



# West Heating Plant Disposal

DRAFT ENVIRONMENTAL ASSESSMENT/ SECTION 106 REVIEW



July 2012

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**Draft**

**Environmental Assessment**

**West Heating Plant Disposal**

**Washington, DC**

**July 2012**



**U.S. General Services Administration**  
**Public Buildings Service, National Capital Region**  
**301 7<sup>th</sup> Street, SW**  
**Washington, DC 20407**

**Abstract**

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The U.S. General Services Administration (GSA), National Capital Region, has prepared this Environmental Assessment (EA) for the proposed disposal of the West Heating Plant parcel (approximately 2.08 acres), located in the west Georgetown area of Washington, DC. The parcel contains a decommissioned heating plant that was previously used to produce steam to heat Federal buildings in the District of Columbia, as well as associated infrastructure. While the proposed action is the disposal of the property, this EA also analyzes the indirect impacts from a reasonably foreseeable development scenario on the parcel once GSA disposes of the property. For the purposes of impacts analysis in the EA, it is assumed that any redevelopment would be consistent with surrounding land use zoning, W-2 Waterfront District, Medium Density (Mixed Use).

The EA has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended; Council on Environmental Quality (CEQ) regulations implementing NEPA; and the GSA *Public Buildings Service NEPA Desk Guide*. This EA contains an analysis of potential environmental impacts for the No-Action Alternative and the Disposal Alternative.

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**For information concerning this document contact:**

Ms. Suzanne Hill, NEPA Program Lead  
U.S. General Services Administration  
National Capital Region  
301 7th Street, SW, Room 4004  
Washington, DC 20407  
suzanne.hill@gsa.gov

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If you require an alternative format of this report, or interpretive services, please contact Suzanne Hill, U.S. General Services Administration, at 202-205-5821.

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### List of Acronyms

ACHP	Advisory Council on Historic Preservation
ACM	Asbestos-containing materials
ADA	Americans with Disabilities Act
APE	area of potential effect
B&O	Baltimore and Ohio
BC	Before Christ
Bgs	Below Ground Surface
C&O	Chesapeake and Ohio
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
dBA	A-weighted Decibel
DC	District of Columbia
DCOP	District of Columbia Office of Planning
DC SHPO	District of Columbia State Historic Preservation Office/Officer
DDOE	District Department of the Environment
DDOT	District Department of Transportation
DOE	Determination of Eligibility
DRO	Diesel Range Organics
EA	Environmental Assessment
EIS	Environmental Impact Statement
ESA	Environmental Site Assessment
F to F	Floor-to-Floor
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIFRA	Federal Insecticide, Fungicide, Rodenticide Act
FONSI	Finding of No Significant Impact
GRO	Gasoline Range Organics
GSA	General Services Administration
GSF	Gross square footage
HCM	Highway Capacity Manual
HD	Historic District
HOTD	Heating, Operating, and Transmission District
ITE	Institute of Transportation Engineers
LOS	Level of Service
LTR	Left/Thru/Right
µg/kg	Micrograms per Kilogram
Mgal/d	Million Gallons per Day
Mg/kg	Milligrams per Kilogram
mg/L	Milligrams per Liter
MOA	Memorandum of Agreement
NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NHL	National Historic Landmark

NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places
NW	Northwest
NWI	National Wetlands Inventory
OSHA	Occupational Safety and Health Act
PBA	Public Buildings Administration
PBC	Public Benefit Conveyance
PBS	Public Buildings Services
PCBs	Polychlorinated Biphenyls
RBC	Risk Based Criteria
RCRA	Resource Conservation and Recovery Act
RFDS	Reasonably Foreseeable Development Scenario
SF	Square Feet
SPCC	Spill Prevention Control and Countermeasures
SWDA	Solid Waste Disposal Act
TCLP	Toxicity Characteristic Leaching Procedure
TDM	Travel Demand Management
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TPH	Total Petroleum Hydrocarbons
TSCA	Toxic Substances Control Act
U.S.	United States
U.S.C.	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
WMATA	Washington Metropolitan Area Transit Authority

# 1. PURPOSE OF AND NEED FOR THE PROPOSED ACTION

## 1.1. INTRODUCTION

The United States (U.S.) General Services Administration (GSA) has prepared this Draft Environmental Assessment (EA) to evaluate the potential environmental impacts associated with the proposed disposal of the West Heating Plant parcel, located at 29<sup>th</sup> and K Street, Northwest (NW), Washington, District of Columbia (DC, or District).

This EA is consistent with the National Environmental Policy Act (NEPA) of 1969, as amended, the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508 (1986)), and GSA's *Public Buildings Service (PBS) NEPA Desk Guide*. NEPA requires Federal agencies to prepare an EA to determine if a proposed action has the potential to significantly affect the natural and human environment. Primary issues addressed in this EA include impacts to transportation, water resources, historic and visual resources, noise, hazardous materials and waste, and public health and safety.

Concurrent with the preparation of the EA, GSA has consulted with the DC State Historic Preservation Office (DC SHPO) under Section 106 of the National Historic Preservation Act (NHPA), 16 United States Code (U.S.C.) 470f, to identify historic properties that may be potentially affected by the disposal of the West Heating Plant parcel and to resolve any adverse effects of the disposal that may be identified through consultation. GSA has determined that the West Heating Plant is eligible for listing in the National Register of Historic Places (NRHP), and the property is located in the Georgetown Historic District.

Agencies and members of the public are encouraged to provide written comments on the Draft EA during the public comment period beginning on July 30, 2012 and ending on August 29, 2012.

### **Please send written comments by August 29, 2012:**

U.S. General Services Administration  
Attention: Ms. Suzanne Hill, NEPA Program Lead  
301 7th Street, SW, Room 4004  
Washington, DC 20407  
suzanne.hill@gsa.gov

## 1.2 WHAT IS GSA PROPOSING?

The proposed action is for GSA to dispose of approximately 2.08 acres of land, referred to as the West Heating Plant parcel. The property is located at 29<sup>th</sup> and K Street, NW, Washington, DC (see Figure 1-1). The parcel currently contains a decommissioned heating plant that was previously used to provide steam to Federal buildings in the District of Columbia. The West Heating Plant parcel has been identified as excess and the disposal of the parcel is needed to eliminate the costs associated with maintenance of the property.

### The Proposed Action

GSA proposes to dispose of the West Heating Plant parcel, located at 29<sup>th</sup> and K Street, NW, Washington, DC.

The property is no longer needed and is considered excess.

GSA has prepared this EA in accordance with Section 102 of the National Environmental Policy Act (NEPA), CEQ regulations implementing NEPA (40 CFR Parts 1500-1508 (1986)), and GSA's *Public Buildings Service (PBS) NEPA Desk Guide*. NEPA requires Federal agencies to evaluate the potential impacts that the proposed action may have on the human and natural environment. To fully evaluate the potential effects of the proposed disposal action, the EA contains an analysis of impacts that may result from the reasonable future use of the property (see Chapter 3 for additional details). Per CEQ regulations, Federal agencies are required to evaluate both direct and indirect impacts of a proposed action.

Disposal of the parcel by GSA would remove the property from Federal ownership and the land would become subject to the District of Columbia's land use and taxing authority. All future development or reuse would be subject to local zoning, permitting, and land use controls.

Evaluation of the impacts from a reasonable future use of the property is not intended to indicate that GSA would restrict future use of the property should it leave Federal ownership. Additionally, the proposed disposal would not include the control of any reuse of the property other than potential deed restrictions as are authorized by statute for the protection of human health, the environment, and historic resources.

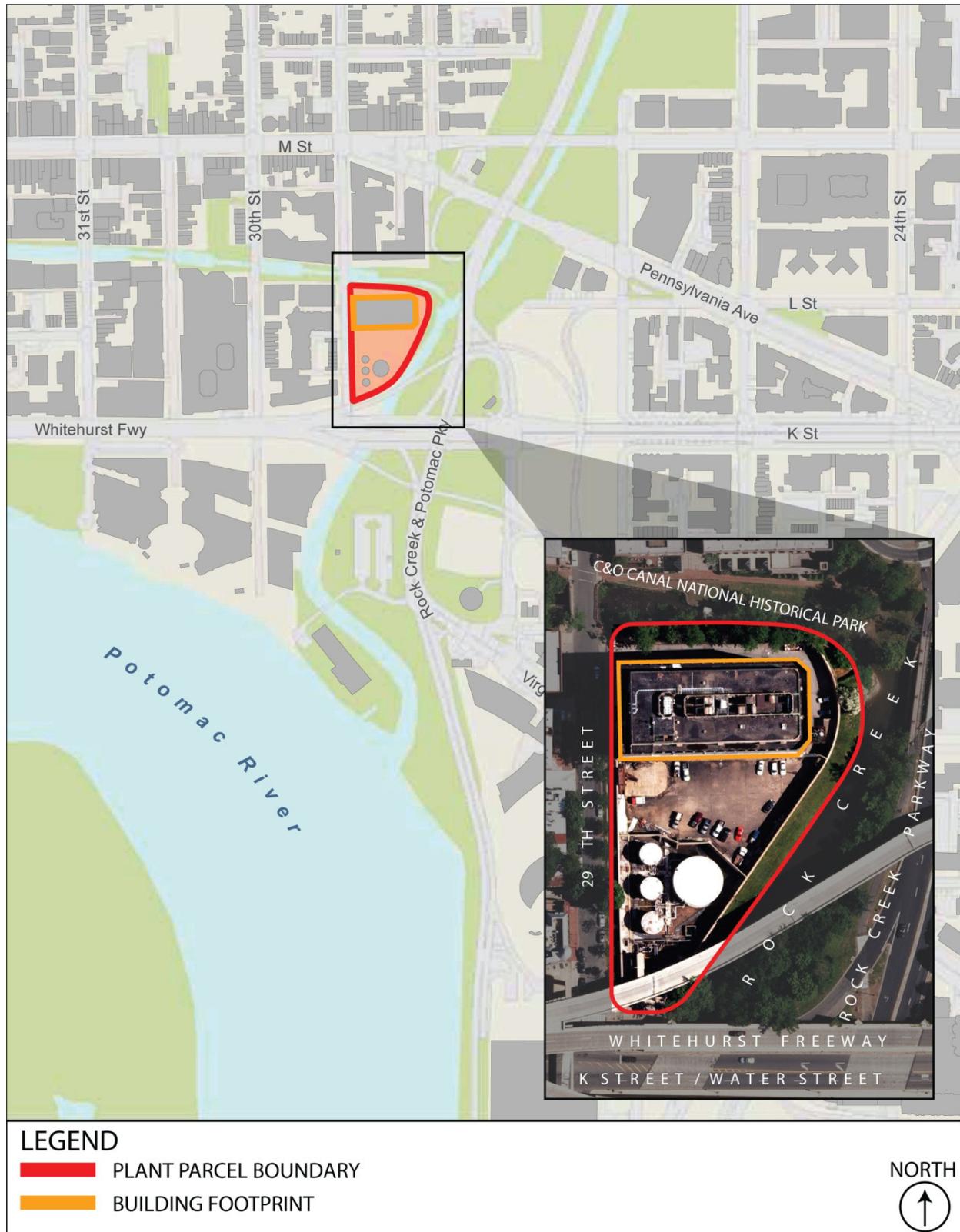
## 1.3 WHAT IS THE PURPOSE OF THE PROPOSED ACTION?

The purpose of the proposed action is the disposal of the West Heating Plant parcel and its removal from Federal ownership.

## 1.4 WHAT IS THE NEED FOR THE PROPOSED ACTION?

The need for the proposed action is to eliminate the costs associated with the maintenance of a property that has been identified as excess. This proposed action is consistent with the June 20, 2010 Presidential Memorandum (*Presidential Memorandum – Disposing of Unneeded Federal Real Estate*) that calls for Federal agencies to identify and dispose of excess properties.

Figure 1-1 West Heating Plant Parcel Location.



## **1.5 WHAT IS THE PROJECT BACKGROUND?**

The following sections provide a brief overview of the project site history, what currently exists on the site, and how the Federal land disposal process occurs.

### **1.5.1 What is the History of the Site?**

The West Heating Plant site is recorded in the land records of the District as Square 1193. In the eighteenth century the area was patented as a property named “Philadelphia” and lay just outside the limits of Georgetown, Maryland. Incorporated first into Georgetown and then into the District, Square 1193 was bounded by Needwood Street on the north, Water (K) Street on the south, Greene (29th) Street on the west, and Rock Creek on the east. As the Rock Creek boundary stretches from the northeast to the southwest, the “square” has the shape of an inverted triangle. Development of the parcel began shortly after construction of the Chesapeake and Ohio (C&O) Canal through Georgetown in 1831. Completion of the canal through Georgetown spawned development of small-scale industries that were closely linked to the canal. A few of these household-level industries survived into the twentieth century, but the 1889 flood dealt a major blow to the local economy, ruining not only the C&O Canal but also many of the industries that depended on it. One of the notable industries that developed on Square 1193 was a lime works, established in 1883. The lime works was part of a cluster of lime manufactories that operated in the lower Rock Creek valley during the late nineteenth century, dependent upon raw material arriving in Georgetown via the C&O Canal. Later, during the early decades of the twentieth century, much of the property was used as a dumping ground.

Following the establishment of Rock Creek Park in 1889, plans were developed for a parkway that would connect the park to the downtown area. Although the eventual decision was to leave the lower reaches of Rock Creek as a natural outflow to the Potomac River, certain features of an earlier, less naturalistic scheme were constructed such as a 12-foot sewer that extends from the canal across Square 1193. The C&O Canal, itself abandoned in 1924 after damage by numerous floods, was acquired by the Baltimore and Ohio (B&O) Railroad and then traded to the U.S. Government in return for loan support in 1938.

By 1945 the U.S. Government had obtained ownership of all of the land on Square 1193 in order to construct a new heating plant. Nonetheless, an intra-governmental jurisdictional issue had to be resolved first. Approximately 1.43 acres of the parcel was under the control of the Department of the Interior and had to be transferred to the Federal Works Agency, predecessor of GSA, so that the plant could be built. However, the National Capital Park and Planning Commission, predecessor of the National Capital Planning Commission (NCPC), insisted that the receiving agency plant and maintain landscaping in the areas outside the stone wall and adjacent to Rock Creek and the canal. An exchange of letters back and forth throughout 1941 between Federal Works Agency Administrator John Carmody and Interior Secretary Harold Ickes finally found a way around an impasse on funding. The transfer of jurisdiction was executed by an Interior Department letter on July 23, 1941, but the action was not recorded in the Land Records of the National Park Service (NPS) until 1964.

The Square 1193 site was seen as advantageous for the new heating plant because it was close to new government buildings as well as the B&O Railroad tracks, which brought coal to a B&O freight terminal and coal yard located on the adjacent block across K Street. The cornerstone was laid for the West Heating Plant in 1946, and it was completed in 1948 at an approximate cost of \$7.8 million. The plant was designed to provide steam to existing and future government buildings and to relieve the over-taxed Central Heating Plant at 13th and C Street, SW. The complex consisted of the main building, which housed the boilers and adjunct mechanical equipment, a coal-receiving and ash processing building, a coal yard or stockpile area, and pipes for steam distribution. The six-story heating plant building was built along the northern portion of Square 1193 while a coal yard was located along the south side of the building. Oil tanks and a gas yard currently stand on the south portion of the square.

One of the ramps built in anticipation of an interstate leg through the District that was never built cuts across the southern end of Square 1193. Although this ramp was dismantled as part of a scaled-down Whitehurst Freeway, the base of the pylon that supported that ramp still exists on the West Heating Plant property. The District controls the air rights for the Whitehurst Freeway and a small parcel at the southern end of the property.

The West Heating Plant was constructed in 1948 to provide steam service to government buildings on the west side of the city. The plant ceased steam generation activities in 2000, and since then the site has served as a backup steam location; the site of backup fuel oil storage capacity for the Central Heating Plant; and as office and maintenance shop space for Heating, Operating, and Transmission District (HOTD) personnel.

### **1.5.2 What Is Currently on the Site?**

The West Heating Plant parcel has a land area of 2.08 acres, or 90,605 square feet (SF). As a Federal property, the West Heating Plant property is unzoned. The parcel contains a retaining wall along the eastern side of the property. The area to the west of the retaining wall contains the heating plant building, which is no longer in operation, as well as supporting assets including above ground storage tanks, a paved area previously used for parking, and other infrastructure. The heating plant building itself is 21,836 gross square feet (GSF) and 110 feet above-grade. A mechanical structure situated on the rooftop adds an additional 10 feet for a total of 120 feet above-grade. To the east of the retaining wall is a grassy area bordering Rock Creek, and the north side of the property is lined with trees.

### **1.5.3 What is the Disposal Process?**

Once a Federal agency determines a property to be excess, the property must first be offered to other Federal agencies that may have a need for it. If there is no further need for the property within the Federal government, it is considered surplus property. The property is next evaluated by the Department of Housing and Urban Development to determine if it is suitable for homeless use, as required under the McKinney-Vento Act. If it is deemed unsuitable, it may be screened for potential Public Benefit Conveyances (PBCs) or negotiated sale to a local municipality. Examples of a PBC include public health or educational uses, public recreational areas, or

wildlife conservation, among others. If it is deemed suitable, it is first screened in accordance with the McKinney-Vento Act. If there is no homeless interest or no successful homeless or other PBC/Negotiated sale application for the property, the property can proceed to public sale. This process is depicted graphically in Figure 1-2.

GSA followed the appropriate requirements for the disposal process and determined that there are no other interested parties or uses for the West Heating Plant parcel. GSA has also cleared the requirements of the McKinney-Vento Act effective May 9, 2012; therefore, public sale of the property is the appropriate course of action.

**Figure 1-2 Disposal Process.**



## **1.6 WHAT ARE THE RELEVANT ENVIRONMENTAL LAWS AND REGULATIONS?**

### **1.6.1 What Is NEPA and the NEPA process?**

NEPA is legislation that establishes nationwide environmental policies to ensure protection of the environment. This legislation was passed by Congress in 1969 and took effect on January 1, 1970. It requires Federal agencies to consider the impacts of their projects on the human and natural environment during the Federal agency planning and decision-making process. An EA is a concise public document that provides sufficient analysis to determine the level of impacts the proposed action would have on the human environment, and whether those impacts are significant, resulting in the preparation of an Environmental Impact Statement (EIS), or not significant, resulting in the preparation of a Finding of No Significant Impact (FONSI).

NEPA requires agencies make a thorough effort to inform and involve interested members of the public before reaching a project decision. Title 40 CFR Part 1500.1(b) states, “NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.” By involving citizens, stakeholder groups, and agencies, the Federal government can make a better informed decision.

### ***Public Involvement***

Through the NEPA process, the public has had and will continue to have opportunities to comment on the proposed action. Public scoping was conducted before the Draft EA was prepared to identify and refine the resource topics that should be included in the EA. Scoping allows the public to help define priorities and express stakeholder and community issues to the agency conducting the proposed action. The scoping period for this EA was from January 13, 2012, to February 13, 2012, and a public scoping meeting was held on January 26, 2012. Scoping letters were sent to interested stakeholders two weeks prior to the scoping meeting (see Chapter 6 of this EA). Key issues identified during scoping included:

- Future development/use of the parcel
- Hazardous materials and waste
- Traffic/transportation impacts
- Historic resources and visual impacts
- Real estate history of the parcel (previous ownership)
- Noise impacts

Chapter 6 contains the distribution list for public scoping.

The public also has an opportunity to comment on the Draft EA during a 30-day comment period (July 30, 2012 to August 29, 2012). If deemed appropriate the public will be provided an additional opportunity to comment on the Final EA and decision document.

### ***Agency Consultation***

GSA has coordinated with and will continue to coordinate with several agencies throughout the NEPA process to fulfill regulatory requirements. Due to the built environment of the West Heating Plant parcel, there are little to no wildlife species on the site. In a letter dated August 3, 2011, the U.S. Fish and Wildlife Service stated that there are no federally listed threatened and endangered species in the project vicinity, and that further consultation was not required (see Appendix A). Due to the limited natural vegetation on the parcel, the site does not likely support any state-listed or other rare species; therefore, further coordination with the U.S. Fish and Wildlife Service is not needed.

#### **NEPA Public Involvement Process**

##### ***Scoping***

January 13, 2012 to February 13, 2012

##### ***Public Review of Draft EA***

July 30, 2012 to August 29, 2012  
(30-day review)

##### ***Publication of Final EA and FONSI***

Fall 2012

Under the NHPA, GSA consulted with the DC SHPO to identify the area of potential effect (APE) for the proposed disposal action. Additional consultation will occur between GSA and the DC SHPO before the Final EA is completed to ensure that the DC SHPO has an opportunity to comment on any identified effects of the proposed disposal.

### **1.6.2 What is Section 106 of the National Historic Preservation Act?**

Similar to NEPA, the NHPA of 1966, as amended through 2004, requires Federal agencies to consider the potential effects of their actions on historic resources including historic buildings, districts, structures, and objects that have significant scientific, historic, or cultural value. NHPA establishes that it is the Federal agencies' clear responsibility to protect and preserve any historic and prehistoric resources.

Section 106 of the NHPA, 16 U.S.C. 470 et seq., requires Federal agencies to take into account the effects of their proposed actions on these and any properties that are listed or eligible for the National Register of Historic Places (NRHP). Section 106 also requires, as part of the historic review process, consultation with local and Federal agencies responsible for historic preservation as well as any local citizen groups interested in historic preservation.

### **1.6.3 What Other Environmental Laws and Regulations are Relevant to this Project?**

In addition to NEPA and NHPA, GSA must also comply with many other statutes, regulations, and Executive Orders, as indicated in the examples below. The following list is not intended to be exhaustive; rather, the intent is to illustrate the primary regulatory guidelines that GSA must adhere to throughout the NEPA process. GSA incorporates compliance with these laws and regulations into its project planning and NEPA compliance.

#### ***Regulations***

- CEQ Regulations (40 CFR Parts 1500-1508)
- 36 CFR Part 800 – Protection of Historic Properties
- 32 CFR Part 229 – Protection of Archeological Resources: Uniform Regulations
- 33 CFR Parts 320-330 – U.S. Army Corps of Engineers Regulations
- 40 CFR Parts 300-399 – Hazardous Substance Regulations
- Secretary of the Interior Standards and Guidelines for Archeology and Historic Preservation

#### ***Executive Orders***

- Executive Order 11593 – Protection and Enhancement of the Cultural Environment
- Executive Order 11990 – Protection of Wetlands
- Executive Order 11988 – Floodplain Management
- Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Executive Order 13045 – Protection of Children from Environmental Health Risks and Safety Risks
- Executive Order 13327 – Federal Real Property Asset Management

- Executive Order 13423 – Strengthening Federal Environmental, Energy, and Transportation Management
- Executive Order 13514 – Federal Leadership in Environmental, Energy, and Economic Performance

### *Statutes*

- Clean Air Act of 1970 as amended
- Clean Water Act of 1977 as amended
- Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980
- Solid Waste Disposal Act (SWDA) of 1965
- Resource Conservation and Recovery Act (RCRA) of 1976
- Toxic Substances Control Act (TSCA) of 1976
- Federal Insecticide, Fungicide, Rodenticide Act (FIFRA) of 1972, amended
- Occupational Safety and Health Act (OSHA) of 1971
- Archeological Resources Protection Act of 1979
- Endangered Species Act of 1973
- Coastal Zone Management Act of 1970

## **1.7 WHAT RESOURCE TOPICS WERE DISMISSED FROM FURTHER STUDY IN THIS EA?**

Several topics were considered in the preparation of this EA but dismissed from detailed study because the proposed action would result in negligible impacts or no impact to these resources. The resource topics considered were also refined during the public scoping process for this EA, and the EA focuses on those resource topics that are of greatest interest to the public or have potential for environmental impacts.

**The following resources have been dismissed from further analysis in the EA because the proposed action would result in negligible or no impact to these resources:**

- Air Quality
- Coastal Zone Management
- Cultural Resources – Archeology
- Environmental Justice
- Infrastructure
- Land Use and Zoning
- Community Facilities
- Population, Housing, Income, Employment, and Education
- Topography, Geology, and Soils
- Vegetation, Wetlands, and Wildlife

### **1.7.1 Air Quality**

Disposal of the West Heating Plant parcel would not affect air quality; however, there could be minor, indirect impacts from future redevelopment of the parcel after the proposed action is complete. These impacts could result from construction emissions and mobile sources from increased vehicular traffic. Construction emissions would be short-term and minor, and additional vehicular traffic emissions would be long-term and minor. As shown in the Traffic Study conducted for this EA (see Appendix C), there would be a negligible increase in traffic resulting from a reasonably foreseeable development scenario after disposal. Air quality is regulated by the Clean Air Act, and any indirect impacts resulting from redevelopment of the site would be expected to conform to Clean Air Act requirements as stipulated by the State Implementation Plan for the Washington, DC region. Because the impacts would be minor, there would not be an overall change to air quality in the region. Therefore, air quality was dismissed from further analysis in the EA.

### **1.7.2 Coastal Zone Management**

The District of Columbia does not have a designated coastal zone and is exempt from the conditions of the Coastal Zone Management Act, including the development of a Coastal Zone Management Plan. Therefore, this resource topic was dismissed from further analysis in the EA.

### **1.7.3 Cultural Resources – Archeology**

Disposal of the West Heating Plant parcel would not affect archeological resources, nor would there be any indirect impacts associated with redevelopment of the site after disposal has occurred. In conjunction with this EA, a cultural resource survey (LeeDecker and Kuhn, 2012) has been completed for the West Heating Plant property. One goal of this study was to assess the archeological potential of the site, based primarily on archival research. A geoarcheological study was used to assess the subsurface condition of the property with specific attention to the preservation of buried landscapes that might contain archeological resources. This study concluded that the property might have contained archeological resources associated with three broad themes identified in the city's comprehensive plan for historic preservation: Native American Cultures (circa 10,000 Before Christ [BC] to 1730), Canal Commerce in Georgetown and Washington (1828-1889), and Service Industries (1800-1945).

It is likely that Native American groups settled along Rock Creek, as evidenced by previous documentation of some of the most important sites in the entire city at the Whitehurst Freeway on the east side of Rock Creek. The west bank of Rock Creek, including Square 1193, would also likely have been used by prehistoric groups. However, it is likely that any archeological remains of prehistoric use of Square 1193 would have lost integrity as a result of urban development, beginning with construction of the C&O Canal and culminating with construction of the West Heating Plant. The natural environment along lower Rock Creek would have presented an attractive suite of resources for prehistoric populations, but the cumulative impacts of the site's industrial development would have obliterated the landscape to such an extent that prehistoric archeological remains would have no physical integrity.

Resources associated with the Canal Commerce in Georgetown and Washington context (1828-1889) would include the John Moore dry dock and the Cartwright & Johnston Lime Works (and its successors). Because of their association with the C&O Canal, both could be considered important because of historically significant events, as the C&O Canal was of major importance for the economy of Georgetown and the City of Washington and is listed in the NRHP. The inlet to the dry dock survives within the C&O Canal property, and this feature is listed as a contributing resource to the C&O Canal Historic District. The dry dock would have included a channel, probably clay-lined, a set of piers, and a set of outlet gates to control the flow of water. Within the West Heating Plant property, however, physical remains of the dry dock have likely been severely disturbed by construction of the heating plant and possibly by earlier construction of a large sewer across the property. The kilns associated with the lime works would have required fairly substantial masonry construction, but these structures, located in the West Heating Plant coal yard area, were almost certainly destroyed during construction of the heating plant, if not by the sewer.

Potential resources associated with the Service Industries context (1800-1945) include a series of service industries (stable, blacksmith, wheelwright shop, etc.) that were located at the south end of West Heating Plant property. These resources would be expressed in the archeological record by architectural features, activity areas, industrial by-products and waste (slag, ash, wood shavings, etc.), or possibly by discarded tools used in the various trades. To the extent that well-preserved features and deposits are present, they could provide information pertinent to the development of industrial technology prior to the transition from small-scale household-level production to large-scale, mechanized factory production. However, as these resources were often housed in relatively modest structures, their archeological footprint would have been relatively ephemeral and most likely obliterated by construction of the sewer or the heating plant. The cultural resource survey found that, although the West Heating Plant property may contain some physical remains of Georgetown's nineteenth-century industries, it is not expected that these resources would retain sufficient integrity or information potential to warrant archeological documentation.

This study concludes that there is little, if any, likelihood that NRHP-eligible archeological resources are present in the study area, so there is no need for further work prior to disposal of the West Heating Plant property from Federal ownership (see Appendix D). Therefore, this resource was dismissed from further analysis in the EA.

#### **1.7.4 Environmental Justice**

Disposal of the West Heating Plant parcel would not result in any environmental justice impacts. There would not be any adverse, indirect impacts from subsequent redevelopment of the site after disposal has occurred. The parcel exists in an area of Georgetown where there would not be any environmental justice concerns. Any new redevelopment would be expected to be consistent with surrounding land uses. While GSA cannot dictate the District's future course of action, it is anticipated that the future owner of the property would be required to submit any new development plans through a review and approval process with District agencies for any proposed changes to land use or zoning (see additional discussion under Section 1.7.6, Land Use

and Zoning). No disproportionately high and adverse effects on any minority or low-income populations would occur as a result of the proposed action per Executive Order 12898 regarding environmental justice. There would also not be any disproportionately high and adverse effects on children, per Executive Order 13045. Therefore, this resource was dismissed from further analysis in the EA.

### **1.7.5 Infrastructure**

Disposal of the West Heating Plant parcel would not affect existing infrastructure on the site. Future redevelopment of the site, however, could result in minor, indirect impacts to infrastructure if upgrades or additional demand/capacity is required. Any needed upgrades would be coordinated by the developer through the appropriate utility provider in the District to acquire utility connections, ensure that adequate capacities exist for new demands, or to coordinate acquiring any new capacity that may be needed. Therefore, this resource was dismissed from further analysis in the EA.

### **1.7.6 Land Use and Zoning**

Disposal of the West Heating Plant parcel would not affect existing land use or zoning. After disposal has occurred, it is assumed that any new development would be consistent with land use of the surrounding area. While GSA cannot dictate the District's future course of action, it is anticipated that the future owner of the property would be required to submit new development plans through a review and approval process with District agencies for any proposed changes to land use or zoning. The zoning regulations in Washington, DC are established and enforced by the District Office of Zoning, the Zoning Commission, and the Board of Zoning Adjustment. There is no land use designation assigned to the West Heating Plant parcel by the District because it is a Federal property; however, all land adjacent to the parcel is zoned W-2, Waterfront District, Medium Density (Mixed Use). Once the property is no longer under Federal ownership, the developer would be required to adhere to District planning and zoning regulations, as well as obtain approval from the District Office of Planning, the Zoning Commission, and the Board of Zoning Adjustment prior to any new development on the site. Any future development on the site, after the disposal process is complete, would be subject to District regulations and agency approvals. This process would negate or minimize any potential impacts to land use and zoning. Therefore, this resource was dismissed from further analysis in the EA.

### **1.7.7 Community Facilities**

The proposed disposal of the West Heating Plant parcel would not affect community facilities. Potential indirect impacts from future redevelopment of the site after disposal would be negligible or non-existent. There are no existing community facilities on the parcel. Any new development that would occur after disposal is complete would be subject to District planning and zoning regulations and agency approval, as described under Section 1.7.6, Land Use and Zoning. There could be minor impacts to emergency responders (police, fire, and rescue) because any new development would place additional demand on these resources. Impacts

would be indirect and would be coordinated by the District to ensure response times would not be affected. Therefore, this resource was dismissed from further analysis in the EA.

### **1.7.8 Population, Housing, Income, Employment, and Education**

The West Heating Plant has no permanent residential population or housing; therefore, the disposal action would have no impact on them. Any increased housing availability would be an indirect impact and given the highly urbanized nature of the area and numerous housing opportunities available, any impacts would be negligible. In addition, the proposed disposal would not require the relocation of any housing or employment opportunities and as a result would not have detectable impacts to education or other services in the area.

The disposal of the West Heating Plant would not directly impact employment opportunities and income levels in the area. However, indirect impacts resulting from future redevelopment of the site may cause slight, but detectable increases in employment opportunities in the area. Given the highly urbanized area with numerous employment opportunities and the scale of these potential increases, this topic was not carried forward for further analysis.

### **1.7.9 Topography, Geology, and Soils**

There would be no impacts from disposal of the West Heating Plant parcel on topography, geology, or soils. There are no unique geological features underlying the project area. There could be minor, indirect impacts from redevelopment of the site after GSA has disposed of the property, including any grading or new fill that might be needed to support the new construction, which would be conducted by the developer. The topography of the site is already level and would most likely remain level to support any future construction by the new owner. The developer may be required to implement best management practices during construction to minimize impacts to soils from potential runoff, such as utilizing silt fences. However, despite these minor impacts, there would not be an overall change to the topography, geology, or soil types within the project area. Therefore, this resource topic was dismissed from further analysis in the EA.

### **1.7.10 Vegetation**

The West Heating Plant parcel is almost entirely developed and contains very little vegetation except for a small area around the perimeter of the parcel outside of the retaining wall. Disposal of the West Heating Plant parcel would not affect vegetation; however, there could be indirect impacts due to redevelopment of the site after GSA has disposed of the property. As described in greater detail in Chapter 3 of this EA, the developable area of the parcel excludes the majority of the existing vegetation on the site. Therefore, this resource was dismissed from further analysis in the EA.

### 1.7.11 Wetlands

The U.S. Army Corps of Engineers defines wetlands as “areas saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3). Due to the built environment of the West Heating Plant parcel, no vegetated wetlands are present within the project area. Any naturally occurring wetlands at the site have been eliminated by past construction activities, including the construction of the retaining wall. Additionally, based on field observations and a review of National Wetlands Inventory (NWI) mapping, no wetlands are present on the site. Therefore, wetlands were dismissed from further analysis in the EA.

### 1.7.12 Wildlife

Due to the built environment of the West Heating Plant parcel, there are little to no wildlife species on the site. In a letter dated August 3, 2011, the U.S. Fish and Wildlife Service stated that there are no federally listed threatened and endangered species in the project vicinity, and that further consultation was not required (see Appendix A). Due to the limited natural vegetation on the parcel, the site does not likely support any state-listed or other rare species. Therefore, this resource was dismissed from further analysis in the EA.

## 1.8 WHAT RESOURCE TOPICS ARE STUDIED IN DETAIL IN THE EA?

Resources of concern that would potentially be affected, either beneficially or adversely, by the proposed action and alternatives were studied in detail. Resource topics were identified based on internal and public scoping efforts, as well as Federal laws, regulations, Executive Orders, and related documentation. Note that impacts to these resources are primarily indirect impacts from potential future construction on the site and are not a direct result of the proposed action, which is disposal of the West Heating Plant parcel. Chapter 3 contains a detailed discussion of these resources.

#### **Resources retained for analysis in this EA:**

- Transportation
- Water Resources
- Historic Resources
- Visual Resources
- Noise
- Hazardous Materials and Waste/Public Health and Safety

## 2. DESCRIPTION OF ALTERNATIVES

The CEQ's *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* establish a number of policies for Federal agencies, including "using the NEPA process to identify and assess reasonable alternatives to the proposed action that would avoid or minimize adverse effects of these actions on the quality of the human environment" (40 CFR 1500.2 (e)). This chapter provides a description of project alternatives evaluated in detail in this EA, including the No-Action Alternative and the Disposal Alternative.

### 2.1. WHAT IS THE NO-ACTION ALTERNATIVE AND WHY IS IT CONSIDERED?

Under the No-Action Alternative, GSA would not dispose of the West Heating Plant parcel, and current uses of the site would continue. GSA would continue to maintain the parcel in a caretaker status, and there would not be any future redevelopment of the site. The No-Action Alternative would not meet the purpose of and need for the proposed action because it would not be consistent with the June 20, 2010, Presidential Memorandum (*Presidential Memorandum – Disposing of Unneeded Federal Real Estate*) that calls for Federal agencies to identify and dispose of excess properties. Nevertheless, CEQ guidelines (40 CFR 1502.14) stipulate that the No-Action Alternative should be analyzed to assess any environmental consequences that may occur if the proposed action is not implemented and to serve as a baseline for comparing impacts of the proposed action. Therefore, the No-Action Alternative has been retained for analysis in this EA.

### 2.2. WHAT ACTION ALTERNATIVE HAS GSA EVALUATED IN THIS EA?

As described in Chapter 1 of this EA, GSA's proposed action is the disposal of the West Heating Plant parcel. Disposal of the parcel by GSA would remove the property from Federal ownership, and the land would become subject to the District's land use and taxing authority. All future development or reuse would be subject to local zoning, permitting, and other applicable land use controls. GSA would not restrict future use of the property should it leave Federal ownership other than potential deed restrictions as are authorized by statute for the protection of human health, the environment, and historic resources.

While the proposed action is the disposal of the West Heating Plant parcel, GSA has identified a reasonably foreseeable development scenario that could occur after disposal has occurred in order to adequately characterize all of the potential impacts of the proposed action, including indirect impacts. The potential future development of the site is unknown at this time; however, some reasonable assumptions have been made regarding potential future uses. The reasonably foreseeable development scenario, along with the rationale for including this scenario for analysis in the EA, is described in greater detail in Chapter 3. Chapter 3 also contains a discussion of types of impacts – direct, indirect, and cumulative – that are discussed in this EA.

**2.3. WHAT ARE THE IMPACTS FROM EACH ALTERNATIVE?**

Table 2-1 presents, for comparison purposes, a concise summary of each alternative’s potential impacts by resource topic. Mitigation measures, best management practices, and review processes for each resource area are described following Table 2-1, in Section 2.3.1.

**Table 2-1 Comparison of Alternatives.**

Resource Area	No-Action Alternative	Disposal Alternative
Transportation	<p>No effect.</p> <p>The 30th Street intersection with M Street would operate at Level of Service (LOS) F under the No-Action Alternative.</p> <p>The No-Action Alternative would result in a near failing LOS for the K Street westbound approach to 29th Street.</p>	<p><b>Direct impacts:</b> No direct impacts.</p> <p><b>Indirect impacts:</b></p> <p>Two developments near the West Heating Plant parcel would open by 2017 that would add background vehicle trips to the study area, which would add trips to the intersections in the area. Impacts would be minor to moderate and long-term.</p> <p>Each intersection would be affected by the new trips added from the reasonably foreseeable development scenario for the West Heating Plant site (in addition to the trips from the nearby developments). Impacts would be minor to moderate and long-term.</p> <p>The 30th Street intersection with M Street, NW would operate at LOS F regardless of whether the West Heating Plant was disposed. The 29th Street intersection at M Street and the 30th Street intersection with K Street would both be affected moderately. Impacts would be minor to moderate and long-term.</p> <p>The 29th Street intersection with K Street, NW would be minimally affected, with new trips turning between 29th and K Street. The No-Action Alternative would result in a near failing LOS for the K Street westbound approach; therefore, the 25 second increase in delay with the Disposal Alternative does not immediately warrant mitigation. Impacts would be minor and long-term.</p>
Water Resources	<p>No effect.</p>	<p><b>Direct impacts:</b> No impacts from disposal.</p> <p><b>Indirect impacts:</b> Surface water: minor, temporary indirect impacts from runoff during construction after disposal has occurred.</p> <p>Groundwater: no indirect impacts from construction after disposal has occurred.</p> <p>Floodplains: minor, indirect impacts from construction in a</p>

Resource Area	No-Action Alternative	Disposal Alternative
Historic Resources	No effect.	<p>floodplain, after disposal has occurred.</p> <p><b>Direct impacts:</b> No direct impacts for all historic properties.</p> <p><b>Indirect impacts:</b> Minor short-term indirect impacts to all historic properties except Godey Lime Kilns from construction.</p> <p>West Heating Plant: Negligible to moderate long-term indirect impacts to contributing features.</p> <p>Georgetown Historic District (HD): Minor long-term indirect impacts.</p> <p>C&amp;O Canal HD and Locks 1 and 2: Negligible long-term indirect impacts.</p> <p>Rock Creek and Potomac Pkwy. HD: Negligible long-term indirect impacts.</p> <p>Godey Lime Kilns: Negligible long-term indirect impacts.</p>
Visual Resources	No effect.	<p><b>Direct impacts:</b> No direct impacts.</p> <p><b>Indirect impacts:</b></p> <p>Local Visual Resources: Negligible long-term indirect impacts.</p> <p>Views of the West Heating Plant: Moderate long-term indirect impacts.</p> <p>Neighborhood Character: moderate long-term indirect impacts.</p>
Noise	No effect.	<p><b>Direct impacts:</b> No direct impacts.</p> <p><b>Indirect impacts:</b></p> <p>Minor, short-term impacts from construction noise after disposal has occurred.</p> <p>Minor, long-term impacts from a slight increase in vehicular traffic and new development on the site after disposal has occurred.</p>
Hazardous Materials and Waste/Public Health and Safety	No effect.	<p><b>Direct impacts:</b> No direct impacts.</p> <p><b>Indirect impacts:</b> Moderate, short-term impacts if appropriate remediation/removal is not undertaken.</p>

### 2.3.1 Mitigation Measures, Best Management Practices, and Review Processes

Mitigation measures include (per 40 CFR 1508.20):

- Avoiding the impact altogether by not taking a certain action or parts of an action;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- Compensating for the impact by replacing or providing substitute resources or environments.

Best management practices may also be required for certain activities. Best management practices are typically not considered mitigation measures, but are included in the discussion to demonstrate measures that could be implemented by the developer of the West Heating Plant parcel (after disposal has occurred) to minimize impacts. Best management practices are routine preventative measures that reduce impacts from the proposed action; common best management practices include implementing soil erosion controls, such as silt fences, following standard operating procedures such as those implemented to prevent contamination from hazardous materials, or instituting dust suppression measures, such as wetting the ground, to prevent particulate matter from entering the air during construction.

After the disposal process has occurred, the developer would need to coordinate their proposed development plans with appropriate District of Columbia agencies, such as the District Department of Transportation (DDOT), DC Office of Planning (DCOP), and District Department of the Environment (DDOE), among others.

It should be noted that, for the proposed action, GSA would be responsible for mitigating impacts resulting from the actual disposal of the West Heating Plant parcel. The developer or future owner of the property would be responsible for mitigating potential impacts from future construction activities after disposal has occurred, in accordance with appropriate Federal and District of Columbia regulations. During the disposal process, GSA may also apply covenants associated with the deed transfer as deemed necessary to ensure protection of the human and natural environment once the property has left GSA ownership.

#### ***Transportation***

Mitigation measures would not be required for disposal.

The District may require mitigation measures be implemented by the developer to reduce potential impacts to traffic from future development after disposal has occurred. The measures described below are based upon a reasonably foreseeable development scenario identified for the West Heating Plant parcel. At the discretion of DDOT the developer would be required to

conduct a traffic impact study for any future development and specific mitigation measures would be determined by DDOT, based upon the traffic study conducted by the developer.

- The 29<sup>th</sup> Street intersection at M Street, NW: implement traffic signal upgrades.
- The 30<sup>th</sup> Street intersection with K Street, NW: perform a signal warrant analysis. A quick analysis in Synchro shows that a new signal would elevate this intersection to Level of Service (LOS) A for all time periods. Another consideration would be to remove the stop signs at the 30<sup>th</sup> Street intersection with K Street; however, the Whitehurst Freeway travels overhead potentially requiring a safety study to determine the potential impacts caused by the sight distances partially blocked by the Whitehurst Freeway columns.
- The 29<sup>th</sup> Street intersection with K Street, NW: The No-Action Alternative would result in a near failing LOS for the K Street westbound approach; therefore, the 25 second increase in delay with the Disposal Alternative does not immediately warrant mitigation. The developer may be required to further study this intersection based upon the actual land use proposed for the West Heating Plant parcel.
- There is a proposed streetcar along K Street that could shift more new trips to transit beyond the 25 percent already shifted during the trip generation process. This would lower the new trips produced and improve the LOS for all study area intersections, especially the two K Street intersections.

Due to the anticipated impacts from future development and added trips from the “worst case” reasonably foreseeable development scenario, a full range of travel demand management (TDM) measures would likely be required from any developer.

### ***Water Resources***

Mitigation measures would not be required for disposal. GSA would, however, notify potential bidders/buyers of the West Heating Plant parcel that the site is located within the 100-year floodplain.

### ***Best Management Practices and Review Processes:***

In accordance with Federal and District of Columbia regulations, the developer may be required to implement best management practices to control runoff into the nearby Rock Creek and C&O Canal through the use of sediment and erosion control measures, such as silt fences, developing appropriate stormwater management plans, and complying with required permits under the Clean Water Act and the DDOE Water Quality program.

The future owner/developer may be required to implement best management practices to prevent contamination of groundwater during construction, such as not allowing fuels or other materials to leach into the ground.

The future owner/developer may be required to follow best management practices for construction in a floodplain, which could include following established guidelines for

construction of buildings, maintaining the natural channels of Rock Creek and the C&O Canal (i.e., not building within the channels), or developing a flood management plan.

### ***Historic Resources***

The sole mitigation measure for the disposal of the West Heating Plant property into private ownership would be the completion of Section 106 NHPA consultation. Section 106 consultation would be aimed at arriving at an agreement or post disposal procedure to avoid, minimize, and/or mitigate adverse effects to the West Heating Plant as a historic property eligible for listing in the NRHP.

#### *Best Management Practices and Review Processes:*

The future owner would be required to submit any development reuse or development proposal through the following public processes which can be anticipated to mandate concern and feasible protection to historic resources.

- The action of the District of Columbia Zoning Commission.
- The review of the District of Columbia Office of Planning.
- The review of the District of Columbia Historic Preservation Review Board.
- The review of the DC SHPO.
- The oversight of the Mayor's Special Agent for Historic Preservation, if applicable.
- The review and permitting authority of the Old Georgetown Board of the U.S. Commission of Fine Arts.

### ***Visual Resources***

Mitigation measures would not be required for disposal.

#### *Best Management Practices and Review Processes:*

The future owner would be required to submit any development reuse or development proposal through the following public processes which can be anticipated to mandate concern for and feasible protection to historic, visual, and neighborhood character values.

- The action of the District of Columbia Zoning Commission.
- The review of the District of Columbia Office of Planning.
- The review of the District of Columbia Historic Preservation Review Board.
- The review of the District of Columbia State Historic Preservation Officer (DC SHPO).
- The oversight of the Mayor's Special Agent for Historic Preservation, if applicable.
- The review and permitting authority of the Old Georgetown Board of the U.S. Commission of Fine Arts.

**Noise**

Mitigation would not be required for disposal.

***Best Management Practices and Review Processes:***

The future owner/developer would be required to abide by the DC Noise Ordinance during construction activities and may implement best management practices, such as limiting construction noise to specific hours, or utilizing noise buffers on construction equipment, to minimize potential impacts to nearby residents from noise.

***Hazardous Materials and Waste/Public Health and Safety***

Mitigation would not be required for disposal, per concurrence from DDOE. GSA would, however, notify potential bidders/buyers of the West Heating Plant parcel of the presence of hazardous materials on the site, as determined by the Phase II Environmental Site Assessment (ESA) and Human Health Risk Assessment conducted for the site.

***Best Management Practices and Review Processes:***

After the disposal of the property, the developer/future owner may be required to comply with recommendations provided by the Phase II ESA and Human Health Risk Assessment to minimize potential impacts from hazardous materials on the site and ensure protection of human health and safety. The developer would also be required to coordinate with the United States Environmental Protection Agency (USEPA) and DCDOH, per the recommendations in the two studies, which would dictate the level of remediation needed.

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### 3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter describes the existing environmental conditions in the project area as well as potential impacts from implementing the proposed action, which is disposal of the West Heating Plant parcel. Additionally, this chapter explains how impacts are evaluated and why a reasonably foreseeable development scenario for the West Heating Plant parcel was developed.

#### 3.1. WHAT IS THE AFFECTED ENVIRONMENT?

The affected environment is a description of the existing condition of environmental resources potentially affected by the proposed action. The following resource areas are analyzed in detail in this EA:

- transportation,
- water resources,
- historic and visual resources,
- noise, and
- hazardous materials/public health and safety.

Section 1.7 contains a list of resources that have been eliminated from further analysis in this EA.

#### 3.2. HOW ARE IMPACTS EVALUATED?

Impacts from the proposed action can either be direct or indirect. CEQ regulations define “direct” impacts as those that are caused by the action and occur at the same time and place, while “indirect impacts” are defined as those caused by the action and occur later in time or farther removed in distance, but are still reasonably foreseeable.

For the purpose of this project, direct impacts are those resulting from the proposed disposal of the West Heating Plant parcel, while indirect impacts are those resulting from potential future redevelopment of the site.

##### **Direct Impacts:**

- Occur at the same time and place as the proposed action.

##### **Indirect Impacts:**

- Occur later in time or are farther removed in distance but still reasonably foreseeable.

Potential impacts (both direct and indirect) are described in terms of:

- *Intensity* – are the effects negligible, minor, moderate, or major?
- *Type* – are the effects beneficial or adverse?

- *Duration* – are the effects short-term, lasting through construction or less than one year, or long-term, lasting more than one year?
- *Context* – are the effects site-specific, local or even regional?

The thresholds for the intensity of impacts are defined as follows:

- *Negligible* – when the impact is localized and not measurable at the lowest level of detection;
- *Minor* – when the impact is localized and slight, but detectable;
- *Moderate* – when the impact is readily apparent and appreciable; or
- *Major* – when the impact is severely adverse, highly noticeable, and considered to be significant.

Cumulative impacts from the proposed disposal of the West Heating Plant parcel, when added to other past, present, and reasonably foreseeable future projects are discussed at the end of this chapter.

The analysis of impacts follows CEQ guidelines and GSA's *PBS NEPA Desk Guide* and incorporates the best available information applicable to the setting and the actions being considered in the alternatives. For each resource topic addressed in this chapter, the applicable analysis methods are discussed, including assumptions for the analysis.

### **3.3. WHY IS GSA ANALYZING A REASONABLY FORESEEABLE DEVELOPMENT SCENARIO (RFDS)?**

CEQ regulations require that agencies analyze the potential impacts of the proposed action on the natural and human environment. While the proposed action would result in *direct* impacts from disposal of the West Heating Plant parcel, there would also be *indirect* impacts from future redevelopment of the site after disposal has occurred. To adequately analyze the indirect impacts that may result from the disposal, GSA identified a reasonably foreseeable development scenario that could occur subsequent to implementation of the proposed action. It is important to underscore, however, that the reasonably foreseeable development scenario does *not* constitute GSA's proposed action of disposal. Furthermore, indirect impacts as identified in this analysis include the potential impacts from a reasonably foreseeable development scenario, not the proposed disposal.

### **3.4. WHAT IS THE RFDS AND HOW WAS THE RFDS DETERMINED?**

GSA, with input from DCOP and DDOT, developed the reasonably foreseeable development scenario based on several assumptions, which are described in the following sections. Evaluation of the impacts from a reasonable future use of the property is not intended to indicate that GSA would restrict future use of the property should it leave Federal ownership. Additionally, the proposed disposal would not include the control of any reuse of the property other than potential deed restrictions as are authorized by statute for the protection of human health, the environment, and historic resources. While future use of the property is not certain

because the site is not zoned, for the purpose of this EA analysis, GSA assumed a “worst case” scenario of future development on the site in order to adequately characterize all the potential indirect impacts that could occur.

The worst case scenario would result in the following mix of maximum densities allowable under W-2 zoning on the 2.08-acre West Heating Plant parcel:

- 181,210 SF of residential development, and
- 181,210 SF of commercial and retail (non-residential) development.

In order to calculate the reasonably foreseeable development scenario and arrive at the development types above, GSA first identified all of the potential site development constraints on the existing parcel, as described in greater detail below.

### **3.4.1 Constraints to Development**

#### ***Buildable Area***

Although the entire West Heating Plant parcel is 2.08 acres, the buildable area is only 1.51 acres. The developable area includes the area currently occupied by the existing building, parking, and heating plant infrastructure. It excludes the area of the parcel outside the existing retaining wall and under the Whitehurst Freeway right-of-way (Figure 3-1).

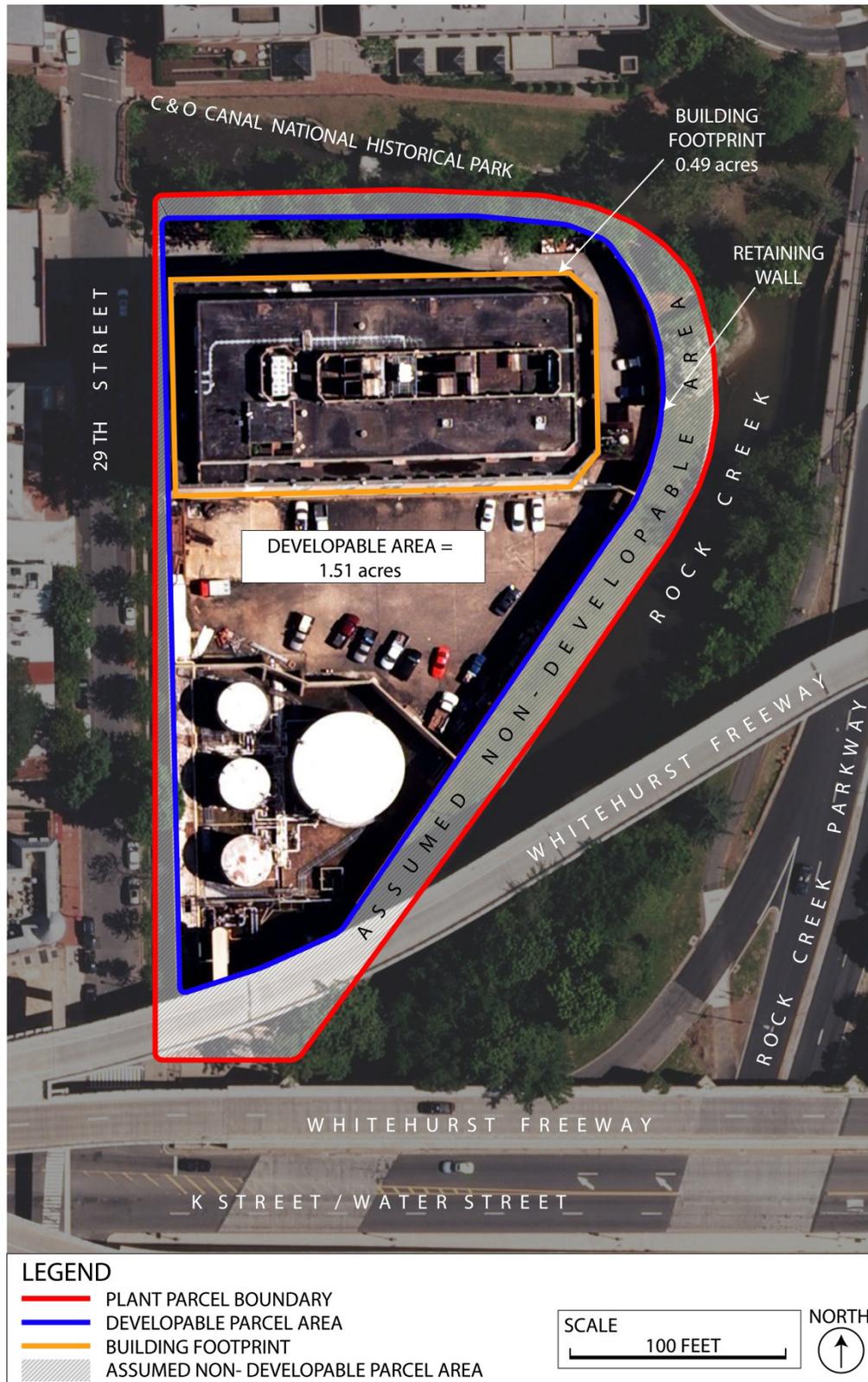
#### ***Zoning Regulations***

As a Federal property, the West Heating Plant parcel is unzoned. However, the zoning designation for all private property adjacent to the site is W-2, Waterfront District, Medium Density (Mixed Use). District of Columbia Office of Planning’s (DCOP) Zoning Regulation 11-9 and W-2 Zoning Criteria allow, as a matter of right, a mix of uses (residential, commercial, public recreation, light industrial), at specified densities and lot coverages. The maximum lot capacity is 75 percent for residential/public recreation/community centers. Since the buildable area of the site is identified to be 1.51 acres of the total 2.08 acres of the parcel, the buildable area itself is 73 percent of the site. Therefore, the 75 percent lot coverage constraint would not apply since the buildable area is already less than 75 percent of the total parcel area.

Additional zoning constraints include:

- In the W-2 District, the floor area ratio (FAR) of all buildings and structures on a lot shall not exceed four, and not more than two of which may be used for other than residential purposes.
- “Residential purposes” includes dwellings, flats, multiple dwellings, rooming and boarding houses, community based residential facilities, inns, and guestroom areas and service areas within hotels.
- Maximum height of 60 feet.

Figure 3-1 West Heating Plant Parcel Developable Area.



- 12-foot minimum rear yard requirement.
- No side yard is required; however, if a side yard is provided, the minimum width shall be at least 8 feet.

### ***Riparian Buffers***

Riparian buffer recommendations are generally site specific and depend upon site characteristics such as slope, soils, and adjacent properties. The site currently has a built-in riparian buffer in the form of a retaining wall on the north to south axis parallel to Rock Creek.

### **3.4.2 Development Assumptions**

Based on the constraints identified previously, GSA made several assumptions with respect to the uses and densities that could produce a “worst case scenario” of impacts within the framework of W-2 development and other applicable laws and regulations. These assumptions are described below.

#### ***Redevelopment***

- The site would be developed in accordance with W-2 Zoning district regulations (residential, commercial, public recreation, light industrial).
- Site ingress and egress would remain the same.
- The building shell would remain intact, but internal structures could be altered/removed.
- Build out would occur by 2017.

Typically, office and retail uses, particularly retail, produce the greatest number of vehicle trips in comparison to residential and other less-intense uses. As a result, a worst case assumption for development impacts on this site would provide for maximum commercial and retail development allowable. Under W-2 regulations, this would be half of all allowable development. These uses are allowable up to 2.0 FAR of the total allowable 4.0 FAR. The remainder would be residential uses developed under the 2.0 FAR allowable balance.

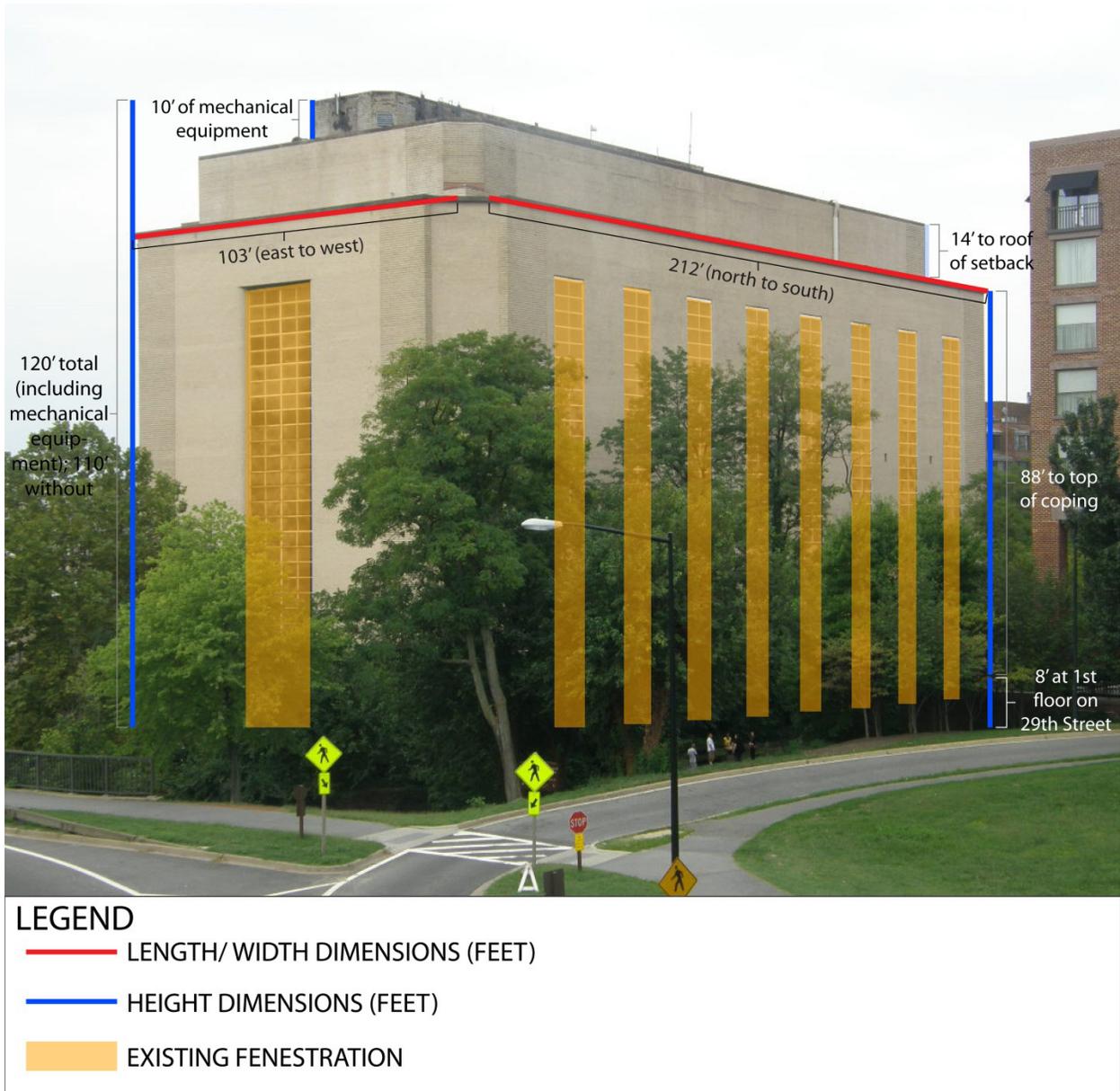
This could result in a total of 181,210 SF of residential development and 181,210 SF of commercial and retail (non-residential) development that could be achieved under W-2 zoning on the 2.08-acre parcel.

#### ***Existing Heating Plant Building***

For the purpose of this analysis, GSA assumed that the existing heating plant building could be retained on the parcel and adaptively used in a manner consistent with W-2 zoning. The building is suited for interior renovations that could result in additional floors and a variety of uses contained within the existing structure. Given the nature of the surrounding uses and activities in the community and the property’s location in Georgetown, the existing building is suited for placing restaurant and/or retail uses on the first floor. The remaining floors, including new floors constructed within the current building, could be a mixture of office and residential. The heating plant structure could ultimately include up to seven stories. For purposes of this scenario, it is

assumed that the existing building could be 50 percent residential and 50 percent office/commercial/retail. Figure 3-2 shows the building dimensions.

Figure 3-2 West Heating Plan Building Features



The façades of the West Heating Plant, including fenestration patterns, are character defining features of the building. Adaptive uses would be compatible with the character of the building. The introduction of new fenestration would be consistent with the Secretary of the Interior's (Rehabilitation) Standards for the Treatment of Historic Properties.

The following assumptions are made with respect to the height of the different stories within the West Heating Plant structure:

- 22 feet Floor-to-Floor (F to F) for Restaurant/ Retail for first floor (ground floor)
- 13.2 feet F to F for Mixed Use/ Office

### Calculations

- # of Floors
  - The first floor (currently at 8 feet above grade) would be Restaurant space.
  - The 66 feet above the first floor to the top of the coping would become five floors of a mix of Residential and Office uses.
    - 66 feet/ 13.2 feet F to F= 5 floors
  - The setback top floor of the building (14 foot height) would become the seventh floor. With the existing views afforded from this floor, Restaurant use would be appropriate.
- Gross Square Footage (GSF) (See Table 3-1)
  - 6 Floors x 21,400 SF = 128,400 GSF
  - 1 Floor x 15,200 SF = 15,200 GSF
  - 128,400 GSF + 15,200 GSF= 143,600 GSF
  - Residential Use: 71,800 SF
  - Non-Residential Use: 36,600 SF Restaurant (floor area of first and seventh floors), and 35,200 SF Office

### ***Remainder of Parcel***

The remainder of the parcel would be built out based on the allowable uses and densities remaining following reuse of the heating plant building and in accordance with W-2 district regulations. The redevelopment of the existing building and the remainder of the site would equal the maximum allowable development under W-2 zoning in order to achieve a worst case scenario in describing the indirect impacts of the proposed action.

Table 3-1 provides a breakdown of the uses and densities that would occur under this scenario for both the reuse of the existing heating plant building as well as the remaining developable portion of the site. Non-residential uses have been further distributed into specific non-residential land use categories. This is necessary because each of these categories generates different intensities of vehicle trips, which are key factors in considering the indirect impacts of the proposed action. Assumptions for the data appear after the table.

**Table 3-1 Development Scenario.**

	Residential		Non Residential				Total
	SF	Units	Total Non-Res	Restaurant	Office	Retail	
			SF	SF	SF	SF	
Total Allowable	181,210	181	181,210				362,419
Existing Building	71,800	72	71,800	36,600	35,200		143,600
Remainder	109,410	109	109,410	0	37,105	72,305	218,819
<b>TOTAL</b>	<b>181,210</b>	<b>181</b>	<b>181,210</b>	<b>36,600</b>	<b>72,305</b>	<b>72,305</b>	<b>362,419</b>

*Assumptions:*

- Numbers have been rounded.
- Total allowable GFA = 362,419 (FAR 4.0 x 90,605 SF or 2.08 Acres)
- Non-Residential GFA = 181,209.5 SF (up to 2.0 FAR of total allowable 4.0 FAR)
- Residential GFA = 181,209.5 SF (Remaining 2.0 FAR of allowable Total GFA)
- Residential at 1,000 SF/unit
- Existing building 50 percent residential, 50 percent non-residential.
- Non-residential uses on parcel:
  - Restaurant (36,600 SF) (1st and top floors of existing building).
  - Remainder (144,610 SF) divided evenly between office and retail.
- Residential uses on parcel:
  - Existing building (71,800 SF [72 units]) based on 50 percent of existing building potential SF
  - Remaining 109,410 SF (109 units) on remainder of site.

***Residential Units***

This scenario thus far has characterized foreseeable development densities in terms of residential and non-residential SF of development. For non-residential development, SF is an appropriate unit of measure to describe density; however, a more widely-accepted measure used to describe residential development is the number of residential units that would occur. Nevertheless, the W-2 district regulations define allowable densities of both residential and non-residential uses in terms of FAR, which would necessarily result in floor area (or SF). The DCOP typically assumes 1,000 SF per residential unit in its planning estimates (Personal Communication, Bird, 2012). Using this factor, approximately 181 new residential units would be provided in this scenario. The maximum allowed height of any new buildings would be 60 feet.

**3.5. TRANSPORTATION**

This section summarizes key elements of the accompanying stand-alone transportation study (see Appendix C). The transportation study was developed using the reasonably foreseeable development scenario described previously in Chapter 3. Any future private developer would likely be required to apply for zoning or undertake a planned unit development approval process, at which time the District Department of Transportation (DDOT) may require the developer to prepare a more rigorous transportation impact study. The scope of the transportation impact study would be determined by DDOT, depending upon the actual redevelopment proposal. DDOT at their discretion may require the developer to include additional intersections in the transportation study.

### 3.5.1 What are Existing Traffic and Transportation Conditions?

The West Heating Plant is located on the corner of 29th Street and K Street, NW in Georgetown, Washington, DC. The western boundary is located along 29th Street, NW while the southern boundary is located along K Street, NW. The principal roadways serving the site are 29th Street, K Street, Pennsylvania Avenue, and M Street, NW. All access is currently provided by 29th Street, NW. 30th Street, NW is the closest roadway that parallels 29th Street, NW. In coordination with the DDOT, GSA determined that the study area is bounded by the following four intersections (see Figure 3-3):

- 30th Street at M Street, NW
- 30th Street at K Street, NW
- 29th Street at M Street/ Pennsylvania Avenue, NW
- 29th Street at K Street, NW

#### *Roadway Network*

29th Street, NW is a two-lane roadway with parking allowed on both sides. It is classified by DDOT as a local roadway. 29th Street, NW is a north-south orientated roadway that travels between K Street, NW at the southern end to R Street at the northern end. Currently, the bridge crossing the C&O Canal is closed for reconstruction and is expected to reopen later this year. This bridge closure has temporarily separated the southern portion of 29th Street, NW from the remainder of the street, which includes the portion of the roadway serving the West Heating Plant. Currently vehicles accessing the West Heating Plant site must use K Street, NW, as there is no vehicle access to 29<sup>th</sup> Street, NW from M Street, NW.

K Street, NW is a four-lane roadway, with a center turning lane and is classified by DDOT as a principal arterial. K Street, NW is an east-west orientated roadway that connects Georgetown to Mount Vernon Square (Mount Vernon Triangle neighborhood) near the Washington Convention Center and travels under the Whitehurst Freeway through Georgetown.

Pennsylvania Avenue is a six-lane roadway, classified as a principal arterial by DDOT. This roadway is orientated northwest-southeast and connects 29th Street, NW with 17th Street, NW (near the White House) by way of Washington Square near George Washington University.

M Street, NW is a four-lane bidirectional roadway, classified by DDOT as a principal arterial west of the 29th Street, NW intersection. It becomes a three lane one-way westbound roadway, classified a minor arterial by DDOT east of the 29th Street, NW intersection.

30th Street, NW is a unidirectional roadway with one-lane, classified by DDOT as a local roadway. This road operates southbound only, providing a connection from M Street, NW to K Street, NW. The bridge carrying 30th Street, NW over the C&O Canal was recently reconstructed.

Other Roadways - In addition to K and M Streets, NW and Pennsylvania Avenue, NW, Rock Creek and Potomac Parkway provides direct connections to 29th Street, NW through ramps intersecting K Street, NW at the 29th Street, NW intersection. This roadway has four lanes and is oriented north-south connecting the Washington Mall to Chevy Chase, Maryland.

### ***Study Area Intersections***

**30th Street at M Street, NW (Study Area Intersection 1):** This intersection is a signalized intersection with a pre-timed signal. The 30th Street, NW southbound approach has one lane that serves all vehicular movement. Both M Street, NW approaches have two lanes, a left lane that serves through traffic and a right lane that serves right turning and through traffic.

**29th Street at M Street, NW (Study Area Intersection 2):** This intersection is a signalized intersection with a pre-timed signal. The 29th Street, NW approaches both have one lane that serves all moves. The M Street, NW eastbound approach has two through lanes, one left turning lane and one right turning lane. The M Street, NW westbound approach has two lanes with the left lane that serves left turns and through moves and the right lane that serves right turns and through moves.

**30th Street at K Street, NW (Study Area Intersection 3):** This intersection is an unsignalized intersection with stop signs posted at all approaches except the 30th Street, NW northbound approach. The 30th Street, NW northbound approach consists of one lane serving all moves. The 30th Street, NW southbound approach has two lanes, the left lane serves left turns and the right lane serves right turn and through moves. The K Street, NW eastbound approach consists of two lanes; the left lane serves through moves and the right lane serves right turning and through moves.

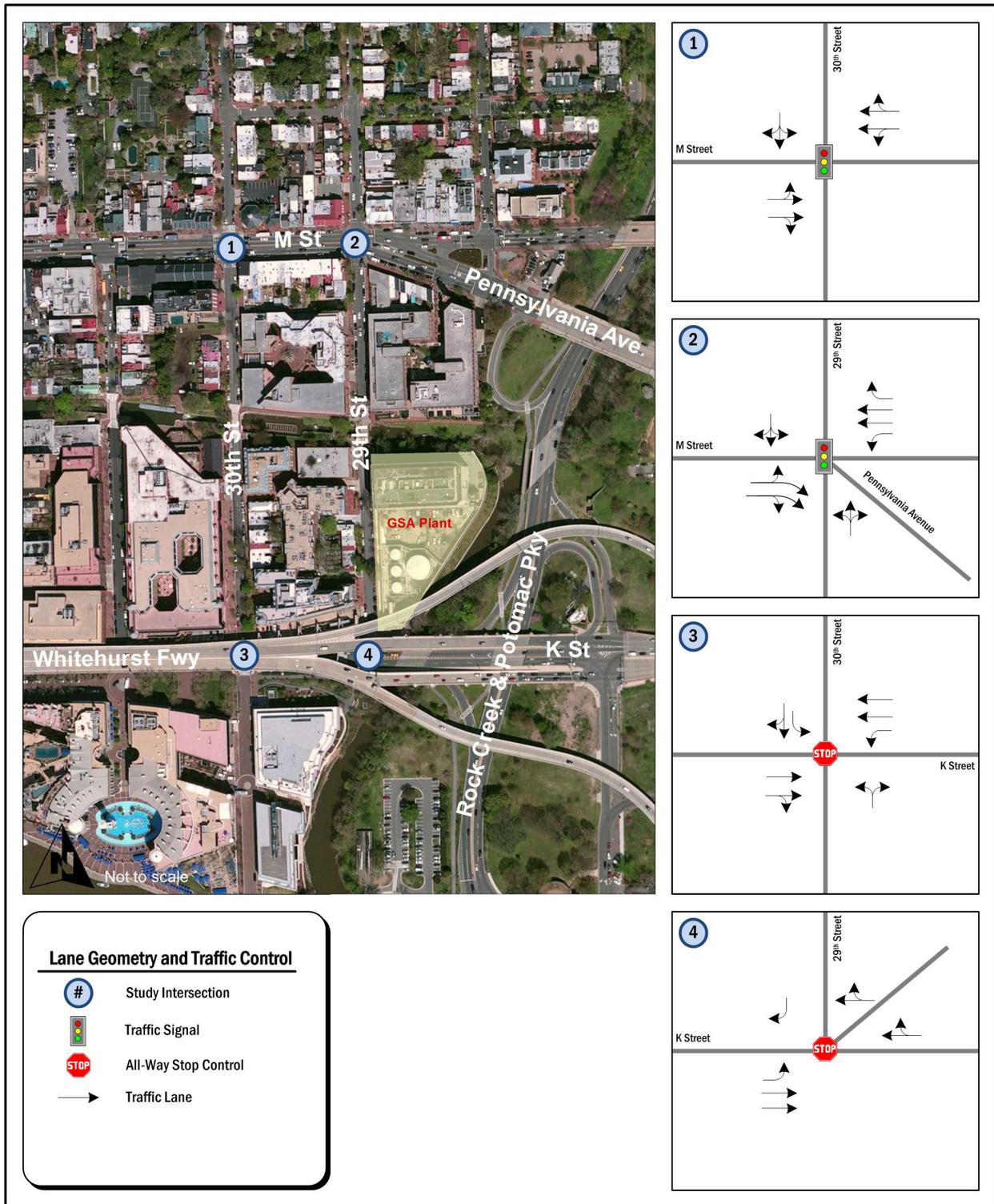
**29th Street at K Street, NW (Study Area Intersection 4):** This intersection is an unsignalized intersection with stop signs posted at all approaches. The 29th Street, NW approach consists of one lane with only right turns allowed. The K Street, NW eastbound approach consists of two through lanes and a left turning lane. The K Street, NW westbound approach consists of one lane serving through and right turning moves. The ramp from Rock Creek and Potomac Parkway southbound consists of one lane serving through and right turning moves.

Figure 3-3 shows the lane geometry and traffic controls for the study area intersections.

### ***Site Access***

The West Heating Plant site is only accessible through 29th Street, NW. There are two driveways, an entrance driveway just north of the 29th Street, NW intersection with K Street, NW and the other approximately 500 feet north of the 29th Street, NW intersection with K Street, NW. As discussed above, the bridge carrying 29th Street, NW over the C&O Canal is under construction; therefore, all vehicles must pass through the 29th Street, NW intersection with K Street, NW to access the site until the bridge is reopened, anticipated in Fall 2012.

Figure 3-3 Existing Lane Geometry and Traffic Control.



*Transit*

Eight bus routes operating along M and K Streets, NW serve the site. The Washington Metropolitan Area Transportation Authority (WMATA) operates the following linear routes: 31, 32, 36, 38B, D5, and D51. In addition, WMATA operates two Circulator routes, one connecting Georgetown to Dupont Circle and one connecting Georgetown to Union Station. During the morning and evening peak periods, WMATA operates 24 buses per hour along M Street, NW eastbound, 18 buses per hour along M Street, NW westbound, and 6 buses per hour along K Street, NW westbound only.

In addition to scheduled bus service, WMATA operates two subway lines in the vicinity of the West Heating Plant site. The closest Orange and Blue lines stations are located at Foggy Bottom (0.6 mile from the site) and Rosslyn (1.4 miles from the site). The closest Red Line station is Dupont Circle, which is 1.5 miles from the site. All three stations could be reached using the sidewalk network along M Street, NW Pennsylvania Avenue, NW and the Francis Scott Key Bridge.

### ***Bicycle and Pedestrian Network***

There are five bicycle/pedestrian trails near the West Heating Plant site. The C&O Canal tow path passes closest to the site connecting to 29th Street, NW at the site of the existing bridge construction project. This trail connects to the Rock Creek Trail to the east and Capital Crescent Trail to the west. The Capital Crescent Trail connects Georgetown to Silver Spring, Maryland, following the Potomac River between Georgetown and the Maryland State Line. The Rock Creek Trail connects the Washington Mall to Fernwood Heights, following Rock Creek and Potomac Parkway. Across the Francis Scott Key Bridge in nearby Virginia, the Martha Curtis Trail follows Route 66 between Rosslyn and Shirlington and the Mount Vernon Trail connects Rosslyn to Mount Vernon to the south.

Sidewalks are provided along both sides of 29th, 30th, K, and M Streets, NW, providing a complete pedestrian network. Crosswalks are provided at the 29th Street, NW intersection with K Street, NW along the 29th Street, NW southbound approach and K Street, NW westbound approach. Crosswalks are provided at the 29th Street, NW intersection with M Street, NW, 30th Street, NW intersection with K Street, NW, and 30th Street, NW intersection with M Street, NW at all four approaches. Sidewalks range from 6 feet through upwards of fifteen feet in some locations along 29th Street, NW. The minimum American with Disabilities Act (ADA) requirement of three foot clearances occurs along K Street, NW at each post supporting the Whitehurst Freeway. ADA compliant curb cuts are located at each striped crosswalk at all four intersections in the study area, including new recently installed ADA compliant curb cuts along K Street, NW serving the eastbound K Street, NW approach crosswalk. A temporary bridge carrying pedestrians and bicycles is located on the west side of the 29th Street, NW Bridge.

With WMATA scheduled bus service along K and M Streets, NW, pedestrian access to these stops is available following the existing sidewalk network. The closest bus stop is along K Street, NW, near the halfway point between 29th and 30<sup>th</sup> Streets, NW along the westbound side, served by the Circulator bus. The next closest stops are along M Street, NW near the intersection of 29th Street, NW.

### ***Parking***

While there are driveways serving the West Heating Plant site, providing on-site parking for building employees, on street parking is available along 29th Street, M Street, and 30th Street, NW.

- 29th Street between M and K Streets, NW has approximately 40 spaces. North of the bridge (which is still under construction as of June 20, 2012), there are three 2-hour metered spaces on the west side of the street. Parking meter poles (with no heads) are currently in place on the east side of the street; it is anticipated that these spaces will be restored once construction is complete. Private parking is available under Georgetown Place and Four Seasons. South of the bridge, there are thirteen 2-hour metered spaces on the east side of the street and seven unmetered spaces on the west side of the street, with signs restricting parking to two hours except for Zone 2 permits. There are approximately two parking spaces marked “15 minute hotel loading” on the west side of the street for Georgetown Suites.
- There is no on-street parking on K Street between 29<sup>th</sup> Street and 30<sup>th</sup> Street, NW. The driveway entrance to the private parking for Georgetown Suites is located on K Street, NW; the driveway also provides access to a small gravel parking lot that could accommodate approximately 12 vehicles.
- 30th Street between M and K Streets, NW has approximately 40 spaces. South of the bridge, there are four metered spaces on the east side, with an additional three to four spaces marked for diplomatic parking (Saudi Arabia) from 7:00 AM to 6:30 PM. There are also approximately 16 to 18 unmetered parking spots, with 2-hour parking limits south of the bridge on the east side of the street. The west side of the street has eight metered spaces, and approximately two unmetered spaces and two diplomatic spaces south of the bridge, plus the Foundry Building parking garage. North of the bridge, the east side includes eight metered spaces plus a three-space section marked loading zone, and restricted from 8:00 AM to 5:00 PM. These three spaces allow 2-hour parking from 5:00 PM to 10:00 PM Monday through Saturday. There is also a driveway to a private surface lot. The west side of the street north of the bridge has one metered space and approximately ten unmetered spaces, restricted to two hour parking except for Zone 2 residents.
- M Street, NW has approximately ten restricted metered spaces between 29th and 30th Street, NW. No stopping is allowed from 7:00 AM to 9:30 AM or from 4:00 PM to 6:30 PM.
- As noted above, a variety of private parking facilities are located near the site, serving residential complexes, restaurants and hotels.

### ***Data Collection***

Manual turning movement, pedestrian, and bicycle counts were collected on Wednesday, April 12, 2012, during the AM peak period (6:30 AM – 9:30 AM) and PM peak period (3:30 PM – 6:30 PM) for the four study area intersections (29th Street, NW at K and M Streets, NW and 30th Street at K and M Streets, NW). In addition, manual turning movement, pedestrian, and bicycle counts were obtained on Saturday, April 15, 2012, between 7:00 PM and 10:00 PM to capture the peak weekend. These counts provided a snap shot of the traffic to create the existing vehicle, pedestrian, and bicycle conditions.

Based upon the counts, the AM peak hour occurs between 8:30 AM and 9:30 AM, the PM peak hour occurs between 5:00 PM and 6:00 PM and the Saturday peak hour occurs between 7:00 PM and 8:00 PM. Using the raw traffic counts, all counts were rounded to the nearest five and the volumes between 29th and 30th Streets, NW along K and M Streets, NW were balanced. For example, all vehicles exiting the 29th at M Street, NW intersection headed westbound arrive at the 30th and M Street, NW intersection westbound approach. In some cases, the number of vehicles exiting one intersection did not match the number arriving at the downstream intersection (i.e., M Street from 29th to 30th Street, NW; K Street from 30th to 29th Street, NW). To adjust for these differences, the higher volume was used to calculate a balanced traffic flow, which will result in a more conservative analysis. Figure 3-4 shows the existing AM and PM weekday peak hour turning movement volumes; Figure 3-5 shows the existing Saturday peak hour turning movement volumes; Figure 3-6 shows the existing AM and PM weekday peak hour pedestrian and bicycle volumes; Figure 3-7 shows the existing pedestrian and bicycle Saturday peak hour volumes.

### ***Existing Traffic Operation Analysis***

The four intersections were analyzed using the latest version of the Synchro Intersection analysis Software. The four intersections analyzed consisted of two signalized and two unsignalized intersections. The vehicle density (counted volume to maximum capacity ratio), and vehicle delay (seconds per vehicle) were calculated for all four intersections. Based upon the vehicle delay, the level of service (LOS), a performance measure using a letter between A and F was determined for all approaches. LOS A through D represents stable conditions while LOS E or F represents unstable conditions and delays. All four study intersections were analyzed using the 2010 Highway Capacity Manual (HCM).

Based upon the Synchro Software Signalized Intersection HCM 2010 analysis, the 30th Street, NW intersection with M Street, NW operates at LOS F during the AM weekday peak hour. As Table 3-2 shows, the M Street, NW eastbound approach has the longest vehicle delay with more than four minutes per vehicle, caused by left turning vehicles from M Street to 30th Street, NW northbound restricting through traffic. The M Street, NW westbound left lane approach experiences more than a two minute delay per vehicle also caused by left turning vehicles.

During the PM weekday peak hour, the 30th Street, NW intersection with M Street, NW operates at LOS E. The eastbound M Street, NW left lane approach experiences over an eight minute

delay, caused by left turning vehicles and the westbound M Street, NW left lane approach experiences over a three minute delay per vehicle also caused by left turning vehicles.

During the Saturday peak hour, the M Street, NW intersection at 30th Street, NW operates at LOS F, with the longest vehicle delay occurring in the M street, NW left lanes (over 16 minutes westbound), due to the left turning traffic.

The other signalized intersection, M Street at 29th Street, NW operates at LOS B or better during both weekday peak periods and Saturday peak hour, with all approaches operating at LOS D or better.

Based upon the Synchro Software Unsignalized Intersection HCM 2010 analysis, the 30th Street, NW intersection with K Street, NW approaches operate at LOS C or better during the AM weekday peak hour, except for the K Street, NW westbound through movement, which operates at LOS F resulting from a 66 second delay per vehicle. The PM weekday peak hour and Saturday peak hour operate at LOS D or better for all approaches. The 29th Street, NW intersection with K Street, NW operates at a B or better during the AM weekday peak hour, except for the K Street, NW westbound through movement, which operates at LOS F resulting from a 65 second delay per vehicle. The PM weekday peak hour operates at LOS C or better and the Saturday peak hour operates at LOS D or better. The Rock Creek Parkway southbound off ramp is closed during the PM peak hour, as Rock Creek Parkway operates in the northbound direction only. Table 3-2 shows the AM and PM peak hour weekday existing intersection analysis.

Figure 3-4 Existing AM and PM Weekday Peak Hour Turning Movement Volumes.

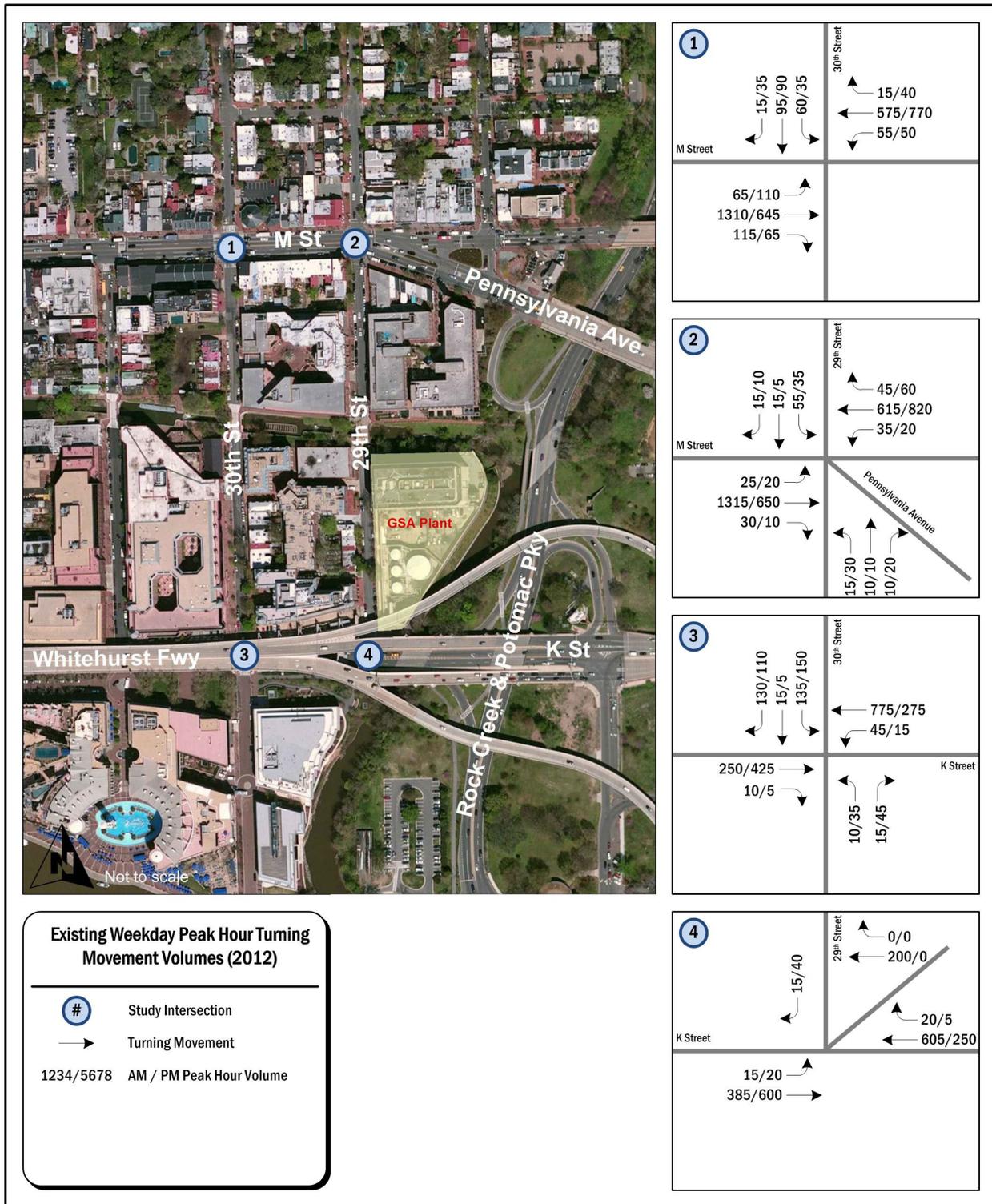


Figure 3-5 Existing Saturday Peak Hour Turning Movement Volumes.

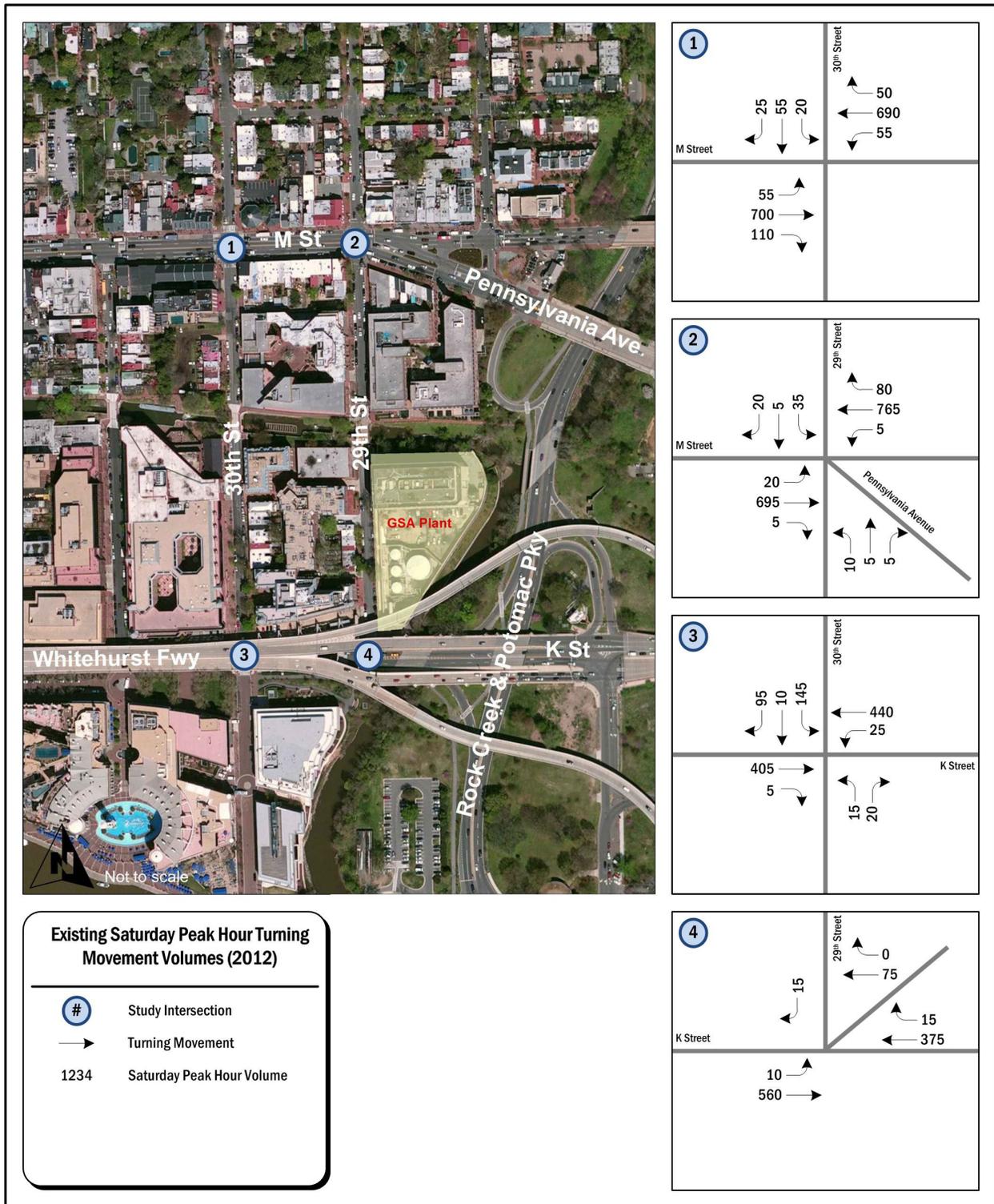


Figure 3-6 Existing AM and PM Weekday Peak Hour Pedestrian and Bicycle Volumes.

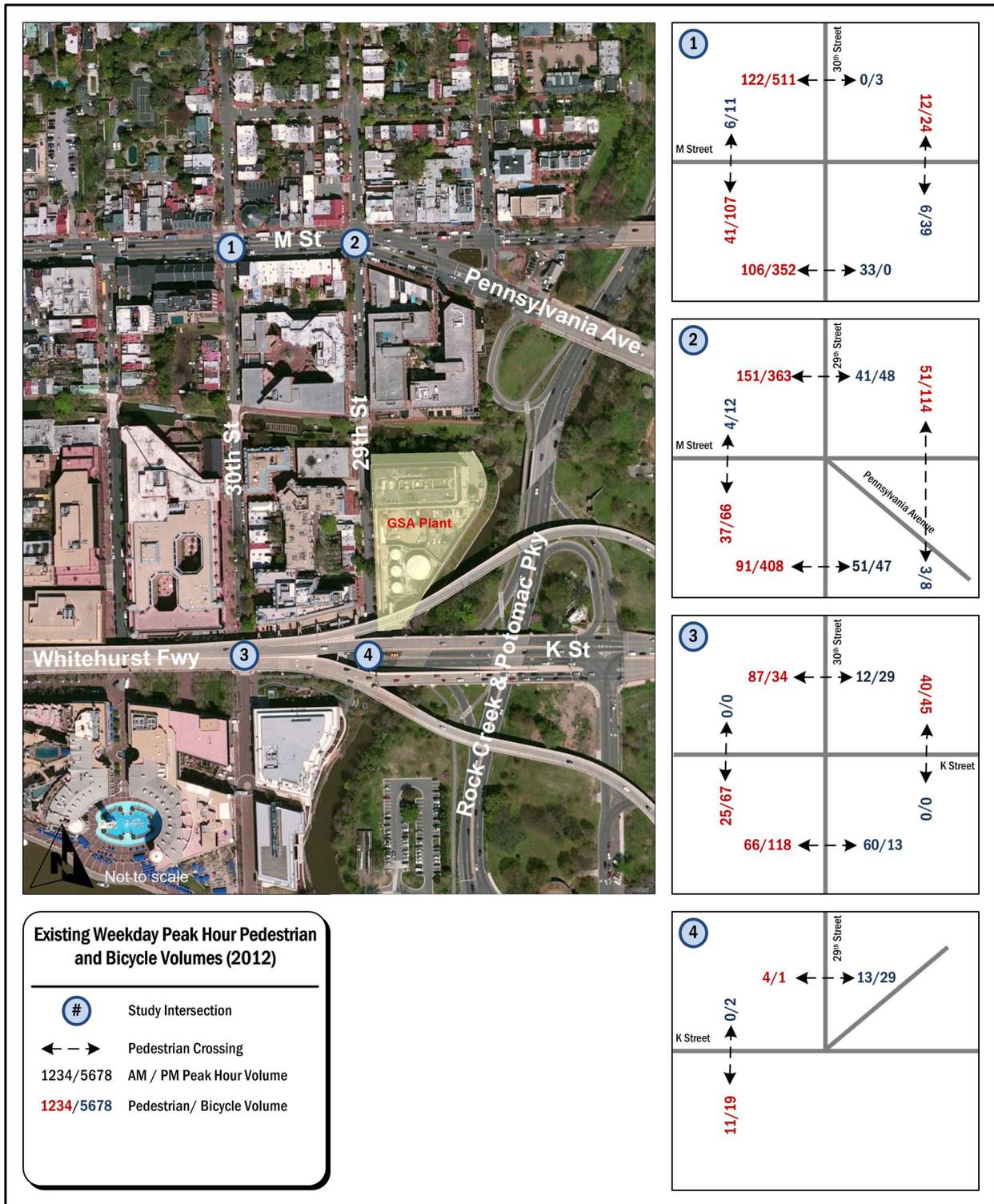
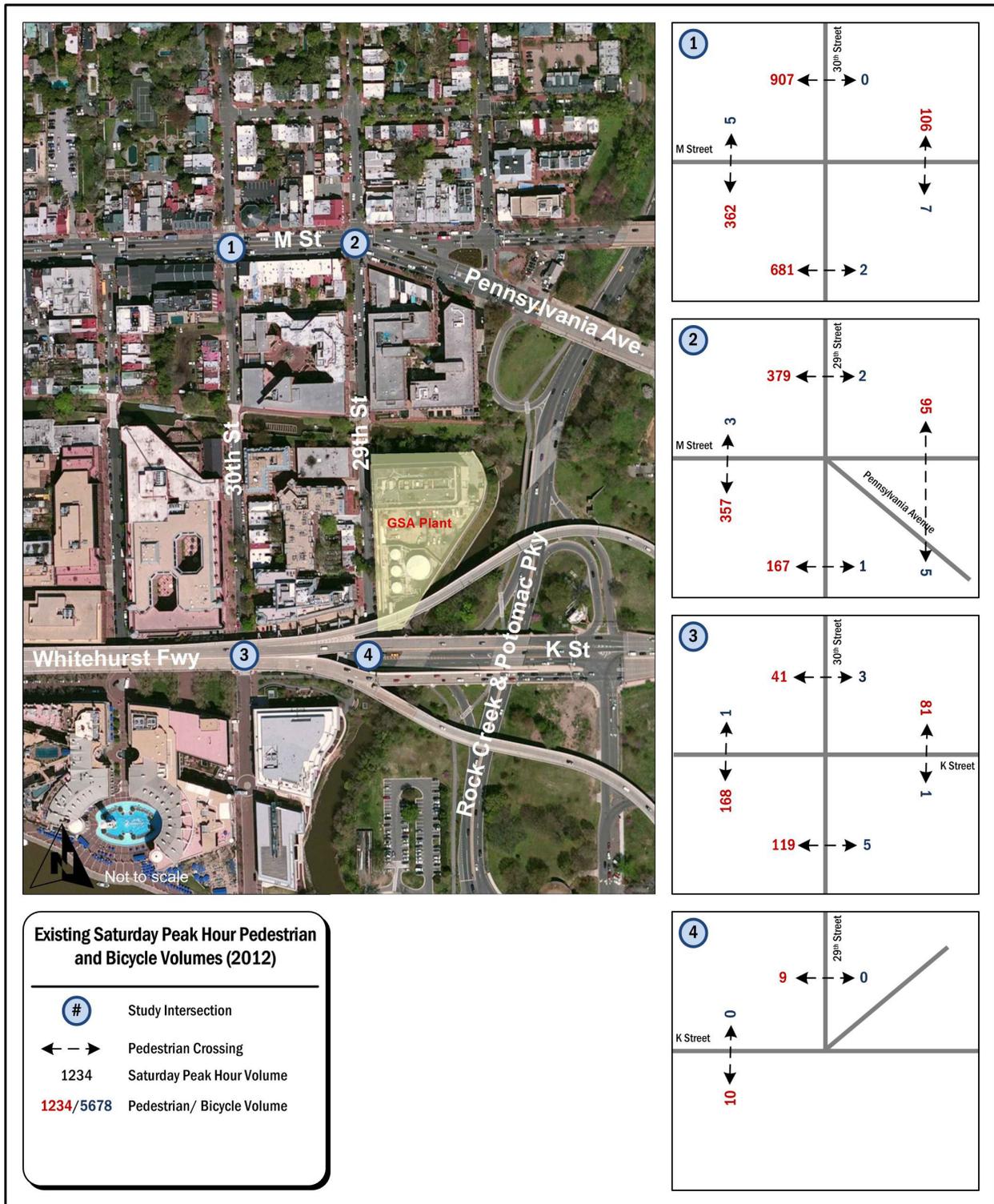


Figure 3-7 Existing Saturday Peak Hour Pedestrian and Bicycle Volumes.



***Existing Traffic Observations***

Along M Street, NW, the two lanes carrying eastbound and westbound traffic could process the traffic in all analyzed time periods (Wednesday, April 12, 2012 during peak periods and Saturday evening, April 15, 2012 as noted above); however, the lack of left turning storage lanes required the through traffic to wait until the left turning traffic cleared. As the number of vehicles waiting to make a left turn increased, the delay for all through traffic increased. In addition, it was observed at the M Street, NW intersection with 30th Street, NW that when both the eastbound and westbound approaches had a left turning vehicle, the sight distance for both was blocked, increasing the risk of an incident from a moving vehicle traveling in the opposing M Street, NW right lane.

Along K Street, NW, there were some illegal left turning moves at the 29th Street, NW intersection with K Street, NW. Vehicles were recorded as turning left at the K Street, NW westbound approach onto the Rock Creek Parkway southbound on-ramp, almost requiring a U-turn to complete the move. In addition, vehicles were recorded as turning left from the 29th Street, NW southbound approach onto K Street, NW eastbound or the Rock Creek southbound on-ramp. Visible “no left turn” signs are posted restricting these moves at both approaches. It was also observed that vehicles waited in a queue behind a road closed sign along the Rock Creek Parkway southbound on-ramp, starting 10-15 minutes before 6:30 PM, the time when the ramp opens. This queue backed up into the 29th Street, NW intersection, requiring all K Street, NW through traffic to use the left lane to pass.

Table 3-2 AM and PM Peak Hour Weekday Existing Intersection Analysis.

AM Weekday Peak Hour								
Intersection	Lane Group/ Approach	Disposal Alternative RFDS			No-Action Alternative			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
<b>1</b>	<b>M Street NW/30th Street NW</b>							
	Eastbound (M Street)	L	1.08	178.1	F	1.18	223.7	F
	Eastbound (M Street)	T	-	241.9	F	-	214.6	F
	Eastbound (M Street)	R	1.50	244.9	F	1.43	214.2	F
	Westbound (M Street)	L	1.03	165.3	F	1.14	207.9	F
	Westbound (M Street)	T	-	24.6	C	-	28.7	C
	Westbound (M Street)	R	0.63	9.5	A	0.56	7.7	A
	Southbound (30th Street)	LTR	0.74	56.0	E	0.81	69.4	E
	<b>Intersection</b>			<b>165.5</b>	<b>F</b>		<b>152.6</b>	<b>F</b>
<b>2</b>	<b>M Street NW/29th Street NW</b>							
	Eastbound (M Street)	L	0.81	17.0	B	0.79	15.8	B
	Eastbound (M Street)	T	-	17.6	B	-	16.3	B
	Eastbound (M Street)	R	0.82	18.3	B	0.79	16.7	B
	Westbound (M Street)	L	0.51	48.3	D	0.28	32.1	C
	Westbound (M Street)	T	0.30	6.4	A	0.30	6.4	A
	Westbound (M Street)	R	0.07	5.2	A	0.07	5.2	A
	Northbound (29th Street)	LTR	1.15	137.6	F	0.27	34.6	C
	Southbound (29th Street)	LTR	0.67	51.8	D	0.53	42.7	D
	<b>Intersection</b>			<b>31.8</b>	<b>C</b>		<b>15.7</b>	<b>B</b>
<b>3</b>	<b>K Street NW/30th Street NW</b>							
	Eastbound (K Street)	EB-TR	0.55	21.3	C	0.43	17.3	C
	Westbound (K Street)	WB-L	0.13	11.8	B	0.12	11.4	B
	Westbound (K Street)	WB-T	0.93	54.0	F	0.83	37.3	E
	Northbound (30th Street)	NB-LTR	0.08	13.4	B	0.08	12.8	B
	Southbound (30th Street)	SB-L	0.44	18.8	C	0.42	17.6	C
	Southbound (30th Street)	SB-TR	0.41	16.3	C	0.39	15.1	C
<b>4</b>	<b>K Street NW/29th Street NW</b>							
	Eastbound (K Street)	EB-L	0.19	12.5	B	0.04	10.6	B
	Eastbound (K Street)	EB-T	0.48	16.7	C	0.45	15.6	C
	Westbound (K Street)	WB-TR	1.61	66.7	F	1.30	64.6	F
	Westbound (Rock Creek Ramp)	WB-TR	0.51	17.1	C	0.47	15.4	C
	Southbound (29th Street)	SB-R	0.23	12.5	B	0.05	10.4	B
<b>Notes:</b>								
LOS = Level of Service				Unsignalized intersections do not have an overall				
V/C Ratio = Volume to Capacity Ratio				vehicle delay or LOS				
Delay is Measured in Seconds Per Vehicle								
Shaded areas denote intersections with LOSE or F				LTR = left/thru/right lanes				

**Table 3-3 Saturday Peak Hour Existing Intersection Analysis.**

Intersection	Lane Group/ Approach	Saturday PM Peak Hour (7:00 - 8:00 p.m.)		
		V/C Ratio	Delay (sec)	LOS
<b>1 M Street/30th Street</b>				
Eastbound (M Street)	L	1.02	161.3	F
Eastbound (M Street)	T	-	41.6	D
Eastbound (M Street)	R	0.95	31.9	C
Westbound (M Street)	L	3.06	1010.8	F
Westbound (M Street)	T	-	230.5	F
Westbound (M Street)	R	0.79	15.0	B
Southbound (30th Street)	LTR	0.51	45.3	D
<b>Intersection</b>			<b>132.6</b>	<b>F</b>
<b>2 M Street/29th Street</b>				
Eastbound (M Street)	L	0.42	7.7	A
Eastbound (M Street)	T	-	7.9	A
Eastbound (M Street)	R	0.43	8.2	A
Westbound (M Street)	L	0.02	9.9	A
Westbound (M Street)	T	0.44	7.5	A
Westbound (M Street)	R	0.18	6.0	A
Northbound (29th Street)	LTR	0.11	32.7	C
Southbound (29th Street)	LTR	0.46	41.5	D
<b>Intersection</b>			<b>9.7</b>	<b>A</b>
<b>3 K Street/30th Street</b>				
Eastbound (K Street)	EB-TR	0.68	25.3	D
Westbound (K Street)	WB-L	0.11	11.8	B
Westbound (K Street)	WB-T	0.67	24.4	C
Northbound (30th Street)	NB-LTR	0.15	13.3	B
Southbound (30th Street)	SB-L	0.41	17.4	C
Southbound (30th Street)	SB-TR	0.33	14.0	B
<b>4 K Street/29th Street</b>				
Eastbound (K Street)	EB-L	0.04	10.0	A
Eastbound (K Street)	EB-T	0.60	18.4	C
Westbound (K Street)	WB-TR	0.83	34.4	D
Westbound (Rock Creek Ramp)	WB-TR	0.20	11.1	B
Southbound (29th Street)	SB-R	0.04	10.0	A
<b>Notes:</b>				
LOS = Level of Service		Unsignalized intersections do not have an overall		
V/C Ratio = Volume to Capacity Ratio		vehicle delay or LOS		
Delay is Measured in Seconds Per Vehicle				
Shaded areas denote intersections with LOS E or F		LTR = left/thru/right lanes		

### 3.5.2 No-Action Alternative

Under the No-Action Alternative, GSA would not dispose of the West Heating Plant parcel, and current uses of the site would continue. GSA would continue to maintain the parcel in a caretaker status, and there would not be any future redevelopment of the site. Existing condition data and analysis of existing roadways provide a baseline for evaluating the roadways serving the West Heating Plant parcel and analyzing the No-Action Alternative. Analysis of impacts under the No-Action Alternative assumes background development and growth through the year 2017, which is when the projected future development is expected to occur (see Section 3.4.2). To analyze impacts for the No-Action Alternative, roadway improvements and land use change assumptions were determined through 2017. These assumptions directly affect the amount of traffic assigned to the roadway network.

DDOT does not plan any roadway improvements or modifications for the study area intersections (Personal Communication, DDOT, 2012); therefore, only land use changes are included in the No-Action Alternative analysis. The bridge over the C&O Canal will reopen later in 2012; therefore, future scenarios will treat 29th Street, NW between K and M Streets, NW as a through street. Because through traffic volumes between 2007 and 2009 showed insignificant growth, DDOT concurred that an annual growth factor would not be necessary for this study (Personal Communication, DDOT, 2012).

#### *Trip Generation*

The latest release of the Institute of Transportation Engineers (ITE) Trip Generation Manual was used to determine the trip generation rates for all alternatives. The ITE Trip Generation Manual provides an estimate of the total number of trips generated by proposed land use, broken down into AM weekday, PM weekday, and Saturday peak hour volumes. In addition, directional distributions and pass-by percentages are provided to avoid counting an existing trip (for example, a trip already accounted for in the existing conditions destined for a grocery store that would also stop at a proposed gas station). These rates assume parking is available for all new trips and all trips generated would use a vehicle. To account for a modal split (vehicle/transit) the 2009 WMATA Transit Ridership Trends and Markets report reported a modal split for the study area between 25-50 percent for residential uses and greater than 25 percent for office. To be conservative and consistent, a 75/25 percent vehicle/transit modal split was assumed for this study.

Two nearby developments opening by 2017 would add background vehicle trips to the study area. Both developments are located south of K Street, NW between Thomas Jefferson and 31st Street, NW. One development is replacing 6,000 SF of office space with a quality restaurant and adding a new 10,000 SF ice skating rink and the other is a luxury hotel that comprises 48 suites. To incorporate these background trips, the ITE Trip Generation Manual's office, quality restaurant, ice skating rink, and hotel-all suites were used. Since the hotel-all suites does not provide a Saturday trip rate, the general hotel (ITE code 310) category was used for Saturday.

Based upon the ITE Trip Generation Manual, the total AM peak hour trips would be 7, broken down into two trips entering the site and five trips leaving the site. These trips were reduced from a total of 9 to account for a 75/25 percent modal split. The total PM peak hour trips would be 60, broken down into 28 trips entering the sites and 17 trips leaving the sites. These trips were reduced from a total of 80 to account for a 75/25 percent modal split. The Saturday peak hour trips would be 97 trips, broken down into 39 trips entering the site and 36 trips leaving the site. These trips were reduced from a total of 129 to account for a 75/25 percent modal split. The quality restaurant pass-by trips account for 44 percent of the total PM peak hour trips. Tables 3-4 and 3-5 show the trip generation under the No-Action Alternative.

**Table 3-4 No-Action Alternative Weekday Peak Hour Trip Generation.**

Description/ITE Code	Units	Expected Units	Total Trips	AM Hour	PM Hour	Weekday Distribution of Generated Trips					
						AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
General Office 710*	KSF2	6,000	-14	-7	-7	-6	-1	0	-1	-6	0
Quality Restaurant 931	KSF2	6,000	34	NA	34	NA	NA	NA	13	6	15
Ice Skating Rink 465	KSF2	10,000	18	NA	18	NA	NA	NA	9	9	0
Hotel - All Suites 311	DU	48	29	14	15	8	6	0	7	8	0
<b>TOTAL TRIPS</b>			<b>67</b>	<b>7</b>	<b>60</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>15</b>

\*General office is being replaced by a quality restaurant

**Table 3-5 No-Action Alternative Saturday Peak Hour Trip Generation.**

Description/ITE Code	Units	Expected Units	Total Trips	Saturday Distribution of Generated Trips		
				In	Out	Pass-By
General Office* 710	KSF2	6,000	-2	-1	-1	0
Quality Restaurant 931	KSF2	6,000	49	16	11	22
Ice Skating Rink 465	KSF2	10,000	18	8	10	0
Hotel 310 <sup>#</sup>	DU	48	32	16	16	0
<b>TOTAL TRIPS</b>			<b>97</b>	<b>39</b>	<b>36</b>	<b>22</b>

\*General office is being replaced by a quality restaurant

<sup>#</sup> Saturday trip rates not provided for hotel-suites, so the general hotel rates were used

### ***Trip Distribution***

The existing conditions do not cover the 31st Street or Thomas Jefferson Street intersections along K Street, NW; therefore, a hybrid approach was used to distribute the trips. Using the 2004 Coal House Garage Traffic Impact Study, the Thomas Jefferson Street intersection with K Street, NW AM and PM turning movements were used to establish the percentage of vehicles turning right and heading eastbound along K Street, through the 30th and 29th Streets along K Street, NW. The PM turning movements were also used to calculate the Saturday peak hour percentage of vehicles turning right on K Street, NW. The existing condition 30th Street, NW intersection at K Street AM, PM, and Saturday turning movement counts from this study were

used to calculate the traffic flows destined to the two developments headed westbound through 29th and 30th Streets along K Street, NW.

Since the 29th Street Bridge, NW is currently closed for reconstruction, the number of vehicles making a left from 30th Street, NW and then making the next left onto 29th Street, NW was counted. This move represents the number of vehicles that would potentially use 29th Street, NW if the bridge were open. According to the counts obtained, there were zero AM or Saturday peak period vehicles making this move, but there were seven vehicles during the PM peak hour making this move. To account for this, seven trips were removed from the network at 30th Street, NW intersection with M Street, NW headed southbound, 30th Street, NW intersection with K Street, NW headed eastbound, and 29th Street, NW intersection with K Street, NW headed northbound. These were added to the 30th Street, NW intersection with M Street, NW headed eastbound and 29th Street, NW intersection with M Street, NW headed southbound. Figure 3-8 illustrates the No-Action Alternative AM and PM Peak background trip distribution, and Figure 3-9 illustrates the No-Action Alternative background Saturday trip distribution.

### ***Traffic Operations***

Based upon the analysis using the Synchro Traffic Software HCM 2010 signalized intersection analysis, the 30th Street, NW intersection with M Street, NW would operate at an overall LOS F (over a two minute delay per vehicle) during the AM peak hour (See Table 3-6). The longest delay would occur along the eastbound approach, with a three minute delay per vehicle. During the PM peak hour, the 30th Street, NW intersection with M Street, NW would operate with an overall LOS E (over a 65 second delay per vehicle). The longest delay would occur along the eastbound left lane approach with an eight minute delay per vehicle. The 29th Street, NW intersection with M Street, NW would operate at an overall LOS B during both AM and PM peak periods, with just over a 10 second delay per vehicle.

During the Saturday peak hour, the 30th Street, NW intersection with M Street, NW would operate with an overall LOS F, with over a two minute delay per vehicle. The longest delay would occur along the westbound M Street, NW left lane, with over a 16 minute delay per vehicle. The 29th Street, NW intersection with M Street, NW would operate with an overall LOS A.

Based upon the analysis using the Synchro Traffic Software HCM 2010 unsignalized intersection analysis, the 30th Street, NW intersection with K Street, NW approaches would operate at LOS C or better during the AM weekday peak hour, except for the K Street, NW westbound through movement, which operates at LOS F resulting from a 66 second delay per vehicle. The PM weekday peak hour and Saturday peak hour operates at LOS D or better for all approaches. The 29th Street, NW intersection with K Street, NW operates at C or better during the AM weekday peak hour, except for the K Street, NW westbound through movement, which operates at LOS F resulting from a 65 second delay per vehicle. The PM weekday peak hour operates at LOS C or better and the Saturday peak hour operates at LOS C or better, except the K Street, NW westbound through movement, which would operate at LOS E resulting from a 42 second delay per vehicle. The Rock Creek Parkway southbound off ramp is closed during the PM peak hour, as Rock Creek Parkway operates in the northbound direction only.

Figure 3-8 No-Action Alternative AM and PM background Trip Distribution.

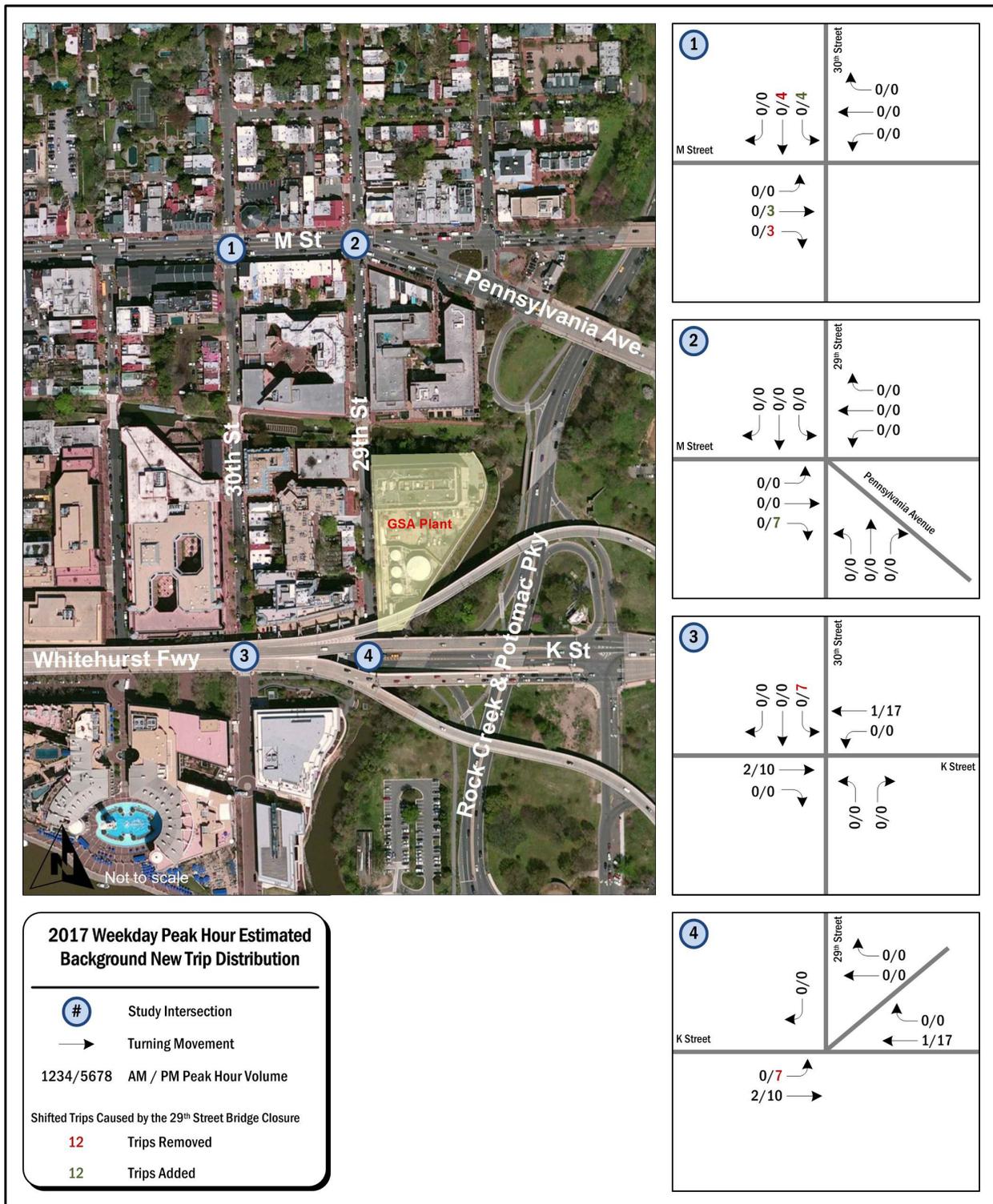
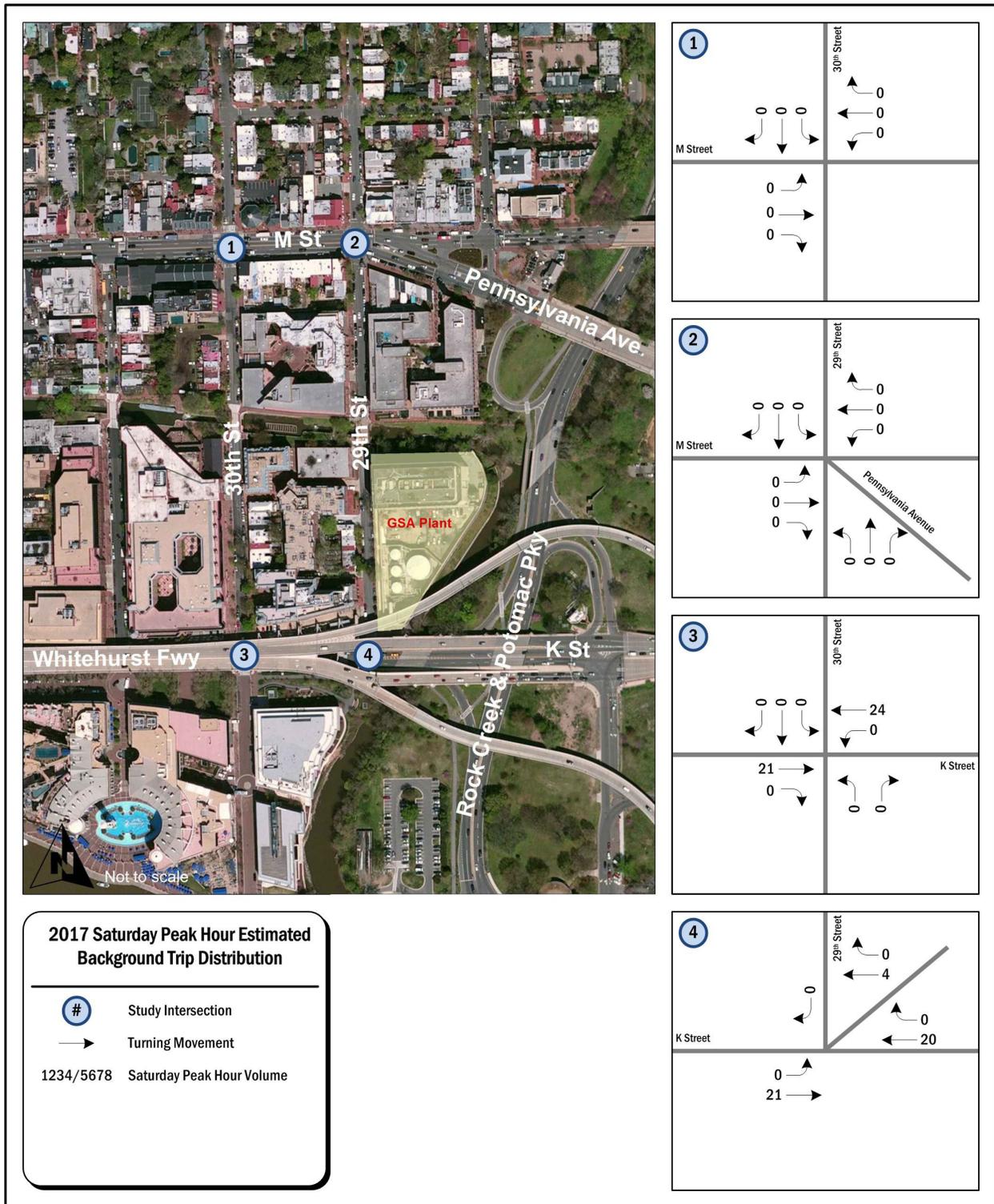


Figure 3-9 No-Action Alternative Saturday Background Trip Distribution.



### 3.5.3 Potential Impacts from the Disposal Alternative

#### *Disposal Alternative – Direct Impacts*

There would be no direct impacts to traffic and transportation from disposal of the West Heating Plant parcel, but there could be indirect impacts related to future redevelopment of the site after disposal has occurred, as described below.

#### *Disposal Alternative – Indirect Impacts*

##### *Trip Generation*

As discussed earlier in Chapter 3, the reasonably foreseeable development scenario was established within the framework of W-2 zoning to identify the potential indirect impacts of the Disposal Alternative for a “worst case scenario.” The after-disposal land use is assumed to consist of 36,600 SF of a restaurant using two floors from the existing building (smaller top floor and bottom floor) and the remainder of the non-residential use divided evenly between office and specialty retail uses. Condos/ townhouses are assumed to use the other 50 percent of the existing building (71,800 SF), plus an additional 109,410 SF on the remainder of the site. This would break down into 72,305 SF of general office, 72,305 SF of specialty retail, and 181 dwelling units of residential condos or townhouses (assuming 1,000 SF per dwelling unit; Personal Communication, DCOP, 2012).

The ITE Trip Generation Manual was used to calculate the total new trips that would be generated based upon these assumed uses. To be consistent with the development of the No-Action Alternative, a 75/25 percent vehicle/transit modal split was assumed. In addition, the ITE manual did not provide a specialty retail Saturday peak hour rate or pass-by percentage; therefore, the study used the shopping center (ITE code 820) Saturday peak hour rate and shopping center pass-by rate for weekday and Saturday trips to account for an urban retail shopping area attraction.

Based upon the ITE Trip Generation Manual, the total AM peak hour trips would be 515, broken down into 202 trips entering the site, 187 trips leaving the site, and 126 pass-by trips. These trips were reduced from a total of 687 to account for a 75/25 percent modal split. The total PM peak hour trips would be 504, broken down into 182 trips entering the site, 181 trips leaving the site, and 141 pass-by trips. These trips were reduced from a total of 671 to account for a 75/25 percent modal split. The Saturday peak hour trips would be 653 trips, broken down into 239 trips entering the site, 193 trips leaving the site, and 221 pass-by trips. These trips were reduced from a total of 870 to account for a 75/25 percent modal split. The West Heating Plant existing trips are nominal and, therefore, are not included as a reduction in trips. Table 3-6 shows the Disposal Alternative AM and PM weekday trip generation from the RFDS, and Table 3-7 shows the Disposal Alternative Saturday trip generation.

**Table 3-6 2017 Disposal Alternative AM and PM Weekday Trip Generation.**

Description/ITE Code	Units	Expected Units	Total Trips	AM Hour	PM Hour	Weekday Distribution of Generated Trips					
						AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
Condo/Townhouse 230	DU	181	142	60	71	10	50	0	48	23	0
General Office 710	KSF2	72,305	160	84	80	74	10	0	14	66	0
Specialty Retail Center 814	KSF2	72,305	518	371	147	118	127	126	43	54	50
Quality Restaurant 931	KSF2	36,600	412	NA	206	NA	NA	NA	77	38	91
<b>TOTAL TRIPS</b>			<b>1,232</b>	<b>515</b>	<b>504</b>	<b>202</b>	<b>187</b>	<b>126</b>	<b>182</b>	<b>181</b>	<b>141</b>

**Table 3-7 2017 Disposal Alternative Saturday Trip Generation.**

Description/ITE Code	Units	Expected Units	Total Trips	Saturday Distribution of Generated Trips		
				In	Out	Pass-By
Condo/Townhouse 230	DU	181	64	35	29	0
General Office 710	KSF2	72,305	23	12	11	0
Shopping Center* 820	KSF2	72,305	269	93	85	91
Quality Restaurant 931	KSF2	36,600	297	99	68	130
<b>TOTAL TRIPS</b>			<b>653</b>	<b>239</b>	<b>193</b>	<b>221</b>

\*Trip rates not available for Saturday peak period; therefore shopping center rates used

### ***Trip Distribution***

Because the existing condition counts were obtained during a period when the 29th Street Bridge was closed, traffic counts from a previous study at the intersection of 29th and K Street, NW were used to calculate the direction distribution. Based upon the 2004 Coal House Garage Traffic Impact Study, 29th Street, NW had a 71 percent/29 percent northbound/southbound directional split during the AM peak hour and a 61 percent/39 percent northbound/southbound directional split during the PM peak hour. The traffic study used these directional splits for AM and PM weekday distribution models and in addition, used the PM directional split for modeling the Saturday distribution. Because there were no recent turning movement volumes at the 29th and M Street, NW intersection and the traffic control for that intersection was different when the 2004 study obtained the counts, the Disposal Alternative trip distribution was calculated from this study's existing volumes. In addition, the study assumed that vehicles destined to or from the West Heating Plant site would not use 30th Street between K and M Street, NW because 29th Street would provide a more direct route. Figure 3-10 illustrates the Disposal Alternative AM and PM estimated weekday new trip distribution; Figure 3-11 illustrates the Disposal Alternative Saturday estimated new trip distribution.

Figure 3-10 2017 Disposal Alternative AM and PM Estimated Weekday New Trip Distribution.

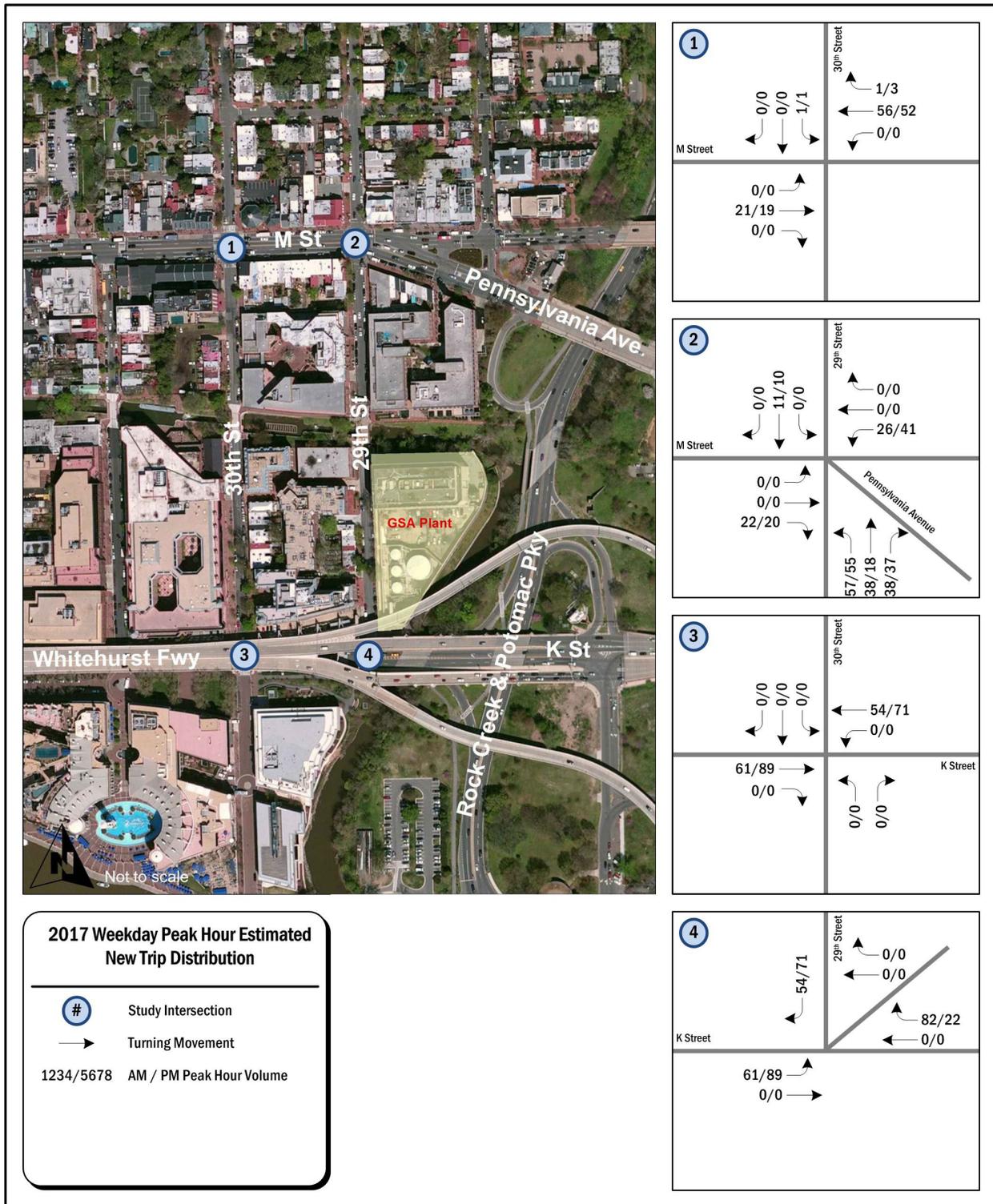
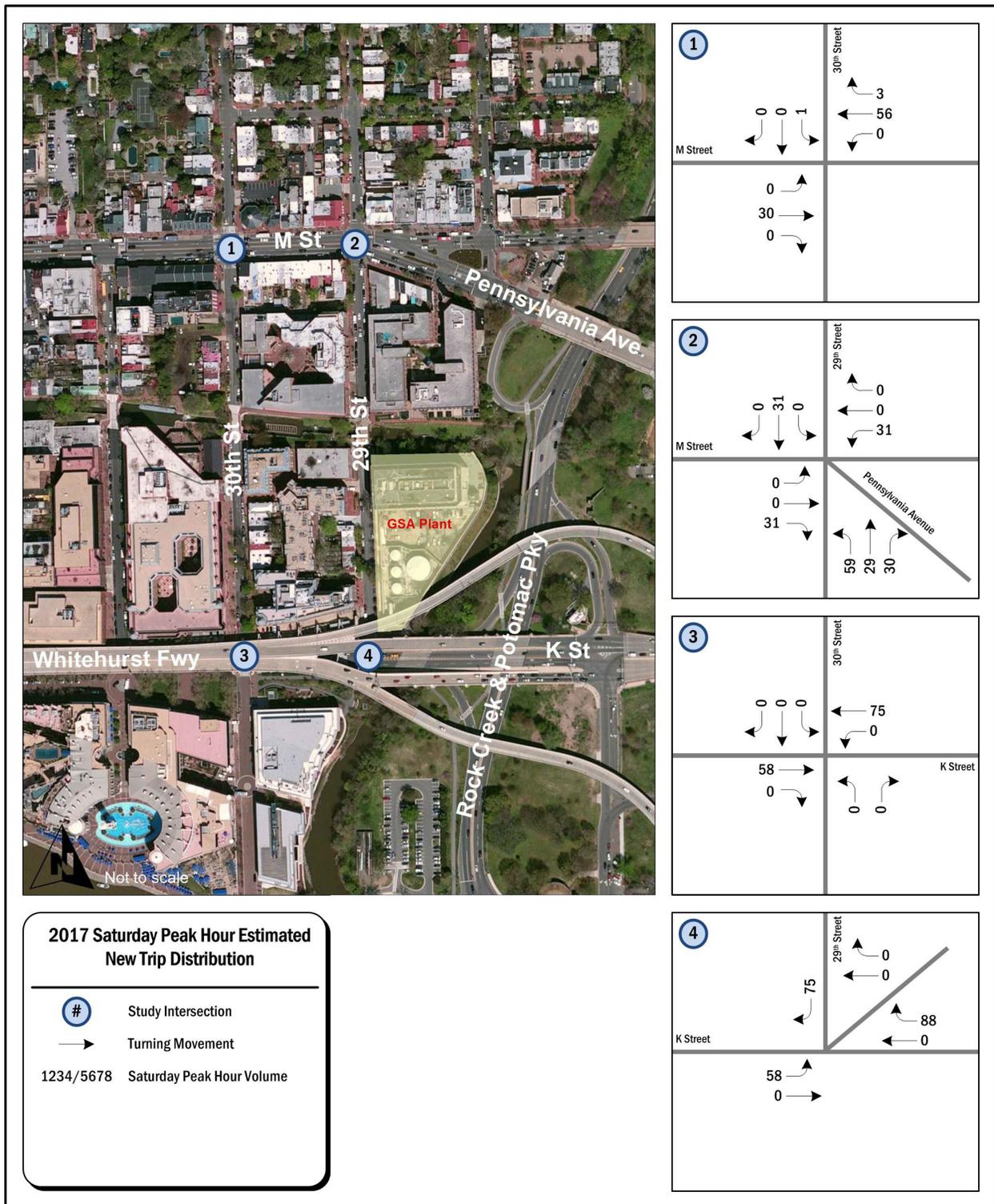


Figure 3-11 2017 Disposal Alternative Saturday Estimated New Trip Distribution.



### ***Traffic Operations***

Comparison of the No-Action Alternative and Disposal Alternative intersection analysis are discussed below and presented in Tables 3-8, 3-9, and 3-10.

**30th Street at M Street, NW (Study Area Intersection 1):** Based upon the analysis using the Synchro Traffic Software HCM 2010 signalized intersection analysis, the 30th Street intersection with M Street, NW would operate at an overall LOS F during the AM peak hour for the Disposal Alternative. The delay under the Disposal Alternative would be 13 seconds more than under the No-Action Alternative. During the PM peak hour, the intersection would continue to operate at LOS E, with a six second increase in delay under the Disposal Alternative. During the Saturday peak hour the intersection would continue to operate at LOS F, with a three second increase in delay from the No-Action Alternative to the Disposal Alternative. Based upon this analysis, the disposal of the West Heating Plant site would have a negligible indirect impact on 30<sup>th</sup> and M street, NW intersection.

**29th Street at M Street, NW (Study Area Intersection 2):** The 29th Street intersection with M Street, NW would operate at an overall LOS C during the AM peak hour for the Disposal Alternative, down from LOS B. The major factor for this change would be in the new vehicle trips added to the 29th Street northbound approach experiencing a two plus minute delay. The difference between the No-Action Alternative and Disposal Alternative would be an increased delay of 16 seconds. During the PM peak hour, the intersection would operate at an overall LOS C, down one LOS letter from the No-Action Alternative (LOS B). The additional vehicle trips added to the 29th Street northbound approach from the West Heating Plant site would be the cause of this LOS change. The difference between the No-Action Alternative and Disposal Alternative would be an increase of 14 seconds in delay. The Saturday peak hour would change from LOS A to B, due to the same factor affecting the AM and PM peak hour LOS ratings. Based upon the analysis, the disposal of the West Heating Plant site because of the potential redevelopment would have a moderate indirect long-term impact to vehicular traffic along the 29th Street, NW northbound approach.

**30th Street at K Street, NW (Study Area Intersection 3):** Based upon the analysis using the Synchro Traffic Software HCM 2010 unsignalized intersection analysis, the 30th Street intersection with K Street, NW approaches during the AM peak hour would not change between the two Alternatives. During the PM peak hour, the eastbound K Street, NW through approach would change from LOS D to F, and the westbound K Street through approach would change from LOS C to D. Both of these LOS changes would be the result of new trips headed to and from the West Heating Plant. During the Saturday peak hour, both K Street through moves would change from LOS D to E, resulting from just under a 17 second increase in vehicle delay caused by the new vehicle trips added for the Disposal Alternative. Based upon the analysis, future development of the West Heating Plant parcel, after disposal has occurred, would have a moderate indirect impact on this intersection; causing a long-term adverse effect of increased delays along K Street, especially in the eastbound direction during the PM and Saturday peak hour.

**29th Street at K Street, NW (Study Area Intersection 4):** The 29th Street intersection with K Street, NW would not change from the No-Action Alternative to the Disposal Alternative during the AM peak hour; however, there would be some changes during the PM peak hour. Specifically, the K Street eastbound left lane approach would change from LOS A to B, the K Street westbound through approach would change from LOS C to D, and the 29th Street southbound approach would change from LOS A to B. The change in these LOS' would be the result of new trips to and from the West Heating Plant, causing K Street through moves to stop for longer periods of time to allow the vehicles along 29th Street to enter the intersection. During the Saturday peak hour, the K Street westbound through approach would change from a LOS E to F (more than a 25 second increase in delay per vehicle difference). All other approaches would continue to have the same LOS for the reasonably foreseeable development scenario as the No-Action Alternative. Based upon the analysis, the disposal of the West Heating Plant would have a minor indirect impact on this intersection; causing a long-term adverse effect of increased delays for vehicular traffic along K Street, primarily during the Saturday peak hour in the westbound direction.

### ***Pedestrian, Transit, Parking***

The indirect pedestrian impacts for the Disposal Alternative would be minimal as the increase in traffic along K, M, and 29<sup>th</sup> Streets would not impact pedestrians crossing at the intersections, nor impact their access to the surrounding street network. The loss of parking spaces along 29<sup>th</sup> Street due to the proposed West Heating Plant redevelopment could impact the number of on-street parking spaces due to potential loading zones, valet zones, or other restricted zones prohibiting parking. The circulator bus routes along K and M Street as well as the other scheduled bus routes along M Street might experience some delays as a result of the increased traffic through the K and M Street corridors.

### ***Summary***

The Disposal Alternative would have negligible to moderate long-term, indirect impacts to area intersections, primarily during peak hours, including Saturday peak hours. Intersections that are already failing would incur additional seconds of delay. As noted above, any future private developer would likely be required to apply for zoning or undertake a planned unit development approval process, at which time DDOT would be able to require the developer prepare a more rigorous transportation impact study. The scope of the transportation impact study would be determined by DDOT, depending upon the actual redevelopment proposal. DDOT at their discretion may require the developer to include additional intersections in the transportation study. DDOT would use the more rigorous transportation study conducted by the developer to determine specific mitigation measures.

**Table 3-8 No-Action Alternative and Disposal Alternative PM AM Peak Hour Intersection Analysis.**

AM Weekday Peak Hour								
Intersection	Lane Group/ Approach	Disposal Alternative RFDS			No-Action Alternative			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
<b>1</b>	<b>M Street NW/30th Street NW</b>							
	Eastbound (M Street)	L	1.08	178.1	F	1.18	223.7	F
	Eastbound (M Street)	T	-	241.9	F	-	214.6	F
	Eastbound (M Street)	R	1.50	244.9	F	1.43	214.2	F
	Westbound (M Street)	L	1.03	165.3	F	1.14	207.9	F
	Westbound (M Street)	T	-	24.6	C	-	28.7	C
	Westbound (M Street)	R	0.63	9.5	A	0.56	7.7	A
	Southbound (30th Street)	LTR	0.74	56.0	E	0.81	69.4	E
	<b>Intersection</b>			<b>165.5</b>	<b>F</b>		<b>152.6</b>	<b>F</b>
<b>2</b>	<b>M Street NW/29th Street NW</b>							
	Eastbound (M Street)	L	0.81	17.0	B	0.79	15.8	B
	Eastbound (M Street)	T	-	17.6	B	-	16.3	B
	Eastbound (M Street)	R	0.82	18.3	B	0.79	16.7	B
	Westbound (M Street)	L	0.51	48.3	D	0.28	32.1	C
	Westbound (M Street)	T	0.30	6.4	A	0.30	6.4	A
	Westbound (M Street)	R	0.07	5.2	A	0.07	5.2	A
	Northbound (29th Street)	LTR	1.15	137.6	F	0.27	34.6	C
	Southbound (29th Street)	LTR	0.67	51.8	D	0.53	42.7	D
	<b>Intersection</b>			<b>31.8</b>	<b>C</b>		<b>15.7</b>	<b>B</b>
<b>3</b>	<b>K Street NW/30th Street NW</b>							
	Eastbound (K Street)	EB-TR	0.55	21.3	C	0.43	17.3	C
	Westbound (K Street)	WB-L	0.13	11.8	B	0.12	11.4	B
	Westbound (K Street)	WB-T	0.93	54.0	F	0.83	37.3	E
	Northbound (30th Street)	NB-LTR	0.08	13.4	B	0.08	12.8	B
	Southbound (30th Street)	SB-L	0.44	18.8	C	0.42	17.6	C
	Southbound (30th Street)	SB-TR	0.41	16.3	C	0.39	15.1	C
<b>4</b>	<b>K Street NW/29th Street NW</b>							
	Eastbound (K Street)	EB-L	0.19	12.5	B	0.04	10.6	B
	Eastbound (K Street)	EB-T	0.48	16.7	C	0.45	15.6	C
	Westbound (K Street)	WB-TR	1.61	66.7	F	1.30	64.6	F
	Westbound (Rock Creek Ramp)	WB-TR	0.51	17.1	C	0.47	15.4	C
	Southbound (29th Street)	SB-R	0.23	12.5	B	0.05	10.4	B
<b>Notes:</b>								
LOS = Level of Service				Unsignalized intersections do not have an overall				
V/C Ratio = Volume to Capacity Ratio				vehicle delay or LOS				
Delay is Measured in Seconds Per Vehicle								
Shaded areas denote intersections with LOS E or F				LTR = left/thru/right lanes				

**Table 3-9. No-Action Alternative and Disposal Alternative PM Peak Hour Intersection Analysis.**

PM Weekday Peak Hour								
Intersection	Lane Group/ Approach	Disposal Alternative RFDS			No-Action Alternative			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
<b>1</b>	<b>M Street NW/30th Street NW</b>							
	Eastbound (M Street)	L	1.91	506.4	F	1.91	506.4	F
	Eastbound (M Street)	T	-	89.3	F	-	89.8	F
	Eastbound (M Street)	R	0.82	19.4	B	0.80	18.2	B
	Westbound (M Street)	L	1.20	218.7	F	1.20	218.7	F
	Westbound (M Street)	T	-	64.1	E	-	50.1	D
	Westbound (M Street)	R	1.03	51.1	F	0.96	35.0	D
	Southbound (30th Street)	LTR	0.64	44.6	D	0.64	44.4	D
	<b>Intersection</b>			<b>72.8</b>	<b>E</b>		<b>66.5</b>	<b>E</b>
<b>2</b>	<b>M Street NW/29th Street NW</b>							
	Eastbound (M Street)	L	0.45	9.2	A	0.42	8.1	A
	Eastbound (M Street)	T	-	9.7	A	-	8.4	A
	Eastbound (M Street)	R	0.47	10.0	B	0.44	8.7	A
	Westbound (M Street)	L	0.24	15.8	B	0.07	11.3	B
	Westbound (M Street)	T	0.43	8.7	A	0.42	7.7	A
	Westbound (M Street)	R	0.13	6.7	A	0.13	5.9	A
	Northbound (29th Street)	LTR	1.08	116.7	F	0.04	37.2	D
	Southbound (29th Street)	LTR	0.31	33.7	C	0.03	35.3	D
	<b>Intersection</b>			<b>24.8</b>	<b>C</b>		<b>10.6</b>	<b>B</b>
<b>3</b>	<b>K Street NW/30th Street NW</b>							
	Eastbound (K Street)	EB-TR	0.90	51.2	F	0.70	26.5	D
	Westbound (K Street)	WB-L	0.05	12.2	B	0.05	11.6	B
	Westbound (K Street)	WB-T	0.69	20.1	C	0.39	15.7	C
	Northbound (30th Street)	NB-LTR	0.35	17.1	C	0.31	15.2	C
	Southbound (30th Street)	SB-L	0.45	19.9	C	0.42	17.5	C
	Southbound (30th Street)	SB-TR	0.31	14.7	B	0.28	13.1	B
<b>4</b>	<b>K Street NW/29th Street NW</b>							
	Eastbound (K Street)	EB-L	0.27	12.4	B	0.03	9.5	A
	Eastbound (K Street)	EB-T	0.61	18.9	C	0.56	16.2	C
	Westbound (K Street)	WB-TR	0.81	33.3	D	0.70	23.3	C
	Westbound (Rock Creek Ramp)	WB-TR	Ramp Closed			Ramp Closed		
	Southbound (29th Street)	SB-R	0.35	13.1	B	0.12	9.9	A
<b>Notes:</b>								
LOS = Level of Service				Unsignalized intersections do not have an overall				
V/C Ratio = Volume to Capacity Ratio				vehicle delay or LOS				
Delay is Measured in Seconds Per Vehicle								
Shaded areas denote intersections with LOS E or F				LTR = left/thru/right lanes				

**Table 3-10. No-Action Alternative and Disposal Alternative Saturday Peak Hour Intersection Analysis.**

Saturday Peak Hour								
Intersection	Lane Group/ Approach	Disposal Alternative RFDS			No-Action Alternative			
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
<b>1</b>	<b>M Street NW/30th Street NW</b>							
	Eastbound (M Street)	L	1.02	161.3	F	1.02	161.3	F
	Eastbound (M Street)	T	-	32.2	C	-	30.0	C
	Eastbound (M Street)	R	0.89	22.1	C	0.86	19.4	B
	Westbound (M Street)	L	3.06	1010.8	F	3.06	1010.8	F
	Westbound (M Street)	T	-	218.0	F	-	228.7	F
	Westbound (M Street)	R	0.80	15.2	B	0.74	12.7	B
	Southbound (30th Street)	LTR	0.50	44.8	D	0.50	44.7	D
	<b>Intersection</b>			<b>123.6</b>	<b>F</b>		<b>126.4</b>	<b>F</b>
<b>2</b>	<b>M Street NW/29th Street NW</b>							
	Eastbound (M Street)	L	0.46	8.2	A	0.41	7.7	A
	Eastbound (M Street)	T	-	8.5	A	-	7.9	A
	Eastbound (M Street)	R	0.48	8.8	A	0.43	8.1	A
	Westbound (M Street)	L	0.12	12.2	B	0.02	13.8	B
	Westbound (M Street)	T	0.44	7.5	A	0.44	7.5	A
	Westbound (M Street)	R	0.16	5.8	A	0.16	5.8	A
	Northbound (29th Street)	LTR	0.85	65.0	E	0.12	32.8	C
	Southbound (29th Street)	LTR	0.58	45.4	D	0.46	41.6	D
	<b>Intersection</b>			<b>15.6</b>	<b>B</b>		<b>9.7</b>	<b>A</b>
<b>3</b>	<b>K Street NW/30th Street NW</b>							
	Eastbound (K Street)	EB-TR	0.86	42.9	E	0.72	28.3	D
	Westbound (K Street)	WB-L	0.12	12.5	B	0.12	12.1	B
	Westbound (K Street)	WB-T	0.65	24.6	C	0.54	19.2	C
	Northbound (30th Street)	NB-LTR	0.16	14.4	B	0.15	13.5	B
	Southbound (30th Street)	SB-L	0.45	19.4	C	0.42	17.8	C
	Southbound (30th Street)	SB-TR	0.36	15.5	C	0.34	14.3	B
<b>4</b>	<b>K Street NW/29th Street NW</b>							
	Eastbound (K Street)	EB-L	0.29	13.4	B	0.04	10.1	B
	Eastbound (K Street)	EB-T	0.69	24.2	C	0.64	20.1	C
	Westbound (K Street)	WB-TR	1.28	67.2	F	0.89	41.9	E
	Westbound (Rock Creek Ramp)	WB-TR	0.25	12.8	B	0.22	11.5	B
	Southbound (29th Street)	SB-R	0.29	13.2	B	0.05	10.2	B
<b>Notes:</b>								
LOS = Level of Service				Unsignalized intersections do not have an overall				
V/C Ratio = Volume to Capacity Ratio				vehicle delay or LOS				
Delay is Measured in Seconds Per Vehicle								
Shaded areas denote intersections with LOS E or F				LTR = left/thru/right lanes				

### 3.5.4 Mitigation Measures for Transportation

Mitigation would not be required for disposal of the West Heating Plant parcel.

While none of the intersections studied would experience significant impacts requiring mitigation as defined under CEQ regulations, several mitigation measures are suggested for planning purposes as a result of indirect impacts from the Disposal Alternative resulting from potential development after disposal has occurred. Suggested mitigation measures would be at the discretion of DDOT and would be the responsibility of the developer. For any future redevelopment of the site, DDOT would likely require the developer to prepare a more robust study to determine the actual mitigation measures to be implemented by the developer.

Each intersection would be affected by the new trips added from the disposal of the West Heating Plant site. The 30th Street intersection with M Street, NW would operate at LOS F under either the No-Action Alternative or the Disposal Alternative implementation of the reasonably foreseeable development scenario; therefore, no mitigation is recommended. The 29th Street intersection at M Street, NW may be moderately impacted. According to the Synchro Traffic Software, upgrading the traffic signal at that intersection to operate as a fully actuated signal with detectors used to assign the green times to the approaches based upon the demand, the LOS of the intersection would improve.

The 30th Street intersection with K Street, NW would be moderately impacted and a signal warrant analysis is recommended to determine if new traffic signals should be installed, based upon the increase of vehicular trips through this intersection. A preliminary analysis in Synchro shows that a new signal would elevate this intersection to LOS A for all time periods. Another consideration would be to remove the stop signs at the 30th Street intersection with K Street, NW; however, the Whitehurst Freeway travels overhead potentially requiring a safety study to determine the potential impacts caused by the sight distances partially blocked by the Whitehurst Freeway columns.

Minor impacts to vehicular traffic could occur at the 29th and K Street, NW. The No-Action Alternative would result in a near failing LOS for the K Street, NW westbound approach; therefore, mitigation is not recommended for the 25 second increase in delay with the Disposal Alternative. DDOT may require that the developer further study this intersection.

There is a proposed streetcar along K Street, NW that could shift more trips to transit beyond the 25 percent already assumed because of current accessibility to public transit. This would lower the new trips produced and improve the LOS for all study area intersections, especially the two K Street, NW intersections. This would of course change the traffic impacts assumed in this “worst case” traffic proposal. DDOT would conduct their own studies to determine potential impacts from streetcar operations.

Due to the anticipated impacts and added trips from this “worst case” scenario, DDOT would likely require a full range of travel demand management (TDM) measures from any developer, should the site be redeveloped as assumed in this EA. The TDM measures include potential measures that could be required (see Table 3-11). Table 3-11 is a list of example TDMs for the

category of a proposed development that requires a variance (or is a Planned Unit Development or Campus Plan) and project generates more than 400 peak hour auto trips, the category that best represents the Disposal Alternative with the RFDS. The minimal TDM measures expected are indicated in Column 1 below along with others that may be used as substitutes and/or above and beyond the minimum requirements. These expected measures were developed by reviewing TDM programs in other locations both in the greater District of Columbia region and nationally. DDOT encourages the adoption of measures above the minimum expected, and reserves the right to require additional measures beyond these minimal expectations as warranted.

**Table 3-11 Example TDM Measures Extracted from TDM Guidelines for All District Development Proposals.**

TDM Measure	Type of Guideline
During construction, maintain or coordinate relocation of any existing bus stops at the developer's expense.	<b>E</b>
Comply with zoning requirements to provide bicycle parking/storage facilities.	<b>E</b>
Require all parking costs be unbundled from the cost of lease or purchase. Parking costs must be set at no less than the charges of the lowest fee garage, located within ¼ mile.	<b>E</b>
Post all TDM commitments on-line, publicize availability, and allow the public to see what commitments have been promised.	<b>E</b>
Identify a project's TDM Leader (for planning, construction, and operations). Provide DDOT/Zoning Enforcement with annual TDM Leader contact updates.	<b>E</b>
Install a Transportation Information Center Display (kiosk) containing printed materials related to local transportation alternatives and maintain a stock of materials at all times.	<b>e</b>
Provide website links to CommuterConnections.com and goDCgo.com on developer and property management websites.	<b>e</b>
At no cost, dedicate spaces in the garage for car sharing services to use with right of first refusal. Locate spaces that are convenient to the garage entrance, available to the members of the car sharing service, twenty-four hours a day, seven days a week, without restrictions (the garage may be gated—members of the service would have access to the spaces via a key pad combination to a pass code system, or other similar device). Count the car sharing spaces towards the project's parking requirements.	<b>e 2 spaces required</b>
Provide reserved spaces for carpools and vanpools that are conveniently located with respect to the elevators serving the buildings. Oversee a program to provide carpools and vanpools with a parking subsidy.	<b>e</b>

TDM Measure	Type of Guideline
Provide secured bicycle parking/storage facilities (lockers, bicycle, valet parking, etc.)	e
Contribute funding to available, non-exclusive Shuttle Service to Metro or DC Circulator (based on total number of trips generated). Only applies to developments not considered Transit Oriented Developments by DDOT.	e*
Provide an on-site business center to residents with access to copier, fax, and internet services.	e
Provide location for Bikeshare Program Station/Kiosk.	e
Provide Ongoing Funding for on-site Bikeshare Program.	e
Provide each new resident with 1-year subscription to DC Bikesharing program.	e
Provide residents with \$75 mail-in refund on bicycle purchases.	e
Provide SmarTrip cards plus \$100.00 Metro fare media per person, for free, one time, per employee, to each of the tenants' employees and each on-site employee of the property management company and/or building operator.	<b>e 30 year commitment required</b>
Provide SmarTrip cards plus \$100.00 Metro fare media per person, for free, one time, per resident.	<b>e 30 year commitment required</b>
Provide a one-time membership fee subsidy in a car sharing program for each residential unit.	e
Locate and furnish an on-site Transit Store free of charge.	e
30 year commitment to operate an on-site Transit Store.	e
Operate a Shuttle service to metro (or other appropriate destinations) specific to the site/development.	e*
Install and maintain new bus stop infrastructure.	e
Construct new Metro Rail stations connection (entrance, escalator, fare array).	e*

\* Shuttles and Direct Access to Metro are site specific. DDOT expectations for these measures will be dependent on the practicality of adopting them at a specific location.

Key: S Potential Substitute/Optional Measure  
**E** Expected TDM Measure  
**e** Expected TDM Measure (Option to Substitute)

### 3.6. WATER RESOURCES

Water resources discussed in this EA include surface water, groundwater, and floodplains. There are no wetlands located on the property.

#### 3.6.1 What Water Resources are in the Project Area?

##### *Surface Water*

Surface water features within the proposed project area include Rock Creek and the C&O Canal, both of which border the property. Rock Creek borders the property on the east, and the Canal borders the property on the north side. Descriptions of these surface waters are provided below.

##### *Rock Creek*

Rock Creek is part of the Rock Creek Watershed. The creek flows from its headwaters in Laytonsville, Maryland, through Montgomery County, Maryland, and the northwest portion of Washington, DC, to join with the Potomac River at Georgetown. The watershed is approximately 76.5 square miles with 15.9 square miles contained within the District. The creek itself is approximately 33 miles long (DCDOH, 2004a).

##### *Rock Creek Existing Water Quality*

An estimated 500,000 people reside within the Rock Creek Watershed. Much of the developed area consists of impervious surfaces, such as buildings, roads, and driveways. Impervious surfaces decrease the amount of rainfall that infiltrates the ground and increases the volume and velocity of stormwater that enters surface drainages during storms. The high level of development and impervious surfaces within the watershed has led to increased stormwater runoff, which has severely impacted Rock Creek and its tributaries by increasing the amount of sedimentation in the creek, as well as carrying other pollutants into creek waters (NPS, 2011). Increases in stormwater runoff within the watershed subsequently led to higher peak flow rates in Rock Creek. These high peak flow rates result in high water velocities in the stream channel, resulting in erosion along the stream banks and excessive sedimentation downstream (NPS, 2011).

Water quality in the Rock Creek Watershed has been adversely affected by contaminants from the surrounding urban area, including sediment laden runoff from bare soils and construction sites; oils and greases, metals, sediments from transportation corridors and parking lots; and nutrients and coliform bacteria from landscaping, stables, and leaking sewer lines (NPS, 2011).

In 1996, the District submitted the Total Maximum Daily Load (TMDL) Priority List and Report to the USEPA containing a list of waters that do not or are not expected to meet water quality standards as required by Sections 303(d) of the Clean Water Act. These waters are then considered “impaired” for certain constituents under the Clean Water Act. The Section 303(d) list was revised in 2002 based on additional water quality data. The TMDL for Rock Creek within the District was completed in 2004 (DCDOH, 2004a). Lower Rock Creek, which borders

the West Heating Plant parcel, is listed as impaired by organics, bacteria, fecal bacteria, and metals (DCDOH, 2004a and DCDOH, 2004b).

### *Rock Creek Designations and Water Quality Standards*

The surface waters of the District are classified based both on their current uses and the future uses to which the waters could be restored. Each designation category has applicable water quality standards that are the principal water quality management objectives for those surface waters. The standards and classification of the District's waters are published in the District of Columbia Register, Chapter 11 of Title 21 DCMR.

The DDOE, Water Quality Division, has designated Rock Creek and its tributaries for restoration to meet all five beneficial use classes. The classes and the status of surface waters have been documented in District of Columbia 305(b) and 303(d) reports that are prepared every other year; the most recent was produced in 2010 (DDOE, 2010). Designated beneficial uses of Rock Creek are as follows:

- Class A, primary contact recreation.
- Class B, secondary contact recreation and aesthetic enjoyment.
- Class C, propagation of fish, shellfish, and wildlife.
- Class D, protection of human health related to consumption of fish and shellfish.
- Class E, navigation.

In 2008, all of the class uses were assessed. The 2008 report indicates that only Class E was being met in Rock Creek, and that Class A, Class B, Class C, and Class D were not being met (DDOE, 2008).

While 2010 data represents the most recent data, not all of the Class uses were assessed. The 2010 report indicates that only Class E is being met in Rock Creek, and Class C and Class D are not being met (DDOE, 2010). In 2010, there was insufficient data to assess whether Class A was being met, and Class B was not assessed at all (DDOE, 2010).

Rock Creek and its tributaries have also been designated "Special Waters of the District of Columbia" by the DDOE under the District's water quality standards (DDOE, 2010). The water quality of such designated waters must be maintained and not allowed to degrade.

### *C&O Canal*

The C&O Canal is located in the Potomac River Basin, and receives much of its water from the Potomac River via intakes located along the length of the canal. Water also enters the District portion of the canal from the upstream sections located in Maryland, stormwater discharge, and direct runoff from an approximately 100-foot bank area that drains into the canal. The canal is 184.5 miles long and runs parallel to the Potomac River. The District portion of the C&O Canal

begins at the mouth of Rock Creek in Georgetown, Washington, DC and extends approximately 5 miles to the Maryland state line (DCDOH, 2004c).

Significant urban development occurs in the lower reaches of the Basin in and around the Washington, DC metro area. Within the District, the primary source of stormwater runoff is residential development. Stormwater runoff flowing directly into the canal drains urban park land encompassed by the C&O Canal National Historic Park, as well as impervious surfaces such as roads (DCDOH, 2004c).

The TMDL for the C&O Canal was completed in 2004, and the segment that is located within the District and that flows adjacent to the West Heating Plant parcel is listed as impaired for fecal coliform bacteria (DCDOH, 2004c).

In 2008, water quality within the C&O Canal supported Class C and E uses, but did not support Class A, B, and D uses (DDOE, 2008). In 2010, water quality in the canal supported Class E and did not support Class C and D uses. Class B was not assessed for the canal in 2010, and there was insufficient information to determine if Class A was supported (DDOE, 2010).

### *West Heating Plant Permits*

The Clean Water Act prohibits spills, leaks, or other discharges of oil or hazardous substances into the waters of the U.S. in quantities that may be harmful. The Clean Water Act limits any discharge of pollutants to a level sufficient to ensure compliance with the state water quality standards. Direct discharges of effluents are regulated under numerical limitations contained in National Pollutant Discharge Elimination System (NPDES) permits issued by USEPA or under state NPDES programs approved by USEPA. In the District, permits are issued by USEPA, Region III.

The West Heating Plant operated under NPDES permit number DC0000035, and this permit is still active and valid, even though the heating plant is no longer in operation. The permit allowed the heating plant to discharge effluent to Rock Creek from outfall number 002 and from groundwater and steam condensate leakage from a sump located at the edge of a steam tunnel for the heating plant. The permit would remain in place until the disposal process has been completed.

### *Groundwater*

Differing geologic features and landforms cause significant differences in groundwater conditions from one part of an area to another. Physiographic provinces of the District include the Piedmont and Coastal Plain. The project area lies within the portion of the District that is part of the Northern Atlantic Coastal Plain Aquifer System (USGS, 2009). Groundwater is currently not used as a primary potable source of drinking water in the District. The District depends mostly on surface-water supplies, although nearly 1 million gallons per day (Mgal/d) of groundwater is used for industrial purposes. Groundwater also is relied on for emergency backup for some hospitals, Government facilities, and embassies. Groundwater was an

important source of drinking water for the District, and it was the sole source of drinking water until the city began to use surface water in 1859 (USGS, 2010).

Well yields of Coastal Plain aquifers depend on thickness and intergranular permeability of the sand and gravel layers and on well construction. Where permeable layers are sufficiently thick, well fields may produce several million gallons per day. Most Coastal Plain aquifers contain saltwater in down-dip areas. Natural water quality may have locally excessive concentrations of iron (0.3 milligrams per liter [mg/L]) and the water can be hard (120 mg/L as calcium carbonate). The water may also be acidic in some areas with pH values as low as 5. In a few locations, aquifers have been contaminated from surface sources (USGS, 2010).

Groundwater quality in the District is subject to DC Municipal Regulations Parts 1150-1158.

As part of a Phase II ESA conducted on the parcel, an inventory was undertaken to assess existing wells in order to calculate relative groundwater elevations and to prepare groundwater flow direction mapping for the West Heating Plant site (see Figure 3-12) (Analytical Services, Incorporated, 2010). Tidal fluctuations within the adjacent Rock Creek caused considerable fluctuation in groundwater elevations at monitoring wells MW-5 and MW-1, which are located very near to the creek. As shown in Figure 3-12, net groundwater flow direction is to the northeast on the northern part of the site, while in the southern portion of the site the flow is more southeasterly. See Section 3.10, Hazardous Materials and Wastes/Public Health and Safety, for additional details on groundwater quality at the West Heating Plant parcel.

### ***Floodplains***

Federal activities within floodplains must comply with the Floodplain Management Executive Order 11988, CFR 1977. Per Executive Order 11988, Federal agencies are required to avoid adverse effects associated with the occupancy and modification of floodplains to the extent possible, thereby minimizing flood risk and risks to human safety. An eight-step decision-making process for floodplain management and wetlands protection has been outlined by 44 CFR 9.6 and in GSA's Floodplain Management Desk Guide (see Figure 3-13).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the District, the entire West Heating Plant parcel is located in the 100-year floodplain (FEMA, 2010).

### **3.6.2 What are the Impacts to Water Resources?**

#### ***No-Action Alternative***

Under the No-Action Alternative, GSA would not dispose of the West Heating Plant parcel. Therefore, there would be no changes to existing water resources on the site.

Figure 3-12 Groundwater Flow.

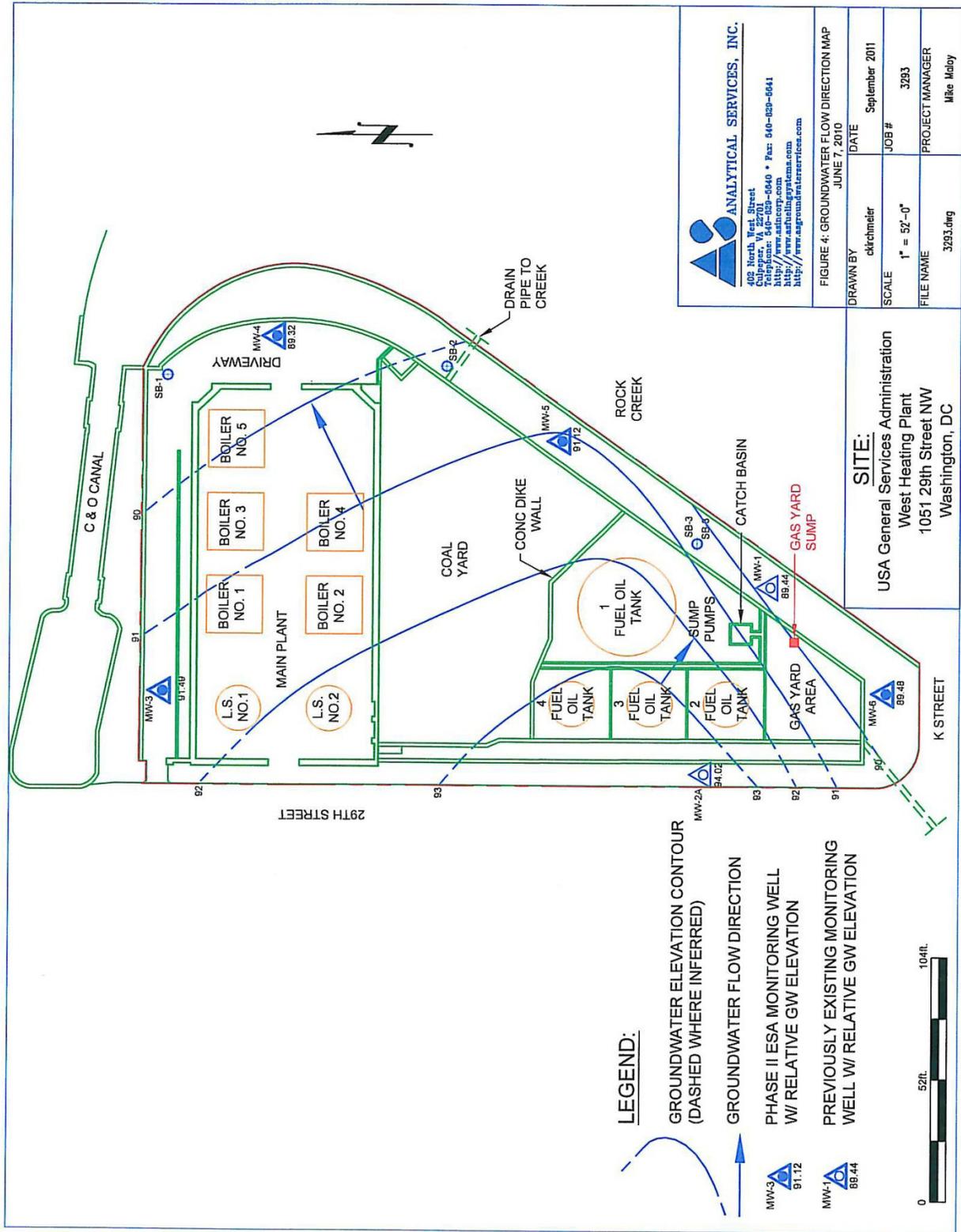
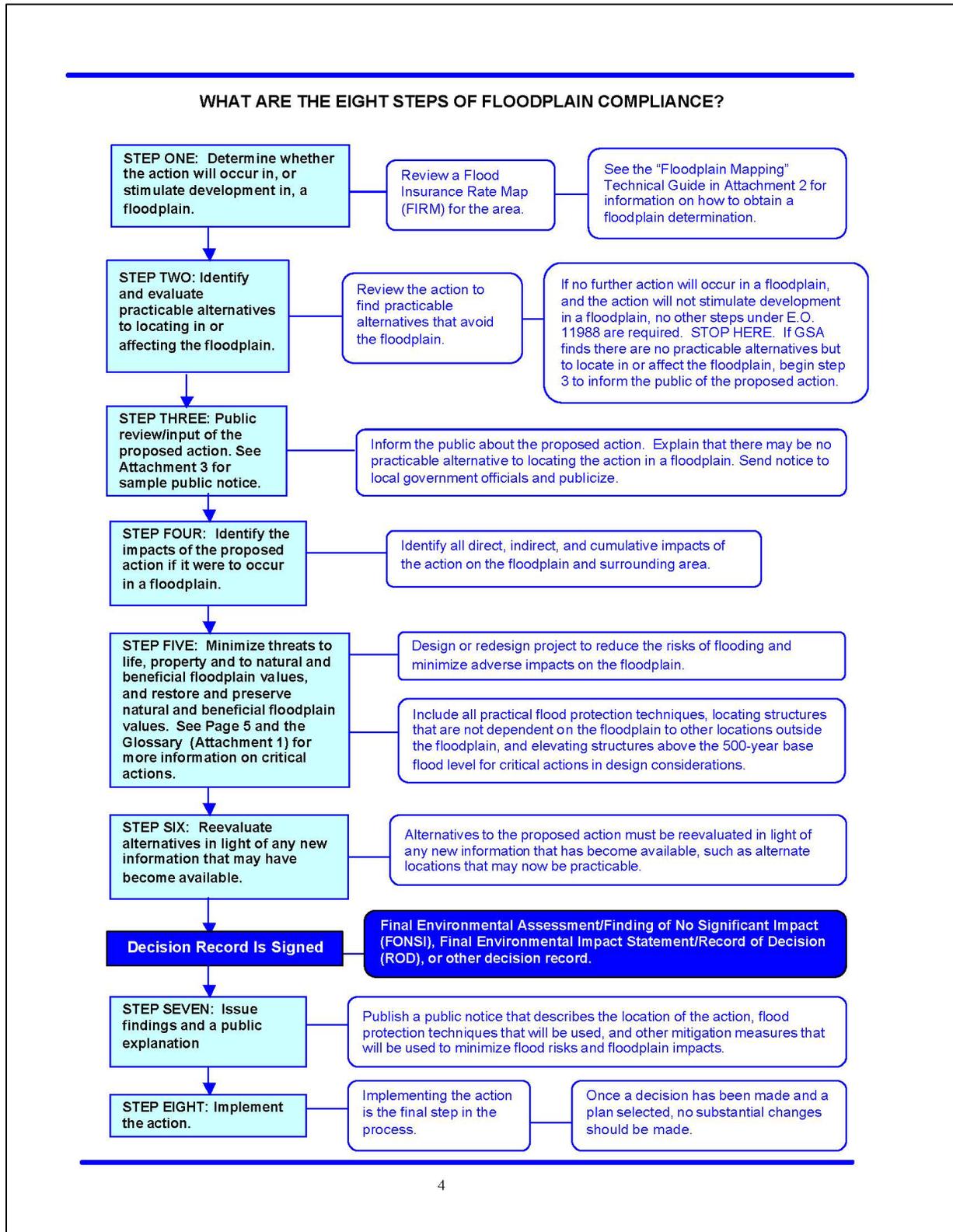


Figure 3-13 Eight Steps of Floodplain Compliance



### ***Disposal Alternative – Direct Impacts***

There would be no direct impacts to water resources from disposal of the West Heating Plant parcel, but there could be indirect impacts related to future redevelopment of the site after disposal has occurred, as described below. In compliance with GSA's Floodplain Management Desk Guide, GSA would inform the bidder/buyer of the property that the property is located within the 100-year floodplain.

### ***Disposal Alternative – Indirect Impacts***

As described in Chapter 3, GSA has developed a reasonably foreseeable development scenario that could occur on the West Heating Plant parcel after disposal has occurred. The resulting construction could impact water resources, but these impacts would be considered indirect impacts from the proposed action, which is disposal. A few basic assumptions have been factored into the analysis of potential indirect impacts to water resources from future development, which are: 1) the developer would comply with all required permits, regulations, and guidelines pertaining to protection of water resources and 2) the developer would implement best management practices, as required by Federal and District of Columbia regulations, to minimize impacts to water resources. A discussion of potential indirect impacts is provided in the following sections.

#### Surface Water

Indirect impacts to surface water features – Rock Creek and the C&O Canal, specifically, would result from potential runoff during the construction process. It is assumed that no construction would occur within Rock Creek or the C&O Canal, but if it did, the developer would need to coordinate the proposed development with DDOE. Depending upon the future use of the parcel, the developer would be responsible for obtaining required permits in compliance with the Clean Water Act and for developing any required stormwater management plans or sediment and erosion control plans, which could require implementation of best management practices such as the use of silt fencing to minimize runoff. Additionally, as described in Section 3.10, Hazardous Materials and Wastes/Public Health and Safety, the developer would ensure appropriate remediation of existing hazardous substances on the site occurs, thereby reducing the potential for contamination of surface water. Therefore, indirect impacts to surface water from the proposed action would be minor and temporary.

#### Groundwater

Indirect impacts to groundwater are not expected during the redevelopment process. The future developer would implement appropriate measures to prevent any groundwater contamination, including the handling of any hazardous materials used during construction. As described above, groundwater is not typically used as a source of potable water in the District. Per the reasonably foreseeable development scenario described in Chapter 3, there could be a mix of residential and commercial development on the site. Should groundwater be needed in support of the new development, the developer would be required to comply with all applicable regulations,

including those enforced by the DDOE and the DC Municipal Regulations Parts 1150-1158 for any groundwater uses. A Human Health Risk Assessment was performed on the site, and the DDOE concurred that groundwater remediation was not required from past operational activities of the West Heating Plant (see Section 3.10).

### Floodplains

The entire West Heating Plant parcel is located within a floodplain; therefore, any future redevelopment of the site would result in indirect impacts to floodplains. GSA has evaluated the disposal action in accordance with the eight-step process required for actions that may occur in a floodplain. GSA would also inform the bidder/buyer of the property that the property is located within the 100-year floodplain.

Step 1: GSA has identified the West Heating Plant parcel as located within the 100-year floodplain, based on FEMA Flood Insurance maps.

Step 2: Indirect impacts from future redevelopment can only be estimated based upon a reasonably foreseeable development scenario. It would be the ultimate responsibility of the developer to identify potential building alternatives to minimize impacts to the floodplain. There are no other alternatives to disposal because the property has been deemed excess, and GSA has followed the appropriate disposal process as described in Chapter 1.

Step 3. Public involvement has occurred during the scoping process. Additional public involvement is provided on the proposed action that would occur within the floodplain during the 30-day public review of the Draft EA.

Step 4: Because the site is already developed, there would be no net loss of the beneficial natural values of the floodplain from future redevelopment. The redevelopment scenario described in Chapter 3 of this EA assumes that the existing retaining wall would be incorporated into any future redevelopment, which would act as a barrier towards potential flooding of the site. The developer would be required to adhere to appropriate building practices for construction in a floodplain, such as not changing the natural flood channel, developing a flood management plan or adhering to building codes for construction in a floodplain. Therefore, indirect impacts to floodplains would be negligible.

Step 5: See discussion in Step 4.

Step 6: As previously discussed, disposal of the West Heating Plant parcel would not directly impact floodplains, but there would be an indirect impact from any future development on the site after GSA has disposed of the property. The developer would be responsible, as required by the DDOE, for implementing any best management practices and developing building alternatives after the property has been disposed. There are no other alternatives to disposal, and development alternatives cannot be identified until the property is no longer owned by GSA. Furthermore, in compliance with GSA's Floodplain Management Desk Guide, GSA would

inform the bidder/buyer of the property that the property is located within the 100-year floodplain.

Steps 7 and 8 would occur after the decision document has been signed. If deemed appropriate, the public will be provided an additional opportunity to comment on the Final EA and decision document.

### ***Best Management Practices and Review Processes***

The actual reuse and redevelopment of the West Heating Plant parcel, once it is sold at a competitive public auction and is no longer under U.S. Government ownership, would be subject to several agency reviews and permits specifically relating to water resources, including:

- DDOE Floodplain Management program/Flood Zone Building Permit
- Clean Water Act and DDOE Water Quality Regulations, including Groundwater Protection
- District of Columbia Zoning Commission (to zone the property)
- District of Columbia Office of Planning

Best management practices would likely be required to minimize indirect impacts from future redevelopment of the site. As described above any future developer would be required by DC, through the DDOE Water Quality program, to implement best management practices such as sediment and erosion control measures (i.e., silt fencing) to reduce stormwater runoff during any future construction on the site. Any future developer would be required to implement as per applicable regulations, best management practices to prevent the possibility of groundwater contamination during construction, such as preventing fuels or hazardous materials from leaching into the ground and following standard operating procedures. The developer would be required to obtain appropriate building permits for construction in a floodplain and would implement best management practices for construction in a floodplain, per the DDOE Floodplain Management program. Additionally, GSA is required as per the Floodplain Desk guide to complete the eight-step process in compliance with the Executive Order and will include a notice in the bid documents and conveyance documents that the property is located in a 100-year floodplain.

### **3.6.3 What Mitigation Measures Would be Taken to Reduce Impacts to Water Resources?**

Mitigation measures would not be required for the proposed disposal of the West Heating Plant parcel. GSA is required as part of the Floodplain Desk Guide to complete the eight-step process in compliance with Executive Order 11988 and will include a notice in the bid documents and conveyance documents that the property is located in a 100-year floodplain.

### **3.7. HISTORIC RESOURCES**

#### **3.7.1 What are the Historic Resources in the Project Area?**

GSA in consultation with the DC SHPO and in accordance with the regulations implementing Section 106 of the NHPA has determined the APE of the proposed action on historic properties. The APE is larger than the actual project area because it allows the consideration of effects on neighboring historic properties. Again, for the purposes of this EA, the potential effects would be indirect, based on the reasonably foreseeably development scenario rather than the disposal itself. The APE is illustrated in Figure 3-14. Its boundaries have been drawn primarily to acknowledge the visibility of the 110-foot tall West Heating Plant from a variety of nearby locations.

Within the APE are three historic districts, one of which is a National Historic Landmark (NHL), and several structures that are individually listed in the NRHP. The West Heating Plant is within the boundaries of the Georgetown Historic District, an NHL. The C&O Canal Historic District abuts the West Heating Plant parcel on the north and the Rock Creek and Potomac Parkway Historic District bounds the property on the east. Along the Rock Creek and Potomac Parkway and within the APE are the ruins of the NRHP-listed Godey Lime Kilns Lock No. 1, a contributing structure of the C&O Canal Historic District stands along the north side of the West Heating Plant property (DC SHPO, 1999).

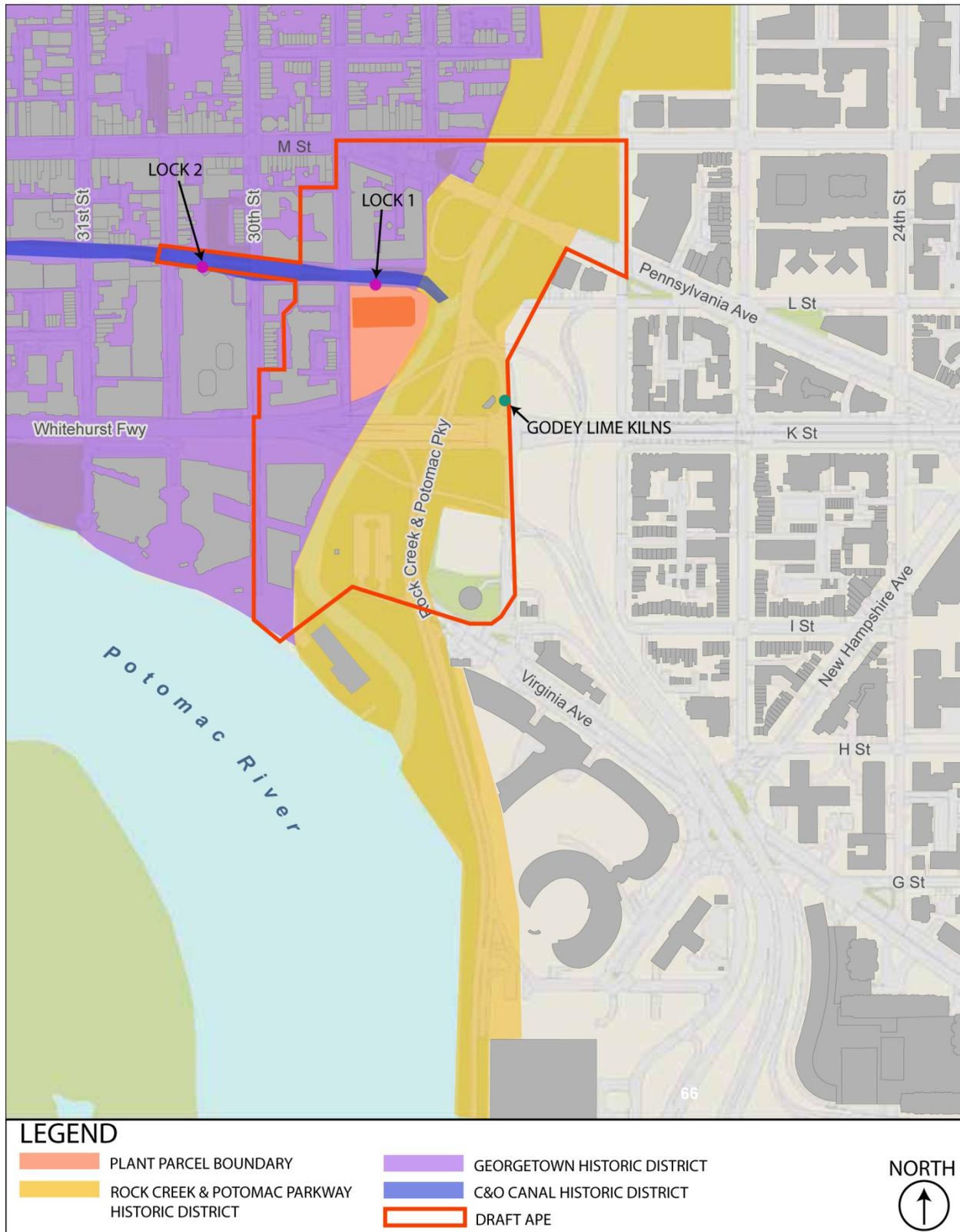
#### ***Georgetown Historic District (A National Historic Landmark)***

Georgetown was founded by an Act of the Maryland Assembly in 1751 and became part of the District of Columbia upon its establishment in 1791 although it remained a separate jurisdictional entity within the District until 1871.

The Georgetown Historic District is a remarkably intact example of a historic port town and encompasses the area originally laid out in 1751. Its narrow grid streets contrast from the wide, planned streets of L'Enfant's city and its collection of buildings and structures are among the city's oldest, demonstrating a rich variety of residential, commercial, institutional, and industrial examples. From the modest to the grandiose, the historic district's dwellings exhibit styles and forms of all social levels and include Federal, Greek Revival, Italianate, Queen Anne, Romanesque, and Classical Revival styles amid the vernacular.

The Georgetown Historic District contains approximately 4,000 primary buildings. The district was first established by the Old Georgetown Act in 1950 and listed in the DC Inventory of Historic Sites in 1964. In 1967 the Georgetown Historic District was designated a NHL and was listed in the NRHP. The period of significance for the Georgetown Historic District, established in the 2003 update, spans from 1751 to 1950. The district is roughly bounded by Reservoir Road and Dumbarton Oaks Park on the north, Rock Creek Park on the east, the Potomac River on the south, and Glover-Archbold Parkway on the west (DC SHPO, 1999).

Figure 3-14 Cultural Resources.



### ***C&O Canal Historic District***

The C&O Canal Historic District is a significant and well-preserved example of canal technology and was a major engineering achievement when it was completed in 1850. The C&O Canal Company was chartered in 1825 and the section that connected Little Falls to Rock Creek was completed in 1831. The portion of the canal that passed through Georgetown had four sandstone locks, all built in 1830. After its completion, the 184.5-mile canal connected Georgetown with Cumberland, Maryland and brought raw materials to the fledgling capital city. The canal also brought the expansion of businesses, particularly in Georgetown, that used the canal as a power source and as a direct route for raw and finished materials. The canal remained in operation until 1924, when operations ceased due to flood damage and the purchase of the company by the B&O Railroad. In 1938, the B&O sold the canal property to the U.S. Government for \$2 million dollars.

In 1961, the canal in its entirety was recognized as a National Historic Monument and ten years later it became the C&O Canal National Historical Park. The C&O Historic District was listed in the DC Inventory of Historic Sites in 1964 and in the NRHP in 1966. It is historically significant under the themes of architecture, engineering, commerce, transportation, military history, and conservation. It has a period of significance of 1828 to 1924 (DC SHPO, 1999).

Locks 1 and 2, contributing resources to the C&O Canal Historic District, are located near the West Heating Plant. Lock No. 1 stands on the north side of the West Heating Plant. Built in 1830, it is constructed of Aquia Creek freestone; however, much of the structure has been rebuilt with granite, concrete, brick, and limestone. The lock is the first in a series of four, closely spaced Georgetown locks separated by boat basins. Lock No. 2 is located west of Lock No. 1, at 30<sup>th</sup> Street, and was also built in 1830. The lock is built of Aquia Creek freestone; however, subsequent repairs have been made with concrete, brick, limestone, and granite (NPS, 2012).

### ***Rock Creek and Potomac Parkway Historic District***

In the eighteenth century, the lower Rock Creek Valley served as a transportation route and a natural boundary of the newly established capital city. By the nineteenth century, the valley had evolved from a power source for industry to a public dumping ground. In the early twentieth century, the Rock Creek and Potomac Parkway became a principal component of the comprehensive park system for Washington, DC. Conceived in 1902 by the U.S. Senate Park Commission, the new parkway closely followed the ideals of the City Beautiful Movement and linked the Mall and Potomac Park to the National Zoological Park and Rock Creek Park. It is one of the earliest parkways in the nation, the oldest in the metropolitan area, and the first to be federally funded. The park reflects the influence of Frederick Law Olmsted, Jr., who initially proposed the parkway concept. The Rock Creek and Potomac Parkway is historically significant under the themes of community planning and development, landscape architecture, architecture, and recreation.

The Rock Creek and Potomac Parkway Historic District was listed in the DC Inventory of Historic Sites in 1964 and was listed in the NRHP in 2005. The period of significance for the Historic District is 1791 to 1951. The four-lane roadway is approximately 3.1 miles long and

begins at Lincoln [Memorial] Circle, extends along the Potomac Riverfront, and then traverses the entire lower valley of Rock Creek. The linear parkway comprises approximately 180 acres and incorporates contributing bridges, the stone and stone-faced retaining walls that line the creek, and the roadway (Barsoum, 2005).

### ***Godey Lime Kilns***

The Godey Lime Kilns stand within the boundaries of Rock Creek and Potomac Parkway at what was historically 27<sup>th</sup> and L Street, NW. The kilns were an integral part of the once-thriving Godey Lime Kilns, established on the site in 1864. Its location adjacent to the C&O Canal contributed to business's profitability. The business continued until 1908. Today, two rubble stone kilns remain along the west side of the parkway south of the Pennsylvania Avenue Bridge and north of the Whitehurst Freeway.

The remnants of the Godey Lime Kilns were preserved during the construction of the Rock Creek and Potomac Parkway. The structures were listed in the NRHP in 1973 and in the District of Columbia Inventory of Historic Sites in 1974 (Myer, 1965).

### ***The West Heating Plant***

Completed in 1948, the WHP was designed by Washington, D.C., and Public Buildings Administration (PBA) consulting architect William Dewey Foster (1890-1958). The new heating plant, located at the corner of 29th and K streets NW in Georgetown, was built to supply heat to existing and future government buildings in downtown Washington and to alleviate the stress on, as well as provide support for the Central Heating Plant (13th and C streets SW). Although Congress appropriated the funds for the building in 1940, World War II delayed its construction. Planning resumed in 1945, and construction recommenced in 1946. The project was completed in 1948 at the cost of \$7.8 million. Louis A. Simon (1867-1958) and later Gilbert Stanley Underwood (1890-1961), Supervising Architects for the PBA under the Federal Works Agency (FWA), oversaw the project, and Charles H. Tompkins Company of Washington, D.C. served as the contractors.

The West Heating Plant is a monumental, 110-foot tall building constructed from buff-colored brick. Constructed a little more than ten years after the Art Deco-style Central Heating Plant (1933-1934), the West Heating Plant illustrates a shift from the decorative Art Deco to a more streamlined Moderne interpretation of the style.

Rising four stories above a random coursed stone foundation, the West Heating Plant is constructed of steel framing clad in a buff-colored five-course American bond brick veneer. The vertical mass of the building is accentuated by tall, narrow rows of industrial windows. The heavy bulk of the building is further relieved by linear patterned brick accents on the buildings corners. The primary elevation of the building fronts 29th Street and serves as the monumental façade of the building. A centered recessed bay with a large 72-foot vertical band of industrial windows is the centerpiece of the façade. The streamlined effect of the bay is emphasized by its rounded corners of header brick. Entrance doors are located on the sides of the bay and are outlined with a granite post and lintel frame.

The interior of the building holds five boilers that collectively generated 9 million tons of steam per hour, when the building was in operation. The building was originally constructed to house six boilers at maximum capacity; two were installed shortly after the building's completion and three were subsequently installed. A series of catwalks crisscross the interior of the building, from the basement to the fifth floor. A small office, conference room, and storage room occupy the western portion of the second floor. Historically coal fueled the plant; however, it was later powered by natural gas. The building has not generated steam since 2000.

South of the West Heating Plant is a coal and storage yard, which is surrounded by a random-coursed stone wall. The wall continues around the east and north sides of the West Heating Plant. The storage yard, directly south of the building, has most recently been used for parking. Three small tanks and a large tank stand along the south side of the storage yard.

The eligibility of the West Heating Plant for the NRHP has been established by the GSA and by its location within the Georgetown Historic District NHL. In conjunction with the preparation of this EA, GSA has also prepared a formal Determination of Eligibility (DOE) identifying contributing, character-defining features and the building's period of significance. The preliminary findings of the Draft DOE are as follows (see Appendix E):

According to the National Register's criteria which are based upon the quality of significance in American history, architecture, archeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, setting, materials, workmanship, feeling, and association, the West Heating Plant meets:

**Criterion A: properties that are associated or linked to events that have made a significant contribution to the broad patterns of our history.** The WHP meets Criterion A as it is symbolic of the rapid growth of the federal government, particularly in Washington, D.C., during the years leading up to World War II. Planned and constructed by the PBA to relieve the over-taxed Central Heating Plant, the WHP was an essential link in the system of federal buildings located within the city's downtown core. The building was not only necessary to relieve the burden of the Central Heating Plant, but to supply heat to the burgeoning number of federal buildings erected in Washington, D.C., as part of the national defense program. Although war shortages ultimately postponed its construction, the WHP was one of the federal government's most urgent projects after the war ended (U.S. Congress, 1945). The importance of the WHP within the federal expansion efforts is exemplified in its acclaim as the most modern heating plant of its kind in the country at the time of its construction (Washington Post, 1948).

The WHP is also associated with the significance of the Georgetown Historic District under Criterion A as it illustrates the industrial use of the Georgetown waterfront during the second quarter of the twentieth century. After the closure of the C&O Canal in 1924, port activity essentially ceased, forcing the Georgetown waterfront to diversify its interests. The city's first zoning ordinance in 1920 designated the Georgetown waterfront as "industrial" and heavy industry, including factories, garages, and construction companies, began to occupy or replace the eighteenth century mills and warehouses along the waterfront (Williams, 2003). The site of the WHP was chosen in part for its availability, location near the newly-constructed federal

buildings and the B&O Railroad, and for its industrial zoning, which follow the broad patterns of development within the Georgetown Historic District, and

**Criterion C: properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.** The WHP meets Criterion C as it embodies the characteristics of the Moderne style, successfully interpreted for an industrial building. The building's monumental quality, along with its Moderne stylistic influences, illustrate the importance the PBA placed on design, even in the construction of industrial buildings. Exemplary of the style are its clean, streamlined surfaces, rounded and embellished corners, and spans of industrial windows. The WHP's grand scale gives the building a dominant presence that rises above the narrow Georgetown streets and is visible over the tree line from Rock Creek and Potomac Parkway.

Hailed as the most modern heating plant of its kind in the country at the time of its construction, the intact interior and mechanical systems of the building further the building's significance under Criterion C. The industrial significance of the building is expressed in its interior layout, materials, and machinery including its three-story open floor plan, exposed I-beams, concrete flooring, metal stairs and catwalks, tile-block walls, boilers, water softeners, and the coal-conveyor system, which remain in place.

### ***Character Defining Features***

#### *Site Character Defining Features*

- Stone-clad perimeter wall

#### *Exterior Character-Defining Features*

- Ornamental brick on building corners
- Buff colored brick
- Stone veneer on basement/water table
- Vertical bands of metal-sash industrial windows (window screens are later and do not contribute)
- Stepped flat roof
- Large expanses of smooth, unadorned wall surfaces
- Round, streamlined corners framing central window on west façade
- Metal ceiling above main entry featuring single, circular flush light fixture
- Simple building cornice
- Entry door arrangement and door surrounds
- Brick screen on rooftop
- Stone marker on primary façade

#### *Interior Character-Defining Features*

- Large open three-story space currently occupied by boilers
- Glazed tile block walls
- Metal-sash awning windows with operable cranks
- Open metal stairs and catwalks
- Concrete flooring
- Clay Tile Flooring (1<sup>st</sup> Floor)
- Exposed I-beams
- Conveyor system and scales
- Boilers and Water Softeners
- Coal bunkers
- Skip hoist system
- Stair halls inside the two primary entrances including the streamlined metal railings, marble wainscoting, multi light doors, and light fixtures.

#### Coal Yard Character-Defining Features

- Open yard
- Perimeter stone-clad wall
- Crane operator control booth
- Coal conveyor belt equipment

#### Period of Significance

- 1942-1968

With regard to the West Heating Plant's significance for the Georgetown Historic District, the 2003 update to the nomination of the Historic District cited "the increased industrial growth and a related decline in the socio-economic status of the district in the first half of the 20th century" (Williams, 2003). The West Heating Plant, planned and constructed between 1940 and 1948, illustrates this industrial period of development and falls within the historic district's period of significance.

### **3.7.2 What are the Impacts to Historic Resources?**

Impacts on historic and cultural resources are evaluated for alterations of a historic property in a way that adversely affects the characteristics that qualify the resource for inclusion in the NRHP or local landmark listings. While impacts to cultural resources under NEPA are not described with identical terminology as effects on historic properties under the NHPA (i.e., no effect, no adverse effect, or adverse effect), there is a strong similarity. NHPA requires federal agencies to consider the effects of their actions (termed "undertakings" under NHPA) upon historic properties at the earliest possible planning stage so as to preserve a full range of alternatives to avoid, minimize, or mitigate adverse effects to historic properties. An effect is considered adverse, in all cases, when it diminishes the integrity of the resource's location, design, setting, materials, workmanship, feeling or association. Standard procedures under NEPA require the

Section 106 consultation process under NHPA, detailed in the Advisory Council on Historic Preservation's (ACHP) regulations 36 CFR Part 800, to be concluded before a FONSI can be issued for an EA. When an undertaking does have unavoidable adverse effects under NHPA, they are typically resolved by means of a NHPA Section 106 Memorandum of Agreement (MOA) which contains stipulations to minimize or mitigate the adverse effect. An MOA is negotiated and executed by the lead Federal agency, the State Historic Preservation Officer (SHPO), the ACHP (either directly or under its regulatory oversight), and occasionally invited Consulting Parties.

For this EA the following equivalence will be used for impacts to cultural resources under NEPA and effects on cultural resources under NHPA:

*Negligible:* The impact is at the lowest level of detection with neither adverse nor beneficial consequences. For purposes of Section 106, the determination of effect would be *no adverse effect*.

*Minor:* Adverse impact—Alteration of a pattern(s) or feature(s) of a historic district or structure listed on or eligible for the NRHP would not diminish the integrity of a character-defining feature(s) or the overall integrity of the historic property. For purposes of Section 106, the determination of effect would be *no adverse effect*.

Beneficial impact—The character-defining features of the historic district or structure would be stabilized/preserved in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (NPS, 1995), to maintain its existing integrity. For purposes of Section 106, the determination of effect would be *no adverse effect*.

*Moderate:* Adverse impact—The impact would alter a character-defining feature(s) of a historic district or structure and diminish the integrity of that feature(s) of the historic property. For purposes of Section 106, the determination of effect would be *adverse effect* but one which could be avoided, minimized, or mitigated through further consultation and agreed-upon stipulations in an Agreement Document.

Beneficial impact—The historic district or structure would be rehabilitated in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* to make possible a compatible use of the property while preserving its character-defining features. For purposes of Section 106, the determination of effect would be *no adverse effect*.

*Major:* Adverse impact—The impact would alter a character-defining feature(s) of the historic district or structure and severely diminish the integrity of that feature(s) and the overall integrity of the historic property. For purposes of Section 106, the determination of effect would be *adverse effect* and would present serious difficulty to avoid, or minimize the effect. An Agreement Document would typically consist of mitigation measures in the form of stipulations. .

Beneficial impact—The historic district or structure would be restored in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* to accurately depict its form, features, and character as it

appeared during its period of significance. For purposes of Section 106, the determination of effect would be *no adverse effect*.

*Duration*—Short-term impacts, obviously negative, are equivalent to the period of construction, which may range from 9 to 21 months.

### ***No-Action Alternative***

Under the No-Action Alternative there would be no effect under Section 106 and no impact to cultural resources. This conclusion is based upon the assumption that GSA would expend sufficient maintenance money in the West Heating Plant Parcel to avoid “demolition by neglect.” Specifically there would be no impact to the West Heating Plant itself, the C&O Canal Historic District, the Georgetown Historic District, the Godey Lime Kilns, and the Rock Creek and Potomac Parkway Historic District Park.

### ***Disposal Alternative – Direct Cultural Resource Impacts***

Under the established practice of compliance with Section 106 (36 CFR 800.3) of NHPA, the disposal of real estate from ownership by the U.S. Government of a historic property listed in, or eligible for, listing in the NRHP without provisions to protect the integrity of the historic character is an adverse effect. This does not apply to real estate transferred to another federal agency, because that agency would have the same responsibilities under NHPA.

As indicated in Section 1 of the EA, the proposed action is the disposal of the West Heating Plant, i.e. the 2.08-acre parcel including the West Heating Plant building and all other appurtenances on the property from ownership by the U. S. Government. The culmination of the disposal process, the sale of the excess West Heating Plant property to the public at a competitive auction, has not yet taken place. Therefore, the opportunity remains to incorporate provisions, such as covenants, in the deed of sale, which would afford a level of protection to historic properties.

The Section 106 process requires GSA to identify all NRHP historic properties within the APE, evaluate whether they are affected by the undertaking, and then determine if the effects are adverse. As stated earlier, the goal is the avoidance, minimization, or mitigation of adverse effects. In Section 3.7.1, all the historic properties potentially affected – not only the West Heating Plant itself – were identified. In addition, the character-defining or “contributing features” of the potentially affected resources were identified.

Because the proposed action or undertaking is the disposal, not a predetermined reuse or redevelopment scheme, it is not possible to assess effects under Section 106, NHPA with any specificity or certainty except to acknowledge that a disposal action to a non-Federal entity with no procedures or covenants in place to protect historic properties would be considered an adverse effect. For this reason, the EA addresses the anticipated impacts of the reasonably foreseeable development scenario on historic properties. The scenario, as a “worst case scenario,” maximizes development on the site but is constrained by certain existing conditions and the parameters of W-2 zoning.

### ***Disposal Alternative – Indirect Cultural Resource Impacts***

A few basic assumptions due to the NRHP eligibility of the West Heating Plant have been factored into reasonably foreseeable development scenario from the outset: (a) the retention of the shell of the main building, (b) the significance of the façade materials and fenestration, and (c) the possibility of retaining some components of the interior engineering works. The reasonably foreseeable development scenario also takes into account several limitations imposed by the site that have the effect of protecting historic resources. An example is the delineation of the “buildable area,” which follows the stone retaining walls and excludes the edges of neighboring Rock Creek and the C&O Canal. This scenario would avoid impacts to the C&O Canal Historic District and its historic locks.

### ***Methodology***

Within the APE, potential effects can be divided into (a) those on the West Heating Plant itself as a monolithic structure, (b) those on other significant historic features of the West Heating Plant parcel, (c) those on the Georgetown Historic District of which the Heating Plant is a part, and (d) those on other external historic properties. In evaluating these potential effects, it is reasonable to assume that the intensity of the potential effect is likely to be greater at the core and less so at the periphery.

Certain character-defining features of the West Heating Plant are clearly less threatened than by the reasonably foreseeable development scenario than others. Examples would be the buff colored brick and the ornamental brick on building corners of the exterior. The likelihood of any reuse or redevelopment scheme requiring a change to these elements is low.

Other features fall into an in-between status. The reasonably foreseeable development identifies the façade fenestration as important. Also, the architectural history analysis incorporated in this EA specifically lists the “vertical bands of metal-sash industrial windows” as a character defining feature. It may be assumed that the architects of any future adaptive reuse of the heating plant building would make the maximum effort to protect the integrity of this feature in accordance with the Secretary of Interior’s (Rehabilitation) Standards for the Treatment of Historic Buildings. Nonetheless, windows must be functional. The reasonably foreseeable development scenario indicates a hypothetical space program for the building of 50 percent residential and 50 percent office/retail/commercial which may suggest some alteration of or addition to the historic fenestration pattern.

Lastly, there are character defining features such as the open yard in the Coal Yard and nearly all the interior ones listed for the Heating Plant building whose retention under both the reasonably foreseeable development scenario and most likely future reuse and redevelopment schemes is uncertain or impossible. Although there are adaptively reused industrial buildings in which many remnants of the former industrial uses have been retained - examples include the Naval Sea Systems Command Headquarters Building at the Washington Navy Yard in Washington, DC and the Tate Modern Gallery in London – recordation of the features is more likely.

Anticipated Impacts to Historic Properties within the APE of the reasonably Foreseeable Development Scenario

See the discussion in “The Proposed Action – Direct Cultural Resource Impacts” for equivalency to Section 106, NHPA effects.

*The West Heating Plant*

- Site Character Defining Features
  - Stone-clad perimeter wall- Negligible
  
- Exterior Character-Defining Features
  - Ornamental brick on building corners- Negligible
  - Buff colored brick- Negligible
  - Stone veneer on basement/water table- Negligible
  - Vertical bands of metal-sash industrial windows (window screens are later and do not contribute)-Moderate Adverse (Long-term)
  - Stepped flat roof- Minor Adverse (Long-term)
  - Large expanses of smooth, unadorned wall surfaces- Negligible
  - Round, streamlined corners framing central window on west façade- Negligible
  - Metal ceiling above main entry featuring single, circular flush light fixture- Negligible
  - Simple building cornice- Negligible
  - Entry door arrangement and door surrounds- Negligible
  - Brick screen on rooftop- Minor Adverse (Long-term)
  - Stone marker on primary façade- Negligible
  
- Interior Character-Defining Features
  - Large open three-story space currently occupied by boilers- Moderate Adverse (Long-term)
  - Glazed tile block walls- Minor Adverse (Long-term)
  - Metal-sash awning windows with operable cranks- Moderate Adverse (Long-term)
  - Open metal stairs and catwalks- Moderate Adverse (Long-term)
  - Concrete flooring- Moderate Adverse (Long-term)
  - Clay Tile Flooring (1st Floor) - Minor Adverse (Long-term)
  - Exposed I-beams- Minor Adverse (Long-term)
  - Conveyor system and scales- Moderate Adverse (Long-term)
  - Boilers and Water Softeners- Moderate Adverse (Long-term)
  - Coal bunkers- Moderate Adverse (Long-term)
  - Skip hoist system- Moderate Adverse (Long-term)
  - Stair halls inside the two primary entrances including the streamlined metal railings, marble wainscoting, multi light doors, and light fixtures- Minor Adverse (Long-term)

- Coal Yard Character-Defining Features
  - Open yard- Moderate Adverse (Long-term)
  - Perimeter stone-clad wall- Minor Adverse
  - Crane operator control booth- Moderate Adverse (Long-term)
  - Coal conveyor belt equipment – Moderate Adverse (Long-term)

#### *The Georgetown Historic District*

Georgetown, particularly in the portion along the Potomac River below M Street NW has undergone a steady transformation in the late twentieth and early twenty-first centuries from an industrial zone to an extension of the high end housing, retail, and office district that predominates in the rest of the historic former Maryland town. The West Heating Plant is perhaps the last sizable remainder of Georgetown's industrial legacy, although its 110-foot height is anomalous for the low and midrise scale of buildings elsewhere. Despite the disappearance of industry, the Georgetown Historic District is characterized a fine grained mixture of land uses constrained and defined by its own street grid and separation from the L'Enfant's monumental Washington by the outflow of Rock Creek into the Potomac River. The most noticeable impact on the Georgetown Historic District by the reasonably foreseeable development scenario would be the replacement of the Coal Yard, now largely hidden from view by the stone perimeter wall with a major increment of new development, limited to 60 feet in height or half of that of the Heating Plant building. Such infill development would be very similar to the pattern that in the area that prevailed in the last several decades.

The reasonably foreseeable development scenario would have a Minor Adverse Long-Term Impact and (due to construction) a minor adverse short-term impact on the Georgetown Historic District and National Historic Landmark.

#### *The C&O Canal Historic District and Locks 1 and 2*

The setting of the C&O Canal and its locks would be unchanged as the footprint of the West Heating Plant and its stone perimeter wall that occupy the northern portion of the parcel and form a southern boundary of the canal would be unchanged. Therefore the reasonably foreseeable development scenario would have a negligible impact and (due to construction) a minor adverse short term impact on the C&O Canal Historic District and Lock 1.

#### *The Rock Creek and Potomac Parkway Historic District*

The section of the Rock Creek Parkway that abuts the diagonal, eastern stone perimeter wall of the West Heating Plant is comparatively isolated due to the Heating Plant itself and the supports for the Whitehurst Freeway and its interchanges and connection to K Street, NW. The reasonably foreseeable development scenario does not include any encroachment on the riparian buffer of Rock Creek. Therefore the reasonably foreseeable development scenario would have a negligible impact and (due to construction) a minor adverse short-term impact on the Rock Creek and Potomac Parkway Historic District.

### *The Godey Lime Kilns*

The Godey Lime Kilns located beneath a freeway interchange at 27th and K Street, NW are extremely isolated and would be little impacted by any development at the West Heating Plant. Therefore, the reasonably foreseeable development scenario would have a negligible impact on the Godey Lime Kilns.

### ***Best Management Practices and Review Processes***

The actual reuse and redevelopment of the West Heating Plant parcel, once it is sold at a competitive public auction and is no longer under U.S. Government ownership will be subject to several public processes:

- The action of the District of Columbia Zoning Commission (to zone the property).
- The review of the District of Columbia Office of Planning.
- The review of the District of Columbia Historic Preservation Review Board.
- The review of the District of Columbia State Historic Preservation Officer (DC SHPO).
- The oversight of the Mayor's Special Agent for Historic Preservation, as applicable.
- The review and permitting authority of the Old Georgetown Board of the U.S. Commission of Fine Arts.

### **3.7.3 What Mitigation Measures Would be Taken to Reduce Impacts to Historic Resources?**

Before the West Heating Plant parcel sale is executed, (and before the NEPA process can be finalized), compliance with the procedures of Section 106 of the NHPA is required. Section 106 compliance by GSA was informally introduced to the DC SHPO in October 2011 and was formally initiated by letters to the DC SHPO and the Advisory Council on Historic Preservation on May 23, 2012. This correspondence is included as Appendix A to the EA. Because the proposed action would technically be an adverse effect under Section, 106 NHPA (if the disposal were to be consummated without protections for historic properties) it is anticipated that an agreement document will be developed for the avoidance, minimization, and/or mitigation of adverse effects to the West Heating Plant and its contributing features. It will then be memorialized as appropriate in the transfer documents.

## **3.8 VISUAL RESOURCES**

### **3.8.1 What Are the Visual Resources in the Project Area?**

The West Heating Plant, at 110 feet tall, although at a comparatively low elevation, is itself a monumental presence within the predominantly low and mid-rise, fine-grained scale of Georgetown. Views along the C&O Canal are significant but are not greatly impacted by the presence of the West Heating Plant. Views along the lowest outreach of Rock Creek are primarily impacted by the Whitehurst Freeway and its access ramps. The West Heating Plant is only slightly visible from M Street, NW above where it is blocked by the Four Seasons Hotel,

nor is it very prominent from directly across 29<sup>th</sup> Street due to the narrowness of the street width. It tends to come in and out of view as various view corridors open up from the eastern elevated stretch of the Pennsylvania Avenue Bridge or the boatyard north of Watergate where the elevated highway ramps do not appear to loom as large as they do at closer proximity.

The major viewshed of the West Heating Plant is from Rock Creek and Potomac Parkway – a historic property. The section of the Rock Creek Park that abuts the eastern stone perimeter wall of the West Heating Plant is comparatively isolated due to the West Heating Plant itself and the supports for the Whitehurst Freeway and its interchanges and connection to K Street, NW. However, the rusticated stone base of the West Heating Plant at its eastern elevation is oddly consistent with the palette of stone ramparts and walls that are contributing features of the Rock Creek and Potomac Parkway. The base also creates an isolated greensward between the plant and Rock Creek as well as a frame for the southern bank of the C&O Canal at its most eastward stretch.

As a decommissioned industrial building the West Heating Plant is not a major light source at night so its visual presence after hours is less than its bulk might imply. It requires lights at the roof to comply with air safety regulations.

### **3.8.2 What Are the Impacts to Visual Resources?**

#### ***No-Action Alternative***

Under the No-Action Alternative, GSA would not dispose of the West Heating Plant parcel; therefore, the No-Action Alternative would result in no changes to the existing viewshed.

#### ***Disposal Alternative – Direct Impacts***

There would be no direct impacts to visual resources from disposal of the West Heating Plant parcel. The proposed disposal of the West Heating Plant parcel would not directly affect neighborhood character or community facilities.

#### ***Disposal Alternative – Indirect Impacts***

There would be no impact to views along the C&O Canal, views through the neighboring streets of Georgetown, and views from the Rock Creek and Potomac Parkway. Of some concern are views of the existing West Heating Plant itself.

In a broader context, the impact to visual resources of the reasonably foreseeable development scenario and any future reuse or redevelopment scheme depends upon the continuation of the West Heating Plant's integrity of location, setting, materials, workmanship, feeling, and association. The West Heating Plant building's monumental quality with its Moderne stylistic influences of clean, streamlined surfaces, curved and embellished corners, and spans of industrial windows would be impacted not only by the treatment of the exterior and interior of the main building but also by the new development that would be accommodated in the former Coal Yard.

Due to the assumption of W-2 zoning, this development cannot be higher than 60 feet compared to the 110 foot height of the West Heating Plant. The reasonably foreseeable development scenario cannot, of necessity, be detailed as to the configuration or layout of the additional development potential represented by the Coal Yard portion of the parcel.

The existing heating plant has the appearance of a free standing monolith, the height and verticality of whose design gives it a monumental presence from many viewpoints to the south (despite the intrusion of the freeway), the east, and even along the C&O Canal. New infill construction on Coal Yard part of the parcel would have the potential to adversely impact the setting of the heating plant building and views towards it. The avoidance, minimization, and/or mitigation of adverse effects to the visual aspect of the Heating Plant as a monumental building rising above its surroundings would be an issue for Section 106 and the subsequent public preservation and design reviews of any reuse and redevelopment proposal. As evaluated using the methodology outlined in this EA and in accordance with CEQ regulations, the impacts to visual resources, associated only with the West Heating Plant building, would be long-term, moderate, and adverse.

Indirect impacts associated with redevelopment of the site could result in changes to the neighborhood character because the existing use of the property would likely change. However, it is assumed that any new development would be consistent with the surrounding land use in which the infill of new mid-rise housing or office buildings on available sites has been a recurrent pattern in the Georgetown area. Therefore, the overall neighborhood character would not change as a result of new redevelopment. Community facilities would not be affected as there are no existing community facilities on the parcel. It is likely that the community would have concerns with the density of any future reuse or development proposal and the availability of open space, recreation, and pedestrian connections to Rock Creek. Nonetheless, they would be resolved through the subsequent public preservation and design reviews of any reuse and redevelopment proposal. The impact to neighborhood character as a whole, would be negligible.

### **3.8.3 What Mitigation Measures Would be Taken to Reduce Impacts to Visual Resources?**

There would be no mitigation measures required for disposal of the West Heating Plant parcel. The proposed disposal of the West Heating Plant parcel would not directly affect neighborhood character, visual resources, or community facilities.

## **3.9 NOISE**

### **3.9.1 How Is Noise Described and What Is the Noise Environment in the Project Area?**

The extent to which individuals are affected by noise is controlled by several factors, including the duration and frequency of sound; the distance between the sound source and the receptor; the intervening natural or man-made barriers or structures; and the ambient environment. Typically, levels of noise are measured in units called decibels.

The “A-weighted” decibel (dBA) is a unit of measure used to express the relative loudness of sounds in the air as perceived by the human ear. The dBA scale de-emphasizes the very low and the very high frequencies and emphasizes the middle frequencies, thereby closely approximating the frequency response of the human ear. Common noise sources and their sound levels are described in Table 3-12.

**Table 3-12 Common Noise Sources and Sound Levels.**

Source	Sound Level (dBA)
Near large jet at takeoff	140
Air-raid siren	130
Threshold of pain	120
Thunder or sonic boom	110
Garbage or trailer truck at roadside	100
Power lawn mower at 5 feet	90
Alarm clock or vacuum cleaner	80
Freeway traffic at 50 feet	70
Conversational speech	60
Average residence	50
Bedroom	40
Soft whisper at 15 feet	30
Rustle of leaves	20
Breathing	10
Threshold of hearing	0

Source: Adapted from U.S. National Bureau of Standards Handbook 119, 1976 .

Human ability to perceive change in noise levels varies widely from person to person, as do responses to perceived changes. Generally, a 3 dBA change in noise level would be barely perceptible to most listeners, whereas a 10 dBA change is normally perceived as doubling (or halving) of noise levels and is considered a substantial change. These thresholds permit direct estimation of an individual’s probable perception of changes in noise levels.

Section 5 of the Washington, DC Noise Control Act of 1977 permits noise resulting from construction or demolition (excluding pile drivers) activity between 7:00 AM and 7:00 PM on any weekday. Per Section 5 of the DC Noise Control Act of 1977, DC Law 2-53, 24 DCR 5293 (December 30, 1977); as amended by Section 2 of the Noise Control Amendment Act of 1996, DC Law 11-161, 43 DCR 3727 (July 19, 1996), noise levels for construction or demolition activities are not permitted to exceed 80 dBA unless granted variance by the Mayor of the District of Columbia.

Maximum sound levels are established in the District of Columbia Municipal Regulations (Chapter 27; Section 2701) which are applicable for the day and night in specific zoning

locations (Table 3-13). These maximum levels would be applicable to the project area after disposal of the property. Although the project area is not zoned, the area adjacent to it is considered W-2, mixed use. Assuming there could be some residential development after disposal of the property, the maximum daytime noise level for the parcel would be 60 dBA for daytime and 55 dBA for nighttime.

**Table 3-13 Noise Abatement Thresholds.**

<b>Zone</b>	<b>Maximum Noise Level (dBA)</b>	
	<b>Daytime</b>	<b>Nighttime</b>
Commercial or light manufacturing zone	65	60
Industrial Zone	70	65
Residential, special purpose, or waterfront zone	60	55

Source: DC Municipal Regulations, Chapter 27; Section 2701.

Table 3-14 displays the general noise level produced by construction equipment with and without noise control measures.

**Table 3-14 Typical Construction Equipment Noise Levels (dBA at 50 feet).**

<b>Equipment Type</b>	<b>Without Noise Control</b>	<b>With Feasible Noise Control<sup>1</sup></b>
Earthmoving:		
Front Loaders	79	75
Backhoes	85	75
Dozers	80	75
Tractors	80	75
Scrapers	88	80
Graders	85	75
Truck	91	75
Pavers	89	80
Material Handling:		
Concrete Mixers	85	75
Concrete Pumps	82	75
Cranes	83	75
Derricks	88	75
Stationary:		
Pumps	76	75
Generators	78	75
Compressors	81	75
Impact:		
Pile Drivers	101	95
Jack Hammers	88	75
Pneumatic Tools	86	80
Other:		
Saws	78	75
Vibrators	76	75

1. Estimated levels obtainable by selecting quieter procedures or machines and implementing noise control features requiring no major redesign or extreme cost. Source: USEPA, 1971.

The project area exists within a heavily developed, urban area. Noise sources in the study area include vehicular traffic along adjacent streets – primarily along the Whitehurst Freeway and 29<sup>th</sup> Street. There are no noise-generating activities occurring on the parcel. Potentially sensitive noise receptors in the project vicinity include residential, commercial (hotel), and office facilities along 29th Street to the west and north of the parcel. The closest receptor is approximately 500 feet from the parcel.

### **3.9.2 What Are the Noise Impacts?**

#### ***No-Action Alternative***

Under the No-Action Alternative, GSA would not dispose of the West Heating Plant parcel; therefore, the No-Action Alternative would result in no changes to existing noise conditions. There are no noise-generating activities currently being produced at the site.

***Disposal Alternative – Direct Impacts***

There would be no direct noise impacts from the disposal of the West Heating Plant Parcel. The heating plant is no longer in operation, and no noise generating activities currently occur on the site.

***Disposal Alternative – Indirect Impacts***

As described earlier in Chapter 3, GSA has developed a reasonably foreseeable development scenario that could occur on the West Heating Plant parcel after disposal has occurred. The resulting construction could result in noise impacts, but these impacts would be considered indirect impacts from the proposed action, which is disposal. A few basic assumptions have been factored into the analysis of potential indirect impacts from noise due to future development, which are: 1) the developer would be required to comply with the District of Columbia Noise Control Act of 1977 and the DC Noise Ordinance.

There would be minor to moderate, temporary indirect impacts from the potential future redevelopment of the parcel. Indirect noise impacts would primarily be due to construction activities associated with redevelopment after GSA has disposed of the property.

Noise resulting from construction equipment would vary based on the equipment being used at any time. All construction activities would need to be permitted by the District and therefore would be required to abide by noise control regulations, which would reduce the impact of construction equipment on the overall noise environment in the vicinity of the West Heating Plant parcel. Temporary, indirect impacts from construction would meet the requirements set forth in the District of Columbia Noise Control Act of 1977, as amended.

Indirect, long-term noise impacts could also be introduced through the establishment of development types that are not currently present on the parcel, such as a residence or retail, as described previously in Chapter 3 of this EA, which identifies a reasonably foreseeable development scenario for the site. However, the noise levels would most likely be minor and would not change the overall ambient noise level near the project area. Similarly, the new uses would introduce additional vehicular traffic to the area (see Section 3.2, Transportation), which would also be a long-term indirect impact; however, the additional traffic noise would be consistent with the existing urban setting of the parcel and vicinity and would not significantly change noise levels above ambient conditions.

***Best Management Practices and Review Processes***

The future owner/developer would be required to abide by the DC Noise Ordinance during construction activities and may implement best management practices, such as limiting construction noise to daytime hours, or utilizing noise buffers on equipment, to minimize potential impacts to nearby residents from noise.

### **3.9.3 What Mitigation Measures Would be Taken to Reduce Impacts from Noise?**

There would be no mitigation measures required for disposal of the West Heating Plant parcel.

## **3.10 HAZARDOUS MATERIALS AND WASTE/PUBLIC HEALTH AND SAFETY**

A hazardous substance is any item or agent (biological, chemical, physical) which has the potential to cause harm to humans, animals, or the environment, either on its own or through interaction with other factors. The terms “hazardous material,” “toxic substance,” and “hazardous waste” are used in this section first to emphasize that they are all hazardous substances that may present a substantial threat to public health, welfare, and the environment and second because each is defined in the relevant federal regulations (i.e., the terms are not equivalent or interchangeable). Hazardous materials and wastes are substances that pose a potential threat to human health and safety or the environment due to their quantity, concentration, or physical and chemical properties. Hazardous materials and wastes are characterized by their ignitability, corrosivity, reactivity, and toxicity.

Hazardous materials, toxic substances, and hazardous wastes are regulated under various laws including but not limited to: Federal Water Pollution Control Act; Clean Water Act; Solid Waste Disposal Act (SWDA); Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Clean Air Act; Toxic Substances Control Act (TSCA); and Federal Insecticide, Fungicide, Rodenticide Act (FIFRA) and regulations promulgated under the Occupational Safety and Health Act (OSHA) and U.S. Department of Transportation Research and Special Programs Administration. GSA is required to comply with these laws as well as all relevant and applicable federal and state regulations, and Executive Orders.

### **3.10.1 What Hazardous Materials and Public Health and Safety Issues are in the Project Area?**

A Phase II ESA was completed on the West Heating Plant parcel on July 14, 2010, and report findings indicated the presence of hazardous substances on the site (Analytical Services, Incorporated, 2010). Sampling was performed in accordance with the approved Sampling Plan and with American Society for Testing Materials *E 1903-97 Standard Guide for Environmental Site Assessments*. Soil screening and groundwater protection risk based criteria (RBC) published by the USEPA Region III were utilized to evaluate analytical results as well as soil and groundwater clean-up standards within the DC Municipal Regulations (Analytical Services, Incorporated, 2010).

A Human Health Risk Assessment was also completed on October 28, 2011, to determine whether potentially unacceptable human health risks exist at the site based on the results of soil and groundwater sampling from the Phase II ESA (Analytical Services, Incorporated 2011). The risk assessment was conducted in accordance with USEPA guidance documents. Populations that were considered for the risk assessment included on-site and off-site workers, off-site adult residents, and off-site child residents. Potential methods of exposure considered were incidental

ingestion of soil and dermal contact with soil. The Human Health and Risk Assessment concluded that no unacceptable carcinogenic or non-carcinogenic risks were identified for any of the on-site or off-site populations for substances detected in soil and groundwater during the Phase II ESA (Analytical Services, Incorporated, 2011). A summary of the findings from both assessments is provided below (see Appendix B for the full report). It should be noted that the risk assessment is based on current use, not future use.

### ***Phase II Environmental Site Assessment Results – Soil and Groundwater***

#### ***Subsurface Investigations (Soil and Groundwater)***

Four areas were sampled on the West Heating Plant parcel: 1) Ash Truck Rack, 2) Former Coal Yard, 3) Tank Yard, and 4) the Facility Perimeter for soil and groundwater testing. Soil samples were obtained from three soil borings (SB-1, SB-2, SB-3) and four well borings (MW-3, MW-4, MW-5, and MW-6) (see Figure 3-15 and Figure 3-16). Soil samples were first screened with a photo ionization detector for the presence of volatile organic compound vapors; based on these results samples were submitted for laboratory analysis. At least one soil sample was collected from each soil boring location and monitoring well location and submitted for the following analytical parameters: 1) total petroleum hydrocarbons (TPH) for gasoline range organics (TPH-GRO) and diesel range organics (TPH-DRO); 2) Polychlorinated biphenyls (PCBs); 3) Pesticides; 4) Herbicides; 5) RCRA 8 metals; 6) Semi-volatile organic compounds; and 7) pH. Each groundwater sample was also tested for the same suite of parameters.

Soil and groundwater sampling identified arsenic and benzo(a) pyrene concentrations in soil that exceeded USEPA Region III Risk Based Concentrations for industrial soil. Detection of barium, chromium, lead, and mercury were identified within groundwater at concentrations above the DC Municipal “early warning values.” Detection of chromium, lead, and mercury were identified on one well location at concentrations above the DC Municipal Criterion. Tables 3-15 through 3-21 summarize the findings.

Figure 3-15 Soil Borings.

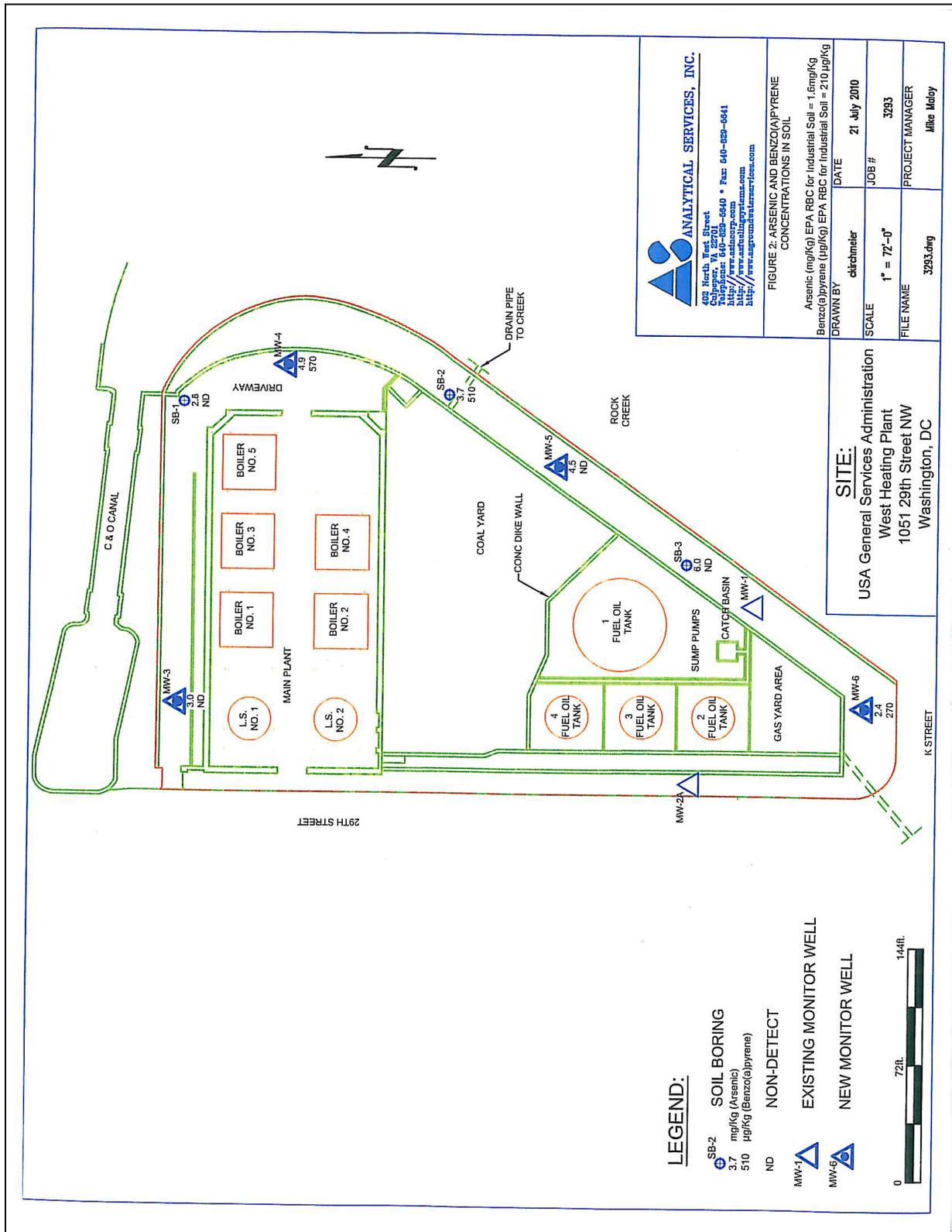
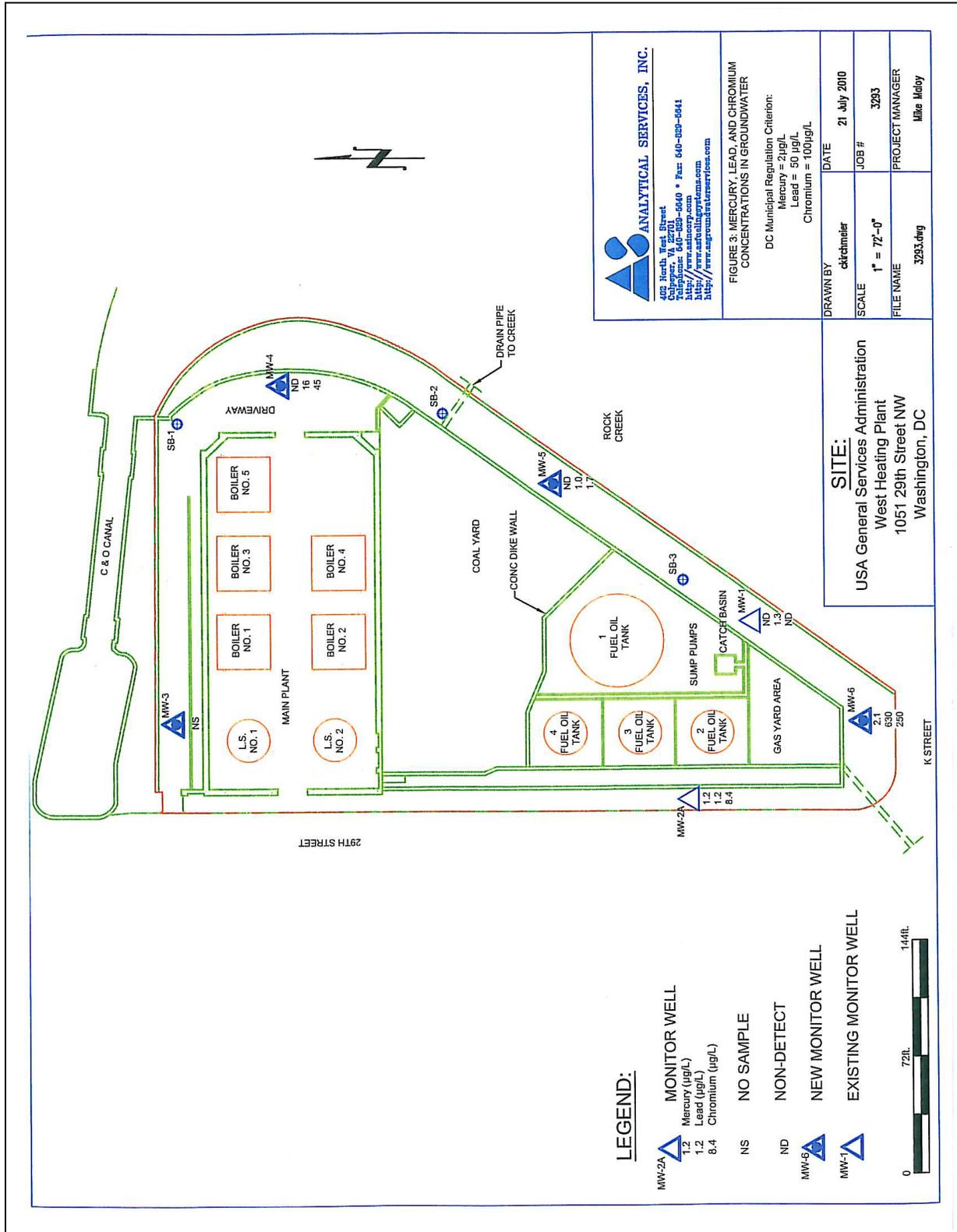


Figure 3-16 Groundwater Samples.



*Ash Truck Rack – Soil***Table 3-15 Soil Analytical Summary - Ash Truck Rack.**

Sample ID and Depth Interval	Arsenic (mg/kg)	Benzo (A) pyrene (µg/kg)
MW 4-1 (1-3 feet bgs)	4.9	NA**
MW 4-2 (5-7 feet bgs)	4.1	570
MW 4-5 (20-22 feet bgs)	1.2	ND***
Industrial Soil*	1.6	210

Notes: \*Industrial Soil = EPA Region III RBCs for Industrial Soil (May 2010)

mg/kg = milligrams per kilogram

µg/kg = micrograms per kilogram

feet bgs = feet below ground surface

\*\*NA= not analyzed

\*\*\*ND= non detect, meaning that concentrations were below levels detectable by laboratory equipment.

Additionally, a TPH concentration of 28 mg/kg was detected from soil sample (MW 4-2).

*Ash Truck Rack – Groundwater***Table 3-16 Groundwater Detection Summary – Ash Truck Rack (µg/L).**

	Barium	Chromium	Lead
MW-4	390	45	16
MW-X	410	59	20
Criterion*	1,000	100	50
Early Warning Value*	200	10	10

Notes: MW-X is duplicate sample of MW-4

\*: Source: DC Municipal Regulations, Section 1155.3.

µg/L = micrograms per liter

*Former Coal Yard – Soil***Table 3-17 Soil Analytical Summary – Former Coal Yard.**

Sample ID and Depth Interval	Arsenic (mg/kg)	Benzo (A) pyrene (µg/kg)
SB2-1 (0-2 feet bgs)	3.7	650
SB2-4 (15-17 feet bgs)	NA	490
MW5-1 (1-3 feet bgs)	4.5	NA
MW5-4 (15-17 feet bgs)	2.9	ND
Industrial Soil*	1.6	210

Notes: \*Industrial Soil = EPA Region III RBCs for Industrial Soil (May 2010)

mg/kg = milligrams per kilogram

µg/kg = micrograms per kilogram

NA = not analyzed; ND = non-detect

feet bgs = feet below ground surface

*Former Coal Yard – Groundwater***Table 3-18 Groundwater Detection Summary – Former Coal Yard (µg/L).**

	<b>Barium</b>	<b>Chromium</b>	<b>Lead</b>
MW-5	<b>390</b>	<b>45</b>	<b>16</b>
Criterion*	1,000	100	50
Early Warning Value*	200	10	10

Notes: \* : Source: DC Municipal Regulations, Section 1155.3.  
µg/L = micrograms per liter

*Tank Yard – Soil***Table 3-19 Soil Analytical Summary - Tank Yard.**

<b>Sample ID and Depth Interval</b>	<b>Arsenic (mg/kg)</b>
SB3-3 (10-12 feet bgs)	<b>6.0</b>
Industrial Soil*	1.6

Notes: \*Industrial Soil = EPA Region III RBCs for Industrial Soil (May 2010)  
mg/kg = milligrams per kilogram  
feet bgs = feet below ground surface

*Tank Yard – Groundwater*

Concentrations of barium, chromium, and lead were detected from groundwater sampled from MW-5; however, all concentrations were found to be well below the Early Warning Criteria established by the DC Municipal Regulations, Section 1155.3.

*Facility Perimeter – Soil***Table 3-20 Soil Analytical Summary - Facility Perimeter.**

<b>Sample ID and Depth Interval</b>	<b>Arsenic (mg/kg)</b>	<b>Benzo (A) pyrene (µg/kg)</b>
MW6-2 (5-7 feet bgs)	<b>2.4</b>	<b>270</b>
Industrial Soil*	1.6	210

Notes: \*Industrial Soil = EPA Region III RBCs for Industrial Soil (May 2010)  
mg/kg = milligrams per kilogram  
µg/kg = micrograms per kilogram  
feet bgs = feet below ground surface

*Site Perimeter – Groundwater***Table 3-21 Groundwater Detection Summary – Site Perimeter (µg/L).**

	<b>Barium</b>	<b>Chromium</b>	<b>Lead</b>	<b>Mercury</b>
MW -2A	340	8.4	1.2	1.2
MW6	320	84	<b>68</b>	<b>4.1</b>
MW-4	390	45	16	ND
MW-X	410	59	20	ND
Resample June 15, 2010				
MW6	990	<b>250</b>	<b>630</b>	<b>2.1</b>
MWY	810	<b>170</b>	<b>550</b>	ND
Criterion*	1,000	100	50	2
Early Warning Value*	200	10	10	0.05

Notes: \*: Source: DC Municipal Regulations, Section 1155.3.

µg/L = micrograms per liter

***Human Health Risk Assessment Results – Soil and Groundwater***

The Human Health Risk Assessment concluded that no unacceptable risks were identified for any of the on-site or off-site populations related to the analytes detected in soil and groundwater during the Phase II study, as described in the tables above. The analytical data from the Phase II study were compared to human health risk-based screening levels to identify analytes whose concentrations warranted additional evaluation. Human health risk-based screening levels are conservative analyte concentrations below which risks to human health are not expected.

Metals are naturally occurring elements in the soil, and their presence in the samples is expected. It is possible that some of detected metal concentrations in the soil samples may be related to prior site activities; however, all of the detected metals concentrations fall within the range of normal background conditions, so their presence in the soil samples may reflect natural conditions (see Appendix B). The presence of metals in the groundwater also likely reflects natural conditions (Analytical Services, Incorporated, 2011).

***Phase II Environmental Site Assessment Results - Others****Site Sumps*

A total of six sumps were identified and evaluated on the West Heating Plant parcel during the Phase II study. Sediments within the gas yard sump, the sluice drain (coal yard sump discharge point), and the floor drain were found to be impacted with petroleum hydrocarbons. Metals concentrations within the sluice drain and the basement floor drain were noted to exceed RBC for industrial sites and PCB concentrations were also identified. The toxicity characteristic leaching procedure (TCLP) concentration for cadmium approached hazardous levels. Summary tables are provided below.

**Table 3-22 Sediment Detection Summary – RCRA 8 Metals (mg/kg).**

Sample ID	Arsenic	Lead	TPH-DRO
Basement A	31	900	150
Basement B	28	1,700	1,700
Gas Yard Sump	20	280	510
Industrial*	1.6	800	---
DC Municipal Regulation**	---	---	100

Notes: \* : EPA Region III RBCs for Industrial Soil (May 2010)

\*\* DC Municipal Regulation Section 6208

Mg/kg – milligrams per kilogram

Upon receiving the analytical results high concentrations of metals were identified and two samples were selected for further analysis using TCLP to better characterize the nature of the contaminants and compare them to hazardous waste levels (see below). No analytes were found to exceed the hazardous criteria; however, cadmium was noted to be close to that criterion.

**Table 3-23 Sediment Detection Summary – TCLP RCRA 8 Metals (mg/L).**

Sample ID	Barium	Cadmium	Lead
Basement B	ND	0.81	0.562
Gas Yard Sump	1.1	ND	0.077
Hazardous Criteria	100	1.0	5

Notes: Hazardous criteria: EPA 40 CFR Section 261.24 Table 1 Maximum Concentration of Contaminants for the Toxicity Characteristic  
mg/L – milligrams per liter

### Transformers

Transformers are present on all floors of the heating plant building, including the basement. Transformers at the site were primarily found to have non-PCB status stickers or were of the dry-design type. Sampling of concrete was performed at two locations near equipment that had PCB containing stickers. The sampling results indicated the presence of PCBs, as shown in the table below.

**Table 3-24 PCB Analytic Results for Transformer Samples – Concrete (mg/kg).**

Sample ID	PCB-1254 (mg/kg)
PCB 1	5,400
PCB 2	19

Notes: mg/kg – milligrams per kilogram

### Fire Bricks

Samples were collected from the interior of each of the five boilers within the facility. Arsenic concentrations were detected in fire brick samples that exceed RBC industrial soil values. To better assess lead and arsenic concentrations, Sample Boiler 4-1, which had the highest concentrations among the fire brick samples analyzed for total arsenic and lead, was submitted

for TCLP RCRA 8 metals analysis. Based on the analytical results the fire brick sample submitted was not deemed to possess hazardous concentrations of RCRA metals, as shown in the summary table below.

**Table 3-25 Fire Brick Detection Summary TCLP RCRA 8 Metals (mg/L).**

	<b>Barium</b>	<b>Cadmium</b>	<b>Lead</b>
Boiler 4-1	ND	ND	0.132
Hazardous Criteria	100	1.0	5

*Notes:* Hazardous criteria: EPA 40 CFR Section 261.24 Table 1 Maximum Concentration of Contaminants for the Toxicity Characteristic  
mg/L= milligram per liter

### Lead Based Paint

Lead based paint was observed in various conditions throughout the heat plant building, largely in poor condition. Based on the large quantities of peeling, flaking, and/or chipping lead based paint observed, lead dust contamination is likely present throughout the building.

### Above Ground Storage Tanks

There are six storage tanks located on the site. One 500,000 gallon (Tank #1), three 100,000 gallon (Tank #2, Tank #3, and Tank #4), and one 2,000 gallon tanks are located in the tank yard adjacent to the heating plant building. One 25,000 gallon tank is located on the fifth floor, referred to as the “day tank.” All of the tanks were used to store number two (#2) fuel oil except for the 2,000 gallon tank, which was used to store diesel fuel. All of the tanks are located above ground. Inspection results recognized the need for emergency venting of the 2,000 gallon tank. Recommendations were also made to confirm that the facility has a proper operational permit for the use of the above ground storage tanks, and that the facility should adhere to the Spill Prevention Control and Countermeasures (SPCC) plan. Recommendations were made to drain tanks and piping that are not in use, and to valve shut piping extending from the tanks since they are no longer in use.

### Asbestos-containing Materials (ACM)

ACM were identified in the sub-basement, basement, first floor, second floor, third floor, fourth floor, fifth floor, sixth floor, and the roof of the heating plant building, as described below.

**Table 3-26 ACM at West Heating Plant.**

<b>Floor</b>	<b>Mechanical System or Room/Location</b>	<b>Material Description</b>	<b>Friability</b>	<b>Estimated Quantity</b>
Second Floor	Throughout	Pipe insulation and mudded pipe fitting insulation	Friable	1,750 LF
Second Floor	West Office	Tan Floor Tile Under Carpet	Category 1; non-friable	500 SF
Second and Third	Boiler #1	Boiler Brick Mortar	Category 2, non-	5,750 SF

Floor	Mechanical System or Room/Location	Material Description	Friability	Estimated Quantity
Floors			friable	
Second and Third Floors	Boiler #2	Boiler Brick Mortar	Category 2, non-friable	5,750 SF
Second and Third Floors	Boiler #3	Boiler Brick Mortar	Category 2, non-friable	5,750 SF
Second and Third Floors	Boiler #4	Boiler Brick Mortar	Category 2, non-friable	5,750 SF
Second and Third Floors	Boiler #5	Boiler Brick Mortar	Category 2, non-friable	5,750 SF
Second Floor	Flash Tank	Tank insulation	Friable	350 SF
Third Floor	Throughout	Pipe insulation and mudded pipe fitting insulation	Friable	1,500 LF
Third Floor	Boiler #1	Steam Drum insulation	Friable	1,500 LF
Third Floor	Boiler #2	Steam Drum insulation	Friable	500 SF
Third Floor	Boiler #3	Steam Drum insulation	Friable	500 SF
Third Floor	Boiler #4	Steam Drum insulation	Friable	500 SF
Third Floor	Boiler #5	Steam Drum insulation	Friable	500 LF
Fourth Floor	Throughout	Pipe insulation and mudded pipe fitting insulation	Friable	2,000 LF
Fourth Floor	Electrician's shop	12 inch by 12 inch brown floor tile	Category 1, non-friable	100 SF
Fifth Floor	Skip hoist	Brake shoes	Friable	25 SF
Fifth Floor	Boiler #1	Baghouse boiler insulation	Friable	3,000 SF
Fifth Floor	Boiler #2	Baghouse boiler insulation	Friable	3,000 SF
Fifth Floor	Throughout	Pipe insulation and mudded pipe fitting insulation	Friable	750 LF
Sixth Floor	Throughout	Pipe insulation and mudded pipe fitting insulation	Friable	780 LF
Roof	Upper roof	Roof membrane	Category 1, non-friable	15,500 SF
Roof	Perimeter roof	Roof membrane	Category 1, non-friable	7,000 SF
Roof	Upper roof	Roof flashing	Category 1, non-friable	575 SF
Roof	Perimeter roof	Roof flashing	Category 1, non-friable	630 SF

### Fluorescent Light Ballast and Mercury Gauges

Based on a site inventory, approximately 750 light ballasts are estimated to exist in the facility. Light ballasts manufactured prior to 1979 could contain small quantities of PCBs. Ballasts produced between 1980 and 1991 may contain di-ethyl hexyl phthalate, which is classified as a potential carcinogen by the USEPA.

Mercury containing gauges were identified throughout much of the site; these gauges contain liquid mercury.

### Other Regulated Materials

As part of the Phase II ESA, the interior of the building and previously used items were inventoried that would require proper disposal procedures. These items included pressurized gas cylinders, a pallet of lime, expired fire extinguishers, miscellaneous aerosol containers, and laboratory chemicals and testing kits.

## **3.10.2 What Are the Impacts to Hazardous Materials and Waste/Public Health and Safety Assessed?**

### ***No-Action Alternative***

Under the No-Action Alternative, GSA would not dispose of the West Heating Plant parcel; therefore, the No-Action Alternative would result in no changes to existing hazardous materials and wastes and public health and safety.

### ***Disposal Alternative – Direct Impacts***

There would be no direct impacts to hazardous materials and wastes/public health and safety from disposal of the West Heating Plant parcel.

### ***Disposal Alternative – Indirect Impacts***

There could be indirect impacts from future redevelopment of the site. Although a reasonably foreseeable development scenario has been identified earlier in Chapter 3, the specifics of what will actually be developed on the site are unknown at this time. A Human Health and Risk Assessment was completed in 2011, and the study concluded that there were no unacceptable risks identified for any of the on-site or off-site populations considered with regard to analytes found in soil and groundwater samples during the Phase II ESA.

Once the disposal process has been completed, the developer would be required to comply with all Federal, state, and local laws and regulations with regard to handling and disposal of hazardous substances with regard to any future development on the property.

The Phase II ESA provides the following recommendations, and the developer would adhere to these recommendations for any potential redevelopment of the site, thereby minimizing any indirect impacts from the Disposal Alternative:

### ***Subsurface Investigations***

Additional risk assessment should be performed to evaluate the identified contaminants. District of Columbia Municipal Regulations Title 21 1155.13 indicates that concentrations exceeding criterion values must be reported to the Director in writing within 30 days. The ESA recommends submitting the Phase II ESA to the DCDOH for review and comment; additional risk assessment may be required by the District agency to evaluate the identified contaminants in the soil and groundwater on the West Heating Plant parcel. GSA submitted the Phase II ESA to DCDOH on August 23, 2010.

### ***Site Sumps***

Based on the results of the Phase II ESA, additional sediment characterization is recommended. Based on the contaminants within the basement floor drain, which ultimately contributes flow to the sanitary sewer, all sumps and holding tanks should be cleaned and the waste properly handled.

### ***Transformers***

Characterization of the PCBs has been recommended to further evaluate a remedial plan. Upon completion of the characterization, and prior to moving forward with remedial activity, the developer would notify USEPA and DCDOH. The notice must include a characterization report of the contamination and include a work plan for the remedial activity. Historical wipe sampling results indicate less than 10 $\mu$ g/100 cm<sup>2</sup> PCBs across areas of the site. If a change in building use were to occur, the previous results should be reviewed to determine if the residual concentrations are acceptable for the planned use. In the event that any transformers were to be removed from the facility, they would need to be handled and disposed of in accordance with applicable regulations. During any demolition work at this facility care should be used during removal of any electrical, hydraulic, or other similar equipment to screen for the presence of potential PCB containing items that may not have been identified during the Phase II ESA.

### ***Lead Based Paint***

Due to the presence of lead based paint within the heating plant building and the poor condition of it, the paint should be removed or remediated according to required laws and regulations.

### ***Above Ground Storage Tanks***

Inspection results identified the need for emergency venting of the 2,000 gallon tank. Recommendations were also made to confirm that the facility has a proper operational permit for the use of the above ground storage tanks, and that the facility should adhere to the SPCC plan.

Recommendations were made to drain tanks and piping that are not in use, and to valve shut piping extending from the tanks since they are no longer in use.

#### Asbestos-containing Materials

Due to the presence of ACM throughout the heating plant building, prior to any redevelopment, ACMs will need removal by a licensed asbestos abatement contractor.

#### Fluorescent Light Ballast and Mercury Gauges

If removed, all light ballasts should be properly recycled. A process would be developed for properly removing mercury containing gauges.

#### Other Regulated Materials

An inventory list was compiled of items identified throughout the heating plant building for disposal; these items should be properly disposed of according to required laws and regulations.

#### ***Best Management Practices and Review Processes***

The developer would be required to coordinate with USEPA and DCDOH, as described above, as well as comply with requirements set forth by these agencies to ensure protection from hazardous materials and ensure there are no public health and safety concerns prior to any development activities. These requirements could include implementing the recommendations set forth in the Phase II ESA, or others that are identified during the pre-development review process.

#### **3.10.3 What Mitigation Measures Would be Taken to Reduce Impacts to Hazardous Materials and Waste/Public Health and Safety?**

Mitigation measures would not be required for disposal of the West Heating Plant parcel. GSA would, however, notify potential bidders/buyers of the West Heating Plant parcel of the presence of hazardous materials on the site, as determined by the Phase II ESA and Human Health Risk Assessment conducted for the site. A deed restriction indicating that the Grantee (which term includes Grantee's successors and assigns) is prohibited from using the groundwater located below the surface of the property would be established by GSA. Furthermore, ownership of the groundwater is being retained by the Government. Should the Grantee desire to undertake a cleanup of the groundwater to allow for use of said groundwater, or to establish that a restriction on use is no longer necessary (in whole or in part) it will seek permission from Federal and District of Columbia regulators to undertake such an action or study. Should permission for such an undertaking be granted, upon completion of the proposed action by the Grantee that is satisfactory to the Government, such restrictions would be lifted or modified and the groundwater interests (in whole or in part) would be conveyed to the Bidder.

### 3.11 CUMULATIVE IMPACTS

#### 3.11.1 Introduction

CEQ regulations stipulate that the cumulative effects analysis within an EA should consider the potential environmental impacts resulting from “the incremental impacts of the action when added to past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions” (40 CFR 1508.7). Recent CEQ guidance in considering cumulative effects involves defining the scope of the other actions and their interrelationship with the proposed action. The scope must consider geographical and temporal overlaps among the proposed actions and other actions. It must also evaluate the nature of interactions among these actions.

Cumulative effects are most likely to arise when a relationship or synergism exists between the proposed action and other actions expected to occur in a similar location or during a similar time period. Actions overlapping with or in proximity to the proposed action would be expected to have more potential for a relationship than those more geographically separated.

To identify cumulative effects, three fundamental questions need to be addressed:

- Does a relationship exist such that affected resource areas of the proposed action might interact with the affected resource areas of past, present, or reasonably foreseeable actions?
- If one or more of the affected resource areas of the proposed action and another action could be expected to interact, would the proposed action affect or be affected by impacts of the other action?
- If such a relationship exists, then does an assessment reveal any potentially significant impacts not identified when the proposed action is considered alone?

The scope of the cumulative effects analysis involves both the geographic extent of the effects and the time frame in which the effects could be expected to occur. For this EA, there are very few other projects that have occurred, are presently occurring, or would occur in the near future that have the potential to interact with the proposed action and result in cumulative impacts. Only traffic and water resources have the potential for cumulative impacts, as described below.

#### 3.11.2 What are the Relevant Past, Present, and Reasonably Foreseeable Projects in the Project Vicinity?

##### *Transportation Projects*

The No-Action Alternative trip generation described in Section 3.5 identifies two nearby projects that are expected to be completed by 2017. The trip generation estimates are included in the analysis of the No-Action Alternative as well as the Disposal Alternative.

The NPS is in the process of preparing an EA that evaluates a range of feasible alternatives and strategies for the rehabilitation and reconstruction of Rock Creek and Potomac Parkways southbound at Waterside Drive in the District of Columbia. The NPS, in cooperation with the Federal Highway Administration (FHWA), proposes a combination of road safety improvements where the southbound ramp from Waterside Drive merges onto Rock Creek Parkway, in Washington, DC.

### **3.11.3 What are the Cumulative Impacts?**

#### ***Traffic***

The cumulative impacts for the disposal alternative are included in the analysis, built upon the new projects identified in Section 3.5. The NPS project involving safety improvements for Rock Creek and Potomac Parkways would not result in cumulative impacts in combination with the proposed action as no trips were generated from the reasonably foreseeable development scenario that would use the ramps serving Rock Creek and Potomac Parkways from K Street.

#### ***Water Resources***

As described in earlier sections of Chapter 3, Rock Creek and the C&O Canal are considered impaired waterways. Past development activities and land uses in the watersheds have contributed to poor water quality. The proposed action would not directly impact water quality, but there could be secondary impacts from future redevelopment of the West Heating Plant parcel. The future developer would be required to obtain appropriate permits in compliance with the Clean Water Act and District of Columbia regulations as well as implement best management practices to reduce stormwater runoff. The action alternative when added to other past, present, and reasonably foreseeable future projects would contribute a negligible incremental effect to the overall cumulative effect given the small size of the project area when compared to the larger Potomac River Basin and Rock Creek Watershed.

### **3.11.4 What are the Irreversible and Irrecoverable Commitment of Natural and Depletable Resources?**

NEPA requires that environmental analysis include identification of "...any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented." Irreversible and irretrievable resource commitments are related to the use of non-renewable resources and the effects that the uses of these resources have on future generations. Irreversible effects primarily result from the use or destruction of a specific resource (e.g., energy or minerals) that cannot be replaced within a reasonable time frame. Irrecoverable resource commitments involve the loss in value of an affected resource that cannot be restored as a result of the action (e.g., the disturbance of a cultural site).

Implementation of this action, as a result of indirect impacts, would result in a minor increase in fuels used by ground-based vehicles, particularly during site redevelopment. Therefore, minor amounts of these nonrenewable resources would be irretrievably lost or depleted.

### **3.11.5 What is the Relationship Between Local Short-Term Use of the Environment and Long-Term Productivity?**

NEPA requires an analysis of the relationship between a project's short-term impacts on the environment and of the effects that these impacts may have on the maintenance and enhancement of the long-term productivity of the affected environment. Impacts that narrow the range of beneficial uses of the environment are of particular concern. This refers to the possibility that choosing one development option reduces future flexibility in pursuing other options, or that giving over a parcel of land or other resource to a certain use eliminates the possibility of other uses being performed at the site.

The Disposal Alternative would take place within an area of DC that is already developed. No unique habitat or ecosystems would be lost due to this action. Implementation of the proposed action or No-Action Alternative would not result in any impacts that would reduce environmental productivity, permanently narrow the range of beneficial uses of the environment, or pose long-term risks to health, safety, or the general welfare of the public.

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## 5. LIST OF PREPARERS

### GENERAL SERVICES ADMINISTRATION

National Capital Region WPC  
301 7<sup>th</sup> Street, SW  
Washington, DC 20407

Suzanne Hill  
NEPA Team Lead

Tim Sheckler  
Real Property Utilization and Disposal

Nancy Witherell  
Regional Historic Preservation Officer

### LOUIS BERGER GROUP, INC.

1250 23<sup>rd</sup> Street, NW  
Washington, DC, 20037

Timothy Canan, AICP  
Senior Project Manager  
MURP, Virginia Commonwealth University

Suni Shrestha,  
Senior Planner  
BS, Frostburg State University  
Resource Area(s): Quality Assurance/Quality  
Control

Lawrence P. Earle  
Senior Planner  
MA, Planning, University of Virginia  
Resource Area(s): Cultural Resources, Visual

Charles LeeDecker  
Senior Associate  
MA, Archeology, George Washington University  
Resource Area(s): Archeology Support

Deborah Matherly  
Senior Associate & Transportation Planner  
MBA, Hood College  
Resource Area(s): Transportation support

Mark Berger  
Senior Transportation Planner  
MS, Transportation Planning, New Jersey Institute  
of Technology  
Resource Area(s): Transportation

Carol Zurawski  
Senior Planner  
MEM, Duke University  
Resource Area(s): Water Resources, Noise,  
Hazardous Materials/Public Safety

Julie Eitner  
Environmental Planner  
BS, Cornell University  
Resource Area(s): Overall document support,  
public involvement

Patti Kuhn  
Architectural Historian/ Historian  
MA, Historic Preservation, George Washington  
University  
Resource Area(s): Cultural Resources support

*This page intentionally left blank.*

## 6. EA DISTRIBUTION

### EA DISTRIBUTION LIST

Mr. Marcel C. Acosta  
Executive Director National Capital Planning  
Commission  
401 9th Street, NW  
Washington, DC 20004

Mr. Terry Bellamy  
Director Department of Transportation,  
Government of the District of Columbia  
55 M Street, SE, Suite 400  
Washington, DC 20009

Ms. Betsy Cooley  
Executive Director Citizens Association of  
Georgetown  
1365 Wisconsin Avenue, NW, Suite 200  
Washington, DC 20007

Mr. Kenneth Ellerbe  
Chief Fire and Emergency Medical Services  
Department, Government of the District of  
Columbia  
1923 Vermont Avenue, NW  
Washington, DC 20001

Mr. Shane Farthing  
Executive Director Washington Area Bicyclists  
Association  
2599 Ontario Road, NW  
Washington, DC 20009

The Honorable Vincent C. Gray  
Mayor of the District of Columbia  
Executive Office of the Mayor  
Washington, DC 20004

Mr. Jonas Hafström  
Ambassador Embassy of Sweden  
2900 K Street, NW  
Washington, DC 20007

Ms. Ellen Athas  
Senior Counsel Council on Environmental Quality  
722 Jackson Place, NW  
Washington, DC 20503

Mr. George Clark  
Chair Committee of 100 on the Federal City  
1317 G Street, NW  
Washington, DC 20005

Mr. Paul Edmondson  
Vice President and General Counsel National Trust  
for Historic Preservation  
1785 Massachusetts Avenue, NW  
Washington, DC 20036

The Honorable Jack Evans  
Councilmember, Ward 2 Council of the District  
Columbia  
1350 Pennsylvania Avenue, NW, Suite 106  
Washington, DC 20004

Ms. Patsy Fletcher  
Community Outreach Coordinator  
Historic Preservation Office,  
Office of Planning, Government of the District of  
Columbia  
1100 4th Street, SW, Suite E650  
Washington, DC 20024

Mr. Horst Greczmiel  
Associate Director for NEPA Oversight Council on  
Environmental Quality  
722 Jackson Place, NW  
Washington, DC 20503

Mr. Bryan Hanlon  
Director Department of Real Estate Services,  
Government of the District of Columbia  
2000 14th Street, NW, 8th Floor  
Washington, DC 20009

Mr. George S. Hawkins  
General Manager DC Water  
5000 Overlook Avenue, SW  
Washington, DC 20032

Mr. Bryan King  
Associate Director Fisheries and Wildlife  
Division, Department of the Environment,  
Government of the District of Columbia  
1200 First Street, NE, 5th Floor  
Washington, DC 20002

Mr. David Maloney  
State Historic Preservation Officer  
Historic Preservation Office,  
Office of Planning, Government of the District  
of Columbia  
1100 4th Street, SW, Suite E650  
Washington, DC 20024

Mr. Terry McCallister  
Chairman and Chief Executive Officer  
Washington Gas Light Company  
6801 Industrial Road  
Springfield, VA 22151

Ms. Tara Morrison  
Superintendent Rock Creek Park, National Park  
Service, U.S. Department of Interior  
3545 Williamsburg Lane, NW  
Washington, DC 20008

Mr. Rob Nieweg  
Director of the Southern Field Office National  
Trust for Historic Preservation  
1785 Massachusetts Avenue, NW  
Washington, DC 20036

Mr. James Pringle  
Senior Account Manager Potomac Electric  
Power Company  
3400 Benning Road, NE  
Washington, DC 20019

Ms. Christine Saum  
Acting Director Urban Design and Plan Review  
Division National Capital Planning Commission  
401 9th Street, NW  
Washington, DC 20004

Mr. William Howland Jr.  
Director Department of Public Works, Government  
of the District of Columbia  
2000 14th Street, NW, 6th Floor  
Washington, DC 20009

Mr. Thomas Luebke  
Secretary U.S. Commission of Fine Arts  
401 F Street, NW  
Washington, DC 20001

Mr. Peter May  
Associate Regional Director Office of Lands,  
Resources, and Planning,  
National Park Service, National Capital Region, U.S.  
Department of the Interior  
1100 Ohio Drive, SW  
Washington, DC 20242

Ms. Rebecca Miller  
Executive Director DC Preservation League  
401 F Street, NW, Room 324  
Washington, DC 20001

Mr. Reid Nelson  
Director, Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
Old Post Office Building  
1100 Pennsylvania Avenue, NW  
Washington, DC 20004

The Honorable Eleanor Holmes Norton  
U.S. House of Representatives  
Washington, DC 20515

Mr. Richard Sarles  
General Manager Washington Metropolitan Area  
Transit Authority  
600 Fifth Street, NW  
Washington, DC 20001

Mr. Bill Starrels  
Commissioner Advisory Neighborhood Commission  
2E 05  
1045 31st Street, NW  
Washington, DC 20007

Ms. Jennifer Steingasser  
Deputy Director, Development Review &  
Historic Preservation Office of Planning,  
Government of the District of Columbia  
1100 4th Street, SW, Suite E650  
Washington, DC 20024

Mr. Christophe A.G. Tulou  
Director Department of the Environment,  
Government of the District of Columbia  
1200 First Street, NE, 5th Floor  
Washington, DC 20002

Ms. Perry Wheelock  
Chief of Cultural Resources National Park  
Service, National Capital Region, U.S.  
Department of the Interior  
1100 Ohio Drive, SW  
Washington, DC 20242

Mr. Joe Giannino  
President of the Board of Directors Georgetown  
Business Association  
1055 Thomas Jefferson Street, NW, # L-14  
Washington, DC 0

Mr. James Bracco  
Executive Director Georgetown Business  
Improvement District  
1000 Potomac Avenue, NW, #122  
Washington, DC 20007

Ms. Mary Fitch  
Executive Director Washington Chapter,  
American Institute of Architects  
421 Seventh Street, NW  
Washington, DC 20004

Mr. Jamie Henson  
Transportation Planner Policy, Planning, and  
Sustainability Administration, Department of  
Transportation, Government of the District of  
Columbia  
55 M Street SE, Suite 400  
Washington, DC 0

Georgetown Suites  
1000 29th Street, NW  
Washington, DC 20007

Ms. Harriet Tregoning  
Director Office of Planning, Government of the  
District of Columbia  
1100 4th Street, SW, Suite E650  
Washington, DC 20024

Mr. Jack Van Dop  
Senior Technical Specialist, Environmental  
Compliance Federal Highway Administration  
21400 Ridgetop Circle  
Sterling, VA 20166

Georgetown Neighborhood Library  
3260 R Street, NW  
Washington, DC 20007

Ms. Cathy Lanier  
Chief of Police Metropolitan Police Department  
300 Indiana Avenue, NW  
Washington, DC 20001

Ms. Beth Mullin  
Executive Director Rock Creek Park Conservancy  
4825 Cordell Avenue, #200  
Bethesda, MD 20814

Mr. John Sandor  
President Latrobe Chapter, Society of Architectural  
Historians  
c/o Jamie Jacobs, 1440 Church Street, NW, # 604  
Washington, DC 20005

Ms. Liliana Baldassari  
Director of Public Relations Four Seasons Hotel  
2800 Pennsylvania Avenue, NW  
Washington, DC 20007

Mr. Daniel J. Scapin  
1018 29th Street, NW  
Washington, DC 20007

Mr. James J. Land  
1016 29th Street, NW  
Washington, DC 20007

Mr. Aric Moore  
1030 29th Street, NW  
Washington, DC 20007

Mr. Charles Adler  
1028 29th Street, NW  
Washington, DC 20007

Mr. Todd B. Asti  
1020 29th Street, NW  
Washington, DC 20007

Columbia Realty Venture  
5301 Wisconsin Avenue, NW  
Washington, DC 0

Mr. James P. Doyle  
Ensivo Hand Tech  
5583 Upton Street  
McLean, VA 22101

Mr. Robert vom Eigen  
Friends of Georgetown Waterfront Park,  
Citizens Association of Georgetown  
1611 35th Street, NW  
Washington, DC 20007

Ms. Cary Euwer  
43 W. Lenox Street  
Chevy Chase, MD 20815

Mr. Jim Brakes  
Georgetown Business Improvement District  
1000 Potomac Street, Suite 122  
Washington, DC 20007

Mr. Richard Levy  
Levy Group  
1321 1/2 Wisconsin Avenue  
Washington, DC 20007

Northbridge Communications  
1032 29th Street, NW  
Washington, DC 20007

Mr. Juan Reccari  
1026 29th Street, NW  
Washington, DC 20007

Mr. Frank Mikalonis  
1022 29th Street, NW  
Washington, DC 20007

G.P. Brawner L.P.  
1048 29th Street, NW  
Washington, DC 20007

Mr. Steve Lorenzetti  
Deputy Superintendent National Mall and Memorial  
Parks, National Park Service, U.S. Department of  
Interior  
900 Ohio Drive, SW  
Washington, DC 20024

Mr. Walter Groszyk  
1023 30th Street, NW  
Washington, DC 20007

Mr. Ken Skodacek  
President James Place Condominium of Georgetown  
1077 30th Street, NW, # 202  
Washington, DC 20007

Ms. Crystal Sullivan  
Georgetown Suites  
1000 29th Street, NW  
Washington, DC 20007

Ms. Shaun Courtney  
Patch  
1367 K Street, SE, #303  
Washington, DC 20003

Mr. Zach Wade  
MRP Realty  
3050 K Street, NW, Suite 125  
Washington, DC 20007

Ms. Lydia DePillis  
Washington City Paper  
2390 Champlain Street, NW  
Washington, DC 20009

Mr. Brian McDaniel  
1309 Elsinore Avenue  
McLean, VA 22102

Mr. Dennis Colt  
Arveos  
631 D Street, NW  
Washington, DC 20005

Ms. Ann Satterthuts  
1615 34th Street, NW  
Washington, DC 20007

Mr. Michael T. Flanigon  
1077 30th Street, NW, #410  
Washington, DC 20007

Ms. Robin Jasper  
440 Montpelier Road  
Laureate Falls, VA 22086

Mr. Matt Robinson  
MRP Reality  
3050 K Street, NW, Suite 125  
Washington, DC 20005

Mr. Anthony Noble  
PGP  
1101 New York Avenue, NW, Suite 909  
Washington, DC 20005

Mr. Brady Holt  
Currant Newspaper  
5185 MacArthur Boulevard, NW  
Washington, DC 20015

Mr. Ron Lewis  
ANC2E  
3400 Reservoir Road, NW  
Washington, DC 20017

Ms. Mary Jo Cittadino  
1077 30th Street, NW  
Washington, DC 20007

Mr. and Mrs. Robert and Jeanette Cook  
1077 30th Street, NW, #214  
Washington, DC 20007

Ms. Jennifer Altemus  
Executive Director Citizens Association of  
Georgetown  
1365 Wisconsin Avenue, NW, Suite 200  
Washington, DC 20007

Mr. Stephen Crimmins  
1077 30th Street, NW  
Washington, DC, 20007

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## **APPENDIX A: CONSULTATION AND COORDINATION**

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## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, Maryland 21401  
<http://www.fws.gov/chesapeakebay>



August 3, 2011

Suzanne Hill  
U.S General Service Administration  
301 7<sup>th</sup> Street, SW  
RM 2002  
Washington D.C 20407

RE: 1051 29<sup>th</sup> Street, NW Washington, DC 20007

Dear Suzanne Hill:

This responds to your letter, received June 7, 2011, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened in the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no proposed or federally listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or should additional information on the distribution of listed or proposed species become available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. Limited information is currently available regarding the distribution of other rare species in the District of Columbia. However, the Nature Conservancy and National Park Service (NPS) have initiated an inventory of rare species within the District. For further information on such rare species, you should contact Mary Pfaffko of the National Park Service at (202)-535-1739.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007. If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle



Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle Management Guidelines can be found at: <http://www.fws.gov/migratorybirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf>.

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities. This proposed permit process will not be available until the Service issues a final rule for the issuance of these take permits under the Bald and Golden Eagle Protection Act.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if alterations of wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,



Leopoldo Miranda  
Field Supervisor

Name  
Title  
Address  
City, State, Zip

Dear Mr./Mrs. \_\_\_\_\_,

Please be advised that the U.S. General Services Administration (GSA) will be preparing an Environmental Assessment (EA) for the proposed disposal of a parcel of approximately 1.97 acres located at 29<sup>th</sup> and K Streets, NW, Washington, DC. The existing use of the parcel is a decommissioned heating plant that was previously used to provide steam to Federal buildings in the District of Columbia. The parcel is also known as the West Heating Plant parcel.

The West Heating Plant parcel has been identified as surplus and the disposal of the parcel is needed to eliminate the costs associated with the maintenance of the property. This proposed action is consistent with the Presidential Memorandum issued June 10, 2010. The memorandum called for Federal agencies to identify and dispose of excess properties. Considerable savings to the Federal Government will result by eliminating the costs associated with the maintenance of underutilized Federal properties.

GSA is preparing the EA in accordance with Section 102 of the National Environmental Policy Act (NEPA). NEPA requires Federal agencies to evaluate the potential impacts that the proposed action may have on the human environment. To fully evaluate the potential effects of the proposed disposal action, GSA will assess in the EA the impacts that may result from the reasonable future use of the property. Disposal of the parcel by GSA would remove the property from Federal ownership and the land would become subject to the District of Columbia's land use and taxing authority. All future development or reuse would be subject to local zoning, permitting, and land use controls.

Evaluation of the impacts from reasonable future use of the property is not intended to indicate that GSA would restrict future use of the property should it leave Federal ownership. Additionally, the proposed disposal would not include the control of any reuse of the property other than potential deed restrictions as are authorized by statute for the protection of human health, the environment, and historic resources.

Pursuant to NEPA regulations, impacts from a no action alternative will also be analyzed in the EA. The no action alternative is defined as the retention of the West Heating Plant parcel in Federal ownership and the continuation of the current maintenance.

The purpose of this letter is to notify members of the community and other stakeholders of an opportunity to assist GSA in identifying potential impacts that may occur as a result of the proposed Federal action. Your participation in this process is greatly appreciated. Comments received during the scoping period will be used to refine the resource issues analyzed in the EA. GSA has identified the following as preliminary impact issues to be evaluated in the EA: Transportation, Historic and Cultural Resources, Public Health and Safety, and Water Resources.

Concurrent with the preparation of the EA, GSA will conduct consultation with the District of Columbia Historic Preservation Office under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. 470f, to identify historic properties that may be potentially affected by the disposal of the West Heating Plant parcel and to seek ways to resolve any adverse effects of the disposal that may be identified through consultation. GSA has determined the West Heating Plant eligible for listing in the National Register of Historic Places and the property is located in the Georgetown Historic District.

As part of the effort to evaluate and identify potential impacts through the NEPA and NHPA Section 106 processes, GSA will be hosting a joint NEPA public scoping meeting and Section 106 consultation meeting. The purpose of the public meeting is to offer members of the community, interested agencies, and the general public an opportunity to assist GSA in identifying potential impacts, and potential issues for this proposed Federal disposal action. Your attendance and participation in this process would be greatly appreciated. The meeting will be an informal open house, where visitors may come, receive information, and give comments. The public meeting will be held on January 26, 2012 from 6:30 p.m. to 8:30 p.m., at Georgetown Visitation School, Heritage Room (first building on the left by the gatehouse, 2<sup>nd</sup> floor), located at 1524 35th Street, NW, Washington, DC.

Agencies and members of the public are encouraged to provide written comments on the scoping issues in addition to, or in lieu of, giving their comments at the public meeting. GSA will accept comments concerning the scope of the EA for 30 calendar days from the date stamped on this letter. Please send written comments to:

U.S. General Services Administration  
Attention: Ms. Suzanne Hill, NEPA Program Lead  
301 7<sup>th</sup> Street, SW, Room 4004  
Washington, DC 20407  
suzanne.hill@gsa.gov

We hope you are able to attend the upcoming meeting. Should you have any further questions on this action, please contact Ms. Suzanne Hill at (202) 205-5821.

Sincerely,

Julia E. Hudson  
Regional Administrator

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## **APPENDIX B: HUMAN HEALTH RISK ASSESSMENT**

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## **APPENDIX C: TRAFFIC/TRANSPORTATION STUDY**

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## **APPENDIX D: DRAFT CULTURAL RESOURCES SURVEY REPORT**

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## **APPENDIX E: DETERMINATION OF ELIGIBILITY FORM**

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