

**4.0**

**ENVIRONMENTAL CONSEQUENCES**

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#### 4.0 ENVIRONMENTAL CONSEQUENCES

The following chapter assesses the impacts of the proposed action on each of the action alternatives and the No Action alternative. In the analysis, impacts are characterized by several factors including intensity, type, and duration. Definitions of these terms and related assumptions are provided below:

**Intensity** – The intensity of an impact describes the magnitude of change that the impact generates. For the majority of the resource areas, the intensity thresholds are as follows:

- *Negligible*: There would be no impact, or the impact does not result in a noticeable change in the resource;
- *Minor*: The impact would be slight, but detectable, resulting in a small but measurable change in the resource;
- *Moderate*: The impact would be readily apparent and/or easily detectable;
- *Major*: The impact would be widespread and would substantially alter the resource. A major adverse impact would be considered significant under NEPA.

For certain resources, such as visual resources, more specific thresholds are necessary. If applicable, these thresholds are outlined at the beginning of the resource's section.

**Type** – The impact type refers to whether it is adverse (negative) or beneficial (positive). Adverse impacts would potentially harm resources, while beneficial impacts would improve resource conditions. Within the analysis, impacts are assumed to be adverse unless identified as beneficial.

**Duration** – The duration of an impact identifies whether it occurs over a restricted period of time (short-term), or persists over a longer period (long-term). For the purposes of this analysis, it is assumed that short-term impacts would occur during the construction of the improvements, while long-term impacts would persist once the construction is complete. For the purposes of this analysis, impacts are assumed to be long-term unless identified otherwise.

In addition to the factors detailed above, impacts may be characterized as direct, indirect, or cumulative. A direct impact is caused by the action and occurs at the same time and place. An indirect impact is caused by the action, but occurs later in time, or farther removed in distance. A cumulative impact occurs when the proposed action is considered together with other past, ongoing, or planned actions.

#### 4.1 CULTURAL RESOURCES

The White House Council on Environmental Quality (CEQ) regulations for implementing NEPA require an evaluation of impacts on historic resources as part of an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Potential impacts to historic resources include direct and indirect impacts. The alteration, physical displacement, or demolition of a resource is a direct impact; changes in the use, operation or character of a resource can be either direct or indirect impact; and changes to the visual context are considered indirect impact.

In addition to CEQ regulations implementing NEPA, the National Historic Preservation Act of 1966 (NHPA), as amended, establishes standards for evaluating potential effects to historic resources. The NHPA defines “effect” as an “alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register” (36 CFR 800.16) and requires that the lead agency, in consultation with the SHPO, determine whether the effect is adverse. According to the NHPA, an “adverse effect” occurs “when an undertaking may alter, directly or indirectly, any of the characteristics of the historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5).

In accordance with the Advisory Council on Historic Preservation (ACHP) regulations implementing Section 106 of the NHPA, effects on cultural resources are identified and evaluated by (1) determining the area of potential effects, (2) identifying cultural resources present in the area of potential effects that were either listed in, or eligible to be listed in, the National Register of Historic Places, (3) applying the criteria of adverse effect to affected resources, and (4) considering ways to avoid, minimize, or mitigate adverse effects.

As recommended by the CEQ, the Section 106 process is being undertaken concurrent with the environmental review process mandated by NEPA. GSA is the lead agency in the Section 106 process. Consultation will continue throughout the environmental review process.

### 4.1.1 Archaeological Resources

#### Alternative A: Preferred Alternative

Under the Preferred Alternative, construction of the perimeter security elements would require excavation at the edges of the block, between the sidewalk and the curblin on D, 2<sup>nd</sup> and 3<sup>rd</sup> Streets. The construction of the landscaped plaza may also disturb the sidewalk area along C Street, although the plaza itself is constructed above the parking garage. Due to the depth of the excavation and the fact that the area was previously disturbed during both the urban renewal efforts and the construction of FOB 8, it is unlikely that intact archaeological resources would be disturbed. Thus, impacts are anticipated to be negligible.

#### *Mitigation Measures*

- In the event that archaeological resources are discovered during ground disturbing activities, construction should stop while appropriate studies are completed.

#### Alternative B

Under Alternative B, construction of the perimeter security elements would require excavation at the edges of the block, between the sidewalk and the curblin on D and 2<sup>nd</sup> Streets, and between the sidewalk and the building on 3<sup>rd</sup> Street. The construction of the landscaped plaza may also disturb the sidewalk area along C Street, although the plaza itself is constructed above the parking garage. Due to the depth of the excavation and the fact that the area was previously disturbed during both the urban renewal efforts and the construction of FOB 8, it is unlikely that intact archaeological resources would be disturbed. Thus, impacts are anticipated to be negligible.

#### *Mitigation Measures*

- In the event that archaeological resources are discovered during ground disturbing activities, construction should stop while appropriate studies are completed.

#### Alternative C

Under Alternative C, construction of the perimeter security elements would require excavation between the sidewalk and the face of the building on 2<sup>nd</sup>, D and 3<sup>rd</sup> Streets. The construction of the landscaped plaza may also disturb the sidewalk area along C Street, although the plaza itself is constructed above the parking garage. Due to the depth of the excavation and the fact that

the area was previously disturbed during both the urban renewal efforts and the construction of FOB 8, it is unlikely that intact archaeological resources would be disturbed. Thus, impacts are anticipated to be negligible.

#### *Mitigation Measures*

- In the event that archaeological resources are discovered during ground disturbing activities, construction should stop while appropriate studies are completed.

#### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, there would be negligible impacts on archaeological resources.

### **4.1.2 Historic Resources**

#### Alternative A: Preferred Alternative

Under Alternative A, exterior improvements to the faces of the building would alter the appearance of FOB 8. The installation of new glazing and the widening of the window panels would have indirect visual impacts on adjacent historic properties including the Switzer Building, the Cohen Building, and the Humphrey Building. However, the design for the facades on FOB 8 would employ vertical bays as organizing features, and thus would be visually consistent with the modern designs of the adjacent Switzer and Cohen Buildings. Impacts to these adjacent structures would be negligible.

The new security pavilion would further alter the exterior appearance of the building, introducing a new element into the setback on the north face of the building. This would alter its relationship to the Switzer and Cohen Buildings, as each have similar unobstructed setbacks. While the new building facades and the security pavilion would be visible from the grounds of the U.S. Capitol, Bartholdi Fountain, and Botanic Gardens during the wintertime, they would not alter or obstruct reciprocal views between historic properties, and thus indirect impacts would be negligible.

The removal of surface parking and its replacement with a landscaped plaza would alter the use and appearance of the space between FOB 8 and C Street. Indirect impacts would be negligible.

The installation of perimeter security elements between the sidewalk and the curblin on D and 3<sup>rd</sup> Streets would form both physical and visual barriers between the building facades and these L'Enfant roadways, altering the continuity of the roadways and the historic spatial relationships that are important features of the L'Enfant Plan. Impacts on the L'Enfant Plan from the security elements would be minor to moderate and could result in an adverse effect under Section 106. The security features could also impact adjacent historic properties, including the Switzer Building, the Cohen Building, and the Humphrey Building. Impacts would be indirect and negligible to minor. Impacts to the L'Enfant Plan would not result from the curblin perimeter security on 2<sup>nd</sup> Street, as it is not considered to be a contributing street within the Plan.

#### *Mitigation Measures*

- To the extent possible, improvements to the building facades should be designed to be visually consistent with the modern designs of adjacent historic properties.
- To the extent possible, the physical features that would provide perimeter security should consist of hardened streetscape elements, such as streetlights, trash receptacles, and bike racks, to minimize the number of bollards required.
- Perimeter security elements, including bollards should be designed to reflect the architectural style of the building and surrounding area.

#### Alternative B

As under Alternative A, exterior improvements to the faces of the building under Alternative B would alter the appearance of FOB 8. The installation of new glazing and the widening of the window panels would have indirect visual impacts on adjacent historic properties including the Switzer Building, the Cohen Building, and the Humphrey Building. However, the design for the facades on FOB 8 would employ vertical bays as organizing features, and thus would be visually consistent with the modern designs of the adjacent Switzer and Cohen Buildings. Impacts to these adjacent structures would thus be negligible.

The new security pavilion would further alter the exterior appearance of the building, introducing a new element into the setback on the north face of the building. This would alter its relationship to the Switzer and Cohen Buildings, as each have similar unobstructed setbacks. While the new building facades and the security pavilion would be visible from the grounds of

the U.S. Capitol, Bartholdi Fountain, and Botanic Gardens during the wintertime, they would not alter or obstruct reciprocal views between historic properties, and thus indirect impacts would be negligible.

The removal of surface parking and its replacement with a landscaped plaza would alter the use and appearance of the space between FOB 8 and C Street. Indirect impacts would be negligible.

The installation of perimeter security elements between the sidewalk and the curblin on D Street would form both physical and visual barriers between the building facade and this L'Enfant roadway, altering the continuity of the roadway and the historic spatial relationships that are important features of the L'Enfant Plan. Impacts on the L'Enfant Plan from the security elements would be minor to moderate and could result in an adverse effect under Section 106. Impacts to the L'Enfant Plan would not result from the curblin perimeter security on 2<sup>nd</sup> Street, as it is not considered to be a contributing street within the Plan. The security features could also impact adjacent historic properties, including the Switzer Building, the Cohen Building, and the Humphrey Building. Impacts would be indirect and negligible to minor.

#### *Mitigation Measures*

- To the extent possible, improvements to the building facades should be designed to be visually consistent with the modern designs of adjacent historic properties.
- To the extent possible, the physical features that would provide perimeter security should consist of hardened streetscape elements, such as streetlights, trash receptacles, and bike racks, to minimize the number of bollards required.
- Perimeter security elements, including bollards should be designed to reflect the architectural style of the building and surrounding area.

#### Alternative C

As under Alternative A, exterior improvements to the faces of the building under Alternative C would alter the appearance of FOB 8. The installation of new glazing and the widening of the window panels would have indirect visual impacts on adjacent historic properties including the Switzer Building, the Cohen Building, and the Humphrey Building. However, the design for the facades on FOB 8 would employ vertical bays as organizing features, and thus would be visually consistent with the modern designs of the adjacent Switzer and Cohen Buildings. Impacts to these adjacent structures would thus be negligible.



The new security pavilion would further alter the exterior appearance of the building, introducing a new element into the setback on the north face of the building. This would alter its relationship to the Switzer and Cohen Buildings, as each have similar unobstructed setbacks. While the new building facades and the security pavilion would be visible from the grounds of the U.S. Capitol, Bartholdi Fountain, and Botanic Gardens during the wintertime, they would not alter or obstruct reciprocal views between historic properties, and thus impacts would be negligible.

The removal of surface parking and its replacement with a landscaped plaza would alter the use and appearance of the space between FOB 8 and C Street. Indirect impacts would be negligible.

The location of the perimeter security elements within the building yard in Alternative C would maintain the open relationship between the sidewalk and the roadway. Thus impacts to the L'Enfant Plan would be negligible.

#### *Mitigation Measures*

- To the extent possible, improvements to the building facades should be designed to be visually consistent with the modern designs of adjacent historic properties.
- To the extent possible, the physical features that would provide perimeter security should consist of hardened streetscape elements, such as streetlights, trash receptacles, and bike racks, to minimize the number of bollards required.
- Perimeter security elements, including bollards should be designed to reflect the architectural style of the building and surrounding area.

#### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, there would be negligible impacts to historic resources.

### 4.1.3 Visual Resources

The visual impact assessment for the proposed FOB 8 exterior improvements addresses potential changes to views and vistas that can be attributed to the proposed action. Impacts to views and vistas are determined based on an analysis of the existing quality of the view, the sensitivity of the view (such as important views from historic and cultural sites), and the anticipated relationship of the proposed design elements to the existing visual environment.

Visual impacts in the analysis presented below are described using the following thresholds:

- **Negligible impact** – The proposed alterations would not result in any visual changes, or the changes would not be noticeable.
- **Minor impact** – The proposed alterations would be visible, but would not interfere with views and would not change the character of the existing views.
- **Moderate impact** – The proposed alterations would be visible and would interfere with existing views, but would not change the character of the existing views.
- **Major impact** – The proposed alterations would be visible as a contrasting or dominant element that interferes with views and substantially changes the character of the existing views.
- **Beneficial impact** – The proposed alterations would improve a view or the visual appearance of an area.

#### Alternative A: Preferred Alternative

##### *Views Along C Street, SW*

Under Alternative A, the existing surface parking lot on the north face of the building would be replaced with a landscaped plaza. The plaza would combine grassy panels, seatwalls, tree-lined paths, and hardscaped areas. Bollards would be located across the two entry points to the plaza from the C Street sidewalk. The existing street trees would be replaced with a new line

of trees between the sidewalk and the curblin. The new building elevation and security pavilion would also be apparent in views along the C Street corridor.

Looking east along C Street, SW, the hardened seatwall, bus shelter, several bollards, and the treed plaza would dominate the view. The addition of new street trees would create a consistent green edge between the sidewalk and the roadway, framing views along the corridor. The removal of the fence and replacement with the landscaped plaza would offer more complete views of the north elevation of FOB 8 and would increase the feeling of openness.

Views east along the inner sidewalk, between the Switzer Building and the surface parking lot, would also be opened up with the construction of the new plaza in front of FOB 8. The existing high fence would be removed and a vista would be reestablished from the Switzer Building entrance east to FOB 8. While the security pavilion would extend into this view corridor, its transparent nature would ensure that it would not obstruct the viewshed. Views from northwest corner of the site towards the U.S. Capitol Building, Bartholdi Fountain, and the U.S. Botanic Garden would not be impacted.

Looking west from the grassy area across 2<sup>nd</sup> Street, the view would be framed by the new line of trees between the sidewalk and the curblin. The bollards and entrance drive would appear in the foreground of the view as dominant elements. The removal of the high fence and the installation of the landscaped plaza would open views along the corridor to the face of the building. The vertical bands of windows would appear consistent with the rectilinear organization of the Switzer and Cohen Buildings in the distance. While the security pavilion would be apparent in views west across the plaza, its heavy use of glass would make it appear somewhat transparent such that the viewshed would not be obstructed.

Overall, there would be minor to moderate adverse impacts to views along C Street from the construction of the security pavilion, with beneficial impacts resulting from the addition of new street trees and an open public plaza, and the removal of the existing fence and parking lot.

#### *Views Along 2<sup>nd</sup> Street, SW*

Although the façade improvements would be evident in views along 2<sup>nd</sup> Street, it would not interfere with these views or alter their character.

Under Alternative A, the perimeter security line would be placed between the sidewalk and the curblin. Potential security elements include hardened streetscape features, tree boxes, and fence panels, with bollards occurring at the southeast corner and at the entrance to the plaza. These features would be evident in views north or south along 2<sup>nd</sup> Street, visually dividing the pedestrian space from the roadway and differing from the open sidewalk design found on the opposite side of the street. The erection of scaffolding for the exterior improvements would require that the existing trees be replaced. The new line of trees would run consistently from the entrance to the plaza in the north, to the Metrorail vent near the corner of 2<sup>nd</sup> and D Streets, framing views along the corridor. Looking north along the sidewalk adjacent to FOB 8, a line of bollards would visually intrude into the space, breaking the open vista north. Views to the south along the sidewalk are already obstructed by bollards at the Ford House Office Building. Overall, the impacts to views on 2<sup>nd</sup> Street, SW would be minor to moderate.

#### *Views Along D Street, SW*

Although the renovated façade of FOB 8 would be evident in views along D Street, it would not interfere with these views or alter their character.

Under Alternative A, the perimeter security line would be placed between the sidewalk and the curblin. Potential security elements include hardened streetscape features, tree boxes, and fence panels, with bollards occurring at the corners and the entrance at mid-block. These features would be evident in views east and west along D Street, visually dividing the pedestrian space from the roadway. The erection of scaffolding for the exterior improvements to the building would require that the existing trees be replaced. The new line of trees would run consistently between the corners, framing views along the corridor. Overall, the impacts to views on D Street, SW would be moderate with beneficial impacts resulting from the addition of new street trees.

#### *Views Along 3<sup>rd</sup> Street, SW*

Although the renovated façade of FOB 8 would be evident in views along 3<sup>rd</sup> Street, it would not interfere with these views or alter their character.

Under Alternative A, the perimeter security line would be placed between the sidewalk and the curblin. Potential security elements include hardened streetscape features, tree boxes, and fence panels, with bollards occurring at the southwest corner and the entrance to the landscaped plaza. These features would be evident in views north and south along 3<sup>rd</sup> Street, visually

dividing the pedestrian space from the roadway and contrasting with the open sidewalk on the west side of the street. The erection of scaffolding for the exterior improvements to the building would require that the existing trees be replaced. The new line of trees would run consistently between the corners, framing views along the corridor. Looking north along the sidewalk adjacent to FOB 8, a line of bollards would visually intrude into the space, breaking the open vista north. Views to the south along the sidewalk are already obstructed by bollards at the Ford House Office Building. Overall, the impacts to views on 3rd Street, SW would be minor to moderate with beneficial impacts resulting from the addition of new street trees.

*Mitigation Measures:*

- To the extent possible, the physical features providing perimeter security at the curblines should consist of hardened streetscape elements, such as streetlights, trash receptacles, and bike racks, to minimize the visual impact of the improvements.
- The perimeter security elements should be designed to reflect the architectural style of the building.
- The conceptual design will be refined through coordination with review agencies, including CFA and NCPC.

Alternative B

*Views Along C Street, SW*

Under Alternative B, the existing surface parking lot on the north face of the building would be replaced with a landscaped plaza. The plaza would combine grassy panels, seatwalls, curved tree-lined paths, oval planters, and hardscaped areas. Bollards would be located across the entrance to the plaza from the C Street sidewalk, and on either side of seatwall planters at the east and west ends of the plaza walkways. The two existing street trees would be replaced with a new line of trees between the sidewalk and the curblines. The new building elevation and security pavilion would also be apparent in views along the C Street corridor.

Looking east along C Street, SW, the hardened seatwall, bus shelter, bollards, and the treed plaza would dominate the view. The addition of new street trees would create a consistent green edge between the sidewalk and the roadway, framing views along the corridor. The removal of the fence and replacement with the landscaped plaza would offer more complete views of the north elevation of FOB 8 and would increase the feeling of openness.

Views east along the inner sidewalk, between the Switzer Building and the surface parking lot, would also be opened up with the construction of the plaza. The existing high fence would be removed and a vista would be reestablished from the Switzer Building entrance east to FOB 8. While the security pavilion would extend into this view corridor, its height would be minimized and its transparent nature would ensure that the viewshed is not obstructed. Views from northwest corner of the site towards the U.S. Capitol Building, Bartholdi Fountain, and U.S. Botanic Garden would not be impacted.

Looking west from the grassy area across 2<sup>nd</sup> Street, the view would be framed by the new line of trees between the sidewalk and the curblin. The bollards and entrance drive would appear in the foreground of the view as dominant elements. The removal of the high fence and the installation of the landscaped plaza would open views along the corridor to the face of the building. The vertical bands of windows would appear consistent with the rectilinear organization of the Switzer and Cohen Buildings in the distance. While the security pavilion would be apparent in views west across the plaza, its heavy use of glass would make it appear somewhat transparent such that the viewshed would not be obstructed.

Overall, there would be minor to moderate adverse impacts to views along C Street from the construction of the security pavilion, with beneficial impacts resulting from the addition of new street trees and an open public plaza, and the removal of the existing fence and parking lot.

#### *Views Along 2<sup>nd</sup> Street, SW*

Although the renovated façade of FOB 8 would be evident in views along 2<sup>nd</sup> Street, it would not interfere with these views or alter their character.

Under Alternative B, the perimeter security line would be placed between the sidewalk and the curblin. Potential security elements include hardened streetscape features, tree boxes, and fence panels, with bollards occurring at the southeast corner and at the entrance to the plaza. These features would be evident in views north or south along 2<sup>nd</sup> Street, visually dividing the pedestrian space from the roadway, and differing from the open sidewalk design found on the opposite side of the street. The erection of scaffolding for the exterior renovation of the building would require that the existing trees be replaced. The new line of trees would run consistently from the entrance to the plaza in the north, to the Metrorail vent near the corner of 2<sup>nd</sup> and D Streets, framing views along the corridor. Looking north along the sidewalk adjacent to FOB 8, a line of bollards would visually intrude into the space, breaking the open vista north. Views to the south along the sidewalk are already obstructed by

bollards at the Ford House Office Building. Overall, the impacts to views on 2<sup>nd</sup> Street, SW would be minor to moderate with beneficial impacts resulting from the addition of new street trees.

#### *Views Along D Street, SW*

Although the renovated façade of FOB 8 would be evident in views along D Street, it would not interfere with these views or alter their character.

Under Alternative B, the perimeter security line would be placed between the sidewalk and the curblin. Potential security elements include hardened streetscape features, tree boxes, and fence panels, with bollards occurring at the corners and the entrance at mid-block. These features would be evident in views east and west along D Street, visually dividing the pedestrian space from the roadway. The erection of scaffolding for the exterior renovation of the building would require that the existing trees be replaced. The new line of trees would run consistently between the corners, framing views along the corridor. Looking west along the sidewalk adjacent to FOB 8, a line of bollards would visually intrude into the space, crossing the sidewalk near the corner of the building and breaking the open vista. Overall, the impacts to views on D Street, SW would be moderate with beneficial impacts resulting from the addition of new street trees.

#### *Views Along 3<sup>rd</sup> Street, SW*

Although the renovated façade of FOB 8 would be evident in views along 3<sup>rd</sup> Street, it would not interfere with these views or alter their character.

Under Alternative B, the existing street trees would remain on 3<sup>rd</sup> Street and a terrace wall would be constructed along the inside edge of the sidewalk, where a low granite curb is currently located. The terrace wall would be constructed of stone and 39" high. At the north end of the block, the oval planter and bollards would be evident at the edge of the view north or south along the sidewalk. The erection of scaffolding for the exterior renovation of the building would require that the existing trees be replaced. The new line of trees would run consistently between the corners, framing views along the corridor. Overall, impacts to views along 3<sup>rd</sup> Street would be minor with beneficial impacts resulting from the addition of new street trees.

### *Mitigation Measures*

- To the extent possible, the physical features providing perimeter security at the curblineline should consist of hardened streetscape elements, such as streetlights, trash receptacles, and bike racks, to minimize the visual impact of the improvements.
- The perimeter security elements should be designed to reflect the architectural style of the building.
- The conceptual design will be refined through coordination with review agencies, including CFA and NCPC.

### Alternative C

#### *Views Along C Street, SW*

Under Alternative C, the existing surface parking lot on the north face of the building would be replaced with a landscaped plaza. The plaza would combine grassy panels, seatwalls, angled tree-lined paths, and hardscaped areas. Bollards would be located across the entrance to the plaza from the C Street sidewalk. The two existing street trees would be replaced with a new line of trees between the sidewalk and the curblineline. The new building elevation and security pavilion would also be apparent in views along the C Street corridor.

Looking east along C Street, SW, the small plaza at the corner lined by hardened seatwalls and surrounded by treed parcels would appear in the foreground on the right side of the view. The bus shelter and trees would appear in the foreground on the left side of the view. The addition of new street trees would create a consistent green edge between the sidewalk and the roadway, framing views along the corridor. The removal of the fence and replacement with the landscaped plaza would allow more complete views of the north elevation of FOB 8 and would increase the feeling of openness.

Views east along the inner sidewalk, between the Switzer Building and the surface parking lot, would also be opened up with the construction of the plaza. The existing high fence would be removed and a vista would be reestablished from the Switzer Building entrance east to FOB 8. While the security pavilion would extend into this view corridor, its height would be minimized and its transparent nature would ensure that the viewshed is not obstructed. Views from northwest corner of the site towards the U.S. Capitol Building, Bartholdi Fountain, and U.S. Botanic Garden would not be impacted.



Looking west from the grassy area across 2<sup>nd</sup> Street, the view would be framed by the new line of trees between the sidewalk and the curblin. The bollards and entrance drive would appear in the foreground of the view as dominant elements. The removal of the high fence and the installation of the landscaped plaza would open views along the corridor to the face of the building. The vertical bands of windows would appear consistent with the rectilinear organization of the Switzer and Cohen Buildings in the distance. While the security pavilion would be apparent in views west across the plaza, its heavy use of glass would make it appear somewhat transparent such that the viewshed would not be obstructed.

Overall, there would be minor to moderate adverse impacts to views along C Street from the construction of the security pavilion, with beneficial impacts resulting from the addition of new street trees and an open public plaza, and the removal of the existing fence and parking lot.

#### *Views Along 2<sup>nd</sup> Street, SW*

Although the renovated façade of FOB 8 would be evident in views along 2<sup>nd</sup> Street, it would not interfere with these views or alter their character.

Under Alternative C, a terrace wall would be constructed along the inside edge of the sidewalk, where a low granite curb is currently located. The terrace wall would be constructed of stone and 39" high. Its placement within the building yard would maintain the open relationship between the street and sidewalk. The erection of scaffolding for the exterior renovation of the building would require that the existing trees be replaced. The new line of trees would run consistently from the entrance to the plaza in the north, to the Metrorail vent near the corner of 2<sup>nd</sup> and D Streets, framing views along the corridor. At the northern corner, security features associated with the sub-grade parking garage would be visible, but would not obstruct the view along the sidewalk. Overall, the impacts to views on 2<sup>nd</sup> Street, SW would be minor with beneficial impacts resulting from the addition of new street trees.

#### *Views Along D Street, SW*

Although the renovated façade of FOB 8 would be evident in views along D Street, it would not interfere with these views or alter their character.

Under Alternative C, a terrace wall would be built along the inside edge of the sidewalk. The terrace wall would be constructed of stone and 39" high. Its placement within the building yard would maintain the open relationship between the street and sidewalk. At the entrance at the center of the block, the terrace wall would break and a line of bollards would span the opening. While the bollards would be visible in views along D Street, they would not obstruct views along the sidewalk. The erection of scaffolding for the exterior renovation of the building would require that the existing trees along 3<sup>rd</sup> Street be replaced. The new line of trees would form a consistent green edge, framing views along the corridor. Overall, the impacts to views on D Street, SW would be minor with beneficial impacts resulting from the addition of new street trees.

#### *Views Along 3rd Street, SW*

Although the renovated façade of FOB 8 would be evident in views along 3<sup>rd</sup> Street, it would not interfere with these views or alter their character.

Under Alternative C, a terrace wall would be built along the inside edge of the sidewalk between the entrance and the edge of the landscaped plaza. The terrace wall would be constructed of stone and 39" high. Its placement within the building yard would maintain the open relationship between the street and sidewalk. The erection of scaffolding for the exterior renovation of the building would require that the existing trees along 3<sup>rd</sup> Street be replaced. The new line of trees would form a consistent green edge, framing views along the corridor. Overall, the impacts to views on 3<sup>rd</sup> Street, SW would be minor with beneficial impacts resulting from the addition of new street trees.

#### *Mitigation Measures*

- The perimeter security elements should be designed to reflect the architectural style of the building.
- The conceptual design will be refined through coordination with review agencies, including CFA and NCPC.

#### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. The surface parking and fence, which both mar the visual environment on the north face of the building, would remain.

## **4.2 SOCIO-ECONOMIC RESOURCES**

### **4.2.1 Land Use**

#### Alternatives A, B and C

The action alternatives would have a beneficial impact on land use due to the replacement of the surface parking lot on the north face of the building with a landscaped plaza. The plaza would offer a place for employees and other pedestrians to sit and relax, and would be an extension of the green space located to the north and east of site, including the future location of the American Veterans Disabled for Life Memorial.

The exterior improvements to the building, as well as the perimeter security features, are not anticipated to have any adverse impacts on land uses within the vicinity of the site.

#### No Action Alternative

Under the No Action Alternative, perimeter security and building improvements would not be completed at FOB 8. The surface parking on the north face of the building would remain and no public space would be added to the area. Thus, impacts to land use would be negligible.

### **4.2.2 Planning Policies**

#### Alternative A: Preferred Alternative

Alternative A would comply with portions of the *Federal Elements* of the *Comprehensive Plan*, as it would potentially enhance the efficiency, productivity, and public image of the federal government through improving an existing facility in the vicinity of the U.S. Capitol Building. However, contrary to the Plan, Alternative A would result in the removal of existing street trees and would impact pedestrian flow due to the placement of bollards across sidewalks and at corners. Alternative A would also locate security features within public space. Finally, Alternative A would detract from the L'Enfant Plan by creating physical and visual barriers between the sidewalk and the roadway on D and 3<sup>rd</sup> Streets.

Alternative A would comply with portions of the *NCPC Security Plan* and the subsequent *Policies and Objectives*. The design would employ a range of streetscape elements, such as seatwalls and street furniture, hardened for security purposes. Regarding the installation of barriers in public space, the *Policies and Objectives* allow for barriers in public space if the distance from the face of the of the building to the outer edge of the building yard is less than 20', but also state that the placement of barriers in public space is discouraged and should be avoided. For two faces of the building (2<sup>nd</sup> and D Streets) the building yard is less than 20' and placement of security features, while discouraged, may still be allowed. Additionally, the alternative would impact pedestrian circulation for the area's employees and tourists. Finally, the *Policies and Objectives* discourage the placement of security elements at corners, as they inhibit pedestrian flow.

Alternative A would result in a beneficial impact and comply with the *National Capital Framework Plan's* vision for the Southwest Rectangle as it would make the site a more desirable workplace through the removal of the surface parking lot and its replacement with a landscaped plaza.

Under Alternative A, the street trees on the site would be replaced with new trees. To comply with the Urban Forest Preservation Act of 2002, a Special Tree Removal Permit would be required for any trees with circumferences larger than 55". This permit will require coordination with the Urban Forestry Administration, under the DC Department of Transportation. Overall, impacts to planning policies would be moderate.

#### *Mitigation Measures*

- In keeping with *NCPC Security Plan* and *Policies and Objectives*, the form and materials of the proposed perimeter security elements should respond to FOB 8 and its surroundings.

#### Alternative B

Alternative B would comply with portions of the *Federal Elements* of the *Comprehensive Plan*, as it would potentially enhance the efficiency, productivity, and public image of the federal government through improving an existing facility in the vicinity of the U.S. Capitol Building. However, contrary to the Plan, Alternative B would result in the removal of existing street trees, and would impact pedestrian flow due to the placement of bollards across sidewalks and at corners. Alternative B would also locate security features within public space. Finally, Alternative B would detract from the L'Enfant Plan by creating physical and visual barriers between the sidewalk and the roadway on D Street.

Alternative B would comply with portions of the *NCPC Security Plan* and the subsequent *Policies and Objectives*. The design would employ a range of streetscape elements, such as seatwalls and street furniture, hardened for security purposes. Regarding the installation of barriers in public space, the *Policies and Objectives* allow for barriers in public space if the distance from the face of the of the building to the outer edge of the building yard is less than 20', but also state that the placement of barriers in public space is discouraged and should be avoided. For two faces of the building (2<sup>nd</sup> and D Streets) the building yard is less than 20' and placement of security features, while discouraged, may still be allowed. Additionally, the alternative would impact pedestrian circulation for the area's employees and tourists. Finally, the *Policies and Objectives* discourage the placement of security elements at corners, as they inhibit pedestrian flow.

Alternative A would result in a beneficial impact and comply with the *National Capital Framework Plan's* vision for the Southwest Rectangle as it would make the site a more desirable workplace through the removal of the surface parking lot and its replacement with a landscaped plaza.

Under Alternative B, the existing street trees would be replaced with new trees. To comply with the Urban Forest Preservation Act of 2002, a Special Tree Removal Permit would be required for any trees with circumferences larger than 55". This permit will require coordination with the Urban Forestry Administration, under the DC Department of Transportation. Overall, impacts to planning policies would be minor.

#### *Mitigation Measures*

- In keeping with *NCPC Security Plan* and *Policies and Objectives*, the form and materials of the proposed perimeter security elements should respond to FOB 8 and its surroundings.

#### Alternative C

Alternative C would comply with portions of the *Federal Elements* of the *Comprehensive Plan*. However, contrary to the Plan, Alternative C would remove existing street trees. Alternative C would, however, seek to minimize impacts to the pedestrian routes by installing security features between the sidewalks and the building faces.

Alternative C would comply with portions of the *NCPC Security Plan* and the subsequent *Policies and Objectives*. The design would place perimeter security elements between the building face and the inside of the sidewalk, and would employ security measures such as terrace and seatwalls that respond to FOB 8 and its site. Alternative C would result in a beneficial impact and

comply with the *National Capital Framework Plan's* vision for the Southwest Rectangle as it would make the site a more desirable workplace through the removal of the surface parking lot and its replacement with a landscaped plaza.

Under Alternative C, the existing street trees would be replaced. To comply with the Urban Forest Preservation Act of 2002, a Special Tree Removal Permit would be required for any trees with circumferences larger than 55". This permit will require coordination with the Urban Forestry Administration, under the DC Department of Transportation. Overall, impacts to planning policies would be negligible.

#### No Action Alternative

Under the No Action Alternative, perimeter security and building improvements would not be completed at FOB 8. As a result, the building would remain vacant, and thus would not comply with the intent of the Federal Workplace Element in the *Comprehensive Plan for the National Capital* that emphasizes locating the federal workforce to enhance the efficiency, productivity, and public image of the federal government and give emphasis to the District of Columbia as the seat of the national government. In addition, the plaza would not be improved and thus the site would not become a more desirable workplace, as recommended by the *Framework Plan*.

### **4.2.3 Public Space**

#### Alternative A: Preferred Alternative

Alternative A would not comply with DDOT's objective of keeping perimeter security measures out of public space. Alternative A proposes to locate the security features set back two feet from the curb along 2<sup>nd</sup>, D, and 3<sup>rd</sup> Streets, maximizing the distance between security threats and the building. The security line would also be located outside of the property line on C Street, although it would be inside of the sidewalk. Specific scenarios where security features fall outside the property line include when the security line is integrated into seat walls and plinth walls, the landscaped elements, and the existing ramp wall. This configuration would achieve the highest level of security but would also require that DDOT grant a Public Space Permit. DDOT also requires that proposed security features do not block pedestrian flow. The bollards across the sidewalk and at the corners would hinder flow, especially during peak periods. This would be particularly problematic on 3<sup>rd</sup> Street, SW, where pedestrian flow is greatest due to the location of the Metro.

Alternative A does implement several suggestions included in the GSA publication *Achieving Great Federal Public Spaces: A Property Manager's Guide*. The inclusion of a new security pavilion along C Street, SW achieves the goal of creating federal spaces that are secure and welcoming. Further, the public plaza proposed along C Street, SW would provide a forum for tenant activity and public use through the inclusion of street furniture and green space. The plaza would also activate the streetscape along C Street, SW and improve conditions for pedestrians passing by. Overall, adverse impacts to public space would be moderate, with beneficial impacts resulting from the installation of the pedestrian plaza on C Street.

#### *Mitigation Measures*

- Coordinate with DDOT throughout the design process to ensure compliance with applicable policies and procedures regarding building within public space.

#### Alternative B

Alternative B would not comply with DDOT's objective of keeping perimeter security measures out of public space as portions of the security line would be located outside of the property line. Portions of the security line, however, would be established in the building yard. Alternative B proposes to locate the security features along the curb on 2<sup>nd</sup> and D Streets, and outside the FOB 8 property line on 3<sup>rd</sup> and C Streets (however features on 3<sup>rd</sup> and C Streets would be installed within the building yard). This would require that DDOT grant a Public Space Permit. DDOT also dictates that proposed security features do not block pedestrian flow, however, Alternative B would hinder flow on 2<sup>nd</sup> and D Streets.

Alternative B does implement several suggestions included in the GSA publication *Achieving Great Federal Public Spaces: A Property Manager's Guide*. The inclusion of a new security pavilion along C Street, SW achieves the goal of creating federal spaces that are secure and welcoming. Further, the public plaza proposed along C Street, SW would provide a forum for tenant activity and public use through the inclusion of street furniture and green space. The plaza would also activate the streetscape along C Street, SW and improve conditions for pedestrians passing by. Overall, adverse impacts to public space would be minor to moderate, with beneficial impacts resulting from the installation of the pedestrian plaza on C Street.

*Mitigation Measures*

- Coordinate with DDOT throughout the design process to ensure compliance with applicable policies and procedures regarding building within public space.

Alternative C

Although Alternative C would locate the security line inside the sidewalk on all of the streets surrounding FOB 8, the hardened terrace wall on 3<sup>rd</sup> Street would still occur within public space, since the existing planting bed extends beyond the property line. This would require that DDOT grant a Public Space Permit.

Alternative C implements several suggestions included in the GSA publication *Achieving Great Federal Public Spaces: A Property Manager's Guide*. The inclusion of a new security pavilion along C Street, SW achieves the goal of creating federal spaces that are secure and welcoming. Further, the public plaza proposed along C Street, SW would provide a forum for tenant activity and public use through the inclusion of street furniture and green space. The plaza would also activate the streetscape along C Street, SW and improve conditions for pedestrians passing by. Overall, impacts to public space would be negligible to minor, with beneficial impacts resulting from the installation of the pedestrian plaza on C Street.

*Mitigation Measures*

- Coordinate with DDOT throughout the design process to ensure compliance with applicable policies and procedures regarding building within public space.

No Action Alternative

Under the No Action Alternative, perimeter security and building improvements would not be completed at FOB 8. The surface parking lot would remain and the area would not gain a public gathering space on the north side of FOB 8. Impacts would thus be negligible.



## 4.3 NATURAL RESOURCES

### 4.3.1 Vegetation

#### Alternatives A, B and C

Under the action alternatives, the existing street trees and other on-site vegetation would be removed. This would include eight trees along C Street, SW, five trees along D Street, SW, four trees along 2<sup>nd</sup> Street, SW, and 3 trees along 3<sup>rd</sup> Street, SW. The removal of existing trees, particularly the two large oaks on C Street, may require a Special Tree Removal Permit through the Urban Forestry Administration. New street trees would be installed, forming consistent green edges along each of the roadways, and trees and grassy areas would be added on the plaza. Along 2<sup>nd</sup> Street, the narrow space between the building yard and the curblin may constrain the use of shade trees. Overall, impacts to existing trees would be moderate, with positive impacts resulting from the increased number of street trees and the new landscaping on the plaza.

#### *Mitigation Measures*

- Coordinate with the Urban Forestry Administration and comply with the Urban Forestry Administration's Special Tree Removal Permit as necessary.
- Coordinate with DDOT regarding the placement of new trees in public space.

#### No Action Alternative

Under the No Action Alternative, perimeter security improvements would not be installed at FOB 8. The existing parking would remain on the north face of the building, and new street trees would not be added on the roadways bordering the site. Impacts would thus be negligible.

### 4.3.2 Water Resources

#### Alternatives A, B and C

Due to the absence of surface water on-site, impacts to water resources are not anticipated to result from the action alternatives. Preliminary mapping has indicated that FOB 8 may lie within the 100-year floodplain if updates are not made to

the District's flood management system. However, construction of the new levee system is anticipated to commence in 2009 and would result in FOB 8 not being located within the 100-year floodplain.

No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, there would be negligible impacts to water resources on the site or within the surrounding area.

## 4.4 TRANSPORTATION

### 4.4.1 Vehicular Circulation

#### Alternatives A, B and C

The movement of construction materials, equipment, and workers to FOB 8 would likely constrict roadways in the immediate area, on C Street, D Street, 2<sup>nd</sup> Street and 3<sup>rd</sup> Street, SW. Specific travel lanes that would be impacted are southbound traffic on 2<sup>nd</sup> Street, northbound traffic on 3<sup>rd</sup> Street, eastbound traffic on C Street and westbound traffic on D Street. In order to minimize disruptions to the on and off-ramps to I-395, construction should be phased such that 2<sup>nd</sup>, C, and D Streets are not obstructed simultaneously. Overall, construction-related impact would be short-term and moderate.

Once completed, the only impact to the area's traffic flow would result from the increased use of the sub-grade parking garage. Located at the north end of the block on 2<sup>nd</sup> Street, the garage provides 59 parking spaces and also has a loading dock. Once the building is operational, there is the potential for queuing due to the screening of vehicles. However, due to the small size of the garage, such queuing scenarios are anticipated to be rare. Thus, long-term impacts to vehicular circulation are anticipated to be negligible.

#### *Mitigation Measures*

- Minimize construction vehicle traffic and equipment during AM and PM peak hours.
- Coordinate construction schedules with nearby projects, including the American Veterans Disabled for Life Memorial, to minimize impacts on area roadways.
- Schedule deliveries during off-peak travel periods to reduce the potential for vehicle queuing at the entrance to parking garage.
- Coordinate with District of Columbia Fire and Emergency Services throughout the design process to ensure that emergency vehicle access is maintained.

### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, impacts to vehicular circulation would be negligible.

#### **4.4.2 Parking**

##### Alternatives A, B and C

The installation of the proposed security measures would temporarily impact the on-street parking availability. It is likely, however, that the only parking spaces that would be impacted during the construction phase are spaces located directly adjacent to FOB 8. Specifically, the parking spaces that would be affected are located on the south side of C Street, the west side of 2<sup>nd</sup> Street, the north side of D Street, and east side of 3<sup>rd</sup> Street. Short-term impacts to parking would be minor.

After the construction, the largest impact to parking facilities within the vicinity of FOB 8 would be conversion of the surface lot located on the north face of the building along C Street. This lot offers space for 48 parking automobile parking spaces and 15 motorbike spaces. The parking lot, however, was never open for public use. The below-grade parking lot would also be utilized; however, it provides only 59 spaces. Overall, long-term impacts to parking would be minor.

### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, impacts to parking would be negligible.

#### **4.4.3 Public Transportation**

##### Alternatives A, B and C

Exterior improvements to FOB 8 would not result in changes to the public transportation routes or services in the area. A new bus shelter would be constructed along C Street, SW at the northwest corner of the site, providing a covered waiting area for bus riders. Overall, impacts would be negligible.

### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, impacts to public transportation would be negligible.

#### **4.4.4 Pedestrian and Bicycle Circulation**

##### Alternative A: Preferred Alternative

Construction activities at FOB 8 would cause temporary sidewalk closures and thus disruptions to pedestrian circulation on the roadways that border the site. These disruptions could be minimized by appropriate signage. Short-term impacts to pedestrian circulation would be moderate.

Under Alternative A, a combination of bollards, hardened street furniture, fences, tree panels, and hardened seatwalls would be installed on the sidewalk set back two feet from the curb on 2<sup>nd</sup>, D and 3<sup>rd</sup> Streets. The bollards would be 39" high, 11" in diameter, and spaced 4'-11" apart on center. Pedestrians would be required to cross through the bollards at the southeast and southwest corners of the site, and when entering the landscaped plaza to the north end. In addition, bollards would cross the sidewalk at the north end of the block on 2<sup>nd</sup> and 3<sup>rd</sup> Streets, SW. These features would disrupt pedestrian flow, particularly on 3<sup>rd</sup> Street, where pedestrian volumes are the highest due to the Metrorail station at 3<sup>rd</sup> and D Streets.

In addition to impacting pedestrian flow, the hardened streetscape features would change the open relationships between the roadways and the sidewalks, altering the pedestrian experience. However, beneficial impacts to the pedestrian experience would result from the inclusion of a public plaza and increased green space proposed along C Street, SW.

Overall, impacts to pedestrian circulation would be moderate, with beneficial impacts to pedestrian experience resulting from the installation of a public plaza on C Street. No adverse impacts are anticipated to bicycle circulation as the closest bicycle route is along 4<sup>th</sup> Street, SW.

##### *Mitigation Measures*

- During construction of the security elements, employ appropriate signage and flagging to ensure pedestrian safety.
- Ensure that the final design complies with ADA accessibility requirements.

- Ensure that the final design facilitates circulation to and from the future American Veterans Disabled for Life Memorial east of the site.

### Alternative B

Construction activities at FOB 8 would cause temporary sidewalk closures and thus disruptions to pedestrian circulation on the roadways that border the site. These disruptions could be minimized by appropriate signage. Short-term impacts to pedestrian circulation would be moderate.

Under Alternative B, a combination of bollards, hardened street furniture, tree panels, fences, and hardened seatwalls would be installed on sidewalk set back two feet from the curb on 2<sup>nd</sup> and D Streets. The bollards would be 39" high, 11" in diameter, and spaced 4'-11" apart on center. Pedestrians would be required to cross through the bollards at the corner of 2<sup>nd</sup> and D Streets, and when entering the landscaped plaza at the north end of the site. In addition, bollards would cross the sidewalk at the north end of the block on 2<sup>nd</sup> Street and at the west end of the block on D Street. These features would disrupt pedestrian flow on 2<sup>nd</sup> and D Streets, but would not alter pedestrian flow along 3<sup>rd</sup> Street, to or from the Metrorail.

The hardened streetscape features located between the curblines and the street on D and 2<sup>nd</sup> Streets would change the open relationships between the roadways and the sidewalks, altering the pedestrian experience. However, beneficial impacts to the pedestrian experience would result from the inclusion of a public plaza and increased green space proposed along C Street.

Overall, impacts to pedestrian circulation would be minor to moderate, with beneficial impacts to pedestrian experience from the installation of a public plaza on C Street. No adverse impacts are anticipated to bicycle circulation as the closest bicycle route is along 4<sup>th</sup> Street.

### *Mitigation Measures*

- During construction of the security elements, employ appropriate signage and flagging to ensure pedestrian safety.
- Ensure that the final design complies with ADA accessibility requirements.
- Ensure that the final design facilitates circulation to and from the future American Veterans Disabled for Life Memorial east of the site.

### Alternative C

Construction activities at FOB 8 would cause temporary sidewalk closures and thus disruptions to pedestrian circulation on the roadways that border the site. These disruptions could be minimized by appropriate signage. Short-term impacts to pedestrian circulation would be moderate.

Under Alternative C, a combination of bollards, terrace walls, and hardened seatwalls would be installed between the sidewalks and building on 2<sup>nd</sup>, 3<sup>rd</sup>, and D Streets, SW. Only those pedestrians entering the building or crossing the plaza would be impacted by the security elements, and thus impacts would be negligible. There would be beneficial impacts to pedestrian experience resulting from the inclusion of a public plaza and increased green space proposed along C Street, SW. No adverse impacts are anticipated to bicycle circulation, as the closest bicycle route is along 4<sup>th</sup> Street, SW.

### *Mitigation Measures*

- During construction of the security elements, employ appropriate signage and flagging to minimize impacts to pedestrian safety.
- Ensure that the final design complies with ADA accessibility requirements.
- Ensure that the final design facilitates circulation to and from the future American Veterans Disabled for Life Memorial east of the site.

### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, impacts to pedestrian or bicycle circulation would be negligible.

## 4.5 UTILITIES AND INFRASTRUCTURE

### 4.5.1 Utilities

#### Alternative A: Preferred Alternative

On 2<sup>nd</sup> Street, SW, construction of security features, the public plaza, and the security pavilion could potentially disturb a 15” (381 mm) sewer line that enters the building at the northeast corner. To ensure that the sewer line is not compromised, the DC Water and Sewer Authority (WASA) might require that a preconstruction survey be completed. Other utilities that may be disturbed include two lampposts.

On 3<sup>rd</sup> Street, SW, construction of the security features could potentially disturb several utility lines including a water line, a sewer line, and an electric line. Additionally, the construction of the public plaza and security pavilion could disrupt the water line. The water line runs below the sidewalk, between the curb and the face of the building, and enters the building at the north end of the block. The 24” (610 mm) sewer line is located within the 3<sup>rd</sup> Street ROW. To ensure the water and sewer lines are not compromised, the DC WASA might require that a preconstruction survey be completed. The electric line runs along the 3<sup>rd</sup> Street, SW curb/gutter line and enters the building at several points. PEPCO would need to be contacted to ensure this line is kept intact. Other utilities that could be impacted along 3<sup>rd</sup> Street, SW are the steam line, which enters the building near the tunnel to the Switzer Building, and two lampposts.

On C Street, SW, construction of the security features, public plaza and security pavilion could potentially disturb fiber optics lines that run along the curblineline and a series of lampposts. The latter will be replaced according to District standards.

On D Street, SW, the construction of security features could potentially disturb several utility lines including a water line, telephone lines, fiber optics lines, and sewer lines. The water line crosses the sidewalk and enters the building mid-block. The 24” (610 mm) sewer lines enter the building near the pedestrian tunnel to the Ford Building and again further east on D Street, SW. To ensure the water and sewer lines are not compromised, the DC WASA might require that a preconstruction survey be completed. Other utilities that could be impacted include several Metro vents and three street lampposts. Overall, impacts would be short-term and moderate.



*Mitigation Measures*

- Coordinate with DC WASA to determine if a preconstruction survey is necessary.
- Coordinate with PEPCO to ensure all electrical lines remain intact and are safe to work around.
- Street lighting would be provided in accordance with District standards.

Alternative B

On 2<sup>nd</sup> Street, SW, construction of the security features, public plaza and security pavilion could potentially disturb a 15" (381 mm) sewer line that enters the building at the northeast corner. To ensure that the sewer line is not compromised, the DC Water and Sewer Authority (WASA) might require that a preconstruction survey be completed. Other utilities that may be disturbed include two lampposts.

On C Street, SW, construction of the security features, public plaza and security pavilion could potentially disturb fiber optics lines that run along the curblin and several lampposts. Other utilities that may be disturbed are the three lampposts along the street and six lampposts that would be removed or relocated for the public plaza. New lighting would be installed per District standards.

On 3<sup>rd</sup> Street, SW, construction of the security features could potentially disturb a water line and an electric line. Additionally, the construction of the public plaza and security pavilion could disrupt the water line. The water line runs below the sidewalk, between the curb and the face of the building, and enters the building at the north end of the block. To ensure the water and sewer lines are not compromised, the DC WASA might require that a preconstruction survey be completed. The electric line runs along the 3<sup>rd</sup> Street, SW curb/gutter line and enters the building at several points. PEPCO would need to be contacted to ensure this line is kept intact. Other utilities that could be impacted along 3<sup>rd</sup> Street, SW are the steam line, which enters the building near the tunnel to the Switzer Building, and two lampposts.

On D Street, SW, construction of security features could potentially disturb several utility lines including a water line, telephone lines, fiber optics lines, and sewer lines. The water line crosses the sidewalk and enters the building mid-block. The 24" (610 mm) sewer lines enter the building near the pedestrian tunnel to the Ford Building and again further east on D Street, SW. To ensure the water and sewer lines are not compromised, the DC WASA might require that a preconstruction

survey be completed. Other utilities that could be impacted include several Metro vents and three street lampposts. Overall, impacts would be short-term and moderate.

#### *Mitigation Measures*

- Coordinate with DC WASA to determine if a preconstruction survey is necessary.
- Coordinate with PEPCO to ensure all electrical lines remain intact and are safe to work around.
- Street lighting would be provided in accordance with District standards.

#### Alternative C

On 2<sup>nd</sup> Street, SW, construction of the security features, public plaza and security pavilion could potentially disturb a 15" (381 mm) sewer line that enters the building at the northeast corner. To ensure that the sewer line is not compromised, the DC Water and Sewer Authority (WASA) might require that a preconstruction survey be completed. Other utilities that may be disturbed include two lampposts, however, new lighting will be installed per District standards.

On C Street, SW, construction of security features, public plaza and security pavilion could potentially disturb fiber optics lines that run along the curblin. Other utilities that may be disturbed are the three lampposts along the street and six lampposts that would be removed or relocated for the public plaza.

On 3<sup>rd</sup> Street, SW, construction of the security features could potentially disturb a water line and an electric line. Additionally, the construction of the public plaza and security pavilion could disrupt the water line. The water line runs below the sidewalk, between the curb and the face of the building, and enters the building at the north end of the block. To ensure the water and sewer lines are not compromised, the DC WASA might require that a preconstruction survey be completed. The electric line runs along the 3<sup>rd</sup> Street, SW curb/gutter line and enters the building at several points. PEPCO would need to be contacted to ensure this line is kept intact. Other utilities that could be impacted along 3<sup>rd</sup> Street, SW are the steam line, which enters the building near the tunnel to the Switzer Building, and two lampposts.

On D Street, SW, construction of security features could potentially disturb several utility lines including a water line, telephone lines, fiber optics lines, and sewer lines. The water line crosses the sidewalk and enters the building mid-block. The 24" (610 mm) sewer lines enter the building near the pedestrian tunnel to the Ford Building and again further east on D

Street, SW. To ensure the water and sewer lines are not compromised, the DC WASA might require that a preconstruction survey be completed. Overall, impacts to utilities would be short-term and moderate.

#### *Mitigation Measures*

- Coordinate with DC WASA to determine if a preconstruction survey is necessary.
- Coordinate with PEPCO to ensure all electrical lines remain intact and are safe to work around.
- Street lighting would be provided in accordance with District standards.

#### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Impacts to utility systems would thus be negligible.

### **4.5.2 Stormwater Management**

#### Alternatives A, B and C

FOB 8 is located within a highly urbanized portion of downtown Washington, DC. As such, stormwater management is achieved through a system of storm drains and combined sewer lines located along the periphery of the building. There could be minor short-term construction-related impacts to stormwater due to increased sediment flows, however, this would be minimized by implementing best management practices.

Each of the action alternatives would see the creation of a public plaza along C Street, SW and the introduction of green space to the study area. This would result in a positive impact to stormwater management because the green space, although built over a parking garage, would capture some stormwater runoff before it leaves the site. Overall, short-term construction-related impacts would be minor, while long-term impacts to stormwater management would be positive.

#### *Mitigation Measures*

- Employ stormwater best management practices during construction to minimize sediment loads in stormwater runoff.

### No Action Alternative

Under the No Action Alternative, exterior improvement would not be undertaken at FOB 8. Thus, impacts to the stormwater management system would be negligible.

### **4.5.3 Hazardous Waste/Contamination**

#### Alternatives A, B and C

The action alternatives do not propose to introduce any new hazardous waste materials or contamination to the site. The roof replacement would be undertaken such that any fly ash is captured and disposed of properly. Thus, impacts would be negligible.

#### *Mitigation Measures*

- Due to prior uses of the building and the potential for fly ash to have migrated to the soils surrounding the site, soil testing should be undertaken prior to excavation.

### No Action Alternative

Under the No Action Alternative, exterior improvements would not be undertaken at FOB 8. Thus, impacts to hazardous materials would be negligible.

## 4.6 AIR QUALITY

### Alternatives A, B and C

The main source for potential air quality impacts that would result from Alternatives A, B, and C would take place during the construction period. These emissions would come from three sources: (1) construction equipment emissions; (2) fugitive dust from soil excavation and site disturbance; (3) emissions from construction worker vehicles commuting to the site. Emissions produced during construction would vary daily depending on the equipment and type of activity, however, due to the limited construction proposed, project-generated emissions would be expected to be below *de minimus* levels. Thus, the project would be exempt from an air conformity determination. Short-term impacts would be minor and long-term impacts would be negligible.

#### *Mitigation:*

- Appropriate best management practices should be implemented during construction to reduce, minimize, or eliminate construction vehicle and equipment emissions and fugitive dust.

### No Action Alternative

Under the No Action Alternative, perimeter security and building improvements would not be completed at FOB 8. Thus, impacts to air quality on the site or within the surrounding area would be negligible.

## 4.7 NOISE LEVELS

### Alternatives A, B and C

The District limits weekday construction and demolition noise to 80 dBA Leq from 7 a.m. to 7 p.m., unless a variance is granted. Given the scope of the construction activities, it is unlikely that noise levels would reach this threshold. The movement of heavy trucks could also generate noise in the vicinity of the site. Visitors to the museums north of the site, could be impacted by construction-related noise impacts, as construction of both the proposed action and American Veterans Disabled for Life Memorial may coincide. Overall, short-term construction-related impacts would be minor to moderate. Once completed, long-term impacts to noise levels would be negligible.

### *Mitigation Measures*

- Employ appropriate best management practices to control noise at its source.

### No Action Alternative

Under the No Action Alternative, perimeter security and building improvements would not be completed at FOB 8. Thus, impacts to noise levels would be negligible.

#### 4.8 CUMULATIVE IMPACTS

Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. The following planned or ongoing projects were considered in the cumulative impacts analysis for FOB 8:

*Third and C Streets, SW Urban Design Guide:* Prepared by GSA and available in draft form, the Urban Design Guide seeks to unify the streetscape within a four-block area that includes: FOB 8, the Mary C. Switzer Building, Wilbur J. Cohen Building, and the Hubert H. Humphrey Building. The Guide addresses such issues as perimeter security, streetscape elements, and proposed landscape features. For one of the projects in the 3<sup>rd</sup> and C Street area, GSA is proposing to convert C Street, SW, between 3<sup>rd</sup> and 4<sup>th</sup> Streets, to one lane in either direction.

*Dwight D. Eisenhower Memorial:* The Eisenhower Memorial is planned for a site northwest of FOB 8 at the intersection of Maryland and Independence Avenues. The memorial, currently in the design phase, will celebrate Eisenhower's commitment to freedom, the Constitution, democracy, economic progress, and international peace.

*Perimeter Security Projects within the Nation's Capital:* Numerous perimeter security projects are planned, have been approved, or have been recently completed within Washington, DC (Figure 4-1). In addition, several roadways have been closed for security purposes. These security improvements are widespread, including those immediately around FOB 8, on Capitol Hill northeast of FOB 8, on the Mall, and in the downtown. Immediately around FOB 8, permanent perimeter security measures have been proposed at the Switzer and Cohen Buildings, and permanent measures have been installed at the Humphrey Building and the Ford House Office Building. On Capitol Hill, permanent perimeter security is widespread including around the Capitol complex, the Library of Congress buildings, and the Rayburn House Office Building, among others. North of FOB 8, along the Mall, permanent perimeter security has been installed or approved for installation at the majority of the Smithsonian museums including NMAI, the National Air and Space Museum, the Hirshhorn Museum, the Smithsonian Castle, the National Museum of Natural History, and the National Museum of American History. Permanent perimeter security

improvements have been proposed or temporary measures have been installed at a number of buildings between the 3<sup>rd</sup> and C Street area, and the Tidal Basin further west. Across the Mall, temporary perimeter security measures have been installed around buildings within the Federal Triangle, and permanent security measures are being considered for several of these buildings, including the headquarters of the U.S. Department of Commerce and the National Archives. Perimeter security measures have also been proposed, approved, or constructed at a number of buildings east and west of Federal Triangle.

#### **4.8.1 Historic Resources**

The installation of perimeter security elements, particularly along the curblin, has the potential to generate cumulative impacts to historic resources, when considered together with the other perimeter security projects that have been recently completed or are planned within D.C. Over time, the installation of perimeter security at the curblin at FOB 8 could increase the likelihood that property owners install perimeter security, since its placement outside of the sidewalk increases the potential threat to adjacent buildings. This could generate minor adverse cumulative impacts to adjacent historic structures located within the APE, including the Switzer and Cohen Buildings. In addition, there could be cumulative impacts to the L'Enfant Plan. The relationship between the roadways and building yards are important features of the plan. Perimeter security placed between the sidewalk and the roadway interrupt these relationships, potentially creating a moderate adverse impact on the L'Enfant Plan.

#### **4.8.2 Visual Resources**

Drafted by GSA, *the 3<sup>rd</sup> and C Street Urban Design Guide* seeks to establish common approaches to streetscape alignment and treatment within a four block area that includes FOB 8, and the Switzer, Cohen, and Humphrey Buildings. The improvement of FOB 8, if undertaken in accordance with the principles established by the guide, could create beneficial cumulative impacts to visual resources within the four-block area through the installation of street trees and common streetscape elements.

The installation of perimeter security at FOB 8, when considered together with other constructed or planned perimeter security within the area of visual influence, has the potential to adversely impact visual resources. Impacts would be greater if security is placed along the curblin, as it would interrupt the open visual relationship between the sidewalks and the roadways. Further, security elements crossing the sidewalk would interrupt continuous views from the walkways. Overall,



cumulative impacts to visual resources could be moderate adverse if security is placed at the curblines and minor adverse if placed within the building yard.

#### **4.8.3 Land Use**

The proposed exterior improvements to FOB 8 have the potential to create cumulative impacts to land use. Two memorials, the Eisenhower Memorial and the American Veterans Disabled for Life Memorial, are planned for underutilized sites in the immediate vicinity of FOB 8. The creation of the public plaza at FOB 8, when considered together with the memorials, would have a beneficial cumulative impact on land use in the Southwest portion of Washington, DC.

#### **4.8.4 Public Space**

The proposed exterior improvements to FOB 8 have the potential to create cumulative impacts to public space. Two memorials, the Eisenhower Memorial and the American Veterans Disabled for Life Memorial, are planned for underutilized sites in the immediate vicinity of FOB 8. The creation of the public plaza at FOB 8, when considered together with the memorials, would have a beneficial cumulative impact on public space in the area (generally within two blocks of site). However, the installation of perimeter security elements along the curblines, when considered together with other perimeter security projects completed or planned within Washington, DC, could adversely impact public space. The potential widespread installation of security elements within DC, if located outside of building property lines, would interrupt the continuity of the area sidewalks, creating a moderate adverse impact to public space.

#### **4.8.5 Pedestrian Circulation**

Alternative A would impede pedestrian flow along 3<sup>rd</sup> Street, and all of the action alternatives would impact pedestrian flow at the plaza. Visitors to the American Veterans Disabled for Life Memorial could potentially employ these paths to access the metro. This, coupled with the potential increase in visitation to the area due to the memorials, would have a moderate adverse cumulative impact on pedestrian circulation. Further, the placement of perimeter security elements within the sidewalks at FOB 8 could contribute to a moderate adverse cumulative impact to the pedestrian circulation network in the area (generally within two blocks of the site), if adjacent buildings also install perimeter security outside of the building yards. These elements would hinder pedestrian flow, particularly during peak periods.

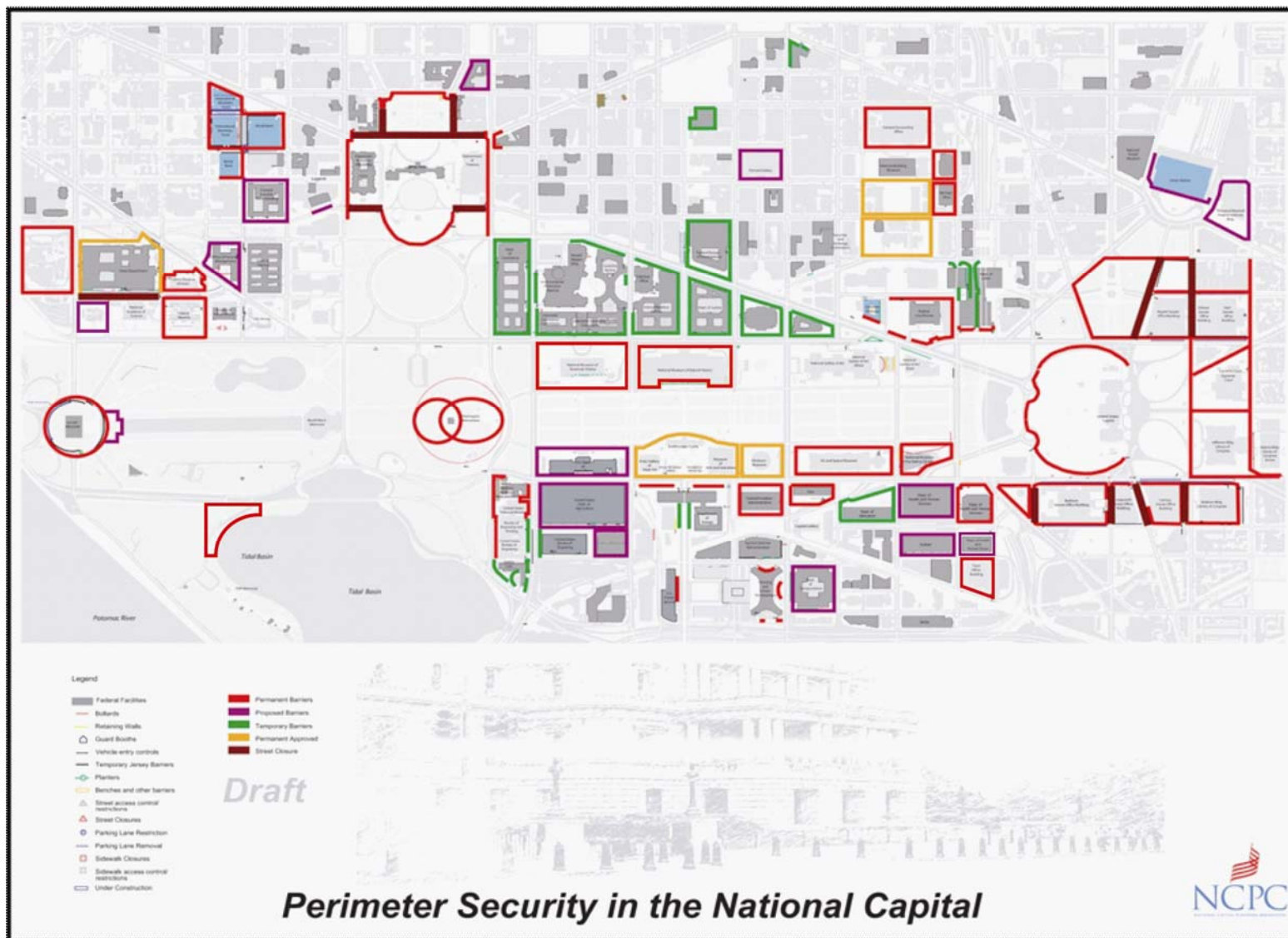


Figure 4-1: District-wide Perimeter Security Projects  
Source: NCPC, 2007; EDAW, 2009 (Revisions)

**5.0**

**APPENDIX**

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## 5.1 SOURCES

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