



# WELCOME TO THE PUBLIC MEETING FOR DRAFT ENVIRONMENTAL IMPACT STATEMENT PROPOSED LAND ACQUISITION AT WASHINGTON NAVY YARD, WASHINGTON D.C.

National Environmental Policy Act  
Section 106, National Historic Preservation Act

## **SLIDE 1: WELCOME/TITLE SLIDE**

- Welcome to the virtual public meeting for the Draft Environmental Impact Statement, or E-I-S for short, for the Proposed Land Acquisition at the Washington Navy Yard.
- My name is Nik Tompkins-Flagg and I am the Navy's Project Manager for the EIS.
- I am accompanied by my colleagues, Julie Darsie, who is the Cultural Resource Manager for the National Historic Preservation Act, Section 106 process, and our meeting moderator, Tania Fragomeno, who will help us moderate the question-and-answer session, followed by the public comment session of today's meeting. We also have other subject matter experts from our team available to answer questions.

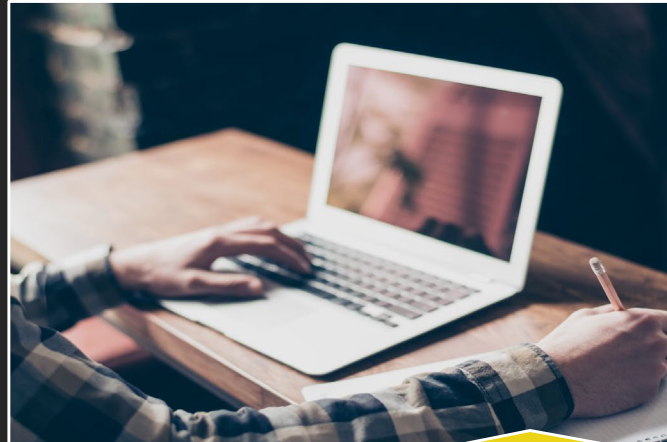
# HOW TO PARTICIPATE

## Your Input Matters – We Welcome Your Comments

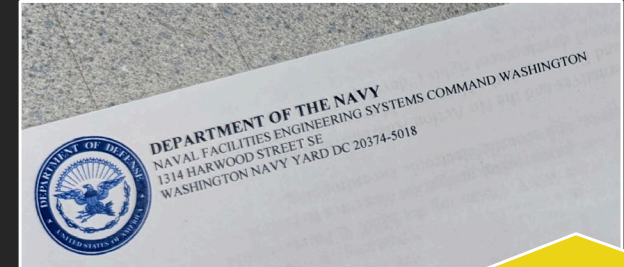
- Media should contact the Public Affairs Officer at (202) 433-2678
- The public may submit comments in any of the following ways:



Participate and comment in one of the virtual public meetings



Submit an electronic comment via the email:  
**NAVFACWashNEPA1@navy.mil**



Mail written comments to:  
NAVFAC Washington,  
Washington Navy Yard,  
ATTN: Navy EIS Project Manager,  
1314 Harwood Street SE, Bldg. 212  
Washington, D.C. 20374

Draft EIS Public Comment Period: October 14, 2022 to **December 2 , 2022**  
(must be electronically submitted or postmarked by **11:59 EST**)

## SLIDE 2: HOW TO PARTICIPATE

- Thank you everyone for participating today. The Navy is holding two virtual public meetings to present information on the Draft EIS, and to receive your comments on the Draft EIS.
- [November 15] Today, is the first meeting. The Navy will also hold a second virtual public meeting on Wednesday, November 16<sup>th</sup>, from 1 to 2 pm Eastern Standard Time.
- [November 16] Today is the second meeting. The Navy also held another virtual public meeting on Tuesday, November 15<sup>th</sup>, from 6 to 7 pm Eastern Standard Time.
- Our public meeting will begin with a welcome video and pre-recorded information presentation on the project, followed by a question-and-answer session, and then a facilitated comment session, where you, the public, can provide verbal comments for the record.
- After the meetings, the pre-recorded presentation, as well as the corresponding slides and transcript, will be posted to the project website listed at the bottom of the screen.
- You can also find the Draft EIS and project fact sheets on the project website.
- You may also submit written comments via email and postal mail to the addresses listed on the screen.
- We will now begin with a welcome video by Rear Admiral Nancy Lacore.



# PUBLIC MEETING FOR PROPOSED LAND ACQUISITION AT THE WNY

## AGENDA

NATIONAL ENVIRONMENTAL POLICY ACT

PROPOSED ACTION AND PURPOSE AND NEED

ALTERNATIVES

SUMMARY OF DRAFT  
ENVIRONMENTAL IMPACT  
STATEMENT FINDINGS

TRANSPORTATION

SECTION 106 OF THE NATIONAL HISTORIC  
PRESERVATION ACT

CULTURAL RESOURCES

LAND USE & ZONING

NOISE

ADDITIONAL RESOURCES ANALYZED

QUESTION AND ANSWER SESSION

PUBLIC COMMENT SESSION

### **SLIDE 3: PUBLIC MEETING FOR PROPOSED LAND ACQUISITION AT THE WASHINGTON NAVY YARD**

- Here is the agenda for today's meeting.
- First, we'll discuss the National Environmental Policy Act.
- Next, we'll go over the Proposed Action and Purpose and Need for the project.
- This will be followed by a description of the Alternatives, a summary of our Draft EIS findings, and an explanation of Section 106 of the National Historic Preservation Act.
- Lastly, we'll hold a question-and-answer session, and then open the floor for public comments.

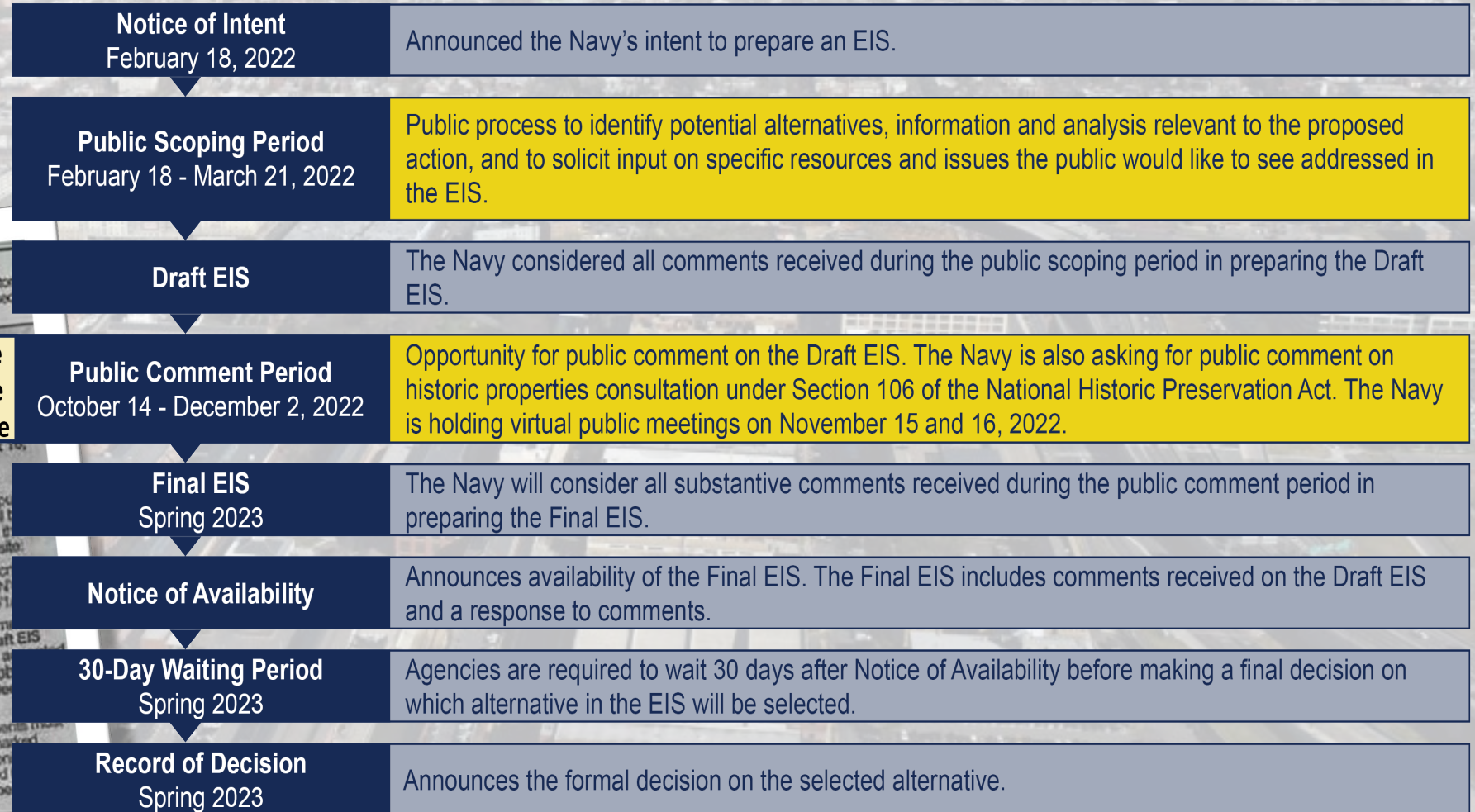
# NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)



## **SLIDE 4: NATIONAL ENVIRONMENTAL POLICY ACT**

- The National Environmental Policy Act, or NEPA for short, is the federal law that requires all federal agencies to evaluate the potential environmental impacts of any major actions they may propose, and to inform and involve the public in the decision-making process.

# THE NEPA PROCESS & SCHEDULE



**THE U.S. NAVY INVITES YOU TO PARTICIPATE**  
In the Environmental Impact Statement and Section 106 of the National Historic Preservation Act processes, and attend Virtual Public Meetings for Proposed Land Acquisition at the Washington Navy Yard, Washington, D.C.

The U.S. Navy has completed the Draft Environmental Impact Statement (EIS) to evaluate the potential environmental impacts associated with acquiring 6 acres of land on the Southeast Federal Center (SEFC), to improve the overall Antiterrorism posture of the Washington Navy Yard, Washington, D.C. The Navy is considering two acquisition alternatives and, if acquired, three alternative uses for the acquired property: construction of a relocated Navy Museum, construction of administrative facilities, or maintaining the status quo (no new development).

The Navy announces the Draft EIS public review and comment period from October 14, 2022 to December 2, 2022, to review and provide comments on the alternatives, information, and analysis, and the summary thereof, contained in the Draft EIS. The Draft EIS will be available for download on the project website. In addition, the public is invited to provide comments on the potential effect of the proposed action on historic properties pursuant to Section 106 of the National Historic Preservation Act.

Comments may be made the following ways:

**VERBALLY:** Comments will be recorded during the Virtual Public Meetings

**MAIL:** Send comments via U.S. Postal Service to:  
NAVFAC Washington  
Washington Navy Yard  
Attention: Navy EIS Project Manager  
1314 Harwood Street SE  
Washington, DC 20374

**EMAIL:** NAVFACWashNEPA1@navy.mil

**VIRTUAL MEETINGS**  
NOVEMBER 15, 2022  
6PM to 8PM  
NOVEMBER 16, 2022  
1PM to 2PM

Links to the public meetings will be provided on the project website:  
<https://ndw.cnrc.navy.mil/WNY-Land-Acquisition/>

Public comments on the Draft EIS are being accepted from October 14, 2022 to December 2, 2022.

All comments must be postmarked or electronically submitted by December 2, 2022.

## **SLIDE 5: THE NEPA PROCESS AND SCHEDULE**

- The Navy's Draft EIS for the Proposed Land Acquisition at the Washington Navy Yard was released to the public on October 14, 2022.
- We are currently in the public comment period, which ends on December 2, 2022.
- Comments on the Draft EIS received during the public comment period will be considered as we develop the Final EIS.



# PROPOSED ACTION & PURPOSE AND NEED





## **SLIDE 6: PROPOSED ACTION AND PURPOSE AND NEED**

- Next, we'll look at what the Navy is proposing, and why?



# PROPOSED ACTION

The Navy proposes to obtain approximately 6 acres of land at the Southeast Federal Center (SEFC) E Parcels to improve the overall antiterrorism posture of the Washington Navy Yard (WNY).

## **SLIDE 7: PROPOSED ACTION**

- The Navy proposes to obtain approximately 6 acres of land at the Southeast Federal Center E Parcels to improve the overall antiterrorism posture of the Washington Navy Yard.
- These 6 acres are shown in a red-striped pattern in the top middle part of the screen.



# PURPOSE AND NEED FOR THE PROPOSED ACTION

## By obtaining the SEFC E Parcels, the Navy would:

- Improve WNY antiterrorism posture by reducing encroachment threat posed by planned, private development on SEFC E Parcels
- Protect mission-critical activities conducted at WNY from visual surveillance and acoustic/electronic eavesdropping
- Enhance overall safety of personnel, facilities, and infrastructure at WNY



## **SLIDE 8: PURPOSE AND NEED FOR THE PROPOSED ACTION**

- As it stands now, private development is scheduled and approved for construction on the E Parcels as early as 2023. This development would occur immediately adjacent to the Navy Yard and the Navy is concerned about security. Action is needed to protect the Navy mission.
- The purpose of the proposed action is to improve the overall Washington Navy Yard antiterrorism posture, as well as protect mission-critical activities at the Navy Yard from visual surveillance, and acoustic and electronic eavesdropping.

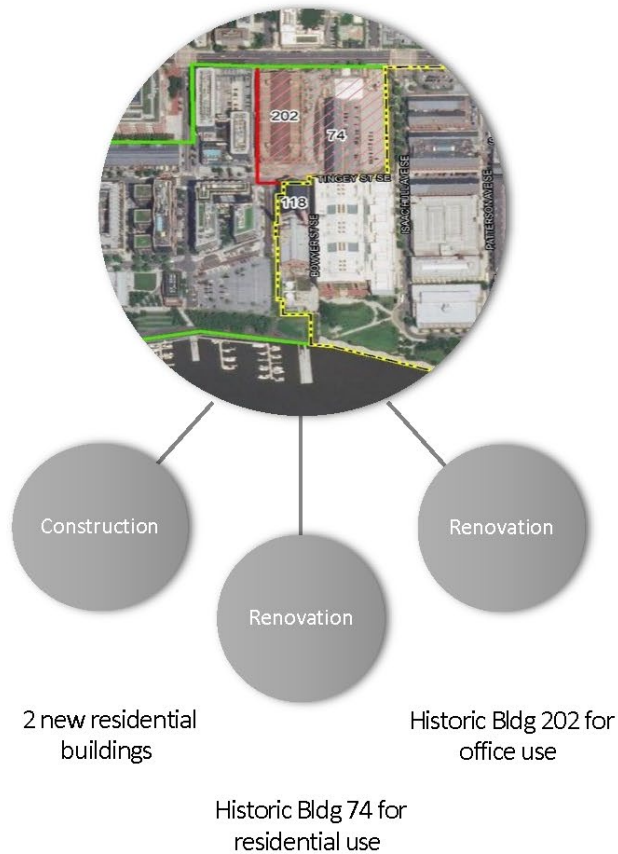
# ALTERNATIVES



## **SLIDE 9: ALTERNATIVES**

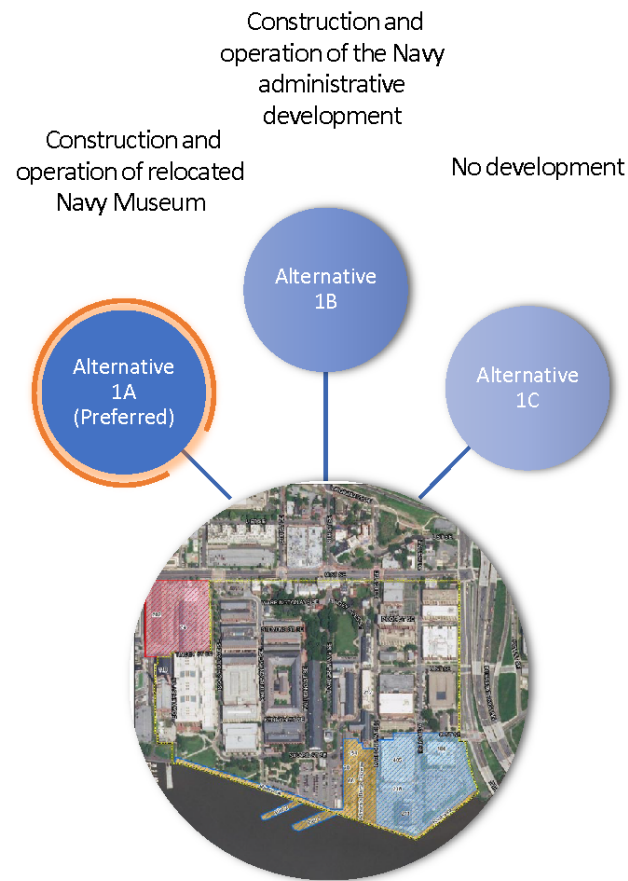
- Next, we'll look at alternatives to the Navy's Proposed Action





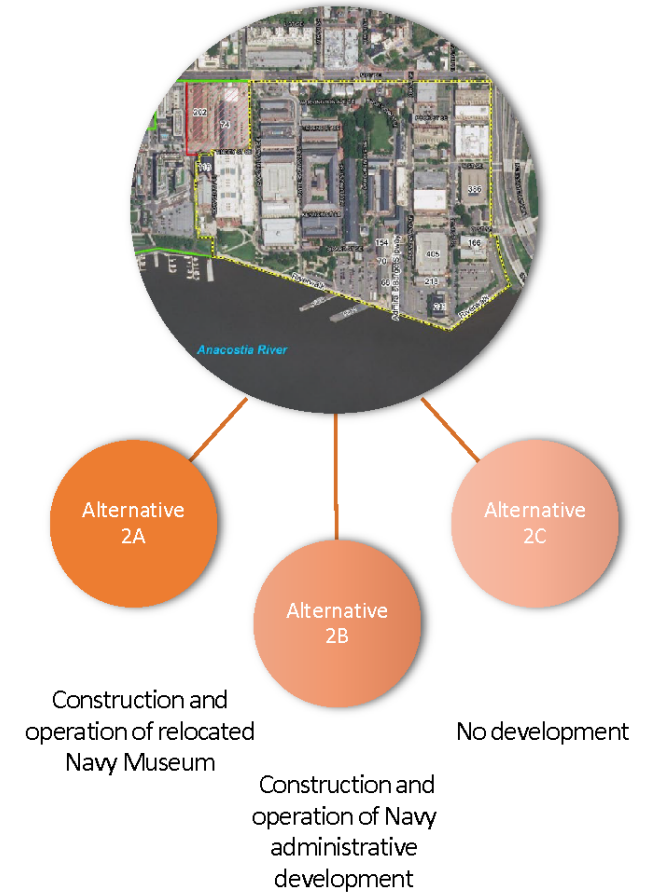
#### NO ACTION ALTERNATIVE:

- Developer would construct the planned mixed-use development (several mixed-use buildings up to 110 feet in height) on SEFC E Parcels
- Does not meet the purpose and need, but is needed as a baseline to compare impacts



#### ALTERNATIVE 1 – LAND ACQUISITION THROUGH LAND EXCHANGE:

- Relocation of functions from the WNY Southeast Corner to other areas on the WNY
- Private development at the WNY Southeast Corner to be provided by the developer
- In-kind considerations at the WNY to be provided by the developer



#### ALTERNATIVE 2 – DIRECT LAND ACQUISITION:

- Navy would purchase the SEFC E Parcels acquisition rights from the developer
- Navy would receive the SEFC E Parcels from GSA
- No land exchange would occur

## SLIDE 10: ALTERNATIVES

- The Navy is considering two action alternatives for acquiring the Southeast Federal Center E Parcels, three options for reuse of the acquired property, and the No Action Alternative.
- On the left side of the screen, we can see that under the No Action Alternative, the Navy would not acquire or reuse the E Parcels. Private development on the E Parcels, which has already been approved by local government, would proceed as planned.
- The middle part of the screen shows that Alternative 1 involves land acquisition through land exchange, in which the Navy would exchange certain underutilized properties within the Washington Navy Yard Southeast Corner with a private developer to obtain acquisition rights and ownership of the E Parcels. As part of Alternative 1, some Navy functions would be relocated from the Southeast Corner to other areas of the Navy Yard. Alternative 1 would include future development on the Southeast Corner by the private developer, and in-kind considerations at the Navy Yard to be provided by the developer.
- On the right side of the screen, for Alternative 2, the Navy would acquire the rights to the E Parcels from the developer through purchase or condemnation. No Navy Yard property would transfer to the developer, and no missions or tenants would need to be relocated.

# REUSE OPTIONS FOR SEFC E PARCELS

Three options for the acquired property are being considered and include:

Construct and operate a relocated Navy Museum, or



Incorporate within the WNY fence line and construct and operate Navy administrative facilities, or



Incorporate within the WNY fence line and leave parcels in their current underdeveloped state, with no foreseeable development planned



## **SLIDE 11: REUSE OPTIONS FOR THE SOUTHEAST FEDERAL CENTER E PARCELS**

- The Navy is considering three options for the acquired property:
  - Construction and operation of a relocated Navy Museum
  - Construction and operation of Navy administrative facilities, and
  - Maintaining the status quo – where no new development would occur



# NAVY'S PREFERRED ALTERNATIVE: ALTERNATIVE 1A

Alternative 1A involves exchange of the SEFC E Parcels for the WNY Southeast Corner, the future use of each property, as well as in-kind considerations provided by the developer.

Developer would potentially construct mixed-use buildings on transferred property and renovate buildings on the leased property for commercial/retail use on WNY Southeast Corner.



Conceptual drawing, not actual developer plan

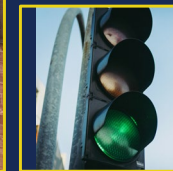
Construct and operate a relocated Navy Museum on SEFC E Parcels.



## **SLIDE 12: NAVY'S PREFERRED ALTERNATIVE**

- The Navy's Preferred Alternative is Alternative 1A.
- This involves the exchange of the E Parcels for the Southeast Corner, private development on the Southeast Corner, upgrades at the Navy Yard provided by the developer as in-kind considerations, and finally, construction and operation of a relocated Navy Museum on the E Parcels.

# SUMMARY OF DRAFT EIS FINDINGS





## **SLIDE 13: SUMMARY OF DRAFT EIS FINDINGS**

- Next, we'll look at a summary of the Draft EIS findings
- Potential impacts are presented for the preferred alternative, followed by a comparison of impacts with other alternatives.

# TRANSPORTATION

## Studies

- Conducted a traffic study and traffic modeling
- Modeled traffic using DDOT-recommended model
- Collected traffic counts in March 2022 at 22 intersections within a half-mile radius of the WNY
- Coordinated with District Department of Transportation (DDOT) early and often
- Received DDOT approval on the traffic analysis methodology and assumptions



## SLIDE 14: TRANSPORTATION

- The Navy conducted a traffic study using the traffic model recommended by the District Department of Transportation, or DDOT. The traffic model was used to predict the volume of traffic that would be generated by the project alternatives.
- Traffic impacts were assessed at 22 intersections within a half-mile radius of the Navy Yard. The locations for these 22 intersections are shown in green circles on the screen.
- Traffic count data was collected in March 2022. Considering the COVID pandemic, the traffic data was compared to pre-COVID data provided by DDOT to ensure accuracy.
- As part of the study, the Navy also coordinated with DDOT, early and often throughout the process. DDOT concurred on the traffic analysis methodology and assumptions.



## Potential Impacts of Preferred Alternative

- Minor additional traffic impacts during the morning and afternoon peaks
- Congestion at the I-695 on-ramp at 11th Street in the morning and the off-ramp at 11th Street in the afternoon
- O Street Gate with occasional delays

### *Mitigation could include:*

- *Lane changes (e.g., right-turn only or left-turn only) by the local agency either by restriping the roadway or by installing a dynamic message sign*
- *Navy and developer could consider improving the O Street Gate, encouraging employees and residents to use other modes of transportation, or minimizing new parking*

## SLIDE 15: TRANSPORTATION

- Overall, we found that the Navy Yard area can absorb projected future trip levels. For the preferred alternative, modeling showed that there were no significant traffic impacts.
- However, traffic impacts may occur during the morning and afternoon peak rush hours. These impacts may include congestion at the I-695 on-ramp at 11th Street in the morning, and at the off-ramp at 11<sup>th</sup> Street in the afternoon. Additionally, the Navy's O Street Gate could experience occasional backups during peak rush hour.
- Traffic impacts could be minimized by incorporating right- or left-turn only lanes, either by restriping the roadway or by installing a dynamic message sign.
- Additionally, the Navy or developer could consider improving the O Street Gate, encouraging employees and residents to use other modes of transportation, or minimizing new parking.

# TRANSPORTATION

## Comparison to Other Alternatives

- **No Action** – Similar impacts to Alternative 1A except the Navy's O Street Gate would continue to operate under existing conditions
- **Alternative 1B** – Significant impacts to traffic due to delays in the morning, afternoon, and weekend peak periods and at the O Street Gate
- **Alternative 1C** – Similar impacts to Alternative 1A for the WNY Southeast Corner but no development on the SEFC E Parcels
- **Alternative 2A** – Conditions at I-695 ramps would be similar to existing conditions because no development on the WNY Southeast Corner
- **Alternative 2B** – Similar impacts to Alternative 1B on the SEFC E Parcels but no development on the WNY Southeast Corner
- **Alternative 2C** – No development so traffic would only increase based on typical growth rate in the area



## SLIDE 16 TRANSPORTATION

- When comparing the transportation impacts of the preferred alternative to the No Action Alternative, which includes private development on the E Parcels, the results would be similar. One exception is that the preferred alternative would have occasional delays at the Navy's O Street Gate during the morning rush hour.
- Several alternatives would result in congestion at the I-695 on-ramp and off-ramp at 11th Street during rush hour: Alternatives 1B, 1C, and 2B.
- Of these alternatives, only Alternative 1B, which includes Navy administrative facilities on the E Parcels, and private development on the Southeast Corner, presents significant traffic impacts. These impacts would be significant due to serious delays during rush hour near the I-695 on-ramp and off-ramp at 11th Street, and serious congestion near the O Street Gate.
- Two alternatives would not change existing conditions at these ramps: Alternative 2A with the relocated Navy Museum and Alternative 2C with the no development.



# SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

- Navy is conducting NHPA Section 106 consultation concurrent with the Draft EIS public involvement process
- This undertaking has the potential to affect historic properties both in and outside the WNY
- Consultation with agencies and other consulting parties is ongoing
- The public will be able to submit comments on the analysis pursuant to Section 106 of the NHPA during the NEPA public comment period



## **SLIDE 17: SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**

- At the same time as the public involvement process for the Draft EIS, the Navy is conducting the Section 106 process for potential effects of the proposed project on historic properties.
- Historic properties include districts, sites, buildings, structures, or objects listed, or eligible for listing in the National Register of Historic Places, including National Historic Landmarks.
- The Navy has initiated its Section 106 consultation with the District of Columbia State Historic Preservation Officer, Advisory Council on Historic Preservation, National Park Service, and other interested parties.
- The Navy conducted studies to evaluate effects including a Phase IA archaeological assessment, inventories of architectural or built properties, and field work to assess visibility of the proposed project to historic properties and historic districts.
- For Section 106, this project, or undertaking, has the potential to have adverse effects on historic properties both in and outside of the Navy Yard.
- Adverse effects will be resolved through a Programmatic Agreement among the Navy, Advisory Council on Historic Preservation, District of Columbia State Historic Preservation Officer, National Park Service, and other Consulting Parties.
- The public can submit comments on the Section 106 analysis during the NEPA public comment period.



# CULTURAL RESOURCES



Building 74 on the SEFC E Parcels



Building 202 on the SEFC E Parcels

## Studies

- Archaeological Phase 1A Assessment
- Inventory of architectural properties in the areas of potential effects
- Field work to determine visual effects

## Potential Impacts of Preferred Alternative

- Adverse effects to historic properties
- Potential for adverse effects to previously undiscovered archaeological resources
- *Adverse effects would be resolved through a Programmatic Agreement among the Navy, Advisory Council on Historic Preservation, District of Columbia State Historic Preservation Office, National Park Service, and other Consulting Parties*
- *Impacts under NEPA would be significant but mitigated with the Programmatic Agreement*

## SLIDE 18 CULTURAL RESOURCES

- Through cultural resource studies and analysis, the Navy found that the proposed action has the following effects to historic buildings and archaeological resources.
- The Navy acquisition of the E Parcels would have the potential for adverse effects on Buildings 74, 118, 202, the Navy Yard Boundary Wall, the Annex Historic District, and the Washington Navy Yard Central Yard National Historic Landmark. The potential for adverse effects to these resources would be due to physical alterations and the introduction of visual elements that are inconsistent with the historic character of the resources.
- Transfer and lease of the Southeast Corner would have potential adverse effects on properties within the Washington Navy Yard Central Yard National Historic Landmark, and the Eastern Extension Historic District. The potential for adverse effects to these properties would be due to the transfer out of Federal control, without adequate preservation protection. In addition, the introduction of visual elements may be inconsistent with the historic character of the resources.
- There is also the potential for adverse visual effects to nearby historic properties, including Anacostia Park and the L'Enfant Plan.
- Although the parcels for proposed development have been previously disturbed, construction activities could potentially have an adverse effect on previously undiscovered archaeological resources, due to the age and history of the Navy Yard.
- As previously noted, adverse effects would be resolved through a Programmatic Agreement.
- So, impacts under NEPA would be significant but would be mitigated by the Programmatic Agreement.

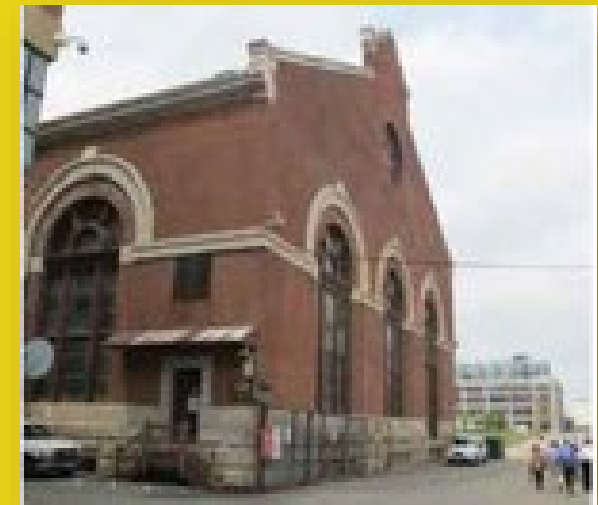
# CULTURAL RESOURCES

## Comparison to Other Alternatives

- **No Action** – Adverse effects to historic properties associated with private development of the SEFC E Parcels
- **Alternative 1B** – Adverse effects to historic properties would be similar to but slightly less than Alternative 1A
- **Alternative 1C** – Adverse effects associated with development of the WNY Southeast Corner but no development and no adverse effects on the SEFC E Parcels
- **Alternatives 2A and 2B** – No development and no adverse effects on the WNY Southeast Corner but adverse effects would be the same as Alternatives 1A and 1B on the SEFC E Parcels
- **Alternative 2C** – No adverse effects on historic properties



Building 70 on the Southeast Corner



Building 118 on Navy Property



## SLIDE 19 CULTURAL RESOURCES

- When comparing potential cultural resources impacts from the preferred alternative to the No Action Alternative, the Navy found that taking no action could also result in adverse effects to historic properties because of private development on the E Parcels.
- For Alternative 1, development in both the Southeast Corner and E Parcels could result in potential adverse effects to the Washington Navy Yard Central Yard National Historic Landmark, the Eastern Extension Historic District, and the Washington Navy Yard Annex Historic District. There could be a potential adverse effect to previously undiscovered archaeological resources and other nearby historic properties, such as Anacostia Park and the L'Enfant Plan.
- For Alternative 2, potential adverse effects would be the same as Alternative 1 on the E Parcels, but there would be no development of the Southeast Corner and, therefore, no adverse effects. As Alternative 2C would only require installation of a fence on the E Parcels, there would be no adverse effects on historic properties.

# LAND USE & ZONING

## Studies

- The Navy reviewed relevant master planning guidance documents and zoning ordinances

## Potential Impacts of Preferred Alternative

- Private development on the WNY Southeast Corner would require zoning changes
- However, Alternative 1A would not significantly impact land use and zoning
- Overall antiterrorism posture for the WNY improved by the Navy acquisition and reuse of the SEFC E Parcels with relocated Navy Museum
- Relocated Navy Museum on SEFC E Parcels is compatible with existing and planned land uses, and consistent with master planning guidance documents

### *How would impact be minimized:*

- *The Preferred Alternative, would address the potentially significant land use impacts at the WNY under the planned, private development on the SEFC E Parcels*

## SLIDE 20: LAND USE AND ZONING

- Through review of relevant master planning guidance documents and zoning ordinances, the Navy evaluated potential effects on current and planned land uses and zoning.
- The land acquisition and exchange would result in shifting high-density, mixed-use development away from the E Parcels to the Southeast Corner. And, zoning changes would be required for the proposed private development on the Southeast Corner.
- However, the proposed land exchange and associated zoning changes would not result in significant impacts land use and zoning.
- The land acquisition would improve the overall antiterrorism posture for the Navy Yard.
- A relocated Navy Museum on the E Parcels is compatible with existing and planned land uses, and is consistent with master planning guidance documents.
- Potentially significant land use impacts posed by the planned, private development on the E Parcels would be addressed by implementing the Preferred Alternative.



# LAND USE & ZONING

## Comparison to Other Alternatives

- **No Action** – Potentially significant land use impacts at the WNY due to compromised antiterrorism posture for the WNY
- **Alternatives 1B, and 1C** – Require zoning changes for private development on the WNY Southeast Corner
- **Alternative 2A, 2B, and 2C** – No zoning changes as there would be no land transfer
- **Alternatives 1C and 2C** – Incompatible with existing and planned uses along the M Street SE corridor, and inconsistent with master planning guidance documents



## SLIDE 21: LAND USE AND ZONING

- When comparing the land use and zoning impacts of the Preferred Alternative to the other action alternatives, the nature of impacts would be similar in that none would have significant impacts.
- Conversely, the No Action Alternative would have potentially significant land use impacts at the Navy Yard because the planned, private development on the E Parcels is incompatible with the Navy Yard mission. Also, the private development on the E Parcels would compromise the antiterrorism posture of the Navy Yard.
- Zoning changes would be required for private development on the Southeast Corner under Alternatives 1B and 1C.
- For Alternatives 1B and 2B, the reuse of the E Parcels for Navy administrative facilities would be compatible with surrounding land uses.
- No zoning changes would be needed for Alternatives 2A, 2B, or 2C as there would be no land transfer and Southeast Corner would not transfer to the developer.
- Lastly, for Alternatives 1C and 2C, not developing the E Parcels would be incompatible with existing and planned land uses along the M Street SE corridor and would be inconsistent with master planning guidance documents.



# NOISE

## Studies

- A noise model was used to evaluate from proposed development activities and determine the effects on noise-sensitive receptors

## Potential Impacts of Preferred Alternative

- Temporary increase of noise during construction at the WNY Southeast Corner and SEFC E Parcels
- Potentially significant temporary noise impacts at noise-sensitive locations during construction of relocated Navy Museum at the SEFC E Parcels
- No permanent noise impacts at the WNY Southeast Corner and SEFC E Parcels

### *How would impact be minimized:*

- *Noise-sensitive receptors, such as Van Ness Elementary School, were added to the distribution list of the Draft EIS*
- *The Navy will coordinate with Van Ness Elementary School to identify any potential mitigation measures, if needed*

## SLIDE 22: NOISE

- Using the Federal Highway Administration Roadway Construction Noise Model, the Navy evaluated the effects of noise from proposed development activities. The model calculated noise levels at 11 representative noise-sensitive locations.
- The results indicate there would be a temporary increase in noise during construction at the Southeast Corner and E Parcels under the Preferred Alternative.
- Although construction noise impacts are considered temporary, they can still be significant due to their effects on the local population. Notably, noise from construction activity of the Navy Museum on the E Parcels could have significant adverse effects on the Van Ness Elementary School, which is located on M Street across from the E Parcels. The Navy has included the school on their distribution list for this EIS and will coordinate with them on potential noise minimization measures.
- At the end of construction activities on the Southeast Corner and E Parcels, there would be no permanent noise impacts.



## Comparison to Other Alternatives

- **No Action, Alternatives 1B, 2A, and 2B** – No permanent noise impacts; potentially significant temporary noise impacts at noise-sensitive locations during construction at SEFC E Parcels
- **Alternatives 1C and 2C** – No significant noise impacts

## **SLIDE 23: NOISE**

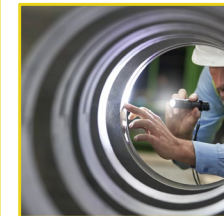
- When comparing the noise impacts from the Preferred Alternative to the other action alternatives, the results would be similar. All alternatives involving construction at the E Parcels, including the No Action Alternative, would result in potentially significant noise impacts during construction.
- However, there would be no permanent noise impacts for any of the alternatives.
- And, as expected, the alternatives that do not involve any construction at the E Parcels, would not pose significant noise impacts.



# ADDITIONAL RESOURCES ANALYZED IN THE EIS

## Impacts Not Considered Significant – Preferred Alternative:

- Hazardous Materials and Wastes
- Water Resources
- Air Quality
- Socioeconomics
- Environmental Justice
- Utilities and Infrastructure





## SLIDE 24: ADDITIONAL RESOURCES ANALYZED IN THE EIS

- This next discussion focuses on additional resources for which impacts are not considered significant under the Preferred Alternative. For more details on the comparison of impacts for the other alternatives, please refer to the text of the Draft EIS, which may be found using the link at the bottom of the screen.

### HAZARDOUS MATERIALS AND WASTES:

- The EIS evaluated potential effects on hazardous materials and wastes, site remediation actions, and the Navy's current Hazardous Waste Storage Site.
- The Navy would continue to be responsible for two sites that have ongoing investigations at the Southeast Corner.
- Development at the Southeast Corner would displace the existing Hazardous Waste Storage Site. The Navy uses this site to temporarily collect and store hazardous wastes prior to transport to off-site locations. The Navy would relocate the site elsewhere on the Navy Yard.
- For alternatives that reuse and rehabilitate buildings on the E Parcels, these actions would remove any hazards in Buildings 74 and 202.
- In addition, the Navy would be required to remove contaminated soil during excavation of the foundation garage and/or basement of any new structures on the E Parcels. These remedial actions would result in reduced toxicity, mobility, and volume of any hazardous substances in the soils.

### WATER RESOURCES:

- Construction activities would have the potential to impact water resources through soil erosion and sediment transport. However, these impacts would not be significant with implementation of appropriate stormwater infrastructure, best management practices, and compliance with permit conditions.
- Both the Southeast Corner and the E Parcels are partially located in a floodplain. Risks associated with development in a floodplain would remain but would be reduced with implementation of flood management measures.

### AIR QUALITY:

- Proposed construction and operation would generate air emissions under the Preferred Alternative. These air emissions were found to be below applicable significance thresholds; therefore, air quality impacts would not be significant.

### SOCIOECONOMICS:

- Construction and operation on the Southeast Corner and E Parcels would result in beneficial economic impacts. This is because the proposed development would increase employment income, economic activity, and tax revenue.
- The benefits would likely offset the expense of increased demand for public services.

### ENVIRONMENTAL JUSTICE:

- Minority and low-income populations would not experience disproportionately high and adverse effects.

- Also, children would not experience disproportionate health and safety risks related to construction noise impacts on the E Parcels.

UTILITIES AND INFRASTRUCTURE:

- Existing utility systems were found capable of handling increased demands from proposed development on the Southeast Corner and E Parcels.
- Existing Navy utility infrastructure in the Southeast Corner would be capped and rerouted.
- Disconnecting and reconnecting utilities would result in minor short-term impacts.

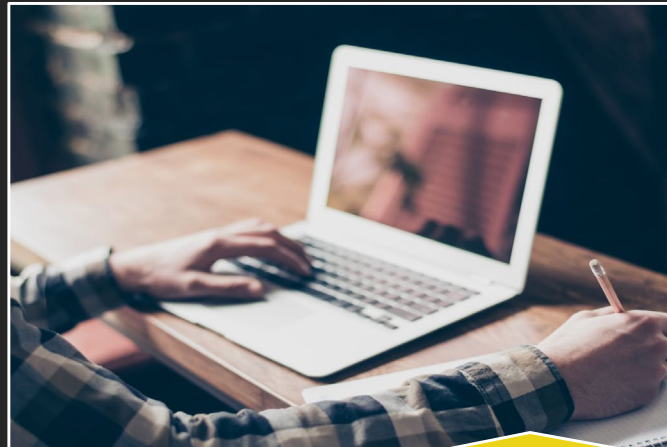
# HOW TO SUBMIT COMMENTS

## Your Input Matters – We Welcome Your Comments

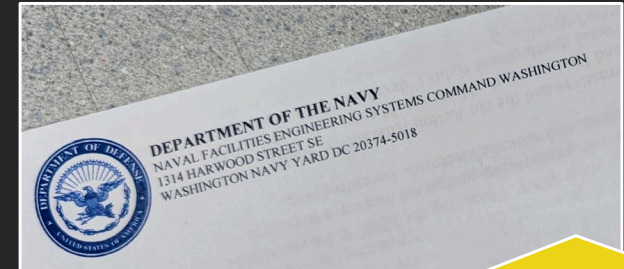
- Media should contact the Public Affairs Officer at (202) 433-2678
- The public may submit comments in any of the following ways:



Participate and comment in one of the virtual public meetings



Submit an electronic comment via the email:  
NAVFACWashNEPA1@navy.mil



Mail written comments to:  
NAVFAC Washington,  
Washington Navy Yard,  
ATTN: Navy EIS Project Manager,  
1314 Harwood Street SE, Bldg. 212  
Washington, D.C. 20374

Draft EIS Public Comment Period: October 14, 2022 to **December 2 , 2022**  
(must be electronically submitted or postmarked by **11:59 EST**)

## SLIDE 25: HOW TO SUBMIT COMMENTS

- Please submit your written comment to us by mail or email to the addresses shown on the screen. The email address and mailing address are also available on the project website where you received information for joining this meeting.
- Written comments must be postmarked by 11:59 p.m. Eastern Standard Time (EST) on **December 2, 2022** to be considered in the development of the Final EIS.
- Those in the media may contact the Public Affairs Officer at (202) 433-2678.
- After the meetings, the pre-recorded presentation, as well as the corresponding slides and transcript, will be posted to the project website listed at the bottom of the screen.
- You can also find the Draft EIS and project fact sheets on the project website.