

APPENDIX A
Public and Agency Participation and Intergovernmental
Coordination Material

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DRAFT EIS

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Scoping

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Affidavit for Scoping Newspaper Advertisement

Ad# 12375125

Name Cardno GS

Size 2 X 4 COINCH

Class Main

Authorized by Kathleen Rick

Account 2010308979

CERTIFICATE OF PUBLICATION

The Washington Post

The Washington Post Company hereby certifies that it is the publisher of The Washington Post; that The Washington Post is a newspaper of general circulation, published daily in the City of Washington, District of Columbia; that The Washington Post has been so published continuously for more than one year prior to the date of first publication of the notice mentioned below; that the undersigned person is the duly authorized agent of The Washington Post Company to execute this certificate on its behalf; and that a notice of which the annexed is a true copy was printed and published in said newspaper on the following dates at a final cost of \$10,552.00

Date(s): 3 time (s). Feb. 18, 2022 Feb. 19, 2022 Feb. 20, 2022

THE WASHINGTON POST

By

Nicole Morton-McFadden
MANAGER, FINANCE



**The U. S. Navy
INVITES YOU TO PARTICIPATE**
in the Environmental Impact Statement, Section 106
of the National Historic Preservation Act, and
Virtual Public Meetings for Potential Land Acquisition
for The Washington Navy Yard, Washington, DC

The U.S. Navy is preparing an Environmental Impact Statement (EIS) to evaluate potential environmental effects associated with obtaining six acres of land on the Southeast Federal Center (SEFC) to improve the overall Anti-terrorism/Force Protection (AT/FP) posture of the Washington Navy Yard, Washington, D.C. After obtaining ownership of the SEFC E. Flank, the Navy proposes three alternative uses of the acquired property that support the Navy's AT/FP requirements and military mission.

The Navy is initiating a 30-day public scoping period to identify community interests, specific resources, and alternatives for analysis in the EIS. In addition, per Section 106 of the National Historic Preservation Act (NHPPA) (50 CFR Part 800.2(c)(4)), the Navy is evaluating the potential effects of the undertaking on historic properties. The public will have the opportunity to submit comments pursuant to Section 106 of the NHPPA.

SUBMIT SCOPING COMMENTS BY EMAIL TO THE NEPA INBOX: NAVFACVashNEPA1@navy.mil

MAIL SCOPING COMMENTS TO:
NAVFAC Washington
Washington Navy Yard
Attention: Navy EIS Project Manager
1314 Hardwood Street SE
Washington, DC 20374
PHONE NUMBER: (202) 685-6437

**VIRTUAL PUBLIC
SCOPING MEETINGS**

**TUESDAY,
MARCH 8, 2022
6PM to 8PM EST**

**WEDNESDAY,
MARCH 9, 2022
1PM to 3PM EST**

https://www.conc.navy.mil/any_kind_scoping

Scoping comments are being accepted from February 18, 2022 through March 21, 2022.

All scoping comments must be postmarked by March 21, 2022 to be considered in the preparation of the Draft EIS.

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DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND WASHINGTON
1314 HARWOOD STREET SE
WASHINGTON NAVY YARD DC 20374-5018

IN REPLY REFER TO

5090

EV/001

18 Feb 22

<Organization>
<Salutation> <First Name> <Last Name>
<Title>
<Address 1>, <Address 2>
<City>, <State> <Zip>

From: Commanding Officer, Naval Facilities Engineering Systems Command Washington

Subj: ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED LAND ACQUISITION
FOR THE WASHINGTON NAVY YARD, WASHINGTON, D.C.

Encl: (1) Project Location Maps

Dear Sir or Madam,

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality Regulations, the Department of the Navy (Navy) announces its intent to prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental effects associated with acquisition of land at the Southeast Federal Center (SEFC) for the Washington Navy Yard (WNY). The Navy proposes to acquire six acres of land on the SEFC E Parcels to improve the overall Antiterrorism Force Protection (AT/FP) posture of the WNY. Obtaining the SEFC E Parcels would improve the WNY AT/FP posture by reducing the encroachment threat posed by existing development rights on the SEFC E Parcels, protecting mission-critical activities conducted at the WNY from encroachment and enhancing the overall safety of personnel, facilities, and infrastructure at the WNY. Obtaining the SEFC E Parcels would additionally permit increased physical security and antiterrorism mitigation measures to protect mission-critical activities from visual surveillance, and acoustic/electronic eavesdropping.

The EIS will analyze two action alternatives and the No Action Alternative. Under Alternative 1 (Land Acquisition through Land Exchange), the Navy would enter into a real estate agreement with the owner of the SEFC E Parcel development rights ("developer"). In exchange, the Navy would transfer and/or lease underutilized assets at the southeast corner of the WNY to the developer. Concurrent with this exchange of development rights and assets, the U.S. General Services Administration (GSA) would transfer ownership of the SEFC E Parcels to the Navy through a federal-to-federal transfer. Under Alternative 2, (Direct Land Acquisition), the Navy would purchase the SEFC E Parcel development rights outright from the developer and obtain the SEFC E Parcels from GSA through a federal-to-federal transfer. After obtaining ownership of the SEFC E Parcels, the Navy proposes three alternative uses for the acquired property that support the Navy's AT/FP requirements and military mission. The proposed Navy reuse of the SEFC E Parcels to be evaluated in the EIS includes: a) construct a new National Museum of the United States Navy; b) incorporate the

Subj: ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED LAND
ACQUISITION FOR THE WASHINGTON NAVY YARD, WASHINGTON, D.C.

parcels within the WNY fence line and construct Navy administrative facilities; or
c) incorporate the parcels within the WNY fence line but leave parcels in their current underdeveloped state with no foreseeable development planned. Alternatives 1 and 2 are shown in Enclosure 1.

The Navy initiated a 30-day public scoping period on February 18, 2022, to identify community interests, specific resources, and alternatives to analyze in the EIS. The 30-day public scoping period extends through March 21, 2022. The Navy invites you to participate in the EIS and welcomes your input. In addition, per Section 106 of the National Historic Preservation Act (NHPA) (36 CFR Part 800.2(5)(d)), the Navy is evaluating the potential effects of the undertaking on historic properties. The Navy welcomes comments pursuant to Section 106 of the NHPA as well as NEPA.

Virtual Public Scoping Meetings

Due to current federal and local guidance on social distancing in response to the COVID-19 pandemic, the Navy will hold two virtual public scoping meetings to receive comments on resources for analysis and alternatives to be analyzed in the EIS. Additionally, the Navy encourages interested persons to submit comments concerning historic resources under Section 106 of the NHPA.

The virtual scoping meetings will be held:

- March 8, 2022, 6 p.m. to 8 p.m. EST
- March 9, 2022, 1 p.m. to 3 p.m. EST

Information regarding how to participate in the virtual public meetings is available on the Navy website at:

https://www.cnrc.navy.mil/wny_land_acquisition

Submitting Written Scoping Comments

The Navy requests and welcomes your scoping and Section 106 of the NHPA comments. Comments may be submitted:

- 1) Verbally at the virtual public scoping meetings
- 2) By email to NAVFACWashNEPA1@navy.mil, or
- 3) By postal mail to:
Naval Facilities Engineering System Command Washington
Attention: Nik Tompkins-Flagg, EIS Project Manager
Washington Navy Yard
1314 Hardwood Street SE
Washington, D.C., 20374

Subj: ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED LAND
ACQUISITION FOR THE WASHINGTON NAVY YARD, WASHINGTON, D.C.

The 30-day public scoping period will be open from February 18, 2022 through March 21, 2022. Scoping comments must be postmarked by **Monday, March 21, 2022**. All scoping comments submitted by this date will be considered in the preparation of the Draft EIS and in the consultation under Section 106 of the NHPA. Additional opportunities for public participation will occur after the publication of the Draft EIS in the fall of 2022.

Background

The WNY consists of approximately 77.9 acres of land located between 5th and 11th Streets in the southeastern quadrant of Washington, D.C. The WNY is bounded by M Street SE to the north; 11th Street SE to the east; the Anacostia River to the south; and sections of Isaac Hull Avenue, Tingey Street, and Pendleton Avenue to the west.

The WNY was established in 1799 and is the Navy's oldest shore establishment. In 1963, the western section (60.5 acres) known then as the Navy Yard Annex, was transferred to U.S. General Services Administration (GSA), and renamed as SEFC. GSA conveyed 11 acres to the U.S. Department of Transportation for construction of a new headquarters (completed in 2007). In 2005, GSA entered into an agreement with a private developer for mixed-use (residential, commercial, retail, and park and cultural space) development of the remaining 44 acres. The private development of SEFC E Parcels is inconsistent with the overall AT/FP posture of the WNY and presents encroachment threats.

The John S. McCain National Defense Authorization Act for Fiscal Year 2019 authorizes a potential land exchange as a means for the WNY to acquire the SEFC E Parcels. It states that the Navy may convey one or more parcels of real estate appropriate to protect the interests of the United States. In exchange, the Navy may accept the parcels of the SEFC in the vicinity of the WNY, provided replacement of facilities being conveyed are of equal value and similar utility. The exchange of property would be required to use an appropriate legal instrument and include terms and conditions equally agreeable to both parties of the exchange.

Purpose of and Need for the Proposed Action

The purpose of the Proposed Action is to improve the overall AT/FP posture (i.e., increase physical security and antiterrorism mitigation measures, as well as protect from visual surveillance, and acoustic/electronic eavesdropping) of the WNY. The need for the Proposed Action is to protect mission-critical activities conducted at WNY from encroachment that could occur from proposed private development adjacent to the WNY northwest perimeter on SEFC E Parcels, while also enhancing the overall safety of personnel, facilities, and infrastructure at WNY.

Subj: ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED LAND
ACQUISITION FOR THE WASHINGTON NAVY YARD, WASHINGTON, D.C.

For more information, please contact the EIS Project Manager, NAVFAC Washington,
Washington Navy Yard, 1314 Hardwood Street SE, Washington, D.C., 20374 at
NAVFACWashNEPA1@navy.mil.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert L. Williams".

Robert L. Williams
Environmental Business Line Coordinator
By direction

Subj: ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED LAND
ACQUISITION FOR THE WASHINGTON NAVY YARD, WASHINGTON, D.C.

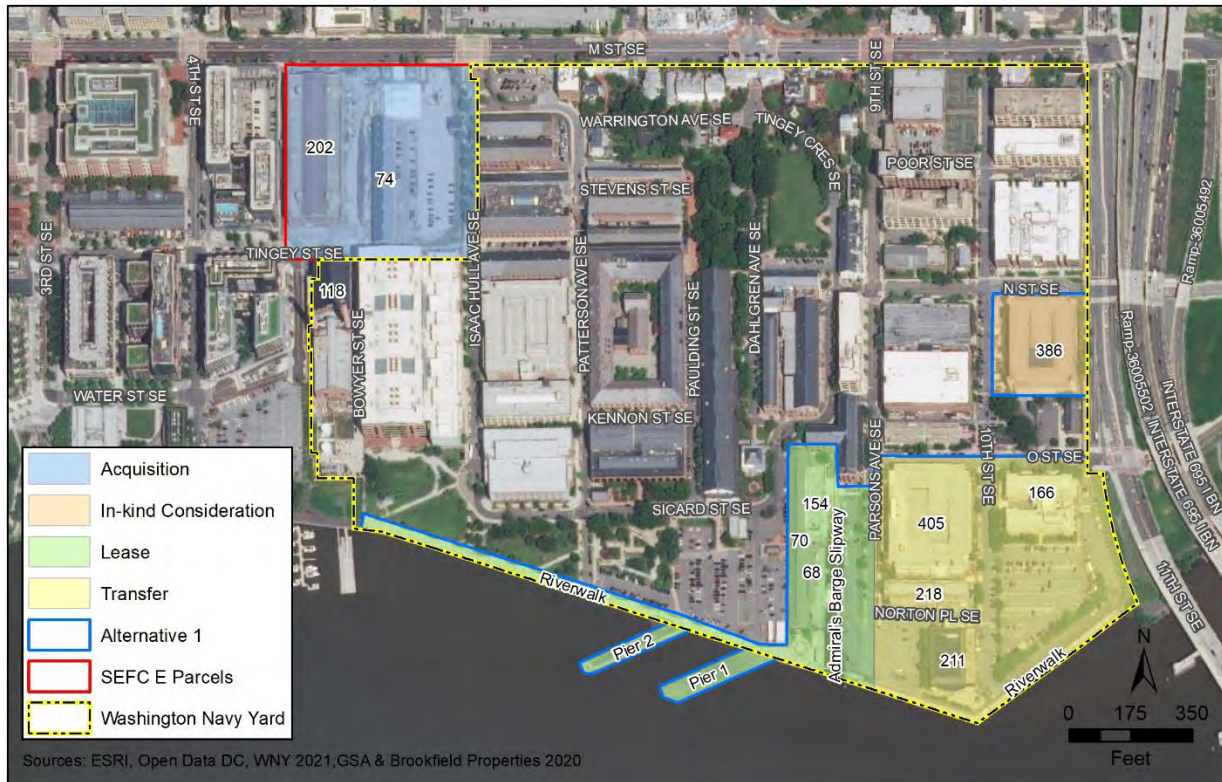


Figure 1. Alternative 1 Land Acquisition through Land Exchange



Figure 2. Direct Land Acquisition

Enclosure (1) Project Location Maps

Subj: ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED LAND
ACQUISITION FOR THE WASHINGTON NAVY YARD, WASHINGTON, D.C.

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Scoping Distribution List

A letter notifying agencies and interested parties of the scoping process for the Draft EIS was sent to the following agencies and stakeholders.

Notification List	
Federal	
U.S. Environmental Protection Agency - Office of Federal Activities Ms. Cindy Barger, Director, NEPA Compliance Division 1200 Pennsylvania Ave NW WJC Building North Room: 6204M Washington, DC 20460	U.S. Environmental Protection Agency - Office of Federal Activities Mr. Robert Tomiak, Director, Office of Federal Activities (OFA) 1200 Pennsylvania Ave NW WJC Building North Room: 6204M Washington, DC 20460
U.S. Environmental Protection Agency - Region III Mr. Robert Stroud 701 Mapes Rd Fort Meade, MD 20755	U.S. General Services Administration Mr. Brett Banks, Capital Investment Officer 301 7th St SW Washington, DC 20024
U.S. General Services Administration Ms. Kristi Tunstall, Program Manager 307 7th St SW Washington, DC 20024	U.S. General Services Administration Ms. Nancy Witherell, Regional Federal Preservation Officer (FPO) 301 7th St SW Washington, DC 20024
Advisory Council on Historic Preservation Ms. Katharine Kerr, Navy Liaison 401 F St NW, Suite 308 Washington, DC 20001-2637	Advisory Council on Historic Preservation Ms. Laura Lavernia, GSA Liaison 401 F St NW, Suite 308 Washington, DC 20001-2637
National Park Service, National Capital Area Ms. Kathryn Smith National Historic Landmarks & National Register Coordinator 1100 Ohio Dr SW Washington, DC 20242	National Capital Parks - East Mr. Daniel Weldon, Cultural Resources Program Manager 1900 Anacostia Dr SE Washington, DC 20020
U.S. Commission of Fine Arts (CFA) Mr. Dan Fox, Senior Advisor 401 F St NW, Suite 312 Washington, DC 20001-2728	White House Communications Agency Col. Joy M. Kaczor, Commander, White House Communications Agency 2743 Defense Blvd SW, Building 399 Washington, DC 20373
U.S. Air Force, Joint Base Anacostia Bolling (JBAB) Lt. Col. Steven J. Schuldt, Commander 11th Civil Engineer Squadron, JBAB 370, Brookley Ave. Washington, DC 20032	U.S. House of Representatives Ms. Eleanor Norton, Delegate 2136 Rayburn House Office Building Washington, DC 20515
District	
National Capital Planning Commission Ms. Diane Sullivan, Director, Urban Design and Plan Review 401 9th St NW, North Lobby, Suite 500 Washington, DC 20004	District Historic Preservation Office Mr. David Maloney District of Columbia Historic Preservation Officer 1100 4th St SW, Suite 650 East Washington, DC 20024

Notification List	
District Department of Transportation Mr. Everett Lott, Director 250 M St SE Washington, DC 20003	District Department of Transportation, Trails Program Mr. Michael Alvino Coordinator, Anacostia Riverwalk Trail 250 M St SE Washington, DC 20003
District Department of Energy and Environment Mr. Tommy Wells, Director 1200 First St NE Washington, DC 20002	D.C. Office of Planning Ms. Anita Cozart, Interim Director 1100 4th St SW, Suite 650 Washington, DC 20024
Government of the District of Columbia The Honorable Muriel Bowser, Mayor 1350 Pennsylvania Ave NW, Room 316 Washington, DC 20004	Metropolitan Washington Council of Governments Mr. Chuck Bean, Department Head, Executive Office 777 N Capitol St NE, Suite 300 Washington, DC 20002
Council of the District of Columbia Mr. Charles Allen, Councilmember, Ward 6 1350 Pennsylvania Ave NW Washington, DC 20004	Council of the District of Columbia The Honorable Kenyan R. McDuffie 1350 Pennsylvania Ave NW, Room 106 Washington, DC 20004
Council of the District of Columbia The Honorable Kenyan R. McDuffie 1350 Pennsylvania Ave NW, Room 106 Washington, DC 20004	Council of the District of Columbia The Honorable Elissa Silverman 1350 Pennsylvania Ave NW, Room 408 Washington, DC 20004
Council of the District of Columbia The Honorable Phil Mendelson 1350 Pennsylvania Ave NW, Suite 504 Washington, DC 20004	Committee on Business and Economic Development Ms. Alicia DiFazio, Committee Director 1350 Pennsylvania Ave NW Washington, DC 20004
Committee on Government Operations and Facilities Shawn Hilgendorf, Committee Director 1350 Pennsylvania Ave NW Washington, DC 20004	Committee on Health Mr. Eric Goulet, Committee Director/Senior Counsel 1350 Pennsylvania Ave NW Washington, DC 20004
Committee on Transportation and the Environment Mr. Michael Porcello, Legislative & Committee Director 1350 Pennsylvania Ave NW Washington, DC 20004	DC Historic Preservation Review Board Ms. Marnique Heath, Chair 1100 4th St SW, Suite 650 Washington, DC 20024
Advisory Neighborhood Commissions	
Advisory Neighborhood Commissions (ANC) 6A Ms. Amber Gove, Chairperson 1216 Constitution Ave NE Washington, DC 20002	Advisory Neighborhood Commissions (ANC) 6B Corey Holman, Chairperson 926 14th St SE Washington, DC 20003
Advisory Neighborhood Commissions (ANC) 6B 921 Pennsylvania Ave SE Washington, DC 20003	Advisory Neighborhood Commissions (ANC) 6C Ms. Karen Wirt, Chairperson 234 E St NE Washington, DC 20002
Advisory Neighborhood Commissions (ANC) 6D Mr. Edward Daniels, Chairperson 1111 New Jersey Ave SE, #720 Washington, DC 20003	Advisory Neighborhood Commissions (ANC) 6E Mr. Michael Eichler, Chairperson 806 Rhode Island Ave NW, #1 Washington, DC 20001

Notification List	
Advisory Neighborhood Commission (ANC) 8A 2100-D Martin Luther King Jr Ave SE Washington, DC 20020	Advisory Neighborhood Commission (ANC) 8A Ms. Holly Muhammad 1936 Naylor Rd SE, #102 Washington, DC 20020
Advisory Neighborhood Commission (ANC) 8B Mr. Kevin B. Coleman, Chairperson 2446 Elvans Rd SE, #1/2 Washington, DC 20020	Advisory Neighborhood Commission (ANC) 8C c/o Rise Center 2730 Martin Luther King Jr Ave SE Washington, DC 20032
Advisory Neighborhood Commission (ANC) 8C Mr. Kwasi Seitu 215 Oakwood St SE, #304 Washington, DC 20032	Advisory Neighborhood Commission (ANC) 8D Ms. Patricia Carmon 816 Southern Ave SE, #204 Washington, DC 20032
Advisory Neighborhood Commission (ANC) 8D PO Box 54781 Washington, DC 20032	
Organizations	
DC Preservation League	Committee of 100
Capitol Hill Restoration Society	Capitol Riverfront BID
Earthjustice	Everyone Home DC
Capitol Hill Association of Merchants & Professionals	Anacostia Watershed Society
Earth Conservation Corps	Sierra Club DC Chapter
Chesapeake Climate Action Network	Chesapeake Bay Program Office
Interstate Community on the Potomac River Basin	Washington Gas
Sousa Neighborhood Association	Potomac Gardens Resident Council
Anacostia Coordinating Council	Young Memorial Community Development Group
Anacostia Riverkeeper	Anacostia Business Improvement District
Anacostia Park and Community Collaborative	Fairlawn Citizens Association
Friends of Anacostia Park	Historic Anacostia Block Association
Washington Parks and People	Eastern Market Community Advisory Committee
Stanton Park Neighborhood Association	Barracks Row Main Street
Navy Yard Neighborhood Association	Hillcrest Community Civic Association
Southwest Neighborhood Assembly	Southwest DC Community Center
Individuals	
Ms. Carol Casperson	Mr. Johnnie N. Ferguson
Mr. Seymour M. Selig	Mr. Banks B. Banks
Mr. Jacque Patterson	Ms. Gloria Hamilton
Ms. Shushan Israel	Mr. Tom Daly III
Ms. Susan Bennett	Ms. Katreena Shelby
Mr. Jerry Caldwell	Mr. Carl Cole
Ms. Elissa Feldman	Ms. Diane Fleming
Ms. Lorraine Griffen	Mr. Hans Moennig
Ms. Pat Jones	Mr. Reggie Parish
Ms. Mary Proctor	Mr. Victor R. McMahan
Ms. Brenda Lee Richardson	Mr. & Mrs. Steckler
Mr. Mark Holler	Mr. Francis Campbell
Ms. Olivia Henderson	Dionne Brown

<i>Notification List</i>	
Mr. William Ellis	Mr. Lloyd Logan
Ms. Yottie Kenan-Small	Ms. Brenda Shields
Ms. Barbara Clark	Ms. Greta Fuller
Mr. Charles Wilson	Ms. Carolyn Ward
Mr. Gregg Jusice III	Mr. Ivan Frishberg
Mr. Norman Metzger	Mr. Brian Pate
Mr. Brian Flahaven	

Washington Navy Yard, Washington, D.C. Environmental Impact Statement for Proposed Land Acquisition



About the Washington Navy Yard

The Washington Navy Yard (WNY) in Washington, D.C., was established in 1799 and is the Navy's oldest shore establishment. The land along the Anacostia River was set aside by George Washington for use by the Federal Government. The original boundaries were established in 1800 along 9th and M Streets SE and are still marked by a brick wall, sections of which were built in 1809.

Throughout its history, the WNY has fulfilled different purposes. From its establishment to the 1850s, the WNY was a shipbuilding and repair facility. From the 1850s until 1961, the primary function of the WNY changed to ordnance production. In 1962, the WNY was divided into two sections, with the eastern section remaining under the control of the Navy (the present WNY). In 1963, the western section known then as the Navy Yard Annex, was transferred to the U.S. General Services Administration (GSA) and renamed as Southeast Federal Center (SEFC).

The WNY continues to be the "Quarterdeck of the Navy" and serves as the Headquarters for Naval District Washington, where it houses numerous support activities for the fleet and aviation communities. The WNY primarily has an administrative function with land uses that include administrative, base support, commercial, cultural, family/bachelor housing, medical, open space/preservation, and recreation.

In 2005, GSA entered into a development agreement with a private developer for the phased development of 44 acres of the SEFC.



Figure 1. Washington Navy Yard 6th Street Gate

A planned phase of private development on a six-acre portion of the SEFC, known as the E Parcels, is inconsistent with WNY's present day Antiterrorism/Force Protection (AT/FP) needs and presents a threat to the Navy's missions and security.

Proposed Action, Alternatives, and Need

The Navy proposes to obtain six acres of land on an area known as the SEFC, shown in Figure 3, to improve overall AT/FP posture of the WNY. Obtaining the SEFC E Parcels would improve the WNY AT/FP posture by reducing the encroachment threat posed by existing development rights on the SEFC E Parcels, protecting mission-critical activities conducted at the WNY from encroachment, and enhancing the overall safety of personnel, facilities, and infrastructure at the WNY. Obtaining the SEFC

E Parcels would additionally permit increased physical security and antiterrorism mitigation measures to protect mission-critical activities from visual surveillance and acoustic and electronic eavesdropping. Encroachment at the WNY is acute because of proposed incompatible private development currently scheduled and approved for construction in 2023 on the SEFC E Parcels, which are adjacent to the northwest perimeter of the WNY. After obtaining ownership of the SEFC E Parcels, the Navy proposes three alternative uses of the acquired property that support the Navy's AT/FP requirements and military mission.



Figure 2. Boardwalk and Anacostia River

What is Antiterrorism/Force Protection (AT/FP)?

In the wake of the devastating 9/11 attacks, the nation's homeland security efforts were coordinated to address terrorism and targeted violence; AT/FP programs at military installations were improved with physical security measures, such as physical barriers and increased stand-off distances. More recently, the challenge of terrorism involves complex and evolving technological advances, such as electronic surveillance technology, which requires new solutions to combat the threats.

Comprehensive AT/FP programs that integrate physical security, law enforcement, and emergency management are routinely implemented at military installations across the country. AT/FP programs are designed to proactively detect and prevent terrorist attacks against military and civilian personnel, family members, facilities, and associated equipment and infrastructure critical to the military mission. AT/FP programs also prepare military installations to plan for, defend against, and respond to terrorist incidents.

The Navy's Proposed Action to obtain parcels of land on an area known as the SEFC is necessary to protect national security. The AT/FP conformance evaluation and subject matter experts have determined that acquiring physical control over the SEFC E Parcels will improve the overall safety of personnel, facilities, and infrastructure at the WNY (i.e., increase physical security and antiterrorism mitigation measures, as well as protect mission-critical activities from visual surveillance, and acoustic and electronic eavesdropping). This evaluation informed the Navy that acquisition of the SEFC E Parcels is recommended to protect the buildings in the northwest area of WNY and the activities it hosts.



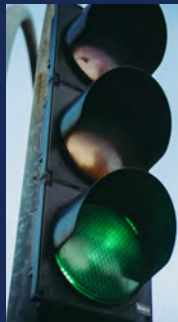
Figure 3. Site Map

Environmental Impact Statement

On February 18, 2022, the Navy published a Notice of Intent (NOI) in the Federal Register announcing its intent to prepare an Environmental Impact Statement (EIS) for the proposed land acquisition. The EIS will include a detailed analysis of the potential environmental impacts from the proposed land acquisition. The EIS development process, in accordance with the National Environmental Policy Act (NEPA), begins with a public scoping period to identify potential alternatives, information and analysis relevant to the proposed action, and to solicit input on specific resources and issues the public would like to see addressed in the EIS. The Navy invites the public to submit comments during the 30-day public scoping period, from February 18, 2022 to March 21, 2022. In addition to the No Action alternative, the Navy has identified two preliminary action alternatives to evaluate in the Draft EIS.

Environmental Resources to be Analyzed in the EIS

- Utilities and infrastructure
- Cultural resources
- Biological resources
- Construction noise
- Geological resources
- Air quality
- Water resources
- Land use/zoning
- Transportation
- Socioeconomics
- Environmental justice
- Hazardous materials and wastes
- Cumulative effects



Source: PEXEL

Alternative 1: Land Acquisition through Land Exchange

Under Alternative 1, the Navy would enter into a real estate agreement with the developer to acquire the development rights to the approximately six acres of SEFC E Parcels adjacent to the northwestern perimeter of the WNY. The GSA would then transfer ownership of the SEFC E Parcels to the Navy. In exchange for the development rights, the Navy would transfer and/or lease underutilized assets (approximately 18 acres) at the southeast corner of the WNY to the developer along with a future purchase option for two parcels on Joint Base Anacostia-Bolling (JBAB). There is, however, no plan by the Government at this time to divest the Navy parcels on JBAB. Should the developer exercise its right to acquire the property at some future date, additional NEPA analysis would be conducted prior to the Government electing to convey the property. The Proposed Action being evaluated in this EIS only includes the land exchange of the WNY southeast corner.



Figure 4. Pier 2

The developer would acquire (by a combination of lease and transfer) WNY assets, shown on Figure 5: Buildings 68, 70, 154, 166, 211, 218, the Admiral's Barge Slipway, and associated parking area (Building 405, and surface parking areas), the Riverwalk, and Piers 1 and 2. Transferring these assets to the developer would require relocation of current missions, tenants, and personnel to other areas of the WNY. Depending on final appraisals of the parcels, the developer may provide other in-kind considerations related to improvements of parking garages (Building 386), piers, the Riverwalk, floodwall, and other infrastructure to enhance the WNY.

Under Alternative 1, the developer would construct mixed-use (residential, office, commercial, and retail) buildings on transferred property and commercial/retail on leased property (see Figure 3). Improvements to the Riverwalk, boardwalk, and Piers 1 and 2 would be part of the overall plan for development of the waterfront area.

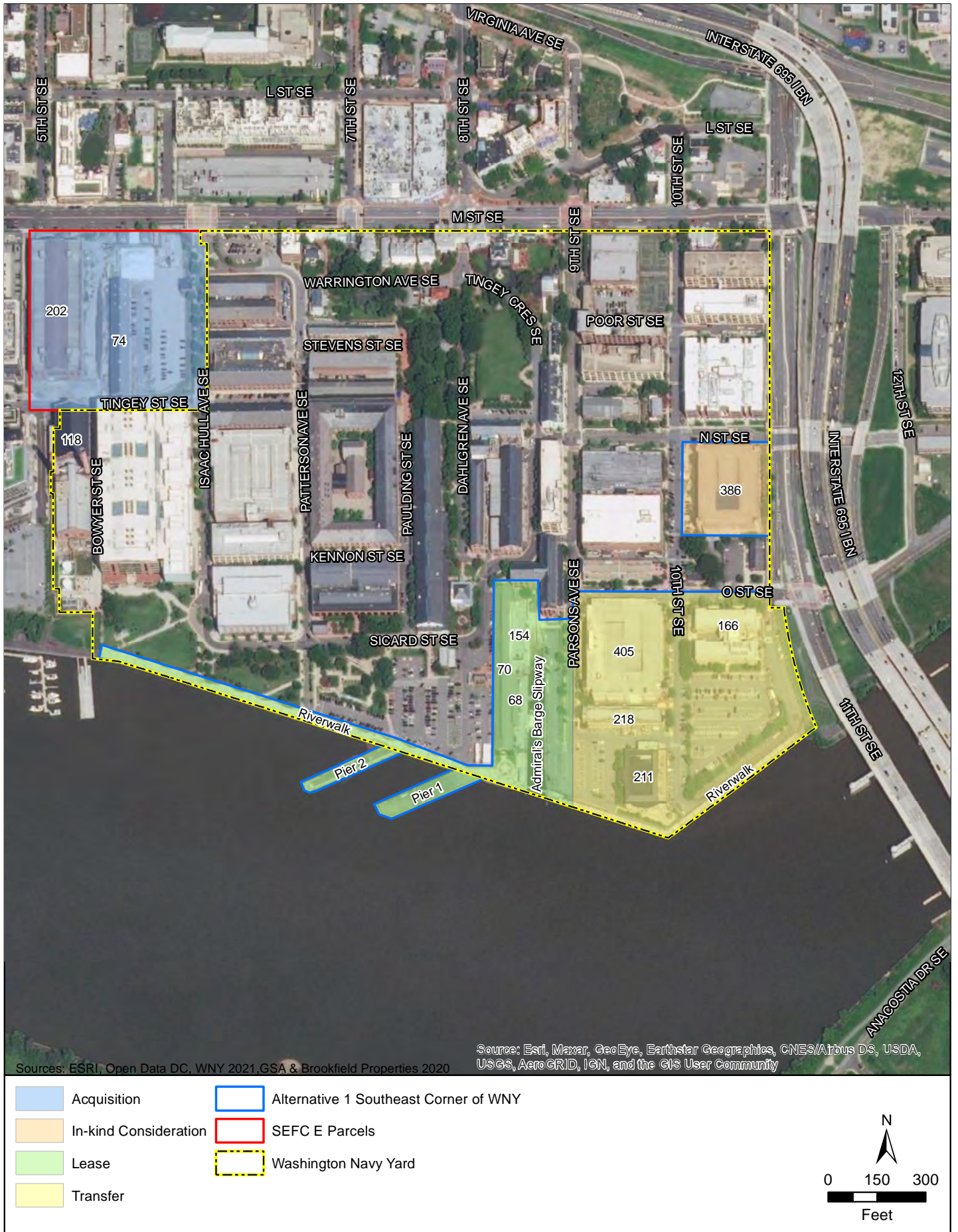


Figure 5. Alternative 1 Land Acquisition through Land Exchange



Figure 6. Alternative 2 Direct Land Acquisition

Sub-alternatives for compatible use of acquired E Parcels under Alternative 1 include:

- *Sub-alternative 1a Land Acquisition through Land Exchange with Navy Museum:* After the Navy acquires the SEFC E Parcels, the Navy would enter into a lease agreement with the Navy Museum Development Foundation to construct and operate a new National Museum of the U.S. Navy, which would be considered a use compatible with the AT/FP requirements. Sub-alternative 1a would both (1) improve the WNY AT/FP posture by protecting mission-critical activities conducted at the WNY from encroachment and enhancing the safety of personnel, facilities, and infrastructure at WNY; and (2) provide an opportunity for the Navy to relocate the Navy Museum in an ideal new location.
- *Sub-alternative 1b Land Acquisition through Land Exchange with Navy Administrative Development:* After the Navy acquires the SEFC E Parcels, the Navy would incorporate the SEFC E parcels within the WNY fence line and construct administrative office space consistent with the existing WNY.
- *Sub-alternative 1c Land Acquisition through Land Exchange with No Development:* After the Navy acquires the SEFC E Parcels, the Navy would incorporate the land within the WNY fence line, but leave parcels in their current undeveloped state with no foreseeable development planned.

Alternative 2: Direct Land Acquisition

Under Alternative 2, the Navy would purchase the SEFC E Parcels development rights outright from the developer and then receive ownership of the SEFC E Parcels from the GSA through a federal-to-federal transfer (Figure 6). No WNY property would transfer to a developer; no missions or tenants would be relocated under this alternative; and no WNY assets (parking garages, floodwall, Piers 1 and 2, and Riverwalk) would be rehabilitated through the in-kind considerations offered in Alternative 1.

Sub-alternatives for compatible use of acquired E Parcels would be the same as those under Alternative 1.

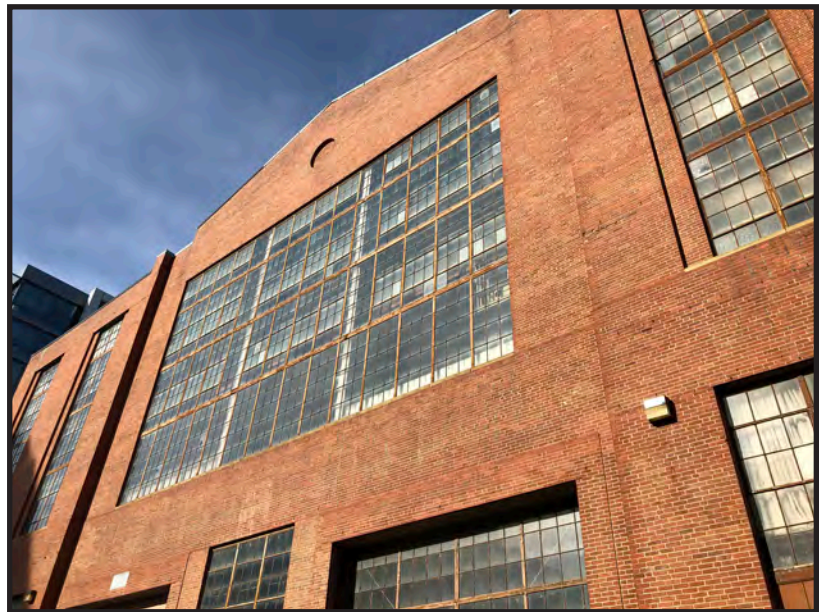


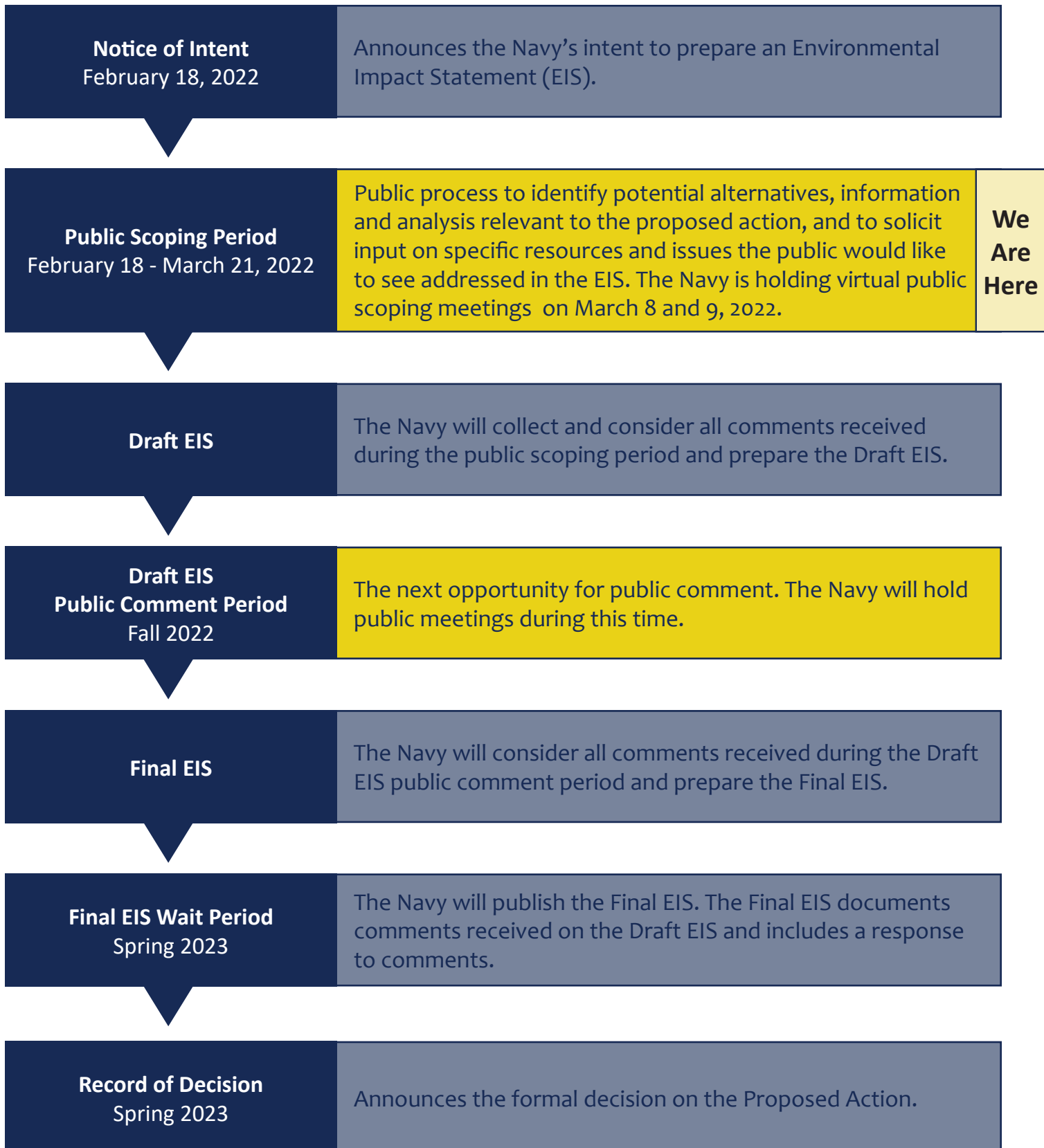
Figure 7. Building 202

No Action Alternative

Under the No Action Alternative, the Proposed Action would not occur and the developer would exercise its development rights to construct several multi-story buildings at a height of approximately 110 feet on the SEFC E Parcels. As a result, mission-critical activities would operate inconsistently with AT/FP requirements, and the safety of personnel, facilities, and infrastructure on the WNY adjacent to the SEFC E Parcels would be degraded, thereby threatening national security. Under the No Action Alternative, no missions or tenants would be relocated; and no WNY assets (parking garages, floodwall, Piers 1 and 2, and Riverwalk) would be rehabilitated.

National Environmental Policy Act Process

The Navy is committed to public outreach and encourages all members of the public to participate in this project. The Navy will continue to engage with the public and share information throughout the project.



Get Involved

The public scoping period is an opportunity for public involvement in the EIS process. At this stage, the Navy is seeking comments on the Proposed Action in order to identify potential alternatives, information and analysis relevant to the proposed action, and to solicit input on specific resources and issues the public would like to see addressed in the Draft EIS. The public's input will be considered in the development of the Draft EIS. After the public scoping period concludes, the Navy will consider all comments received during the public scoping period during the Draft EIS preparation. The Draft EIS public review and comment period is expected to occur in fall 2022.



Figure 8. Washington Navy Yard

How to Provide Scoping Comments

You may submit comments or be added to the mailing list in any of the following ways:

1. Participate in one of the virtual public meetings
2. Submit an electronic comment via email: NAVFACWashNEPA1@navy.mil
3. Mail written comments to: Naval Facilities Engineering Systems Command Washington, Washington Navy Yard, ATTN: Navy EIS Project Manager, 1314 Hardwood Street SE, Washington, D.C. 20374

Public comments must be submitted electronically or postmarked by March 21, 2022 to be considered in the development of the Draft EIS.

Virtual Public Meetings

The Navy will be holding two virtual public meetings. Attend one of the meetings to learn about the Proposed Action and to provide comments. The meeting recording will be posted on the project website for individuals unable to attend.

Tuesday, March 8, 2022 6 p.m. to 8 p.m. EST

Wednesday, March 9, 2022 1 p.m. to 3 p.m. EST

Information on how to participate in the virtual public meetings is available on the Navy website at: https://www.cnic.navy.mil/wny_land_acquisition

Washington Navy Yard, Washington, D.C.

Proposed Land Acquisition

National Historic Preservation Act, Section 106 Compliance



What is Section 106 of the National Historic Preservation Act of 1966?

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of federally funded projects on historic properties. If a federal or federally assisted project has the potential to affect historic properties, a Section 106 review will take place.

Section 106 gives agencies and the public an opportunity to provide input before a final decision is made. The Section 106 process is an important tool for agencies, interested parties, and other citizens to lend their voice in protecting and maintaining historic properties in their communities.

Agencies that may be interested in the Navy's Proposed Action for Land Acquisition at Washington Navy Yard, Washington (WNY), D.C., may include:

- Advisory Council on Historic Preservation
- National Park Service, National Capital Area
- National Capital Parks – East
- D.C. State Historic Preservation Officer
- D.C. Office of Planning
- National Capital Planning Commission
- U.S. Commission on Fine Arts
- Advisory Neighborhood Commissions
- Capitol Hill Restoration Society, and
- Capitol Riverfront Business Improvement District.

Please refer to the Public Scoping Fact Sheet for background information on the project.

Historic properties as defined in the 36 CFR 800.16(l)(1) as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. (2) The term eligible for inclusion in the National Register includes both properties formally determined as such in accordance with regulations of the Secretary of the Interior and all other properties that meet the National Register criteria.



Figure 1. Historic Navy Pier

What is the Navy Proposing?

The Navy proposes to obtain six acres of land on an area known as the Southeast Federal Center (SEFC), shown in Figure 2, to improve overall Antiterrorism/Force Protection (AT/FP) posture of the WNY. Obtaining the SEFC E Parcels would improve the WNY AT/FP posture by reducing the encroachment threat posed by existing development rights on the SEFC E Parcels, protecting mission-critical activities conducted at the WNY from encroachment, and enhancing the overall safety of personnel, facilities and infrastructure at the WNY. Obtaining the SEFC E Parcels would additionally permit increased physical security and antiterrorism mitigation measures to protect mission-critical activities from visual surveillance and acoustic and electronic eavesdropping. Encroachment at the WNY is acute because of proposed incompatible private development currently scheduled and approved for construction. After obtaining ownership of the SEFC E Parcels, the Navy proposes three alternative uses of the acquired property that support the Navy's AT/FP requirements and military mission.

Under Alternative 1, the Navy would enter into a real estate agreement with the developer to acquire the development rights to approximately six acres of SEFC E Parcels adjacent to the northwestern perimeter of the WNY. The GSA would then transfer ownership of the SEFC E Parcels to the Navy. In exchange for the development rights, the Navy would transfer and/or lease underutilized assets at the southeast corner of the WNY to the developer (Figure 2) along with a future purchase option for two parcels on Joint Base Anacostia-Bolling (JBAB). There is, however, no plan by the Government at this time to divest the Navy parcels on JBAB. Should the developer exercise its right to acquire the property at some future date, additional analysis under the National Environmental Policy Act and NHPA would be conducted prior to the Government electing to convey the property. The Proposed Action to be analyzed at this time only includes the land exchange of the WNY's southeast corner.

The developer would acquire (by a combination of lease and transfer) the following WNY assets, shown on Figure 2: Buildings 68, 70, 154, 166, 211, 218, the Admiral's Barge Slipway, and associated parking area (Building 405, and surface parking areas), the Riverwalk, and Piers 1 and 2. Depending on final appraisals of the parcels, the developer may provide other in-kind considerations related to improvements of parking garages (Building 386), piers, the Riverwalk, floodwall, and other infrastructure to enhance the WNY.

Under Alternative 2, the Navy would purchase the SEFC E Parcels development rights outright from the developer and then receive ownership of the SEFC E Parcels from the GSA through a federal-to-federal transfer. No WNY property would transfer to a developer; no missions or tenants would be relocated under this alternative; and no WNY assets (parking garages, floodwall, Piers 1 and 2, and Riverwalk) would be rehabilitated through the in-kind considerations offered in Alternative 1.

The proposed Navy reuse of the SEFC E Parcels that would be evaluated includes the following sub-alternatives: a) construct a new National Museum of the United States Navy; b) incorporate the parcels within the WNY fence line and construct Navy administrative facilities; or c) incorporate the parcels within the WNY fence line but leave parcels in their current underdeveloped state, with no foreseeable development planned.

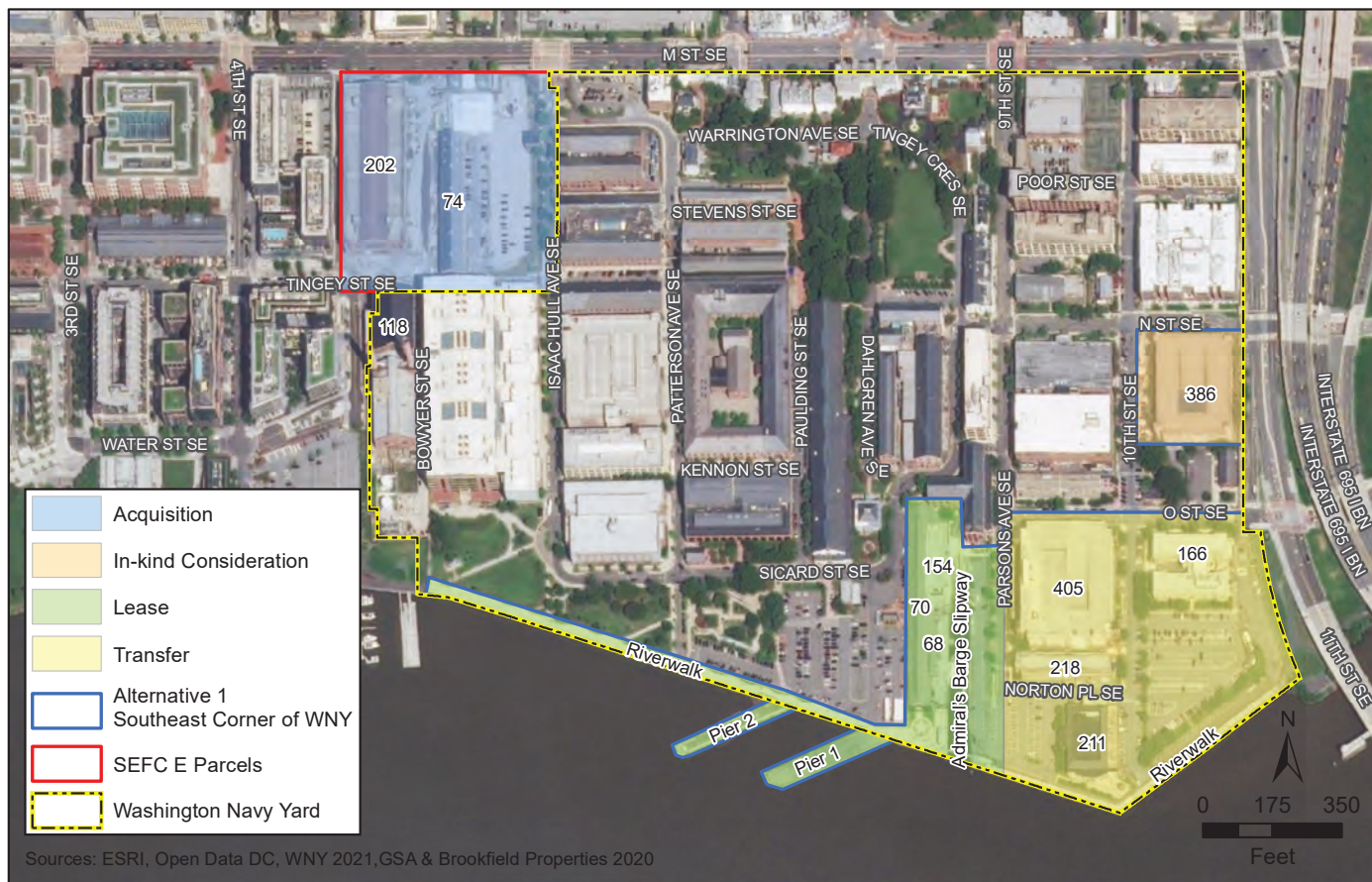


Figure 2. Alternative 1 Land Acquisition through Land Exchange

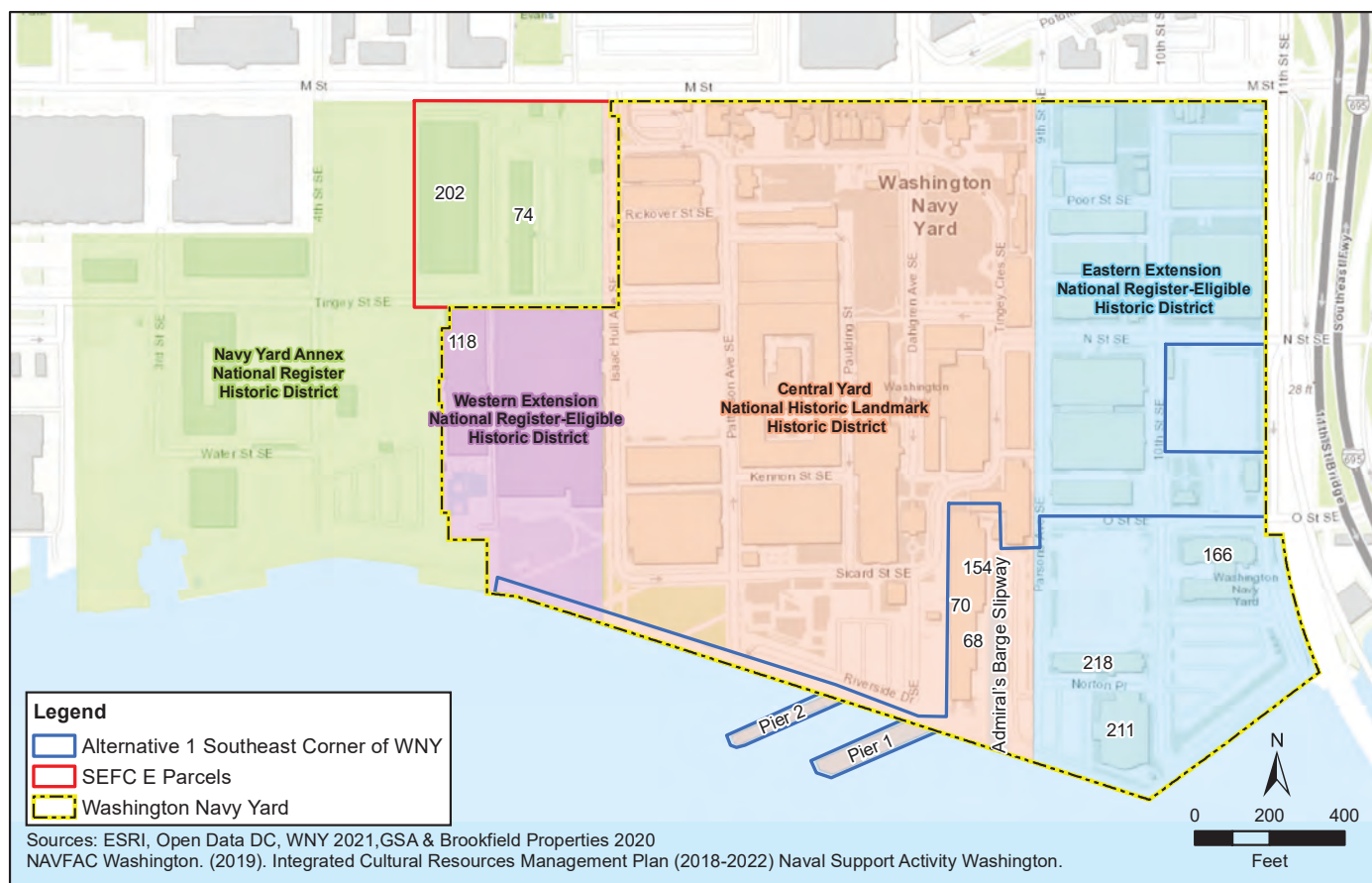


Figure 3. Washington Navy Yard Historic Districts

Historic Properties Potentially Affected by the Proposed Action

The Washington Navy Yard Historic District was first listed in the National Register of Historic Places (NRHP) in 1973 and designated a National Historic Landmark (NHL) in 1976. The original delineation encompasses the historic core area between Isaac Hull and Parsons Avenues, which is referred to as the Central Yard. The area west of Isaac Hull Avenue SE, known as the Navy Yard Annex Historic District, or Western Extension, was first determined eligible in 1977 and listed in the NRHP in 2008. This area is now owned by GSA, except for the Navy-owned Buildings 116, 118, and 197. The Western Extension Historic District as recognized by the Navy ends at Buildings 116 and 118/Pendleton Avenue SE on the west and Tingey Street SE/N Street SE on the north. The area east of Parsons Avenue,

Historic Districts possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

National Register of Historic Places (NRHP) is the official Federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Authorized by the National Historic Preservation Act of 1966, the National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historical buildings, archaeological resources, and other important cultural resources.

extending to 11th Street SE, sometimes referred to as the East Yard or the Eastern Extension, was surveyed in 2001 and was recommended as an extension of the original NRHP historic district boundary. As a result of this patchwork of surveys, the entire WNY is considered a historic district (Figure 3).

One of the key documents that will support the Section 106 process is the 2019 WNY Integrated Cultural Resources Management Plan (ICRMP). The ICRMP is a planning document for the management of cultural resources in support of the Navy's mission and to comply with federal cultural resource laws. The plan provides the status of known cultural resources at the WNY and a description of previous cultural resources studies at the WNY. It identifies recommendations and standard operating procedures to remain compliant with regulations. The ICRMP will be updated in 2024 and will reflect the results of this proposed land acquisition, as needed.

As part of Section 106 compliance, the Navy is analyzing the potential effects of the Proposed Action to obtain six acres of land on the SEFC. The public is invited to participate in the Section 106 process and may submit comments related to potential effects on historic properties at the WNY. The Navy will consider these comments while conducting the Section 106 process.

National Historic Landmarks (NHLs) are exceptional historic properties that illustrate the heritage of the United States. The over 2,600 NHLs found in the U.S. today come in many forms: historic buildings, sites, structures, objects, and districts. Each National Historic Landmark represents an outstanding aspect of American history and culture.

The Southeast Federal Center (SEFC) E Parcels Acquisition

The buildings and structures within the SEFC E Parcels contribute to the Navy Yard Annex Historic District. Effects to these buildings and structures will be taken into consideration during the Section 106 review.

Building 74 – Originally constructed as a Transportation (locomotive) Repair Shop in 1898, it was moved to its present location in 1938. The two-story brick structure has a pitched slate roof and is approximately 55 feet wide and 350 feet long.

Building 202 – Originally constructed as the Broadside Mount Shop in 1941, this former gun factory is approximately 152 feet wide by 400 feet long and 60 feet high. The building is organized around a 70 foot wide central space with multiple low stories originally used for storage on either side of the central space.



Figure 4. Building 202 and Navy Yard Wall on SEFC E Parcels



Figure 5. Building 118

Navy Yard Wall – Originally constructed in 1906, the 12-foot-high brick wall has been demolished and re-built in different sections throughout the last 100 years. The portion that extends in front of the SEFC E Parcels is not built of historical materials, but the continuity of the wall is considered historical and must be maintained.

Building 118 – Originally constructed as the Navy Yard Power Plant Building in 1904, it no longer produces electric power. It is a contributing resource to the Navy Yard Annex Historic District. The building is approximately 100 feet by 80 feet and consists of multiple steel-framed levels within a masonry enclosure. This building is not part of the SEFC E Parcels acquisition; it is already owned by the Navy even though it is outside the WNY fence line. However, there is the potential to affect this building under the sub-alternatives, so it is taken into consideration during this review.

A **contributing** building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a property or historic district is significant.

Washington Navy Yard Land Exchange

Effects to the following buildings and structures will be taken into consideration during the Section 106 review:

Building 68 – Originally constructed in 1901, this building is a contributing resource to the Central Yard NHL and was historically used as a storage building.

Building 70 – Originally constructed in 1897, this building is a contributing resource to the Central Yard NHL and was the original David Taylor Model Basin.

Building 154 – Originally constructed in 1918, this building is a non-contributing resource to the Central Yard NHL. It was historically used for storage, and it is not a historic property.

Building 166 – Originally constructed in 1918, this building is a contributing resource to the Eastern Extension Historic District and was historically used as the Seaman Gunners' School/Receiving Station.



Figure 6. Building 70



Figure 7. Admiral's Barge Slipway

Building 211 – Originally constructed in 1942 as a Gunners' Mates School, this building is a non-contributing resource to the Eastern Extension Historic District. It is currently the Catering and Conference Center and it is not a historic property.

Building 218 – Originally constructed in 1943 for paint storage, this building is a non-contributing resource to the Eastern Extension Historic District. It currently houses the Navy Federal Credit Union and it is not a historic property.

Admiral's Barge Slipway – Also known as the Marine Railway, it was originally constructed in 1855 and is a contributing resource to the Central Yard NHL.

Pier 1 and Pier 2 – Pier 1, known as the Presidential Pier, and Pier 2 were originally constructed in 1942 and are contributing resources to the Central Yard NHL.

How to Submit Comments


You may submit comments related to potential effects on cultural resources or historic properties at the WNY by March 21, 2022 in any of the following ways:

1. Participate in one of the virtual public meetings
2. Submit an electronic comment via email to: NAVFACWashNEPA1@navy.mil
3. Mail written comments to: Naval Facilities Engineering Systems Command Washington
Washington Navy Yard
ATTN: Navy EIS Project Manager
1314 Hardwood Street SE
Washington, D.C. 20374

Please visit the project website for more information: https://www.cnic.navy.mil/wny_land_acquisition

Scoping Presentation Slides

Slide 1



**PUBLIC MEETING FOR
PROPOSED LAND ACQUISITION AT
WASHINGTON NAVY YARD,
WASHINGTON D.C.**

National Environmental Policy Act
Section 106, National Historic Preservation Act

www.enic.navy.mil/wny_land_acquisition

Slide 2

PUBLIC MEETING FOR PROPOSED LAND ACQUISITION AT THE WNY

AGENDA

- ABOUT THE WASHINGTON NAVY YARD (WNY)
- WHAT THE NAVY IS PROPOSING
- NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)
- SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA)
- PUBLIC COMMENT SESSION

www.enic.navy.mil/wny_land_acquisition

Slide 3

ABOUT THE WASHINGTON NAVY YARD



www.cnmc.navy.mil/wny_land_acquisition

Slide 4

WNY HISTORY

- Established in 1799
- Navy's oldest shore establishment



1799

- Ordnance production



1850's

1850's to 1961

- WNY Annex becomes Southeast Federal Center (SEFC) and is transferred to U.S. General Services Administration (GSA)



1962

1963

2005



- Shipbuilding and repair facility



- Eastern Section - WNY remains under Navy Control
- Western Section - Navy Yard Annex



- GSA sells development rights to the SEFC E Parcels to a developer

www.cnmc.navy.mil/wny_land_acquisition

Slide 5

WHAT THE NAVY IS PROPOSING



www.cnic.navy.mil/wny_land_acquisition

Slide 6



The Proposed Action

To obtain 6 acres of land on the Southeast Federal Center (the SEFC E Parcels) to improve the overall antiterrorism/force protection (AT/FP) posture of the WNY.

www.cnic.navy.mil/wny_land_acquisition

Slide 7

WHAT IS AT/FP?

Antiterrorism/Force Protection (AT/FP) programs integrate physical security, law enforcement, and emergency management

- Routinely implemented at military installations across the country
- Designed to proactively detect and prevent terrorist attacks against military and civilian personnel, family members, facilities, and associated equipment and infrastructure critical to the military mission
- Prepare military installations to plan for, defend against, and respond to terrorist incidents

AT/FP conformance evaluation at the WNY informed Navy that the acquisition of the SEFC E Parcels is recommended to protect the buildings in the northwest area of the WNY and the activities it hosts



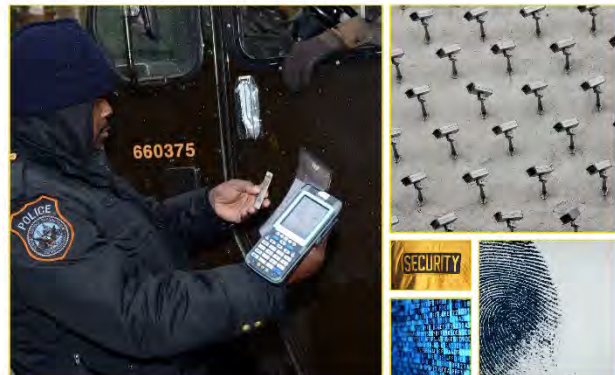
www.cnmc.navy.mil/wny_land_acquisition

Slide 8

WHY IS THE NAVY PROPOSING TO ACQUIRE THE SEFC E PARCELS?

To Improve WNY AT/FP Posture

- Increase physical security and antiterrorism mitigation measures
- Protect mission-critical activities conducted at WNY from visual surveillance and acoustic and electronic eavesdropping
- Reduce encroachment threat posed by existing development rights on SEFC E Parcels
- Enhance overall safety of personnel, facilities, and infrastructure at WNY



www.cnmc.navy.mil/wny_land_acquisition

Slide 9

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)



www.cnmc.navy.mil/wny_land_acquisition

Slide 10

PRELIMINARY ACTION ALTERNATIVES

The Navy plans to study two alternatives for the proposed acquisition of the SEFC E Parcels, as well as a no action alternative

Two preliminary action alternatives meet the purpose and need for the Proposed Action:

- Alternative 1: Land Acquisition through Land Exchange
- Alternative 2: Direct Land Acquisition

www.cnmc.navy.mil/wny_land_acquisition

Transfer:
Bldgs. 166, 211, 218 and associated parking areas (Bldg. 405 and surface parking areas)

Lease:
Bldgs. 68, 70, 154, Admiral's Barge Slipway, Riverwalk, and Piers 1 and 2

In-kind Consideration:
Bldg. 386

Alternative 1: Land Acquisition through Land Exchange

www.cnmc.navy.mil/wny_land_acquisition

WHAT WOULD HAPPEN TO THE SEFC E PARCELS UNDER ALTERNATIVE 1?

After obtaining the parcels, the Navy would...



Slide 13

WHAT WOULD HAPPEN TO THE SOUTHEAST CORNER OF WNY?

Developer would potentially construct mixed-use (residential, office, commercial, retail) buildings on transferred property and renovate buildings on the leased property for commercial/retail use.



Conceptual drawing, not actual developer plan

www.cnmc.navy.mil/wny_land_acquisition

Slide 14



The Navy would purchase the SEFC E Parcels development rights from the developer

The Navy would receive the SEFC E Parcels from GSA

No land exchange would occur

Alternative 2: Direct Land Acquisition

www.cnmc.navy.mil/wny_land_acquisition

Slide 15

WHAT WOULD HAPPEN TO THE SEFC E PARCELS UNDER ALTERNATIVE 2?

The Navy Proposes Three Alternative Reuses of the SEFC E Parcels that Support the Navy's AT/FP Requirements and Military Mission.

After obtaining the parcels, the Navy would...

Construct a new National Museum of the United States Navy, or



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



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

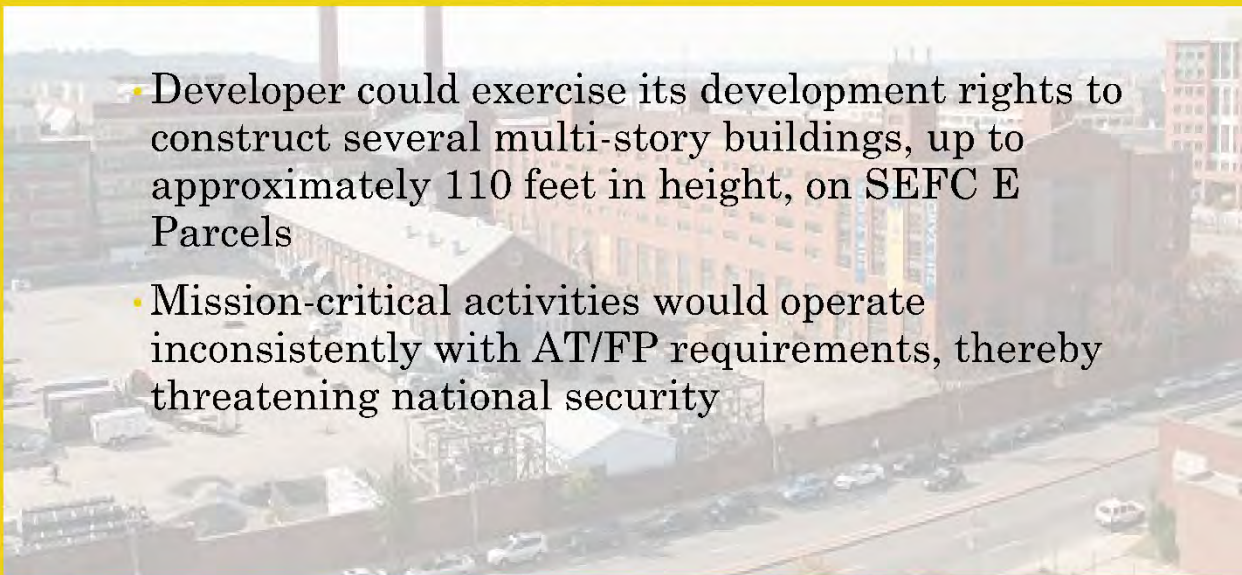


www.cnmc.navy.mil/wny_land_acquisition

Slide 16

NO ACTION ALTERNATIVE

- Developer could exercise its development rights to construct several multi-story buildings, up to approximately 110 feet in height, on SEFC E Parcels
- Mission-critical activities would operate inconsistently with AT/FP requirements, thereby threatening national security



www.cnmc.navy.mil/wny_land_acquisition

Slide 17

ENVIRONMENTAL RESOURCES TO BE EVALUATED IN EIS

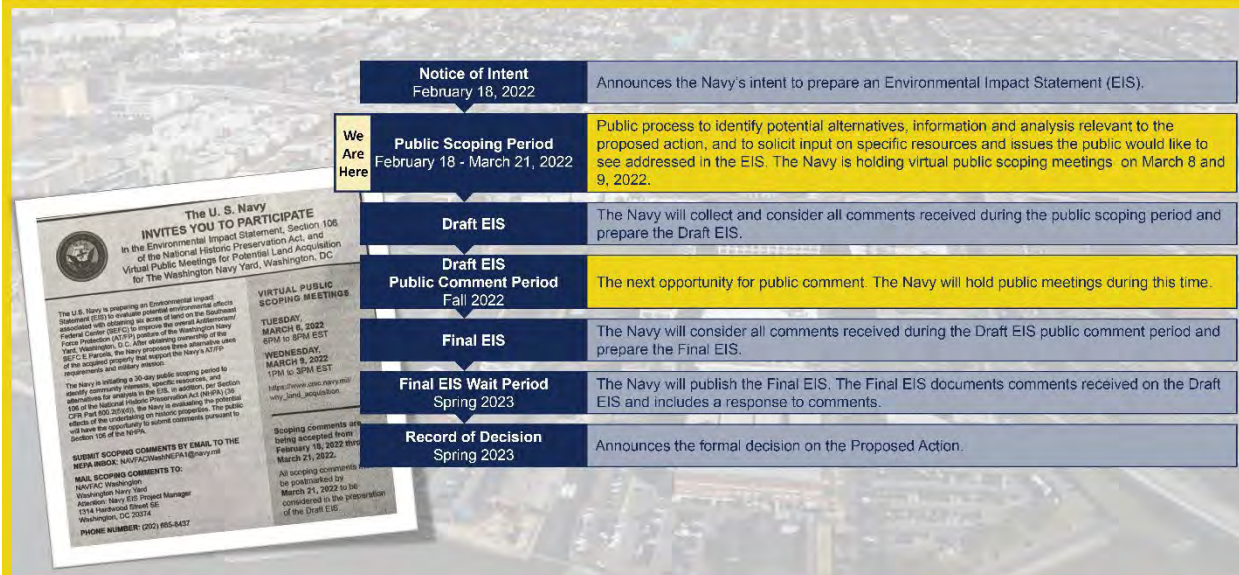
- Transportation
- Land Use/Zoning
- Cultural Resources
- Hazardous Materials and Wastes
- Construction Noise
- Air Quality
- Socioeconomics
- Environmental Justice
- Utilities and Infrastructure
- Geological Resources
- Biological Resources
- Water Resources



www.cnic.navy.mil/wny_land_acquisition

Slide 18

THE NEPA PROCESS



www.cnic.navy.mil/wny_land_acquisition

Slide 19

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA)



www.cnmc.navy.mil/wny_land_acquisition

Slide 20

SECTION 106 PROCESS

- Agencies and the public provide input before a final decision is made
- Agencies that may be interested in the Navy's Proposed Action include:

D.C. State Historic Preservation Officer
(SHPO)

Advisory Council on Historic Preservation

National Park Service, National Capital Area

National Capital Parks – East

D.C. Office of Planning

National Capital Planning Commission

U.S. Commission of Fine Arts

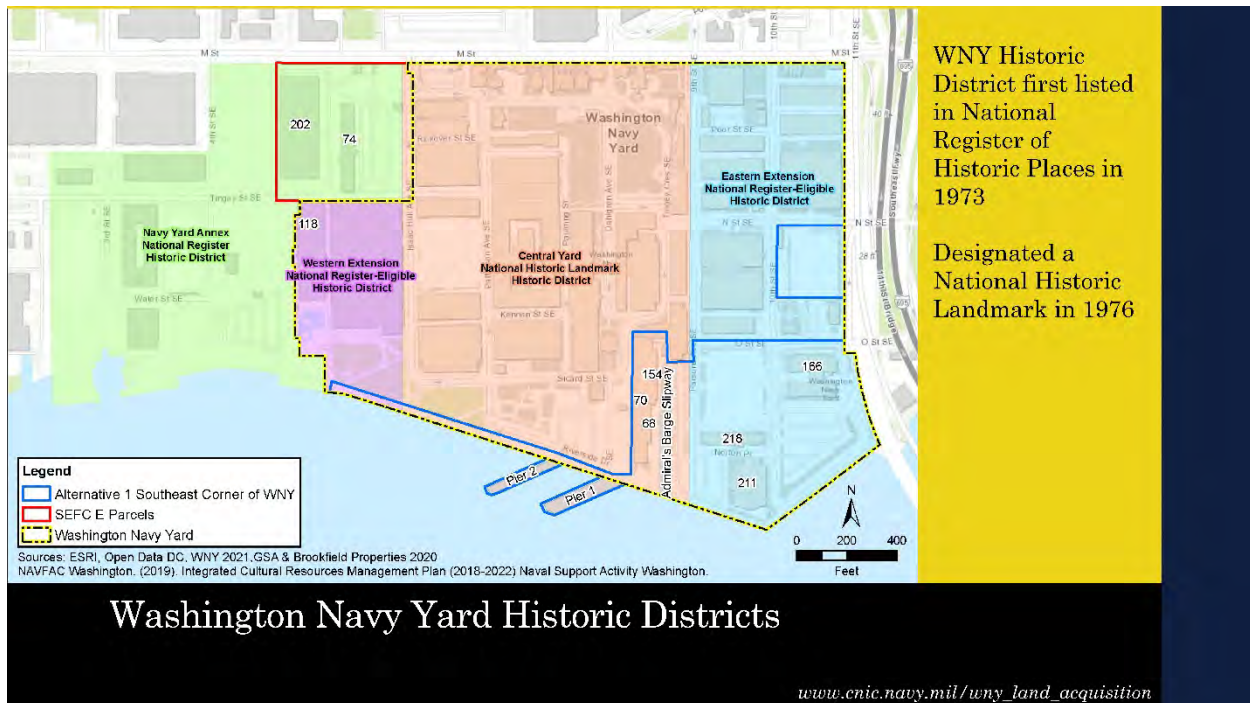
Advisory Neighborhood Commissions

Capitol Hill Restoration Society

Capitol Riverfront Business Improvement
District

www.cnmc.navy.mil/wny_land_acquisition

Slide 21



Slide 22

HISTORIC PROPERTIES AT THE SEFC E PARCELS

Building #	Year Built	Historic District
Navy Yard Wall	1906	Navy Yard Annex
74	1938	Navy Yard Annex
202	1941	Navy Yard Annex
118	1904	Navy Yard Annex

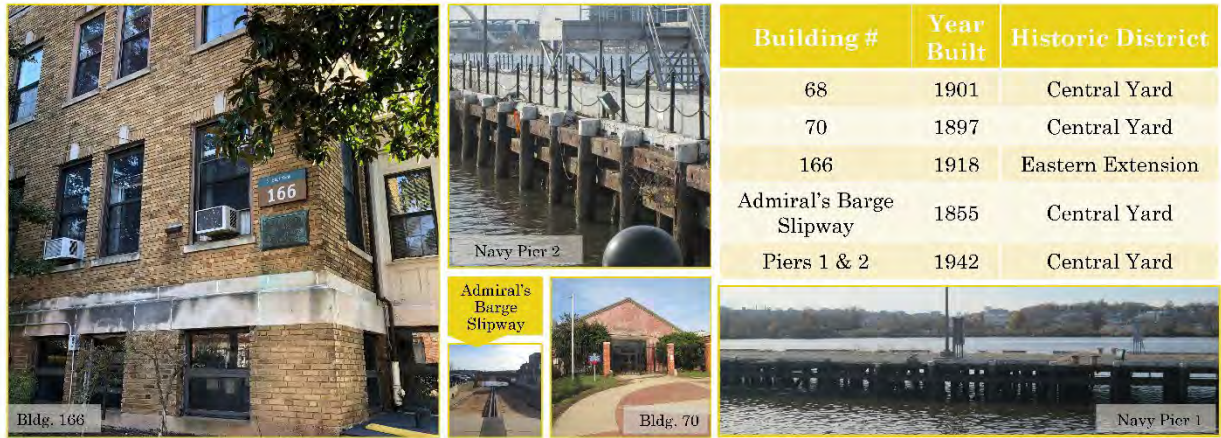
For more information on each building, please refer to the Section 106 Factsheet posted on project website

www.cnmc.navy.mil/wny_land_acquisition

Slide 23

HISTORIC PROPERTIES AT THE WNY SOUTHEAST CORNER

Building #	Year Built	Historic District
68	1901	Central Yard
70	1897	Central Yard
166	1918	Eastern Extension
Admiral's Barge Slipway	1855	Central Yard
Piers 1 & 2	1942	Central Yard

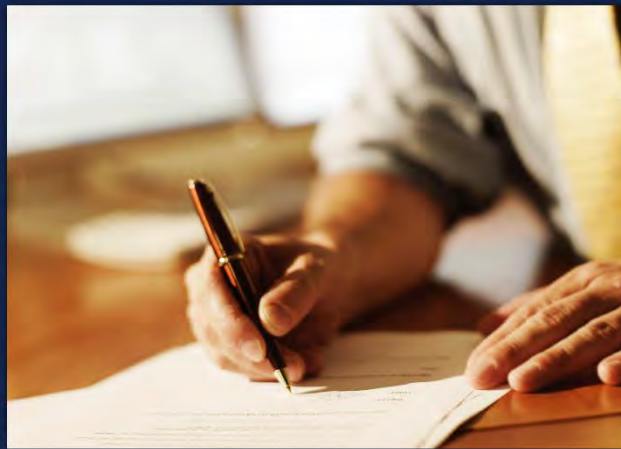


For more information on each building, please refer to the Section 106 Factsheet posted on project website

www.cnmc.navy.mil/wny_land_acquisition

Slide 24

PUBLIC COMMENT SESSION



www.cnmc.navy.mil/wny_land_acquisition

Slide 25

PUBLIC INVOLVEMENT

Your Participation / How to Provide Comments

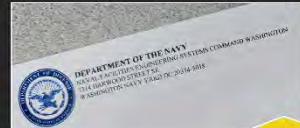
- Media should contact the Public Affairs Officer at (202) 433-2669
- The public may submit comments in any of the following ways:



Participate 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

Public comments must be submitted electronically or postmarked by **March 21, 2022 (11:59 EDT)** to be considered in the development of the Draft EIS

www.cnmc.navy.mil/wny_land_acquisition

**Public Meeting for Washington Navy Yard Proposed Land Acquisition
Talking Points that Accompany Slides Presented on March 8 and 9, 2022**

SLIDE 1: PUBLIC MEETING FOR PROPOSED LAND ACQUISITION AT WASHINGTON NAVY
YARD, WASHINGTON D.C.

- Welcome to the Virtual Public Meeting 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 Environmental Impact Statement, or E-I-S for short.
- I am accompanied by my colleagues, Julie Darsie, who is the Cultural Resource Manager for the Section 106 process, and our meeting moderator, Tania Fragomeno, who will help us moderate the public comment session of today's meeting.
- Thank you everyone for participating today. The Navy is holding two virtual public meetings due to federal and state guidance on social distancing in response to the COVID-19 pandemic.
- [March 8th] Today, is the first meeting. The Navy will also hold a second similar, virtual public meeting Wednesday, March 9th, from 1 to 3 pm Eastern Standard Time for those who are unable to participate today.
 - [March 9th] Today is the second meeting. The Navy held a similar, virtual public meeting Tuesday, March 8th, from 6 to 8 pm Eastern Standard Time.
- The public meeting will begin with a welcome video and pre-recorded informational presentation on the project, followed by a facilitated public comment session, where interested parties can provide verbal comments for the record. We will receive as many comments as time allows.
- We will not host a question-and-answer session during this meeting.
- Please be advised that the audio and visual portions of this meeting are being recorded and will be posted to the project website listed at the bottom of the screen.

SLIDE 2: AGENDA

- The agenda for this presentation includes information:
 - About the Washington Navy Yard
 - What the Navy is Proposing
 - The National Environmental Policy Act, or NEPA
 - Section 106 of the National Historic Preservation Act, and
 - A Public Comment Session.

SLIDE 3: ABOUT THE WASHINGTON NAVY YARD

- About the Washington Navy Yard
- The Washington Navy Yard, in Washington, D.C., serves as the Headquarters for Naval District Washington, where it houses numerous support activities for Navy fleet and aviation communities. The Washington Navy Yard primarily has an administrative function.

SLIDE 4: WASHINGTON NAVY YARD HISTORY

- Washington Navy Yard History

- The Washington Navy Yard is the Navy's oldest shore establishment dating back to 1799.
- Throughout its history, the Washington Navy Yard has fulfilled different purposes.
- Until the 1850s, the Washington Navy Yard was a shipbuilding and repair facility.
- In the 1850s, the primary function changed to ordnance production.
- In the 1960s, the Washington Navy Yard was divided into two sections: the eastern and western.
- The eastern section remained under control of the Navy and is the present-day Washington Navy Yard.
- The western section was transferred to the U.S. General Services Administration (GSA) and renamed as the Southeast Federal Center.
- In 2005, the General Services Administration entered into a development agreement with a private developer for the phased development of the Southeast Federal Center.
- The planned, private development on a portion of the Southeast Federal Center presents a threat to the Navy's missions and security at the Washington Navy Yard.

SLIDE 5: WHAT THE NAVY IS PROPOSING

- What the is Navy Proposing?

SLIDE 6: THE PROPOSED ACTION

- The Navy's Proposed Action is to obtain six acres of land on the Southeast Federal Center (SEFC), known as the Southeast Federal Center E Parcels, to improve the overall antiterrorism/force protection posture of the Washington Navy Yard.
- On the map, the Washington Navy Yard is outlined in yellow, the Southeast Federal Center is outlined in green, and the SEFC E Parcels, which are adjacent to the northwestern perimeter of the Washington Navy Yard, are outlined in red.

SLIDE 7: WHAT IS ANTITERRORISM/FORCE PROTECTION?

- What is antiterrorism/force protection, or AT/FP?
- Comprehensive AT/FP programs that integrate physical security, law enforcement, and emergency management are routinely implemented at military installations across the country.
 - AT/FP programs are designed to proactively detect and prevent terrorist attacks against military and civilian personnel, family members, facilities, and associated equipment and infrastructure critical to the military mission.
 - AT/FP programs also prepare military installations to plan for, defend against, and respond to terrorist incidents.
- An AT/FP conformance evaluation informed the Navy that acquisition of the Southeast Federal Center E Parcels is recommended to protect the buildings in the northwest area of the Washington Navy Yard and the activities it hosts.

SLIDE 8: WHY IS NAVY PROPOSING TO ACQUIRE SEFC E PARCELS?

- Why is the Navy proposing to acquire the Southeast Federal Center E parcels?
- Obtaining the E Parcels would improve Washington Navy Yard AT/FP posture by:
 - Increasing physical security and antiterrorism mitigation measures
 - Protecting mission-critical activities from visual surveillance and acoustic and electronic eavesdropping.

- Reducing the encroachment threat posed by existing development rights on the E Parcels, and
- Enhancing the overall safety of personnel, facilities, and infrastructure at the Washington Navy Yard.

SLIDE 9: THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

- The National Environmental Policy Act, or NEPA, 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.
- Under NEPA, the Navy is preparing an Environmental Impact Statement for the Proposed Land Acquisition at the Washington Navy Yard.

SLIDE 10: PRELIMINARY ACTION ALTERNATIVES

- Preliminary Action Alternatives
- In the EIS, the Navy plans to study alternatives for the proposed acquisition of the Southeast Federal Center E Parcels, as well as a no action alternative.
- Two preliminary action alternatives have been identified that meet the purpose and need for the Proposed Action.
 - Alternative 1: is Land Acquisition through Land Exchange, and
 - Alternative 2: is Direct Land Acquisition

SLIDE 11: ALTERNATIVE 1: LAND ACQUISITION THROUGH LAND EXCHANGE

- Alternative 1, Land Acquisition through Land Exchange
- Under Alternative 1, the Navy would acquire the Southeast Federal Center E Parcels through a land exchange.
- The Navy would enter into a real estate agreement with the owner of the development rights for the E Parcels, to acquire those development rights.
- In exchange, the Navy would transfer and/or lease underutilized assets at the southeast corner of the Washington Navy Yard to the developer.
- At the same time, the General Services Administration would transfer ownership of the Southeast Federal Center E Parcels to the Navy through a federal-to-federal transfer.
- The developer would acquire (by a combination of lease and transfer) Buildings 68, 70, 154, 166, 211, 218, associated parking areas (Building 405, and surface parking areas), the Admiral's Barge Slipway, the Riverwalk, and Piers 1 and 2.
- Depending on final appraisals of the parcels, the developer may provide other in-kind considerations related to improvements of parking garages (Building 386), piers, the Riverwalk, floodwall, and other infrastructure that would enhance the Washington Navy Yard.
- Transferring these assets to the developer would require relocation of current missions, tenants, and personnel from the southeast corner to other areas of the Washington Navy Yard.

SLIDE 12: WHAT WOULD HAPPEN TO SEFC E PARCELS UNDER ALTERNATIVE 1?

- What would happen to Southeast Federal Center E parcels under Alternative 1?
- After obtaining ownership of the E Parcels, the Navy proposes three alternative reuses for the acquired property that support the Navy's AT/ FP requirements and military mission.

- After obtaining the parcels, the Navy would:
 - Construct a new National Museum of the United States Navy, or
 - Incorporate the E Parcels into the Washington Navy Yard fence line and construct Navy administrative facilities, or
 - Incorporate the E Parcels into the Washington Navy Yard fence line and leave the E Parcels in their current underdeveloped state, with no foreseeable development planned.

SLIDE 13: WHAT WOULD HAPPEN TO THE SOUTHEAST CORNER OF WNY?

- What Would Happen to the Southeast Corner of WNY?
- After the Navy would transfer and/or lease underutilized assets at the southeast corner of the Washington Navy Yard, the developer would potentially construct mixed-use buildings on transferred property and renovate buildings on the leased property for commercial/retail use.
- Mixed use refers to a combination of residential, office, commercial, and retail buildings.
- Also, the developer would plan to make improvements to the Riverwalk, and Piers 1 and 2, as part of the overall plan for development of the waterfront area.
- All private development would be subject to future zoning and associated regulatory approvals.

SLIDE 14: ALTERNATIVE 2: DIRECT LAND ACQUISITION

- Alternative 2, Direct Land Acquisition
- Under Alternative 2, the Navy would acquire the SEFC E Parcels by purchasing the development rights from the developer.
- At the same time, the GSA would transfer ownership of the E Parcels to the Navy through a federal-to-federal transfer.
- No Navy property would be transferred or leased to the developer.
- No missions would need to be relocated to other portions of the Washington Navy Yard.
- The Navy would not receive in-kind considerations from the developer.

SLIDE 15: WHAT WOULD HAPPEN TO SEFC E PARCELS UNDER ALTERNATIVE 2?

- What would happen to Southeast Federal Center E parcels under Alternative 2?
- Under Alternative 2, the proposed Navy reuse of the E Parcels would be the same as discussed under Alternative 1.
- After obtaining the parcels, the Navy would:
 - Construct a new National Museum of the United States Navy, or
 - Incorporate the E Parcels into the Washington Navy Yard fence line and construct Navy administrative facilities, or
 - Incorporate the E Parcels into the Washington Navy Yard fence line and leave the E Parcels in their current underdeveloped state, with no foreseeable development planned

SLIDE 16: NO ACTION ALTERNATIVE

- No Action Alternative
- As required by NEPA, the Navy will also study a No Action Alternative in the EIS.

- Under the No Action Alternative, the Proposed Action would not occur, and the developer would likely exercise its development rights to construct several, multi-story buildings at a height of approximately 110 feet, on the Southeast Federal Center E Parcels.
- As a result, mission-critical activities, would operate inconsistently with AT/FP requirements, and the safety of personnel, facilities, and infrastructure on the Washington Navy Yard adjacent to the Southeast Federal Center would be degraded, thereby threatening national security.

SLIDE 17: ENVIRONMENTAL RESOURCES TO BE EVALUATED IN THE EIS

- Environmental Resources to be Evaluated in the EIS
- The EIS will include a detailed analysis of potential environmental impacts from the Proposed Action.
- The Navy has identified the following environmental resources for evaluation in the EIS:
 - Transportation, Land Use/Zoning, and Cultural Resources
 - As well as, Hazardous Materials and Wastes, Construction Noise, and Air Quality
 - In addition, Socioeconomics, Environmental Justice, and Utilities and Infrastructure will be evaluated
 - Lastly, Geological, Biological, and Water Resources will be evaluated.
- The EIS will also analyze measures that would avoid or mitigate environmental effects.
- The Navy welcomes input from the public on additional resources for evaluation.

SLIDE 18: THE NEPA PROCESS

- The National Environmental Policy Act process for this project started on February 18th, 2022, with publication of a Notice of Intent in the Federal Register.
- This notice announced the Navy's intent to prepare an EIS for Proposed Land Acquisition at the Washington Navy Yard, and to hold virtual public scoping meetings.
- Newspaper ads containing this same information were also published in the Washington Post on February 18th, 19th, and 20th, of 2022.
- The 30-day Scoping Period for this EIS began on February 18th and ends on March 21, 2022.
- During the scoping period, the Navy is sharing with the public, information about the proposed action and preliminary potential alternatives.
- We are early in the environmental analysis process. Your comments during this scoping period, on the preliminary alternatives, specific resources, and issues to be addressed in the EIS, will help us in developing the Draft EIS, which will be available for public review in Fall 2022.
- Comments received on the Draft EIS will be addressed during development the Final EIS.
- The Navy will announce the availability of the Final EIS and will wait 30 days before making a final decision on the Proposed Action.
- This NEPA process will end with a Record of Decision announcing the Navy's formal decision on the Proposed Action, along with any mitigation measures that must be completed.
- Throughout the NEPA process, the public's involvement during the Scoping and Draft EIS public review periods is an important part of the environmental review process.

SLIDE 19: SECTION 106 OF NATIONAL HISTORIC PRESERVATION ACT (NHPA)

- Section 106 of National Historic Preservation Act, or NHPA, requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve throughout the country.
- If a federal, or federally assisted project has the potential to affect historic properties, a Section 106 review will take place.

SLIDE 20: SECTION 106 PROCESS

- Section 106 gives agencies and the public an opportunity to provide input before a final decision is made.
- The Section 106 process is an important tool for agencies, interested parties, and other citizens to lend their voice in protecting and maintaining historic properties in their communities.
- The Navy is initiating the Section 106 process by identifying agencies that may be interested in the Navy's Proposed Action, such as the D.C. Historic Preservation Officer, the Advisory Council on Historic Preservation, the National Capital Planning Commission, among several others.

SLIDE 21: WASHINGTON NAVY YARD HISTORIC DISTRICT

- The Washington Navy Yard Historic District was first listed in the National Register of Historic Places in 1973.
- In 1976, the Navy Yard was designated a National Historic Landmark.
- The Navy has identified historic properties in the project area.

SLIDE 22: HISTORIC PROPERTIES AT SOUTHEAST FEDERAL CENTER E PARCELS

- Historic properties are located in the Southeast Federal Center E Parcels.
- The buildings and structures within the E Parcels that contribute to the Navy Yard Annex Historic District include: Buildings 74, 202, 118, and the Navy Yard Wall.
- The Navy is analyzing the potential effects of the Proposed Action of obtaining six acres of land on the Southeast Federal Center and determining whether historic properties may be adversely affected.
- For more information on each building, please refer to the Section 106 Factsheet posted on the project website

SLIDE 23: HISTORIC PROPERTIES AT WNY SOUTHEAST CORNER

- This also includes the historic properties located in the Washington Navy Yard's southeast corner
- The historic buildings and structures within the Navy Yard southeast corner include: Buildings 68, 70, 166, the Admiral's Barge Slipway, and Piers 1 and 2. The other facilities on the southeast corner are not historic.
- Finally, the Navy will explore measures to avoid, minimize, or mitigate adverse effects to historic properties and will reach an agreement with the State Historic Preservation Officer and/or other parties on measures to resolve adverse effects.
- For more information on each building, please refer to the Section 106 Factsheet posted on the project website.

SLIDE 24: PUBLIC COMMENT SESSION

- That concludes our presentation session of today's meeting.
- We appreciate the chance to share the proposed project, and the NEPA scoping and Section 106 consultation process with all of you.
- We invite you to submit comments on specific resources and issues you would like to see addressed in the EIS and/or Section 106 consultation process, for the Proposed Land Acquisition at Washington Navy Yard.
- All comments, regardless of how they are received, are weighed equally.
- We will now begin the public comment portion of the meeting.
- I would now like to turn the meeting over to our moderator, Tania Fragomeno, to begin the comment portion of our meeting.

SLIDE 25: PUBLIC INVOLVEMENT

- It is now 8 p.m. [March 8]/3 p.m. [March 9] Eastern time and our meeting is now concluded. If we did not have time to get to your comment, please submit your written comment to us by mail or email to the addresses shown on screen. The email address and mailing address are also available on the project website where you received information for joining this meeting.
 - Written comments may be sent to: Naval Facilities Engineering Systems Command
Washington, Washington Navy Yard, ATTN: Navy EIS Project Manager, 1314 Harwood Street SE, Building 212, Washington, D.C., 20374, or by email to
NAVFACWashNEPA1@navy.mil
- All written comments must be postmarked by 11:59 pm Eastern time on March 21, 2022, to be considered in the development of the Draft EIS.
- Those in the media may contact the public affairs officer at area code (202) 433-2669.
- A recording of this meeting, including the meeting presentation slides, will be posted on the project website. Please visit the project website listed on the screen to review project information and to join our mailing list. By joining the mailing list, you will be notified when the Draft EIS is available for public review. (Website address: https://www.cnmc.navy.mil/wny_land_acquisition).
- If you would like more information on any of the topics discussed in today's presentation, please download the project fact sheets on the project website, which is listed at the bottom of your screen.
- Thank you for attending today's meeting.

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Public Meeting for Washington Navy Yard
Proposed Land Acquisition

Public Comments

Moderated by Tania Fragomeno

Tuesday, March 8, 2022

3:33 p.m. to 3:59 p.m.

Remote Proceeding
Los Angeles, California 90001



Reported by: Ivory Hallstein

JOB NO.: 5109155

<p>1 A P P E A R A N C E S</p> <p>2 List of Attendees:</p> <p>3 Tania Fragomeno, Moderator (by videoconference)</p> <p>4 Michael Jabaley, Public Comment (by videoconference)</p> <p>5 Garrett Hennigan, Public Comment (by videoconference)</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 2</p>	<p>1 property to be returned to the Navy to the northwest</p> <p>2 side of -- of the Navy yard.</p> <p>3 I own a condo in the neighborhood and</p> <p>4 I'm excited to see the potential for development of</p> <p>5 that area in a manner consistent with the Navy's FATF</p> <p>6 requirements and also my preferred alternative would</p> <p>7 be the building of a new Navy museum.</p> <p>8 And I will stop there and let you</p> <p>9 answer the question on preservation of the historic</p> <p>10 buildings, if they're turned over to the developer.</p> <p>11 MS. FRAGOMENO: Okay. Thank you,</p> <p>12 Michael, for your comment. We aren't answering any</p> <p>13 questions today. We are just taking public comments</p> <p>14 for the record.</p> <p>15 For verbal comments, if you would like</p> <p>16 to speak during today's meeting, please click on the</p> <p>17 "raise hand" icon likely located at the bottom of your</p> <p>18 screen. This will put you into the queue for verbal</p> <p>19 comments.</p> <p>20 If you're on a mobile device, you may</p> <p>21 need to tap your screen for the "raise hand" icon to</p> <p>22 appear. I will call on individuals in the order</p> <p>23 received.</p> <p>24 If you're joining us by phone, you can</p> <p>25 dial star nine to raise your hand. I will call on you</p> <p style="text-align: right;">Page 4</p>
<p>1 P R O C E E D I N G S</p> <p>2 MR. JABALEY: Good evening. You did</p> <p>3 fine on pronouncing that.</p> <p>4 MS. FRAGOMENO: Okay.</p> <p>5 MR. JABALEY: My name is Michael</p> <p>6 Jabaley, M-I-C-H-A-E-L J-A-B-A-L-E-Y.</p> <p>7 Now first, thank you for -- all of you</p> <p>8 for putting this together. It's very informative and</p> <p>9 well-done. And I understand that this is just for the</p> <p>10 draft environmental impact statement and you may not</p> <p>11 have answers for all of the questions on the projects</p> <p>12 down the road, but in the proposed alternative one</p> <p>13 where there's a land swap and development rights are</p> <p>14 transferred to the southeast corner of the existing</p> <p>15 Navy yard, will there be any restrictions placed on</p> <p>16 the developer as to the amount of change that the</p> <p>17 developer can make with the historic buildings in --</p> <p>18 in order to preserve the character and define a use</p> <p>19 consistent with maintaining them as much as possible</p> <p>20 to the original design?</p> <p>21 And -- and I'll let you answer that,</p> <p>22 but also, just to state for the record, I -- I</p> <p>23 strongly support the issuance of the environmental</p> <p>24 impact statement and the eventual approval of it. And</p> <p>25 -- and the selected alternatives for future use of the</p> <p style="text-align: right;">Page 3</p>	<p>1 by the last few digits of your phone number. You will</p> <p>2 then need to dial star six to complete the unmute</p> <p>3 process once it's your turn.</p> <p>4 We're also accepting written comments</p> <p>5 into the Q&A box if you'd prefer to type your comment</p> <p>6 instead of stating it verbally. The Q&A box is</p> <p>7 located at the bottom of your screen.</p> <p>8 If you're having any technical issues</p> <p>9 with Zoom webinar, you can call our technical support</p> <p>10 hotline at area code 800-619-2270. You can also use</p> <p>11 the chat feature located at the bottom of your screen</p> <p>12 to message the host for technical support.</p> <p>13 Hi, Michael. I see you have your hand</p> <p>14 up? You should see -- yep, there you go, to unmute.</p> <p>15 MR. JABALEY: Yeah. I -- I just wanted</p> <p>16 to format my -- my thought in the form of a comment</p> <p>17 then, for the record, as you said you're not answering</p> <p>18 questions.</p> <p>19 MS. FRAGOMENO: Okay. Thank you.</p> <p>20 MR. JABALEY: So my comment -- my</p> <p>21 comment would be that I encourage the process to</p> <p>22 ensure that the characteristics of the historic</p> <p>23 buildings that would potentially be transferred to the</p> <p>24 developer, those characteristics of those buildings</p> <p>25 are maintained in the eventual use under the</p> <p style="text-align: right;">Page 5</p>

<p>1 development rights as much as feasible.</p> <p>2 And then the final comment is I -- I</p> <p>3 couldn't see all the names on the slide of the</p> <p>4 organizations that you were working with, but -- but</p> <p>5 one I did not see was the Capitol Riverfront</p> <p>6 Improvement -- Capitol Riverfront Business Improvement</p> <p>7 District. And I -- I encourage them to be involved in</p> <p>8 the -- in the process of the environmental impact</p> <p>9 statement and the potential transfer.</p> <p>10 Thank you very much.</p> <p>11 MS. FRAGOMENO: Okay. Thank you for</p> <p>12 your comment, Michael.</p> <p>13 On the project website, we have</p> <p>14 information about the project including fact sheets</p> <p>15 that you can download. We will also be posting this</p> <p>16 recording and presentation slides to the website.</p> <p>17 We will be remaining on the line until</p> <p>18 we get more people into the queue who may want to make</p> <p>19 a comment.</p> <p>20 If you're just joining us, we currently</p> <p>21 have no verbal comments being made at this time, nor</p> <p>22 any hands raised for the queue.</p> <p>23 If you would like to speak during</p> <p>24 today's meeting, please click on the "raise hand" icon</p> <p>25 likely located at the bottom of your screen. This</p> <p style="text-align: right;">Page 6</p>	<p>1 queue. Garrett Hennigan. I will -- I give you</p> <p>2 permission to unmute yourself. Please state and spell</p> <p>3 your name for the court reporter and you will have</p> <p>4 three minutes to provide your comment.</p> <p>5 MR. HENNIGAN: Good evening. My name</p> <p>6 is Garrett Hennigan. That's G-A-R-R-E-T-T H-E-N-N-I-</p> <p>7 G-A-N, and I'm here speaking on behalf of the</p> <p>8 Washington Area Bicycle Association.</p> <p>9 I just wanted to note that -- very</p> <p>10 important to this environmental impact statement</p> <p>11 process -- is that the Anacostia River Trail which</p> <p>12 runs along the southern perimeter -- southern and</p> <p>13 eastern perimeter of the existing Navy yard, this is a</p> <p>14 really critical east/west and north/south biking and</p> <p>15 walking route and trail, both for recreation and</p> <p>16 transportation. And so I would hope through the --</p> <p>17 the coming process, you all take that into account as</p> <p>18 one of the important, you know, resources in the area</p> <p>19 both for connecting the existing trail, but also as an</p> <p>20 alternative -- a safe alternative to M Street</p> <p>21 Southeast and connecting to the 11th Street Bridge.</p> <p>22 That's all I have to say. Thanks for</p> <p>23 the presentation.</p> <p>24 MS. FRAGOMENO: Okay. Thank you for</p> <p>25 your comment.</p> <p style="text-align: right;">Page 8</p>
<p>1 will put you into the queue for verbal comments. I</p> <p>2 will call on individuals in the order received.</p> <p>3 If you're joining us by phone, you can</p> <p>4 dial star nine to raise your hand. I will call on you</p> <p>5 by the last few digits of your phone number. You will</p> <p>6 then need to dial star six to complete the unmute</p> <p>7 process once it's your turn.</p> <p>8 If you're having any technical issues</p> <p>9 with Zoom webinar, you can call our technical support</p> <p>10 hotline at area code 800-619-2270. You can also use</p> <p>11 the chat feature located at the bottom of your screen</p> <p>12 to message the host for technical support.</p> <p>13 You can type your comment into the Q&A</p> <p>14 box located at the bottom of your screen, if you'd</p> <p>15 prefer to submit a comment that way instead of</p> <p>16 verbally.</p> <p>17 We will continue to remain on the line</p> <p>18 for any verbal comments. We currently do not have any</p> <p>19 hands in the queue.</p> <p>20 As a reminder, on the project website,</p> <p>21 which is listed at the bottom of your screen, there is</p> <p>22 information about the project, including fact sheets</p> <p>23 that you can download. We will also be posting this</p> <p>24 recording and presentation slides to the website.</p> <p>25 Okay. We have a commenter in the</p> <p style="text-align: right;">Page 7</p>	<p>1 We currently do not have any more</p> <p>2 commenters in the queue. If you would like to speak</p> <p>3 during today's meeting, please click on the "raise</p> <p>4 hand" icon likely located at the bottom of your</p> <p>5 screen. This will put you into the queue for verbal</p> <p>6 comments. I will call on individuals in the order</p> <p>7 received.</p> <p>8 If you're joining us by phone, you can</p> <p>9 dial star nine to raise your hand. Again, that is</p> <p>10 star nine to raise your hand. I will call on you by</p> <p>11 the last few digits of your phone number. You will</p> <p>12 then need to dial star six to complete the unmute</p> <p>13 process once it's your turn.</p> <p>14 If you're having technical issues with</p> <p>15 Zoom webinar, you can call our technical support</p> <p>16 hotline at area code 800-619-2270. You can also use</p> <p>17 the chat feature located at the bottom of your screen</p> <p>18 to message the host for technical support.</p> <p>19 If you're joining from a mobile device,</p> <p>20 you might need to click on or tap your screen to see</p> <p>21 the icons.</p> <p>22 You can also type your comment into the</p> <p>23 Q&A box located at the bottom of your screen.</p> <p>24 We will continue to remain on the line</p> <p>25 for any verbal comments.</p> <p style="text-align: right;">Page 9</p>

<p>1 On the project website, there is</p> <p>2 information about the project, including fact sheets</p> <p>3 that you can download. We will also be posting this</p> <p>4 recording and presentation slides to the website.</p> <p>5 There are currently no verbal comments</p> <p>6 being made at this time, nor any hands raised for the</p> <p>7 queue. We thank you for joining us this evening.</p> <p>8 If you would like to speak, please</p> <p>9 click on the "raise hand" icon likely located at the</p> <p>10 bottom of your screen. This will put you into the</p> <p>11 queue for verbal comments. I will call on individuals</p> <p>12 in the order received.</p> <p>13 If you're joining us by phone, you can</p> <p>14 dial star nine to raise your hand. I will call on you</p> <p>15 by the last few digits of your phone number. You will</p> <p>16 then need to dial star six to complete the unmute</p> <p>17 process once it's your turn.</p> <p>18 If you're having any technical issues</p> <p>19 with Zoom webinar, please call our technical support</p> <p>20 hotline at area code 800-619-2270. You can also use</p> <p>21 the chat feature located at the bottom of your screen</p> <p>22 to message the host for technical support.</p> <p>23 You can also type your comment into the</p> <p>24 Q&A box located at the bottom of your screen. We will</p> <p>25 continue to remain on the line for any verbal</p> <p style="text-align: right;">Page 10</p>	<p>1 of your screen.</p> <p>2 On the project website, there is</p> <p>3 information about the project, including fact sheets</p> <p>4 that you can download. We will also be posting this</p> <p>5 recording and presentation slides to the website.</p> <p>6 We will continue to remain on the line</p> <p>7 for any verbal comments.</p> <p>8 We currently don't have anyone in the</p> <p>9 queue to give a verbal comment, so in just a few</p> <p>10 minutes, we are going to replay the presentation and</p> <p>11 you are welcome to join the queue after the</p> <p>12 presentation.</p> <p>13 I will repeat some instructions here.</p> <p>14 If you would like to speak during</p> <p>15 today's meeting, please click on the "raise hand" icon</p> <p>16 likely located at the bottom of your screen. This</p> <p>17 will put you into the queue for verbal comments. I</p> <p>18 will call on individuals in the order received.</p> <p>19 If you're joining us by phone, you can</p> <p>20 dial star nine to raise your hand. I will call on you</p> <p>21 by the last few digits of your phone number.</p> <p>22 If you're having any technical issues</p> <p>23 with Zoom webinar, you can call our technical support</p> <p>24 hotline at area code 800-619-2270. You can also use</p> <p>25 the chat feature located at the bottom of your screen</p> <p style="text-align: right;">Page 12</p>
<p>1 comments.</p> <p>2 On the project website is more</p> <p>3 information. You can download fact sheets and we will</p> <p>4 also be posting this recording and presentation slides</p> <p>5 to the website.</p> <p>6 There are currently no verbal comments</p> <p>7 being made at this time, nor any hands raised in the</p> <p>8 queue.</p> <p>9 If you would like to speak, please</p> <p>10 click on the "raise hand" icon located at the bottom</p> <p>11 of your screen. This will put you into the queue for</p> <p>12 verbal comments. I will call on individuals in the</p> <p>13 order received.</p> <p>14 If you're joining us by phone, you can</p> <p>15 dial star nine to raise your hand. I will call on you</p> <p>16 by the last few digits of your phone number. You will</p> <p>17 then need to dial star six to complete the unmute</p> <p>18 process once it's your turn.</p> <p>19 If you're having technical issues with</p> <p>20 Zoom webinar, please call our technical support</p> <p>21 hotline at area code 800-619-2270. You can also use</p> <p>22 the chat feature located at the bottom of your screen</p> <p>23 to message the host for technical support.</p> <p>24 If you would like to type in your</p> <p>25 comment, you can use the Q&A box located at the bottom</p> <p style="text-align: right;">Page 11</p>	<p>1 to message the host for technical support.</p> <p>2 You can also type your comment into the</p> <p>3 Q&A box located at the bottom of your screen if you'd</p> <p>4 prefer to submit a comment through the Q&A box. And</p> <p>5 we have not received any comments through the Q&A box.</p> <p>6 We will continue to remain on the line</p> <p>7 for any verbal comments.</p> <p>8 On the project website, there is</p> <p>9 information about the project, including fact sheets</p> <p>10 that you can download. We will also be posting this</p> <p>11 recording and presentation slides to the website.</p> <p>12 So again, we will be repeating the</p> <p>13 presentation in just a few moments.</p> <p>14 (Whereupon, the public comments</p> <p>15 concluded at 3:59 p.m.)</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 13</p>

<p>1 CERTIFICATE OF DEPOSITION OFFICER 2 I, IVORY HALLSTEIN, the officer before whom 3 the foregoing proceedings were taken, do hereby 4 certify that any witness(es) in the foregoing 5 proceedings, prior to testifying, were duly sworn; 6 that the proceedings were recorded by me and 7 thereafter reduced to typewriting by a qualified 8 transcriptionist; that said digital audio recording of 9 said proceedings are a true and accurate record to the 10 best of my knowledge, skills, and ability; that I am 11 neither counsel for, related to, nor employed by any 12 of the parties to the action in which this was taken; 13 and, further, that I am not a relative or employee of 14 any counsel or attorney employed by the parties 15 hereto, nor financially or otherwise interested in the 16 outcome of this action. 17 18 19 20 21  22 IVORY HALLSTEIN 23 Notary Public in and for the 24 State of California 25</p> <p>Page 14</p>	
<p>1 CERTIFICATE OF TRANSCRIBER 2 I, JACOB EY RADTKE, do hereby certify that 3 this transcript was prepared from the digital audio 4 recording of the foregoing proceeding, that said 5 transcript is a true and accurate record of the 6 proceedings to the best of my knowledge, skills, and 7 ability; that I am neither counsel for, related to, 8 nor employed by any of the parties to the action in 9 which this was taken; and, further, that I am not a 10 relative or employee of any counsel or attorney 11 employed by the parties hereto, nor financially or 12 otherwise interested in the outcome of this action. 13 14 Dated:  15 16 17 18 JACOB EY RADTKE 19 20 21 22 23 24 25</p> <p>Page 15</p>	

[11th - employee]

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Public Meeting for Washington Navy Yard
Proposed Land Acquisition

Moderated by Tania Fragomeno

Wednesday, March 9, 2022

1:00 p.m. ET

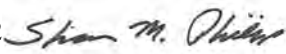

Remote Proceeding

Los Angeles, CA 90001

Reported by: Ivory Hallstein

JOB NO.: 5109198

<p>1 A P P E A R A N C E S</p> <p>2 List of Attendees:</p> <p>3 Tania Fragomeno, Moderator</p> <p>4 Nik Tompkins-Flagg, Presenter</p> <p>5 Michael Steffen, Presenter</p> <p>6 Julie Darsi, Presenter</p> <p>7 Brad Carlson, Public commenter</p> <p>8 Trey Sherard, Public commenter</p> <p>9 Konjit Eskender, Public commenter</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 2</p>	<p>1 permission to speak. You'll see a dialog box pop up</p> <p>2 on your screen. You should be able to unmute yourself</p> <p>3 now. If you could please state and spell your name</p> <p>4 for the record and you will have three minutes to give</p> <p>5 us your comment. Thank you.</p> <p>6 MR. SHERARD: My name is Trey Sherard,</p> <p>7 T-R-E-Y, last name Sherard, S-H-E-R-A-R-D, and I'm the</p> <p>8 Anacostia Riverkeeper. I'm just curious what the --</p> <p>9 the time window is for acquisition from short as</p> <p>10 possible, no hitches at all, to if it takes longer?</p> <p>11 THE MODERATOR: Okay. We are not</p> <p>12 taking any questions tonight, but we will be</p> <p>13 considering your questions in the development of the</p> <p>14 draft EIS. You do have a couple more minutes, though,</p> <p>15 on the timer if you would like to formulate your</p> <p>16 question into a comment.</p> <p>17 MR. SHERARD: Nope, that's it. Just</p> <p>18 trying to get a handle on timeline. We are in</p> <p>19 Building 74 and we've not heard a ton about it, so.</p> <p>20 THE MODERATOR: Okay. Thank you for</p> <p>21 your comment. We do not have any other hands in the</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 4</p>
<p>1 MR. CARLSON: This is Brad Carlson,</p> <p>2 C-A-R-L-S-O-N, first name Brad, B-R-A-D, the executive</p> <p>3 director for the Navy Museum Development Foundation.</p> <p>4 On behalf of our Board led by Ambassador Braithwaite,</p> <p>5 the 77th Secretary of the Navy, and Vice-Admiral</p> <p>6 Kamensky, the Foundation looks forward to supporting</p> <p>7 the building of a new world class National Museum of</p> <p>8 the United States Navy. We are excited to be a part</p> <p>9 of this historic project. Thank you.</p> <p>10 THE MODERATOR: Okay. Thank you for</p> <p>11 your comment. We have no other speakers in the queue.</p> <p>12 We will continue to remain on the line. If you would</p> <p>13 like to submit a verbal comment, please use the raised</p> <p>14 hand icon located at the bottom of your screen. If</p> <p>15 you're on a mobile device, you might need to tap that</p> <p>16 screen so you can see the icon. And if you're calling</p> <p>17 us on the phone, you would dial *9 to raise your hand</p> <p>18 to enter the queue.</p> <p>19 Okay, we have a caller that entered our</p> <p>20 queue. Or sorry, someone joining us from Zoom. Trey</p> <p>21 Sherard of the Anacostia Riverkeeper. I will give you</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 3</p>	<p>1 queue at this moment. If you would like to submit a</p> <p>2 verbal comment, you can raise your hand by clicking on</p> <p>3 the raised hand icon. And if you're joining us by</p> <p>4 phone, you can dial *9 to raise your hand.</p> <p>5 Okay. I see someone just rose their</p> <p>6 hand. This looks like it's initials. I think I'll</p> <p>7 try to read it. K. Eskender. I will give you</p> <p>8 permission to speak. And if you could please state</p> <p>9 your name for the record and spell your name for the</p> <p>10 record and you will have three minutes to give your</p> <p>11 comments.</p> <p>12 MS. ESKENDER: Thank you. First name</p> <p>13 Konjit K-O-N-J-I-T last name Eskender E-S-K-E-N-D-E-R</p> <p>14 from D.C. Department of Transportation. What is the</p> <p>15 plan for alternative one or two historic brick wall</p> <p>16 because as you know, if you are on M Street or coming</p> <p>17 to the new 11th Street Bridge Park, the historic wall</p> <p>18 is kind of -- it will not allow you to access the</p> <p>19 riverfront, so I'll be glad to hear.</p> <p>20 THE MODERATOR: Okay. Thank you for</p> <p>21 your question and comment. We aren't taking any</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 5</p>

<p>1 questions tonight, but we will be considering them in 2 the development of the draft EIS.</p> <p>3 Okay. Joining us in the queue again we 4 have Trey Sherard of Anacostia Riverkeeper. If you 5 could please state and spell your name for the record.</p> <p>6 MR. SHERARD: Thank you. I think you 7 have me on record from just a minute ago. I am 8 curious, when will you be taking questions? This is 9 the first EIS public participation session I've ever 10 been in where the questions aren't taken.</p> <p>11 THE MODERATOR: Okay. For this process 12 we are currently just taking these verbal comments and 13 written comments that can be submitted to us. We will 14 be taking questions during the draft EIS meeting when 15 the draft EIS is available for review.</p> <p>16 17 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 6</p>	<p>1 CERTIFICATE OF TRANSCRIBER</p> <p>2 I, SHARON PHILLIPS, do hereby certify that 3 this transcript was prepared from the digital audio 4 recording of the foregoing proceeding, that said 5 transcript is a true and accurate record of the 6 proceedings to the best of my knowledge, skills, and 7 ability; that I am neither counsel for, related to, 8 nor employed by any of the parties to the action in 9 which this was taken; and, further, that I am not a 10 relative or employee of any counsel or attorney 11 employed by the parties hereto, nor financially or 12 otherwise interested in the outcome of this action.</p> <p>13</p> <p>14 Dated: 3/22/2022</p> <p>15 16 17 18 19 20 21 22  23 SHARON PHILLIPS 24 25</p> <p style="text-align: right;">Page 8</p>
<p>1 CERTIFICATE OF DEPOSITION OFFICER</p> <p>2 I, IVORY HALLSTEIN, the officer before whom 3 the foregoing proceedings were taken, do hereby 4 certify that any witness(es) in the foregoing 5 proceedings, prior to testifying, were duly sworn; 6 that the proceedings were recorded by me and 7 thereafter reduced to typewriting by a qualified 8 transcriptionist; that said digital audio recording of 9 said proceedings are a true and accurate record to the 10 best of my knowledge, skills, and ability; that I am 11 neither counsel for, related to, nor employed by any 12 of the parties to the action in which this was taken; 13 and, further, that I am not a relative or employee of 14 any counsel or attorney employed by the parties 15 hereto, nor financially or otherwise interested in the 16 outcome of this action.</p> <p>17</p> <p>18 Dated: 3/22/2022</p> <p>19 20 21 22  23 IVORY HALLSTEIN 24 Notary Public in and for the 25 State of California</p> <p style="text-align: right;">Page 7</p>	

[11th - julie]

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Comments Received during Scoping Period

U.S. Geological Survey

From: [Kopec, Brett A](#)
To: [Kelly, Cheryl L](#); [NAVFAC Wash NEPA](#)
Cc: [Janowicz, Jon A](#)
Subject: [Non-DoD Source] Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0067 - Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia
Date: Saturday, February 19, 2022 14:11:54

Brett Kopec
USGS
Administrative Operations Assistant

From: Gordon, Alison D <agordon@usgs.gov>
Sent: Friday, February 18, 2022 3:56 PM
To: Kopec, Brett A <bkopec@usgs.gov>
Cc: Janowicz, Jon A <jjanowicz@usgs.gov>
Subject: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0067 - Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia

The USGS has no comment at this time. Thank you.

From: oepchq@ios.doi.gov <oepchq@ios.doi.gov>
Sent: Friday, February 18, 2022 7:35 AM
To: Alam, Shawn K <Shawn_Alam@ios.doi.gov>; Braegelmann, Carol <carol_braegelmann@ios.doi.gov>; Kelly, Cheryl L <cheryl_kelly@ios.doi.gov>; Voluck, Lauren B <lauren_voluck@ios.doi.gov>; Hathaway, Ryan S <ryan_hathaway@ios.doi.gov>; ERs, FWS HQ <FWS_HQ_ERs@fws.gov>; Runkel, Roxanne <Roxanne_Runkel@nps.gov>; Stedeford, Melissa <Melissa_Stedeford@nps.gov>; Janowicz, Jon A <jjanowicz@usgs.gov>; Gordon, Alison D <agordon@usgs.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; Raddant, Andrew <Andrew_Raddant@ios.doi.gov>; Lazinsky, Diane <Diane_Lazinsky@ios.doi.gov>
Subject: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0067 - Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia

This e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPC). This ER can be accessed [here](#). To access electronic ERs visit the Environmental Assignments website: <https://ecl.doi.gov/ERs.cfm>. For assistance, please contact the Environmental Review Team at 202-208-5464.

Comments due to Agency by: 03/21/22

U.S. Fish And Wildlife Service

From: [Li, Ray](#)
To: [NAVFAC Wash NEPA](#)
Cc: [ERs, FWS HQ](#); [Norman, Janet](#)
Subject: [Non-DoD Source] Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0067 - Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia
Date: Tuesday, February 22, 2022 13:52:19
Attachments: [20220218_ER 22-0067_summary from OEPC.pdf](#)

Hello,

No comment from the U.S. Fish and Wildlife Service.

Thanks,

Ray

From: ERs, FWS HQ <FWS_HQ_ERs@fws.gov>

Sent: Friday, February 18, 2022 1:46 PM

To: Li, Ray <ray_li@fws.gov>; Norman, Janet <janet_norman@fws.gov>; Simon, Spencer <spencer_simon@fws.gov>; Jahn, Kathryn <kathryn_jahn@fws.gov>

Cc: Thatcher, Ben <ben_thatcher@fws.gov>

Subject: Fw: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0067 - Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia

Project Title: Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia

FWS Directions:

FO - Comments due to NAVFACWashNEPA1@navy.mil

Provide a copy of comments to HQ Branch of Environmental Review
(FWS_HQ_ERs@fws.gov).

Thank you,

HQ Branch of Environmental Review*

*We check this inbox regularly. If you have time-sensitive questions, please contact:

Frankie Green

Fish and Wildlife Biologist

U.S. Fish and Wildlife Service

[Branch of Environmental Review](#)

5275 Leesburg Pike

Falls Church, VA 22041-3803

(703) 358-1884

From: oepchq@ios.doi.gov <oepchq@ios.doi.gov>

Sent: Friday, February 18, 2022 7:35 AM

To: Alam, Shawn K <Shawn_Alam@ios.doi.gov>; Braegelmann, Carol <carol_braegelmann@ios.doi.gov>; Kelly, Cheryl L <cheryl_kelly@ios.doi.gov>; Voluck, Lauren B <lauren_voluck@ios.doi.gov>; Hathaway, Ryan S <ryan_hathaway@ios.doi.gov>; ERs, FWS HQ <FWS_HQ_ERs@fws.gov>; Runkel, Roxanne <Roxanne_Runkel@nps.gov>; Stedeford, Melissa <Melissa_Stedeford@nps.gov>; Janowicz, Jon A <jjanowicz@usgs.gov>; Gordon, Alison D <agordon@usgs.gov>; oepchq@ios.doi.gov <oepchq@ios.doi.gov>; Raddant, Andrew <Andrew_Raddant@ios.doi.gov>; Lazinsky, Diane <Diane_Lazinsky@ios.doi.gov>

Subject: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER22/0067 - Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia

This e-mail alerts you to a Environmental Review (ER) request from the Office of Environmental Policy and Compliance (OEPC). This ER can be accessed [here](#).

To access electronic ERs visit the Environmental Assignments website:

<https://ecl.doi.gov/ERs.cfm>. For assistance, please contact the Environmental Review Team at 202-208-5464.

Comments due to Agency by: 03/21/22



United States Department of the Interior
 OFFICE OF THE SECRETARY
 Office of Environmental Policy and Compliance
 1849 C Street, NW - MS 5538 - MIB
 Washington, D.C. 20240

Number	ER22/0067	OEPC File Number: PEP/ER 4111	
State:	DC		
Region:	Interior Region 1		
Addresses:	FWS,NPS,USGS		
From:	Team Leader, Natural Resources Management, Office of Environmental Policy and Compliance /s/		
Project Title:	Notice of Intent by the U.S. Department of the Navy for the Proposed Land Acquisition for the Washington Navy Yard - Washington, District of Columbia		
Project Action Type:	NOI (Notice of Intent)		
OEPC HQ Staff Contact:	cheryl_kelly@ios.doi.gov (202-208-7565)		
REOs Contact:			
Agency:	DOD-USN		
Sequence:	Direct		
Comments Due to Agency by:	03/21/22		
Send Comments to:	NAVFACWashNEPA1@navy.mil		
Federal Register URL(s):	https://www.govinfo.gov/content/pkg/FR-2022-02-18/pdf/2022-03632.pdf		
Project URL(s):	Link		
Other URL(s):			
Related ER Number(s):	Docket ID Number:		
Other Information / Special Instructions / Comments:			
Attachment Type	Description	File Name	Date
Transmittal	Summary - 02/18/22	ER22-0067Summary220218053515n.pdf	02/18/2022

Distribution List

- Interior Region: Andrew_Raddant@ios.doi.gov, diane_lazinsky@ios.doi.gov
- Staff 1: Shawn_Alam@ios.doi.gov
- Staff 2: carol_braegelmann@ios.doi.gov
- Staff 3: cheryl_kelly@ios.doi.gov
- Staff 4: lauren_voluck@ios.doi.gov

- Staff 5: ryan_hathaway@ios.doi.gov
- Bureaus 1: FWS_HQ_ERs@fws.gov
- Bureaus 2: Roxanne_Runkel@nps.gov
- Bureaus 3: melissa_stedeford@nps.gov
- Bureaus 4: jjanowicz@usgs.gov
- Bureaus 5: agordon@usgs.gov

Corey Holman, Advisory Neighborhood Commission 6B

From: [Holman, Corey \(SMD 6B06\)](#)
To: [NAVFAC Wash NEPA](#)
Subject: [URL Verdict: Neutral][Non-DoD Source] Navy Yard Land Acquisition EIS Request for Presentation
Date: Wednesday, March 02, 2022 8:39:45

Hello, my name is Corey Holman, Chair of Advisory Neighborhood Commission 6B, the ANC directly adjacent to the 11th Street boundary of the Washington Navy Yard. I am writing today with extreme interest in the recently released scoping period for the Environmental Impact Statement for the US Navy's proposed Land Acquisition at WNY.

ANCs are the lowest level of government in the district and are non-partisan neighborhood level bodies. We usually serve as the voice for neighborhoods in local governmental interactions.

ANC 6B has a long record of involvement in the 11th Street SE corridor related to the 11th Street Bridges, the CSX undergrounding, future developments along Boathouse row upstream of the WNY, and in recently proposed changes to the road geometry of 11th Street SE adjacent to WNY. This land swap will necessarily have an impact on all of these things and we are excited to see where these proposals go.

ANC 6B is planning to submit formal comments in the scoping period of the EIS, but we have heard initial feedback from various stakeholders that show an extreme interest in the project. **If possible, we would love to have a representative come to a virtual evening meeting next week or the week after to discuss the EIS. I am available to discuss timing and structure of a meeting at 301-664-4132 or this email.**

Thanks for your consideration,

Corey

Corey Holman
Commissioner, SMD 6B06
Chair, ANC 6B
Call/Text: 301-664-4132
Twitter: [@CoreyHolman](#)
Website: <https://www.coreyholman.com>
Pronouns: he/him/his

National Capital Planning Commission



401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel: 202.482.7200 Fax: 202.482.7272 www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 8350

March 17, 2022

Nik Tompkins-Flagg
Naval Facilities Engineering System Command Washington
Washington Navy Yard
Attn: EIS Project Manager
1314 Hardwood Street, SE
Washington, DC 20374

Re: Environmental Impact Statement for the Proposed Land Acquisition at the
Washington Navy Yard – NCPC Scoping Comments

Dear Ms. Tompkins-Flagg:

I am writing to provide Environmental Impact Statement (EIS) scoping comments for the Proposed Land Acquisition for the Washington Navy Yard (WNY) project. This project includes land at the Washington Navy Yard, which is overseen by the Department of the Navy (Navy), and at the Southeast Federal Center (SEFC) which is currently under the jurisdiction of the United States General Services Administration (GSA). The National Capital Planning Commission (NCPC) coordinates all federal planning activities within the National Capital Region (NCR) pursuant to the National Capital Planning Act, including land transfers between federal agencies in the District of Columbia. NCPC also reviews projects at the SEFC based on a Memorandum of Understanding signed by GSA and NCPC in 2005.

NCPC staff understands that the purpose of this project is to improve the overall WNY antiterrorism/force protection (AT/FP) posture (i.e., increase physical security and antiterrorism mitigation measures), as well as protect mission-critical activities from visual surveillance and acoustic and electronic eavesdropping. The need for the proposed action is to protect mission-critical activities conducted at the WNY from encroachment that could result from proposed private development adjacent to the WNY northwest perimeter on SEFC E Parcels, which are six acres on the northeastern portion of the SEFC, while enhancing the overall safety of personnel, facilities, and infrastructure at the WNY.

We further understand that after obtaining ownership of the SEFC E Parcels, the Navy proposes three alternative uses for the acquired property which support the Navy's AT/FP requirements and military mission. The first alternative would be a land exchange, swapping land between the Navy and GSA and allowing the redevelopment of a portion of the WNY. The second alternative would be an outright purchase of the E Parcels by the Navy from GSA. The third alternative is a no-action alternative.

We believe that three proposed alternatives are appropriate for evaluation so that the Navy can understand the impacts resulting from the proposed action. Our review of this project will be based on how it meets the relevant policies within the Federal Elements of the Comprehensive Plan, particularly those related to historic preservation, urban design and the federal workplace.

Barbara Clark, Community Member

From: [Clark, Barbara \(SMD 8A02\)](#)
To: [NAVFAC Wash NEPA](#)
Subject: [URL Verdict: Neutral][Non-DoD Source] Environmental Impact.....(5090 EV/001)
Date: Thursday, March 17, 2022 11:30:58

Mr. Williams,

Sorry I missed the 2 virtual meetings. I feel that our historical land should be protected and used only by the government. As a former NODAC employee and during WWII Seeing the overhead

Lift, brings back memories. We lived at 3rd and L

Sts..My aunt was a Rosie. Our Military mission was should always be first.

Sincerely

Barbara Clark 8A02

8A02@anc.dc.gov

202/989-8581

Sent from my T-Mobile 5G Device

Get [Outlook for Android](#)

National Park Service

From: [Gorder, Joel S](#)
To: [NAVFAC Wash NEPA](#)
Subject: [Non-DoD Source] NPS Comments on DON NOI for proposed land acquisition
Date: Friday, March 18, 2022 14:36:15
Attachments: [2022 03 18 NPS comments - Navy aquistion NOI \(1\).pdf](#)

To Whom it May Concern,

Please find attached the National Park Service's (NPS) comments on the NOI to prepare an Environmental Impact Statement (EIS) for a proposed land acquisition for the Washington Navy Yard, located in Washington, D. C.. If you have any questions, please do not hesitate to get in touch. NPS looks forward to continued coordination on this project.

Joel Gorder
Regional Environmental Coordinator
National Park Service
Region 1 - National Capital Area
1100 Ohio Drive Southwest
Washington, DC 20242
Joel_Gorder@nps.gov
202.619.7405 (office)
202-607-9768 (cell)

NPS NEPA Training Webinar 2022- Categorical Exclusions:
<https://youtu.be/JL8ANlc6eal>



United States Department of the Interior

NATIONAL PARK SERVICE
Interior Region 1- National Capital Area
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:
ER22-0067

March 18, 2022

Naval Facilities Engineering System Command
Washington Navy Yard
ATTN: EIS Project Manager
314 Hardwood Street SE
Washington, DC 20374
NAVFACWashNEPA1@navy.mil

To Whom it May Concern:

The National Park Service (NPS) understands that the Department of the Navy has released a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for a proposed land acquisition for the Washington Navy Yard, located in Washington, D. C. This NOI initiated a 30-day scoping period that seeks public and agency comment on the proposal.

The NPS has reviewed the scoping materials and has been engaged in the ongoing National Historic Preservation Act (NHPA) Section 106 consultation for this project. It appears that, as presented, the actions proposed will not likely have direct impacts on any properties under the jurisdiction of the NPS. However, it should be noted that NPS has jurisdiction over the bed of the Anacostia River and that if any of the proposed actions include use of the bed of the river then coordination with the NPS would be required. In addition, the NPS has jurisdiction over a large portion of the Anacostia Riverwalk Trail and the portion of trail that is within the study area of this upcoming EIS is a critical connection. Should there be any reason for the temporary closure of this section of trail, coordination with the NPS prior to this closure is requested.

The proposed project will directly impact the National Historic Landmark (NHL) Washington Navy Yard Historic District, which is a historic property of national importance, so designated in 1976. Because of its role under the NHPA and because of the NPS's direct interest in the protection and preservation of NHLs throughout the nation, the NHL program representative for our region has been involved in the ongoing Section 106 consultation.

We appreciate the opportunity to provide these comments. For continued coordination please contact Joel Gorder, Regional Environmental Coordinator at joel_gorder@nps.gov or 202-619-7405.

Sincerely,

Tammy M. Stidham
Deputy Associate Area Director
Lands and Planning

District Department of Transportation

From: [Alvino, Michael \(DDOT\)](#)
To: [NAVFAC Wash NEPA](#)
Cc: [Chamberlin, Anna \(DDOT\)](#); [Rogers, Jonathan D. \(DDOT\)](#); [Ganvir, Ravindra \(DDOT\)](#); [Vacca, Kimberly \(DDOT\)](#); [Darsie, Julie C CIV USN NAVFAC WASHINGTON DC \(USA\)](#)
Subject: [Non-DoD Source] Section 106 Opening Consultation for WNY Land Acquisition
Date: Monday, March 21, 2022 14:05:45
Attachments: [031620222_WNYSection106_DDOTLetter_Signed.pdf](#)

Good afternoon,

Please see the attached letter on behalf of the District Department of Transportation requesting to be a cooperating agency to the EIS, and a consulting agency for section 106 of the proposed action.

Please let me know if you have any questions.

Thank you,

Michael Alvino, AICP
Trails Program Manager
Planning & Sustainability Division
District Department of Transportation
250 M St SE
Washington, DC 20003
m. 202.497.7153
e. michael.alvino@dc.gov
w. ddot.dc.gov

-----Original Message-----

From: Darsie, Julie C CIV USN NAVFAC WASHINGTON DC (USA) <julie.c.darsie.civ@us.navy.mil>
Sent: Friday, March 4, 2022 2:41 PM
To: Alvino, Michael (DDOT) <michael.alvino@dc.gov>
Subject: Section 106 Opening Consultation for WNY Land Acquisition

CAUTION: This email originated from outside of the DC Government. Do not click on links or open attachments unless you recognize the sender and know that the content is safe. If you believe that this email is suspicious, please forward to phishing@dc.gov for additional analysis by OCTO Security Operations Center (SOC).

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

March 21, 2022

Naval Facilities Engineering Systems Command Washington
Washington Navy Yard
ATTN: Navy EIS Project Manager
1314 Hardwood Street SE
Washington DC 20374

Dear Mr. Williams:

Subject: Opening Consultation Under Section 106 For Land Acquisition, Washington Navy Yard, Washington DC

The District Department of Transportation (DDOT) is in receipt of your March 3rd, 2022, letter in reference to opening consultation under Section 106 of the National Historic Preservation Act regarding the proposed undertaking. DDOT requests to be a cooperating agency to the Environmental Impact Statement and a consulting party under Section 106. Adjacent the proposed project area, DDOT has interests in the Anacostia Riverwalk Trail, the public right-of-way on 11th Street and O Street SE, and the proposed 11th Street Bridge Park.

Under Alternative 1, a land exchange is proposed in the Washington Navy Yard southeast corner, and the following items are of interest to DDOT:

- 24-hour public access to the Anacostia Riverwalk Trail shall be maintained.
- Restore the Anacostia Riverwalk Trail to a state of good repair in accordance with ADA, ABAAS, and PROWAG guidance.
- Complete a Comprehensive Transportation Review (CTR) to determine the impacts of the proposed development(s) on the District's transportation network.
- Ensure the number of off-street parking spaces is consistent with the Preferred Maximum Vehicle Parking Rates outlined in DDOT's *Guidance for Comprehensive Transportation Review (Jan 2022)*.
- Provide long-term and short-term bicycle parking spaces compliant with the 2016 Zoning Regulations.
- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards.
- Ensure private/internal sidewalks and roadways are built to DDOT standards.

- Site design should focus on minimizing vehicle and pedestrian conflicts at its access points, loading facilities, vehicle parking areas, and public space adjacent to the site.
- Coordinate with the 11th Street Bridge Park project team throughout the EIS to ensure each project properly considers the other. If the project moves forward, the 11th St. western sidewalk from M St to the waterfront should be evaluated to be widened to accommodate separate pathways for pedestrians and bicyclists and matching with the 11th St Bridge Park project design.
- Any possibility of removing the brick wall along the Riverwalk should be considered for the opportunity to make a more inviting and open Riverwalk Trail.
- The Riverwalk Trail is intended for active transportation users, any activation of the piers should include adequate queueing space outside of the Riverwalk Trail to ensure its continued use as a transportation.

DDOT looks forward to continued coordination on this action and appreciates the opportunity to participate in this important effort.

Michael Alvino is the DDOT point of contact for this project and can be reached at Michael.Alvino@dc.gov or 202-497-7153.

Sincerely,

A handwritten signature in black ink, appearing to be 'A. Chamberlin', with a stylized, looped initial 'A' and a horizontal line extending to the right.

Anna Chamberlin
Associate Director

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Draft EIS

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Draft EIS Notice of Availability Newspaper Advertisement

	<p>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.</p>
<p>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).</p>	<p>VIRTUAL PUBLIC MEETINGS NOVEMBER 15, 2022 6PM to 7PM NOVEMBER 16, 2022 1PM to 2PM</p>
<p>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.</p>	<p>Links to the public meetings will be provided on the project website: https://ndw.cnrc.navy.mil/WNY-Land-Acquisition/1/</p>
<p>Comments may be made the following ways:</p> <ol style="list-style-type: none">1. VERBALLY: Comments will be recorded during the Virtual Public Meetings2. 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 203743. EMAIL: NAVFACWashNEPA1@navy.mil	<p>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.</p>

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DEPARTMENT OF THE NAVY
COMMANDING OFFICER NAVAL DISTRICT WASHINGTON
1043 HARWOOD ST SE
WASHINGTON, DC 20373

IN REPLY REFER TO:
5090
Ser EV/054
14 OCT 2022

<Organization>
<Salutation> <First Name> <Last Name>
<Title>
<Address 1>, <Address 2>
<City>, <State> <Zip>

Dear Sir or Madam:

SUBJECT: NOTICE OF AVAILABILITY AND VIRTUAL PUBLIC MEETINGS FOR
THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED LAND
ACQUISITION AT THE WASHINGTON NAVY YARD, WASHINGTON, DISTRICT OF
COLUMBIA

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality Regulations, the Department of the Navy (Navy) prepared and filed with the United States Environmental Protection Agency (U.S. EPA), a Draft Environmental Impact Statement (EIS) that evaluates the potential environmental effects associated with acquisition of land at the Southeast Federal Center (SEFC), adjacent to the Washington Navy Yard (WNY), Washington, D.C. The Navy proposes to obtain 6 acres of land on the SEFC (the SEFC E Parcels) to improve the overall Antiterrorism (AT) posture of the WNY.

Private development on the SEFC E Parcels has already been approved by the local government in accordance with zoning ordinances and is currently scheduled to begin construction as early as 2023. By obtaining the SEFC E Parcels, the Navy would: (1) improve the WNY AT posture by reducing the encroachment threat posed by planned, private development on the SEFC E Parcels; (2) protect mission-critical activities conducted at the WNY from visual surveillance, and acoustic and electronic eavesdropping; and (3) enhance the overall safety of personnel, facilities, and infrastructure at the WNY.

Should the Navy obtain ownership of the SEFC E Parcels, the Navy is considering three alternative uses for the acquired property: construction and operation of a relocated Navy Museum, construction of administrative facilities, or maintaining the status quo (no new development).

The Navy invites you to participate in the EIS and Section 106 of the National Historic Preservation Act (NHPA) processes and welcomes your input.

Virtual Public Meetings

Due to current federal and state guidance on social distancing in response to the COVID-19 pandemic, the Navy will hold two virtual public meetings to receive comments on the Draft EIS. In addition, per Section 106 of the NHPA (36 CFR Part 800.2(5)(d)), this undertaking has the potential to have effects on historic resources associated with the WNY. The public will be able to submit comments on the analysis pursuant to Section 106 of the NHPA.

The meetings will be held:

- November 15, 2022, 6 p.m. to 7 p.m.
- November 16, 2022, 1 p.m. to 2 p.m.

Information on how to participate in the virtual public meetings is available on the Navy website at:

<https://ndw.cnmc.navy.mil/WNY-Land-Acquisition/1/>

Submitting Comments

The Navy requests and welcomes your comments on the Draft EIS and pursuant to Section 106 of the NHPA. You are invited to review and provide comments on the alternatives, information, and analysis, and the summary thereof, contained in the Draft EIS. The Draft EIS is available for electronic viewing or download at: <https://ndw.cnmc.navy.mil/WNY-Land-Acquisition/1/>

Comments may be submitted:

- 1) **Verbally** at the virtual public meetings
- 2) **Electronically by email** at NAVFACWashNEPA1@navy.mil, or
- 3) **Via U.S. Postal Service**, mailed to:

Naval Facilities Engineering Command Washington
Attention: EIS Project Manager
Washington Navy Yard
1314 Harwood Street SE
Washington, D.C., 20374

The public comment period will be open from October 14, 2022 through December 2, 2022. Comments must be postmarked by **Friday, December 2, 2022**. All comments submitted by this date will be considered in the preparation of the Final EIS.

Draft EIS

In the Draft EIS, the Navy is considering the impacts of the no action alternative and two action alternatives:

- No Action Alternative, - The Proposed Action would not occur. The Navy would not acquire or reuse the SEFC E Parcels. Instead, the private development on the SEFC E Parcels would proceed as planned.
- Alternative 1 - Land Acquisition through Land Exchange,
- Alternative 2 - Direct Land Acquisition.

Both action alternatives have the same three sub-alternatives that address reuse of the acquired property. The three sub-alternatives are: A) construct and operate a relocated National Museum of the United States Navy; B) construct and operate Navy administrative facilities; and C) bring property within the WNY fence line, but leave the parcels in their current underdeveloped state.

The Navy analyzes potential environmental impacts of the alternatives on the following resources: traffic, cultural resources, land use/zoning, hazardous materials and wastes, water resources, construction noise, air quality, socioeconomics, environmental justice, and utilities and infrastructure. In addition, the Navy analyzed potential cumulative effects.

The Navy will conduct all coordination and consultation activities required by the NHPA and other laws, regulations, and Executive Orders determined to be applicable to the project. The Navy could implement mitigation and monitoring measures to avoid or reduce environmental impacts, as determined in cooperation with the appropriate regulatory agencies and consulting parties.

Thank you again for your participation in the NEPA and Section 106 processes. For more information, please contact Nik Tompkins-Flagg, EIS Project Manager, NAVFAC Washington, Washington Navy Yard, 1314 Harwood Street SE, Washington, D.C., 20374 at NAVFACWashNEPA1@navy.mil.

Sincerely,



Robert L. Williams
Environmental Business Line
Director
By Direction

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Draft EIS Distribution List

A letter notifying agencies and interested parties of the Notice of Availability for the Draft EIS was distributed to the following agencies and stakeholders. The EIS is also available on the project website (<https://ndw.cnmc.navy.mil/WNY-Land-Acquisition/1/>).

Notification List	
Federal	
U.S. Environmental Protection Agency - Office of Federal Activities Ms. Cindy Barger, Director, NEPA Compliance Division 1200 Pennsylvania Ave NW WJC Building North Room: 6204M Washington, D.C. 20460	U.S. Environmental Protection Agency - Office of Federal Activities Mr. Robert Tomiak, Director, Office of Federal Activities (OFA) 1200 Pennsylvania Ave NW WJC Building North Room: 6204M Washington, D.C. 20460
U.S. Environmental Protection Agency - Region III Mr. Robert Stroud 701 Mapes Rd Fort Meade, MD 20755	U.S. General Services Administration Mr. Brett Banks, Capital Investment Officer 301 7th St SW Washington, D.C. 20024
U.S. General Services Administration Ms. Kristi Tunstall, Program Manager 307 7th St SW Washington, D.C. 20024	U.S. General Services Administration Ms. Nancy Witherell, Regional Federal Preservation Officer (FPO) 301 7th St SW Washington, D.C. 20024
Advisory Council on Historic Preservation Ms. Katharine Kerr, Navy Liaison 401 F St NW, Suite 308 Washington, D.C. 20001-2637	Advisory Council on Historic Preservation Ms. Laura Lavernia, GSA Liaison 401 F St NW, Suite 308 Washington, D.C. 20001-2637
National Park Service, National Capital Area Ms. Kathryn Smith National Historic Landmarks & National Register Coordinator 1100 Ohio Dr SW Washington, D.C. 20242	National Capital Parks - East Mr. Daniel Weldon, Cultural Resources Program Manager 1900 Anacostia Dr SE Washington, D.C. 20020
U.S. Commission of Fine Arts (CFA) Mr. Dan Fox, Senior Advisor 401 F St NW, Suite 312 Washington, D.C. 20001-2728	White House Communications Agency Col. Joy M. Kaczor, Commander, White House Communications Agency 2743 Defense Blvd SW, Building 399 Washington, D.C. 20373
U.S. Air Force, Joint Base Anacostia-Bolling (JBAB) Lt. Col. Steven J. Schuldt, Commander 11th Civil Engineer Squadron, JBAB 370, Brookley Ave Washington, D.C. 20032	U.S. House of Representatives Ms. Eleanor Norton, Delegate 2136 Rayburn House Office Building Washington, D.C. 20515

Notification List	
Tribal	
Delaware Nation P.O. Box 825 Anadarko, OK 73005	Delaware Tribe Susan Bachor Delaware Tribe Historic Preservation Pennsylvania Office PO Box 64 Pocono Lake, PA 18347
District	
National Capital Planning Commission Ms. Diane Sullivan, Director, Urban Design and Plan Review 401 9th St NW, North Lobby, Suite 500 Washington, D.C.20004	District Historic Preservation Office Mr. David Maloney District of Columbia State Historic Preservation Officer 1100 4th St SW, Suite 650 East Washington, D.C.20024
District Department of Transportation Mr. Everett Lott, Director 250 M St SE Washington, D.C.20003	District Department of Transportation, Trails Program Mr. Michael Alvino Coordinator, Anacostia Riverwalk Trail 250 M St SE Washington, D.C.20003
District Department of Energy and Environment Mr. Tommy Wells, Director 1200 First St NE Washington, D.C.20002	D.C. Office of Planning Ms. Anita Cozart, Interim Director 1100 4th St SW, Suite 650 Washington, D.C.20024
Government of the District of Columbia The Honorable Muriel Bowser, Mayor 1350 Pennsylvania Ave NW, Room 316 Washington, D.C.20004	Metropolitan Washington Council of Governments Mr. Chuck Bean, Department Head, Executive Office 777 N Capitol St NE, Suite 300 Washington, D.C.20002
Council of the District of Columbia Mr. Charles Allen, Councilmember, Ward 6 1350 Pennsylvania Ave NW Washington, D.C.20004	Council of the District of Columbia The Honorable Elissa Silverman 1350 Pennsylvania Ave NW, Room 408 Washington, D.C.20004
Council of the District of Columbia The Honorable Kenyan R. McDuffie 1350 Pennsylvania Ave NW, Room 106 Washington, D.C. 20004	Committee on Business and Economic Development Ms. Alicia DiFazio, Committee Director 1350 Pennsylvania Ave NW Washington, D.C.20004
Council of the District of Columbia The Honorable Phil Mendelson 1350 Pennsylvania Ave NW, Suite 504 Washington, D.C.20004	Committee on Health Mr. Vincent Gray, Chairperson 1350 Pennsylvania Ave NW Washington, D.C.20004
Committee on Government Operations and Facilities Robert White, Jr., Councilmember at Large 1350 Pennsylvania Ave NW Washington, D.C.20004	D.C. Historic Preservation Review Board Ms. Marnique Heath, Chair 1100 4th St SW, Suite 650 Washington, D.C.20024
Committee on Transportation and the Environment Ms. Mary Cheh, Committee Chair 1350 Pennsylvania Ave NW, Suite 108 Washington, D.C.20004	Van Ness Elementary School Cynthia Robinson-Rivers 1150 Fifth Street SE Washington, DC 20003

Notification List	
Advisory Neighborhood Commissions	
Advisory Neighborhood Commissions (ANC) 6A Ms. Amber Gove, Chairperson 1216 Constitution Avenue NE Washington, D.C. 20002	Advisory Neighborhood Commissions (ANC) 6A P.O. Box 15020 Washington, D.C. 20003
Advisory Neighborhood Commissions (ANC) 6B Corey Holman, Chairperson 926 14 th Street SE Washington, D.C. 20003	Advisory Neighborhood Commissions (ANC) 6B 921 Pennsylvania Avenue SE Washington, D.C. 20003
Advisory Neighborhood Commissions (ANC) 6C Ms. Karen Wirt, Chairperson 234 E Street NE Washington, D.C. 20002	Advisory Neighborhood Commissions (ANC) 6C P.O. Box 75604 Washington D.C. 20013
Advisory Neighborhood Commissions (ANC) 6D Mr. Edward Daniels, Chairperson 1111 New Jersey Avenue SE, #720 Washington, D.C. 20003	Advisory Neighborhood Commissions (ANC) 6D 1101 4 th Street SW Washington, D.C. 20024
Advisory Neighborhood Commissions (ANC) 6E P.O. Box 93020 Brentwood Station Washington, D.C. 20090	Advisory Neighborhood Commissions (ANC) 6E Michael Eichler, Chairperson 806 Rhode Island Avenue NW, #1 Washington, D.C. 20001
Advisory Neighborhood Commission (ANC) 8A 2100-D Martin Luther King Jr Ave SE Washington, D.C. 20020	Advisory Neighborhood Commission (ANC) 8A Jamila White, Chairperson P.O. Box 30700 Washington, D.C. 20019
Advisory Neighborhood Commission (ANC) 8B Mr. Kevin B. Coleman, Chairperson 2446 Elvans Road SE, #1/2 Washington, D.C. 20020	Advisory Neighborhood Commission (ANC) 8B 1809 Savannah Street SE, Suite 8B Washington, D.C. 20020
Advisory Neighborhood Commission (ANC) 8C c/o Rise Center 2730 Martin Luther King Jr Ave SE Washington, D.C. 20032	Advisory Neighborhood Commission (ANC) 8C Salim Adofo, Chairperson P.O. Box 30564 Washington, D.C. 20032
Advisory Neighborhood Commission (ANC) 8D PO Box 54781 Washington, D.C. 20032	Advisory Neighborhood Commission (ANC) 8D Ms. Patricia Carmon 816 Southern Avenue SE, #204 Washington, D.C. 20032
Organizations	
D.C. Preservation League	Committee of 100
Capitol Hill Restoration Society	Capitol Riverfront BID
Earthjustice	Everyone Home D.C.
Capitol Hill Association of Merchants & Professionals	Anacostia Watershed Society
Earth Conservation Corps	Sierra Club D.C. Chapter
Chesapeake Climate Action Network	Chesapeake Bay Program Office
Interstate Community on the Potomac River Basin	Washington Gas
Sousa Neighborhood Association	Potomac Gardens Resident Council
Anacostia Coordinating Council	Young Memorial Community Development Group
Anacostia Riverkeeper	Anacostia Business Improvement District

Notification List	
Anacostia Park and Community Collaborative	Fairlawn Citizens Association
Friends of Anacostia Park	Historic Anacostia Block Association
Washington Parks and People	Eastern Market Community Advisory Committee
Stanton Park Neighborhood Association	Barracks Row Main Street
Navy Yard Neighborhood Association	Hillcrest Community Civic Association
Southwest Neighborhood Assembly	Southwest D.C. Community Center
Committee on Government Operations and Facilities	Committee on Health
Committee on Transportation and the Environment	Washington Area Bicyclist Association
Individuals	
Ms. Carol Casperson	Mr. Johnnie N. Ferguson
Mr. Seymour M. Selig	Mr. Banks B. Banks
Mr. Jacque Patterson	Ms. Gloria Hamilton
Ms. Shushan Israel	Mr. Tom Daly III
Ms. Susan Bennett	Ms. Katreena Shelby
Ms. Elissa Feldman	Mr. Carl Cole
Ms. Lorraine Griffen	Ms. Diane Fleming
Ms. Pat Jones	Mr. Hans Moennig
Ms. Mary Proctor	Mr. Reggie Parish
Ms. Brenda Lee Richardson	Mr. Victor R. McMahan
Mr. Mark Holler	Mr. & Mrs. Steckler
Ms. Olivia Henderson	Mr. Francis Campbell
Mr. William Ellis	Dionne Brown
Ms. Yottie Kenan-Smalls	Mr. Lloyd Logan
Ms. Barbara Clark	Ms. Greta Fuller
Mr. Gregg Jusice III	Ms. Carolyn Ward
Mr. Norman Metzger	Mr. Ivan Frishberg
Mr. Brian Pate	

Fact Sheet

Draft Environmental Impact Statement

Proposed Land Acquisition at Washington Navy Yard, Washington, D.C.



Your Input Matters – We Welcome Your Comments

- Draft Environmental Impact Statement (EIS) Public Comment Period: October 14, 2022 to December 2, 2022
- National Historic Preservation Act, Section 106: Potential effect of the Proposed Action on historic properties
- All comments must be postmarked or received electronically by 11:59 p.m. Eastern Standard Time on **December 2, 2022**, for consideration in the Final EIS

Introduction

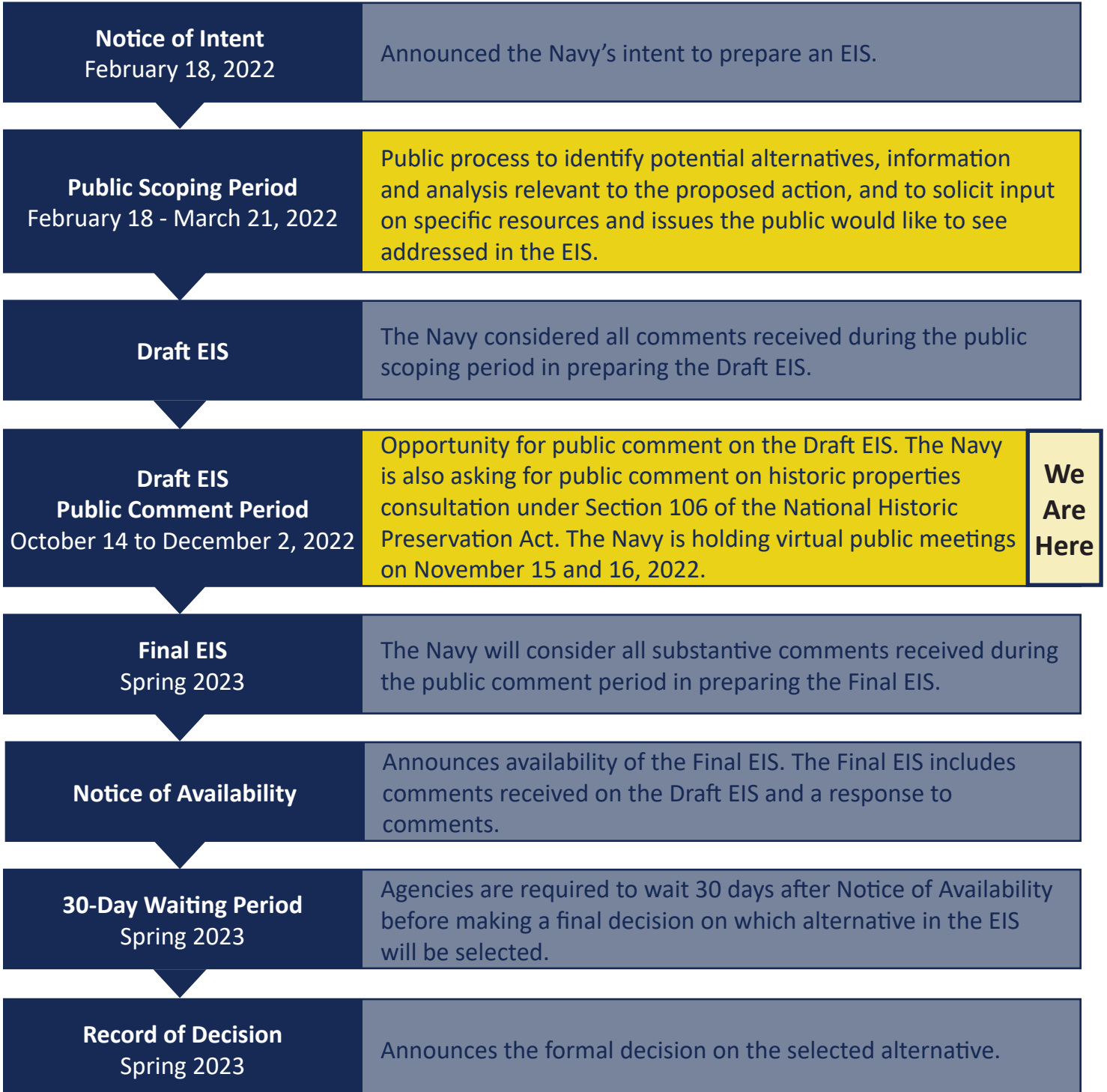
Naval District Washington, a Command of the U.S. Navy, prepared the Draft EIS to evaluate the potential environmental impacts associated with acquiring 6 acres of land on the Southeast Federal Center (SEFC) to improve the overall antiterrorism posture of the Washington Navy Yard (WNY), Washington, D.C. 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 Navy administrative facilities, or maintaining the status quo (no new development).



Figure 1. Washington Navy Yard 6th Street Gate

National Environmental Policy Act (NEPA) Process and Schedule

The Draft EIS has been prepared pursuant to NEPA. NEPA is an environmental law that requires federal agencies to consider the potential environmental impacts of the proposed action in their decision-making. NEPA ensures that reasonable alternatives to the proposed action are explored, that potential impacts to the environment are thoroughly analyzed, and that the public has an opportunity to provide input. Public and agency input allows decision-makers to consider community concerns and benefit from local knowledge. The Navy welcomes and appreciates the public's participation throughout the NEPA process. Specific opportunities for public review and comment are during the scoping period and after release of the Draft EIS.



**We
Are
Here**

Proposed Action

The Navy proposes to obtain approximately 6 acres of land at the SEFC (Parcels E1, E2, E3, and E4) to improve the overall antiterrorism posture of the WNY. Encroachment at the WNY is an immediate concern because of the proposed incompatible private development currently scheduled and approved for construction in 2023 on the SEFC E Parcels, adjacent to the northwest perimeter of the WNY.

Should the Navy obtain the SEFC E Parcels from U.S. General Services Administration (GSA) through a federal-to-federal land transfer, the Navy is considering three alternative uses for the acquired property:

- Construction and operation of a relocated Navy Museum
- Construction and operation of administrative facilities
- Maintaining the status quo – no new development



Figure 2. Site Map

Purpose of and Need for the Proposed Action

By obtaining the SEFC E Parcels, the Navy would:

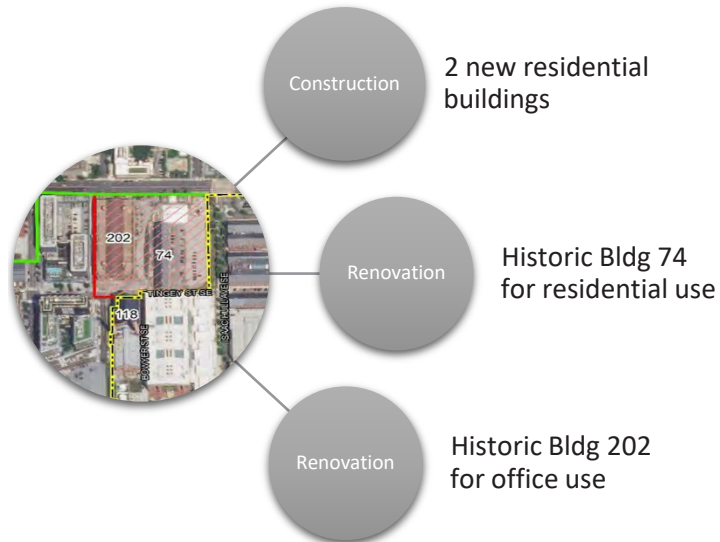
- Improve the WNY antiterrorism posture by reducing the encroachment threat posed by planned, private development on the SEFC E Parcels
- Protect mission-critical activities conducted at WNY from visual surveillance and acoustic/electronic eavesdropping
- Enhance the overall safety of personnel, facilities,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

Alternatives

The Navy evaluated two alternatives for acquiring the SEFC E Parcels, three sub-alternatives for reuse of the acquired property, and the No Action Alternative.

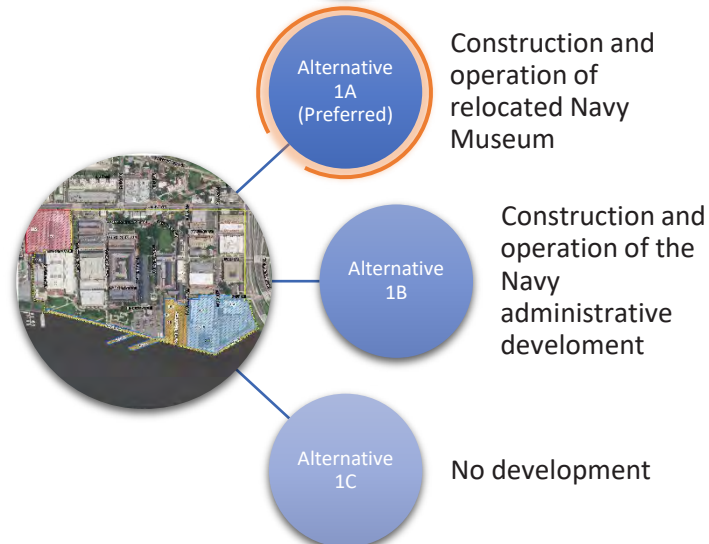
NO ACTION ALTERNATIVE:

- 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

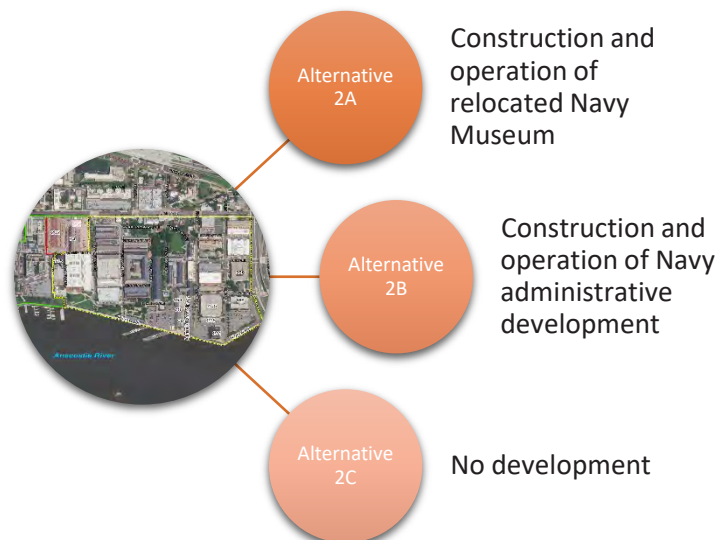


Figure 3. Potential Impacts Addressed under Each Alternative

Preferred Alternative

The Navy's Preferred Alternative is Alternative 1A: Land Acquisition through Land Exchange, which includes the exchange of the SEFC E Parcels for the WNY Southeast Corner, private development and upgrades at the WNY provided by the developer as in-kind considerations, and reuse of the SEFC E Parcels with construction and operation of a relocated Navy Museum. Alternative 1A meets the purpose and need to improve the overall WNY antiterrorism posture, and protects mission-critical activities from visual surveillance and acoustic and electronic eavesdropping. Alternative 1A also enhances the overall safety of personnel, facilities, and infrastructure at the WNY by constructing and operating compatible development on the SEFC E Parcels.

Alternative 1A meets the requirements of Section 2845 of the 2019 National Defense Authorization Act, which specifically provides for the acquisition of the SEFC E Parcels via exchange of real property that the Navy considers appropriate to protect the interests of the United States.

For the reuse of the SEFC E Parcels, Sub-alternative A (Navy Museum) is preferred over Sub-alternatives B (Navy administrative facilities) and C (no development) because Sub-alternative A allows the Navy to meet a long-term need of relocating the existing museum. Relocating the Navy Museum would benefit both the Navy and the surrounding community by addressing the limitations of the existing museum, providing a location for a new, world-class museum for public enjoyment, and bringing potential retail and commercial amenities to the local area.



Figure 4. Conceptual Drawing WNY Southeast Corner



Figure 5. Conceptual Drawing SEFC E Parcels

Summary of Draft EIS Findings

The following pages contain a summary of impacts to environmental resources from the Navy's Preferred Alternative, Alternative 1A: Land Acquisition through Land Exchange with Reuse of the SEFC E Parcels with Relocated Navy Museum. For a detailed description of impacts from the Preferred Alternative and other Alternatives, please refer to the Draft EIS, which may be found using the link at the bottom of the page.



Figure 6. Intersection of
O and 11th Street

Transportation: The Navy conducted a traffic study and traffic modeling to predict the volume of traffic that would be generated by the project alternatives and to assess potential traffic impacts at 22 intersections. Overall, the WNY area can absorb projected future traffic volumes. No significant impacts would occur under all alternatives except Alternative 1B. Under Alternative 1A, the preferred alternative, minor additional traffic may occur during the morning and afternoon peaks. These impacts could include: congestion at the I-695 on-ramp at 11th Street in the morning and the off-ramp at 11th Street in the afternoon and occasional backups at the Navy's O Street Gate. Similar conditions would exist under the No Action Alternative with the private development of the E Parcels with the exception of the Navy's O Street Gate that would operate as it does now. Traffic impacts could be minimized by incorporating lane changes (right-turn only or left-turn only) or dynamic message signs to improve traffic flow. The Navy and developer could consider improving the O Street Gate, encouraging employees and residents to use other modes of transportation, or minimizing new parking.

Summary of Draft EIS Findings, continued

Cultural Resources: The Navy assessed impacts on cultural resources and determined:

- There is the potential for adverse effects to undiscovered archaeological resources during construction.
- Navy acquisition of the SEFC E Parcels would have potential adverse effects on Buildings 74, 118, 202 and the Navy Yard Boundary Wall, the Annex Historic District, and the Washington Navy Yard Central Yard National Historic Landmark due to physical alterations and the introduction of visual elements that may be inconsistent with the historic character of the resources.



Figure 7. Building 74



Figure 8. Building 118

- Transfer/lease of the Washington Navy Yard Southeast Corner would have potential adverse effects on properties comprising the Washington Navy Yard Central Yard National Historic Landmark and the Eastern Extension Historic District due to transfer out of Federal control without adequate preservation protection as well as the introduction of visual elements that 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.
- The Navy has initiated its National Historic Preservation Act Section 106 consultation with the District of Columbia State Historic Preservation Officer, Advisory Council on Historic Preservation, and National Park Service.

Impacts under NEPA would be significant but would be resolved by Agreements among the Navy, the developer, and consulting parties.

Summary of Draft EIS Findings, continued

Land Use/Zoning: The Preferred Alternative would result in a land acquisition through land exchange, resulting in a shift in high-density, mixed-use development away from the SEFC E Parcels to the WNY Southeast Corner, which would not significantly impact land use and zoning. Private development on the WNY Southeast Corner would require zoning changes. The overall antiterrorism posture for the WNY would be improved by the Navy acquisition of the SEFC E Parcels. A relocated Navy Museum on SEFC E Parcels is compatible with existing and planned land uses, is consistent with the *Memorials and Museums Master Plan*, *Washington Navy Yard Installation Master Plan*, and *Lower Anacostia Waterfront/Near Southwest Area Element*, and is a use compatible with an improved antiterrorism posture for the WNY.



Figure 9. SEFC E Parcels

Hazardous Materials And Wastes: Use of hazardous materials and generation of hazardous wastes during construction and operation require proper management and disposal in accordance with all federal and local regulations. For the SEFC E Parcels, any special hazards present in Buildings 74 and 202 would be identified and remediated by the Navy as a part of any building rehabilitation/reuse. The Navy would also be required to remove contaminated soil during excavation of the foundation/garage or basement of any new structures. These remedial actions would result in reduced toxicity, mobility, and volume of any hazardous substances in the soils.

For the WNY Southeast Corner, the Navy would remain responsible for two contaminated sites with ongoing investigations that are located within areas that would be transferred. Development at the Navy Yard's Southeast Corner would displace the existing Hazardous Waste Storage Site. The Navy uses this site to temporarily collect and store hazardous wastes prior to transporting off-site in support of its mission activities. An acceptable location for the facility would be identified prior to the land transfer, and the Navy would conduct appropriate NEPA analysis upon identification of a new site.

Water Resources: Construction could result in potential impacts to water resources from soil erosion and sediment transport. Impacts would not be significant with implementation of appropriate stormwater infrastructure and best management practices and compliance with permit conditions. Risks associated with development in a flood plain would remain but would be reduced with implementation of flood management measures.

Summary of Draft EIS Findings, continued

Noise: Construction and operation of facilities under the Preferred Alternative would not result in permanent noise impacts to noise-sensitive receptors near the WNY Southeast Corner or the SEFC E Parcels. Potentially significant temporary noise impacts at noise-sensitive locations could occur during construction at the SEFC E Parcels. 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 potential mitigation measures, if needed.

Air Quality: Construction and operation of facilities would result in the generation of air quality emissions. The Navy conducted air quality modeling for all alternatives to assess the impact on air quality. In all cases, air emissions would be below applicable significance thresholds; therefore, there would be no significant impact to air quality.

Socioeconomics: Construction and operation of the facilities under the Preferred Alternative would result in beneficial economic impacts. 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.



Figure 10. Washington Navy Yard

Environmental Justice: Minority and low-income populations would not experience disproportionately high and adverse effects from the Preferred Alternative. These proposed activities would not result in health and safety risks that may disproportionately affect children.

Summary of Draft EIS Findings, continued

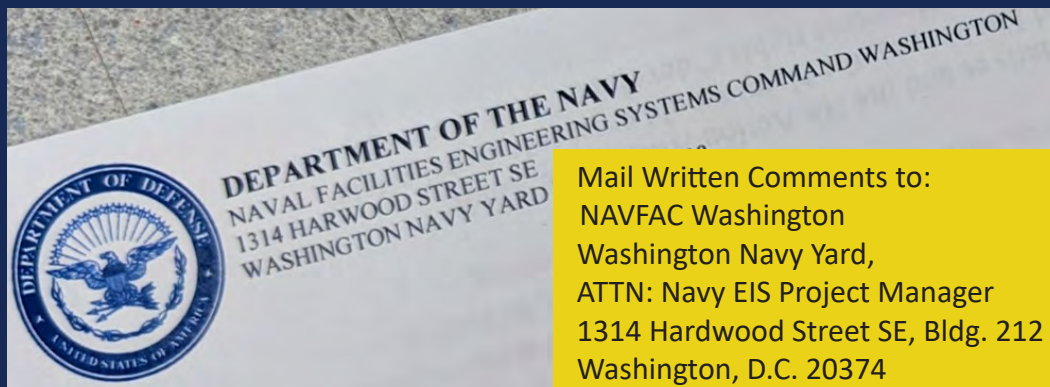
Utilities And Infrastructure: No significant impacts to utilities and infrastructure distribution systems and service capacity are expected under the Preferred Alternative. Ample capacity with service provider systems at connection points could handle increased demands associated with private development in the WNY Southeast Corner and the Navy Museum at the SEFC E Parcels. Existing Navy utility infrastructure in the WNY Southeast Corner would be capped and rerouted. Construction of a relocated Navy Museum on SEFC E Parcels would require utility connections to existing services. Acquisition and maintenance of Buildings 202 and 74 would require utility connections. Minor short-term impacts would be expected during utility disconnections and new connections.

Public Involvement

Public comments on the Draft EIS and Section 106 consultation process are being accepted from October 14, 2022 to December 2, 2022.

Your Participation – How to Provide Comments on the Draft EIS

- Media should contact the Public Affairs Officer at (202) 433-2669
- The public may submit comments in any of the following ways:



Public comments on the Draft EIS must be postmarked or submitted electronically by 11:59 p.m. Eastern Standard Time by **December 2, 2022** to be considered in the development of the Final EIS.

National Historic Preservation Act

Section 106 Fact Sheet

Proposed Land Acquisition at Washington Navy Yard, Washington, D.C.



The Navy is required to comply with regulations that govern cultural resources (archaeological and architectural [built] resources). Concurrent with the National Environmental Policy Act (NEPA) Draft Environmental Impact Statement (EIS) public involvement process, the Navy is conducting the National Historic Preservation Act (NHPA) Section 106 process regarding potential effects of the proposed project on historic properties. Section 106 of the NHPA requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve throughout the country. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review will take place. Figure 1 shows how the Section 106 and NEPA processes interconnect.

Cultural Resources are Governed by Federal Laws and Regulations

- National Historic Preservation Act
- Archeological and Historic Preservation Act
- American Indian Religious Freedom Act
- Archaeological Resources Protection Act
- Native American Graves Protection and Repatriation Act

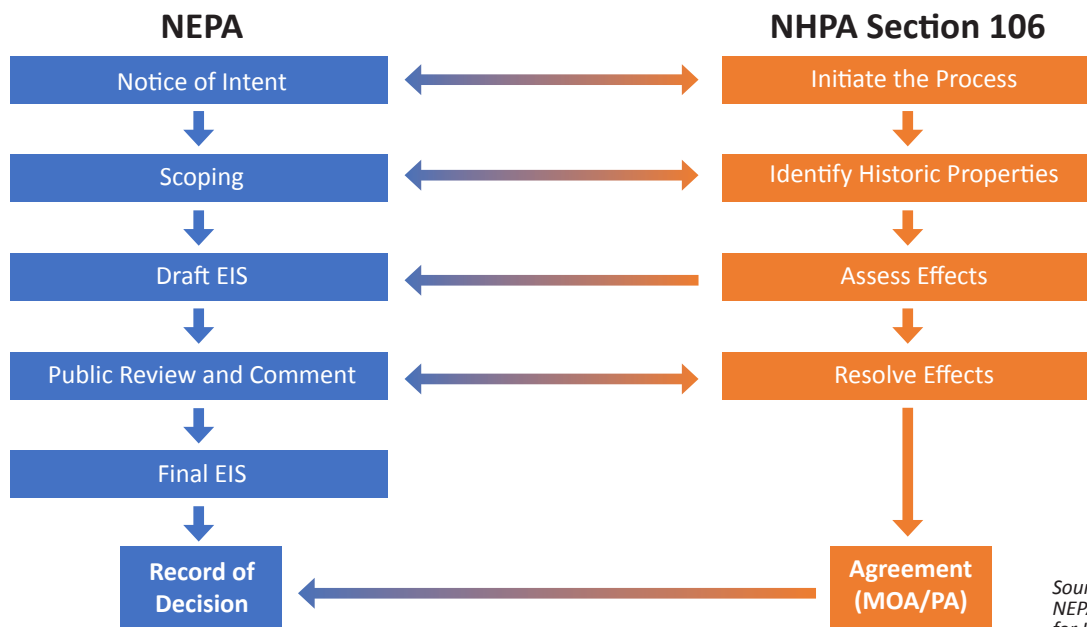


Figure 1. Flow chart showing how EIS and Section 106 steps interconnect

Key: MOA = Memorandum of Agreement; PA = Programmatic Agreement

Source: CEQ and ACHP 2013, NEPA and NHPA, A Handbook for Integrating NEPA and Section 106



Please visit the project website for more information. [Click Here](#)

Studies and Consultation

To study the effects on cultural resources, the Navy conducted the following:

- Established two Areas of Potential Effects for studying archaeological resources and architectural resources
- Conducted a Phase IA Archaeological Survey of the Washington Navy Yard Southeast Corner and the Southeast Federal Center E Parcels – under review by the District of Columbia State Historic Preservation Officer (D.C. SHPO)
- Conducted inventories at the Washington Navy Yard to identify archaeological and architectural resources that are listed or eligible for listing in the National Register of Historic Places
- Sent letters describing the proposed project and alternatives to the Delaware Nation and the Delaware Tribe concurrent with the publication of the Draft EIS, requesting information about any traditional cultural properties and cultural resources of potential interest
- Identified historic properties within the Areas of Potential Effects by reviewing Navy records of surveys, D.C. SHPO files, and other sources of information
- Conducted field work to document visibility of the proposed project from historic properties and historic districts
- Conducting ongoing consultation with Advisory Council on Historic Preservation, D.C. SHPO, and National Park Service

Findings to Date

- Development could result in adverse effects to undiscovered archaeological resources, the Washington Navy Yard Central Yard National Historic Landmark and individually eligible properties within it, the Washington Navy Yard Eastern Extension Historic District, the Washington Navy Yard Annex Historic District, and other nearby historic properties (e.g., Anacostia Park, L'Enfant Plan).
- Adverse effects would be resolved via a Programmatic Agreement among the Navy, Advisory Council on Historic Preservation, D.C. SHPO, and other Consulting Parties.

Definitions

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.

Historic Districts possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

National Register of Historic Places is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Authorized by the NHPA, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historical buildings, archaeological resources, and other important cultural resources.

National Historic Landmarks are exceptional historic properties that illustrate the heritage of the United States. The over 2,600 National Historic Landmarks found in the U.S. today come in many forms: historic buildings, sites, structures, objects, and districts.



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

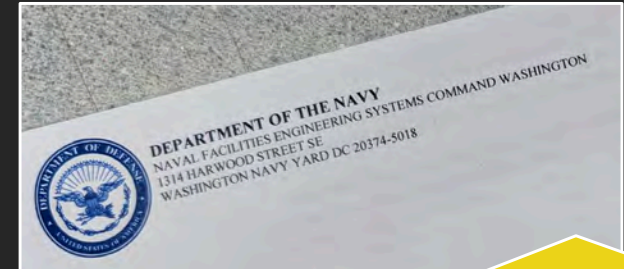
- Media should contact the Public Affairs Officer at (202) 433-2678
- The public may submit comments in any of the following ways:



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 16th, 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 15th, 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.

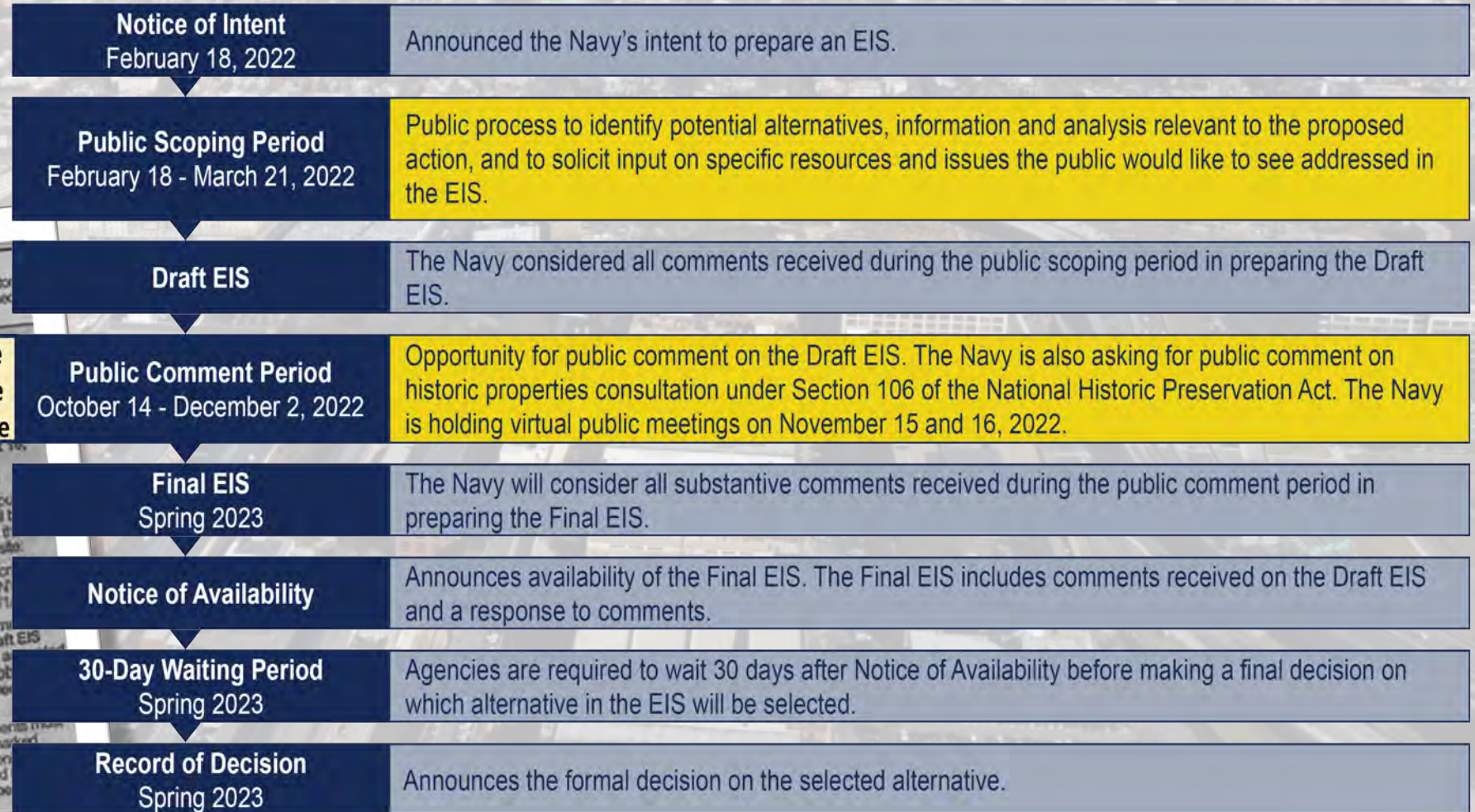
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)



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-8PM
NOVEMBER 16, 2022, 1PM to 2PM
Links to the public meetings will be provided on the project website:
<https://ndw.cnic.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

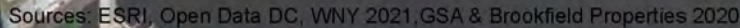
- The Navy's Draft EIS for the Proposed Land Acquisition at the Washington Navy Yard was released to the public on October 14, 2022.
- We are currently in the public comment period, which ends on December 2, 2022.
- Comments on the Draft EIS received during the public comment period will be considered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



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).

<https://ndw.cnmc.navy.mil/WNY-Land-Acquisition/1/>

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

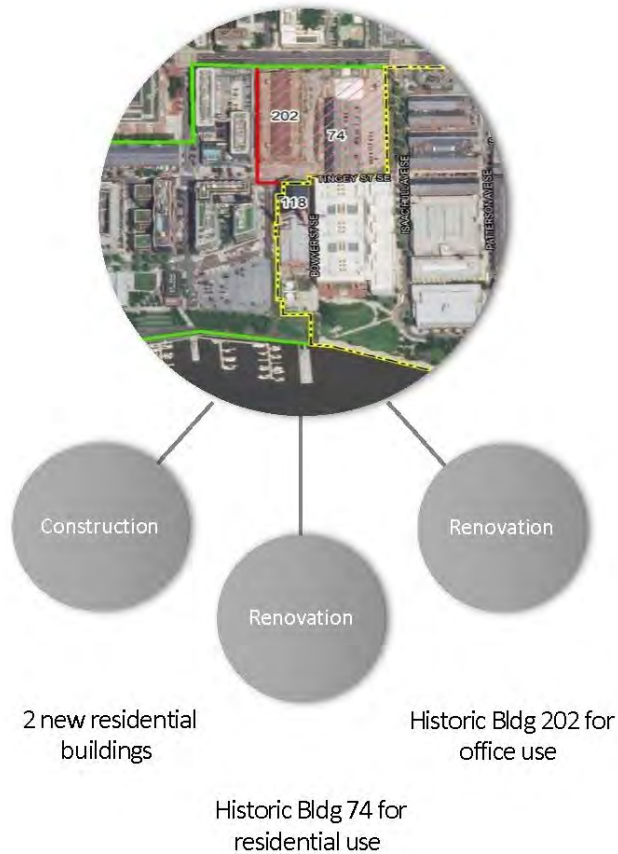
- As it stands now, private development is scheduled and approved for construction on the E Parcels as early as 2023. This development would occur immediately adjacent to the Navy Yard and the Navy is concerned about security. Action is needed to protect the Navy mission.
- The purpose of the proposed 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



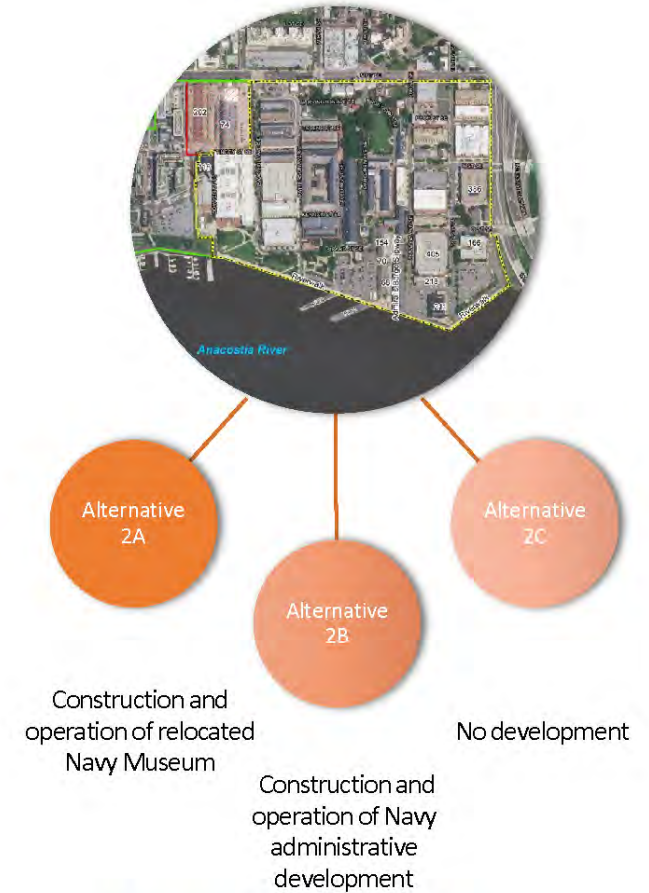
NO ACTION ALTERNATIVE:

- 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

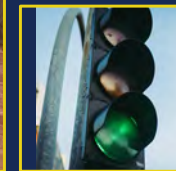
Construct and operate a relocated Navy Museum on SEFC E Parcels.



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 11th 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

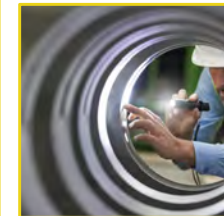
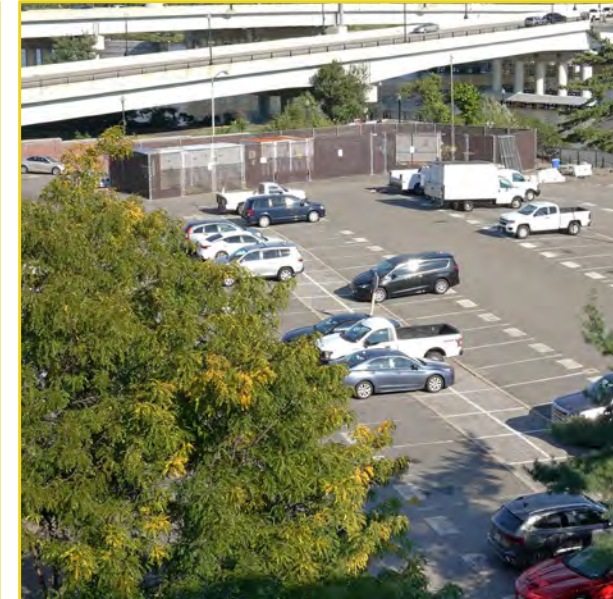
SLIDE 23: NOISE

- 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

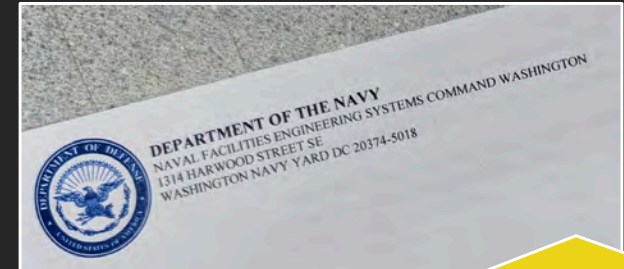
- Media should contact the Public Affairs Officer at (202) 433-2678
- The public may submit comments in any of the following ways:



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.

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Public Meeting for Washington Navy Yard
Proposed Land Acquisition

Questions and Answers, Public Comments

Moderated by Tania Fragomeno

Tuesday, November 15, 2022

6:30 p.m. to 7:00 p.m. EST

Remote Proceeding

Costa Mesa, CA 92626

Reported by: Oliver Goodman-Waters

JOB NO.: 5576801

A P P E A R A N C E S

List of Attendees:

Tania Fragomeno, Moderator, Stantec (by
videoconference)

Nik Tompkins-Flagg, US Navy (by videoconference)

Cristina Ailes, Stantec (by videoconference)

Gunarti Coghlan, US Navy (by videoconference)

Julie Darsie, US Navy (by videoconference)

Jackie Clark, Stantec (by videoconference)

Richard Williams, Stantec (by videoconference)

Kathleen Riek, Stantec (by videoconference)

Eric Crafton, US Navy (by videoconference)

Edward Zeigler, US Navy (by videoconference)

Armalia Berry-Washington, US Navy (by videoconference)

Eric Blaylock, Public Comment (by videoconference)

Daniel Sernovitz, Public Comment (by videoconference)

P R O C E E D I N G S

MS. TOMPKINS-FLAGG: -- presentation section of today's meeting. Again, my name is Nik Tompkins-Flagg, and I'm the Navy's project manager for the EIS.

We appreciate the chance to share information about the proposed project, and the analysis from the Draft EIS and ongoing Section 106 consultation process with all of you.

Next is our question-and-answer session. We've allotted approximately 15 minutes for questions and answers. We will then follow with a public comment session.

I will now turn the meeting over to our moderator, Tania Fragomeno, for some instructions.

MS. FRAGOMENO: Thank you, Nik. And hello, everyone. My name is Tania Fragomeno, and I will be the moderator for today's question and answer session, and the public comment session that will follow. We will be accepting questions and comments for the National Environmental Policy Act and Section 106 of the National Historic Preservation Act Public Participation Process.

If you would like to ask a question verbally, please click on the "raise hand" icon,

1 likely located at the bottom of your screen. This
2 will put you into the queue for verbal questions. If
3 you're on a mobile device, you might need to tap your
4 screen for the "raise hand" icon to appear. I will
5 call on individuals in the order received.

6 If you're joining us by phone, you can
7 dial "star nine" to raise your hand. Again, if you're
8 joining us by phone, that's "star nine" to raise your
9 hand. I will call on you by the last few digits of
10 your phone number. You will then need to dial "star
11 six" to complete the unmute process once it's your
12 turn.

13 If you would like to type a question
14 instead of asking it verbally, please enter the
15 question into the Q&A box. The Q&A box is located at
16 the bottom of your screen. If you're on a mobile
17 device, you might need to tap your screen for the
18 "Q&A" icon to appear.

19 If you're having technical issues with
20 Zoom webinar, please call our technical support
21 hotline at area code 858-290-2175. You can also use
22 the chat feature located at the bottom of your screen
23 to message the host for technical support.

24 Each speaker will have three minutes to
25 ask their question. We will place a timer on the

1 screen to indicate your remaining speaking time. A
2 court reporter will be recording the questions and
3 answers. We have allotted 15 minutes for questions
4 and answers, and then we'll move on to public
5 comments.

6 When you're called on, we will ask you
7 to please state and spell your name for the record,
8 and if you represent any organization, please let us
9 know. We will take as many questions as time allows.

10 You may also send your question in
11 writing by email or mail by December 2nd. The email
12 address and mailing address are available on the
13 project website where you received information for
14 joining this meeting.

15 On the project website, you can also
16 join our mailing list. And by joining the mailing
17 list, you will be notified when the Final EIS is
18 completed.

19 The queue for questions is now open.
20 Please click on the "raise hand" icon, likely located
21 at the bottom of your screen. Or, if you're joining
22 us by phone, please dial "star nine" to be added to
23 the queue. And you can also type your question into
24 the Q&A box.

25 So, at this time, we have no one in the

1 queue for questions, and no questions in the Q&A box,
2 so we'll just give it a few moments.

3 Okay. We see at least one question
4 come in. A couple more; or one more, at least. And,
5 again, if you'd like to ask a question verbally, you
6 can use the "raise hand" icon.

7 Okay. So I'll go ahead and start with
8 the two questions that we received in our Q&A box.

9 So the first is from Eric Blaylock, and
10 the question is, "With respect to the Southeast
11 Federal Center E Parcel, whether or not the
12 development is by the Navy or private developer, what
13 specific considerations have been given to parking
14 impacts to the adjacent Navy Yard neighborhood?"

15 So, Nik, if you could take that for us,
16 please?

17 MS. TOMPKINS-FLAGG: Sure. So
18 depending on what the Navy were to build on the
19 E Parcels -- if we were to acquire them -- there would
20 be minimal parking anticipated.

21 Strictly just for if it was a museum,
22 there would be some parking available for visitors to
23 the museum.

24 Admin facilities -- if we chose that
25 option -- would have very minimal parking, as we would

1 anticipate most of the workforce parking on the
2 Washington Navy Yard proper.

3 And, obviously, if we did not do
4 anything -- only E Parcels -- and left them in their
5 current underdeveloped state, then we would not
6 anticipate putting any parking on that site. So in
7 regards to public parking on that site, at this time
8 we do not have any plans for that.

9 But once we got further along with a
10 potential museum -- if we chose that option -- then
11 that is something that the museum could potentially
12 consider. But we're not aware at this time if there
13 would be any parking indicated.

14 MS. FRAGOMENO: Okay. Thank you, Nik.

15 Our next question is from
16 Daniel Sernovitz. And the question is, "What can you
17 say about the proposed private development on the
18 southeast corner? Who is the developer, and what have
19 they proposed?"

20 MS. TOMPKINS-FLAGG: Eric Crafton,
21 would you like to take that one?

22 MR. CRAFTON: Okay. Yes. So at this
23 point, there hasn't been an official zoning package
24 filed by the developer. I can say that anything that
25 they would want to do would have to go through the

1 normal D.C. zoning process and have even still more
2 community meetings.

3 But, in general, I know that it's going
4 to be a mixed-use development. For example, there's a
5 building -- it's called "Building 70" -- but it's an
6 old building that's not going to be used anymore by
7 the Navy.

8 And so I know that there'd probably be
9 some type of retail activities that people could
10 access from the Riverwalk, much like you can do in the
11 Yards development now, just to the west of the
12 Washington Navy Yard Base.

13 There'd probably be some type of office
14 component and some type of residential component. We
15 anticipate it to be very similar to the development on
16 the western side of what's called the "Yards"
17 development today, that people that live in the
18 neighborhood -- like me -- are familiar with.

19 Hopefully that answered the question.

20 MS. TOMPKINS-FLAGG: Thanks, Eric. And
21 yes, if we were to move forward with a land exchange,
22 then that is what we would foresee to occur, pending
23 any future zoning process.

24 MS. FRAGOMENO: Okay. Thank you, Nik
25 and Eric. Okay. Next question from Eric Blaylock, "I

1 also see in 'Alternative 1,' the Riverwalk and the
2 piers are in play. Is this something that is left up
3 to developers to decide how to use?"

4 MR. CRAFTON: Can you say that again?

5 MS. FRAGOMENO: Let me read the
6 question again.

7 MR. CRAFTON: Thank you.

8 MS. FRAGOMENO: The question is, "I see
9 also in 'Alternative 1,' the Riverwalk and the piers
10 are in play. Is this something that is left up to
11 developers to decide how to use?"

12 MR. CRAFTON: So, obviously, the way
13 the deal is structured, the developers will be
14 investing capital. If you're like me, I walk or jog
15 or take my bike along the Riverwalk several times a
16 week. And it's really not in good shape. It's in
17 disrepair, and especially towards the 11th Street
18 Bridge end.

19 So part of this entire development
20 proposal includes the developer investing in the
21 restoration of the Riverwalk, taking down some of the
22 fences, so that you can have a larger promenade access
23 into that Building 70 from the Riverwalk by the Swift
24 boat.

25 If people walk down there, they know

1 exactly what I'm talking about. So basically, they're
2 going to be giving that whole area a structural and
3 aesthetic facelift and make it much more user-
4 friendly. So that will be done at the developer's
5 expense.

6 And then as far as the piers, all of
7 that has to be cleared through the Army Corps of
8 Engineers and working with the Navy as the developer's
9 partner. But those are historic piers and, sadly --
10 due to lack of funds to maintain some of those
11 piers -- there used to be five piers and three of them
12 had to be taken down.

13 And the Navy worked really hard with
14 the developers to try to figure out a way to save
15 those remaining two piers and restore them, so that
16 the public could have a chance to use them and enjoy
17 them, much like we do when we go down to the southwest
18 side of D.C. by the Fish Market in the area called
19 "The Wharf." And so that's kind of the vision for the
20 piers and the Riverwalk.

21 MS. FRAGOMENO: Okay. Thank you, Eric.

22 MR. CRAFTON: You're welcome.

23 MS. FRAGOMENO: Okay. We don't have
24 any more questions in the queue, so if you'd like to
25 ask a verbal question, please use the "raise hand"

1 icon, which is found at the bottom of your screen. If
2 you're joining us by phone, you can dial "star nine"
3 to raise your hand. If you'd like to type in your
4 question, just go ahead and type it into the Q&A box
5 that's found at the bottom of your screen.

6 And if you're having technical
7 difficulties with Zoom, you can contact us at area
8 code 858-290-2175. You can also use the chat for
9 technical support.

10 So we'll give it a couple more minutes
11 and see if any questions come in. If not, we will
12 turn it over to the formal public comment session.

13 Okay. We have a question that came in
14 on the Q&A box, from Daniel Sernovitz. And the
15 question is -- and I will repeat the question after I
16 read it once -- "In the alternative scenario, it was
17 mentioned development of the E Parcels could take
18 place as soon as 2023. Has the developer indicated an
19 intention of moving forward with development there,
20 under that scenario, as soon as 2023?"

21 So, again, the question is, "In the
22 alternative scenario, it was mentioned development of
23 the E Parcels could take place as soon as 2023. Has
24 the developer indicated an intention of moving forward
25 with development there, under that scenario, as soon

1 as 2023?"

2 So, Eric, let me just go ahead and
3 unmute you.

4 MR. CRAFTON: Okay. Thank you. Yes.
5 So the way the question was asked, I'm not exactly
6 sure what they're asking, but I'm going to take a stab
7 at it, because I think I understand what they're
8 asking.

9 So basically, if the Navy chose the
10 alternative where nothing happens and the Navy didn't
11 acquire the E Parcels, the current developer -- who is
12 the master developer for the entire Yards -- has
13 already received the zoning entitlements from the
14 District of Columbia Planning and Zoning and the
15 Council to build somewhere between 1.25 and 1.5
16 million gross square feet of mixed-used development,
17 to a maximum height of up to 110 feet, I think.

18 So those entitlements are already done.
19 It's already gone through the planning and zoning
20 process. So if the Navy were to choose the "No
21 Action" alternative, then the current master developer
22 would have every right and -- I assume -- every
23 intention of moving forward. They would be able to do
24 that in 2023.

25 So hopefully that answers the question.

1 If not, maybe they can type in a follow-up.

2 MS. FRAGOMENO: Okay. Thank you, Eric.

3 Yes. And Daniel, feel free to type in
4 a follow-up if that didn't answer the question.

5 Okay. So we have no more questions in
6 the queue, and no one with their hands up to ask a
7 question. So I think we can go ahead and move to the
8 public comment portion of the meeting. Okay. So that
9 concludes the question-and-answer session of today's
10 meeting.

11 So this is now our public comment
12 session. So we invite you to submit comments on the
13 Draft EIS and National Historic Preservation Act
14 Section 106 Consultation Process. We are only taking
15 verbal comments at today's meeting. We are not
16 accepting comments through the Q&A or chat functions.

17 So to enter the queue for a verbal
18 comment, please raise your hand by clicking on the
19 "hand" icon located on the screen. If you're joining
20 us by phone, please dial "star nine" to enter the
21 queue. And if you'd like to submit a written comment,
22 it must be sent to us by email or postal mail by
23 December 2nd.

24 When you are called on, please state
25 and spell your full name for the record. Please state

1 any organization you may represent. And please let us
2 know if your comment pertains to the Draft EIS or to
3 Section 106 of the National Historic Preservation Act.

4 Each speaker will have three minutes to
5 state their comment for the record. We will place a
6 timer on the screen to indicate your remaining
7 speaking time.

8 A court reporter will be recording the
9 comments. We will not be responding to comments
10 today. Comments will be responded to in the Final
11 EIS. All comments, regardless of how they are
12 received, are weighed equally.

13 So the queue is now open for public
14 comments, and we do not have anyone in the queue. So
15 meanwhile, we wait for anyone to raise their hand to
16 make a verbal comment.

17 We wanted to remind you that on the
18 project website we do have documents of the Draft EIS
19 available. You could also join the mailing list, and
20 you could also download fact sheets. By joining the
21 mailing list, we will let you know when the Final EIS
22 is completed.

23 We do not have anyone in the queue for
24 a verbal comment. Okay. For anyone newly joining us,
25 we are in the public comments session of today's

1 meeting.

2 If you'd like to make a verbal comment,
3 you can use the "raise hand" icon to enter the verbal
4 queue. If you're joining us by phone, you could dial
5 "star nine" to enter the queue. And if you'd like to
6 send a written comment, please make sure to send it by
7 email or postal mail by December 2nd.

8 We still have no one in the queue for a
9 verbal comment.

10 Just to let you know, after the
11 meetings the pre-recorded presentation, as well as the
12 slides and transcript, will be posted to the project
13 website. The project website is listed at the bottom
14 of your screen. And, as I mentioned before, you can
15 also find the Draft EIS and project fact sheets on the
16 project website.

17 So we are currently in the public
18 comments session of today's meeting. We're inviting
19 comments on the Draft EIS and the National Historic
20 Preservation Act Section 106 Consultation Process. We
21 are taking verbal comments at this time.

22 If anyone would like to submit a
23 written comment, please be sure to submit it by email
24 or by mail by December 2nd.

25 If you'd like to enter the queue to

1 make a verbal comment, please use the "raise hand"
2 icon found at the bottom of your screen. If you're
3 joining us by phone, you can dial "star nine" to enter
4 the queue.

5 All comments that we receive will be
6 responded to in the Final EIS. If you go to the
7 project website and join our mailing list, we will let
8 you know when the Final EIS is available for review.
9 On the project website is the fact sheet and the Draft
10 EIS, if you'd like to take a look and review those.

11 If you're joining us from the media,
12 you can contact a public affairs officer at 202-433-
13 2669.

14 We have just a few minutes left in
15 today's meeting. We are having another meeting
16 tomorrow if you'd like to join us then. It is at
17 1 p.m. Eastern time. The link is posted on the
18 project website.

19 Okay. It looks like I just received
20 another phone number for you, for Public Affairs. It
21 is 202-433-2678. Again, that is 202-433-2678. And
22 that's for any members of the media that may want to
23 contact the public affairs officer.

24 Okay. So we don't have anyone else in
25 the queue. Let's go ahead and advance to the next

1 slide, so I can show you the email and mailing
2 addresses for your comments.

3 So please submit your written comment
4 to us by mail or email, to the addresses shown on the
5 screen, by December 2nd. The email address and
6 mailing address are also available on the project
7 website where you received information for joining
8 this meeting.

9 Please remember that written comments
10 must be postmarked by 11:59 p.m. Eastern Standard Time
11 on December 2, 2022, to be considered in the
12 development of the Final EIS. The Public Affairs
13 phone number is 202-433-2678.

14 And after the meetings, the pre-
15 recorded presentation, as well as the corresponding
16 slides and transcript, will be posted to the project
17 website listed at the bottom of the screen. You can
18 also find the Draft EIS and project fact sheets on the
19 website, as well as a link to sign up for the project
20 mailing list. And we will let you know when the Final
21 EIS is available for review.

22 Okay. So just with two minutes left in
23 today's meeting, I will call again for anyone who
24 would like to make a verbal comment. Please go ahead
25 and use the "raise hand" icon. Or if you're joining

1 by phone, you can dial "star nine" to enter the queue.

2 And we are holding another meeting,

3 just like this one, Wednesday, November 16th --

4 tomorrow -- Wednesday, November 16th, from one to two

5 p.m. Eastern Standard Time.

6 Okay. One last call for any verbal

7 comments. Please use the "raise hand" icon to enter

8 the queue.

9 Okay. It is now 7 p.m. Eastern time,

10 so we'll go ahead and conclude the meeting. Thank you

11 so much for joining us, and we hope to see some of you

12 tomorrow. Have a good evening.

13 (Whereupon, the meeting concluded at

14 7:00 p.m.)

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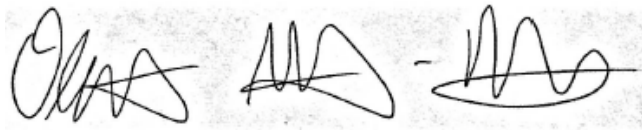
24

25

1 CERTIFICATE OF DEPOSITION OFFICER

2 I, OLIVER GOODMAN-WATERS, the officer before
3 whom the foregoing proceedings were taken, do hereby
4 certify that any witness(es) in the foregoing
5 proceedings, prior to testifying, were duly sworn;
6 that the proceedings were recorded by me and
7 thereafter reduced to typewriting by a qualified
8 transcriptionist; that said digital audio recording of
9 said proceedings are a true and accurate record to the
10 best of my knowledge, skills, and ability; that I am
11 neither counsel for, related to, nor employed by any
12 of the parties to the action in which this was taken;
13 and, further, that I am not a relative or employee of
14 any counsel or attorney employed by the parties
15 hereto, nor financially or otherwise interested in the
16 outcome of this action.

17 Dated: December 2, 2022

18
19 
20

21 OLIVER GOODMAN-WATERS

22 Notary Public in and for the
23 State of California
24
25

1 CERTIFICATE OF TRANSCRIBER

2 I, WENDY WULF, do hereby certify that this
3 transcript was prepared from the digital audio
4 recording of the foregoing proceeding, that said
5 transcript is a true and accurate record of the
6 proceedings to the best of my knowledge, skills, and
7 ability; that I am neither counsel for, related to,
8 nor employed by any of the parties to the action in
9 which this was taken; and, further, that I am not a
10 relative or employee of any counsel or attorney
11 employed by the parties hereto, nor financially or
12 otherwise interested in the outcome of this action.

13 Dated: December 2, 2022

14
15 
16

17 WENDY WULF
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[1 - chat]

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[facelift - located]

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WASHINGTON EIS

HEARING

DATE: Wednesday, November 16, 2022

TIME: 1:30 p.m. EST/10:30 a.m. PST

LOCATION: Remote Proceeding

Costa Mesa, California 92626

OFFICIATED BY: Oliver Goodman-Waters, Notary Public

JOB NO.: 5576818

A P P E A R A N C E S

ALSO PRESENT:

Cristina Ailes, Environmental Consultant (by
videoconference)

Armalia Berry-Washington, U.S. Navy (by
videoconference)

Jackie Clark, Environmental Consultant (by
videoconference)

Julie Darsie, U.S. Navy (by videoconference)

Peggy Farrell, Environmental Consultant (by
videoconference)

Tania Fragomeno, Moderator (by videoconference)

Kathleen Riek, Environmental Consultant (by
videoconference)

Nik Tompkins-Flagg, Navy Project Manager for EIS
(by videoconference)

Richard Williams, Environmental Consultant (by
videoconference)

Edward Ziegler, U.S. Navy (by videoconference)

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I N D E X 3

E X H I B I T S

NO.

DESCRIPTION

ID/EVD

(None marked.)

1 P R O C E E D I N G S

2 MS. TOMPKINS-FLAGG: My name is Nik
3 Tompkins-Flagg and I'm the Navy's project manager for
4 the EIS. We appreciate the chance to share information
5 about the proposed project and the analysis from the
6 draft EIS, an ongoing Section 106 consultation process,
7 with all of you.

8 Next is our question-and-answer session.
9 We've allotted approximately 15 minutes for questions
10 and answers. We will then follow with a public-comment
11 session. I will now turn the meeting over to our
12 moderator, Tania Fragomeno, for some instruction.

13 MS. FRAGOMENO: Thank you, Nik. Hello,
14 everyone. My name is Tania Fragomeno, and I will be the
15 moderator for today's question-and-answer session and
16 the public-comment session that will follow.

17 We will be accepting Questions and
18 Comments for the National Environmental Policy Act and
19 Section 106 of the National Historic Preservation Act
20 public-participation process.

21 If you would like to ask a question
22 verbally, please click on the "Raise Hand" icon, likely
23 located on the bottom of your screen. This will put you
24 into the queue for verbal questions. If you're on a
25 mobile device, you might need to tap your screen for the

1 "Raise Hand" icon to appear. I will call on individuals
2 in the order received.

3 If you're joining us by phone, you can
4 dial *9 to raise your hand. Again, if you're joining by
5 phone, that is *9 to raise your hand. I will call on
6 you by the last few digits of your phone number; you
7 will then need to dial *6 to complete the unmute process
8 once it's your turn.

9 If you would like to type a question
10 instead of asking it verbally, please enter the question
11 into the "Q & A" box. The "Q & A" box is located at the
12 bottom of your screen. If you're on a mobile device,
13 you might need to tap your screen for the "Q & A" icon
14 to appear.

15 And if you're having technical issues
16 with Zoom Webinar, please call our technical support
17 hotline at area code 858-290-2175. You can also use the
18 "Chat" feature, located at the bottom of your screen, to
19 message the host for technical support.

20 Each speaker will have three minutes to
21 ask their question. We will place a timer on the screen
22 to indicate your remaining speaking time. A court
23 reporter will be recording the questions and answers.
24 We have allotted 15 minutes for questions and answers
25 and then we'll move onto public comments.

1 When you're called on, we will ask you to
2 please state and spell your name for the record. We
3 will take as many questions as time allows. You may
4 also send your question in writing by email or mail by
5 December 2nd. The email address and mailing address are
6 available on the project website where you received
7 information for joining this meeting.

8 On the project website, you can also join
9 our mailing list. And by joining the mailing list, you
10 will be notified when the final EIS is completed.

11 So, the queue for questions is now open.
12 Please click on the "Raise Hand" icon, likely located at
13 the bottom of your screen, or if you're joining us by
14 phone, please dial *9 to be added to the queue. You can
15 also type your question into the "Q & A" box.

16 So, at this time, we do not have anyone
17 in the verbal queue, and we don't have any typed in
18 questions yet, so we'll just hold on a couple of minutes
19 and wait for anyone to enter a question or enter the
20 queue.

21 And we do not have any questions in the
22 "Q & A" box and we do not have anyone in the queue.
23 Again, to enter the queue for a verbal question, use the
24 "Raise Hand" icon, found on your screen. If you're
25 joining us by phone, you can dial *9 to raise your rand.

1 And the "Q & A" box can be used to type in a question.

2 We are currently in the question-and-
3 answer session for today's public meeting. We do not
4 have anyone in the queue for a verbal question, and we
5 don't have any questions in the "Q & A" box.

6 Just as a reminder, on the project
7 website, you can find lots of information about the
8 project, including downloading copies of the draft EIS
9 and fact sheets. We will also be posting a recording of
10 the presentations and this meeting on the website.

11 Okay. We're going to stay in this Q-&-A
12 session for about five more minutes, just to see if
13 anyone thinks of any questions that they might want to
14 ask during this time, and then we will move onto the
15 public comment portion of the meeting.

16 Again, to enter the verbal queue, use the
17 "Raise Hand" icon found at the bottom of your screen.
18 If you're on a mobile device, you might need to tap your
19 screen for the "Raise Hand" icon to appear. You can
20 also type in a question by using the "Q & A" box.

21 We are in the question-and-answer session
22 for today's meeting with just a few minutes left for any
23 questions. We do not have anyone in the queue for a
24 verbal question and we do not have any questions in the
25 "Q & A" box.

1 If you're joining by phone, go ahead and
2 enter *9 to be added to the queue if you would like to
3 ask a verbal question. If you're online, through the
4 app you can use the "Raise Hand" icon to enter the
5 verbal queue, or you can type your question into the "Q
6 & A" box.

7 Yesterday, we held a meeting just like
8 this one. We did have some questions that came in. We
9 will be posting the recording on the project website.
10 If you would like to listen to those questions when the
11 recording gets posted, you can download it there.

12 We do not have any questions in the "Q &
13 A" box and we do not have anyone with their hand raised
14 for a verbal question.

15 Okay. So, I will do last call for any
16 questions before we close this portion of the meeting
17 and move onto public comments.

18 So, again, if you're joining by phone,
19 you would dial *9 to raise your hand so that you can
20 enter the queue. If you're on the app, use the "Raise
21 Hand" icon to enter the verbal queue, or if you would
22 like to type your question, use the "Q & A" box. And if
23 you need any help with Zoom, you can dial our technical
24 support line at 858-290-2175. Again, that number is
25 858-290-2175.

1 And we do not have any questions in the
2 queue or in the "Q & A" box, so we will go ahead and
3 close the question-and-answer session and move onto the
4 public-comment session.

5 So, now we are in our public-comment
6 session. We invite you to submit comments on the draft
7 EIS and National Historic Preservation Act Section 106
8 consultation process. We are only taking verbal
9 comments at today's meetings; we are not accepting
10 comments through the Q & A or chat functions.

11 So, to enter the queue for a verbal
12 comment, please raise your hand by clicking on the hand
13 icon located on the screen. If you're joining us by
14 phone, please dial *9 to enter the queue. If you'd like
15 to submit a written comment, it must be sent to us by
16 email or postal mail by December 2nd.

17 When you're called on, please state and
18 spell your full name for the record, please state any
19 organization you may represent, and please let us know
20 if your comment pertains to the draft EIS or to Section
21 106 of the National Historic Preservation Act.

22 Each speaker will have three minutes to
23 state their comment for the record. We will place a
24 timer on the screen to indicate your remaining speaking
25 time. A court reporter will be recording the comments.

1 We will not be responding to comments today; comments
2 will be responded to in the final EIS. All comments,
3 regardless of how they are received, are weighed
4 equally.

5 So, the queue is now open, so please
6 click on the "Raise Hand" icon if you'd like to submit a
7 verbal comment. If you're joining by phone, dial *9 to
8 enter the verbal queue.

9 We do not have anyone in the queue to
10 make a comment, so we will just be holding the line and
11 I will check in periodically with you.

12 If you're from the media and would like
13 to contact the public affairs officer, the phone number
14 is 202-433-2678. Again, that number is 202-433-2678.

15 After the meetings, the prerecorded
16 presentation, as well as the corresponding slides and
17 transcript, will be posted to the project website,
18 listed at the bottom of the screen. On the project
19 website, you can also download draft EIS and fact
20 sheets, and you can also sign up for the mailing list.
21 And on the mailing list, you will get a notice for when
22 the final EIS is available.

23 We do not have anyone in the queue to
24 make a verbal comment. If you'd like to make a verbal
25 comment, please go ahead and click the "Raise Hand" icon

1 or if you're joining by phone, you can dial *9 to enter
2 the verbal queue.

3 Just to check in with our audience, we do
4 not have anyone in the queue to make a verbal comment.
5 We are currently in the public-comment session of
6 today's meeting. If you'd like to make a verbal
7 comment, please raise your hand by using the "Raise
8 Hand" icon to enter the queue, or if you're joining by
9 phone, you can dial *9 to enter the queue.

10 So, we are in the public-comment session
11 of today's meeting. We are inviting comments on the
12 draft EIS and National Historic Preservation Act Section
13 106 consultation process. If you'd like to make a
14 verbal comment, please use the "Raise Hand" icon to
15 enter the queue or press *9 on your phone if you're
16 joining us by phone; that will get you into queue.

17 When I call on you, you would state your
18 name for the record, state any organization you may
19 represent, and let us know if your comment pertains to
20 the draft EIS or to Section 106 of the National Historic
21 Preservation Act.

22 Each speaker has three minutes to state
23 their comment for the record. We have a timer on the
24 screen to indicate remaining speaking time and a court
25 reporter is on the line recording comments as well.

1 Comments will be responded to in the final EIS. If you
2 go to the project website, you can sign up for the
3 mailing list and be notified when the final EIS is
4 available. Also on the project website, you can
5 download the draft EIS and fact sheets. We will also be
6 posting the prerecorded presentation, as well as the
7 slides and transcript.

8 Hello, everyone. We're in the public-
9 comments session for today's meeting. We do not have
10 anyone in the queue for a verbal comment, so we are just
11 holding the line for anyone who may wish to enter the
12 queue and make a verbal comment.

13 You can use the "Raise Hand" icon found
14 at the bottom of your screen to enter the queue. If
15 you're joining from a mobile device, you might need to
16 tap your screen for the icon to appear. And if you're
17 joining by telephone, you would dial *9 to enter the
18 queue.

19 We have just a few minutes left in
20 today's session, so please be sure to enter the queue if
21 you would like to make a verbal comment today. For any
22 written comments, you can email them or mail them by
23 December 2nd.

24 At this time, we'll go ahead and move
25 onto the next slide just so that you can see the mailing

1 address and email to submit comments. Please note the
2 due date must be postmarked by 11:59 p.m. Eastern
3 Standard Time on December 2nd.

4 Anyone from the media may contact the
5 public affairs officer at 202-433-2678. The project
6 website is also listed on your screen on the bottom
7 right. On the project website, you can find copies of
8 the draft EIS, the fact sheets; we'll also be posting
9 the prerecorded presentation. You can also sign up for
10 the mailing list through the website and on the mailing
11 list, we will let you know when the final EIS is
12 available.

13 With just a few minutes left, I'll do a
14 final call for anyone who would like to enter the queue
15 for a verbal comment. Please use the "Raise Hand" icon,
16 found at the bottom of your screen. If you're joining
17 from a mobile device, you might need to tap your screen
18 in order to see the "Raise Hand" icon appear. If you're
19 joining by phone, you can dial *9 to enter the queue for
20 a verbal comment.

21 For any written comments, send them by
22 mail or email by December 2nd. Written comments must be
23 postmarked by 11:59 p.m. Eastern Standard Time on
24 December 2nd to be considered in the development of the
25 final EIS.

1 After today's meeting, the prerecorded
2 presentation, as well as the corresponding slides and
3 transcript, will be posted to the project website,
4 listed at the bottom of the screen. You can also find
5 the draft EIS and project fact sheets on the project
6 website.

7 The final reminder on the screen, you can
8 see the email address to send any written comments, the
9 mailing address for any written comments, and also the
10 project website. Please submit any comments by 11:59
11 p.m. Eastern Standard Time on December 2nd.

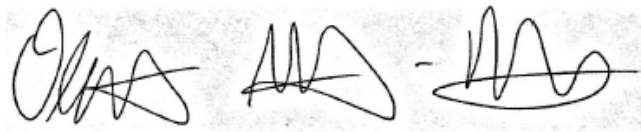
12 We do not have anyone in the queue to
13 make a verbal comment. So, it is now 2:00 p.m. Eastern
14 time, and our meeting is now concluded. We thank you
15 for attending today's meeting and we wish you a good
16 afternoon.

17 (Whereupon, at 2:00 p.m. EST/11:00 a.m.
18 PST, the proceeding was concluded.)
19
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1 CERTIFICATE OF DEPOSITION OFFICER

2 I, OLIVER GOODMAN-WATERS, the officer before
3 whom the foregoing proceedings were taken, do hereby
4 certify that any witness(es) in the foregoing
5 proceedings, prior to testifying, were duly sworn; that
6 the proceedings were recorded by me and thereafter
7 reduced to typewriting by a qualified transcriptionist;
8 that said digital audio recording of said proceedings
9 are a true and accurate record to the best of my
10 knowledge, skills, and ability; that I am neither
11 counsel for, related to, nor employed by any of the
12 parties to the action in which this was taken; and,
13 further, that I am not a relative or employee of any
14 counsel or attorney employed by the parties hereto, nor
15 financially or otherwise interested in the outcome of
16 this action.

17 Dated: December 2, 2022

18
19 A handwritten signature in black ink, appearing to read 'Oliver Goodman-Waters', with a horizontal line through the middle of the letters.

20
21 OLIVER GOODMAN-WATERS

22 Notary Public in and for the
23 State of California
24
25

1 CERTIFICATE OF TRANSCRIBER

2 I, LILY SEVIER, do hereby certify that this
3 transcript was prepared from the digital audio recording
4 of the foregoing proceeding, that said transcript is a
5 true and accurate record of the proceedings to the best
6 of my knowledge, skills, and ability; that I am neither
7 counsel for, related to, nor employed by any of the
8 parties to the action in which this was taken; and,
9 further, that I am not a relative or employee of any
10 counsel or attorney employed by the parties hereto, nor
11 financially or otherwise interested in the outcome of
12 this action.

13 Dated: December 2, 2022

14
15 
16

17 LILY SEVIER
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[& - copies]

&	9	13:18	certify 15:4 16:2
& 5:11,11,13 6:15,22 7:1,5,11 7:20,25 8:6,12 8:22 9:2,10	9 5:4,5 6:14,25 8:2,19 9:14 10:7 11:1,9,15 12:17 13:19	appreciate 4:4 approximately 4:9 area 5:17 armalia 2:5 asking 5:10 attending 14:15 attorney 15:14 16:10 audience 11:3 audio 15:8 16:3 available 6:6 10:22 12:4 13:12	chance 4:4 chat 5:18 9:10 check 10:11 11:3 clark 2:7 click 4:22 6:12 10:6,25 clicking 9:12 close 8:16 9:3 code 5:17 comment 4:10 4:16 7:15 9:4,5 9:12,15,20,23 10:7,10,24,25 11:4,5,7,10,14 11:19,23 12:10 12:12,21 13:15 13:20 14:13
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Commenter Type	Topic	Sub-Topic	Commenter (Submitted By)	Substantive Comment	Response
Agency	EPA 309 Review		Stepan Nevshahirlian (EPA)	EPA did not identify significant environmental concerns to be addressed in the Final EIS. We are providing recommendations to improve the impact assessment and the environmental outcomes of the proposed action.	Thank you for your comments. The Navy appreciates EPA's review of the Draft EIS.
Agency	Hazardous Materials and Wastes		Stepan Nevshahirlian (EPA)	As stated in the DEIS, Section 3.5.2.3, the Washington Navy Yard was added to the National Priorities List in 1998 (Site EPA ID DC9170024310). EPA appreciates the continued cooperation between agencies during the site investigation and remediation process. EPA recommends that the Navy and developer continue to work together to ensure the project areas identified in this EIS are properly remediated.	The Navy will continue to work with EPA and the developer regarding site remediation.
Agency	Noise		Stepan Nevshahirlian (EPA)	In Section 3.7 the DEIS indicates noise levels from construction of the Navy Museum in SEFC E Parcels would be similar to the no action levels as a result of private development. Directly across the street from SEFC E Parcels is an elementary school, pool/park, and residential apartments. EPA recommends including mitigation and outreach to work with these facilities and ensure construction noise does not affect them. This is especially important for the Van Ness Elementary School to ensure students can remain focused during the school day.	In Section 3.7.7, the summary of noise impacts and conclusions in the Final EIS states, "The Navy is consulting with Van Ness Elementary School to identify potential mitigation measures if needed." Upon completion of the NEPA process for this project, the Navy would continue to communicate with the Van Ness Elementary School, as well as Advisory Neighborhood Commissions, regarding the timing of potential construction activities at the SEFC E Parcels.
Agency	Section 106 of the NHPA		Stepan Nevshahirlian (EPA)	In section 3.3.3.2, it is unclear if the "assessment and economic analysis" for building 166 is being completed as part of the NHPA Section 106 process, and how the information from the assessment will be utilized. In addition, this section states that the DEIS is analyzing the scenario with the highest potential for impacts. EPA recommends that additional information be included regarding the impacts from land acquisition through the land exchange as described on page 3-37, including additional details describing how the information from the assessment will be utilized, describing how and when the impacts from the renovation will be assessed, and identifying if rehabilitation will be analyzed, as this may result in different impacts.	Building 166 is included in the Section 106 consultation process. The text in Chapter 2 and 3.3 Cultural Resources have been updated in the Final EIS.
Agency	Section 106 of the NHPA		Stepan Nevshahirlian (EPA)	In Section 3.3.3.2 it is unclear how coordination is occurring with the tribes, how that information is being utilized, or if the tribes were contacted as part of the NHPA consultation. EPA recommends that additional information be included that supports the coordination efforts with the tribes.	The Navy sent letters by Certified Mail to the two identified tribes along with copies of the Draft EIS. One letter was returned but the Navy reached out by email and the email was acknowledged and identified as the preferred contact method. The Delaware Tribe confirmed that there are no known religious or culturally significant sites within the selected project area and they had no objections to the proposed project. No comments were received from the Delaware Nation. Letters and the email are provided in Appendix C.5 of the Final EIS.
Agency	Section 106 of the NHPA		Stepan Nevshahirlian (EPA)	Page 3-39 the DEIS states that the new residential towers would result in an adverse effect to the visual setting but would not be substantial enough to impact its eligibility for the National Register of Historic Places. EPA recommends providing additional rationale for the basis of this statement and including responses from the consulting parties on whether they agree or disagree with this determination.	Text in Section 3.3, <i>Cultural Resources</i> , was updated in the Final EIS and the PA and agency correspondence have been appended (Appendix C.7).
Agency	Environmental Justice		Stepan Nevshahirlian (EPA)	EPA recommends the use of the EJSCREEN tool, a publicly accessible online mapping system that combines environmental and demographic data to enable analyses of populations who may experience adverse environmental impacts. In addition to data concerning communities of color and low-income populations, the tool provides demographic data regarding linguistic isolation, education, and age, all of which may enhance environmental justice-related analyses and outreach. EJSCREEN is available at: https://www.epa.gov/ejscreen .	U.S. Environmental Protection Agency's (USEPA's) EJ Screen was used to update the Environmental Justice analysis in Section 3.10 Environmental Justice.

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Agency	Environmental Justice	Low-Income, Minority, and Protection of Children	Stepan Nevshahirlian (EPA)	EPA recognizes the Project's determination under Executive Order 12898 that no group of people would bear a disproportionately high share of adverse environmental consequences resulting from the proposed work. EPA notes that communities of potential environmental justice concern are located near the project area as described in Tables 3.10-1 and Table 3.10-2. Populations identified as low-income or minority may be more susceptible to impacts that may affect other populations less severely. Therefore, EPA encourages the Project to address the potential for adverse impacts in communities of potential environmental justice concern, even if less vulnerable areas may face similar environmental conditions. EPA suggests additional consideration be given to the potential effects to communities with regards to transportation, hazardous material and waste, noise, and air quality. This could include a closer review of the temporary impacts from construction traffic and fugitive dust from excavation/hauling of contaminated soils during final remediation. We strongly recommend working closely and conducting outreach with members of the potentially impacted communities and providing equitable mitigation.	In Section 3.10, Environmental Justice, characteristics of the region of influence were evaluated using results of the USEPA EJScreen that was used for this project. Appendix A provides details of the Navy's outreach to Advisory Neighborhood Commissions; these notifications went by postal service and emails.
Agency	Proposed Action	Biological Resources Water Resources Land Use	Andrew L. Raddant (NPS)	After review, it appears that the actions proposed will not likely have direct impacts on any properties under the jurisdiction of the NPS. However, it should be noted that the NPS has jurisdiction over the bed of the Anacostia River and that if any of the proposed actions include use of the bed of the river then coordination with the NPS would be required. In addition, the NPS has jurisdiction over a large portion of the Anacostia Riverwalk Trail and the portion of trail that is within the study area, as shown in this DEIS, is a critical connection. Should there be any reason for the temporary closure of this section of trail, coordination with the NPS prior to this closure is requested.	Thank you for your comments. At this time, rehabilitation of historic Piers 1 and 2 as connection points to existing and future private waterfront development would not involve any in-water work; therefore, would not affect the bed of the Anacostia River. Rehabilitation efforts would be included in the Section 106 of the NHPA consultation process (Appendix C.7). Text has been added to Section 3.4.4 indicating that if the developer needs to close the Anacostia Riverwalk Trail, it would be temporary to protect public health and safety. As needed, the developer would coordinate with NPS.
Agency	Proposed Action / Preferred Alternative	Section 106 of the NHPA	Andrew L. Raddant (NPS)	The proposed project will directly impact the Washington Navy Yard Historic District, which is a historic property of national importance that was designated a National Historic Landmark (NHL) in 1976. Due to the NPS responsibility to monitor the protection and the preservation of NHLs, the NHL program representative for the National Capital Region has been participating actively in the ongoing National Historic Preservation Act (NHPA) Section 106 consultation. The Section 106 consultation has focused almost solely on Alternative 1-Land Acquisition through Land Exchange which is the preferred alternative in the DEIS. The preferred alternative appears to have the most significant adverse impacts on cultural resources of all the alternatives.	The Navy concurs that development on the SEFC and the WNY Southeast Corner would visually impact the NHL. Even under the No Action Alternative, proposed high-rise buildings would impact the NHL. Based on discussions with the consulting parties, the Navy minimized the adverse effect of private development of the WNY Southeast Corner. The Navy would lease Buildings 68, 70 (partial), 123, Admiral's Barge Slipway, and Piers 1 and 2, so that the buildings and structures would remain under federal control. The Programmatic Agreement will outline the process for continuing consultation on the Preferred Alternative as the full extent of adverse effects cannot be determined at this time.
Agency	Proposed Action / Preferred Alternative		Andrew L. Raddant (NPS)	The Navy could reduce or eliminate some of the impacts by revising the program or undertaking. The proposed land exchange includes much more than a parcel-for-parcel value-based exchange and the amount of land being considered for exchange adversely impacts the NHL. The amount of land should be reduced to solely what is necessary for the future use in order to reduce effects on the NHL. While the land exchange relies heavily on the implementation of a covenant or covenants and a programmatic agreement to mitigate the effects, the first step should be to avoid the adverse effects/impacts by revising the program or undertaking.	Avoiding the action does not meet the Navy's purpose and need. The Navy has minimized the effects of the Proposed Action by keeping the NHL properties under Navy ownership rather than transferring to the private developer. As structured, the Preferred Alternative has already been limited to only what would make the deal economically feasible for the Navy and the developer per Section 2845 of the 2019 NDAA. The Programmatic Agreement will outline the process for continuing consultation on the Preferred Alternative as the full extent of adverse effects cannot be determined at this time.
Agency	Section 106 of the NHPA		Andrew L. Raddant (NPS)	The appropriateness of the long-term lease to a commercial entity of parcels and buildings/structures within the NHL historic district as the private developer's needs may not be compatible with the protection of the historic buildings and landscapes in the NHL	The lease to the private developer is necessary to make the land exchange economically feasible per Section 2845 of the 2019 NDAA. The Navy would maintain Section 106 responsibility for actions within the NHL. Allowing adaptive reuse of these NHL facilities creates an opportunity for public access and protection of these facilities. The Programmatic Agreement will outline the process for continuing consultation on the Preferred Alternative as the full extent of adverse effects cannot be determined at this time.

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Agency	Section 106 of the NHPA		Andrew L. Raddant (NPS)	What other, non-NHL parcels were considered for the land exchange?	Please see Section 2.5 of the EIS for the list of alternatives considered but not carried forward for detailed analysis.
Agency	Section 106 of the NHPA	Visual Resources	Andrew L. Raddant (NPS)	The construction of large scale, high-rise buildings directly adjacent to the NHL district will have a direct adverse visual effect on the NHL by diminishing its integrity of setting. It remains unclear how the height, massing, and design will be controlled to minimize the adverse effects on the NHL. It is our understanding that zoning for the redevelopment parcels is taking place now before the DEIS and NHPA Section 106 processes have concluded, which limits the ability to comment on the appropriate height and density for these parcels.	The Programmatic Agreement (PA), Exhibit 7, contains design guidelines applicable to the parcels and a process for continued consultation. The PA has been appended to the Final EIS (Appendix C.7).
Agency	Proposed Action		Andrew L. Raddant (NPS)	One of the "In-kind considerations at the WNY to be provided by the developer" is the addition of two levels to the garage. This would have an adverse visual effect on the NHL.	The Programmatic Agreement (PA), Exhibit 7, contains design guidelines and a process for continued consultation applicable to parcels. The process for continued consultation on the future development and in-kind considerations are covered in stipulations to the PA (Appendix C.7).
Agency	Section 106 of the NHPA		Andrew L. Raddant (NPS)	In the preferred alternative, the whole segment of riverwalk will be permanently acquired by a private owner legally separating the historically important waterfront from the Naval installation and limiting opportunities to one day restore the Navy's historic relationship to the river.	Based on discussions with the consulting parties, the Navy minimized the adverse effect of private development of the WNY Southeast Corner. The Navy would lease Buildings 68, 70 (partial), 123, Admiral's Barge Slipway, Piers 1 and 2, and the riverwalk so that the buildings and structures would remain under federal control. Rehabilitation and reuse of the facilities would include a substantial interpretive component focused on the significance of the Model Basin and Marine Railway. The public would have access to the facilities, including the Riverwalk trail.
Agency	Hazardous Materials and Wastes		Andrew L. Raddant (NPS)	Planning for the new location for the Universal Hazardous Waste Storage Site location needs to be determined and included in the EIS and Section 106 consultation so that impacts to the cultural resources can be determined.	The Hazardous Waste Storage Site would be relocated east of Building 21 and this information has been added to the Final EIS. The Navy determined that relocating the Hazardous Waste Storage Site is covered under NEPA as a categorical exclusion.
Agency	Proposed Action		Andrew L. Raddant (NPS)	The DEIS states that the alternative to exchange the Navy Joint Base Anacostia-Bolling parcels was dismissed because of sensitive operations adjacent to those parcels however, this option is included in the exchange deal with the developer. If these parcels are part of the exchange, then they must be included as part of the preferred alternative.	The JBAB parcels are part of the preferred alternative; however, NEPA on any future development of these parcels is expressly deferred due to the uncertainty as to when or even if the JBAB option is exercised, as well as what could be constructed on the parcels given the government's development limitations. For any development to occur on the JBAB parcels, the option parcels must first be excessed by the Navy, and any resulting conveyance comes burdened with considerable development constraints because of their proximate location to sensitive government operations. Should the Navy not excess the parcels, or the land restrictions render the property commercially undevelopable, there is language in the land agreement for alternative consideration. Given all this uncertainty, any future development of JBAB or a replacement site would be conditioned upon completing appropriate NEPA analysis.
Agency	Best Management Practices	Section 106 of the NHPA	Andrew L. Raddant (NPS)	Significant attention is required when introducing Low Impact Development and green infrastructure into the historic district as these elements have the potential to adversely affect the historic landscape character of the NHL.	The Navy is required to implement LID measures. The Programmatic Agreement outlines the process for continuing consultation on landscape development within the NHL and the Eastern Extension Historic District.
Agency	Biological Resources	T/E species	Andrew L. Raddant (USFWS)	The USFWS Information for Planning and Consultation (IPaC) system should be used to generate an official species list for consideration in project design and evaluate potential impacts.	The IPaC is included as Appendix F to the Final EIS. Language has been added to Chapter 3 Biological Resources.

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Agency	Biological Resources		Andrew L. Raddant (USFWS)	If an alternative with building construction and/or landscaping is selected, we recommend that the Washington Navy Yard consider bird-safe building designs and including pollinator habitat. We refer you to Threats to Birds: Collisions-Buildings & Glass U.S. Fish & Wildlife Service and GSA standards (Section 3.6.7) for further information on the bird collision issue and bird-safe designs.	The Navy and the developer would consider bird-safe building designs and pollinator habitat.
Organization	Transportation		Garret Hennigan Washington Area Bicyclist Association (WABA)	We are supportive of the Navy's preferred alternative, Alternative 1A: Land Acquisition through Land Exchange, for a land transfer and private development along the WNY waterfront; however, we urge any transfer to include enforceable commitments by the property owners to mitigate disruptions, preserve, improve and expand the Anacostia Riverwalk Trail running alongside the WNY Southeast Corner, to include ongoing maintenance, operation and permanent unfettered access for people riding bicycles.	Thank you for your comments. The Navy would retain ownership of the riverwalk. During construction of the WNY Southeast Corner, the riverwalk would be open. There may be times during the repairs of the piers, the riverwalk itself, or the wall, that it would be closed temporarily for public safety. The developer would make best efforts to minimize closure.
Organization	Land Use Transportation		Garret Hennigan Washington Area Bicyclist Association (WABA)	To maintain access for the thousands of residents and visitors who regularly use the Anacostia Riverwalk Trail along the WNY waterfront, the Navy and the private developer of the WNY Southeast Corner must ensure the following: Accessibility: <ul style="list-style-type: none">● 24-hour public access to the Anacostia Riverwalk Trail shall be maintained.● No future prohibition on bicycling or other typical multi-use trail activities should be permitted by a private developer.● Provide long-term and short-term bicycle parking spaces compliant with the 2016 Zoning Regulations.● Any possibility of removing the brick wall along the Riverwalk should be considered for the opportunity to make a more inviting and open Riverwalk Trail.● The Riverwalk Trail is intended for active transportation users; any activation of the piers should include adequate queueing space outside of the Riverwalk Trail to ensure its continued use for transportation.	The Navy would retain ownership of the riverwalk. During construction of the WNY Southeast Corner, the riverwalk would be open. There may be times during the repairs of the piers, the riverwalk itself, or the wall, that it would be closed temporarily for public safety. The developer would make best efforts to minimize closure.
Organization			Garret Hennigan Washington Area Bicyclist Association (WABA)	To maintain access for the thousands of residents and visitors who regularly use the Anacostia Riverwalk Trail along the WNY waterfront, the Navy and the private developer of the WNY Southeast Corner must ensure the following: Safety: <ul style="list-style-type: none">● Restore the Anacostia Riverwalk Trail to a state of good repair in accordance with ADA, ABAAS, and PROWAG guidance.● Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, should be designed and built to DDOT standards.● Ensure private/internal sidewalks and roadways are built to DDOT standards.● Site design should focus on minimizing vehicle, bicyclist and pedestrian conflicts, especially along 11th Street SE and along the Riverwalk.	Navy and developer would continue to consult with DDOT and ensure all development is in accordance with DDOT standards.
Organization			Garret Hennigan Washington Area Bicyclist Association (WABA)	To maintain access for the thousands of residents and visitors who regularly use the Anacostia Riverwalk Trail along the WNY waterfront, the Navy and the private developer of the WNY Southeast Corner must ensure the following: Future Developments: <ul style="list-style-type: none">● Complete a Comprehensive Transportation Review (CTR) to determine the impacts of the proposed development(s) on the District's transportation network.● Reflect and contribute to the the goals, vision, and design guidance of the Anacostia River Trail as laid out in DC's Anacostia Waterfront Initiatives Master Plan and related plans.● Coordinate with the 11th Street Bridge Park project team throughout the EIS to ensure each project properly considers the other. If the project moves forward, the 11th Street western sidewalk from M Street to the waterfront should be evaluated to be widened to accommodate separate pathways for pedestrians and bicyclists and matching with the 11th Street Bridge Park project design.	The Navy is consulting with DDOT and the 11th Street Bridge Park project team to ensure plans are in sync should the Navy decide to move forward with the Preferred Alternative. A CTR was approved by DDOT in early 2022, and DDOT is reviewing the transportation study (comments from DDOT included in Appendix B).
Agency	Transportation		Anna Chamberlin (DDOT)	The WNY Southeast Corner site is just outside the ½ mile walkshed to the Navy Yard-Ballpark Metrorail station, while the SEFC Parcel E site is within ½ mile buffer. Both sites are immediately adjacent to both DC Circulator and WMATA Priority Corridor Network Metrobus routes;	Thank you for your comments. Comment acknowledged.
Agency	Transportation		Anna Chamberlin (DDOT)	SEFC Parcel E site fronts on both M Street and Tingey Street SE. Vehicle, truck, and tour bus access to Parcel E should not be via M Street, but instead on either Tingey Street, private 5 ½ Street, or private 6th Street SE;	Comment noted. The Navy would continue to consult with DDOT when and if plans for future development of the E Parcels move forward.

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Agency	Transportation		Anna Chamberlin (DDOT)	The Southeast Corner site has minimal frontage on DDOT right-of-way, but includes the critical intersection of 11th Street and O Street SE that is currently being redesigned as part of the 11th Street Bridge Park Project and the I-695 Eastbound Ramp D4 & 11th Street Improvements Project, which will install a two-way cycletrack on 11th Street adjacent to the Southeast Corner;	The 11th Street Bridge project is included in the cumulative effects analysis in the Draft and Final EIS. The proposed cycletrack on 11th Street was added to the cumulative effects analysis in the Final EIS.
Agency	Transportation		Anna Chamberlin (DDOT)	All vehicle and loading access to the Southeast Corner site will occur on private property;	The Navy and the developer would continue consulting with DDOT on the plans for vehicular access to this area.
Agency	Transportation		Anna Chamberlin (DDOT)	The Southeast Corner site fronts on the Anacostia Riverwalk Trail. DDOT expects the future developer to renovate the Trail, ensure it is open 24 hours per day, and design new adjacent buildings in such a way to activate and support usage of the Trail;	The developer would coordinate with DDOT on plans for development of the riverwalk and lands adjacent to the riverwalk.
Agency	Transportation	Land Use	Anna Chamberlin (DDOT)	DDOT is working with the DC Office of Planning (OP) to draft a Text Amendment that assigns zoning regulations to the Southeast Corner site. The new Navy Yard East (NYE) zone, which has not yet been adopted by the Zoning Commission, is anticipated to include a vehicle parking cap, robust amounts of bicycle parking and electric vehicle charging stations, and a requirement that any new development undergoes a Design Review with the Zoning Commission;	Comment acknowledged. The Navy would lease some parcels that would remain under federal control. For parcels transferred, the developer would be required to go through the zoning process.
Agency	Transportation		Anna Chamberlin (DDOT)	The DEIS included a transportation analysis that was scoped with DDOT, which evaluated 22 study intersections surrounding the WNY Campus. The analysis demonstrated that if both SEFC Parcel E and WNY Southeast Corner site were developed with the most intense allowable uses, there would be minimal impacts on the transportation system as compared to the No Build Alternative at the vast majority of intersections in the study area;	Comment acknowledged.
Agency	Transportation		Anna Chamberlin (DDOT)	The analysis identified potential queuing at the intersection of 11th Street and M Street SE during the weekday AM and PM peak hours, depending on whether Parcel E is developed with a museum or administrative offices;	Comment acknowledged.
Agency	Transportation		Anna Chamberlin (DDOT)	As each parcel goes through Design Review with the Zoning Commission, DDOT will evaluate the site access, circulation, parking supply, and design of the new Anacostia Riverwalk Trail. DDOT will also require a Comprehensive Transportation Review (CTR) study with a TDM Plan for each parcel and will assess mitigation at that time;	Comment acknowledged.
Agency	Transportation		Anna Chamberlin (DDOT)	DDOT does not request any physical improvements as mitigation through this EIS process. Instead, the intersection of 11th Street and M Street and other intersections adjacent to the Interstate interchange should be monitored and re-evaluated in the CTR for each new parcel.	Comment acknowledged.
Agency	Transportation		Anna Chamberlin (DDOT)	In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines within DDOT right-of-way. This includes curb and gutters, street trees, landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site. The future developer must work closely with DDOT and OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of the DCMR, DDOT's 2019 version of the Design and Engineering Manual (DEM) and the Public Realm Design Manual will serve as the main public realm references. Public space designs will be reviewed in further detail during the zoning and public space permitting process. While the preliminary plans included in the DEIS are generally consistent with DDOT standards, there are several items that need to be coordinated and reviewed in greater detail during future Zoning and public space permitting processes:	Comment acknowledged. The developer understands that they would be required to consult with DDOT and OP during the zoning and permitting process for any transferred parcels.
Agency	Transportation		Anna Chamberlin (DDOT)	The sidewalk along the south side of M Street SE is narrow. When Parcel E redevelops, it should include a 10-foot sidewalk clear path with 6-foot treeboxes and street trees. Ideally there would also not be a blank wall against the sidewalk;	The Navy would consult with DDOT if/when moving forward with development on the E Parcels.
Agency	Transportation		Anna Chamberlin (DDOT)	There should be no new curb cuts or laybys on M Street. All vehicle, truck, tour bus, and pickup/drop-off access to Parcel E must be provided via public Tingey Street at the rear or other adjacent private streets (5 ½ or 6th Street);	The Navy would consult with DDOT if/when moving forward with development on the E Parcels.

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Agency	Transportation		Anna Chamberlin (DDOT)	The selected developer for the Southeast Corner site should coordinate with DDOT's Infrastructure and Project Management Administration (IPMA) regarding the up-coming construction of the 11th Street Bridge Park Project and ensure the private development has adequate spacing from existing and future bridge infrastructure;	The Navy and the developer are consulting with the 11th Street Bridge Park project team to ensure plans are in sync should the Navy decide to move forward with the Preferred Alternative.
Agency	Transportation		Anna Chamberlin (DDOT)	Developer should be aware the 11th Street Bridge Park and I-695 Eastbound Ramp D4 & 11th Street Improvements projects will redesign the intersection of 11th Street and O Street SE at the entrance to the site. Those plans will be provided by DDOT;	The Navy and the developer are consulting with the 11th Street Bridge Park project team to ensure plans are in sync should the Navy decide to move forward with the Preferred Alternative. Both of these projects have been included in the Final EIS Cumulative Effects section.
Agency	Transportation		Anna Chamberlin (DDOT)	In addition to improving the existing Anacostia Riverwalk Trail, special attention should be paid to how it ties into the remainder of the Trail to be extended eastward;	The developer would coordinate with DDOT for development of the riverwalk and development adjacent to the Riverwalk.
Agency	Transportation		Anna Chamberlin (DDOT)	As new pedestrian facilities are constructed on the Southeast Corner site, ensure all sidewalks on public and private property are ADA-compliant, corners have modern ADA ramps and high visibility crosswalks, and curb extensions are included where appropriate;	Comment acknowledged. The developer understands that they would be required to consult with DDOT and OP during the zoning and permitting process for any transferred parcels.
Agency	Transportation		Anna Chamberlin (DDOT)	During permitting, submit a detailed curbside management and signage plan, consistent with current DDOT policies. If meter installation is required, they will be at the developer's expense;	Comment acknowledged. The developer understands that they would be required to consult with DDOT and OP during the zoning and permitting process for any transferred parcels.
Agency	Transportation		Anna Chamberlin (DDOT)	Look for opportunities to expand the Capital Bikeshare system to this corner of the neighborhood through the installation of at least one 19-dock station;	Comment noted.
Agency	Transportation		Anna Chamberlin (DDOT)	Look for opportunities to upgrade the quality of adjacent bus stops in coordination with WMATA and DDOT's Transit Delivery Division (TDD);	Comment noted.
Agency	Transportation		Anna Chamberlin (DDOT)	Ensure there is adequate short-term bicycle parking with each new building. Coordinate with DDOT to assist in identifying the most accessible locations in public or private space;	Comment acknowledged. The developer understands that they would be required to consult with DDOT and OP during the zoning and permitting process for any transferred parcels.
Agency	Transportation		Anna Chamberlin (DDOT)	Both long- and short-term parking must meet the design requirements of DCMR 11, DCMR 18, and 2018 DDOT Bike Parking Design Guide. During zoning and permitting, provide more detailed designs of the long-term bike parking storage rooms;	Comment acknowledged. The developer understands that they would be required to consult with DDOT and OP during the zoning and permitting process for any transferred parcels.
Agency	Transportation		Anna Chamberlin (DDOT)	DDOT encourages the future developer to experiment with public art in their streetscape plans;	Comment acknowledged. The developer understands that they would be required to consult with DDOT and OP during the zoning and permitting process for any transferred parcels.
Agency	Transportation		Anna Chamberlin (DDOT)	Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward Arborist regarding the preservation of any Heritage Trees, removal of Special or street trees, and planting of new street trees in bioretention facilities or a typical expanded tree planting space.	Comment acknowledged. The developer understands that they would be required to consult with DDOT and OP during the zoning and permitting process for any transferred parcels. The Navy would consult with NCPC for the E Parcels. The Navy and the developer would avoid removal of Special or Heritage trees to the greatest extent possible.
Agency	Transportation		Anna Chamberlin (DDOT)	DDOT has evaluated the DEIS materials and supports the proposed land exchange concept, Alternative 1, which includes the highest development potential of all the alternatives under consideration. Development of both SEFC Parcel E and the Southeast Corner site will have a positive impact on the bicycle, pedestrian, transit networks as they will improve adjacent infrastructure and generate substantial new foot traffic to support these modes and nearby businesses.	Comment acknowledged.
Agency	Transportation		Anna Chamberlin (DDOT)	The transportation analysis in the DEIS demonstrated that the land exchange alternative, developed with the highest densities of all the alternatives, would have minimal impacts on the surrounding roadway network. However, it did identify potential queuing impacts at the intersection of 11th Street and M Street SE. DDOT concurs with these conclusions and is not requesting physical mitigation through this DEIS process. Since the existing SEFC zone and the new NYE zone require a Design Review by the Zoning Commission, DDOT will evaluate each new building's access, circulation, vehicle and bicycle parking, and require a CTR study to assess the need for mitigation once specific development programs and site plans are proposed. The intersections adjacent to the Interstate interchange should be reexamined as each new parcel submits a CTR study through the Zoning Commission process.	Comment acknowledged.

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Agency	Transportation		Anna Chamberlin (DDOT)	Rather than physical roadway mitigation, DDOT recommends the Navy and selected development team focus their efforts on bringing the Anacostia Riverwalk Trail up to a state of good repair adjacent to WNY campus, ensuring the entire length of the Trail is open 24 hours per day, and designing new adjacent buildings to enhance and activate the Trail. See Attachment 1 for further guidance on the Anacostia Riverwalk Trail, which was provided to the Navy as part of the Section 106 process in March 2022.	Comment acknowledged. Navy has been coordinating with DDOT on traffic mitigation, and revised mitigation measures for the SEFC E Parcel have been incorporated into the Final EIS. The developer would comply with DDOT standards.
Agency	Transportation		Anna Chamberlin (DDOT)	In Urban Forestry Division's (UFD) review of the DEIS, it was noted that they do not currently have access to the subject properties of the proposed land exchange, so they were not able to determine if there are any healthy Heritage Trees. DDOT requests the Navy permit UFD access to these parcels to do the tree evaluation. The Navy should also coordinate with UFD about the applicability of the Tree Canopy Protection Amendment Act of 2016 to the current Federal land that will become private with the land exchange and thus subject to local laws.	Navy may allow access if UFD would like to conduct a tree survey of the WNY. The developer would comply with applicable DDOT and OP requirements.
Agency	Proposed Action / Preferred Alternative		Diane Sullivan (NCPC)	NCPC staff supports the Navy's stated goals to improve WNY security posture, protect mission critical activities, and enhance the overall safety of personnel, facilities and infrastructure at the WNY. In particular, the relocation of the Navy Museum to a site that can be more publicly accessible is a significant and exciting opportunity. We remain interested in understanding the development potential at the southeastern portion of the WNY, as well as transportation, floodplain, and historic resource impacts associated with Alternative 1A. Our comments below have been grouped based on the E Parcel (retained for federal ownership) and the WNY Southeast Parcels (transferred to a private owner with some leased components).	Thank you for your comments. Comments are addressed individually below.
Agency	Proposed Action / Preferred Alternative	Land Use	Diane Sullivan (NCPC)	E Parcels In the preferred alternative, the E Parcels would remain under federal government control. The underlying jurisdiction would be transferred from GSA to the Navy. Separately, GSA would amend the SEFC Master Plan to remove these parcels from that plan. The Navy would update the WNY Master Plan to add these parcels and remove the southeast parcels. NCPC would continue to have review authority over the E Parcels pursuant to the National Capital Planning Act.	The Navy is updating its WNY Master Plan and Transportation Management Plan and will continue to coordinate with NCPC.
Agency	Floodplains	E Parcels	Diane Sullivan (NCPC)	E Parcels Floodplains The DEIS provides a comprehensive description of the floodplains in this area. Portion of the E Parcels are located within the 100 and 500-year floodplains. Development within the 100-year floodplain is restricted through Executive Order 11988 which requires federal agencies to avoid the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. The specific flood management measures necessary to reduce flood risks will be further developed during the design phase. We encourage the Navy to consider which measures will be most appropriate for reuse of any existing historic structures.	Thank you for your comment; the Navy concurs.
Agency	Transportation	E Parcels	Diane Sullivan (NCPC)	E Parcels Transportation Overall, the transportation analysis included in this DEIS is comprehensive and provides a clear picture of the future impacts associated with all alternatives, including the preferred alternative. While the new Navy Museum would generate nearly one million visitors annually, the projected mode split indicates only 24 percent of the visitors would arrive by personal vehicle. We support further reducing the use of personal vehicles to access the museum given the proximity and density of transit in this area. In addition, we do not recommend the inclusion of substantial parking for the museum use.	Thank you for your comment; the Navy concurs.
Agency	Transportation	E Parcels, Boundary Wall	Diane Sullivan (NCPC)	E Parcels Transportation If the museum is sited at this location, the provision of public access from M Street will be important. In particular, direct pedestrian and bicycle access should be provided to further reduce the use of single-occupant vehicles. This access will need to consider the potential impacts to the historic wall along M Street.	Concur. The Section 106 NHPA consultation process includes effects to the boundary wall.

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Agency	Section 106 of the NHPA	E Parcels	Diane Sullivan (NCPC)	The Historic Navy Yard is comprised of several listed districts, including the National Historic Landmark Central Yard, the National Register of Historic Places listed Navy Yard Annex (which includes the Southeast Federal Center and "The Yards", and the National Register-eligible Eastern and Western Extensions. There are also individually listed resources found within the Navy Yard, including the Latrobe Gate, Quarters A and B, and the Commandant's Office. The proposed land exchange and transfer at the Washington Navy Yard described in this DEIS does have the potential to result in adverse effects to historic properties and resources, and these potential impacts will need to be fully evaluated in the Section 106 consultation process, with guidance from Section 110 as well. The direct adverse effects could impact the historic buildings in Parcel E, while indirect impacts, such as visual effects have the potential to impact historic resources outside the project area.	The Section 106 consultation resulted in a Programmatic Agreement (Appendix C.7) which includes design guidelines and a process for continued consultation.
Agency	Section 106 of the NHPA	E Parcels	Diane Sullivan (NCPC)	For any new construction, determinations for both direct and indirect impacts would need to consider such factors as height, design, location, orientation, and materials. Areas outside of the Navy Yard that have the potential to receive indirect adverse effects due to impacts to views include Anacostia Park and the Plan of the City of Washington. The Section 106 process will assist in making determinations of effect and will guide the applicant to first attempt to avoid impacts, with then consideration as to how to minimize the adverse effects. Agreement documents such as programmatic agreements, memorandums of agreements, and any agreed upon covenants or design guidelines should be anticipated in the Section 106 consultation process, to assist in resolving adverse effects, as well as minimization measures to lessen the project's impact on historic properties.	The Section 106 consultation resulted in a Programmatic Agreement (Appendix C.7) which includes design guidelines and a process for continued consultation.
Agency	Proposed Action / Preferred Alternative		Diane Sullivan (NCPC)	Southeast Corner Parcels of WNY In the preferred alternative, the southeast parcels and a strip of land including the waterfront trail and docks, would be transferred or leased to a private developer. While the DEIS provides an estimated development program for the site, the specific design and layout of any future development is not yet known. In general, NCPC staff supports parcelization of the site to create multiple building footprints with a street grid that builds upon the historic rights-of-way. Since these parcels will ultimately be redeveloped privately, there are several impacts that need to be considered.	Comment acknowledged. Specific comments are addressed below.
Agency	Land Use	Southeast Corner of the WNY	Diane Sullivan (NCPC)	Development Review We are aware the WNY southeast parcels will be rezoned, as these will be privately developed. The new zoning will outline the development potential at this location. Given this development's adjacency to the WNY, any redevelopment should be sensitive to federal interests. The federal interests include potential impacts to historic and cultural resources, including the WNY Central Yard, which is a National Historic Landmark, views along the Anacostia River towards the Washington Navy Yard, and longer views towards the monumental core. We would strongly encourage the Navy to continue working with NCPC, the District of Columbia Office of Planning, the District of Columbia State Historic Preservation Office (SHPO), and the U.S. Commission of Fine Arts to ensure any proposed development will be appropriately sensitive to the context.	The Section 106 consultation resulted in a Programmatic Agreement which includes design guidelines and a process for continued consultation with the Consulting Parties.
Agency	Floodplains	Southeast Corner of the WNY	Diane Sullivan (NCPC)	The WNY southeast parcels are also partially located within the 100 and 500-year floodplain, and the DEIS states they will be subject to risk from flooding. The DEIS further notes development here could "address this risk by proposing to raise the elevation of the site above floodplain levels or implement some other measures" and the flood risk would remain. Portion of these parcels also include historic structures, and it is unclear what measures will be taken to address flooding if they incorporated into private redevelopment. We note that these parcels, if transferred to private ownership, will be subject to District requirements.	Comment acknowledged.

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Agency	Transportation	Southeast Corner of the WNY	Diane Sullivan (NCPC)	The parcels on the southeast WNY would generate 318 vehicles per hour during the morning peak inbound and 334 outbound. In the identified development scenarios, the level of service reaches an "E" (an intersection nearing breakdown condition) in one of the 22 intersections evaluated. This intersection is already at a LOS E in the existing condition as well. The DEIS notes "...the WNY can safely absorb projected future trip levels with minimal changes to LOS, assuming that local agencies would retime the traffic signal." We encourage the Navy and the private developer to continue working with the District Department of Transportation (DDOT) to determine the appropriate signal timing for the affected intersections, as well as any other mitigation measures that will support transit use and other non-single occupant vehicle modes of travel.	The Navy would continue to work with NCPC while the developer would continue to consult with DDOT over the proposed 10-year development period to determine needed mitigation.
Agency	Transportation	Southeast Corner of the WNY	Diane Sullivan (NCPC)	As noted previously, a strip of land including the Anacostia Riverwalk Trail, would also be leased to the private developer (see Figure 2.3-3). The trail is an important amenity that is used by the public today. NCPC staff would like to ensure the trail remains accessible and open to the public if the ownership or control changes. We recommend the EIS include language or a mitigation commitment to maintaining public access to the trail.	Navy would retain ownership of the riverwalk. During construction of the WNY Southeast Corner, the riverwalk would be open. There may be times during the repairs of the piers, the riverwalk itself, or the wall, that it would be closed temporarily for public safety. The developer would make best efforts to minimize closure.
Agency	Section 106 of the NHPA	Southeast Corner of the WNY	Diane Sullivan (NCPC)	As noted previously, potential impacts will need to be fully evaluated in the Section 106 consultation process, with guidance from Section 110 as well. The WNY southeast parcels include several historic buildings that could be either leased or transferred to private ownership. The direct adverse effects could impact historic buildings in the area, while indirect impacts, such as visual effects have the potential to impact historic resources outside the project area. In particular, we are interested in direct impacts to existing historic buildings resulting from reuse or redevelopment, as well as indirect impacts to surrounding historic districts due to the insertion of new development. The visual impacts of the proposed private development are not yet clear and will need further evaluation during the Section 106 process.	Comment acknowledged. Specific comments are addressed below.
Agency	Land Use	Transportation/ Surface Parking Visual resources	Diane Sullivan (NCPC)	Master Plan Update As noted previously, both the SEFC Master Plan and the WNY Master Plan will need to be updated to reflect any changes in jurisdiction. NCPC staff looks forward to coordinating with the Navy regarding submission for the Commission review. While not part of this proposal, we also advise the Navy to consider the functionality of the surface parking located immediate west of the southeast parcels and Building 70. The parking should be evaluated for alternative uses as part of the WNY Master Plan update. Given its location along the waterfront and visibility from existing and proposed buildings, the parking area has great potential to be a more compatible use, particularly open space with landscaping.	Thank you for your comment. The Navy is updating its WNY Master Plan and Transportation Management Plan and will continue to coordinate with NCPC.
Organization			Kalli Krumpas (Capital Trails Coalition/WABA)	We are supportive of the Navy's preferred alternative, Alternative 1A: Land Acquisition through Land Exchange, for a land transfer and private development along the WNY waterfront; however, we urge any transfer to include enforceable commitments by the property owners to mitigate disruptions, and to preserve, improve, and expand the Anacostia Riverwalk Trail running alongside the WNY Southeast Corner, to include ongoing maintenance and operation.	Navy would retain ownership of the riverwalk. During construction of the WNY Southeast Corner, the riverwalk would be open. There may be times during the repairs of the piers, the riverwalk itself, or the wall, that it would be closed temporarily for public safety. The developer would make best efforts to minimize closure.
Organization			Kalli Krumpas (Capital Trails Coalition/WABA)	To maintain access and improve the experience of the thousands of residents and visitors who use the Anacostia Riverwalk Trail along the WNY waterfront, the Navy and the private developer of the WNY Southeast Corner must ensure the following: Accessibility: <ul style="list-style-type: none"> • 24-hour public access to the Anacostia Riverwalk Trail shall be maintained. • Provide long-term and short-term bicycle parking spaces compliant with the 2016 Zoning Regulations. • Any possibility of removing the brick wall along the Riverwalk should be considered for the opportunity to make a more inviting and open Riverwalk Trail. • The Riverwalk Trail is intended for active transportation users; any activation of the piers should include adequate queueing space outside of the Riverwalk Trail to ensure its continued use for transportation. 	Navy would retain ownership of the riverwalk. During construction of the WNY Southeast Corner, the riverwalk would be open. There may be times during the repairs of the piers, the riverwalk itself, or the wall, that it would be closed temporarily for public safety. The developer would make best efforts to minimize closure.

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Organization			Kalli Krumpas (Capital Trails Coalition/WABA)	<p>To maintain access and improve the experience of the thousands of residents and visitors who use the Anacostia Riverwalk Trail along the WNY waterfront, the Navy and the private developer of the WNY Southeast Corner must ensure the following:</p> <p>Safety:</p> <ul style="list-style-type: none"> ● Restore the Anacostia Riverwalk Trail to a state of good repair in accordance with ADA, ABAAS, and PROWAG guidance. ● Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards. ● Ensure private/internal sidewalks and roadways are built to DDOT standards. ● Site design should focus on minimizing vehicle and pedestrian conflicts, especially along 11th Street SE and between pedestrians and people on bikes along the Riverwalk. 	Navy would retain ownership of the riverwalk. During construction of the WNY Southeast Corner, the riverwalk would be open. There may be times during the repairs of the piers, the riverwalk itself, or the wall, that it would be closed temporarily for public safety. The developer would make best efforts to minimize closure.
				<p>To maintain access and improve the experience of the thousands of residents and visitors who use the Anacostia Riverwalk Trail along the WNY waterfront, the Navy and the private developer of the WNY Southeast Corner must ensure the following:</p> <p>Future Developments:</p> <ul style="list-style-type: none"> ● Complete a Comprehensive Transportation Review (CTR) to determine the impacts of the proposed development(s) on the District's transportation network. ● Coordinate with the 11th Street Bridge Park project team throughout the EIS to ensure each project properly considers the other. If the project moves forward, the 11th Street western sidewalk from M Street to the waterfront should be evaluated to be widened to accommodate separate pathways for pedestrians and bicyclists and matching with the 11th Street Bridge Park project design. 	The Navy is consulting with DDOT and the 11th Street Bridge Park project team to ensure plans are in sync should the Navy decide to move forward with the Preferred Alternative. A CTR was approved by DDOT in early 2022, and DDOT reviewed the transportation study (comments from DDOT included in the revised Traffic Study in Appendix B).
Individual	Land Use		Brennan Barber	<p>I'm a DC resident and writing related to the proposed changes at the Navy Yard and specifically the Southeast Corner.</p> <p>I strongly support any effort to improve and repair the Anacostia Riverwalk Trail (ART) along the southeast corner of the WNY. That area should function better, more like the rest of the ART, and should be redone as a true multi-use path and part of the trail. I support physical changes to improve public access to this space, including repairs to the walkway. Right now the area represents a pretty significant gap in the ART and this is an opportunity to improve it and bring it up to par with the rest of the trail.</p>	Thank you for your comment. The Navy and developer are committed to repairs and enhancements to the ART as an important community resource.
Individual	Cultural Resources		David F. Winkler, Ph.D.	<p>Enclosed you will find a recent article in the Naval Historical Foundation's historical Pull Together newsletter highlighting the historical significance of the Washington Navy Yard Marine Railway and David Taylor Model Basin which the EIS includes on the parcel of WNY property to be turned over to a private developer. Assuming the developer will retain the Marine Railway inlet and the industrial ramp leading to the winch house intact, my greater concern is the placement in private hands of the Model Basin building, a legacy of an era when the WNY was better known as the Washington Naval Gun Factory. The enclosed article addressed the origins of what is known today as Building 70 and the important role that facility played in not only in the development of the fleet in the early 20th century but also in the development of naval aviation.</p>	The Navy would lease Buildings 68, 70 (partial), 123, Admiral's Barge Slipway, Piers 1 and 2, and the riverwalk, so that the buildings and structures would remain under federal control. The Programmatic Agreement and associated stipulations are located in Appendix C.7. Rehabilitation and reuse of the facilities would include a substantial interpretive component focused on the significance of the Model Basin and Marine Railway. The public would again have access to the facilities.
Individual	Cultural Resources		David F. Winkler, Ph.D.	<p>However, the building's recent use is also historically significant. In the late 1990's at the urging of the then Vice Chief of Naval Operations Donald Pilling, the Naval Historical foundation undertook a fifteen million dollar capital campaign to acquire world-class exhibits to repurpose Building 70 into the museum's Cold War annex. To prepare the building to accept the exhibits, the Navy invested some four million dollars to upgrade the structure that previously housed historic artifacts.</p>	As mentioned above, the Programmatic Agreement and associated stipulations for Building 70 are located in Appendix C.7. Rehabilitation and reuse of the facility would include a substantial interpretive component focused on the significance of the Model Basin and Marine Railway. The public would again have access to the facility.

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Individual	Cultural Resources		David F. Winkler, Ph.D.	<p>A major building block of what would become known as the “Cold War Gallery” came from the Smithsonian American History Museum in the form of an exhibit titled “Boomers and Fast Attacks” which celebrated the centennial of the submarine force. This exhibit was successfully moved and installed, thanks in part to a multi-million dollar contribution by General Dynamics Electric Boat. Other major exhibits completed included the central hall featuring a Trident C4 missile, a Ready Room Theater, and a Vietnam immersion display titled “Into the Lions Den.” During the Summer of 2023, arrangements were made for the south entrance of the building facing the riverwalk to open for general public entry and thousands took advantage of the opportunity to view the displays. Tragically in September 2013, there were the shootings at NAVSEA that took the lives of a dozen Navy employees. Though the shooter was a subcontractor who had legitimate access to the Navy Yard, the WNY tightened security and closed direct public access to the Cold War Gallery. With that, the Naval Historical Foundation ended its capital campaign having raised some eight million dollars including a three million federal appropriation thanks to Senator John W. Warner. However, despite the access restrictions, the Cold War Gallery has continued to attract thousands of visitors in the ensuing decade and has proven to be a popular venue to host official Navy receptions and has hosted numerous private after hour gatherings through leasing arrangements that have enabled the partner foundation to funnel profits back to support Navy Museum education programs. One of the more successful endeavors was a two-year Summer program that invited top high school STEM teachers to study the Cold War Gallery’s historical exhibits to develop lesson plans that can be found http://www.usnavymuseum.org/.</p>	<p>The U.S. Naval Institute would like to move the museum outside the secure perimeter of the WNY so that the public would not have to go through the security clearance process. The Visioning Plan indicated attendance at the current museum location is less than 100,000 visitors per year; however, with a modern facility that is easily accessible, the number of visitors could increase ten-fold annually. The museum would operate daily and could have up to 1.1 million annual visitors. A conference area is also contained within the Visioning Plan. Another benefit of the proposed location is that it is closer walking distance from Metrorail stations.</p>
Individual	Cultural Resources		David F. Winkler, Ph.D.	<p>Of course, I recognize that assuming that the new museum is built on the parcel that the Navy seeks to acquire, components of these Cold War Gallery exhibits will be incorporated into the new facility. However, “Rome was not built overnight” so I would argue the current displays should be allowed to continue to tell a vital story as progress is made to construct a new facility. As such, the space would continue to host functions such as the Centennial of Carrier Naval Aviation Mess Night that is to be held on November 5, 2022.</p>	<p>The date on which the Cold War Museum would vacate the facility is still undetermined. Rehabilitation and reuse of the facilities would include a substantial interpretive component focused on the significance of the Model Basin and Marine Railway. The public would again have access to the facilities.</p>
Individual	Cultural Resources		David F. Winkler, Ph.D.	<p>Over the longer term, I could envision additional possibilities for the building given its location next to the waterfront and new residential commercial development. Unfortunately, one of the oversights of the current museum with its historical overview of the U.S. Navy is the total absence of the significant history of the Navy in the Capital Region and that story is the technological evolution of the Navy over the past centuries. When you think about it, nearly all of the Navy’s major R&D facilities trace to the Washington Navy Yard. During the 19th Century the yard hosted an experimental gun battery to test cannons. Eventually that activity went down the Potomac to Dahlgren. Of course, Building 70 hosted a water tank to test hull designs. That facility is now at Carderock. As previously noted that building also hosted the first wind tunnel and NAS Anacostia served as an aircraft test facility. Those activities are now at Pax River. The Naval Research Laboratory has been nearby since the 1920s.</p>	<p>The current museum location is too small (resulting in overcrowded displays, limits to artifact sizes), and can only present limited periods of Naval history. The new museum, if the Navy moves forward with the proposal, would be able to accommodate additional displays and represent significant Navy history including Navy presence in the National Capital Region.</p>
Individual	Cultural Resources		David F. Winkler, Ph.D.	<p>Needless to say, there are more than enough historical underpinnings to justify a history of technology-based display center that salutes the WNY. Given the building’s heritage, there is no building better suited to host such a display center than the former David Taylor Model Basin.</p>	<p>Rehabilitation and reuse of the facilities would include a substantial interpretive component focused on the significance of the Model Basin and Marine Railway. The public would again have access to the facilities.</p>

Draft EIS Public Comment and Responses

Agency	Riverwalk Trail		Michael Alvino, AICP	<p>Thank you for including the District Department of Transportation (DDOT) in the April 27th Consulting Parties Meeting. Our comments are below and limited to the Anacostia Riverwalk Trail (ART). For the southernmost bridge over the Marine Railway, which will serve the ART, we request that the bridge be built with a minimum 14' clear width and a minimum 42" high railings along the bridge edge. The ART through the site should be clearly marked and defined in the surface materials. The trail should be continuous, flush, and smooth, with minimal texture. In the area with the proposed abstract star paving pattern, we suggest that the trail edge be defined with different materials to visually communicate the area for pedestrians and bicyclists moving through the space. For sections of the ART that intersect the proposed reinterpreted piers, we suggest a change in materials to communicate the potential for pedestrians to be crossing the trail. The materials in this area can differentiate the space through pattern, color, or texture. We suggest the design of the Metropolitan Branch Trail through Alethia Tanner Park in NE DC as an example of a location where these design elements have been successfully implemented.</p>	<p>The Navy forwarded your comments to the developer for incorporation into future designs. Please continue to participate in future review processes stipulated in the Programmatic Agreement (Appendix C.7).</p>
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