

# HISTORIC AND DESIGN REVIEW COMMISSION

August 16, 2017

**HDRC CASE NO:** 2017-393  
**ADDRESS:** 350 HOEFGEN AVE  
**LEGAL DESCRIPTION:** NCB 14082 BLK 2 LOT 4 (EXCEPT S IRR 147.42 FT (.442 A), S IRR 96.39 FT (.236 A) & W IRR 312.5 FT (1.313 A)  
**ZONING:** D,HE  
**CITY COUNCIL DIST.:** 2  
**DISTRICT:** St. Paul Square Historic District  
**LANDMARK:** Southern Pacific Railroad Station  
**APPLICANT:** Jeanne Whitehead/EMR, Inc  
**OWNER:** VIA Metropolitan Transit  
**TYPE OF WORK:** Construction of a pre-engineered metal canopy and storage structure  
**REQUEST:**

The applicant is requesting a Certificate of Appropriateness for approval to:

1. Remove an existing container, temporary shed, and canopy.
2. Construct a new 2,412 square foot metal canopy structure with fully enclosed bay for secured storage and an open bay for materials storage. The structure is pre-engineered metal building to be constructed atop a 5 inch concrete slab.

## APPLICABLE CITATIONS:

*Historic Design Guidelines, Chapter 4, Guidelines for New Construction*

### 1. Building and Entrance Orientation

#### A. FAÇADE ORIENTATION

- i. *Setbacks*—Align front facades of new buildings with front facades of adjacent buildings where a consistent setback has been established along the street frontage. Use the median setback of buildings along the street frontage where a variety of setbacks exist. Refer to UDC Article 3, Division 2. Base Zoning Districts for applicable setback requirements.
- ii. *Orientation*—Orient the front façade of new buildings to be consistent with the predominant orientation of historic buildings along the street frontage.

#### B. ENTRANCES

- i. *Orientation*—Orient primary building entrances, porches, and landings to be consistent with those historically found along the street frontage. Typically, historic building entrances are oriented towards the primary street.

### 2. Building Massing and Form

#### A. SCALE AND MASS

- i. *Similar height and scale*—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.
- ii. *Transitions*—Utilize step-downs in building height, wall-plane offsets, and other variations in building massing to provide a visual transition when the height of new construction exceeds that of adjacent historic buildings by more than one-half story.
- iii. *Foundation and floor heights*—Align foundation and floor-to-floor heights (including porches and balconies) within one foot of floor-to-floor heights on adjacent historic structures.

#### B. ROOF FORM

- i. *Similar roof forms*—Incorporate roof forms—pitch, overhangs, and orientation—that are consistent with those predominantly found on the block. Roof forms on residential building types are typically sloped, while roof forms on non-residential building types are more typically flat and screened by an ornamental parapet wall.

#### C. RELATIONSHIP OF SOLIDS TO VOIDS

i. *Window and door openings*—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.

ii. *Façade configuration*—The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

#### D. LOT COVERAGE

i. *Building to lot ratio*—New construction should be consistent with adjacent historic buildings in terms of the building to lot ratio. Limit the building footprint for new construction to no more than 50 percent of the total lot area, unless adjacent historic buildings establish a precedent with a greater building to lot ratio.

### 3. Materials and Textures

#### A. NEW MATERIALS

i. *Complementary materials*—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.

ii. *Alternative use of traditional materials*—Consider using traditional materials, such as wood siding, in a new way to provide visual interest in new construction while still ensuring compatibility.

iii. *Roof materials*—Select roof materials that are similar in terms of form, color, and texture to traditionally used in the district.

iv. *Metal roofs*—Construct new metal roofs in a similar fashion as historic metal roofs. Refer to the Guidelines for Alterations and Maintenance section for additional specifications regarding metal roofs.

v. *Imitation or synthetic materials*—Do not use vinyl siding, plastic, or corrugated metal sheeting. Contemporary materials not traditionally used in the district, such as brick or simulated stone veneer and Hardie Board or other fiberboard siding, may be appropriate for new construction in some locations as long as new materials are visually similar to the traditional material in dimension, finish, and texture. EIFS is not recommended as a substitute for actual stucco.

#### B. REUSE OF HISTORIC MATERIALS

*Salvaged materials*—Incorporate salvaged historic materials where possible within the context of the overall design of the new structure.

### 4. Architectural Details

#### A. GENERAL

i. *Historic context*—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.

ii. *Architectural details*—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.

iii. *Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

### 5. Garages and Outbuildings

#### A. DESIGN AND CHARACTER

i. *Massing and form*—Design new garages and outbuildings to be visually subordinate to the principal historic structure in terms of their height, massing, and form.

ii. *Building size*—New outbuildings should be no larger in plan than 40 percent of the principal historic structure footprint.

iii. *Character*—Relate new garages and outbuildings to the period of construction of the principal building on the lot through the use of complementary materials and simplified architectural details.

iv. *Windows and doors*—Design window and door openings to be similar to those found on historic garages or

outbuildings in the district or on the principle historic structure in terms of their spacing and proportions.

v. *Garage doors*—Incorporate garage doors with similar proportions and materials as those traditionally found in the district.

#### B. SETBACKS AND ORIENTATION

i. *Orientation*—Match the predominant garage orientation found along the block. Do not introduce front-loaded garages or garages attached to the primary structure on blocks where rear or alley-loaded garages were historically used.

ii. *Setbacks*—Follow historic setback pattern of similar structures along the streetscape or district for new garages and outbuildings. Historic garages and outbuildings are most typically located at the rear of the lot, behind the principal building. In some instances, historic setbacks are not consistent with UDC requirements and a variance may be required.

### 6. Mechanical Equipment and Roof Appurtenances

#### A. LOCATION AND SITING

i. *Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way.

ii. *Service Areas*—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.

#### B. SCREENING

i. *Building-mounted equipment*—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.

ii. *Freestanding equipment*—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.

iii. *Roof-mounted equipment*—Screen and set back devices mounted on the roof to avoid view from public right-of-way.

## FINDINGS:

- a. The address 350 Hoefgen Ave is the site of the Southern Pacific Railroad Station, constructed in 1902. The complex was designed by Southern Pacific Railroad architect Daniel J. Patterson in the Mission Revival style. The complex is a designated local landmark and was added to the National Register of Historic Places in 1975. The lot is also located within the St. Paul Square Historic District. The applicant is requesting approval to construct a 2,412 square foot metal canopy structure with fully enclosed bay for secured storage and an open bay for materials storage on the southeast edge of the property.
- b. REMOVAL OF EXISTING STRUCTURES – The request includes the demolition and removal of an existing shipping container, temporary shed, and canopy, all which are non-contributing to the site or the district. The structures are made of lightweight metal. Staff finds their removal acceptable.
- c. CONTEXT – This portion of the designated lot is located to the south of the historic Southern Pacific Railroad Station landmark complex and just north of the Alamodome. The lot is flanked to the east by railroad lines, which are elevated on an overpass. Due to the elevation, this area of the lot is generally not visible from the public right-of-way or Montana St below.
- d. FOOTPRINT – The proposed structure has a footprint measuring 36 by 67 feet, totaling 2,412 square feet. The proposed structure is larger than the existing utility structures on the southern edge of the lot, but comparable to the San Antonio Amtrak Station building to the north. Staff finds the proposal appropriate given the site-specific context.
- e. MASSING AND SCALE – The proposed structure will measure approximately 1-story in height. This is comparable and compatible to the historic structures on the lot. Staff finds the height acceptable.
- f. FAÇADE MATERIALS – The applicant has proposed to construct a pre-engineered structure. The façade materials will be factory-finished metal wall panels with a ribbed texture. The color is specified as almond beige. According to the Historic Design Guidelines, materials should be used that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. Additionally, vinyl siding, plastic, or corrugated metal sheeting are not appropriate materials in historic districts. While the existing structures to be removed are of a similar materiality, the historic structures on the lot, as well as the structures in the St. Paul Square Historic District, do not feature pre-engineered metal siding. Based on the location of this structure and its relationship to the Southern Pacific Railroad Station landmark, staff does not find the use of ribbed metal panels appropriate.

- g. **ROOF** – The proposed structure features a flat roof constructed of factory-finished metal roof panels. According to the Historic Design Guidelines, roof materials should be similar in terms of form, color, and texture to traditionally used in the district. Additionally, roof forms should be consistent with those predominantly found in the vicinity in terms of pitch, overhangs, and orientation. Non-residential building types in the district typically flat and screened by an ornamental parapet wall. This is evident in the historic structures found on the lot. Staff finds the use of a flat metal roof with factory-finished panels inconsistent with the forms used in the district.
- h. **OPENINGS** – The primary (east) façade of proposed structure features two open bays framed by steel framing members and one enclosed bay with an overhead rolling door. The other three facades do not contain openings. According to the Historic Design Guidelines, blank walls should be avoided, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays. While this structure is minimally visible from the public right-of-way, openings should be incorporated. Alternatively, based on the configurations of the existing station structures, a façade in this setting should be visually broken utilizing façade treatments. Staff does not find single-plane walls appropriate.
- i. **FENCING** – The proposal incorporates existing fencing on the front façade to secure the open storage bays. Based on the submitted drawings, the metal fencing appears to be chain link. Chain link is not an appropriate material in historic districts or on historically-designated properties.
- j. **ARCHITECTURAL DETAILS** – According to the Historic Design Guidelines, architectural details for new construction should incorporate details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Contemporary material interpretations are encouraged, but modern materials should be implemented in a way that does not distract from historic structures. Generally, the introduction of a pre-engineered storage shed with few openings is not encouraged in a historic district, especially on a lot with structures that are of local and national significance. The context, while industrial in nature, calls for a site-specific structure that works with, rather than departs from, the established character of the historic structures.

## **RECOMMENDATION:**

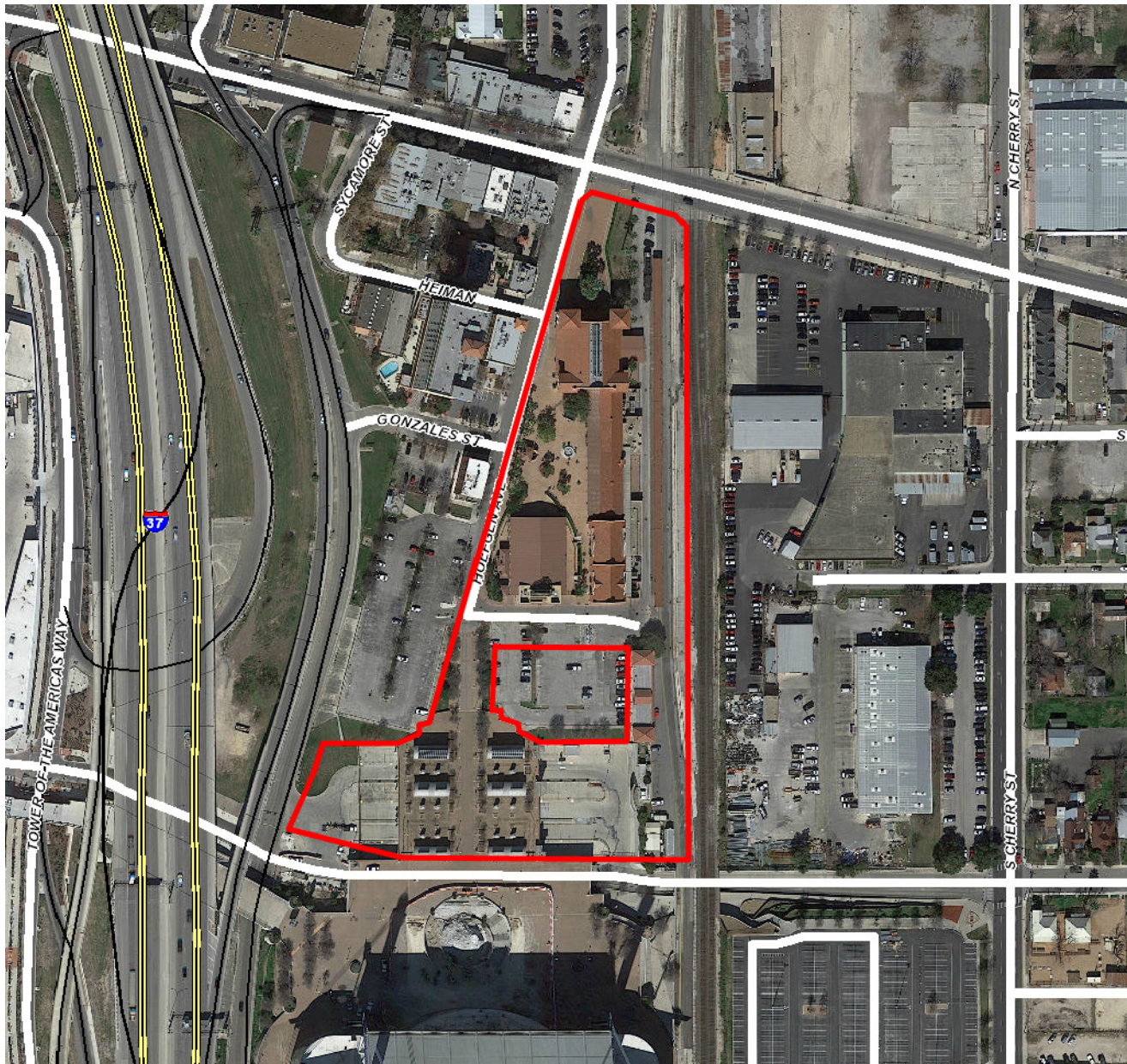
Item 1, Staff recommends approval of the demolition and removal of an existing container, temporary shed, and canopy based on finding b.

Item 2, staff has concerns regarding the placement of this structure within the context of the nearby historic structures which are of local and national significance. Staff recommends a structure that is site-specific and works with, rather than departs from, the historic district. Substantial design changes should be made to increase the quality of the canopy including more traditional building materials, elimination of chain link, and additional landscaping or screening to buffer the structure from pedestrian areas.

## **CASE MANAGER:**

Stephanie Phillips





## Flex Viewer

Powered by ArcGIS Server

Printed: Aug 03, 2017

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AMTRAK  
San Antonio, TX

CITY OF SAN ANTONIO  
NOTICE OF HEARING  
HISTORIC & DESIGN  
REVIEW COMMISSION  
REQUEST (San Antonio, TX)  
HEARING DATE: MONDAY, 10/11/2022 (Time: 3:00 PM)  
For more information, please call (210) 307-8015  
ALL MEETINGS TAKE PLACE AT 1001 S. ALAMO





350 Hoefgen Avenue

Alamo City Chamber of Commerce

Historic Sunset Station

The RK Group

South Cherry Street Parking Lot

Montana St

Schery St





The RK Group

Historic Sunset Station

Alamo City Chamber of Commerce

350 Hoefn Avenue

South Cherry Street Parking Lot

Access Rd

Access Rd

Montana St





Alamodome

South Cherry  
Street Parking Lot

San Antonio Station  
350 Hoeftgen Avenue

Alamo City Chamber  
of Commerce

Historic Sunset Station

ATM

Hoeftgen Ave

Montana St

I-37 Access Rd





*View from the north end of the office trailer. The proposed building is to be constructed in the area behind the metal fence.*





*View from the north end of the office trailer. The proposed building is to be constructed behind the storage container and the office trailer.*





*View from the south end of the office trailer. The proposed building is to be constructed in the area behind the metal fence.*



Amtrak Mechanical Canopy  
Proposed Work Narrative

AP#2287461

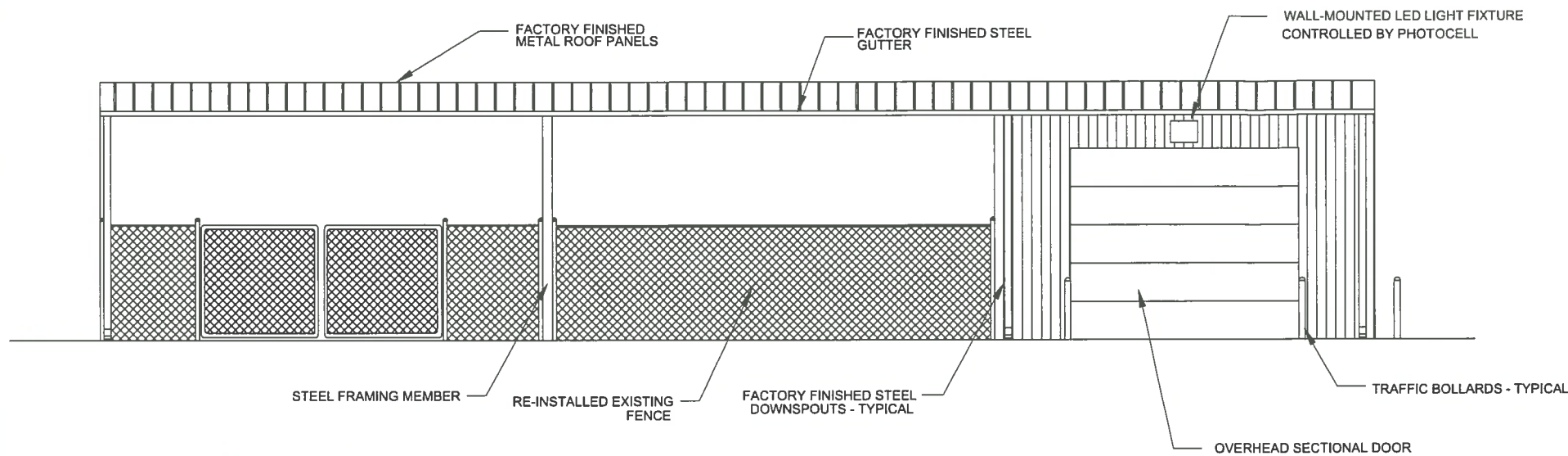
Site Address: 350 Hoefgen Avenue, San Antonio, TX

The proposed construction at the Amtrak mechanical facility located at 350 Hoefgen Avenue is a 2,412 square feet metal canopy structure for storage of equipment and materials for use by the Amtrak Mechanical Department for passenger train and locomotive operations maintenance and repair. The proposed structure is to be 36 feet wide by 67 feet long and is to be constructed of metal framing members with pre-engineered metal wall sheets and roof sheets. The structure will have a shed roof with maximum height of 13 feet 6 inches at the west wall. The north end of the building is to be fully enclosed with one 10 feet x 12 feet overhead door and one walk-through door. The remainder of the building will be an open, three-sided space. The pre-engineered metal building will be manufactured by Star Building Systems. The color of the roof and wall sheets will be Star Building Systems Signature 300 "Almond." The trim, gutter, and downspouts will be Star Building Systems Signature 300 "Medium Bronze." The overhead door and walk-through door will be painted to match the trim color. Metal fencing will be installed along the open bay of the structure for security. The structure is to be built atop a 5" reinforced concrete slab.

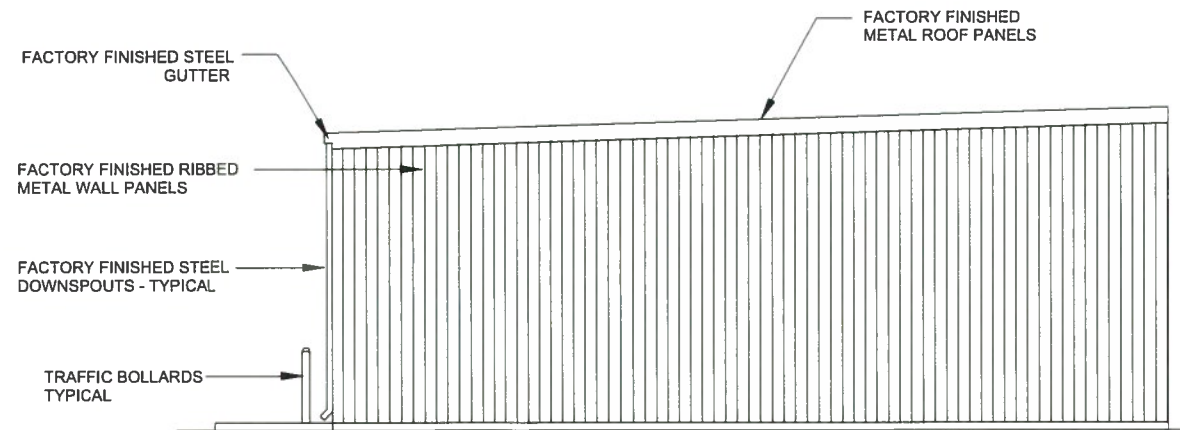




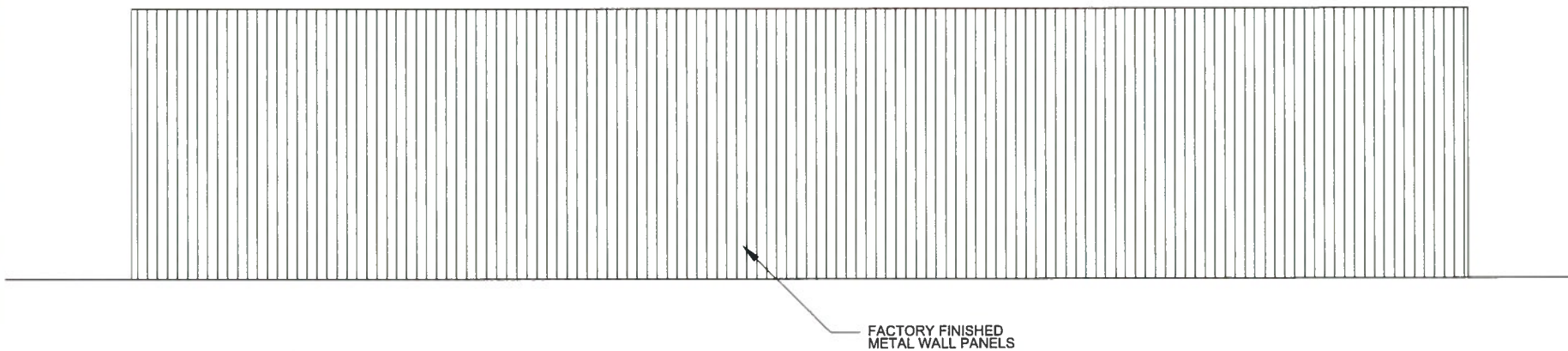




**EAST ELEVATION**  
SCALE: 1/4" = 1'



**NORTH ELEVATION**  
SCALE: 1/4" = 1'



**WEST ELEVATION**  
SCALE: 1/4" = 1'

No.	Revisions	Date	By

**Amtrak®**

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Office of Chief Engineer

National Railroad Passenger Corporation  
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date	Designed by
DEPUTY CHIEF ENGINEER-XXXXX		
SENIOR DIRECTOR-XXXXX		
DIRECTOR-XXXXX		



PO BOX 152  
ALED0, TX  
817-599-6320


SAN ANTONIO		TEXAS		File No:	
MECHANICAL CANOPY		EXTERIOR ELEVATIONS		Work Elem. No:	
				Sheet No.	4 OF 8
Designed	Drawn	Checked	Date 4/14/17	Qty. No.	A201



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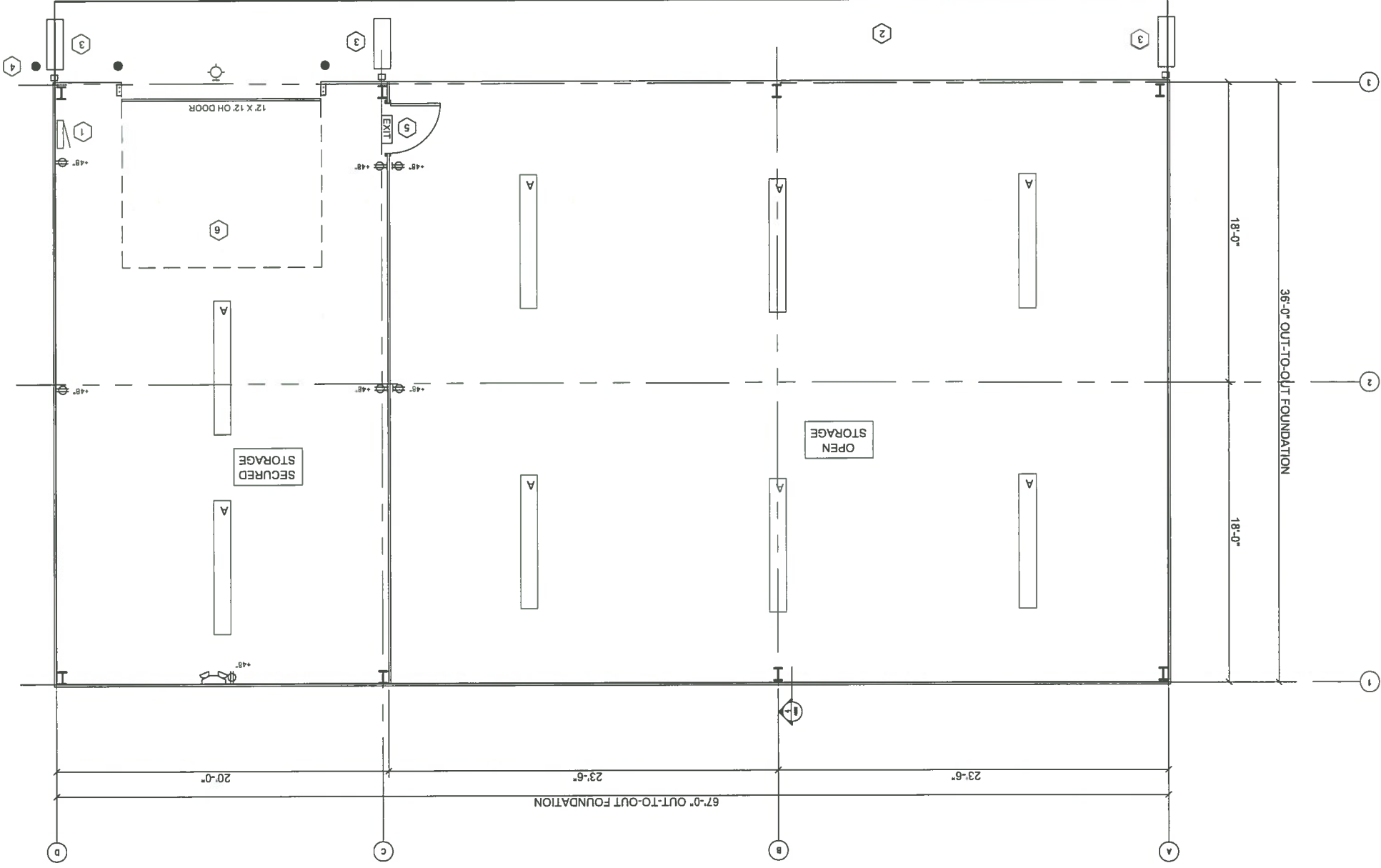
**FLOOR PLAN**  
SCALE: 1/4" = 1'

Approved	Date
DEPUTY CHIEF ENGINEER-XXXXX	
SENIOR DIRECTOR-XXXXX	
DIRECTOR-XXXXX	

 **EMR**  
INCORPORATED  
INFRASTRUCTURE AND ENVIRONMENT

PO BOX 152  
ALED0, TX  
817-599-6320

SAN ANTONIO		MECHANICAL CANOPY		FLOOR PLAN	
TEXAS		Sheet No.		3 OF 8	
Ea No.		Work Item No.		A101	
Dwg No.		Date		4/14/17	
Designed		Drawn		Checked	



- |   |   |
|---|---|
| 1 | ELECTRICAL PANEL                                      |
| 2 | 4" REINFORCED CONCRETE APRON, SLOPE TO DRAIN, 3% MIN. |
| 3 | DOWNSPOUT TO CONCRETE SPLASHBLOCK                     |
| 4 | TRAFFIC BOLLARD, TYPICAL OF 3                         |
| 5 | 3'-0" X 7'-0" HOLLOW METAL DOOR                       |
| 6 | SECTIONAL OVERHEAD DOOR                               |

## KEY NOTES

## DESIGN NOTES

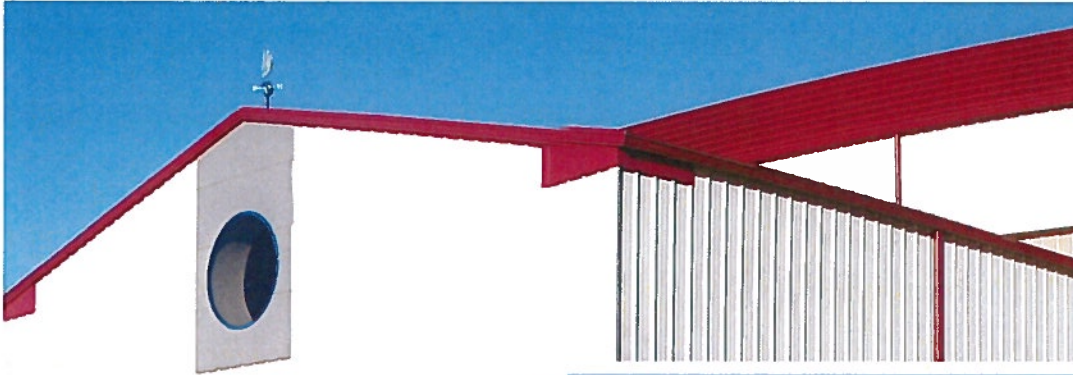


Color Chart *Selections*

COLONIAL RED  
SR 34 SRI 37

SLATE GRAY  
SR 37 SRI 41

BROWNSTONE ★  
SR 47 SRI 54



  
**STAR**  
BUILDING SYSTEMS  
AN INCI COMPANY

**COLOR CHART**

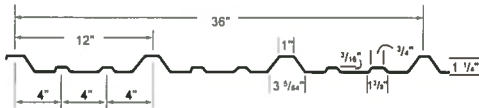


# COMMERCIAL/ INDUSTRIAL & FASTAR COLORS

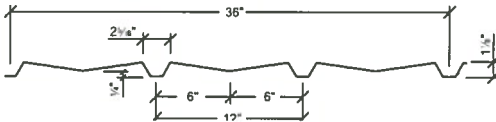
## SIGNATURE® 200 | SILICONIZED POLYESTER | Polar White is a Straight Polyester.

### Wall and Roof Panels

#### PBR



#### AVP



POLAR WHITE  
SR .58 SRI 68

LIGHT STONE  
SR .56 SRI 66

FERN GREEN  
SR .29 SRI 29

HAWAIIAN BLUE  
SR .31 SRI 31

ASH GRAY  
SR .45 SRI 50

SADDLE TAN  
SR .47 SRI 53

RUSTIC RED  
SR .37 SRI 39

DESERT SAND  
SR .42 SRI 47

CHARCOAL GRAY  
SR .38 SRI 41

KOKO BROWN  
SR .35 SRI 37

BURNISHED SLATE  
SR .34 SRI 36

CRIMSON RED  
SR .32 SRI 33

COBALT BLUE  
SR .26 SRI 24

## SIGNATURE® 300 | 70% PVDF RESIN

### Wall and Roof Color

SNOW WHITE  
SR .65 SRI 78

ALMOND  
SR .63 SRI 75

SLATE GRAY  
SR .37 SRI 39

HARBOR BLUE  
SR .28 SRI 27

BROWNSTONE  
SR .47 SRI 53

MEDIUM BRONZE  
SR .33 SRI 34

CLASSIC GREEN  
SR .27 SRI 26

BRITE RED  
SR .49 SRI 55

### Trim Color

- Final color selection should be made from actual color chips.
- For the most current information available, visit our website at [www.starbuildings.com](http://www.starbuildings.com).
- See product catalog for gauge and color availability.
- Heavier gauges, narrower widths, striations and embossing minimize "oil canning."
- All Signature® 300 and 300 Metallic are low gloss colors.
- A 25-year limited paint warranty available for all colors upon written request, please inquire. (Outside the continental United States, please inquire.)
- Signature® is a registered trademark of NCI Group, Inc.

### What is Solar Reflectivity (SR)?

Solar reflectivity or reflectance (SR) is the ability of a material to reflect solar energy from its surface back into the atmosphere. The SR value is a number from 0 to 1.0. A value of 0 indicates that the material absorbs all solar energy and a value of 1.0 indicates it is all reflected. ENERGY STAR requires SR testing of both new and aged roof products. New products must have an SR value of 0.25 or higher for steep slope (above 2:12) roofing and an SR value of 0.65 or higher for low slope (2:12 or less) roofing. Aged testing takes 3 years to complete, so not all products that meet the initial requirements are qualified. For more information, please go to [www.energystar.gov](http://www.energystar.gov).

### What is Solar Reflectance Index (SRI)?

The SRI is used to determine compliance with LEED requirements and is calculated according to ASTM E 1980 using values for reflectance and emissivity. Emissivity is a material's ability to release absorbed energy. To meet LEED v3.0 requirements, a roofing material must have an SRI of 29 or higher for steep slope (above 2:12) roofing and an SRI value of 78 or higher for low slope (2:12 or less) roofing. For more information, please go to [www.usgbc.org](http://www.usgbc.org).







U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE.  
Washington, D.C. 20590

**31 May 2016**

AMTRAK FY 2016 CAPITAL INVESTMENT PROGRAM  
DETERMINATION UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT  
AND RELATED LAWS AND PROCEDURES

## INTRODUCTION

The provision of funds appropriated to the National Railroad Passenger Corporation (Amtrak) by the U.S. Department of Transportation/Federal Railroad Administration (FRA) is subject to a variety of environmental and historic preservation statutes and implementing regulations, including the National Environmental Policy Act (NEPA), Section 4(f) of the Department of Transportation Act, and the National Historic Preservation Act of 1966. This environmental determination addresses certain capital projects supported by these appropriations. The FRA's process for considering the environmental impacts of FRA funded activities is described in Federal Railroad Administration (FRA) *Procedures for Considering Environmental Impacts* (64 Federal Register [FR] 28545 [May 26, 1999] and 78 FR 2713 [January 14, 2013]).

## USES OF THE FUNDS

Federal capital assistance funds provided to Amtrak through the Grant Agreement for the FY2016 Capital Expenses will be used for a variety of purposes including: Amtrak Accessible Stations Development Program (ASDP), infrastructure, facility, property and station improvement projects; railroad equipment and rolling stock maintenance, repair and renewal; planning and design services; purchases of administrative supplies, information technology and railroad equipment; and periodic maintenance of equipment and facilities (collectively the "FY 2016 Capital Program").

## ENVIRONMENTAL CONSIDERATIONS

NEPA and related laws and regulations require the FRA Administrator to consider environmental consequences in providing Federal funds to Amtrak through direct grants. The FRA has concluded that granting the funds to Amtrak will have an overall positive environmental impact in that it will allow Amtrak to maintain or expand current levels of rail passenger operations. If the funds were not provided, Amtrak operations in the nation and particularly along the Northeast Corridor mainline could deteriorate, potentially causing



significant transportation and environmental impacts. Deterioration in critical infrastructure, particularly along the Northeast Corridor, could also have a significant impact on commuter operations operated or serviced by Amtrak on behalf of commuter authorities. Reduced or less efficient or effective Amtrak services could lead to increased air pollution, noise, and congestion as passengers switch to other modes, most likely private automobiles. Considering the importance of Amtrak's regional service and commuter operations on the Northeast Corridor mainline, transportation gridlock could occur with any catastrophic failure along Amtrak's Northeast Corridor mainline.

Focusing specifically on FY 2016 Capital Program projects considered in this determination for which Federal grant funds will be used, the FRA has concluded that these expenditures will not have an individual or cumulative significant impact on the environment. The projects are listed in the NEPA Attachment that accompanies this determination. FRA reviewed each of the projects with Amtrak management and considered the individual scopes of work for each project in reaching this conclusion for which several categorical exclusions from FRA's Environmental Procedures apply:<sup>1</sup>

- 4(c)(1) addressing administrative procurements (e.g. general supplies) and contracts for personal services.
- 4(c)(3) addressing financial assistance or procurements for planning or design activities which do not commit the FRA or its applicants to a particular course of action affecting the environment.
- 4(c)(11) addressing maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling or security facilities; stations; maintenance of way and maintenance of equipment bases; and other existing railroad-related facilities.
- 4(c)(16) addressing minor rail line additions including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards provided that such additions are not inconsistent with existing zoning, do not involve acquisition of a significant amount of right-of-way, and do not significantly alter the traffic density characteristics of the existing rail line or rail facilities.
- 4(c)(17) addressing the acquisition of track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties.
- 4(c)(18) addressing research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such

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<sup>1</sup> Not all FY16 Capital Program projects are covered by this memo. For some projects, NEPA work is being done under a separate document or Amtrak is using funds from other non-Federal sources.



research, development and/or demonstrations do not require the acquisition of a significant amount of right-of-way, and do not significantly alter the traffic density characteristics of the existing rail line.

- 4(c)(19) addressing improvements to existing facilities to service, inspect, or maintain rail passenger equipment, including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks.
- 4(c)(21) providing alterations to existing facilities, locomotives, stations and rail cars in order to make them accessible for the elderly and persons with disabilities, such as modifying doorways, adding or modifying lifts, constructing access ramps and railings, modifying restrooms, and constructing accessible platforms.
- 4(c)(23) addressing acquisition (including purchase or lease), rehabilitation, or maintenance of vehicles or equipment that does not cause a substantial increase in the use of infrastructure within the existing right-of-way or other previously disturbed locations, including locomotives, passenger coaches, freight cars, trainsets, and construction, maintenance or inspection equipment.
- 4(c)(24) addressing installation, repair and replacement of equipment and small structures designed to promote transportation safety, security, accessibility, communication or operational efficiency that take place predominantly within the existing right-of-way and do not result in a major change in traffic density on the existing rail line or facility, such as the installation, repair or replacement of surface treatments or pavement markings, small passenger shelters, passenger amenities, benches, signage, sidewalks or trails, equipment enclosures, and fencing, railroad warning devices, train control systems, signalization, electric traction equipment and structures, electronics, photonics, and communications systems and equipment, equipment mounts, towers and structures, information processing equipment, and security equipment, including surveillance and detection cameras.
- 4(c)(25) addressing environmental restoration, remediation and pollution prevention activities in or proximate to the existing former railroad track, infrastructure stations and facilities conducted in the conformance with applicable laws, regulations and permit requirements, including activities such as noise mitigation, landscaping, natural resource management activities, replacement or improvement to storm water oil/water separators, installation of pollution containment system, slope stabilization, and contaminated soil removal or remediation activities.
- 4(c)(26) addressing assembly or construction of facilities or stations that are consistent with existing land use and zoning requirements, do not result in major change in traffic density and have less than ten acres of surface disturbance, such as storage/maintenance facilities, freight or passenger loading/unloading facilities or stations, parking facilities, passenger platforms, canopies, shelters, pedestrian overpasses or underpasses, paving, or landscaping.



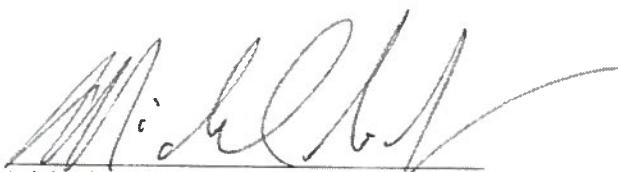
Amtrak's planned acquisitions include: information technology equipment, marketing materials, software, services, and other electronic devices; equipment for railroad maintenance; supplies and parts for railroad equipment. Some of the projects that Amtrak will undertake through the FY 2016 Capital Program involve periodic or deferred maintenance activities to railroad equipment, maintenance of operating facilities, stations, track, electric power supply, signals, bridges, tunnels, right-of-ways, drainage culverts, and other appurtenances of railroad infrastructure. These activities help keep the railroad in a state of good repair and safe for continued operations.

FRA has also concluded that the projects listed in the NEPA Attachment satisfies the requirements of Section 4(e) of FRA's Environmental Procedures. Projects categorically excluded by this document are not judged to be environmentally controversial or inconsistent with any Federal, State, or Local regulatory ordinances, programs, or laws, including Section 4(f) of the Department of Transportation Act and Section 106 of the National Historic Preservation Act of 1966. Projects listed in the attachment are not anticipated to cause significant environmental impacts on any mode of transportation or cause significant adverse impacts on natural, cultural, recreational or scenic environments.

Accordingly, FRA has determined that the provision of Federal funds for the FY 2016 Capital Program expenses is categorically excluded from detailed environmental review pursuant to FRA's Environmental Procedures for those projects labeled in the attached list as "CE Memo."

#### CONCLUSION

In conclusion, the FRA has determined that granting Federal funds for the FY 2016 Capital Program expenses as described in this determination will not have a significant impact on the environment. Granting these funds has potential environmental benefits through maintenance of Amtrak's infrastructure in a state of good repair to support continued operation and expansion of passenger rail services. Neither an environmental assessment nor an environmental impact statement is required to satisfy NEPA requirements for the projects listed in the attachment.



Michael Johnsen, Acting Division Chief  
Environment and Corridor Planning

May 31, 2016

Date

Attachment



Attachment - List of Projects accompanying this NEPA Determination

State	Project Name	WBS #	Project description	Section 106 closed date	NEPA CE code
AZ	Maricopa AZ Station Fencing	C EN 101224 0023	removal and replacement of fencing to accommodate turning radius of baggage cars	n/a	4c11
AZ	Maricopa AZ Station Tactile and Safety Striping	C EN 101224 0024	Installation of 1000 feet of tactile strip as well as safety striping on station platform	n/a	4c11
CA	SGR Facilities Security Cameras	C CF 201004 0065	Purchase and installation of Videotec Security Cameras at non-historic Los Angeles Car Shop	n/a	4c11
CA	Modular structure for Amtrak Police Offices at Oakland Maintenance Facility	C PO 100000 0018	Purchase and installation of modular office trailers for Amtrak Police Department personnel	n/a	4c26
CA	Needles CA Fencing and Handrail	C EN 101224 0028	Installation of handrail and fencing at Needles CA station	n/a	4c11
CO	Handrail painting at the Lamar, CO Station	C EN 101224 0027	Painting of handrails at the Lamar, CO station	n/a	4c11
CO	Fort Morgan Station State of Good Repair (SGOR)	C EN 100462 0047	SGOR work at Fort Morgan Station (roof replacement, etc.)	3/11/2016	4c13
CO	Handrail painting, Trinidad, CO Station	C EN 101224 0024	Painting of handrails at Trinidad, CO station	n/a	4c13
CT	Train Approach Messaging System (TAMS) system replacement, Old Saybrook, CT	C TR 100074 0002	Upgrade/replace TAMS on non-historic platform at Old Saybrook, CT Station	n/a	4c13
DC	RAD Washington 1st Street Tunnel Radio Improvements	C EN 101593	Improvements to existing telecommunications system in the First Street Tunnel: relocate radio base stations; revise repeater system; extend coverage of Washington Police repeater into tunnel; install APD tactical base radio; improve existing antennae	n/a	4c11
DC	WUS Baggage Tractors	C TR 100060 0076	Purchase two baggage tractors to replace existing	n/a	4c23
DC	Ivy City Shop, Fire Alarm System Replacement	C TR 100060 0085	Replacement of the fire alarm system at the Ivy City Terminal main shop building (post-1980)	n/a	4c11
FL	Racking, Drainage, Painting, Signage at Hialeah Warehouse	C CF 201004 0086 C CF 201004 0087 C CF 201004 0088 C CF 201004 0089	Racking and cabinet systems for warehouse of new parts associated with new single level long distance cars (CAF). Improvements to drainage systems around warehouse, painting, fencing, security system and new flammable storage cabinets	n/a	4c11
IL	INT - Harrison Street Interlocking - switch machine upgrades	C EN 201027	Replace 24 pneumatic switches with electrically operated switch machines	n/a	4c11
IL	MDFL 14TH Street Inspection Pit Rehab, Chicago	C EN 101270 0016	Rehabilitation for the 14th Street Inspection Pit in Chicago, IL	n/a	4c21
IL	ENV Chicago Yards Engine Pump House Floor Improvements	C EV 100016	Seal the floors of the Engine House and Pump House at the Chicago Maintenance Facility to minimize leaks which would result in contaminated soil and groundwater	n/a	4c25
IL	Chicago Union Station Parking Garage rehabilitation	C RE 100003 0001	Structural rehabilitation of non-historic parking structure	n/a	4c11
IL	Chicago - Building Management System (BMS) System in Operations Buildings	C CF 100672 0037	Develop BMS with digital controls for energy management and other monitoring systems in four non-historic (c. 1980s) buildings in the Chicago rail yard	n/a	4c11
IN	MOFE Beech Grove Security Improvements	C EM 100021	Replace and augment existing non-historic fencing and gates surrounding the Beech Grove equipment maintenance facility	n/a	4c11
IN, MI	PTC Porter-Kalamazoo ITC's Server Backup Power Supply Upgrades	C EN 101369	Purchase and install generators to provide back-up power supply for ITC's Servers at 13 locations from Porter, IN to Kalamazoo, MI	n/a	4c24
LA	MDFE New Orleans, LA Roadway Paving	C EN 101270 0012	Repare an asphalt roadway at the New Orleans, LA Yard	n/a	4c11
LA	MDFE New Orleans, LA Coach Yard Building Plumbing Upgrade	C EN 101270 0011	Replacement of shut-off valves and plumbing upgrades to the restroom in the coach yard building at New Orleans, LA Central Division	n/a	4c11
MD	INT River-Point Interlocking-Air Compressor Upgrades	C EN 101606	Renew air compressor plants at River and Point interlockings	n/a	4c11
MD	BWI Station PDS Installation	C MX 100016 0091	PDS installation at non-historic BWI Station	n/a	4c23
MD	Principio Creek Bridge Repair	C EN 201017	Repairs to Principio Creek Bridge, including concrete benchwall installation	7/14/2014	4c11
MT	STA Essex, MT - Generator RPL and Platform Lighting	C EN 101224 0030	Install new generator and upgrade platform lights at the non-historic Essex, MT Station	n/a	4c11
n/a	HDSW Real Estate File Storage - Upgrade to Documentum	C RE 100010	Convert from paper files storage to electronic file storage using Documentum software/storage	n/a	4c1
ND	Grand Forks Station, Exterior/Interior Light Fixture Renovation	C EN 100462 0087	Replace existing interior and exterior light fixtures at Grand Forks Station (c. 1982) to reduce energy consumption. New poles will be added in the parking lot to provide full lighting coverage	n/a	4c11
NJ	Bergen Headquarters - Trailer Replacement	C EN 101276 0016	Replace a trailer at Bergen Headquarters	n/a	4c1
NJ	P&H Line Transmission In Sub 40-41	C EN 101385	Structural repairs of Amtrak's existing transmission support structures, and replacement of one support structure in-kind, in the New York Division, from MP 12.21 to MP 6.57	n/a	4c11
NJ	TKRN Trenton, NJ - Interchange Extension	C EN 101592	Extension of the existing interchange track at Trenton, NJ to accommodate additional ballast car unit trains	n/a	4c16
NM, KS, CO	TKRN Southwest Chief States of NM, KS, CO Track Improvements I	C TR 100075	Amtrak contribution to support the TIGER VI grant for the Southwest Chief Route improvement project awarded to the City of La Junta, CO of the improvement of the Southwest Chief line	n/a	4c11
NY	Rensselaer Material Control - Women's Restroom	C CF 201004 0071	Insert a women's restroom in a non-historic material control building	n/a	4c11
NY	New York Penn Station PDS	C MX 100016 0092	New York Penn Station Platforms PDS	n/a	4c25
NY	Rail Albany Line - Joint Elimination	C EN 101594	Program to eliminate rail joints on the Empire Corridor/Albany Line	n/a	4c11
NY	NYP Employee Restrooms	C TR 100060 0091	Renovation of employee restrooms at NY Penn Station	n/a	4c11
NY	STA Penn Station NY - Station Chilled Water System Upgrade	C EN 101608	Remove existing chilled water distribution system (piping, pumps, etc.) at NY Penn Station, and install a new chilled water loop piping system to improve passenger/employee comfort and energy efficiency	n/a	4c11
NY	Access Gangways Ramps Sunnyside, NY Engine House	C TR 100060 0087	Replacement of three failing access ramps and the installation of three required hydraulic lifts in post-1980 Engine House	n/a	4c11
PA	10th Street Station, Escalator Rehabilitation	C EN 101271 0025	Mechanical overhaul of non-historic escalators; there will be no work to the surrounding walls, floor, stair, etc.	n/a	4c11
PA	30th Street Station - Temporary Interior Landscaping and Exterior Lighting	C SP 100033 0011-0013	Installation of temporary interior plantings and temporary lighting for the Democratic National Convention; up-keep of existing interior plants in the station	n/a	4c11



State	Project Name	WBS #	Project description	Section 106 closed date	NEPA CE code
PA	MOPW Penn Coach Yard Building G - Loading Dock	C Cf 201004 D067	Replacement of a concrete loading dock at the material control warehouse in Penn Coach Yard	n/a	4c11
PA	Lower Platform Support Column Repair and Replacement Plan	C SP 100033 D009	Detailed engineering survey, assessment, and recommendations for visually identified SOGR issues at 30th Street Station platform columns and components, including up to 10% design	n/a	4cJ
System	HDSW Legal Discovery Requirements Assessment	C GC 100000	Document available data and develop search tools/application to facilitate legal discovery process	n/a	4c1
System	CNOC Technology Upgrade Project	C TR 100060 D079	Replacement of outdated and deteriorating hardware and software with all required host railroads as well as other Amtrak facilities (i.e. CTC's) for system operations	n/a	4c1
NY, NJ	BGTI - New York Division - Bridge Timber Replacement	C FN 101257	Replacement of the Bridge Timbers on the New York Division Bridges	n/a	4c11
System	HDSW Real Estate File Storage - Upgrade to Documentum	C RE 100010	Convert from paper files storage to electronic file storage using Documentum software/storage	n/a	4c1
System	SYS 212 Contributions to Joint Benefit Programs	C SP 100055	Amtrak's contribution to joint benefit commuter rail projects	n/a	4c11
TX	Houston TX station asphalt	C EN 101224 D026	Replacement of asphalt on parking areas around station. Includes striping	n/a	4c11
TX	Canopy over Mechanical Equipment, San Antonio Station	C EN 101224 D027	Construction of a metal canopy approx. 40 ft. X 60 ft. to cover mechanical equipment and materials at the non historic San Antonio, TX Station.	n/a	4c24
WA	XING King St. Coach Yard, Seattle, WA-Road Crossing Replacement	C EN 101596	Remove existing crossing equipment and renew all equipment including electrical service bungalow gates and cables	n/a	4c11