Sign Visibility
Restored Sightlines	Improved Lower Level Access
Accommodation of Increasing Ridership	Improved Lower Level Use
Improved Pedestrian Circulation	Appropriateness for Special Events
Improved Accessibility for People with Disabilities	Commercial Viability
Improved Café Design and Location	

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## ***Project Area***

The site of the proposed project is Union Station in Washington, D.C., which is located at Massachusetts Avenue, N.E., between First Street, N.E., to the west, Second Street, N.E., to the east, Columbus Plaza to the south, and H Street, N.E., to the north. The project is focused at the center of the station's Main Hall where the Center Café is currently located and will affect both the Main Level and the Lower Level. The project is contained to the interior of Union Station and will not affect any exterior areas or views.

## ***Project Compliance***

### **A. Background of Compliance Requirements**

In 1967, the Federal Government took over the failing Union Station from private ownership, placing it under the control of the U.S. Department of the Interior. Following the short-lived transformation of the building by the National Park Service (NPS) into the unsuccessful National Visitor Center, the station's Main Hall was closed to pedestrian traffic. In 1981, after three years of debate as to the station's future and its continued deterioration, Congress approved \$8.1 million in funding as part of the Union Station Redevelopment Act and responsibility for the station was transferred from the Department of the Interior to the Department of Transportation (USDOT) and its agency, the Federal Railroad Administration. The following year, Secretary of Transportation Elizabeth Dole created the Union Station Redevelopment Corporation (USRC), which was charged with overseeing the station's restoration and adaptive re-use as Amtrak's corporate headquarters, a retail/entertainment center, and an inter-modal transportation center.

As a federally-owned property individually listed in the National Register of Historic Places, USDOT/FRA initiated Section 106 Review relating to the rehabilitation and adaptive re-use project. In 1985, a Memorandum of Agreement was signed by USDOT, FRA, ACHP, and the DCSHPO that agreed to the rehabilitation plans for the station's renewal (see Attachment #3). The MOA also called for the preparation and approval of Tenant Guidelines that controlled the day-to-day operations and changes necessary to establish and maintain the property's use as a retail center as well as a major transportation center. The rehabilitation was accomplished through a series of leases transferring certain station responsibilities from FRA to USRC and then from USRC to USI's predecessor. Continuing today, this includes a long-term lease of the building itself from USRC to USI a retail development enterprise (which in turn sub-leases space to Amtrak and retail tenants), USRC's operation of the parking garage, and easements for the Washington Metropolitan Transit Authority (WMATA) to allow Metro access. Today, USRC manages the lease and provides oversight for all operations and facility maintenance and improvement at the station and the garage. However, despite the long-term leases, the property remains in federal ownership and, hence, USDOT/FRA is required to fulfill Section 106 responsibilities as related to the station as a whole when the lessees wish to take action that meets the legal definition of a federal undertaking.



The 1985 Memorandum of Agreement (MOA) addresses the initial rehabilitation plan and does not directly address the possibility of changes from that plan that might occur in the future. The agreement does not stipulate a termination date. The approved Tenant Guidelines remain in place, and have undergone only minor changes under the supervision of USRC. Beyond the terms of the 1985 MOA, which call for review by the DCSHPO and the ACHP, the National Capital Planning Commission (NCPC) and Commission of Fine Arts (CFA) have review authority over exterior changes to the property. The introduction of security bollards to Union Station at Columbus Plaza was the subject of an earlier Section 106 consultation and Memorandum of Agreement signed on July 23, 2008.

## **B. Summary of Compliance Activities**

In light of the size and scope of the proposed project, USDOT/FRA determined that the proposed Main Hall project constitutes a federal undertaking, as defined by 36 CFR 800 (see Attachment #1), and has the potential to cause effects on historic properties. In accordance with 36 CFR 800.6(a)(1), USDOT/FRA submitted a notification of adverse effect to the DCSHPO with a copy to the ACHP. (See Attachment #4)

As permitted under Section 106 regulations 36 CFR 800, USDOT/FRA informed the DCSHPO that it has delegated certain of its responsibilities under Section 106 to USRC. In response to the USDOT/FRA submission, DCSHPO requested that USDOT/FRA conduct formal Section 106 Consultation for the proposed project. (See Attachment #5) In response, USDOT/FRA initiated formal Section 106 Review and Consultation in June 2010, including an advertised public meeting hosted by USRC on June 18, 2010. (See Attachment #11) The goal of consultation is to identify historic properties potentially affected by the undertaking, assess the project's effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

Following the initial consultation meeting, ACHP sent a letter dated July 15, 2010 to USDOT/FRA informing FRA Administrator Joseph C. Szabo of ACHP's intention to participate in consultation to consider the effects of proposed renovations at the station. (See Attachment #12) ACHP's decision to participate in the consultation was based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases* within their regulations. The project meets these criteria because the project has potential to have substantial effects on an important historic property and was anticipated to generate widespread public interest because of its prominent location in the District of Columbia.

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### **3 Identification of Historic Properties**

As stated in Section 1 of this report, USRC must follow standard procedures for Section 106 Review, pursuant to 36 CFR 800, for the proposed Main Hall Project. Section 106 regulations stipulate that consultation must include the determination and documentation of an Area of Potential Effect (APE), which is defined as:

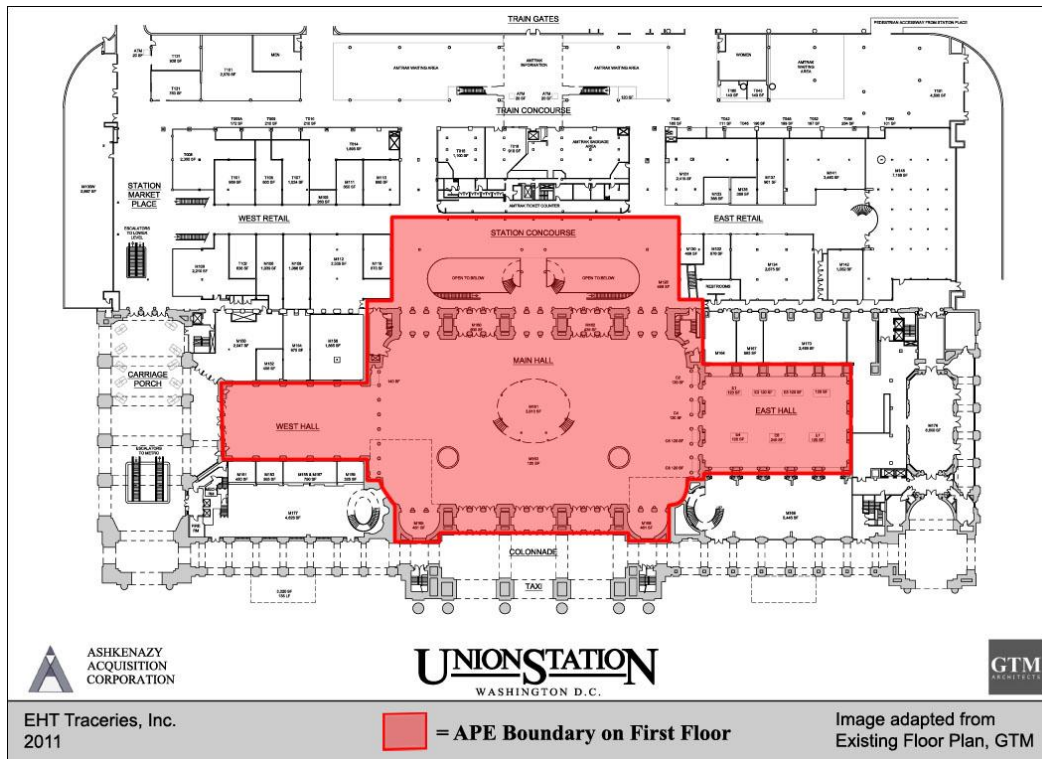
The geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. [36 CFR 800.16(d)]

Once an APE has been delineated for a specific undertaking, historic properties within the APE must be identified. Historic properties include those properties that are either listed in or eligible for listing in the National Register of Historic Places (NR). The potential effects of the undertaking on the identified historic properties within the APE are then assessed as part of the formal Section 106 Consultation process.

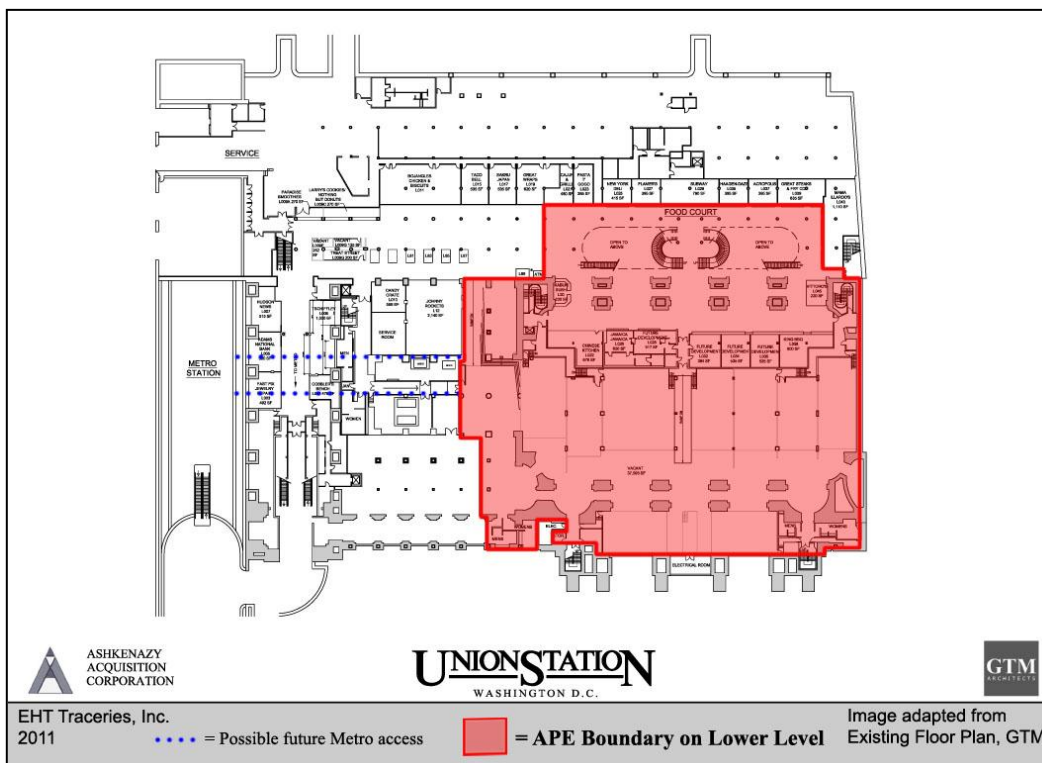
#### ***Delineation of Area of Potential Effects***

The delineation of the APE is limited to Union Station and, specifically, its interior, as there is only very limited visibility of the Main Hall from the entryways and no visibility of the Center Café area from the exterior of the station. The APE includes the interior areas that are identified as the Main Hall, the West Hall, and the East Hall on the main level, and former area of the movie theaters and the northern portion of the area known as the Food Court on the Lower Level. The APE was determined with input from the DC SHPO.

**Figure 1: APE Boundary on First Floor**



**Figure 2: APE Boundary on Lower Level**



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## ***Identification of Resources***

Once the APE was delineated, historic resources located within the APE were identified in accordance with 36 CFR 800.4. Section 106 regulations define a historic property as:

Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. [36 CFR 800.16(1)(1)]

The identification of resources within the APE was conducted through existing documentation review, on-site survey, and consultation with DCHPO. Owing to the character of the proposed work, the only identified resource that will be affected is the Union Station itself.

Washington Union Station is considered one of the first great union train terminals and the cornerstone of the McMillan Commission's Plan of 1901 for Washington, D.C. In recognition of its historical and architectural significance, the station was listed in the National Register of Historic Places on March 24, 1969. In 1979, the National Register accepted an increase in the property's boundaries to include all of the adjacent Columbia Plaza, the magnificent public space that serves as the entrance court to Union Station.

Union Station was designed by renowned American architect Daniel Burnham and is considered a masterpiece of Beaux Art-style civic architecture. Conceived by Burnham as critical to the implementation of the Plan of 1901, Burnham persuaded the president of the B&O Railroad to abandon its plan to modernize its terminal that was located on the National Mall and, instead, to join with Pennsylvania Railroad to create a single "union" terminal facility for the Nation's Capital. Burnham had already been engaged to design a new terminal for the Pennsylvania Railroad and, with the cooperation of the Baltimore and Ohio Railroad, he was able to realize a Washington Union Station. The idea gained strong support and in 1903, Congress approved the new site on the north side of Massachusetts Avenue to the east of North Capitol Street. Construction began that year and the terminal was opened to the public in April 1908.

The Main Hall was one of the building's five significant interior spaces that were restored to Burnham's original designs during the 1985 redevelopment of the station, along with the East and West Hall, the Presidential Suite, and the former Train Concourse (now known as the Shopping Concourse). The restoration of the Main Hall included the re-installation of the floor over the 120-by-50-foot "pit"—an expansive opening to the ground floor that housed an audio-visual display when Union Station served as the National Visitor Center in the 1970s. The reinstallation of the floor restored the

proportions and volume of the Main Hall that were intrinsic to Burnham's presentation of Union Station as a monumental gateway to Washington, D.C.<sup>1</sup>



**Union Station's Main Hall and Center Café**  
*EHT Tracerics, Inc., 2010*



**Union Station's Main Hall, ca. 1921-22**  
*Library of Congress LC-F82- 7989*

Five significant spaces within Union Station, as identified by Architects Harry Weese & Associates in the course of the 1985 restoration of Union Station, include: (1) The Main Hall Waiting Room, (2) the West Hall Ticket Lobby, (3) the East Hall Dining Room, (4) the Presidential Dining Room, and (5) the Train Concourse.<sup>2</sup>

Character-defining features of the APE include the spatial volume of the Main Hall and its adjacent components (including all alcoves and mezzanine spaces) terminating in a barrel-vaulted coffered ceiling, the stone finishes on the walls and architectural detailing of the Main Hall and its components, the plaster ceiling, the floor location and structure (the marble pavers date to 1985), the mezzanine level with the August Saint-Gaudens Roman Legionnaire statues, the limestone colonnades leading to the East and West Halls, the spatial configuration and original components of the East and West Halls. Additionally, the existing views from and through the East and West Halls to the Main Hall constitute character defining features of the spaces. (Please note that there is limited to no visibility from the building's exterior into the Main Hall.) The character-defining features of the Lower Level include the spatial configuration of the original spaces and the foundation components that are now clad with modern materials.

<sup>1</sup> Carol M. Highsmith and Ted Landphair, *Union Station: A History of Washington's Grand Terminal* (Washington, DC: Union Station Venture, 1998), 99-104.

<sup>2</sup> Harry Weese & Associates, *Union Station: Historic Structures Report* (Washington, D.C.: Union Station Redevelopment Corporation, 1985), I-9.



## 4 Assessment of Effects

The Main Hall Center Café project is the result of the need to respond to the station's increasing use as an inter-modal transportation center and the changing requirements of twenty-first century commerce. USI, in consultation with USRC, identified ten areas within the station's Main Hall operation that needed improvement:

Clarity and Direction	Center Café Design and Service
Sightlines	Amtrak Sign Visibility
Accommodation of Increasing Ridership	Lower Level Access
Improved Pedestrian Circulation	Lower Level Use
Improved Accessibility for People with Disabilities	Special Events
	Commercial Viability

The initial option attempted to address all of the identified concerns, while simultaneously respecting the historic characteristics of the station's main gathering place.

In response to comments by the Consulting Parties and the public, a series of ten alternate designs were developed in an attempt to avoid and minimize adverse effects identified in the initial proposal while still accomplishing the purpose and need for the project. Each alternative was assessed for their effect on the following "Design Issues":

Center Café	Planters in Main Hall
Floor Penetration	Wayfinding
Sightlines	ADA
Spatial Volume of Main Hall	Visibility to Lower Level
Pedestrian Circulation	Access to Lower Level
Amtrak Signage Location	Special Events
Historic Fabric	Commercial Viability

The twelve Build Design Studies, plus variations, differ in their inclusion of degree of visibility in the Main Hall, circulation obstruction in the Main Hall, and means of access to the Lower Level. Three of the Build Design Studies, including the initial design, include a new modified raised tier in the center of the hall to accommodate the café, and two additional Build Design Studies include café services and seating in the center of the Main Hall. There are nine other Build Design Studies that involve the removal and/or relocation of the Center Café.

To analyze the effects of the Build Design Studies, they were assessed against the existing conditions (No-Build Design Study). The No-Build Design Study, however, does not meet the project purpose and need.



## *Design Studies*

### **A. Existing Conditions (No-Build Design Study)**

The No-Build Design Study for the proposed Center Café project consists of retention of the existing Center Café and no changes to the present situation.



<b>Design Issue</b>	<b>No-Build Design Study</b>
Center Café	On raised tier
Floor Penetration	None
Sightlines	Obscured by café bar/kitchen and raised tier
Spatial Volume of Main Hall	Obscured
Pedestrian Circulation	Both N-S and E-W axes blocked
Amtrak Signage Location	Placed on parapet on the raised tier
Historic Fabric	No change
Planters in Main Hall	In place in the southern end of the Main Hall
Wayfinding	None
ADA	No signage, poor visibility, and difficult access
Visibility to Lower Level	None
Access to Lower Level	None
Special Events	Blocks center of Main Hall on floor level and above. Currently uses raised tier to hang equipment for special events.
Commercial Viability	Strong due to success of center café, but no additional gain from use of Lower Level

## B. Build Design Studies

The various iterations of the Build Design Studies incorporated input from consulting parties and comments from the public. The design studies are presented in a relatively chronological manner, beginning with Build Design Study 1, which was initially presented at the first Section 106 meeting on June 18, 2010. Subsequent designs evolved from continuous collaboration between the Design Team and invited consulting parties, including the DCSHPO, CFA, and District of Columbia Preservation League (DCPL).

The following Build Design Studies include changes to the central section of the Main Hall; some include a modified raised tier in the center of the Main Hall, some remove the Center Café entirely, and some move the Center Café to the periphery of the Main Hall. Along with several variations on placement of the Center Café, there are a number of options for access and visibility with regard to the retail space on the Lower Level.

The Section 106 Consultation process for the proposed Center Cafe project focused on assessing and resolving any adverse effects of the project. The Build Design Studies were developed based on an analysis of the existing conditions of the raised Center Café and the impact of altering and/or removing the raised podium and kitchen/bar structure to allow for improvements to the functioning of the Main Hall. Each Build Design Study was described based on the features used above for the No-Build Design Study.

**Build Design Study 1**  
**Center Café on raised tier, two large openings**



Design Issue	Build Design Study 1
Center Café	On raised tier of glass and metal
Floor Penetration	Center of Main Hall; two 750 square foot openings; form of opening echoes elliptical shape of wall arches
Sightlines	Café tier raised and relocated to improve sightlines; elevator towers and stairs block central views

Spatial Volume of Main Hall	Obscured
Pedestrian Circulation	37' central pedestrian walk open N-S; direct E-W is blocked
Amtrak Signage Location	Hung on parapet wall of café tier
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	None
ADA	New central elevator towers provide visibility and easy access to Center café tier and Lower Level
Visibility to Lower Level	Optimum
Access to Lower Level	Elevators and stairs
Special Events	Blocks center of Main Hall; Large openings use floor space and create security issues due to potential for Lower Level access; equipment can be hung from raised tier.
Commercial Viability	Stronger due to Center Café and new Lower Level access; Construction is most expensive

**POSITIVE:**

This design option does not involve any destruction of historic fabric. Further, it restores the central pedestrian walkway, 37' wide, along the north-south axis and reduces the width of the central obstruction. It contains café seating on the upper tier, which reduces seating on the floor of the Main Hall. The newly designed kiosks that appear in the Main Hall are removable, which allows for even more expansion of pedestrian space and open space for private events.

**NEGATIVE:**

There are several aspects of this design study which add to or do not eliminate existing adverse effects. While the width of the central obstruction is reduced, the length is expanded and the height of the tier, which allows for sightlines beneath the structure, causes an obstruction. The penetrations through the floors do not remove historic fabric, but with each penetration measuring 750 square feet, they change the historic character of the Main Hall and are a permanent change. The elevators that pass through the floor allow for access to retail below, but they cause permanent projections that fracture the spatial volume of the Main Hall. The signage remains on the central raised tier, which is moved from its historic location on the north wall. The overall materials palette of this design study is in glass and steel, which is inconsistent with the wooden accents historically used at Union Station. Because of the remaining adverse effects and inconsistency in materials, this option is not ideal.

**Build Design Study 2**  
**Center Café on Main Hall floor, two large openings**



<b>Design Issue</b>	<b>Build Design Study 2</b>
Center Café	On Main Hall floor
Floor Penetration	Center of Main Hall; two 750 square foot openings
Sightlines	No raised cafe tier to block views, but elevator towers and Amtrak sign block central views
Spatial Volume of Main Hall	Open
Pedestrian Circulation	37' Center pedestrian walk is open (no tier); direct E-W is blocked
Amtrak Signage Location	On raised tier
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	On raised tier
ADA	New central elevator towers provide visibility and easy access to Lower Level (no raised tier in this design study)
Visibility to Lower Level	Optimum
Access to Lower Level	Elevators and stairs
Special Events	No raised tier but some visual blockage due to elevator towers; Large openings take up floor space and create security issues due to potential for Lower Level access; Equipment can be hung from raised tier
Commercial Viability	Strong due to Center Café and new Lower Level access; construction is less expensive as no raised tier

POSITIVE:

This design study does not involve any destruction of historic fabric. As in Design study 1, it reopens the north-south axis to pedestrian circulation at a width of 37'. This iteration of the design restores most of the openness of the Main Hall by lowering the Center Café onto the Main Hall floor, and completely removing the café obstruction. The newly designed kiosks that appear in the Main Hall are removable, which allows for even more expansion of pedestrian space and open space for private events.

**NEGATIVE:**

There are several aspects of this design study which add to or do not eliminate existing adverse effects. The penetrations through the floors do not remove historic fabric, but with each penetration measuring 750 square feet, they change the historic character of the Main Hall and are a permanent change. Although the main café tier is removed, the elevators in the center of the Main Hall cause permanent projections that fracture the spatial volume of the historic space. The café service and seating that is arranged around the floor penetrations clutter the Main Hall floor and inhibit pedestrian navigation. The signage remains in the center of the hall between the elevator towers, which is moved from its historic location on the north wall. The overall materials palette of this design study is in glass and steel, which is inconsistent with the wooden accents historically used at Union Station. Because of these remaining adverse effects, this design study is not ideal.

**Build Design Study 3**  
**Center Café on raised tier, two moderate openings**



Design Issue	Build Design Study 3
Center Café	On raised tier
Floor Penetration	Center of Main Hall; two 400 square foot openings
Sightlines	Café tier raised and relocated to improve sightlines; raised tier, elevator towers and stairs block central views
Spatial Volume of Main Hall	Obscured



Pedestrian Circulation	37' Center pedestrian walk is open under raised café tier; direct E-W is blocked
Amtrak Signage Location	On raised tier
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	None
ADA	New central elevator towers provide visibility and easy access to Center Café tier and Lower Level
Visibility to Lower Level	Moderate
Access to Lower Level	Elevators and stairs
Special Events	More floor space than currently available but moderate openings take up floor space and create security issues due to potential for Lower Level access; Visual blockage at center of Main Hall; Equipment can be hung from raised tier
Commercial Viability	Strong due to Center Café and new Lower Level access, but limited Lower Level visibility reduces revenue; construction is expensive

POSITIVE:

This Build Design Study does not involve any destruction of historic fabric. Similar to Design studies 1 and 2, this design reopens the north-south axis to pedestrian circulation at a width of 37'. While the central obstruction remains, it is reduced in width, and some of the space beneath the tier is used for café seating to minimize the occupation of space on the Main Hall floor. The newly designed kiosks that appear in the Main Hall are removable, which allows for even more expansion of pedestrian space and open space for private events.

NEGATIVE:

This design study does not optimally address all potential and existing adverse effects. The Central Café obstruction, while not as wide as the existing condition, is lengthened in this iteration. Again there are elevators that pass through the floor penetrations, which create a permanent change and projection into the open space of the Main Hall. The floor penetrations, while smaller than the first two Build Design Studies, are still 400 square feet each and change the historic character of the Main Hall. The signage remains in the center of the hall between the elevator towers, which is moved from its historic location on the north wall. The overall materials palette of this design study is in glass and steel, which is inconsistent with the wooden accents historically used at Union Station. Because this design does not resolve all adverse effects, this design study is not ideal.



**Build Design Study 4**  
**Center Café on raised tier with stair, no openings**



<b>Design Issue</b>	<b>Build Design Study 4</b>
Center Café	On raised tier
Floor Penetration	None
Sightlines	Cafe tier raised and relocated to improve sightlines; Raised tier and stairs block central views
Spatial Volume of Main Hall	Obscured
Pedestrian Circulation	20' Center pedestrian walk is open under raised café tier; direct E-W is blocked
Amtrak Signage Location	On raised tier
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	None
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	None
Access to Lower Level	No new access to Lower Level
Special Events	More floor space than currently available but still blockage at center of Main Hall; Equipment can be hung from raised tier
Commercial Viability	Weak due to lack of Lower Level access; construction is expensive, although no floor penetration reduces costs

**POSITIVE:**

Build Design Study 4 does not include any destruction of historic fabric. This design study also avoids adverse effect relative to the other design studies because it does not include penetrations in the floor of the Main Hall. In keeping with all design studies to this point, this design reopens the north-south axis to pedestrian circulation at a

width of 20'. While the central obstruction remains, it is reduced in width and incorporates café seating underneath the raised tier to minimize the occupation of space on the Main Hall floor. The newly designed kiosks that appear in the Main Hall are removable, which allows for even more expansion of pedestrian space and open space for private events.

**NEGATIVE:**

This iteration of the alterations does not resolve all issues of adverse effect. The central obstruction remains and, while not as wide as the current café tier, it is longer. The signage remains in the center of the hall between the elevator towers, which is moved from its historic location on the north wall. The overall materials palette of this design study is in glass and steel, which is inconsistent with the wooden accents historically used at Union Station.

**Build Design Study 5**  
**No Center Café, elevators in small openings**



Design Issue	Build Design Study 5
Center Café	None
Floor Penetration	At current planter locations; two 110 square foot openings
Sightlines	Central view is open. No raised tier, center café at center of Main Hall; 10' elevator towers set to southeast and southwest in current location of planters
Spatial Volume of Main Hall	Open
Pedestrian Circulation	Main Hall floor is unobstructed
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Retail signage on 10' elevator towers

ADA	New side elevators provide visibility and easy access to Lower Level (No café tier in this design study)
Visibility to Lower Level	None
Access to Lower Level	Elevators
Special Events	Substantially more floor space than currently available; no blockage at center of Main Hall; Elevators to sides, but cannot be removed for events
Commercial Viability	Weak as no center café and no visual access to Lower Level; construction is less expensive

**POSITIVE:**

This design option does not involve any destruction of historic fabric. It also avoids adding openings in the center of the Main Hall floor, but does include small penetrations at the southeast and southwest. The central obstruction is completely removed, restoring all pedestrian thoroughfares and the major spatial volume of the Main Hall. Additionally, the train schedules are restored to the historic location on the north wall.

**NEGATIVE:**

This design study includes significant efforts to reduce overall adverse effects, but is not entirely successful. The floor penetrations are minimized, but elevators present a permanent change and project 10' into the open space of the Main Hall. The overall materials palette of this design study is in glass and steel, which is inconsistent with the wooden accents historically used at Union Station. The major problem with this iteration is the lack of commercial viability in that it removes, without replacing, the Center Café. This would be detrimental to the financial stability of the station.

**Build Design Study 6  
Center Café on Main Hall floor, two moderate openings**



Design Issue	Build Design Study 6
Center Café	On Main Hall floor

Floor Penetration	Center of Main Hall; two 830 square foot openings
Sightlines	Central view is open. No tier/elevator towers/ stairs, bars, kitchen to block views; bars are set to side of openings
Spatial Volume of Main Hall	Amtrak and wayfinding signs project into Main Hall space
Pedestrian Circulation	30' Center pedestrian walk is open (no tier); direct E-W is blocked
Amtrak Signage Location	In 1920s position on north wall of Main Hall or center posts
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Retail signage on center posts
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available , no visual blockage at center of Main hall but moderate openings take up floor space and create security issues due to potential for Lower Level access
Commercial Viability	Strong due to Center Café and new Lower Level access, but limited Lower Level visibility reduces revenue; construction is less expensive

POSITIVE:

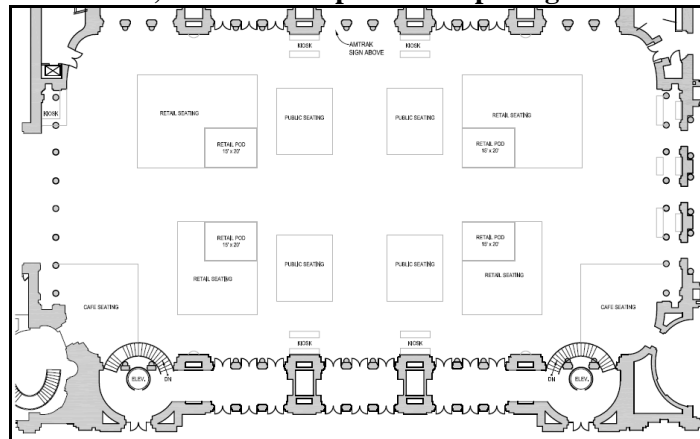
This design study does not involve any destruction of historic fabric. It restores the north-west pedestrian axis, and it completely removes the vertical central obstruction. The newly designed kiosks that appear in the Main Hall are removable, which allows for even more expansion of pedestrian space and open space for private events. The use of wood for balustrades and signage in the center of the hall is consistent with Union Station's historic materials palette.

NEGATIVE:

This iteration of the alterations does not resolve all issues of adverse effect. The penetrations in the floor of the main hall are central and are 830 square feet each, which drastically changes the historic character of the space. Further, the café seating and bars that are arranged around the openings clutter the floor of the Main Hall and hinder pedestrian navigation. While the signage is executed in material consistent with historic precedent, it is not in its historic location on the north wall – it is in the center of the room between the openings in the floor. The escalators allowing access to the Lower Level are permanent alterations. The aspect of this design that reduces its appeal is the size of the penetrations in the floor.



**Build Design Study 7**  
**No Center Café, vertical transportation openings in south niches**



Design Issue	Build Design Study 7
Center Café	None
Floor Penetration	Southern niches; two 150 square foot openings
Sightlines	Central view is unobstructed. No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Minor obstruction from retail pods
Pedestrian Circulation	Main Hall floor is unobstructed
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	Requires removal of historic fabric
Planters in Main Hall	Removed
Wayfinding	None
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Low
Access to Lower Level	Escalators, elevators, stairs
Special Events	More floor space; no blockage at center of Main Hall physically or visually; Vertical transportation located to south side only and limited to niches and adjacent areas. Easy to control access from below.
Commercial Viability	Location of vertical transportation at southern end of Main Hall precludes an effective tenant/public layout on the Lower Level; no visibility to Lower Level

**POSITIVE:**

Build Design Study 7 includes several design details that eliminate and minimize adverse effects. These include: complete removal of Central Café obstruction; reopening of north-south and east-west pedestrian axes; floor penetrations are moved



to the periphery of the Main Hall; train schedule signage is returned to its historic location on the north wall.

**NEGATIVE:**

This design includes the removal of historic fabric, penetration of the floor in the niches at the southeast and southwest corners of the Main Hall, and is visible from the exterior of Union Station. In addition to these drawbacks, the café seating clutters the Main Hall floor, interfering with pedestrian circulation. The retail pods only present minor obstructions into the spatial volume of the hall. The visibility of these changes from the exterior of the station, as well as the adverse effects of the permanent vertical transportation niches, reduce its appeal. The major problem with this iteration is the lack of commercial viability in that it removes, without replacing, the Center Café. This would be detrimental to the financial stability of the station.

**Build Design Study 8**  
**No Center Café, four moderate openings in corners**



<b>Design Issue</b>	<b>Build Design Study 8</b>
Center Café	None
Floor Penetration	In each of four corners of Main Hall; four 365 square foot openings
Sightlines	Central view is open, no center café on raised tier, kitchen/bars to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Main Hall Floor is open at center with a cross axis pattern with floor openings; distance between floor openings and north and south walls is about 10'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	Requires removal of historic fabric
Planters in Main Hall	Removed
Wayfinding	None
ADA	Revised entry and signage to existing elevator

Visibility to Lower Level	Low
Access to Lower Level	Four escalators
Special Events	More floor space than currently available, no visual blockage at center of Main hall; small escalator openings are in four corners of Main Hall within 20 feet of walls. Easy to control access from below.
Commercial Viability	Weak as no center café and limited visual access to Lower Level; construction is less expensive

**POSITIVE:**

This design study minimizes adverse effects in several ways. It completely removes the central obstruction, and restores both the north-south and east-west pedestrian axes for improved circulation and navigation. The newly designed kiosks that appear in the Main Hall are removable, which allows for even more expansion of pedestrian space and open space for private events. Additionally, the train schedule signage is returned to its historic location on the north wall.

**NEGATIVE:**

The major adverse effect associated with this design study would result from the penetrations in the floor of the main hall. Not only would there be four openings in the floor measuring 365 square feet each, but also the two southern openings lie outside the boundary of the non-historic floor and thus would involve removal of historic fabric. The escalators are a permanent alteration and the overall materials palette of this design study is in glass and steel, which is inconsistent with the wooden accents historically used at Union Station. The major problem with this iteration is the lack of commercial viability in that it removes, without replacing, the Center Café. This would be detrimental to the financial stability of the station.

**Build Design Study 9**  
**No Center Café, escalators in two small openings**



Design Issue	Build Design Study 9
Center Café	None

Floor Penetration	Two 200 square foot openings at southeast and southwest
Sightlines	Central view is open, No center café, raised tier, elevator towers/stairs, bars to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Main Floor is open; E-W path is partially blocked by floor openings
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	None
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Low
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two southern side areas of Main Hall. Easy to control access from below.
Commercial Viability	Weak as no center café and no visual access to Lower Level; construction is less expensive

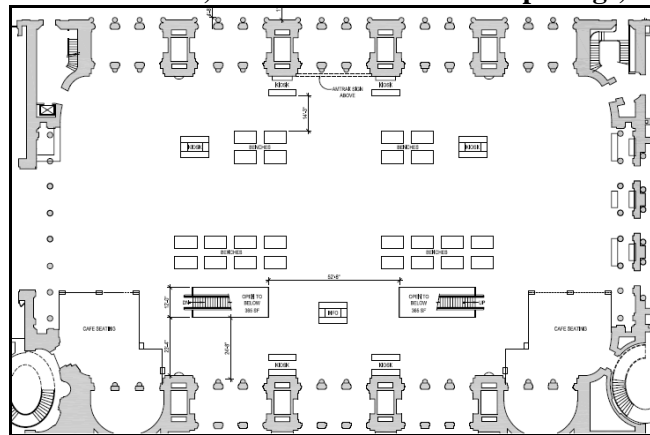
**POSITIVE:**

This design study limits adverse effect as it does not involve any destruction of historic fabric. It further works to minimize and mitigate other adverse effects by restoring both the north-south and east-west pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The floor penetrations at the northeast and northwest are minimized to 200 square feet each, and the train schedule signage is returned to its historic location on the north wall.

**NEGATIVE:**

There are significant efforts to avoid, minimize, and mitigate adverse effects in this iteration of the design, but floor penetrations and permanent alterations to accommodate escalators will change the historic character of the Main Hall. Further, the overall materials palette of this design study is in glass and steel, which is inconsistent with the wooden accents historically used at Union Station. This design study's commercial viability is weak due to the lack of a café.

**Build Design Study 10**  
**Center Café moved, escalators in two small openings, LMUs**



Design Issue	Build Design Study 10
Center Café	Cafe moved to existing retail space between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Southeast and Southwest (near planter locations); two 365 square foot openings
Sightlines	Central view is open; LMUs and Signage Structure will provide minimal blockage of views; No center café, raised tier, elevator towers/stairs, bars, kitchen to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Main Floor is open; distance between floor openings and south walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	On escalator surround in keeping with 1920s signage
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Low
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main hall; small escalator openings are in two southern side areas of Main Hall. Easy to control access from below
Commercial Viability	Moderate as center café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; entry to Lower Level is placed so as to diminish value of retail at this level;

	construction is less expensive
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**POSITIVE:**

Build Design Study 10 limits adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks that appear in the Main Hall are removable, which allows for even more expansion of pedestrian space and open space for private events. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the wayfinding signs placed above the escalators' floor penetrations are wooden and in keeping with Union Station's 1920s signage.

**NEGATIVE:**

Minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space, and the installation of escalators is a permanent change in the layout of the room. Though the signage would be reconstructed according to historic documentation, the glass and steel used in the design would be inconsistent with the historic materials palette.

**Build Design Study 11**  
**Center Café moved, escalators in two small openings, historical benches,**  
**LMUs added**



Design Issue	Build Design Study 11
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 345 square foot openings
Sightlines	Mostly unobstructed; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is



	about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround in keeping with 1920s signage; Location of benches organizes pedestrian flow
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Low to moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; construction is less expensive

**POSITIVE:**

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks, benches, and signage over the escalators are based on historic precedent and are removable, which allows for expansion of pedestrian space and open space for private events. The escalators in the Main Hall will operate in the opposite direction of the existing escalators in the Train Concourse to the north, improving pedestrian traffic flow and the commercial viability of the design. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with Union Station's 1920s appearance.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. The wooden balustrades surrounding the openings for the escalators minimize the visibility of the penetrations but also decrease visibility between the Main Hall and Lower Level, and the wood signage over the escalator openings may diminish visibility. The re-introduction of backed benches, designed to be very similar to the original benches, could encourage loitering of unwanted visitors and would impede safety enforcement. In addition, the re-introduction of furniture designs based on the appearance of the Station in the 1920s could lead to confusion over authenticity.



**Build Design Study 11a**  
**Center Café moved, escalators in two small openings,**  
**field of historical benches, LMUs added**



Design Issue	Build Design Study 11a
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 345 square foot openings
Sightlines	Mostly unobstructed; LMUs and Signage Structure will provide some blockage of views; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround in keeping with 1920s signage; Location of benches organizes pedestrian flow
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at north side of Main Hall; limited visual access is

	counterbalanced by signage over escalators and location near Station entry; construction is less expensive
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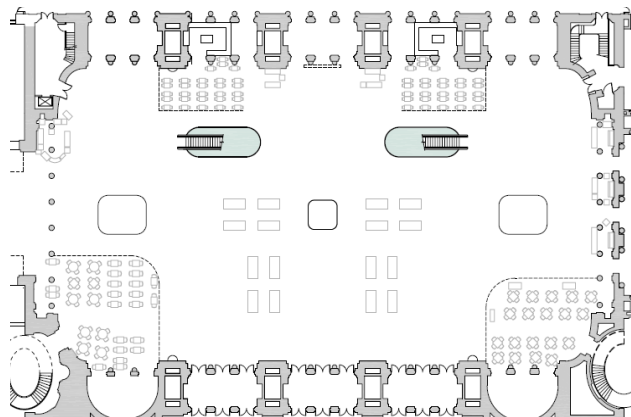
**POSITIVE:**

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks, benches, and signage over the escalators are based on historic precedent and are removable, which allows for expansion of pedestrian space and open space for private events. The escalators in the Main Hall will operate in the opposite direction of the existing escalators in the Train Concourse to the north, improving pedestrian traffic flow and the commercial viability of the design. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with Union Station's 1920s appearance.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. The wooden balustrades surrounding the openings for the escalators minimize the visibility of the penetrations but also decrease visibility between the Main Hall and Lower Level, and the wood signage over the escalator openings may diminish visibility. The re-introduction of backed benches, designed to be very similar to the original benches, could encourage loitering of unwanted visitors and would impede safety enforcement. In addition, the re-introduction of furniture designs based on the appearance of the Station in the 1920s could lead to confusion over authenticity.

**Build Design Study 12**  
**Center Café moved, escalators in two small openings; LMUs added**



Design Issue	Build Design Study 12
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 345 square foot openings

Sightlines	Largely unobstructed; LMUs and Signage Structure will provide some blockage of views; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; construction is less expensive

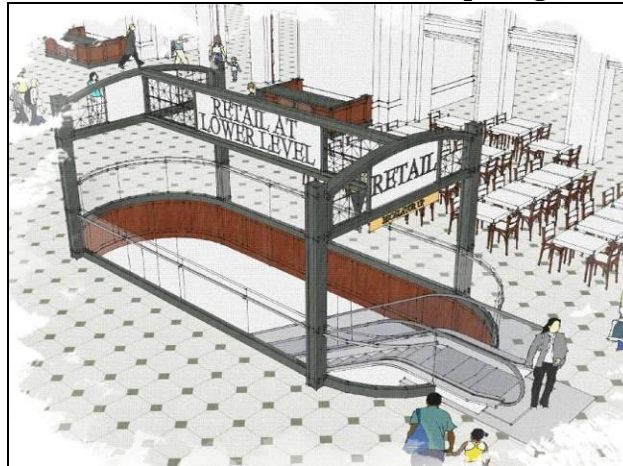
POSITIVE:

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks and signage over the escalators are removable, which allows for expansion of pedestrian space and open space for private events. The escalators in the Main Hall will operate in the opposite direction of the existing escalators in the Station concourse to the north, improving pedestrian traffic flow and the commercial viability of the design. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with other elements throughout Union Station, such as those in the Shopping Concourse.

NEGATIVE:

Only minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. By incorporating glass into the designs, however, as much visibility as possible is maintained.

**Build Design Study 12a**  
**Center Café moved, escalators in two small openings; LMUs added**



Design Issue	Build Design Study 12a
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 345 square foot openings
Sightlines	Largely unobstructed; LMUs and Signage Structure will provide minimal blockage of views; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at

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	north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; construction is less expensive
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**POSITIVE:**

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks and signage over the escalators are removable, which allows for expansion of pedestrian space and open space for private events. The escalators in the Main Hall will operate in the opposite direction of the existing escalators in the Train Concourse to the north, improving pedestrian traffic flow and the commercial viability of the design. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with other elements throughout Union Station, such as those in the Shopping Concourse.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. By incorporating glass into the designs, however, as much visibility as possible is maintained.

**Build Design Study 12b**  
**Center Café moved, escalators in two small openings**



Design Issue	Build Design Study 12
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 345 square foot openings
Sightlines	Largely unobstructed; LMUs and Signage Structure will provide minimal blockage of views; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at north side of Main Hall; limited visual access is



	counterbalanced by signage over escalators and location near Station entry; construction is less expensive
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**POSITIVE:**

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks and signage over the escalators are removable, which allows for expansion of pedestrian space and open space for private events. The escalators in the Main Hall will operate in the opposite direction of the existing escalators in the Train Concourse to the north, improving pedestrian traffic flow and the commercial viability of the design. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with other elements throughout Union Station, such as those in the Shopping Concourse.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. By incorporating glass into the designs, however, as much visibility as possible is maintained.

**Build Design Study 12c**  
**Center Café moved, escalators in two small openings**



Design Issue	Build Design Study 12c
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 345 square foot openings
Sightlines	Largely unobstructed; LMUs and Signage

	Structure will provide minimal blockage of views; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; construction is less expensive

**POSITIVE:**

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks and signage over the escalators are removable, which allows for expansion of pedestrian space and open space for private events. The escalators in the Main Hall will operate in the opposite direction of the existing escalators in the Train Concourse to the north, improving pedestrian traffic flow and the commercial viability of the design. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with other elements throughout Union Station, such as those in the Shopping Concourse.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room.

**Build Design Study 12d  
Center Café moved, escalators in two small openings**



Design Issue	Build Design Study 12d
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 345 square foot openings
Sightlines	Largely unobstructed; LMUs and Signage Structure will provide minimal blockage of views; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate
Access to Lower Level	Escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; construction is less

	expensive
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**POSITIVE:**

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The newly designed kiosks and signage over the escalators are removable, which allows for expansion of pedestrian space and open space for private events. The escalators in the Main Hall will operate in the opposite direction of the existing escalators in the Train Concourse to the north, improving pedestrian traffic flow and the commercial viability of the design. Additionally, the train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with other elements throughout Union Station, such as those in the Shopping Concourse.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room.

**Build Design Study 12e**  
**Center Café moved, double escalators in two openings, LMUs**



Design Issue	Build Design Study 12e
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 481 square foot openings
Sightlines	Largely unobstructed; Signage Structure will provide minimal blockage of views; No center café, raised tier, kitchen/bar to block central views
Spatial Volume of Main Hall	Unobstructed

Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate to high
Access to Lower Level	Two pairs of escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong, as center café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; construction is less expensive

**POSITIVE:**

This design study avoids adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The signage structures over the escalators are removable, which allows for expansion of pedestrian space and open space for private events. There will be a pair of escalators in each floor penetration in the Main Hall, to allow up and down movement, which improving pedestrian traffic flow and the commercial viability of the design. Having an up and a down escalator in each penetration will greatly improve circulation and will prevent confusion over which escalator moves in which direction, also eliminating the need for additional signage. The train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with other elements throughout Union Station, such as those in the Shopping Concourse.

**NEGATIVE:**

The openings in the floor are larger in area owing to the insertion of a pair of escalators in each opening and continue to alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. The larger penetrations are 5' wider (north-south) than the smaller openings, but the addition of a second escalator in each penetration will greatly improve pedestrian traffic and allow easier travel within the Station. In addition, by incorporating glass into the designs, as much visibility as possible is maintained. The LMUs remain.

**Build Design Study 12f**  
**Center Café moved, double escalators in two openings, LMUs removed**





Design Issue	Build Design Study 12f
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 481 square foot openings
Sightlines	Largely unobstructed; Signage Structure will provide minimal blockage of views; No center café, raised tier, kitchen/bar to block central views; LMUs are eliminated
Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate to high
Access to Lower Level	Two pairs of escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong; the Center Café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; elimination of LMUs



	will have some impact on overall project, but better access to Lower Level should make up for this; construction is less expensive
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**POSITIVE:**

This design study avoids some adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The LMUs are eliminated from the option. The signage structures over the escalators are removable, which allows for expansion of pedestrian space and open space for private events. There will be a pair of escalators in each floor penetration in the Main Hall, to allow up and down movement, which improves pedestrian traffic flow and the commercial viability of the design. Having an up and a down escalator in each penetration will greatly improve circulation and will prevent confusion over which escalator moves in which direction, also eliminating the need for additional signage. The train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette is consistent with other elements throughout Union Station, such as those in the Shopping Concourse.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor are larger in area owing to the insertion of a pair of escalators in each opening and continue to alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. The larger penetrations are 5' wider (north-south) than the smaller openings, but the addition of a second escalator in each penetration will greatly improve pedestrian traffic and allow easier travel within the Station. In addition, by incorporating glass into the designs, as much visibility as possible is maintained.

**Build Design Study 12g: CURRENTLY IN DESIGN**  
**Center Café moved, double escalators in two openings, LMUs removed**

Build Design Study 12g is currently in development. Build Design Study 12g uses Build Design Study 12f as a base but strives to further minimize the impact of the construction on the Main Hall. This design study is being developed in collaboration with the new Union Station wayfinding consultants Lance Wyman and Roger Whitehouse. The floor penetration surrounds will likely be glazed and the signage form and height are being explored.

<b>Design Issue</b>	<b>Build Design Study 12g</b>
Center Café	Cafe moved to existing retail spaces between Main Hall and Shopping Concourse to the North (seating at north edge of Main Hall)
Floor Penetration	Northeast and Northwest; two 481 square foot openings
Sightlines	Largely unobstructed; more transparent Signage Structure will provide minimal blockage of views; No center café, raised tier, kitchen/bar to block central views; LMUs are eliminated

Spatial Volume of Main Hall	Unobstructed
Pedestrian Circulation	Cross axis plan allows for direct circulation; distance between floor openings and north walls is about 24'
Amtrak Signage Location	In 1920s position on north wall of Main Hall
Historic Fabric	No change
Planters in Main Hall	Removed
Wayfinding	Amtrak sign visible from most vantages in Main Hall; On escalator surround
ADA	Revised entry and signage to existing elevator
Visibility to Lower Level	Moderate to high
Access to Lower Level	Two pairs of escalators
Special Events	More floor space than currently available, no visual blockage at center of Main Hall; small escalator openings are in two northern side areas of Main Hall. Easy to control access from below. Everything but escalator balustrades removable.
Commercial Viability	Strong; the Center Café is replaced by new cafes at north side of Main Hall; limited visual access is counterbalanced by signage over escalators and location near Station entry; elimination of LMUs will have some impact on overall project, but better access to Lower Level should make up for this; construction is less expensive

**POSITIVE:**

This design study avoids some adverse effect as it does not involve any destruction of historic fabric. It also minimizes and mitigates several potential adverse effects by restoring both the north-south and east-west historic axial pedestrian axes through the Main Hall. It completely removes the Central Café obstruction, restoring full spatial volume and allowing for optimal sightlines and navigation. The LMUs are eliminated from the option. There will be a pair of escalators in each floor penetration in the Main Hall, to allow up and down movement, which improves pedestrian traffic flow and the commercial viability of the design. Having an up and a down escalator in each penetration will greatly improve circulation and will prevent confusion over which escalator moves in which direction, also eliminating the need for additional signage. The train schedule signage is returned to its historic location on the north wall. Finally, the design's material palette will be more transparent than previous design options and will not detract from the Main Hall.

**NEGATIVE:**

Only minor adverse effects remain in this iteration of the design. The openings in the floor are larger in area owing to the insertion of a pair of escalators in each opening and continue to alter the historic character of the space and the installation of escalators is a permanent change in the layout of the room. The larger penetrations are 5' wider (north-south) than the smaller openings, but the addition of a second escalator in each penetration will greatly improve pedestrian traffic and allow easier travel within the Station. In addition, by incorporating glass into the designs, as much visibility as possible is maintained.

### *Assessment of Design Studies*

#### **Selection of Preferred Design Study**

Design Study 12f has been selected as the preferred design. The table below illustrates that this design study best avoids or minimizes the potential adverse effects of the undertaking while also satisfying the project purpose and need.

**Table 1: Proposed Design study Analysis**

<b>Potential Adverse Effects on the Main Hall</b>	<b>Options that Include Potential Adverse Effect</b>	<b>Potential Cause of Adverse Effect</b>	<b>Resolution Proposed in Preferred Design Study</b>
Obstruction of spatial volume of Main Hall	1, 2, 3, 4	Height, length, and central location of obstruction	<b>Avoided:</b> no Central Café obstruction <b>Minimized:</b> retail pods and kiosks as small and transparent as is reasonable, as well as removable
Obstruction of sightlines in Main Hall	1, 2, 3, 4	Height, width, length, and location of central obstruction	<b>Avoided:</b> no Central Café obstruction <b>Minimized:</b> removable signage over escalators
Obstruction of sightlines in Main Hall	6, 7, 10, 11, 11a, 12, 12a, 12c, 12d, 12e, 12f, 12g	Height and design of retail pods, kiosks, and information counters	<b>Minimized:</b> Transparency of designs with glazing and open space beneath signage
Penetrations in floor of Main Hall	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 11a, 12, 12a, 12b, 12c, 12d, 12e, 12f, 12g	Permanent change to historic character of the Main Hall space; dependent upon size, location, and visibility	<b>Minimized:</b> size, shape, and location to mimic historic forms <b>Mitigated:</b> removal of center obstruction, improved pedestrian circulation
Added elevator shafts through floor of Main Hall	1, 2, 3, 5	Height obstruction and permanent change to Main Hall space	<b>Avoided:</b> no new elevators will be installed
Obstruction of pedestrian circulation axes through Main Hall	1, 2, 3, 4, 6	Central obstruction by café, vertical transportation, or café seating	<b>Avoided:</b> main axes are open <b>Minimized:</b> kiosks and pods are movable, height minimized, visibility maximized for improved navigation, and café seating relocated to periphery of Main Hall
Permanent alterations to accommodate	7, 8	Removal of historic fabric; size and type of alteration	<b>Minimized:</b> no historic fabric destroyed, escalators chosen instead of elevators,

Potential Adverse Effects on the Main Hall	Options that Include Potential Adverse Effect	Potential Cause of Adverse Effect	Resolution Proposed in Preferred Design Study
vertical transportation between levels			oval shape reduces square footage of openings, visual impact reduced

At the initial consultation meeting, many meeting attendees recommended the complete removal of the Center Café structure, something that had not been contemplated in the initial proposal. Consulting Parties and members of the public, however, recognized the benefits of the Center Café as a meeting place and point of reference for wayfinding. The centralized location of the new information booth in the Preferred Design study serves as a point of reference and as a new meeting place. The new cafes, relocated to the northern portion of the Main Hall, can also serve as meeting spaces.

The re-establishment of the central pedestrian axis was also a subject of comment by the DCSHPO. The obstruction of the extant café podium and solid kitchen/bar at floor level makes it impossible for pedestrians to enter and pass through the Main Hall as originally intended. A design that could re-establish the central axis was highly desirable.

Elevators and, specifically, the towers housing the elevator shafts, were met with disapproval from the Consulting Parties and members of the public. Further study of the existing ADA elevator found that wayfinding and a difficulty with the access door could be corrected. Therefore, escalators were selected over elevators because of their lesser visual impact on the Main Hall space. The escalators proposed for the Main Hall, operating in the opposite direction of the existing escalators in the concourse to the north, are predicted to be beneficial for traffic flow and for ease of access to the Lower Level. While the Preferred Design study does not introduce new elevators, the current ADA-accessible elevator located in a vestibule in the northwest corner of the Main Hall will be made more visible and accessible. More effective signage will be installed and the metal and glass doors leading to the vestibule will be removed.

The DCSHPO expressed the desire to restore not just the north-south pedestrian axis of the Main Hall as proposed in Build Design Study 1, but the original east-west axis as well. The removal of the Center Cafe in the Preferred Design study restores both original pedestrian thoroughfares and creates clear pathways from the West Hall to the East Hall and from the main entrance at the south through to the original Train Concourse to the north. In addition, the preferred design study improves sightlines and restores the full spatial volume of the Main Hall; both ubiquitous issues discussed during the initial Section 106 meeting and in subsequently submitted comments.

Negative reactions to the materials in Build Design Study 1 prompted a selection of materials already extant in the station for the Preferred Design study. These design components are sympathetic to the appearance of the Main Hall as well as the 1980s modifications (reviewed and agreed upon as part of the 1985 MOA).

The newly-designed furniture is also fully removable (with the exception of the balustrades surrounding the escalator penetrations) to accommodate special events held at Union Station. These special events, including private functions and large public events such as inauguration balls, are integral to the continued functioning of the station. The income generated from these events aids in the management and maintenance of the station as a whole.

While several Consulting Parties and members of the public reacted negatively to any penetration in the floor of the Main Hall space, USI and USRC have determined that the Lower Level must be made more accessible. While the Lower Level was not historically accessible to the public, its current function as commercial and retail space necessitates more points of entry and a stronger visual connection to the first floor. The commercial viability of the station is inextricably linked to its success as an inter-modal transportation hub. Only if Union Station is commercially sustainable can it continue to operate as a transportation terminal.

The issue of seating was also discussed during the consultation process. The DCSHPO expressed the desire to reintroduce benches that mimic the historic bench design in the station. This idea was explored (see Build Design Studies 11 and 11a); however, the high backs of the benches and their size and weight would be an impediment to safety and security in the station. The backs of the benches would reduce visibility and hamper the security guards' and K9 units' ability to effectively patrol the station. It was also noted that such a design could confuse visitors as to the authenticity of the furniture. This comment was brought up both by ACHP and Amtrak representatives. The current benches are relatively small, mobile, and function well in the space. Eliminating construction of new seating also minimizes the cost of the alterations.

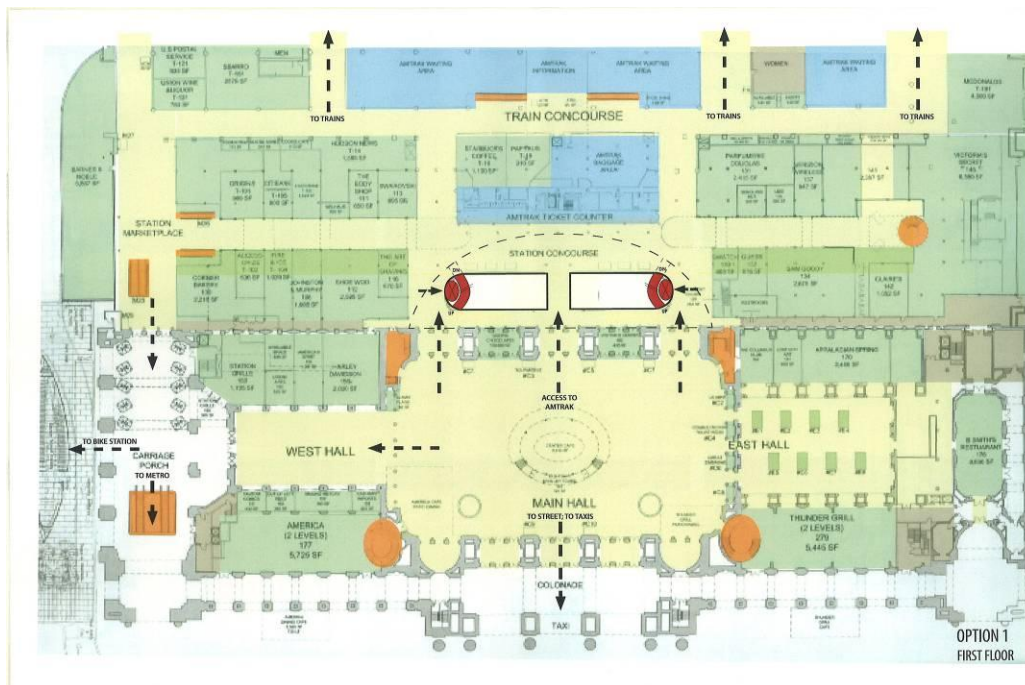
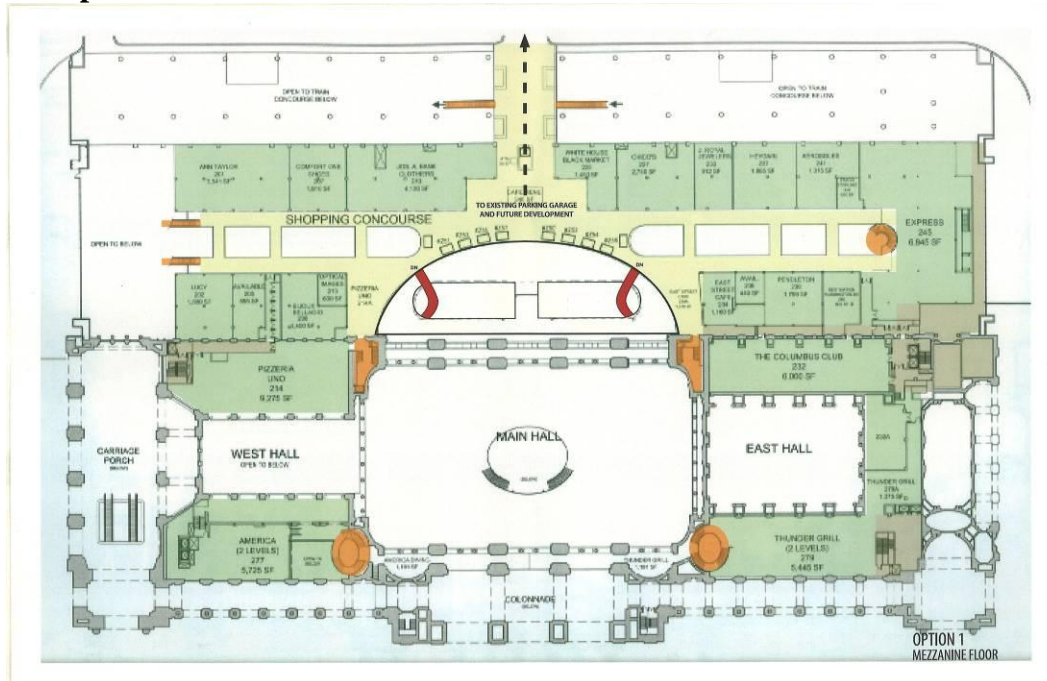
As contrasted with the initial design option, Build Design Study 12f most successfully avoids, minimizes, and mitigates adverse effects to Union Station while maintaining commercial viability. Currently, Design 12f is being refined in response to comments from consulting parties and the public.

### ***Avoidance and Minimization Summary***

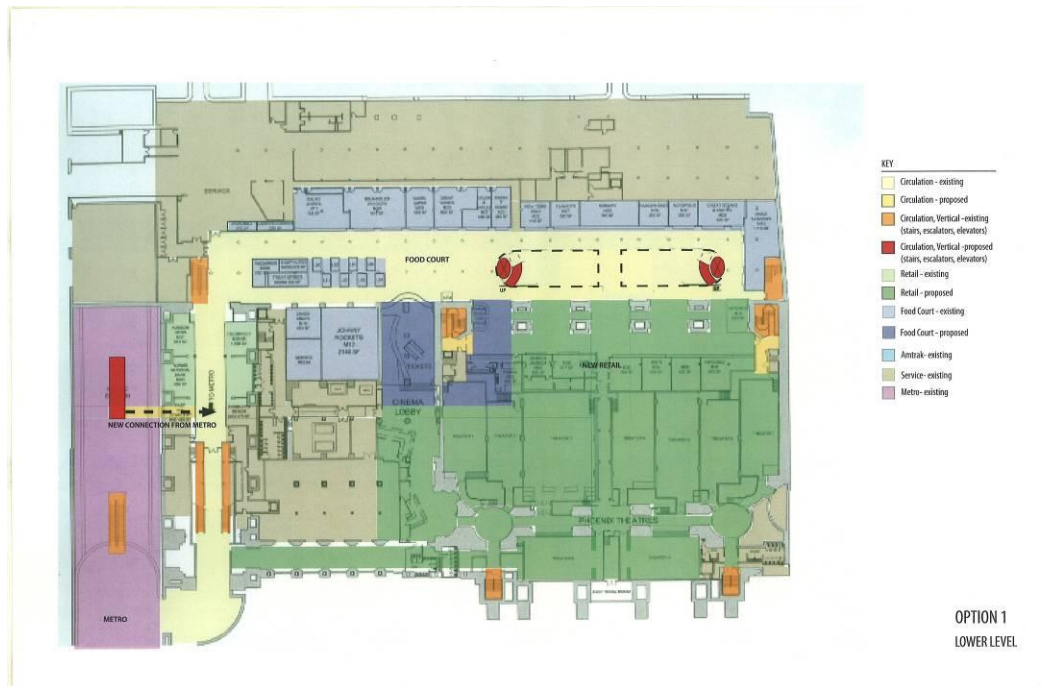
The design has undergone numerous changes in an attempt to avoid and/or minimize an adverse effect to the historic resource. To *avoid* impacting the resource, two options were investigated by the DC SHPO and presented to the project team in November, 2011; neither option employed openings in the Main Hall floor. Instead, each option envisioned adjustments to the existing openings between the mezzanine, main level, and lower level in the Shopping Concourse to accommodate the movement of people.



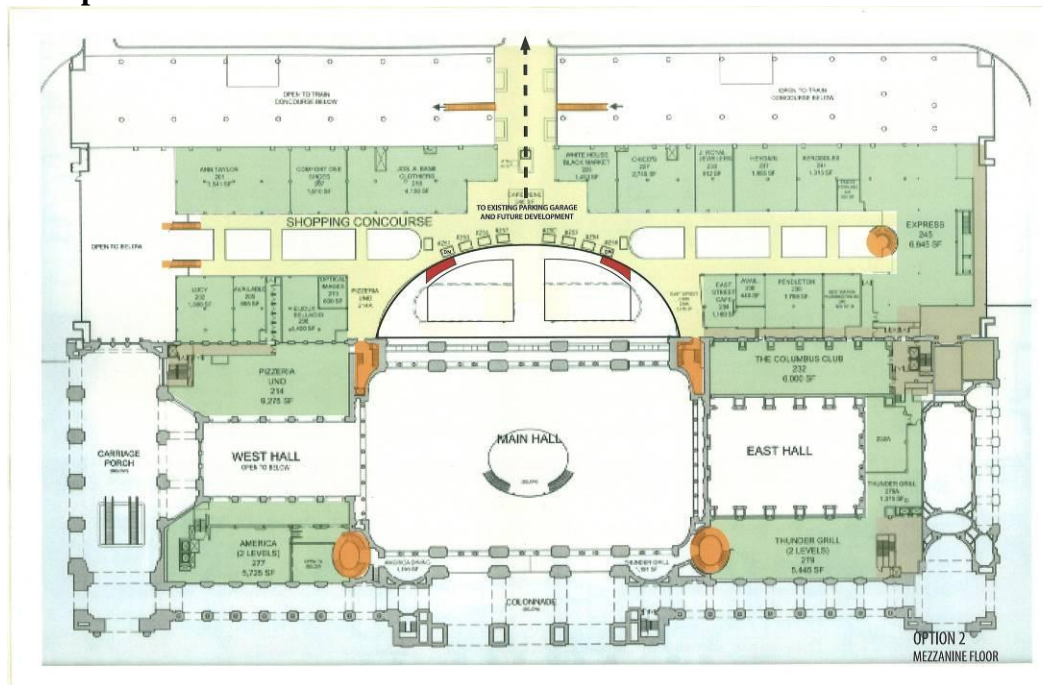
### Option 1

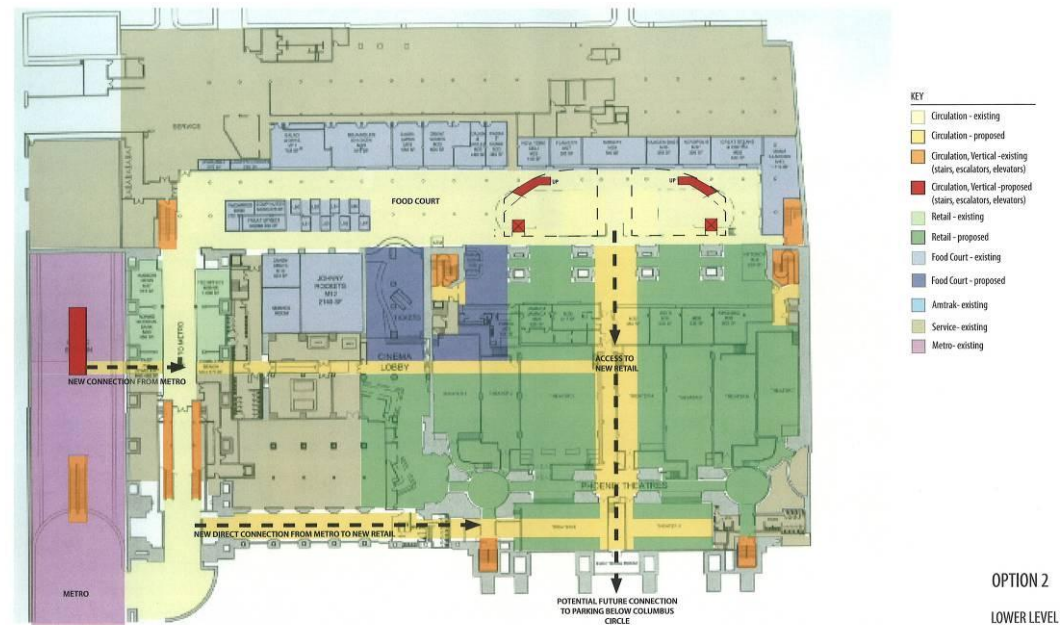
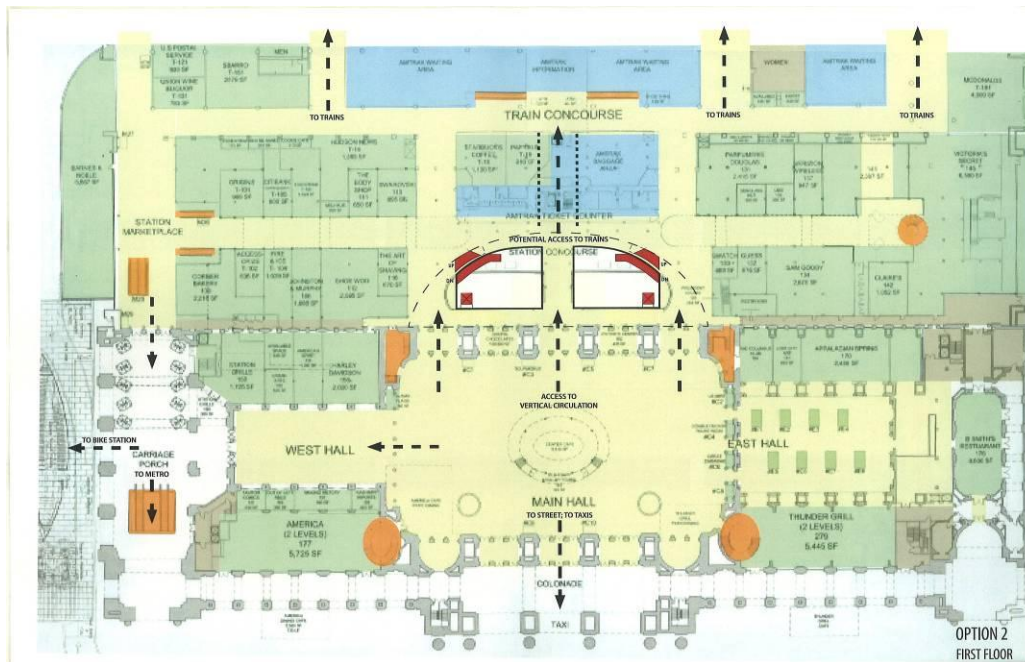






## Option 2





Although these options enabled the spatial character of the Main Hall space to be made complete, they did not address the need to provide a visual connection with the Lower Level for persons in the Main Hall itself. Likewise, they did not reduce the amount of foot traffic (either current levels or projected future levels) between the Main Hall and Shopping Concourse (on the Main Level) and the Food Court and proposed new retailer

(in the Lower Level). Consequently, *avoidance* of the resource was not determined to be economically viable.

Numerous options were developed to *minimize* the impact of the project on the historic resource. Option 7 (pg. 24) explored the removal of the Center Café and placing the openings to the Lower Level in the southwest and southeast Main Hall Alcoves – although this option helped retain the open visual character of the Main Hall space, it was rejected because the installation of the openings would remove original floor material and adversely alter the character of these somewhat intimate spaces. Likewise, Option 8 (pg. 25) explored the installation openings in the four corners of the Main Hall, and it was also rejected because those openings adversely affected the character of the Main Hall space, and they would be installed in locations containing original floor framing that had not been removed by the 1976 Visitor Center project. As or more significantly, the accommodation of Option 08 would require the removal and alteration of a portion of the building's exterior at the south façade. Options 9 (pg. 26), 10 (pg. 28) and 11 (pg. 29) were variations on the same theme, and were considered unacceptable for the same reasons.

Option 12 (pg. 33) provided the most reasonable effort at *minimizing* the adverse effects of the project on the historic resource. It envisioned placing two escalator openings in the north-central portion of the Main Hall, in the portion of the floor containing recently-installed framing (dating to the 1985 infill and restoration project), yet positioned off the main north-south and east-axes of the space. Efforts at minimization continued as the design evolved through Options 12a to 12f (pgs. 34-43), and include:

- Reduction in the size of overhead signage (Options 12a and 12b);
- Adjustment to the design of overhead signage (Options 12c and 12d);
- Adjustment of the size of the openings to include paired escalators to improve circulation (Option 12e); and
- Elimination of the luxury merchandizing units (LMUs) (Option 12f).

## 5 Documentation of Section 106 Consultation

### *Consulting Parties*

USRC invited members from the following outside Consulting Parties to participate in review of the project plans for the proposed Center Cafe Project:

<b>Table 2: Consulting Parties</b>	
Advisory Council on Historic Preservation	Virginia Railway Express
Representative Eleanor Holmes Norton	WMATA
Advisory Neighborhood Commission 6C	Baltimore & Ohio Railroad Museum
D.C. Historic Preservation Office	Capitol Hill Business Improvement District
D.C. Department of Transportation	Capitol Hill Restoration Society
D.C. Office of Planning	Committee of 100 on the Federal City
D.C. Deputy Mayor's Office for Planning and Economic Development	D.C. Preservation League
Commission of Fine Arts	National Capital Trolley Museum
National Capital Planning Commission	National Railway Historic Society
National Capital Region, National Park Service	National Trust for Historic Preservation
Greyhound Bus	NoMa Business Improvement District
Amtrak	Washington Chapter, AIA
Akridge	

### *Consultation Activities*

#### **A. Identification of Consulting Parties**

Consulting Parties were initially identified using a list prepared in connection with the 2008 Section 106 Review Consultation of the Union Station/Columbia Plaza Security Project. Since no American Indian Tribes were identified for that Consultation, it was assumed that no Tribes would be identified for this project. Additional Consulting Parties were added at the recommendation of the DCSHPO.

#### **B. Public Meeting 1**

In coordination with the DCSHPO, a date for the Public Meeting was selected.

##### *Dissemination of Public Notice*

A Public Notice requesting attendance at a public meeting and comments was drafted for DCSHPO's review. Following review and comment by the DCSHPO, the Notice was edited and then disseminated in four ways:

- 1) Published in local Newspapers: The formal Public Notice was published in the Legal Notices or Local Events sections of local newspapers. These



included the *Washington Post* on Sunday, May 30, 2010 and Sunday, June 13, 2010; the June issue of *The Hill Rag* published on May 29, 2010; and three issues of *The Current* (all editions) published on Wednesday, May 26, 2010, Wednesday, June 2, 2010, and Wednesday June 9, 2010.

- 2) Posted in Union Station: Four large posters were prepared and placed on stanchions at key points in the station. Each poster included the formal Public Notice.
- 3) Sent by U.S. Mail to identified Consulting Parties with a letter informing the invitees of the undertaking and the public meeting.
- 4) Posted on the USRC Website: The formal Notice was posted on the Home page of the USRC website with contact information to assist potential attendees.

### ***Initial Public Meeting***

A public meeting was held on Friday, June 18, 2010 at the Columbus Club at Union Station. A PowerPoint slideshow was used to introduce USRC, the project design team, and the Consulting Parties, to explain the Section 106 process, and to present an initial design scheme. The audience asked questions and made verbal comments. A schedule for the Formal Comment Period was agreed upon. E-mail addresses were collected to allow for continued communication. The following invited stakeholders and members of the public were present at the initial review of the project plans for the proposed Center Cafe Project:

<b>Table 3: Public Meeting Attendees</b>			
<b>Name</b>	<b>Organization</b>	<b>Name</b>	<b>Organization</b>
Blythe Semmer	ACHP	Rebecca Miller	DCPL
Paul Diez	AECOM	Andrew Lewis	DCSHPO
Bryan Dold	Akridge	Bill Fashouer	FRA
Brian Harner	Amtrak	Joan Malkowski	Jones Lang LaSalle
Suzi Andiman	Amtrak	Kevin Tankersley	National Railroad Historical Society
Scott Leonard	Amtrak	Gary Scott	NPS
Mike Latiff	Amtrak	Guy Blanchard	NTHP
Korina Romero	Amtrak	Jeanne Lane	NTHP
Mary Montgomery	Amtrak	Katherine Foster	NTHP
Ken Wiedel	Amtrak	Nell Ziehl	NTHP
Brian Soly	Amtrak	Mike Smith	NTHP
D. Brooks	Appalachian Spring	Richard Busch	resident
Tanya Beauchamp	Architectural Historian	Vernelle Goodson	resident
Nnaemeka Unaegbu	Center Café	V.B. Riggs	resident
Sarah Batcheler	CFA	Fred Young	resident

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Thomas Luebke	CFA	Michele Jacobs	Special Events at Union Station
Shauna Holmes	CHRS	A. Walker	TAS
Nancy Metzger	CHRS	Jim Flanigan	Travelers Aid
Kelly Adon	Color, Inc.	Wesley Paulson	Trolley Museum
Sally Berk	Committee of 100	Lucy Wright	USRC
Robert White	Congresswoman Norton	Chelsey Thomas	USRC
Anne Brockett	DCHPO	Scott Peterson	WMATA
David Maloney	DCHPO	Chelsey Thomas	USRC
Margaret Prest	DCHPO	Scott Peterson	WMATA
Karl G. Scheetz	DCNRHS	Scott Peterson	WMATA

FRA was represented by William Fashouer.

USRC was represented by David Ball, Nzinga Baker, and John Bowie.

USI was represented by Barry Lustig, Joe Press, and Cubie Dawson, Jr. of Ashkenazy Acquisition Corporation.

The Design Team was represented by Rick Conrath, Richard Lee, Holly Fisher Keen, Traci Weems, and Jessica Parker of GTM Architects.

EHT Tracerics, Inc. serves as the project's preservation consultants and worked in concert with the Design Team. EHT Tracerics was represented by Emily Eig and Dana Litowitz.

### ***Comments***

The USRC website was made available for the posting of formal comments. Comments sent to USRC by U.S. mail or e-mail were also posted on the website and distributed via e-mail to the Attendee list and others who could not attend the meeting but requested to be added to the e-mail list. All comments are included in this report. (See Attachments #8, 9, and 10).

Seven formal comment letters were submitted from invited stakeholders and interested parties: the Advisory Council on Historic Preservation, the Capitol Hill Restoration Society, The Committee of 100, the D.C. Preservation League, the National Trust for Historic Preservation, the National Railroad Historic Society, and architectural historian Tanya Edwards Beauchamp. Seven comments from citizens and other interested parties were submitted directly to the USRC website.

These comments overwhelmingly demonstrated the desire to remove the Center Café and restore the Main Hall to its original, unobstructed volume. The majority of responses argued against the modern alterations that have been



initiated in both the Main Hall and the Train Concourse (now the Shopping Concourse) and participants wished to see the Main Hall restored to its original function as a Waiting Room. In addition, many participants expressed concern with penetrating the floor in the Main Hall. Other comments call for a Preservation Plan to be carried out in conjunction with the Section 106 process and for the Main Hall Project to be integrated into the larger Master Plan for the station.

USRC and the Design Team reviewed the comments and then collated them under categories to assist in understanding the issues and concerns of the Consulting Parties.

### ***Response to Comments***

A comment regarding the development of a Master Plan for Union Station recurred numerous times. The DCSHPO determined that the Master Plan issue, while related, is not directly associated with this undertaking. USRC and DCSHPO met to discuss the issue and determine its resolution.

## **C. Informal Discussions with DCSHPO**

USRC held two informal meetings with David Maloney and Andrew Lewis in the fall of 2010 to discuss various alternate approaches to the design problem. Following the first meeting in September, the DCSHPO provided direct suggestions for the design study schemes. This included comments regarding the development of a circulation pattern that required the elimination of the Center Café, and pushing the vertical access points towards the southern side of the Main Hall. At the second meeting in November, the DCSHPO recommended the use of historical reference for the aesthetic development.

Build Design Alternatives 11 and 11a resulted from these discussions.

## **D. Informal Consulting Parties Meeting**

On December 15, 2010, an informal meeting was held to present the preferred design study to date (Build Design Study 11) to key consulting parties. The following representatives from the consulting parties are listed here:

<b>Table 4: Consulting Party Meeting Attendees</b>	
<b>Name</b>	<b>Organization</b>
Nzinga Baker	USRC
Sarah Batcheler	CFA
John Bowie	USRC

Anne Brockett	DC SHPO
Louise Brodnitz	ACHP
Rick Conrath	NTHP
Emily Eig	EHT Tracerics
Richard Lee	GTM Architects
Andrew Lewis	DC SHPO
Frederick Lindstrom	CFA
Dana Litowitz	EHT Tracerics
Barry Lustig	USI
David Maloney	DC SHPO
Molly McDonald	EHT Tracerics
Susan Mentus	GTM Architects
Rebecca Miller	DC Preservation League
Robert Nieweg	NTHP
Joe Press	USI
Jack Train	USRC

Discussions at the second meeting included several comments and recommendations that were taken into account for minor alterations to the preferred design study. The comments at this meeting included (but were not limited to):

- circulation paths should be improved, especially on the north-south axis;
- the objects/furniture should be unified to appear more cohesive with one another;
- a "field" of benches should be introduced and central axes should be narrowed;
- the Team should examine not replicating original benches but designing furniture of the time;
- the information booth should be relocated toward the east end of the east-west central axis of the hall;
- the railing enclosure around the escalator areas should not be glass;
- a signage scheme needs to be addressed in greater detail.

## **E. Union Station User Group Working Design Sessions**

From December, 2010, through July, 2011, the Union Station Team (comprised of USRC, FRA, Amtrak, USI, GTM, and EHT Tracerics) conducted nine working sessions to reach a consensus on a Preferred Design Alternative. After the meeting on December 15, 2010, representatives from Amtrak were invited to join the working design sessions. As a main user of the station, the team felt that Amtrak's opinions and needs were important in going forward.

These nine sessions focused on the aesthetic design of the alteration as well as the future functioning of the station. Amtrak expressed numerous concerns over its importance as a main user of the station, the challenges related to increased ridership anticipated in the next twenty years, competing signage, and the direction of the design aesthetic presented at the December 2010 meeting.

DC State Historic Preservation Officer David Maloney and Andrew Lewis of the DCSHPO attended the March working session, where they viewed Build Design 12.

USI, Amtrak, USRC, and FRA worked closely to find a design solution that would be most beneficial for each party. Build Design Studies 12, 12a, 12b, 12d, and the Preferred Alternative, 12e, were created during these meetings.

It was confirmed during these sessions that USRC would undertake a major study of the station's wayfinding needs as mitigation for potential adverse effects of the proposed Main Hall project, regardless of the selected alternative.

The last session of the User Group was held on Friday, July 15, 2011, prior to the July 20<sup>th</sup> Consulting Parties meeting.

## **F. Consulting Party Meeting, July 20, 2011**

In coordination with the DCSHPO, ACHP, and CFA, a date for a Consulting Party meeting was selected. Instead of holding a second public meeting at this point, DCSHPO recommended that USRC invite only consulting parties.

### ***Invitation to Consulting Parties***

A consulting party meeting was held on Wednesday, July 20, 2011 at the Columbus Club at Union Station. Notice was sent via mail to the list of all organizational groups invited to the original Public Meeting. The notice of the meeting was also displayed on the USRC website. The invitation formally requested their participation in the process as Consulting Parties. The following groups were invited:

Akridge	DC Preservation League
ACHP	DDOT
ANC 6C	Greyound
AIA, Washington Chapter	NCPC
CHRS	NPS
CFA	NTHP
Committee of 100	NoMa BID
Congresswoman Norton	B & O Railroad Museum
Councilmember Tommy Wells	VRE
DCSHPO	NRHS

### ***Consulting Party Meeting***

At this meeting, a recap of the effort from the last year was presented in a PowerPoint presentation and all Build Design Studies prepared to date were

presented in brief. The Preferred Alternative Build Design Study Number 12d was presented in depth. The draft Assessment of Effect report (July 2011 draft) was made available via the USRC web site, including table of potential adverse effects for each Design Study. The audience asked questions and made verbal comments. A schedule for the Formal Comment Period was agreed upon. E-mail addresses were collected to allow for continued communication. The following invited consulting parties were present at the review of the current preferred alternative for the proposed Center Cafe Project:

<b>Table 5: Consulting Party Meeting Attendees</b>			
<b>Name</b>	<b>Organization</b>	<b>Name</b>	<b>Organization</b>
Louise Brodnitz	ACHP	David Maloney	DC SHPO
Bryan Dold	Akridge	Kevin Tankersley	DCNRHS
David Tuchmann	Akridge	Steve Strauss	DDOT
Linda Davenport	Amtrak	Brian Rogers	Greyhound
Mike Latiff	Amtrak	Dawn Banket	JLL Union Station DC
Scott Leonard	Amtrak	Kristen Ethredge	JLL Union Station DC
Mary Montgomery	Amtrak	Mark Polhemus	JLL Union Station DC
Mort O'Boyle	Amtrak	Roy Staeck	JLL Union Station DC
Brian Soly	Amtrak	Jeff Hinkle	NCPC
Shauna Holmes	CHRS	Jennifer Hirsch	NCPC
Nancy Metzger	CHRS	Jamie Bratt	NoMA BID
Fred Lindstrom	CFA	Gary Scott	NPS
Thomas Luebke	CFA	Nell Ziehl	NTHP
Bill Wrigt	Committee of 100	Michele Jacobs	Special Events at Union Station
Mboka Loundu	DC Preservation League	Kristie Dennis	USRC
Rebecca Miller	DC Preservation League	Chelsey Thomas	USRC
John Sandor	DC Preservation League	Jack Train	USRC
Andrew Lewis	DC SHPO	Ann King	VRE

FRA was represented by William Fashouer.

USRC was represented by David Ball, Nzinga Baker, John Bowie, and Lisa Klimko.

USI was represented by Barry Lustig and Joe Press of Ashkenazy Acquisition Corporation.

The Design Team was represented by Rick Conrath, Richard Lee, Susan Mentus, Holly Fisher Keen, and Jessica Parker of GTM Architects.

EHT Tracerics was represented by Emily Eig and Dana Litowitz.

### ***Comments***

The comment period, lasting until September 7, 2011, was agreed upon. Comments were submitted to the USRC web site, by mail, or by email. The comments were posted on the USRC website for public view. All comments are included in this report. (See Attachment #13).

Seven formal comment letters were submitted from the consulting parties: the Association of the Oldest Inhabitants of the District of Columbia, the Capitol Hill Restoration Society, the Commission of Fine Arts, the Committee of 100, the D.C. Preservation League, the National Trust for Historic Preservation, and the National Railway Historic Society. Thirteen comments from citizens and other interested parties were submitted directly to the USRC website.

These comments demonstrated the desire to redesign or completely remove the penetrations in the Main Hall. Other comments call for a preservation or similar comprehensive station-wide plan to be carried out and for the Main Hall Project to be integrated into the larger Master Plan for the station.

USRC and the Design Team reviewed the comments and then collated them under categories to assist in understanding the issues and concerns of the Consulting Parties.

### ***Response to Comments***

In response to the main themes of the public and consulting party comments, responses were drafted by the FRA, USRC, and the design team.

#### **1. Why do we need the floor openings?**

- To allow us to remove the Center Café and the planters while maintaining/enhancing commercial revenues
- To allow direct access to Lower Level Retail which will result in an “anchor” type tenant
- To ease the circulation crunch at the existing escalators to Lower Level
- To provide a sense of openness between the two levels thereby making the Lower level more inviting to a destination retailer

#### **2. Are there alternative designs that do not require the penetration of the Main Hall floor for escalators?**

Yes, but they are not feasible at this time, usually for more than one reason. Among these are:

- a different location would require the removal of historic fabric (such as in the West and East Halls or the front niches which also would affect the building's exterior);
- the escalators would not arrive at the Lower Level at a practical or functional location:
  - the lower level of the building does not extend completely under the main floor and the foundation pylons are very large;
  - Metro's electrical rooms block some locations
  - The escalators need to arrive at practical locations on the Lower Level to insure good circulation and tenant layouts
- reliance on the existing escalators means that the Lower Level tenant will not get the exposure that is necessary for commercial viability
- more visibility of the Lower Level is essential for success; one of the major reasons that the theaters failed is that their location was not made sufficiently visible and they were not easily accessible using the existing escalators

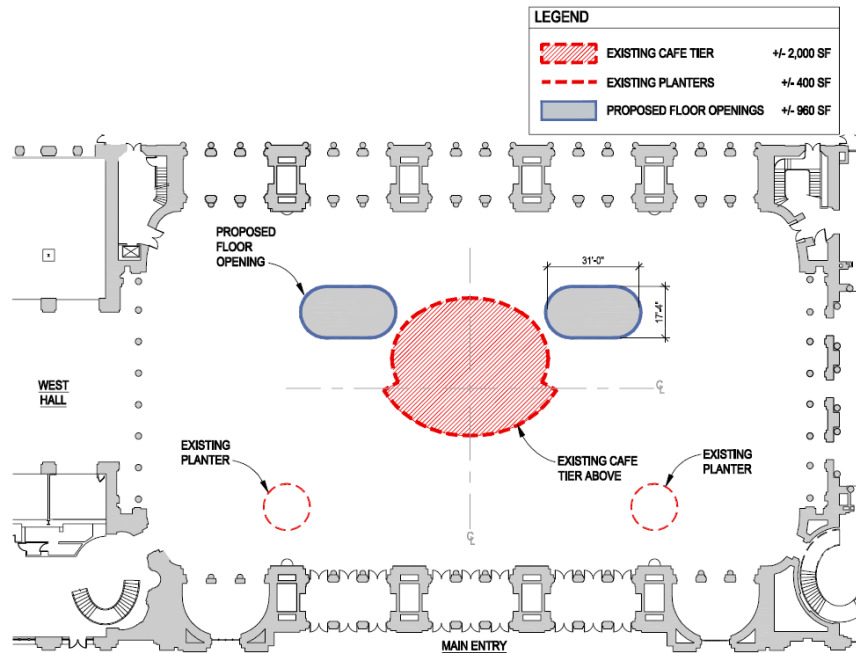
### **3. Why do we need the LMUs?**

While the LMUs were intended to make up for the loss of retail area from the displacement of Godiva and Little Miss Match in the repositioning of the café areas, USI agrees to omit them from the proposal. This frees up more floor area to further improve the circulation.

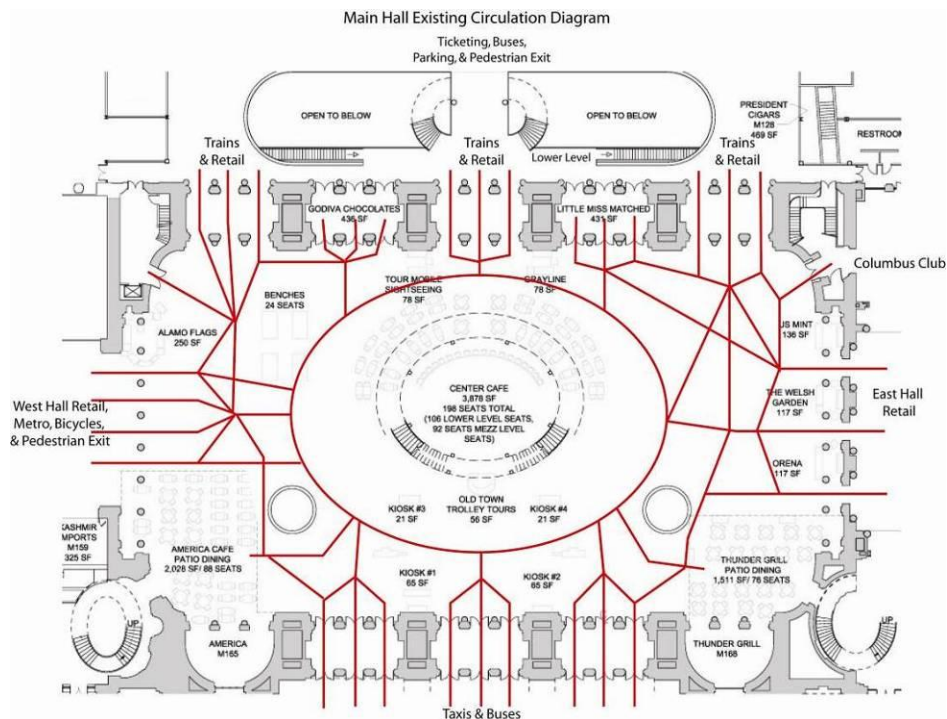
### **4. How much space will be reclaimed by the removal of the Center Café and the Planters after the floor penetrations are constructed?**

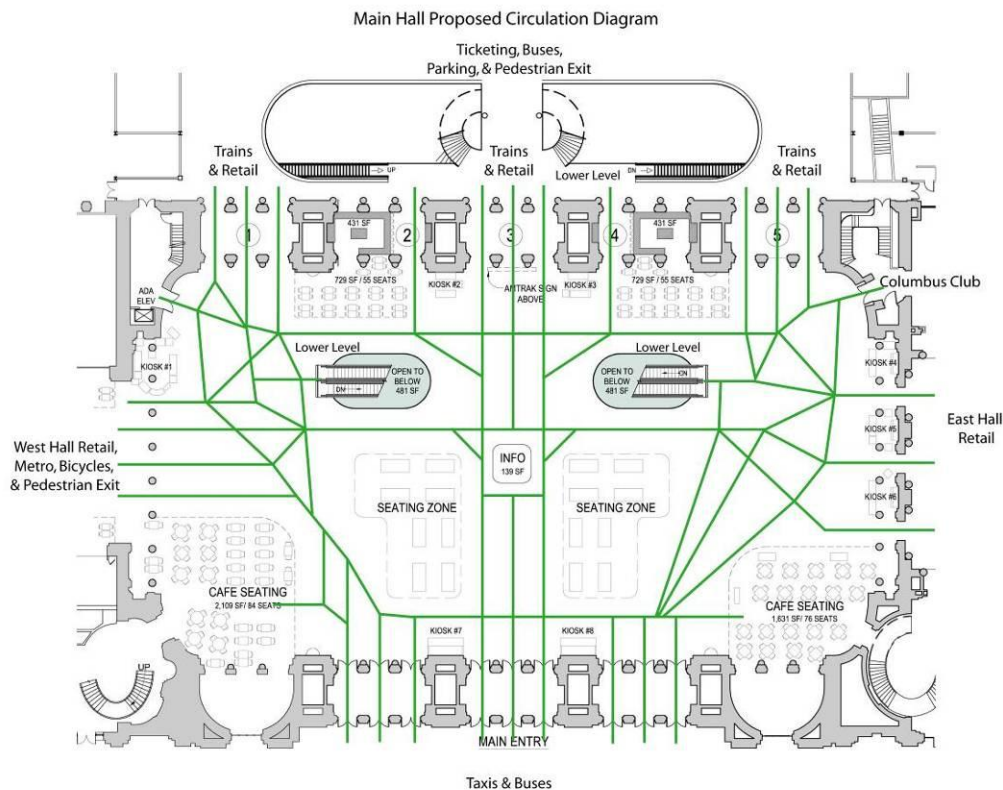
Approximately 1,440 square feet of floor space will be reclaimed if the Center Café and planters are replaced by the two floor openings. The Center Café takes up approximately 2,000 square feet, and each planter is approximately 200 square feet which is a total of 2,400 square feet. The new floor openings are approximately 480 square feet each for a total of 960 square feet. The number of free-standing seats is the same with or without the Center Café, only their locations change.





**5. What is circulation pattern presently and what will it be like if the Preferred Alternative is constructed?**





## 6. What are the economic benefits of implementing the Preferred Alternative?

Reactivation of 40,000 square feet at the Lower Level with prime retail sales (and the resulting sales tax). Utilization of this retail would be a boon to the local economy, providing much-needed jobs and revenue.

## 7. How does the Preferred Alternative fit into the plans of the other Union Station stakeholders (Amtrak, WMATA, DDOT, and Akridge)?

The plans of the other stakeholders presently are broad and undeveloped ideas that project far into the future. For instance, Amtrak proposes three different scenarios, each of which would have a greatly different effect on the station's operations and none of which has any presently viable funding mechanism. The coordination of the various plans are at a nascent stage and will take a great deal of time and effort to bring the coordination among the groups and to fruition. If the Preferred Alternative plan is completed now it will not affect these plans. USRC and USI will be participating in the Master Plan process and we are fully prepared to review the success of the floor openings/escalators as part of the long term effort. If in the future there is a reasonable plan for alternate access to the Lower Level (such as from a new underground parking lot or pedestrian tunnel beneath Columbus Circle) USI is more than willing to consider removing the escalators and infilling the floor

openings. As evidence of the commitment to embrace alternate solutions in the future, all leases for the Lower Level will include easements to allow for the alterations to the point of access, as well as the retraction or expansion of leasable area. The important point is that these plans and their implementation is not going to happen in the foreseeable future, while the need for the direct access to the Lower Level is now.

**8. Can the design be improved so that it is less historicist and more contemporary?**

The design is currently being refined in accordance with consulting party preferences.

**G. September 2011-November 2011**

Beginning in September 2011 FRA, USRC, and USI reviewed responses by the consulting parties to the presentation on July 20, 2011 and determined ways the Preferred Alternative could be refined to further minimize adverse effects.

In an initial response, an effort was made to further publicize the project and the preferred alternative. This included posting an updated draft of the Assessment of Effect report on the USRC website, posting notices throughout Union Station, and responding to requests for information from organizations and the public.

Discussions among FRA, USRC, and USI surrounding comments received following the July 20, 2011 meeting resulted in a revision of Scheme 12e that was then presented as Scheme 12f to the DC SHPO for discussion. The revised scheme included the following revisions based on previous comments outlined above. The design has been refined in several ways. The LMUs were removed to improve circulation in the Main Hall and to reduce clutter. Additionally, plans were made to redesign floor penetrations and superstructures above the escalators in a more contemporary style using more robust materials.

On November 16, 2011, FRA, USRC, and USI met with staff members of the DC SHPO to discuss the next steps in the Section 106 process. Although the DC SHPO appreciated the revised scheme, Staff architect Kim Elliott presented, in conjunction with David Maloney and Andrew Lewis, two design alternatives created by the SHPO (pg. 48). The design options presented by the DC SHPO recommended foregoing penetrations with vertical circulation in the Main Hall and instead focused on improvements to the Shopping Concourse to the north.

FRA, USRC, and USI appreciated the design schemes and agreed that renovation of the “atrium” in the Shopping Concourse would be a benefit to the station; however the ideas put forth did not solve the current issues of congestion and lack of signage. Relegating vertical circulation to the Shopping Concourse, as is the case today, would not provide a Lower Level tenant with adequate visibility. Additionally, it was determined that the escalators would not arrive at the Lower Level at a practical or functional location and a new Lower Level tenant would encounter the same problems that faced the former movie theater.

At this point, the project’s future was at serious risk because the FRA, USRC, and USI could not devise a scheme that would sufficiently satisfy DC SHPO’s goal to avoid adverse effect.

## **H. November 2011-August 2012**

Simultaneous to the drafting of alternative schemes, in November 2011, USRC retained Wyman/Whitehouse, a firm with substantive expertise in wayfinding, to study the pedestrian circulation patterns of Union Station and to design and prepare recommendations for implementation for a building-wide wayfinding program. The addition of the wayfinding team provided a possibility for further minimization of adverse effects and persuaded USI to continue pursuit of the project.

In December 2011, recognizing that an adverse effect could not be avoided if the project were to move forward, informal discussions among FRA, USRC, USI, and DC SHPO continued focused primarily on the potential for meaningful mitigation to balance the potential adverse effect. At this point, the Advisory Council requested that FRA make a formal determination of adverse effect. USI provided USRC with a draft letter of effect which included possible mitigation actions. In the following month, FRA and USRC developed the letter of adverse effect. FRA submitted the letter to the Advisory Council in June 2012.

In February 2012, FRA, USRC, and USI discussed modifications to the Preferred Design Alternative 12f in light of the Station-wide signage and wayfinding program now fully underway.

After six months of studying the workings of Union Station, signage and wayfinding, consultants Wyman/Whitehouse presented the analysis and strategy portion of their Washington Union Station Signage and Wayfinding Master Plan.

In early May 2012, USI committed to accepting a Wyman/Whitehouse solution to the signage problems consistent with an approved wayfinding program for Union Station. Wyman/Whitehouse met with USI and USRC to discuss a collaboration on the design of the escalator opening surrounds. The project architects and Wyman/Whitehouse agreed to work together to formulate a design alternative that would further minimize adverse

effect particularly responding to comments relating to the signage and associated escalator openings.

In July 2012, the Advisory Council responded verbally to the Adverse Effect letter by requesting a meeting with the signatories and the Commission of Fine Arts staff. This meeting was held on August 9, 2012. At this meeting, it was determined to hold a final public meeting to present Preferred Alternative 12g as the selected scheme and engage in a discussion of mitigation. The highly simplified scheme incorporates a signage proposal as designed by Wyman/Whitehouse.

A final public meeting will be held by the consulting parties at Union Station on September 10, 2012 to present the selected design option and discuss mitigation to the adverse effect of the design.

## **I. Current Status and Next Steps**

### ***Final Design Development***

Details of the final design will be developed with input from the signage and wayfinding team. Once finalized, the design will be posted on the USRC website.

### ***Mitigation***

USRC and FRA will work with DC SHPO, ACHP, and USI to develop the final list of mitigation. This final list will reflect the level of adverse effect that will result from the selected design. The mitigation list will also include time frames and levels of efforts to assure that the resulting products are consistent with expectations of all signatories.

To *mitigate* the adverse effect caused by the introduction of the openings into the Main Hall floor, the following are being considered:

1. Removal of the existing Center Café structure.
2. Removal of both circular planter structures.
3. Relocation of floor grills and insertion into the escalator floor openings.
4. Restoration of any damaged floor material.
5. Development of guidelines to avoid clutter on the proposed information desk and existing kiosks.
6. Removal of the floor penetrations when warranted by the introduction of changes in the circulation patterns of the station beyond USI's control, and which can demonstrably accommodate the users of the Main Hall and Lower Level to an increased level beyond the changes proposed by this undertaking. These changes might include, but are not limited to significant modifications to Amtrak's ticketing and passenger waiting areas or Akridge's modification to the north side of the station to accommodate its development above the

- yard, or any plan by the National Park Service, District of Columbia Department of Transportation or Washington Metropolitan Area Transportation Authority to incorporate pedestrian access to the south or west sides of the Lower Level connecting to Columbus Plaza or Metro's entrances.
7. Preparation of a National Historic Landmark nomination for Union Station to be submitted to the National Historic Landmarks Program by USI.
  8. Preparation, printing, and distribution of a brochure on the history of Union Station following the format of the DC SHPO brochure series.
  9. Preparation of an interpretive exhibition program on Union Station focusing on such topics as: architecture, including Burnham's Beaux Arts design; context within the city and neighborhood; historical development, including the McMillan Commission plan; the Washington Terminal Company; changes and alterations over the years; and other related topics.

***Memorandum of Agreement***

USRC and FRA will work with DC SHPO, ACHP, and USI to develop the Memorandum of Agreement (MOA). Once the MOA is executed, it will be posted on the USRC website.