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# **POPLAR POINT REDEVELOPMENT DRAFT ENVIRONMENTAL IMPACT STATEMENT**



**WASHINGTON, DC**

**PREPARED BY: THE DISTRICT OF COLUMBIA  
OFFICE OF THE DEPUTY MAYOR FOR PLANNING & ECONOMIC DEVELOPMENT AND  
THE NATIONAL PARK SERVICE**

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## **PURPOSE AND NEED**

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## 1.1 Introduction

The National Park Service (NPS) proposes to transfer approximately 110 acres of developable area and open space within Anacostia National Park to the District of Columbia as mandated by Congress through Federal and District of Columbia Government Real Property Act of 2006 (DC Lands Act). The 110 acres are referred to as Poplar Point, and are shown in Figure 1.1. The District of Columbia through the Office of the Deputy Mayor for Planning and Economic Development (DMPED) proposes to redevelop Poplar Point area of Washington, DC with a mix of retail, residential, and cultural/civic uses.

Implementation of the Proposed Action would result in a conceptual development plan for an approximately 40-acre mixed-use community and at least 70 acres of parks and open space within Poplar Point as means to increase private investment in an area of the city that has been historically overlooked and to unify the East of the River neighborhoods with the rest of the District. The location of the development area, the mix of uses, and the park improvements are part of the three action alternatives described in Chapter 2.

The Poplar Point portion of Anacostia National Park currently includes the NPS National Capital Parks – East (NACE) headquarters facility and the U.S. Park Police (USPP) headquarters and aviation facilities. Thus, implementation of the Proposed Action would require relocation of existing NPS and USPP facilities currently located within Poplar Point to another portion of Anacostia National Park (North Field).

Development of Poplar Point and relocation of the NPS and USPP facilities would require modifications to existing NPS recreation facilities within the portion of Anacostia National Park that extends from the CSX railroad bridge to the South Capitol Street Bridge (herein referenced as southern Anacostia Park). The modifications include improving designated playfields, creating additional parking areas, adding picnic and playground facilities, and altering the roadway.

As mandated by the DC Lands Act, the District is required to adopt a land use plan, or Small Area Plan, to guide the redevelopment of Poplar Point. Because development of a new mixed-use community within Poplar Point has ramifications to the larger community, the Small Area Plan would encompass the Poplar Point redevelopment area, two adjacent areas: the Howard Road parcels and the Washington Metropolitan Area Transit Authority (WMATA) garage, and a portion of historic Anacostia.

An Environmental Impact Statement (EIS) is being prepared in compliance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality (CEQ) regulations for implementing NEPA [Title 40 of the Code of Federal Regulations (40 CFR) 1500-1508], and the environmental policies and procedures of the NPS including the 2006 NPS Management Policies and Director's Order 12 (DO-12). NEPA requires all federal agencies to consider the effects on the human environment of any major federal action prior to making decisions and proceeding with the action.

This EIS characterizes the potential direct, indirect, and cumulative impacts of three action alternatives and the No Action Alternative, and identifies mitigation measures to avoid or minimize the impacts that would result. This EIS also provides information to assist in the fulfillment of Section 106 of the National Historic Preservation Act (NHPA).

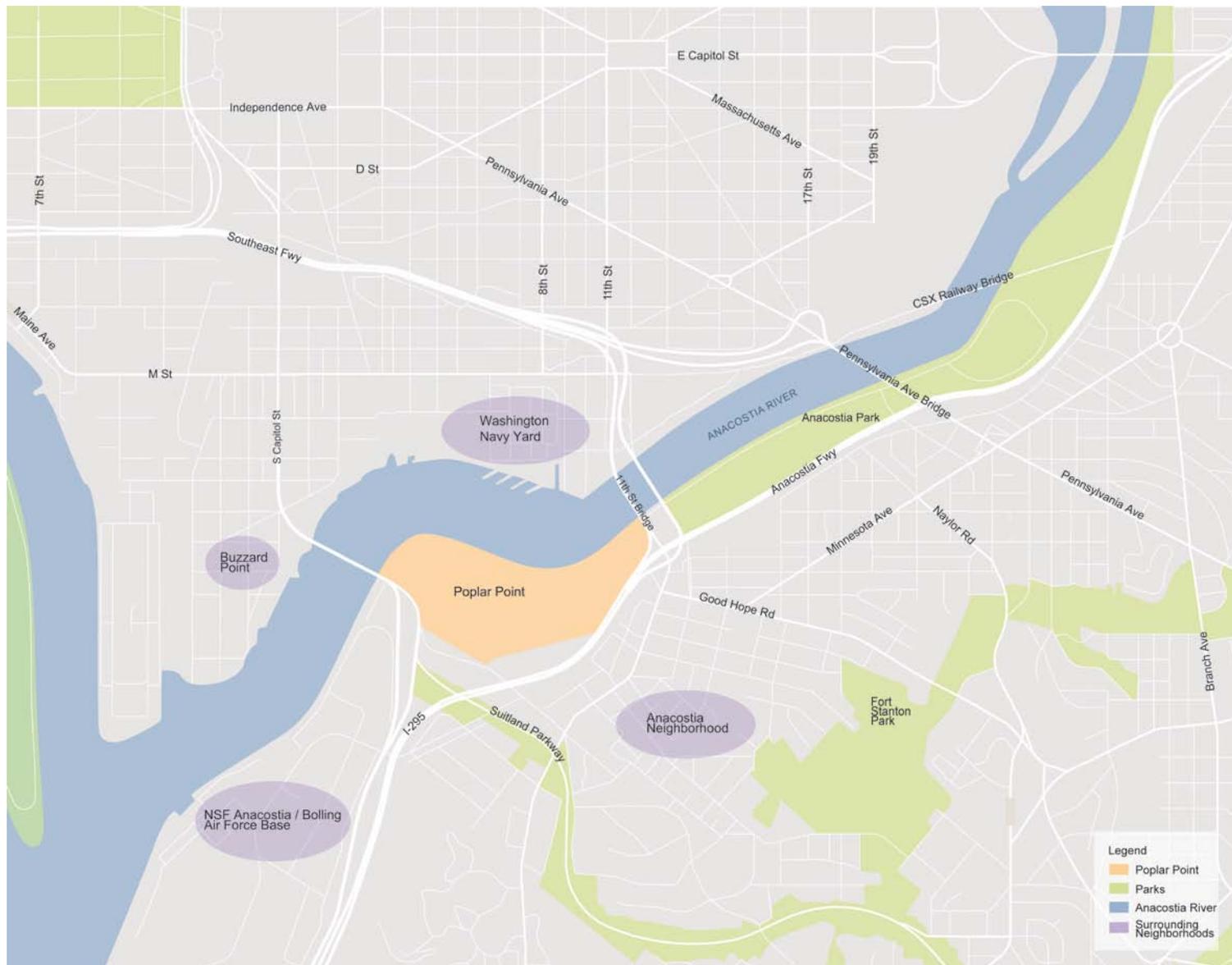


Figure 1.1 Poplar Point Location Map  
Source: AECOM, 2010

## **1.2 Project Site and Location**

### **1.2.1 Project Area**

The Poplar Point Project Area is located in the southeast quadrant Washington, DC and fronts the Anacostia River. It includes the entire Poplar Point transfer area as well as adjacent portions of southern Anacostia Park. The boundaries of the Poplar Point Project Area include the Anacostia River to the north, the CSX railroad and bridge to the east, Interstate 295 (the Anacostia Freeway, I-295) and Howard Road to the south, and South Capitol Street and the Frederick Douglass Bridge to the west.

As part of Anacostia National Park, the Project Area is currently owned by the federal government and includes facilities operated by NPS. It is segmented by infrastructure, including South Capitol Street and the Frederick Douglass Bridge, the John Philip Sousa Pennsylvania Avenue Bridge, and the 11<sup>th</sup> Street Bridges, which are under the jurisdiction of the District of Columbia Department of Transportation (DDOT) and the Federal Highway Administration. A riverwalk trail runs the entire length of the Project Area from the North Field through southern Anacostia Park and terminates at the west boundary of the Project Area where it abuts the Naval Support Facility, Anacostia. Anacostia Drive parallels the riverwalk trail.

The Poplar Point Project Area consists of the subareas known as southern Anacostia Park, including the North Field, and Poplar Point. Information on the size, location, and existing uses of each subarea is provided below. Figure 1.2 shows the Project Area and its subareas.

#### **Southern Anacostia Park**

The area defined as southern Anacostia Park is located in the central portion of the Project Area. It encompasses approximately 100 acres of recreational facilities. The main vehicular and pedestrian access to southern Anacostia Park is Nicholson Street, near the John Philip Sousa Bridge.

A boat launch, roller rink, five basketball courts, a playground, playfields, and three surface parking lots are located within the portion of southern Anacostia Park located between the North Field and the John Philip Sousa Bridge, where southern Anacostia Park abuts the on and off-ramps of the Anacostia Freeway at Pennsylvania Avenue. The Anacostia Pool and Recreation Center, nine tennis courts, two playgrounds, a picnic pavilion, surface parking, and playfields are located between the John Philip Sousa Bridge and the 11<sup>th</sup> Street Bridges. Unimproved playfields abut these areas to the east and west.

#### **North Field**

The North Field is located in the eastern-most portion of southern Anacostia Park. It is approximately 30 acres owned and operated by NPS. The North Field includes a surface parking lot, grill stations, and unimproved fields/open space. The North Field is used primarily for informal recreation, including both passive and active recreation, and is primarily used on the weekends. The North Field is edged by a vegetative buffer along the CSX railroad and the Anacostia Freeway.

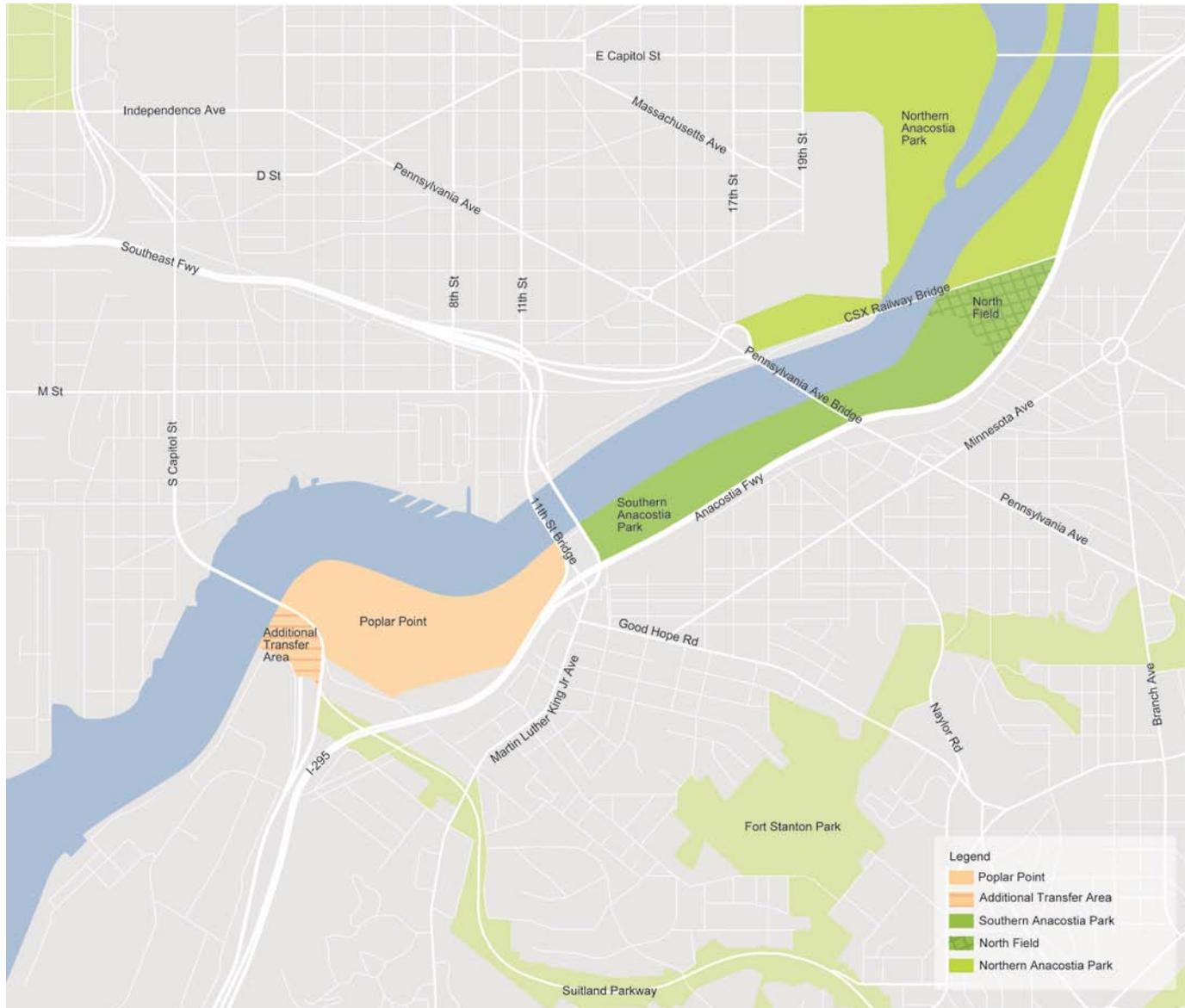


Figure 1.2 Project Area Map  
Source: AECOM, 2010

## Poplar Point

Poplar Point, as defined in Section 304 of the DC Lands Act, encompasses approximately 130 acres in the western-most portion of the Project Area. Poplar Point is generally bound by the Anacostia River to the north, the 11<sup>th</sup> Street Bridges to the east, the Anacostia Freeway and Howard Road to the south, and South Capitol Street and the Frederick Douglass Bridge to the west. Most of the 130 acres is currently under NPS jurisdiction, containing NPS and USPP facilities and 60 acres of managed meadows. The planned realignment of the Frederick Douglass Bridge infrastructure further to the south will free up currently inaccessible land and add approximately 20 acres to Poplar Point. Figure 1.2 shows the location of Poplar Point.

Current uses within Poplar Point include NPS operational facilities: USPP Aviation Section Facility, USPP Police Anacostia Operations Facility, and NPS National Capital Parks-East Headquarters. This encompasses approximately 29 acres in the eastern portion of Poplar Point. Figure 1.3 shows the existing uses within Poplar Point and their acreages.

Approximately 30 acres of Poplar Point is heavily vegetated and contains wetlands. This area is located directly west of the NPS facilities. It was formerly occupied by the D.C. Lanham Tree Nursery and the Architect of the Capitol Nursery. Most of this area is fenced off from public access. The remainder of the open space within Poplar Point is landscaped open space and surface parking associated with Anacostia Park. This accounts for approximately 42 acres.

There is a substantial amount of transportation infrastructure located within Poplar Point, including the 11<sup>th</sup> Street Bridges on the east and the Frederick Douglass Bridge on the west, as well as the John Philip Sousa Bridge, their associated interchanges, the Anacostia Freeway, and the Suitland Parkway, along with other smaller roadways. The transportation infrastructure currently encompasses 25 acres. The improvement of the 11<sup>th</sup> Street Bridges is ongoing and the realignment of the Frederick Douglass Bridge is planned. Staging areas for the 11<sup>th</sup> Street Bridge construction project are located within the north end of Poplar Point and the southern end of Anacostia Park. Poplar Point also includes a substantial amount of utility infrastructure, including regional sewer lines, a seawall, and a levee. Figure 1.4 shows the existing conditions at Poplar Point.



Figure 1.3 Existing Uses in Poplar Point  
 Source: AECOM, 2010



### 1.2.2 Small Area Plan

As part of the land transfer, the District is required to prepare a land use plan for the site. To fulfill this requirement, and to ensure coordinated development, the District is preparing a Small Area Plan (SAP) for adoption. The SAP would include Poplar Point and three surrounding areas: the Howard Road Parcels and the WMATA Garage parcel, and a portion of historic Anacostia. Figure 1.5 shows the proposed boundaries of the SAP. For the purposes of the Proposed Action, the SAP includes direct and indirect impact areas.

#### *Howard Road Parcels*

The Howard Road parcels are an approximately 11-acre area located on the north and south sides of Howard Road between the South Capitol Street/Suitland Parkway interchange to the west, Poplar Point on the north, the Howard Road/I-295 interchange to the east, and I-295 and Suitland Parkway to the south. It contains approximately 26 private parcels, including the Jackie Robinson Center, Howard Road Academy, two active commercial properties, one occupied residential property, and some abandoned residential and commercial buildings.

#### *WMATA Garage Parcel*

The WMATA Garage Parcel is located between the boundaries of Poplar Point and I-295. It is approximately 9 acres in area and is bounded by Howard Road to the west, the USPP headquarters and aviation facility and the NPS NACE headquarters to the north, and I-295 to the east and south. The parcel is almost entirely developed with a parking garage owned and operated by WMATA at the Anacostia Station on Metro's Green Line.

The garage contains 808 all day spaces, 15 short-term metered spaces, and 325 additional metered spaces. During the week, parking costs \$4.25/day or \$1 per hour for metered parking. Parking is free on weekends and federal holidays.

#### *Historic Anacostia*

The portion of historic Anacostia located closest to Poplar Point and bounded by Martin Luther King Avenue, Suitland Parkway, I-295, and the 11<sup>th</sup> Street Bridges consists of approximately 35 acres. The area is currently occupied by a variety of commercial, light industrial, and institutional uses. The parcels that back to I-295 are generally underutilized as several used for parking and outdoor storage.

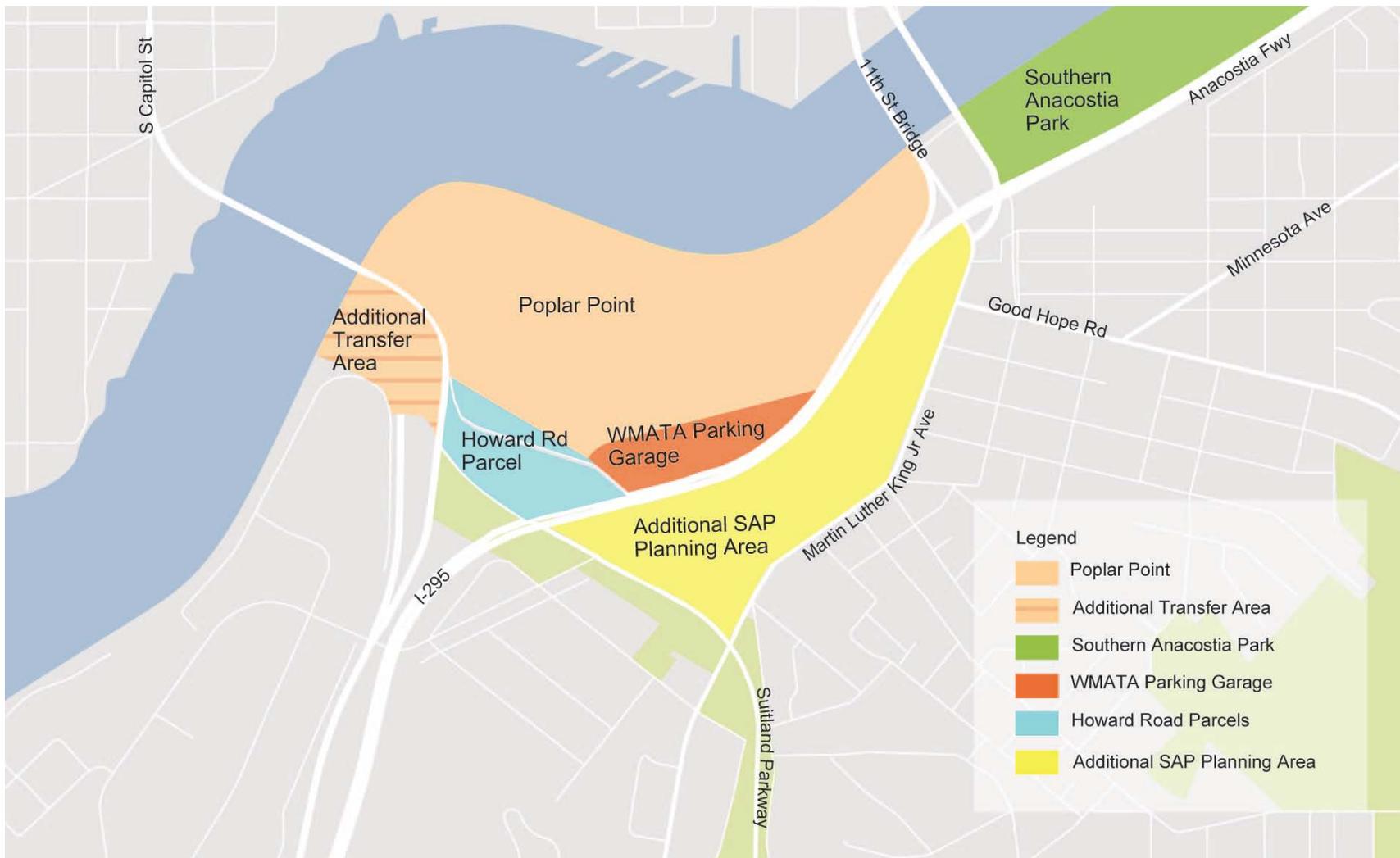


Figure 1.5 Small Area Plan Boundaries  
Source: AECOM, 2010

### 1.3 Surrounding Uses

The Poplar Point Project Area is surrounded by transportation infrastructure, the northern extent of Anacostia National Park, military facilities, residential neighborhoods in Anacostia, and the Anacostia River, as well as the Southeast Federal Center and the Washington Navy Yard on the north side of the River.

#### *Anacostia National Park*

In its entirety, Anacostia National Park (Anacostia Park) consists of approximately 1,200 acres of federal land managed by NPS on both sides of the Anacostia River. The primary components of Anacostia Park, in addition to the southern portion of Anacostia Park described above, include Kenilworth Park and Aquatic Gardens, Kenilworth Marsh, and Langston Golf Course. In total, Anacostia Park contains hundreds of acres of playfields and passive recreational facilities. There is also a driving range, three concession-operated marinas, four boat clubs, and a public boat ramp. Active recreation is permitted through NPS field and picnic reservations, mostly in the portions of Anacostia Park below the Benning Road Bridge. Extensive natural areas are preserved in the area of the park above the Benning Road Bridge.

#### *Anacostia Pump Station*

A pump station, located amidst the ramps leading to the Anacostia Freeway, is owned by the District of Columbia and controlled by the District of Columbia Water and Sewer Authority (WASA). It is a two-story structure that pumps combined wastewater from the Anacostia Main Interceptor to the outfall sewers that lead to the Blue Plains Wastewater Treatment Plant.

#### *Naval Support Facility Anacostia and Bolling Air Force Base*

Naval Support Facility Anacostia and Bolling Air Force Base are located immediately downstream from the Project Area. Naval Support Facility Anacostia is home to the Defense Information System Agency's White House Communications Agency and the Navy Housing Office. Near the northern end of the facility are several athletic fields, providing recreational opportunities for Navy personnel. The facility was relocated from the Botanical Gardens Nursery to its current location in 1961. Bolling Air Force Base is located south of the Naval Support Facility Anacostia near the confluence of the Potomac and Anacostia Rivers. The host wing of the station is the 11<sup>th</sup> Wing. It includes an operations group, a maintenance directorate, a mission support group, and a medical group. The primary mission is to provide comprehensive base operating support to all assigned Air Force organizations and personnel along with flagship ceremonial and musical ambassadorship worldwide.

#### *Anacostia Neighborhoods*

Although divided from the surrounding neighborhoods by I-295, the Project Area is located adjacent to Anacostia Heights, MLK Avenue Central Business District, Fairlawn, Fort Dupont, Randle Highlands, and Barry Farm. These are predominantly low-density and mid-rise working class neighborhoods featuring a mix of residential and commercial uses. This area also contains the Anacostia Historic District. Figure 1.6 shows the neighborhoods surrounding the Project Area.

#### 1.4 Purpose of and Need for the Proposed Action

The purpose of the Proposed Action is to facilitate conveyance of land from the federal government to the District and to implement a land use plan, as mandated by the Congress through the DC Lands Act (Public Law 109-396 Title III §§301 - 30), such that the District can facilitate redevelopment of Poplar Point. Specifically, the DC Lands Act identifies certain requirements for the land transfer and certification of the land use plan, as summarized below:

- Provide for the reservation of no fewer than 70 acres of land on site, including wetlands, for park purposes.
- Provide for the identification of existing facilities and related properties of the NPS, and the relocation of the NPS to replacement facilities and related properties.
- Determine at least two sites within the park use for the placement of potential commemorative works to be established pursuant to the Commemorative Works Act (Chapter 89 of Title 40, U.S.C), and the plan includes a commitment by the District of Columbia to convey back those sites to the NPS at the appropriate time, as determined by the Secretary.
- To the greatest extent practicable, be consistent with the *AWI Framework Plan* referred to in Section 103 of the Anacostia Waterfront Corporation Act of 2004 (Sec. 2-1223.03, D.C. Official Code).

The Proposed Action is needed to generate growth and attract investment in a traditionally underserved neighborhood in the District of Columbia by accomplishing the following:

- Improve and develop Poplar Point into a community showplace by providing a publicly accessible waterfront park with cultural, economic, and recreational attractions and amenities;
- Spur revitalization efforts east of the river by providing a mix of residential, retail, and office uses around Metro's Anacostia Station; and
- Improve access to and expand the recreational amenities within southern Anacostia Park.

According to the Anacostia Waterfront Initiative (AWI), "the city's pattern of growth is moving eastward toward and across the Anacostia River" (DCOP, 2000). The downtown and Monumental Core of the District has redeveloped, spurring a new focus on the southwest waterfront and the East of the River neighborhoods. Major redevelopment efforts are underway in the surrounding community, including Saint Elizabeths west campus and the Barry Farm, that will increase demand for housing, office, and retail opportunities. Other underway developments across the River, including the "Yards" and in the area surrounding the Nationals Ballpark, are increasing development pressures within Anacostia. Poplar Point provides a unique opportunity to provide a mix of development and open space in close proximity to a Metro station.

In general, the Project Area is relatively disconnected from the rest of the city. Poplar Point is located at the eastern end of the Frederick Douglass Bridge, the ramps and infrastructure of which serve to isolate the site. Additional transportation infrastructure, including I-295, divide Poplar Point and the larger Project Area into smaller parcels and separate it from the surrounding residential communities in Anacostia.

Currently, a portion of the surrounding transportation infrastructure is undergoing realignment and redevelopment. The ongoing reconstruction of the 11<sup>th</sup> Street Bridges and the planned reconfiguration of the South Capitol Street Bridge (Frederick Douglass Bridge) include opportunities to provide additional waterfront areas within Poplar Point. The new waterfront land that will become available is a unique opportunity within the Project Area to reconnect the community to the waterfront and use it as a tool to “ensure that the social and economic benefits derived from a revitalized waterfront are shared by those neighborhoods and people living along the Anacostia River for whom the river has been distant and out of reach” (DCOP, 2000). These improvements will also provide new non-motorized connections between the communities east of the River and the downtown core.

Although highly utilized by the surrounding community, the southern portion of Anacostia Park is discontinuous, has insufficient access, and limited recreational and community facilities compared to Rock Creek Park, Aquatic Gardens, and Kenilworth Park. Further, portions of the Project Area located within Poplar Point have been contaminated by previous activities onsite and these areas are fenced off from public access. Due to these constraints, the vision of Anacostia Park as part of a city-wide system of open spaces in the McMillan Commission Plan has never been fully realized (DCOP, 2003)

#### **1.4.1 Poplar Point Project Objectives**

Given its transit service and potential connections to commercial activity on Martin Luther King Jr. Avenue, development of Poplar Point is intended to help reconnect the historic Anacostia area back to the river after which it was named.

In the context of surrounding neighborhoods, the redevelopment of Poplar Point is intended to provide a catalyst for further economic development. In addition to the purpose of initiating economic and community growth in the area, four broad goals and strategies have been identified in the mission statement for Poplar Point, including:

- **Create a World-class Park System:**

This goal integrates continuous park space within Poplar Point into the larger Anacostia waterfront system, incorporates commemorative and cultural elements, and organizes park amenities, such as active and passive recreation, to emphasize existing features and restoration opportunities;

- **Develop a Sustainable Community:**

The intent of this goal is to ensure that the proposed land uses benefit the community and economic health of the Anacostia neighborhoods, orient development patterns around transit use, open space walkability, and other amenities, and also enhance connectivity with historic Anacostia and Barry Farm;

- Establish Ecological Functions:

Implementing this goal would preserve and restore quality wetland habitats, remove contamination, enhance the ecological health of Poplar Point, especially Stickfoot Creek, and utilize “Green Building” principles and incorporate “Green Infrastructure” technology, for example, in stormwater reuse or energy reduction measures;

- Activate the Waterfront:

The purpose of this goal is to connect existing neighborhoods to the waterfront and other amenities that serve the local community, link signature activities with the waterfront promenade, and create multiple opportunities for waterfront access and interaction, including regional attractions.

The intent of implementing the goals and strategies of the Poplar Point mission statement is to revitalize – economically, culturally and environmentally – the Anacostia Waterfront and the adjacent or nearby Anacostia neighborhoods. In addition, implementing these goals is intended to link Poplar Point across the Anacostia River, reconnecting it and its surrounding communities, visually and economically, to the heart of Washington, DC.

Further, development of Poplar Point and consolidation of USPP facilities on the North Field would necessitate and include improvements within the surrounding portions of southern Anacostia Park. These include reconfigured playfields and the addition of new recreational amenities, and improved pedestrian and vehicle connections to the park.

## 1.5 Project Background and History

### 1.5.1 Project Background

The redevelopment of Poplar Point was identified as a key part of the Anacostia Waterfront Initiative (AWI), a partnership between numerous federal government and District agencies, to revitalize the general Anacostia River area. The landmark *AWI Framework Plan* envisions Poplar Point as a “signature waterfront park” that serves as a gateway to the Anacostia neighborhood and RiverParks system. In addition, redevelopment of Poplar Point would enhance and showcase Anacostia’s ecological restoration, culture, history, and community (DCOP, 2003). The mission statement contained within the Target Area Plan is “to capitalize on the incredible economic development potential of Poplar Point” (DCOP, 2008). The vision for Poplar Point contains five planning principles, which include the following:

- *Green Gateway to the River:* Poplar Point would be a gracious and inviting green gateway to Anacostia Park and the Anacostia River. Poplar Point would be cleaned up to promote access to parkland and to allow for the restoration of Stickfoot Creek and accompanying wetlands.
- *A Place of Arrival – Transportation and Trails:* Poplar Point would be easily accessible by multiple modes of transportation and transit, including Metrorail, Metrobus, water taxi, automobile and the Anacostia Riverwalk and Trail. Neighborhood access to Poplar Point would be strengthened with redesigned points of entry, including Howard Road, W Street and Good Hope Road.
- *Signature Waterfront Park:* Design, restoration and reclamation of the Poplar Point waterfront would result in a landscape of memorable beauty and environmental sensitivity. This park would be a jewel in the family of parks, gardens, trails, and gathering spaces along the Anacostia River.
- *Home to Culture, History and Community:* Poplar Point would be a host to history and culture – creating new, easily accessible sites for commemorative gardens, memorials, and museums and linking the park to a vital, growing, residential and commercial neighborhood in Historic Anacostia.
- *Opportunity for Neighborhood Development:* Areas of development along the edge of the Poplar Point Park would feel like the extension of surrounding neighborhoods in Historic Anacostia. New uses would service the community, be of compatible scale, complement existing uses on Martin Luther King Jr. Ave and help transition existing neighborhoods to the waterfront.

Within the *AWI Framework Plan*, southern Anacostia Park is envisioned as an urban active neighborhood play area. This includes a major cultural park at Poplar Point; a concentration of playing fields between the 11<sup>th</sup> Street Bridges and the Pennsylvania Avenue Bridge; and a Fitness Center between the Pennsylvania Avenue Bridge and the CSX crossing. A Riverwalk is envisioned along the entire length of the Anacostia River that will bring people to the water from the nearby neighborhoods.

As stipulated in the DC Lands Act, the land transfer is required to comply with the *AWI Framework Plan*, to the extent practicable. The action alternatives presented in Chapter 2 are intended to reflect the principles of the *AWI Framework Plan* and build upon the AWI vision for Poplar Point.

### 1.5.2 Site History

A large portion of the current Project Area did not exist 100 years ago as the shoreline previously consisted of tidal mudflats. In the late 1800s, the mudflats were considered undesirable and citizens wanted to improve the shoreline for two reasons. First, the mudflats were perceived as harmful of human health because they were breeding ground for mosquitoes, which carried malaria. Second, citizens on the east side of the city desired a park that rivaled Rock Creek Park on the west side of the city. In the early 1900s, the McMillan Commission, led by Frederick Law Olmstead, Jr., formalized plans for filling in the mudflats along the Anacostia River to create a waterfront park.

In 1911, the Army Corps of Engineers began dredging the Anacostia River and filling in the mudflats with the dredged material. There was an abundant supply of dredged materials due to rapid urbanization and improper farming techniques; as a result, the Anacostia River had developed high levels of sedimentation. By around 1915, Poplar Point was transformed and expanded. The current shoreline was thus created through the placement of spoils from the dredging of the Anacostia River. In fact, the amount of dredging spoils on the site range in thickness from approximately 1 to 20 feet in depth. In addition, some of the on-site contamination can be attributed to these dredging activities.

Anacostia Park was officially established in 1919, and construction began in 1923. With approximately 1,200 acres of open recreational area, few permanent structures, and a five-mile stretch of riverfront, the park became the District of Columbia's largest park and catered to the needs of the surrounding urban neighborhood (NPS 2008b). It was not until the 1930s that the development of recreational facilities occurred within southern Anacostia Park, including the Anacostia Field House and a community swimming pool in 1932. Anacostia Park became part of the National Park system, transferred under legislation to the jurisdiction of NPS in 1953. While this transfer ensured the maintenance of the park by NPS, the construction of the Anacostia Freeway in 1958 divided southern Anacostia Park from the adjacent neighborhoods.

Poplar Point (which is also known as Section C of Anacostia Park by NPS) has been the location of several previous uses prior to NPS establishing its NACE headquarters there. Throughout the 20<sup>th</sup> century, Poplar Point was primarily occupied by two botanical nurseries, the D.C. Lanham Tree Nursery and the Architect of the Capitol Nursery. The greenhouses for both of these uses have been vacant since 1993, yet still remain in the central portion of Poplar Point fenced off to the public.

Alteration to Project Area's natural features also occurred over time. In the 1950s and 1960s, the U.S. Department of Transportation constructed I-295 and the Suitland Parkway, along with the Frederick Douglass Bridge and the 11<sup>th</sup> Street Bridges. While improving the mobility of the region, these highways further separated and isolated the Project Area from the surrounding communities and neighborhoods. It was during the construction of the transportation infrastructure that Stickfoot Creek, which ran along what is today the approach to the Fredrick Douglass Bridge, was contained in an underground culvert. This continued to alter the hydrology of the Project Area and caused many of the natural wetlands to shrink or disappear entirely. Further, it hindered the natural stormwater drainage from the Project Area by not allowing flows to filter through wetlands and the creek prior to entering the River.

### 1.5.3 Agency Relationships

This project is jointly led by NPS and the District of Columbia through DMPED. DMPED is not a “Federal agency” within the meaning NEPA or the CEQ implementing regulations. As such, NPS is the lead federal agency for NEPA purposes. NPS will make an independent evaluation of the NEPA and NHPA document.

NPS’s mission is to promote, regulate and protect the nation’s national parks, monuments and reservations, a network of nearly 400 natural, cultural historic, and recreational sites across the country, and to preserve, protect, and share the legacies of the American land with the general public. Their goal is to provide places where visitors may experience America's story, marvel at the natural wonders, and participate in a variety of recreational activities.

Additionally, NPS assists communities across the country to preserve and enhance important local heritage and recreational opportunities. In terms of planning, NPS’s mission is to “preserve unimpaired natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations, and to cooperate with partners to extend the benefits of resource conservation and outdoor recreation throughout this country and the world.”

DMPED is the local government entity that is charged with executing the Mayor’s economic development strategy, by encouraging “growth and investment across the District, providing and preserving affordable housing, attracting high quality retail to our neighborhoods and Center City and revitalizing our waterfronts.” The main focus of DMPED is in five key areas: Real Estate Development, Neighborhood Revitalization, Business Incentives, New Opportunities and Community Benefits, and Connecting Business and Government.

### 1.5.4 Significance of Anacostia Park

Per the Anacostia Park GMP/EIS (NPS, 2004), the significance of Anacostia Park is as follows:

- The park is a river gateway to the national capital and an important waterfront component of the city’s unique design.
- The park has a variety of recreational opportunities and provides important public waterfront access.
- The park contains naturalized shoreline that provides habitat for native plants and animals and connects with other natural and historic corridors outside city boundaries.
- The park protects one of the few remaining tidal wetlands in the nation’s capital and reflects changing attitudes towards wetlands.
- The park provides a variety of educational opportunities regarding the natural and cultural heritage of the Anacostia River.
- The historic Kenilworth Aquatic Gardens is the only site in the National Park System dedicated to the propagation and display of aquatic plants.

## 1.6 Relationship to Laws, Executive Orders, Policies, and Other Plans

In addition to the Land Use and Area Planning documents that guide development, the Proposed Action must comply with the following Laws, Executive Orders, and Policies.

### 1.6.1 Applicable State and Federal Laws and Regulations

**National Environmental Policy Act (NEPA) (42 U.S.C. 4321 and 43314335):** Requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

**Council of Environmental Quality (CEQ) Regulations 40 CFR Parts 15001508:** Governs the implementation of NEPA and the development and issuance of environmental policy and procedure for federal actions by public agencies. The regulations contain definitions, spell out applicability and responsibilities, and mandate certain processes and procedures for state agencies with programs that utilize federal aid funds.

**National Historic Preservation Act, as amended through 2006 (16 U.S.C. 470):** Established federal policy to foster productive harmony between modern society and historic resources; provide preservation leadership; administer historic resources in a spirit of stewardship; and assist preservation efforts of State and local governments, tribes, Native Hawaiian organizations, and the private sector. It also establishes federal agency accountability for effects of Federal undertakings on historic properties and creation of comprehensive Federal agency historic preservation programs.

**Archaeological and Historic Preservation Act of 1974 (AHPA) (16 U.S. Code 469469c2):** Requires that all Federal agencies provide for "...the preservation of historical and archaeological data (including relics and specimens) which might otherwise be irreparably lost or destroyed as the result of...any alteration of the terrain caused as a result of any Federal construction project or federally licensed activity or program." The Act authorizes Federal agencies to fund archaeological investigations, reports, and other kinds of activities to mitigate the impacts of their projects on important archaeological sites.

**National Park Service (NPS) Organic Act of 1916 (16 U.S.C. 1):** States that NPS "shall promote and regulate the use of the Federal areas known as national parks, monuments, and reservations hereinafter specified ... by such means and measures as conform to the fundamental purpose of the said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

**National Parks Omnibus Management Act of 1998 (16 U.S.C. 79, §5951):** States that "it is the policy of the Congress that the development of public accommodations, facilities, and services in units of the National Park System shall be limited to those accommodations, facilities, and services that (1) are necessary and appropriate for public use and enjoyment of the unit of the National Park System in which they are located; and(2) are consistent to the highest practicable degree with the preservation and conservation of the resources and values of the unit."

**Archaeological Resources Protection Act of 1979 (ARPA) (16 U.S. Code 470):** Prohibits unauthorized excavation on federal or American Indian lands, establishes standards for permissible excavation on these lands, prescribes civil and criminal penalties, requires agencies to identify archaeological sites, and encourages cooperation between federal agencies and private individuals.

**Clean Water Act (CWA):** Forms the foundation for the federal government's authority to regulate use of water resources through multiple permitting programs administered by EPA and United States Army Corps of Engineers (USACE).

**Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA):** Authorizes the EPA to:

- Establish and maintain a National Priorities List (NPL) of the most serious uncontrolled or abandoned places that contain hazardous waste;
- Seek out those parties responsible for any release and assure their cooperation in cleanup; and
- Clean up "orphan sites" when potentially responsible parties cannot be located. CERCLA provides a Superfund to clean up sites listed on the NPL.

**Endangered Species Act of 1973:** Requires each federal agency to ensure: "any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with the affected States, to be critical, unless such agency has been granted an exemption for such action by the Committee."

Generally, the United States Fish and Wildlife Service (USFWS) manages land and freshwater species, while the National Marine Fisheries Service (NMFS) manages marine and anadromous species. NMFS has jurisdiction over 68 listed species. The Endangered Species Act requires NMFS to designate critical habitat and to develop and implement recovery plans for threatened and endangered species.

If listed species or their habitat may be impacted, formal consultation must be undertaken with the USFWS or NMFS, as appropriate. If the consultation reveals that the activity may jeopardize a listed species or habitat, mitigation measures should be considered.

**Section 10 of the Rivers and Harbors Appropriation Act of 1899 (33 U.S.C. 403. Construction of bridges, causeways, dams or dikes generally; exemptions):** Prohibits the creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States; makes it unlawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and makes it unlawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same.

**Noise Control Act of 1972:** Authorizes EPA to identify noise exposure standards and coordinate activities of other federal agencies to achieve these standards.

**Section 106 of the National Historic Preservation Act of 1966:** Requires federal agencies to identify historic resources that are potentially eligible for the National Register of Historic Places (NRHP) and consider the effects of all of federally funded or licensed undertakings on known historic properties that are listed or determined eligible for the NRHP.

**Resource Conservation and Recovery Act (RCRA) (42 U.S.C. §6901 et seq.):** Grants EPA authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The Federal Hazardous and Solid Waste Amendments, adopted in 1984, focus on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of these amendments include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. The 1986 amendments to RCRA enable EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

**Clean Air Act Amendments of 1990 (CAA) (P.L. 101549):** Authorizes the EPA to set limits on emissions of air pollutants coming from sources like chemical plants, utilities, and steel mills, including limits on how much pollution can be in the air anywhere in the United States. Individual states or tribes may have stronger air pollution laws, but they may not have weaker pollution limits than those set by EPA. EPA delegates many responsibilities to states, tribes and local governments to meet the Act's requirements; however, EPA must approve state, tribal, and local agency plans for reducing air pollution. If a plan does not meet the necessary requirements, EPA can issue sanctions against the state and, if necessary, take over enforcing the Clean Air Act in that area.

**Redwood National Park Act of 1978, as Amended:** Establishes protection, management and administration of all National Park System lands. It also states that "the authorization of activities ... shall not be exercised in derogation of the values and purposes for which these various areas have been established, except as may have been or shall be directly and specifically provided by Congress."

**Flood Hazard Area Rules (Title 20 DCMR Chapter 31):** Requires that all new or replacement water and sanitary facilities and systems be located, designed, and constructed to minimize or eliminate flood damage and the infiltration of flow waters; that sanitary sewer facilities and systems be designed to prevent the discharge of untreated sewage into flood water; and that no part of any on-site sewage system be located within any Special Flood Hazard Area (SFHA) except in strict compliance with all locations for such systems. If any systems are permitted, the system shall be located so as to avoid impairment to is, or contamination from it, during a flood.

**Maryland State Programmatic General Permit:** The District of Columbia falls under the jurisdiction of the Baltimore District of the Army Corps of Engineers, who have regulatory control over Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. As a result they have developed a Programmatic General Permit to streamline the permitting of any impacts to “Waters of the United States.”

**District Department of Consumer and Regulatory Affairs, Building Permit:** Required prior to construction and ensure compliance with local building codes and regulations. The DCRA offers the Developer Ambassador Program to assist developers in obtaining the required permits and facilitating the review process.

**Green Building Act of 2006:** Enacted by the District of Columbia to increase sustainable practices within the city. This was accomplished through a multi-pronged approach that established the following:

- High-performance building standards that require the planning, design, construction, operation and maintenance of building projects;
- A green building incentives program that includes an expedited construction documents review program;
- A Green Building Fund; and
- The Green Building Advisory Council

This act also amends the Construction Codes Approval and Amendments Act of 1986, allowing for the inclusion of green building practices within the revised Construction Codes. Finally, the Act places priority leasing on buildings that meet certain green standards by amending the Office of Property Management Establishment Act of 1998.

#### 1.6.2 Executive Orders (EO)

**EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations:** Requires federal agencies, to the greatest extent practicable and permitted by law, to make achieving environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. EPA defines environmental justice as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies."

**EO 11988, Floodplain Management:** Requires federal agencies to evaluate the potential effects of actions they may take in a floodplain to avoid, to the extent possible, adverse effects associated with direct and indirect development of a floodplain. EPA's Statement of Procedures on Floodplain Management and Wetlands Protection requires EPA programs to determine whether an action would be located in or would otherwise affect a floodplain. If so, the responsible official must prepare floodplain/wetlands assessments and include them with any NEPA document. The project shall either avoid adverse impacts or minimize them if no practicable alternative exists.

**EO 11990, Protection of Wetlands:** Requires federal agencies conducting certain activities to avoid, to the extent possible, the adverse impacts associated with the destruction or loss of wetlands and to avoid support of new construction in wetlands if a practicable alternative exists. EPA's Statement of Procedures on Floodplain Management and Wetlands Protection requires EPA programs to determine if proposed actions

would be in or would otherwise affect wetlands and to prepare floodplains/wetlands assessments, which would be part of any NEPA document.

**EO 13508, Chesapeake Bay Protection and Restoration:** This Executive Order was enacted in response to the current water quality conditions of the Chesapeake Bay and its watershed. As a result, several water pollution control strategies and the establishment of new minimum discharge standards apply to projects within the watershed.

**EO 13514, Federal Leadership in Environmental, Energy, and Economic Performance:** Establishes an integrated strategy towards sustainability in the Federal government and to make reduction of GHGs a priority for Federal agencies. Executive Order 13514 expands on the energy reduction and environmental performance requirements for Federal agencies identified in *Executive Order 13423 Strengthening Federal Environmental, Energy and Transportation Management*. The Executive Order contains numerical and non-numerical targets for Federal agencies, in addition to management strategies to improve sustainability.

### 1.6.3 NPS Policies and Director's Orders

**National Park Service, Directors Order 12:** DO-12 outlines NPS's approach to NEPA in a handbook entitled Handbook 12. The handbook contains specifics relating to the evaluation, analysis, impacts, Administrative Record and resource impairment that a proposed action could have on NPS resources.

**NPS Director's Order 771, Wetland Protection:** Lays out NPS responsibilities under EO 11990 to protect wetlands and details procedures by which the NPS will implement wetland protection.

**NPS Director's Order 772, Floodplain Management:** Establishes NPS procedures for implementing floodplain protection and management actions in units of the National Park System as required by EO 11988, *Floodplain Management*.

**NPS Director's Order 28: Cultural Resource Management:** Elaborates on the NPS basic principles governing the management of cultural resources in the national park system.

**NPS Management Policies 2006:** Sets the framework and provides direction for the management of the National Park System.

## **1.7 Scoping Process and Public Participation**

### **1.7.1 Scoping Process**

The NEPA process was initiated with publishing of a Notice of Intent (NOI) in the Federal Register on June 11, 2008 (Vol. 73, No.113). The NOI outlined the intent of the Proposed Action and formally acknowledged the joint Lead Agencies, NPS and the District of Columbia. Additionally, the NOI initiated the Scoping Process, whereby the public was allowed to review the project and provide any comments or feedback they may have on resource areas to be discussed in the report. The formal public scoping period lasted for 45 days, from June 11 to July 26, 2008.

Two public scoping meetings were held to determine the scope of issues that are discussed in this EIS. The first scoping meeting was held on June 24, 2008 at Thurgood Marshall Academy. The format of the meeting included five stations: Socio-Economics, Natural Resources, Transportation Resources, Utilities/Infrastructure, and Cultural Resources. Members of the public were asked to express their concerns about the potential impacts the Proposed Action would have on each of these resource. This feedback served as the basis for identifying the relevant resources topics to be evaluated.

A second scoping meeting was held on July 18, 2009 at Thurgood Marshall Academy. The format of the meeting involved a formal presentation of the various development alternatives, followed by break-out sessions organized around the alternatives. In addition to the presentation, display boards were used to help convey information and address questions or concerns attendees may have had regarding existing site conditions or the NEPA process.

For the public input portion of the meeting, each alternative was assigned a classroom and attendees rotated among the classrooms. While visiting each classroom, attendees were encouraged to review the alternative in depth and provide feedback or ask for clarification. Once the rotation was completed, the attendees reconvened in the central presentation area where a question and answer session took place. The comments that had been received in the classrooms were sorted and some of the most prevalent comments were projected onto a screen.

**Insert summary of comments here – need from DSI**

### **1.7.2 Section 106 Consultation**

In addition to the public involvement required by NEPA, Section 106 of the National Historic Preservation Act (NHPA) also requires these efforts so that NPS can consider the views of consulting parties and the public as they relate to effects on historic properties. To comply with this requirement, a public meeting was held on March 10, 2010 to present the identified historic resources and the area of potential effects associated with the Proposed Action. Public feedback on these items was taken to ensure all relevant resources were included in the analysis. A more detailed description of the public process can be found in Section 5.1 of this EIS.

## 1.8 Impact Topics Considered in this EIS

Based on public comments received, this EIS considers the following key resources that contribute to the physical, cultural, and socioeconomic environment of the Project Area and the associated affects that could result from the Proposed Action. The following six topics were identified as a result of issues raised during public scoping, and specified by policy and law:

- *Socio-Economic Resources*: Including proposed development, existing land use patterns and trends, consistency with applicable plans and policies, community services and facilities, relocation of low income and minority communities, and changes to jobs, spending, and tax revenues.
- *Cultural Resources*: Including historic structures, cultural landscapes, archaeological resources, and museum collections.
- *Natural Resources*: Including physical and biological resources such as: soil, groundwater, surface water, floodplains, wetlands, habitat, flora, and fauna.
- *Urban Systems*: Including capacity and demand for utilities and infrastructure.
- *Transportation Systems*: Including modes of circulation, access, infrastructure, demand management, and alternative methods.
- *Environmental Health*: Including quality of life issues related to noise levels, air quality, and potential contamination.

## 1.9 Impact Topics Dismissed from Further Analysis

Some impact topics that commonly are considered during the planning process were determined to be not relevant to the preparation of this EIS because the Proposed Action would have no impact, or a negligible to minor impact on the resource topic, or because the resource does not occur within the Project Area. These topics are as follows:

### **Prime and Unique Farmlands**

In 1980, the CEQ directed federal agencies to assess the impacts of their actions on farmland soils classified by the Natural Resources Conservation Service as prime or unique. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops. Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops, as determined by the Secretary of Agriculture. However, no portion of the Project Area is classified as Prime or Unique farmland. Therefore, this topic was dismissed from detailed analysis.

### **Wild and Scenic Rivers, Ecologically Critical Areas, or Other Unique Natural Resources**

NPS manages rivers designated as Wild and Scenic Rivers and maintains the Nationwide Rivers Inventory, which is a register of river segments that potentially qualify as national wild, scenic, or recreational river areas. The segment of the Anacostia River bordering the Project Area is not designated a Wild and Scenic River and is not listed in the inventory. In addition, because the Project Area has been heavily manipulated by human activity and development, there are no ecologically critical areas or unique natural resources within the bounds of the Project Area or its vicinity. Potentially Threatened or Endangered species have been addressed separately in this EIS. For these reasons Wild and Scenic Rivers, Ecologically Critical Areas, and Other Unique Natural Resources have been dismissed from detailed analysis in this EIS.

### **Sacred Sites**

Executive Order 13007, released in 1996, states that “in managing Federal lands, agencies must (1) accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and (2) avoid adversely affecting the physical integrity of such sacred sites.” Confidentiality of the site location is also required by this Executive Order. “Sacred site” means any specific, discrete, narrowly delineated location on federal land that is identified by an American Indian tribe, or individual determined to be an appropriately authoritative representative of an American Indian religion, as sacred by virtue of its established religious significance to, or ceremonial use by, an American Indian religion. Currently, there are no known American Indian tribes with ties to the Project Area and no sacred sites are known to exist within its boundaries. Because no sacred sites have been documented within the site, this issue has been dismissed from further analysis in this EIS.

### **Indian Trust Resources**

Secretarial Order 3175 and ECM95–2 require bureaus to explicitly address the environmental impacts of their proposed actions on Indian Trust Resources in any environmental document. There are no Indian Trust Resources within the Project Area. Therefore, Indian Trust Resources was dismissed from detailed analysis within this EIS.

### **Ethnographic Resources**

Ethnographic resources are defined by the NPS as any “site, structure, object, landscape, or natural resource feature assigned traditional legendary, religious, subsistence, or other significance in the cultural system of a group traditionally associated with it.” Currently, there are no known American Indian tribes with ties to the Washington, DC area or the general vicinity of the Project Area. Additionally, no ethnographic resources have been documented or known to be associated with the Project Area. Thus, this topic has been dismissed from detailed analysis in this EIS. Should any ethnographic resources be identified after the publication of the EIS, they would be treated in accordance with the applicable laws and policies, and appropriate consultation would be undertaken.

### **Museum Collections**

The United States Congress, in the Museum and Library Services Act (Title II of P.L. 94-462), defines a museum as “...a public or private nonprofit agency or institution organized on a permanent basis for essential education or aesthetic purposes, that utilizes a professional staff, owns or utilizes tangible objects, cares for tangible objects, and exhibits the tangible objects to the public on a regular basis.” NPS has a legal mandate to manage museums based on the following legislation: Antiquities Act of 1906; National Park Service Organic Act; Historic Sites, Buildings, Objects, and Antiquities Act; Management of Museum Properties Act; and the Archaeological Resources Protection Act of 1979. The current uses on the site include USPP and NPS facilities and parkland, none of which meet the above criteria for museums. Cultural uses are planned under several of the Action Alternatives; however, the ultimate program for these uses has not been determined. If a museum meeting the above criteria is in fact proposed for the site, further coordination with NPS would be sought.

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## **2.0**

# **CONSIDERATION OF ALTERNATIVES**

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## 2.1 Introduction

According to CEQ regulations and NPS DO-12, an EIS must take a “hard look” at alternatives. This is accomplished by examining a broad range of alternatives that 1) may meet the objectives of the purpose and need of the Proposed Action and that 2) reduce or eliminate impacts to important environmental, social, and economic resources. The range of alternatives includes those evaluated throughout the document, as well as alternatives that were initially considered but eliminated from further study. This range also includes a “No Action” alternative, which would describe (and in subsequent chapters analyze) the conditions if the transfer of land was not executed and Poplar Point remained under NPS control.

NPS and the District government have not determined a preferred alternative but will identify their preference in the Final EIS following the public review period. The preferred alternative will respond to and take into consideration the review comments received from agencies and the public. It is anticipated that the preferred alternative may be developed by blending aspects of the action alternatives rather than selecting one of the action alternatives. In addition, the preferred alternative will be developed in conjunction with the broader planning efforts of the Small Area Plan.

## 2.2 Background on Planning for Poplar Point

Poplar Point has been the subject of several planning efforts in the last five years. These efforts included proposals for a soccer stadium and developer solicitation concepts.

### Soccer Stadium Efforts

In 2006, a site planning effort for Poplar Point involved the DC United Soccer Club and a proposal to construct a stadium at Poplar Point. The goal of this plan was to revitalize the area through the creation of a retail and entertainment district. The focal point of the site was to be a European-style soccer facility, along with ancillary retail and entertainment uses. The soccer facility was also to be used as a venue for music acts, along with cultural and community events. This effort was ultimately unsuccessful.

### Developer Solicitation Process

In 2007, a competition was held to select a development partner for Poplar Point. Of the seven initial developer entries, four were requested to prepare mixed-use development plans for further consideration. Clark Realty Capital, LLC eventually was selected and invited to serve as the District development partner for Poplar Point. Upon winning the competition, Clark Realty was invited to prepare alternative development plans for the site and generated eight general bubble diagrams to illustrate potential configurations of open space and development. The diagrams were shared with the public to solicit their feedback. Prior to the development of more specific concept alternatives that would be evaluated in an EIS, the District and Clark Realty ceased their partnership. As a result, this planning effort was discontinued.

## **2.3 Description of Alternatives**

### **2.3.1 No Action Alternative**

According to Section 1502.14(d) of CEQ guidance, the alternatives analysis in the EIS shall “include the alternative of no action.” The “No Action” alternative is defined by CEQ as considering the environmental consequences of not undertaking the action or project that has been proposed. In this case, the No Action Alternative refers to an assumption under which the land transfer is not executed and redevelopment of Poplar Point does not occur.

From an operational standpoint, the entirety of Poplar Point would continue to remain under the control of NPS as part of Anacostia National Park. The NPS and USPP headquarters and aviation facility would remain in their current facilities within Poplar Point. Further, it is assumed that NPS would remediate the contamination within the wetlands as part of the No Action Alternative, allowing public access to currently fenced-off areas.

Because there would be no need to relocate the USPP headquarters and aviation facility under the No Action Alternative, the North Field would continue to operate as informal playfields and picnic areas. Modifications to southern Anacostia Park, including some of the improvements outlined in the Conceptual Plan for Anacostia Park, would occur in conjunction with the 11<sup>th</sup> Street Bridge project.

The Howard Road parcels and the WMATA garage parcel, which form the southwestern border of Poplar Point, are separately owned. As such, they may be developed in a manner that may or may not be compatible with park uses. Under the No Action Alternative, it is assumed that without redevelopment of Poplar Point, development of adjacent parcels would occur over a longer period of time. While the Howard Road parcels would eventually be built out, no development of the WMATA garage parcel is assumed.

Given the population, employment and economic growth of the Washington metropolitan area, if the infill development of Poplar Point did not occur, it is reasonable to believe that a similar amount of development would occur elsewhere in the outer areas of the metropolitan region.

### 2.3.2 Elements Common to Action Alternatives

While each alternative has its own approach to integrating community development within a waterfront park system, there are several elements that are common throughout the action alternatives. These include the relocation of the USPP headquarters and aviation facility to the North Field, facility improvements within southern Anacostia Park, and the redevelopment of Poplar Point with a mix of uses. These common elements are described in detail below.

#### Relocation and Reconstruction of USPP Headquarters and Aviation Facility

The portion of the Project Area referred to as Poplar Point currently contains the USPP headquarters and aviation facilities. Because the action alternatives propose redevelopment of Poplar Point, the DC Lands Act mandates relocation of the USPP headquarters and aviation facility to an appropriate location. NPS and USPP conducted a comprehensive study of alternate locations for the USPP headquarters and aviation facility. A total of 14 criteria were developed to guide the study of alternate locations, including site ownership, a minimum of 5 acres of land area with an adjacent safety area for takeoff and landing, including the ability to accommodate a 500-foot landing descent clear of structures/overhead obstacles, flight path coordination concerns, proximity to the National Mall within 3 minutes transport time, and accessible for a tanker truck for refueling. Based on these criteria, a total of 33 sites were considered for the relocation of the USPP headquarters and aviation facility. In addition to the North Field, two other sites within the Project Area were considered, as well as another location within Anacostia Park. Some other sites under consideration included Bolling Air Force Base, St. Elizabeths campus, Andrews Air Force Base, RFK Stadium, Buzzard Point, Fort Stanton, McMillan Reservoir, and various government reservations.

The North Field location was ultimately selected because the site is owned by NPS, has the land area to accommodate the replacement of the existing USPP facilities without clearance and flight path coordination issues, and is located within 3 minutes of the National Mall. The existing USPP facilities located within Poplar Point would be replaced one-for-one within the North Field, including a hangar, helipad, office space, and training facilities. The layout of the proposed North Field facilities are shown in Figure 2.1A and Figure 2.1B. Development of the North Field with the replacement facilities for the USPP headquarters and aviation facility would occur under each of the action alternatives. The proposed structures would not exceed three stories in height. The hangar would be located in the northeastern-most corner of the North Field abutting I-295 and the CSX railroad tracks. A large concrete pad would be located in front of (southwest) of the hangar to accommodate parking aviation equipment. Surface parking would be provided behind (northeast) of the hangar. The helipad would be located to the southwest of the hangar in an open area within the North Field. The USPP headquarters building would be located closer to the Anacostia River than the hangar. A large surface parking lot would be located behind (southwest and southwest) of the USPP headquarters building. The existing vegetative buffer located between the North Field and the CSX railroad tracks would be retained. However, some of the vegetative buffer between the North Field and I-295 is assumed to be removed to accommodate the required clear zone for helicopter operations. New vegetation would be planted between the North Field and the skating pavilion to provide a visual and noise buffer.

### Southern Anacostia Park Improvements

Each of the action alternatives would implement improvements within southern Anacostia Park as detailed in the *Anacostia Park Concept Plan* (AECOM, 2009). The purpose of the Concept Plan was to identify areas that would be affected by relocation of the USPP facilities to the North Field and to accommodate these recreational facilities within southern Anacostia Park. Southern Anacostia Park is defined as the area bounded by the Anacostia River to the north, I-295 to the south, the 11<sup>th</sup> Street Bridges to the west, and the CSX railroad bridge and track to the east.

The Concept Plan provides a coherent set of improvements for southern Anacostia Park. The Concept Plan was presented to the public on July 18, 2009. The Concept Plan proposes a number of modifications to the Park:

- Relocating the NPS headquarters to the parcel south of Good Hope Road;
- Interspersing six multi-purpose fields throughout the park;
- Realigning the ring road and parking in the northern portion of the park around the Skating Pavilion to create more open space for passive recreation and picnic areas with unimpeded access to the Anacostia River;
- Shifting parking and tennis facilities at the Pool & Recreation Center toward I-295 to accommodate a larger active use area nearer the River;
- Realigning Anacostia Drive at the Pool and Recreation Center and just north of the Sousa Bridge.

New program facilities proposed in the Master Plan include:

- Two new picnic pavilions along the waterfront;
- Two informal play fields, located just south of the 11<sup>th</sup> Street Bridges and just north of the Pool and Recreation Center near the water;
- An additional playground area;
- An expanded outdoor education area adjacent to the Aquatic Resource & Education Center;
- Two additional restroom facilities, one near the Pool and Recreation Center, and one near the proposed picnic facilities at the Skating Pavilion;
- An elevated boardwalk over the existing wetland (part of the secondary trail circuit);
- A viewing platform oriented towards the Capitol;
- 12 formal horseshoe pits.

The total program for southern Anacostia Park would include 6 multi-purpose fields, 2 informal play areas/fields, 4 picnic pavilions accommodating a total of 360 persons, 4 restroom facilities (2 of which would be new), 4 playground areas, 9 tennis courts, 5 full-size basketball courts, 1 half-size basket ball court, 12 horseshoe pits, a fishing pier, a kayak launch, a viewing pier, an elevated boardwalk of the wetlands, an expanded outdoor education center, and a viewing platform to the Capitol. Figure 2.1A and Figure 2.1B shows the proposed development for southern Anacostia Park that would be implemented in association with the action alternatives.

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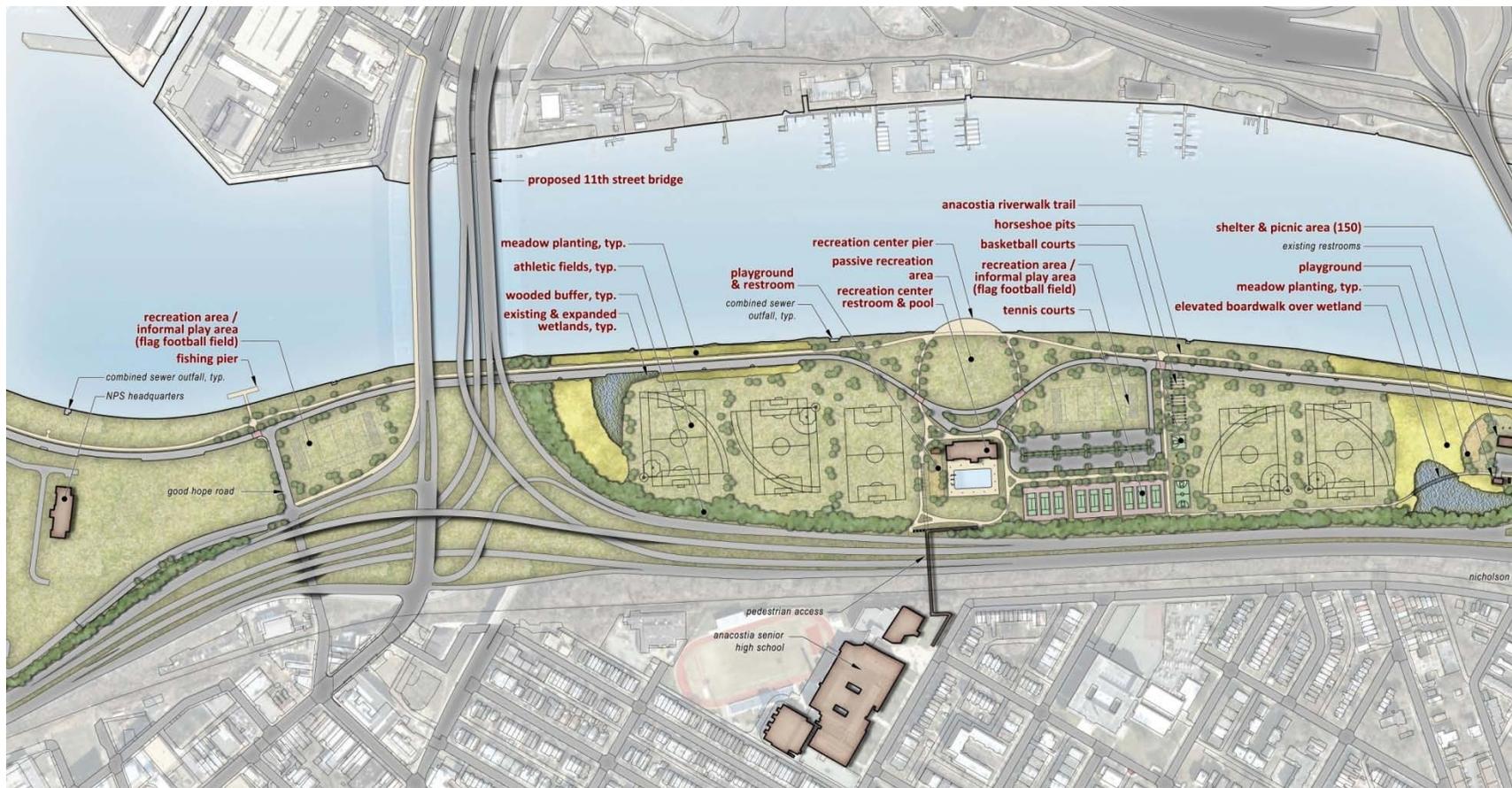


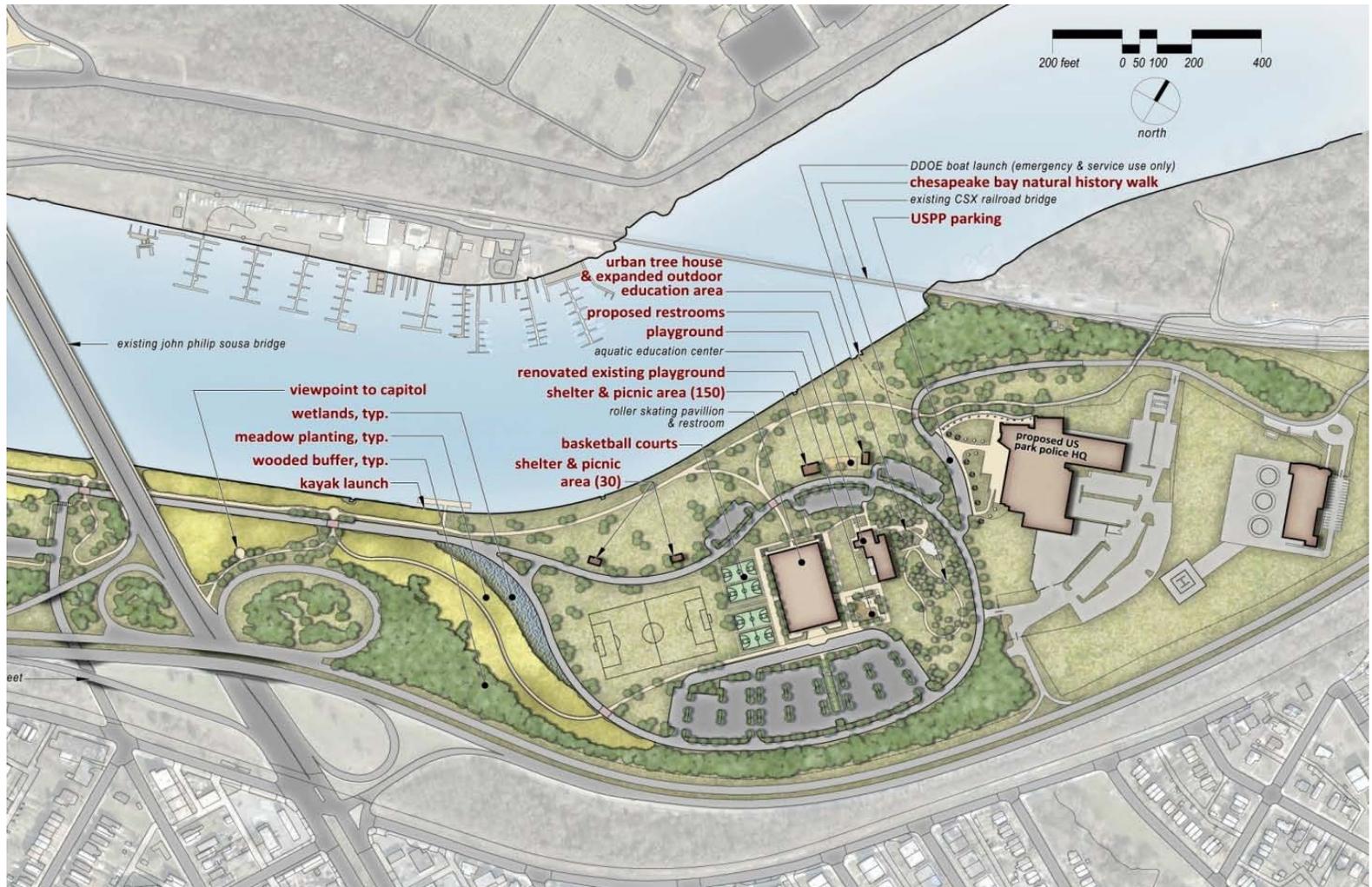
Figure 2.1A Enlarged Anacostia Park Concept Plan (Section A)

Source: AECOM, 2009



Section A

Section B



**Figure 2.1B Enlarged Anacostia Park Concept Plan (Section B)**  
 Source: AECOM, 2009



**Section A**

**Section B**

## Redevelopment of Poplar Point

Within Poplar Point, each action alternative proposes a mixed-use program with enhanced connectivity to the Anacostia Metrorail station and its associated facilities. The amount and mix of development varies among the action alternatives. However, as specified in the DC Lands Act, each action alternative includes the following elements within Poplar Point:

- 70 acres set aside for park purposes
- 2 designated memorial sites
- a daylighted Stickfoot Creek

The DC Lands Act requires that a minimum of 70 acres of land within the Poplar Point land transfer area be maintained for park purposes in perpetuity. The DC Lands Act further specifies that the 70 acres of park land must be included in the land use plan and that at least two sites shall be set aside for the potential placement of commemorative works within the park. The memorial sites shall be conveyed back to NPS at the time of establishment of the memorials.

Each of the action alternatives involves converting the underground storm channel that currently contains Stickfoot Creek into a natural, at-grade stream system through a portion of the open space within Poplar Point. Stickfoot Creek carries urban stormwater runoff from historic Anacostia to the Anacostia River. The underground storm channel currently follows generally the same path as the Metrorail Green Line. It would be realigned and a portion of it would be uncovered as part of the action alternatives. The location and treatment of Stickfoot Creek varies among the action alternatives.

The DC Lands Act also stipulates that the alternatives shall, to the greatest extent practicable, be consistent with the AWI Framework Plan. The relevant aspects of the AWI Framework Plan are described elsewhere in this EIS.

**2.2.3 Alternative 1 – Central Open Space Plan**

Alternative 1 is intended to unify both sides of the Anacostia River and take advantage of Poplar Point’s existing resources within the Project Area. As illustrated in Figure 2.2, the proposed mixed-use development under Alternative 1 would occur around the perimeter of Poplar Point. A 70-acre park system would be located largely within the center of Poplar Point composed primarily of the existing wetlands. The existing USPP headquarters and aviation facility would be relocated to the North Field and southern Anacostia Park would be improved as described above. The proposed mix of uses, transportation infrastructure, NPS replacement facilities, open spaces resources, and the redevelopment of the Howard Road parcels and WMATA garage under Alternative 1 are described in detail below.

**Alternative 1 Development Program**

In total, Alternative 1 proposes to develop approximately 40 acres of land within Poplar Point with approximately 6.5 million gross square feet (gsf) of retail, residential, office, and other civic/cultural uses. As part of Alternative 1, development within Poplar Point would be concentrated in one of two “nodes.” The larger node would be one located in the southeastern part of Poplar Point (where the NPS and USPP facilities are currently located) to be in close proximity to the Metro station. The other node would be located on the tip of Poplar Point to take advantage of the vistas and provide a direct link to the River. The mix of land uses proposed within Poplar Point as part of Alternative 1 are listed in Table 2.1 and shown in Figure 2.3.

*Table 2.1 Alternative 1 Development Summary*

<b>Land Use</b>	<b>Alternative 1</b>
Residential Gross Square Footage	4,400,000
<i>Residential Townhomes</i>	310
<i>Residential Mid-Rise Units</i>	1,330
<i>Residential High-Rise Units</i>	1,710
Office Gross Square Footage	1,400,000
Retail Gross Square Footage	210,000
<i>Streetfront/Liner Retail</i>	165,000
<i>Medium Format Retail</i>	45,000
<i>Large Format/Big Box Retail</i>	0
Cultural/Other Gross Square Footage	500,000
<b>Total Gross Square Footage</b>	<b>6,510,000</b>

As shown in Figure 2.3, residential uses would be located in both of the nodes that are proposed as part of Alternative 1. These would include high-rise buildings, mid-rise buildings, and townhomes totaling approximately 3,350 residential units, or approximately 4.4 million gsf. The residential development in the southeastern node would consist of a large cluster of townhomes located east of the W Street extension. A mix of mid- and high-rise buildings are proposed west of W Street with the taller buildings located along the edge of the development area. The residential development located at the node along the “Point” would also consist of mid- and high-rise buildings.





Figure 2.3 Alternative 1: Poplar Point Land Use Plan  
 Source: AECOM, 2009

Office development under Alternative 1 would be only located at the Point, directly south of the residential units. Office development would consist primarily of high-rise buildings with a small number of mid-rise buildings located directly adjacent to the residential units. Alternative 1 proposes the largest amount of office use square footage of the action alternatives, totaling approximately 1.4 million gsf.

Alternative 1 would develop a modest waterfront shopping district at the Point that would attract shoppers from within the region with a mix of retail stores and restaurants. The waterfront shopping district would consist of storefront or “liner” retail located on the ground of office buildings and some of the residential buildings. Additional retail uses would be located within the southeastern node beneath some of the residential uses. This would include some neighborhood-serving retail uses, for use by the proposed residences, as well as the larger Anacostia community. The retail uses may include a grocery store, dry cleaners, and restaurants. Alternative 1 proposes the least amount of retail use among the action alternatives, totaling approximately 210,000 gsf.

Alternative 1 would also include approximately 500,000 gsf of cultural and entertainment uses at the Point. Cultural and entertainment uses may include a museum, amphitheater, performing arts space, or other regional-serving entertainment destination. These uses would be expected to attract visitors from around the region and would be open at night and on the weekends.

Under Alternative 1, building heights would range up to 90 feet tall, or approximately 9 stories. The tallest buildings would be situated at the edges of the development nodes within Poplar Point and would consist of office and cultural uses. Mid-rise buildings would range from 70 to 90 feet tall, or 7 to 8 stories. Midrise buildings would primarily be located in the both the point and the southeast node of Poplar Point. In the southeast node the tallest buildings would front the internal circulation road with building heights decreasing closer towards Anacostia neighborhood. Figure 2.4 shows the range of building heights within Poplar Point.

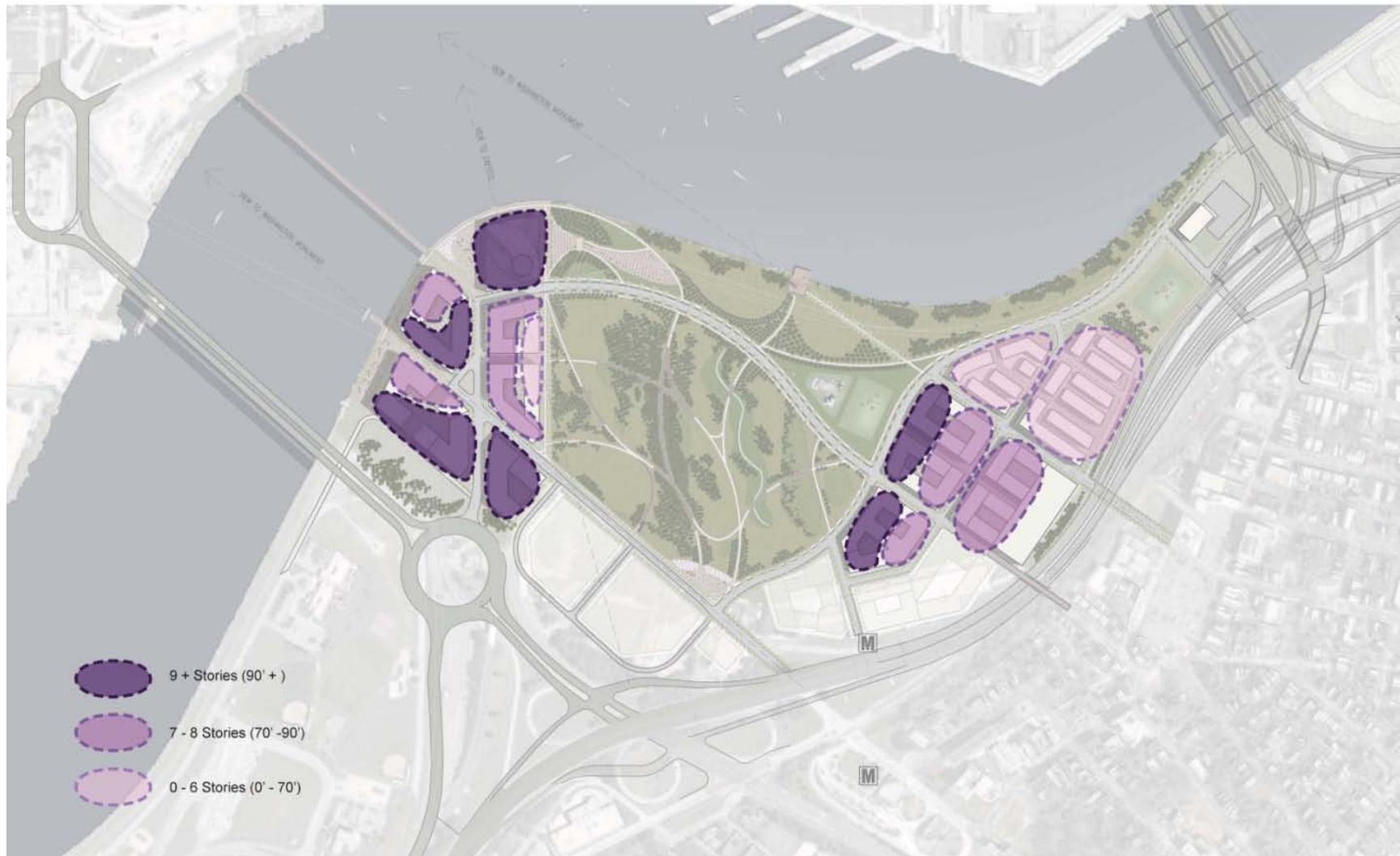


Figure 2.4 Alternative 1: Poplar Point Building Heights  
Source: AECOM, 2009

### **Alternative 1 Transportation Systems**

Primary vehicular access to Poplar Point would be provided in five locations: from a new roadway connected to the South Capitol Street circle, from Howard Road north of Firth Sterling Avenue, from W Street northwest of Martin Luther King, Jr. Avenue, from Anacostia Drive southwest of the 11<sup>th</sup> Street Bridges, and from the 11<sup>th</sup> Street local bridge at the Good Hope Road interchange. These roadways would provide access for pedestrians and bicycles, as well as cars. Figure 2.5 shows the proposed transportation system within Poplar Point proposed as part of Alternative 1.

Internal circulation within Poplar Point would be provided by a roadway network that would be developed as part of Alternative 1. This would include a new roadway to connect the two development nodes. Alternative 1 also envisions that Anacostia Drive would be realigned and connect with a reconfigured Howard Road on the western side of Poplar Point. Under Alternative 1, Anacostia Drive would shift away from the water's edge and connect to Howard Road. A new connection is proposed from the Point to the Chicago Street corridor passing north of the largest existing wetlands. Other roadway modifications would include extensions of W Street over I-295 and Howard Road to the water's edge. Within Poplar Point, roads would be constructed to provide efficient circulation throughout the site.

Pedestrian and bicycle access to Poplar Point would continue to be provided from Chicago Street north of the Anacostia Freeway. Pedestrian circulation would be enhanced through a series of boardwalks and trails that pass through the wetland area, connecting the southeastern development node and the Point within Poplar Point (see Figure 2.5). New sidewalks would be installed adjacent to the roadways within Poplar Point. In addition, pedestrian access would be provided by the realigned Frederick Douglass Bridge and the 11<sup>th</sup> Street Bridges, as well as a new pedestrian bridge proposed to span I-295 at Chicago Street.

The existing Metrorail access on the site would remain. Access to Poplar Point and the larger Project Area via public transit would be provided by the northern Anacostia Metro Station portal, which would be part of the southeastern development node within Poplar Point. Additional transportation amenities that would service the Project Area would include Metrobus, the Anacostia Streetcar line, currently under consideration, and a potential water taxi system.

### **Alternative 1 Relocation of NPS Facilities**

As part of Alternative 1, the existing NPS NACE headquarters would be rebuilt in the far eastern end of Poplar Point adjacent to the 11<sup>th</sup> Street Bridges and north of Good Hope Road (see Figure 2.3). A single, one-story structure would be constructed of similar material and finish to the existing NPS building to accommodate the replacement of the current facilities. No increase in the number of employees would be anticipated as a result of replacement. Surface parking would be provided to the west and south of the proposed structure. The parking lot would be sized to accommodate NPS staff and their visitors.



Figure 2.5 Alternative 1: Poplar Point Pedestrian Circulation  
Source: AECOM, 2009

## Alternative 1 Open Space Resources

### *Recreation and Memorial Sites*

As stipulated by the DC Lands Act, a minimum of 70 acres of Poplar Point would be retained as open space and parkland as part of Alternative 1. The open space resources would contain recreation and natural areas, wetlands and stormwater treatment areas, and memorial sites. Alternative 1 proposes a large tract of open space located between the shoreline and the interior circulation road. It would provide an opportunity to maintain a riparian meadow between the development proposed within Poplar Point and the Anacostia River. The meadow would be used as passive recreation space for residents and visitors, and ensure a continuous strip of open space along the River's edge throughout the entire Project Area. Alternative 1 also proposes a large tract of open space between the two development nodes within Poplar Point. This open space area would be used for a combination of passive recreation, stormwater treatment, and wetland preservation. A third open space area is proposed adjacent to the southeastern development node. Alternative 1 proposes active recreational uses in this area, including multi-purpose athletic fields and playground facilities.

As shown in Figure 2.3, two memorial sites are proposed as part of Alternative 1. These would both be located along the waterfront in locations aligned with view corridors to the Washington Monument and the U.S. Capitol. The specific memorial content and form have not been determined; rather, sites have been identified to reserve sufficient space once a memorial is proposed.

### *Terraces*

The elevations within Poplar Point currently vary and a portion of Poplar Point is located within the floodplain. In order to provide an area that can be developed with a mix of residential, retail, and office uses, the land within Poplar Point must be built up above the level of the floodplain. To accomplish this, Alternative 1 proposes to create three levels of terraces within Poplar Point that would vary by elevation, as shown in Figure 2.6. The lowest areas would be used for floodplain management and would be a maximum of 11 feet above mean sea level (msl). The lowest terraces would be located primarily along the River's edge and in the central portion of Poplar Point. The lowest terraces would contain the existing wetlands and the proposed passive open space areas.

A second tier of terraces would be developed between the low-lying floodplains and the developed areas. These "upland" terraces would range in elevation from 13 feet to 20 feet above msl. The upland terraces would contain the active recreation area and would also be used for stormwater management. They would provide a buffer between Poplar Point's low-lying areas and the development nodes. Stormwater generated within the developed portions of Poplar Point would be channeled through swales to the wetland area. The highest terraces would be located in the development nodes along the Point and in the southeastern portion of Poplar Point. The development terraces would have an approximate finished grade of 20 feet above msl, which would be well above the floodplain elevation. However, no subterranean structures would be permitted in this area. In order to bring the grade to the first floor of structures built of parks, soil would be mounded around the structure.



Figure 2.6 Alternative 1: Poplar Point Grading Scheme  
Source: AECOM, 2009

### *Wetlands/Stickfoot Creek*

Under Alternative 1, the existing wetlands would be preserved in place. These are located primarily in the central portion of Poplar Point between the two development nodes. As with all of the alternatives, the wetlands would be remediated. Alternative 1 proposes to incorporate the wetlands into passive recreation space that would provide a buffer between the two development nodes. This passive recreation space would incorporate the wetlands by creating boardwalks and interpretive signage to explain how wetlands function and to convey their ecological values within the area. The preservation of all of the existing wetlands in place is a feature unique to Alternative 1.

Within the wetland area, a portion of Stickfoot Creek would be daylighted, or opened up to the sky. Under Alternative 1, Stickfoot Creek would serve as a permanent water source within the wetland area, as shown in Figure 2.3. Stickfoot Creek would again be channeled underground beneath the realigned Anacostia Drive and flow into the Anacostia River, as under current conditions. By directing the runoff from historic Anacostia through the wetlands, the wetlands would help remove particulates, oils, and other solvents from the stormwater prior to discharge into the Anacostia River.

### *Seawall*

The seawall along the shoreline would be preserved in place at the edge of the Project Area and the Anacostia River. Some portions of the seawall within the Project Area may require repair. These areas would be restored as part of Alternative 1. The seawall would continue to provide structural support along the shoreline by preventing erosion that would naturally take place over time.

### **Alternative 1 Howard Road Parcels and WMATA Garage Redevelopment**

Alternative 1 includes the assumption that the existing WMATA garage would be removed and redeveloped with a mix of retail and office uses. A total of approximately 1.0 million gsf of office space within the WMATA garage site is assumed. In addition, Alternative 1 assumes that a total of approximately 1.9 million gsf of retail uses, primarily larger format, “big box” retail, would be developed within the Howard Road parcels. Table 2.2 below summarizes the combined buildout assumptions for the WMATA garage and Howard Road parcels.

***Table 2.2 Alternative 1 Development Scenario for WMATA Garage and Howard Road Parcels***

<b>Land Use</b>	<b>Alternative 1</b>
Retail Gross Square Footage	1,900,000
Office Gross Square Footage	1,000,000
Residential Gross Square Footage	0
<b>Total Gross Square Footage</b>	<b>2,900,000</b>

## 2.2.4 Alternative 2 – Transit-Oriented Plan

Alternative 2 is intended to create a walkable, transit-focused community centered around the Anacostia Metro station. This would be accomplished by consolidating the development program in the central portion of the site around the Metro station. The result would be one large pocket of dense development, with the goal of becoming a regional retail destination. A 70-acre park system would be located largely between the development and the Anacostia River, as shown in Figure 2.7. The existing USPP headquarters and aviation facility would be relocated to the North Field and southern Anacostia Park would be improved as described above. The proposed mix of uses, transportation infrastructure, NPS replacement facilities, open space resources, and the redevelopment of the Howard Road parcels and WMATA garage under Alternative 2 are described in detail below.

### Alternative 2 Development Program

In total, Alternative 2 proposes to develop approximately 40 acres of land within Poplar Point with approximately 6.5 million gsf of retail, residential, office, and other civic/cultural uses. As part of Alternative 2, the proposed mixed-use development would be concentrated in the central portion of Poplar Point within convenient walking distance of the Metro station. The mix of land uses proposed within Poplar Point as part of Alternative 2 are listed in Table 2.3 and shown in Figure 2.8.

Table 2.3 Alternative 2 Development Summary

Land Use	Alternative 2
Residential Gross Square Footage	4,700,000
<i>Residential Townhomes</i>	0
<i>Residential Mid-Rise Units</i>	2,380
<i>Residential High-Rise Units</i>	1,870
Office Gross Square Footage	570,000
Retail Gross Square Footage	550,000
<i>Streetfront/Liner Retail</i>	190,000
<i>Medium Format Retail</i>	160,000
<i>Large Format/Big Box Retail</i>	200,000
Cultural/Other Gross Square Footage	550,000
<b>Total Gross Square Footage</b>	<b>6,470,000</b>

As shown in Figure 2.8, residential uses would be located throughout the development area as part of Alternative 2. Unlike the other action alternatives, the residential uses would include only high-rise buildings, and mid-rise buildings, totaling approximately 4,250 residential units, or approximately 4.7 million gsf. High-rise residential buildings would be located in the central core of the development, extending from the Metro station north towards the waterfront along the “main street” corridor that would be created as part of Alternative 2. Mid-rise residential buildings would be located along the outer edge of the development area and adjacent to the parks.



Figure 2.7 Alternative 2: Poplar Point Illustrative Plan  
Source: AECOM, 2009



Figure 2.8 Alternative 2: Poplar Point Land Use Plan  
Source: AECOM, 2009

Office uses under Alternative 2 would be in two primary locations. The first would include high-rise buildings located adjacent to the Metro station. The second location would be closer to the River amongst the mid-rise residential buildings. Alternative 1 proposes the least amount of office use square footage of the action alternatives, totaling approximately 570,000 gsf.

As stated above, the purpose of Alternative 2 is to create a regional shopping destination in close proximity to the Metro station. Thus, Alternative 2 concentrates stand-alone retail uses in mid-rise buildings in the southern portion of Poplar Point, as well as in the ground-floor of the residential buildings lining the proposed main street. Of the three alternatives, Alternative 2 proposes the most amount of retail with a combined 650,000 gsf.

Alternative 2 would also include approximately 550,000 gsf of cultural and entertainment uses along the main street leading to the River. Unlike Alternative 1, the cultural and entertainment uses within Alternative 2 would also include a hotel located on the southern boundary of Poplar Point close to the Metro station. The hotel would be a high-rise building. Other cultural and entertainment uses would be located just north of the hotel, and their proximity to the Metro would make them accessible to visitors from throughout the region. Cultural and entertainment uses may include a museum, amphitheater, performing arts space, or other regional-serving entertainment destination.

Under Alternative 2, building heights would range up to 90 feet tall, or approximately 9 stories. The tallest buildings would be located in the center of the development area along both sides of the main street. Building heights would decrease closer to the River and to the east. Mid-rise buildings would range from 70 to 90 feet tall, or 7 to 8 stories. Midrise buildings would primarily be located in the southwest portion of the development area adjacent to the Howard Road parcels. Low-rise buildings would be located in the north and east portions of the development area, closest to the River. Figure 2.9 shows the range of building heights within Poplar Point proposed as part of Alternative 2.



Figure 2.9 Alternative 2: Poplar Point Building Heights  
Source: AECOM, 2009

## Alternative 2 Transportation Systems

Primary vehicular access for Poplar Point under Alternative 2 would be provided in five locations similar to Alternative 1. However, Chicago Street north of the Anacostia Freeway, rather than W Street, would provide vehicular access to Poplar Point. W Street would provide access for pedestrians and bicycles. Access to Poplar Point via public transit would be provided by the northern Anacostia Metrorail Station portal, which is located along the southern edge of the Poplar Point near the center of the development area. Figure 2.10 shows the proposed transportation system within Poplar Point proposed as part of Alternative 2.

Internal circulation for Poplar Point would be provided by a new roadway network within the development area. A new roadway would be constructed through Poplar Point, which would connect to the Good Hope Road interchange for the local 11<sup>th</sup> Street Bridge on the eastern edge and to the new roadway connected to the South Capitol Street circle on the western edge. This new roadway would function as the major spine through the development area and connect with the external roadway grid. New or improved vehicular access to Poplar Point would be provided along Howard Road, from the South Capitol Street Circle, via a spur ramp from I-295, an improved Good Hope Road, and a bridge to Historic Anacostia at Chicago Street. This network would be configured to allow efficient movement of retail patrons into and out of Poplar Point.

Under Alternative 2, the most dramatic change to the transportation system would be the conversion of Anacostia Drive from a vehicular roadway to a system of pedestrian pathways along the River, west of Good Hope Road. Pedestrians and bicycle pathways would be provided throughout Poplar Point and the Project Area that connect the development centers and the open spaces. Pedestrian and bicycle access to Poplar Point would continue to be provided from Chicago Street north of the Anacostia Freeway. New sidewalks would be installed adjacent to the roadways within Poplar Point. In addition, pedestrian access would be provided by the realigned Frederick Douglass Bridge and the 11<sup>th</sup> Street Bridges, and a new pedestrian bridge at W Street.

The existing Metro access in the Project Area would remain at its current location. Access to Poplar Point and the larger Project Area via public transit would be provided by the northern Anacostia Metro Station portal. As shown in Figure 2.10, almost the entire development area would be located within a ¼-mile of the Metro station. Additional transportation amenities that would service the Project Area would include Metrobus, the Anacostia Streetcar line, currently under consideration, and a potential water taxi system.

## Alternative 2 Relocation of NPS Facilities

As part of Alternative 2, the existing NPS NACE headquarters would be rebuilt in the southeastern portion of Poplar Point just north of the proposed W Street extension adjacent to I-295 (see Figure 2.8). The NPS NACE Headquarters would be part of the development area located in close proximity to the Anacostia Metro station. Under Alternative 2, the NPS NACE headquarters would be located opposite residential uses. A single, one-story structure would be constructed of similar material and finish to the existing NPS building to accommodate the replacement of the current facilities. No increase in the number of employees would be anticipated as a result of replacement. Surface parking would be provided to the west and south of the proposed structure. The parking lot would be sized to accommodate NPS staff and their visitors.

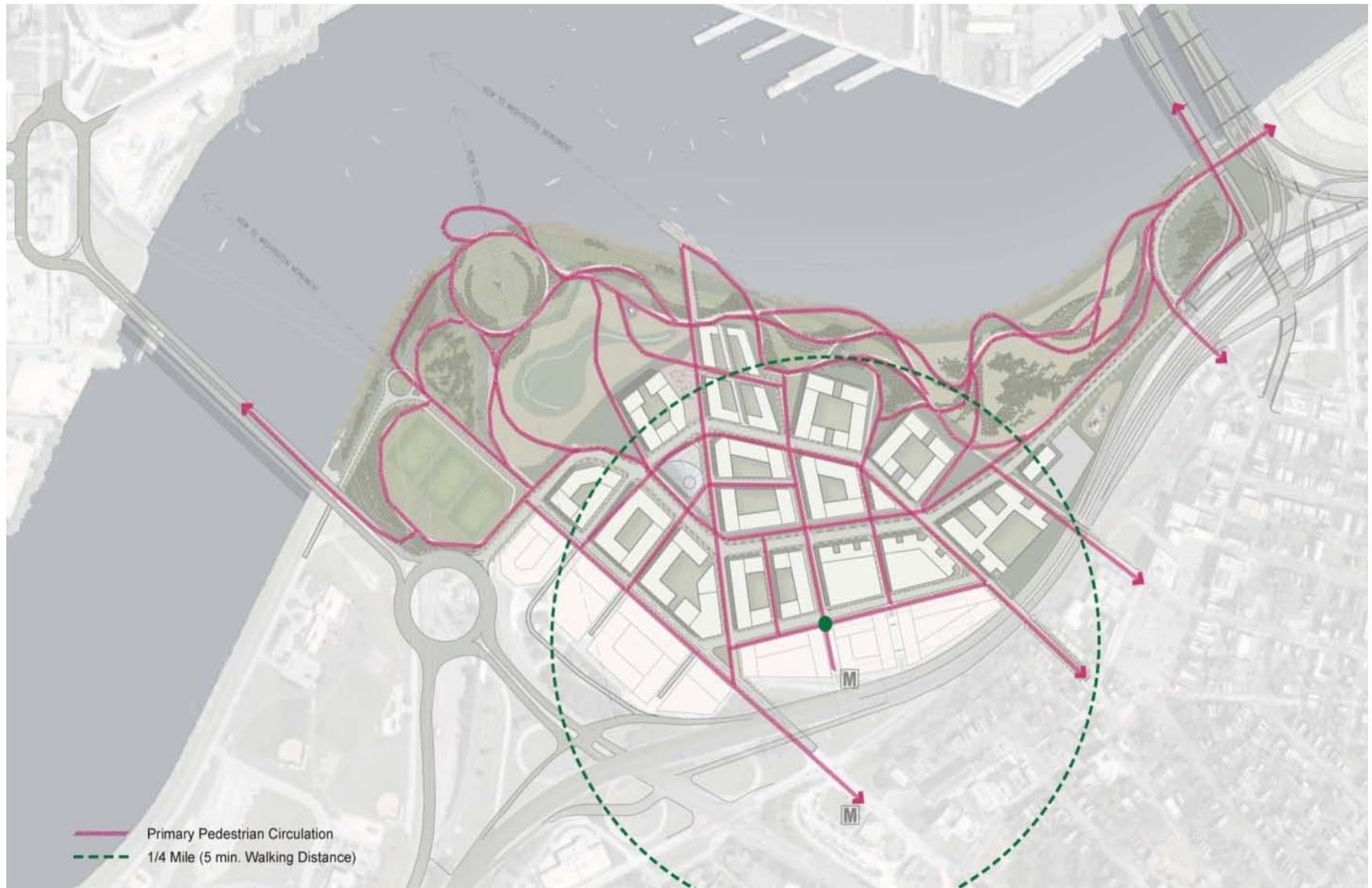


Figure 2.10 Alternative 2: Poplar Point Pedestrian Circulation  
Source: AECOM, 2009

## Alternative 2 Open Space Resources

### *Recreation and Memorial Sites*

As stipulated by the DC Lands Act, a minimum of 70 acres of Poplar Point would be retained as open space and parkland as part of Alternative 2. The open space resources would contain recreation and natural areas, wetlands and stormwater treatment areas, and memorial sites. Alternative 2 proposes to consolidate the development area around the existing Metro station portal in the southern portion of Poplar Point. This would allow the remainder of Poplar Point, including the Point and a large tract of land located east of the 11<sup>th</sup> Street Bridges to be retained as open space. Additionally, the entire frontage along the Anacostia River would be designated as open space under Alternative 2, and ensure a continuous strip of open space along the River's edge throughout the entire Project Area. Due to the compact design of the development area around the Metro station in Alternative 2, the park would serve as a buffer between the development area and the Anacostia River.

Recreational amenities under Alternative 2 would include several multi-purpose athletic fields at the western edge of the park near the Point. Neighborhood-oriented playgrounds and recreation space would be created along the development edge in close proximity to the proposed residential uses. Because Alternative 2 would require the removal of the existing wetlands in order to consolidate the development area around the Metro station, the wetlands would be recreated within the open space areas near the Point and east of the 11<sup>th</sup> Street Bridges. A system of created meadows, forests and wetland habitats would be established in these areas for passive recreation. They would be connected by a network of pathways that would also extend out over the water at key locations. A visitor center would be located within the park adjacent to the created wetlands for visitor comfort and interpretive education opportunities.

As shown in Figure 2.8, two memorial sites are proposed as part of Alternative 2. One memorial site would be located along the waterfront at the Point. This memorial would be connected to the development via the trail network. A second memorial site is planned to be located within the development area as part of the cultural and entertainment uses proposed under Alternative 2. The specific memorial content and form have not been determined; rather, sites have been identified to reserve sufficient space once a memorial is proposed.

### *Terraces*

The elevations within Poplar Point currently vary and a portion of Poplar Point is located within the floodplain. In order to provide an area that can be developed with a mix of residential, retail, and office uses, the land within Poplar Point must be built up above the level of the floodplain. To accomplish this, Alternative 2 proposes to create three levels of terraces within Poplar Point that would vary by elevation, as shown in Figure 2.11. The lowest terrace level would be located adjacent to the shoreline. The elevations within Poplar Point would be gradually increased towards the interior of the site culminating in the development terrace located around the Metro station.

The lowest areas would be used for floodplain management and would be a maximum of 11 feet above msl. The lowest terraces would be located along the River's edge and serve to moderate the grade change between the River's edge and the development area. The lowest terraces would contain the existing wetlands and the proposed passive open space areas. It would incorporate new wetlands along the shoreline and be permitted to flood.

A second tier of terraces would be developed between the low-lying floodplains and the developed areas. These "upland" terraces would range in elevation from 13 feet to 20 feet above msl. The upland terraces would contain the active recreation area and would also be used for stormwater management. They would provide a buffer between Poplar Point's low-lying area along the River's edge and the development area located near the Metro station. Stormwater generated within the developed portions of Poplar Point would be channeled through swales to the wetland area.

The highest terrace would be located in the development area in the southern portion of Poplar Point near the Metro station. The development terrace would have an approximate finished grade of 20 feet above msl, which would be well above the floodplain elevation. However, no subterranean structures would be permitted in this area. In order to bring the grade to the first floor of structures built above parking, soil would be mounded around the structure.

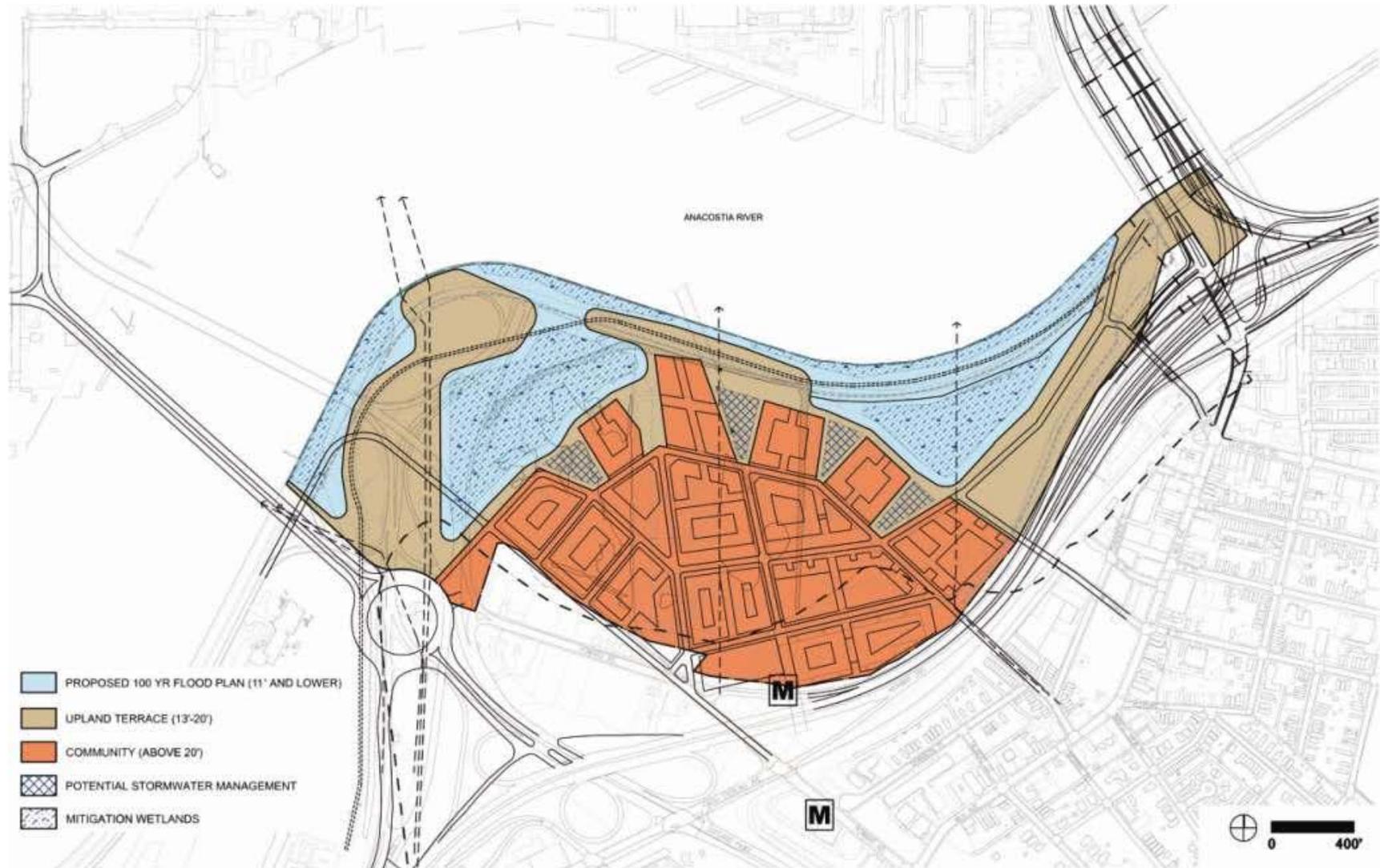


Figure 2.11 Alternative 2: Poplar Point Grading Scheme  
Source: AECOM, 2010

### *Wetlands/Stickfoot Creek*

Under Alternative 2, none of the existing wetlands would be preserved in place. All of the existing wetlands would be removed in order to concentrate development around the existing Metro station. As such, Alternative 2 proposes to construct three new wetlands areas within Poplar Point. The first would be located in the large tract of open space to be preserved in the western portion of the site near the Point. The second wetlands area would be located in the open space area south of Good Hope Road and the 11<sup>th</sup> Street Bridges. Additional wetlands habitat would be installed along the shoreline, where the new wetlands would be engineered to interact with the Anacostia River tides and buffer Poplar Point from flooding.

Within the wetlands near the Point, a portion of Stickfoot Creek would be realigned and daylighted, or opened up to the sky. Under Alternative 2, Stickfoot Creek would serve as a permanent water source and open water feature within the wetlands area, as shown in Figure 2.8. Stickfoot Creek would again be channeled underground near the Anacostia River, as under current conditions. By directing the runoff from historic Anacostia through the largest wetlands area, the wetlands would help remove particulates, oils, and other solvents from the stormwater prior to discharge into the Anacostia River.

### *Seawall*

Under Alternative 2, portions of the existing seawall would be removed to create a series of wetlands along the shoreline within Poplar Point. In addition, some portions of the seawall within southern Anacostia Park and the North Field may require repair. These areas would be restored as part of Alternative 2. The seawall would continue to provide structural support along the shoreline in these areas by preventing erosion that would naturally take place over time.

### Alternative 2 Howard Road Parcels and WMATA Garage Redevelopment

Part of Alternative 2 includes the assumption that the existing WMATA garage would be removed and redeveloped consistent with the proposed mix of uses within Poplar Point. A total of approximately 945,000 gsf of retail, office, and hotel uses within the WMATA garage site is assumed. In addition, Alternative 2 assumes that a total of approximately 1.85 million gsf of residential uses, or approximately 1,300 condominium units, would be developed within the Howard Road parcels. Table 2.4 below summarizes the combined buildout assumptions for the WMATA garage and Howard Road parcels.

**Table 2.4 Alternative 2 Development Scenario for WMATA Garage and Howard Road Parcels**

<b>Land Use</b>	<b>Alternative 2</b>
Retail Gross Square Footage	300,000
Office Gross Square Footage	550,000
Hotel Gross Square Footage	100,000
(Hotel Rooms)*	(200)
Residential Gross Square Footage	1,850,000
(Residential Condominium Units)	(1,300)
<b>Total Gross Square Footage</b>	<b>2,800,000</b>

\* Hotel rooms assumed to be approximately 500 square feet, yielding 200 hotel rooms

**2.2.5 Alternative 3 – Active Waterfront Plan**

Alternative 3 is intended to extend the Anacostia community to the River and activate the waterfront. To accomplish this goal, development area would be concentrated in the eastern portion of Poplar Point, where the distance between the Anacostia neighborhood and the waterfront is the shortest. More so than the other alternatives, Alternative 3 would maintain the scale and grid-oriented development pattern present in historic Anacostia. This alternative would extend multiple streets over I-295 to optimize connectivity between the existing community, the proposed development at Poplar Point, and the waterfront. Alternative 3 would also place the most emphasis on providing a balance of active and passive activities, amenities and places for people at the water’s edge. The 70-acre waterfront park system would primarily be located on the western portion of Poplar Point with a publicly accessible 200-foot wide park corridor extending along the water to connect with southern Anacostia Park. Figure 2.12 shows the illustrative plan for Alternative 3. The existing USPP headquarters and aviation facilities would be relocated to the North Field and southern Anacostia Park would be improved as described above.

**Alternative 3 Development Program**

Alternative 3 proposes to develop approximately 40 acres of land within Poplar Point with approximately 6.2 million gsf of retail, residential, office, and other civic/cultural uses. As part of Alternative 3, the development area would be concentrated in the eastern portion of Poplar Point south of Good Hope Road. The mix of land uses proposed within Poplar Point as part of Alternative 3 are listed in Table 2.5 and shown in Figure 2.13.

**Table 2.5 Alternative 3 Development Summary**

<b>Land Use</b>	<b>Alternative 3</b>
Residential Gross Square Footage	4,750,000
<i>Residential Townhomes</i>	260
<i>Residential Mid-Rise Units</i>	2,020
<i>Residential High-Rise Units</i>	2,020
Office Gross Square Footage	730,000
Retail Gross Square Footage	260,000
<i>Streetfront/Liner Retail</i>	145,000
<i>Medium Format Retail</i>	115,000
<i>Large Format/Big Box Retail</i>	0
Cultural/Other Gross Square Footage	460,000
<b>Total Gross Square Footage</b>	<b>6,200,000</b>

A total of approximately 4.7 million gsf of residential uses would be provided in Alternative 3, located primarily in the eastern portion of the development area. Residential uses would consist of approximately 4,300 units primarily within mid-rise and high-rise buildings, as well as approximately 260 low-rise townhome units. Townhome units and mid-rise residential building would be mixed together within the eastern half of the development area relating to the scale of historic Anacostia. High-rise residential buildings would be located to the west along the main street corridor connecting to the waterfront. Alternative 3 proposes the greatest amount of residential units compared to the other action alternatives.



Figure 2.12 Alternative 3: Poplar Point Illustrative Plan  
Source: AECOM, 2009



Figure 2.13 Alternative 3: Poplar Point Land Use Plan  
 Source: AECOM, 2009

A modest amount of office uses would be constructed as part of Alternative 3 and would be concentrated in close proximity to the Metro station. A total of approximately 730,000 gsf of office uses would be provided. Alternative 3 proposes approximately half the amount of office uses as Alternative 1, but more than Alternative 2. The office uses would be located within high-rise buildings along the main street corridor leading to the waterfront.

Approximately 260,000 gsf of retail uses would be constructed as part of Alternative 3. Stand-alone retail uses would be located adjacent to the Metro station in the southern portion of Poplar Point and in the southern portion of the main street corridor. The stand-alone retail structures would be high-rise buildings. Ground-floor retail uses would also be provided along the main street corridor within the residential and office buildings that would line this corridor. The main street corridor would terminate in a terraced waterfront plaza surrounded by restaurants, stores, and entertainment venues, as well as a café and water taxi station at the water's edge. Similar to Alternative 1, Alternative 3 proposes a moderate amount of retail space.

Of the three action alternatives, Alternative 3 proposes the least amount of cultural and entertainment uses. A total of approximately 460,000 gsf of cultural and entertainment uses would be provided at the end of the main street corridor, directly adjacent to the waterfront plaza on the western side. Cultural and entertainment uses may include a museum, amphitheater, performing arts space, or other regional-serving entertainment destination.

Under Alternative 3, building heights would range up to 90 feet tall, or approximately 9 stories. The tallest buildings would be located in the center of the development area along both sides of the main street away from the existing community and shorter buildings would be located closer to Historic Anacostia. Building heights would decrease to the east. Mid-rise buildings would range from 70 to 90 feet tall, or 7 to 8 stories. Midrise buildings would primarily be located in the southwest portion of the development area. Low-rise buildings would be located in the east portion of the development area. Along the waterfront, building heights would vary to provide view corridors from the existing community through to the water and Monumental Core of Washington, DC. Figure 2.14 shows the range of building heights within Poplar Point proposed as part of Alternative 3.



Figure 2.14 Alternative 3: Poplar Point Building Heights  
Source: AECOM, 2009

### **Alternative 3 Transportation Systems**

Similar to the other alternatives, Anacostia Drive would be realigned to provide adequate space for the development and recreation along the waterfront. Unique to Alternative 3, however, is that Anacostia Drive would connect directly to the proposed South Capitol Street Circle. Also unique to Alternative 3 is that the extensions of W Street and Chicago Street would continue all the way to the waterfront and serve both motorists and pedestrians. Access to Poplar Point via public transit would be provided by the northern Anacostia Metrorail Station portal, which is located along the southern edge of the Poplar Point near the center of the development area. Figure 2.15 shows the proposed transportation system within Poplar Point proposed as part of Alternative 3.

Internal circulation for Poplar Point would be provided by a roadway grid. A new roadway would be constructed through the development area, connecting Good Hope Road near the interchange for the local 11<sup>th</sup> Street Bridge on the eastern edge and to the South Capitol Street circle on the western edge. This new roadway would function as the main street through the development area, as well as provide external access to Poplar Point. This main street would also be connected to each of the access points and a secondary internal roadway, forming an internal street grid that would connect to the external roadway network.

Pedestrians and bicycle access would be provided with several pathways throughout Poplar Point to connect the development area and with the adjacent open space areas. Pedestrian circulation along the waterfront would consist of a promenade and sidewalks that would accompany the new roads (see Figure 2.15). The main street element that would extend from the Metro station to the marina would be similar to the main street proposed under Alternative 2 and would provide both pedestrian and bicycle access. Other roadways would be constructed to provide access to the entire site that would include the installation of sidewalks. The layout of Poplar Point as part of Alternative 3 is intended to be highly walkable as almost the entire development area would be located within ¼-mile of the Metro station.

In addition, pedestrian access would be provided by the realigned Frederick Douglass Bridge and the 11<sup>th</sup> Street Bridges, and a new pedestrian bridge at W Street. The existing Metrorail access point would remain at its current location. Additional transportation amenities that would service the Project Area would include Metrobus, the Anacostia Streetcar line currently under consideration, and a potential water taxi system.

### **Alternative 3 Relocation of NPS Facilities**

As part of Alternative 3, the existing NPS NACE headquarters would be rebuilt in the southeastern portion of Poplar Point just south of Good Hope Road (see Figure 2.13) adjacent to the Poplar Point development area. Under Alternative 3, the NPS NACE headquarters would be located opposite residential uses. A single, one-story structure would be constructed of similar material and finish to the existing NPS building to accommodate the replacement of the current facilities. No increase in the number of employees would be anticipated as a result of replacement. Surface parking would be provided as a buffer between the proposed residential uses and the NPS facility, located west of the structure. The parking lot would be sized to accommodate NPS staff and their visitors.



Figure 2.15 Alternative 3: Poplar Point Pedestrian Circulation  
Source: AECOM, 2009

## Alternative 3 Open Space Resources

### *Recreation and Memorial Sites*

As stipulated by the DC Lands Act, a minimum of 70 acres of Poplar Point would be retained as open space and parkland as part of Alternative 3. The open space resources would contain recreation and natural areas, wetlands and stormwater treatment areas, and memorial sites. Alternative 3 proposes to consolidate the development area in the eastern portion of Poplar Point. This would allow the remaining western portion of Poplar Point, including the Point, to be retained as open space. Additionally, a continuous strip of open space would be retained along the River's edge throughout the entire Project Area.

The recreational concept proposed under Alternative 3 would include a core of passive recreation around the wetlands and an area of active recreation directly adjacent to the development area and along the River's edge. Alternative 3 proposes multipurpose athletic fields directly west of the development area between the passive recreation area and proposed development. Along the River's edge, Alternative 3 proposes fishing piers, a small marina, garden seating areas, event plazas, and a broad waterfront promenade along the water with a destination amphitheater at the Point. Some of the existing wetlands would be retained as part of Alternative 3 and expanded in the western portion of Poplar Point as part of the passive recreation area. A network of pathways and boardwalks would transect the passive recreation area allowing for wildlife viewing and interpretive features.

As shown in Figure 2.13, two memorial sites are proposed as part of Alternative 3. The first of the proposed memorial locations would be located at the terminus of Good Hope Road adjacent to the NPS Headquarters. The second memorial site would be located in the southwest portion of the development area in proximity to the Metro station. The specific memorial content and form have not been determined; rather, sites have been identified to reserve sufficient space once a memorial is proposed.

### *Terraces*

The elevations within Poplar Point currently vary and a portion of Poplar Point is located within the floodplain. In order to provide an area that can be developed with a mix of residential, retail, and office uses, the land within Poplar Point must be built up above the level of the floodplain. As shown in Figure 2.16, Alternative 3 would feature a terraced development configuration with similar elevations as the other action alternatives. The lowest areas would be along the shoreline and within the existing wetlands with higher terraces stepping up to the development area.

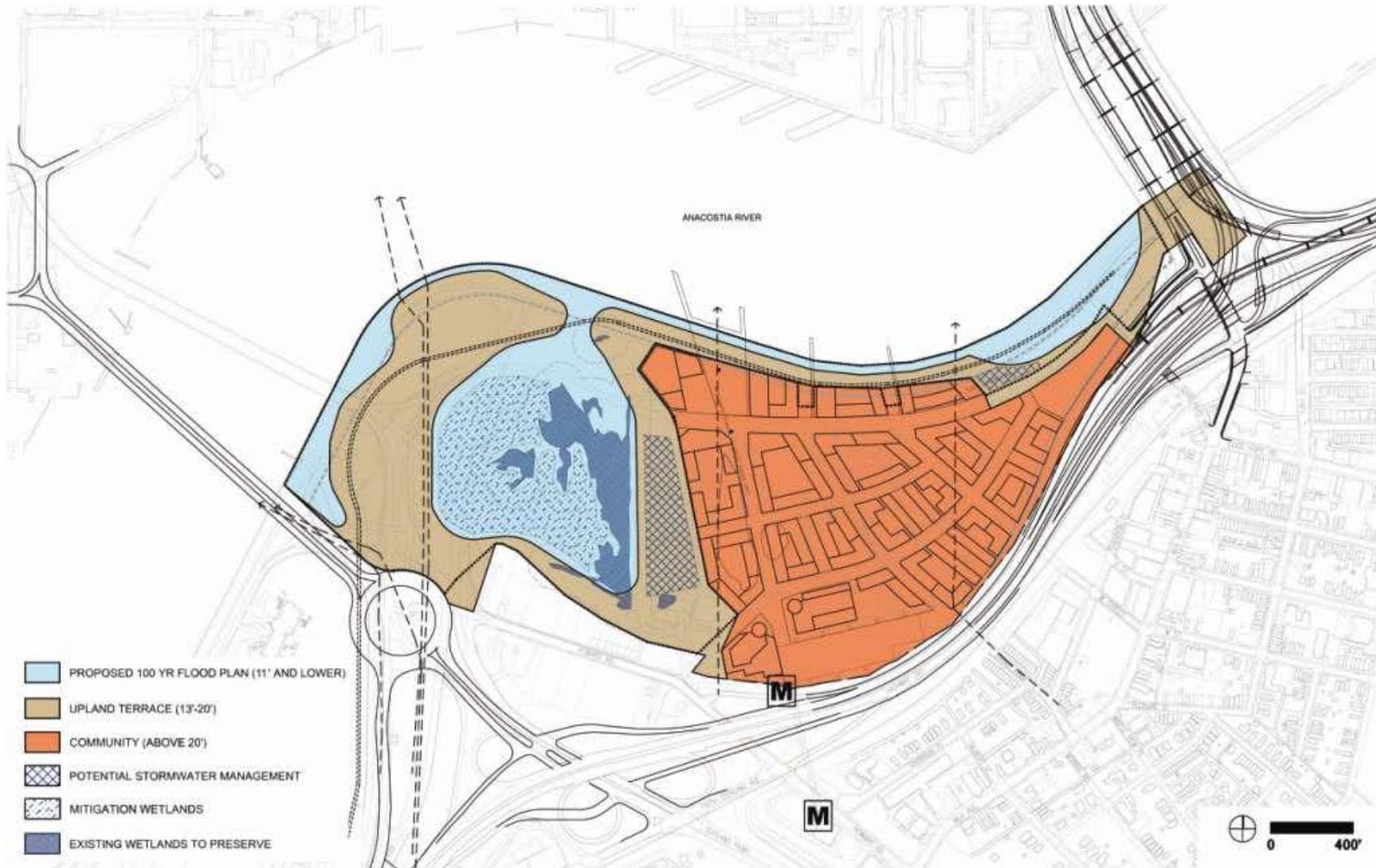


Figure 2.16 Alternative 3: Poplar Point Proposed Grading Scheme  
Source: AECOM, 2009

The lowest areas would be used for floodplain management and would be a maximum of 11 feet above msl. The lowest terraces would be located along the River's edge and in the area of the existing and proposed wetland. It would serve to moderate the grade change between the River's edge and the development area and provide an area suitable for flooding.

A second tier of terraces would be developed between the low-lying floodplains and the developed areas. These "upland" terraces would range in elevation from 13 feet to 20 feet above msl. They would be located surrounding the development area, as well as on the west side of the wetland area. The upland terraces would contain the active recreation area and would also be used for stormwater management. Stormwater generated within the developed portions of Poplar Point would be channeled through swales to the wetland area.

The highest terrace would be located in the development area in the eastern portion of Poplar Point. The development terrace would have an approximate finished grade of 20 feet above msl, which would be well above the floodplain elevation. However, no subterranean structures would be permitted in this area. In order to bring the grade to the first floor of a structure built above parking, soil would be mounded around the structure.

#### *Wetlands/Stickfoot Creek*

Some of the existing wetlands would be removed as part of Alternative 3 to accommodate the proposed development area located in the eastern portion of Poplar Point. Under Alternative 3, the highest quality wetlands would be preserved. To accommodate for the loss of the other existing wetlands, the wetlands area that is retained would be enhanced and expanded. After an investigation of Poplar Point's wetlands, it was determined that the western-most wetlands system provides the highest degree of ecological benefits. As such, this wetlands area would be preserved in place. This approach to the wetlands differs from the other action alternatives. Within the wetlands system, a portion of Stickfoot Creek would be realigned and daylighted, or opened up to the sky. Under Alternative 3, Stickfoot Creek would serve as a permanent water source and open water feature within the wetlands area, as shown in Figure 2.13. Stickfoot Creek would again be channeled underground and flow into the Anacostia River, as under current conditions. By directing the runoff from historic Anacostia through the wetlands area, the wetlands would help remove particulates, oils, and other solvents from the stormwater prior to discharge into the Anacostia River.

#### *Seawall*

Under Alternative 3, the existing seawall would be retained throughout the entire Project Area. However, some portions of the seawall within the Project Area may require repair. These areas would be restored as part of Alternative 3. The seawall would continue to provide structural support along the shoreline in these areas by preventing erosion that would naturally take place over time.

### Alternative 3 Howard Road Parcels and WMATA Garage Redevelopment

Alternative 3 imagines that the existing WMATA garage could remain in use with new development wrapping it to the north and west. A total of approximately 350,000 gsf of retail and office uses within the WMATA garage site is assumed. As part of Alternative 3, a total of approximately 1.8 million gsf of office space would be developed within the Howard Road parcels. Table 2.6 below summarizes the combined buildout assumptions for the WMATA garage and Howard Road parcels.

**Table 2.6 Alternative 3 Development Scenario for WMATA Garage and Howard Road Parcels**

<b>Land Use</b>	<b>Alternative 3</b>
Retail Gross Square Footage	50,000
Office Gross Square Footage	2,150,000
<b>Total Gross Square Footage</b>	<b>2,200,000</b>

### 2.3 Development Summary

Table 2.7 below provides a comparison summary between the primary features included in the alternatives.

No Action Alternative	Alternative 1	Alternative 2	Alternative 3
<b>Concept</b>			
Maintain the existing conditions	Unify both sides of the Anacostia River	Create a walkable, transit-focused destination	Activate the waterfront and extending the community to the River
<b>Development Program</b>			
<ul style="list-style-type: none"> <li>USPP aviation facility and headquarters to remain as is</li> <li>NPS – NACE headquarters to remain as is</li> </ul>	<ul style="list-style-type: none"> <li>Residential - 4.4 million gsf (3,360 units)</li> <li>Office – 1.4 million gsf</li> <li>Retail - 210,000 gsf</li> <li>Civic/Entertainment - 500,000 gsf</li> <li>USPP aviation facility and headquarters rebuilt in North Field</li> <li>NPS-NACE headquarters rebuilt near 11<sup>th</sup> St. Bridges</li> </ul>	<ul style="list-style-type: none"> <li>Residential - 4.7 million gsf (4,255 units)</li> <li>Office - 570,000 gsf</li> <li>Retail - 650,000 gsf</li> <li>Civic/Entertainment - 550,000 gsf</li> <li>USPP aviation facility and headquarters rebuilt in North Field</li> <li>NPS-NACE headquarters rebuilt at W Street Extension</li> </ul>	<ul style="list-style-type: none"> <li>Residential - 4.7 million gsf (4,265 units)</li> <li>Office - 730,000 gsf</li> <li>Retail - 260,000 gsf</li> <li>Civic/Entertainment - 460,000 gsf</li> <li>USPP aviation facility and headquarters rebuilt in North Field</li> <li>NPS-NACE headquarters rebuilt near Good Hope Road</li> </ul>
<b>Open Space Resources</b>			
<ul style="list-style-type: none"> <li>Poplar Point open space remains as is</li> <li>Preserves and remediates all wetlands in place</li> <li>Stickfoot Creek to remain captured</li> <li>Seawall to remain and be repaired</li> <li>Implements southern Anacostia Park Concept Plan</li> </ul>	<ul style="list-style-type: none"> <li>Establishes a 70-acre park</li> <li>Preserves and remediates all wetlands in place</li> <li>Stickfoot Creek daylighted</li> <li>Seawall to remain and be repaired</li> <li>Implements southern Anacostia Park Concept Plan</li> </ul>	<ul style="list-style-type: none"> <li>Establishes a 70-acre park</li> <li>Removes all of existing wetlands and creates new wetlands</li> <li>Stickfoot Creek daylighted</li> <li>Seawall to be removed in some sections and be repaired</li> <li>Implements southern Anacostia Park Concept Plan</li> </ul>	<ul style="list-style-type: none"> <li>Establishes a 70-acre park</li> <li>Preserves highly-functioning wetlands and provides new wetlands</li> <li>Stickfoot Creek daylighted</li> <li>Seawall to remain and be repaired</li> <li>Implements southern Anacostia Park Concept Plan</li> </ul>
<b>WMATA Garage and Howard Road Parcels Redevelopment</b>			
<ul style="list-style-type: none"> <li>WMATA garage would remain; Howard Road parcels developed independently</li> </ul>	<ul style="list-style-type: none"> <li>WMATA garage and Howard Rd parcels redeveloped with a regional focus, including large format (big box) retail and office space</li> <li>Retail – 1.9 mill gsf</li> <li>Office – 1.0 mill gsf</li> </ul>	<ul style="list-style-type: none"> <li>WMATA garage and Howard Rd parcels redeveloped with a mix of retail, office and residential uses</li> <li>Retail – 300,000 gsf</li> <li>Office – 650,000 gsf</li> <li>Residential - 1.85 mill gsf (1,300 units)</li> </ul>	<ul style="list-style-type: none"> <li>WMATA garage preserved and Howard Rd parcels redeveloped with a focus on government and office uses</li> <li>Retail – 50,000 gsf</li> <li>Office – 2.15 mill gsf</li> </ul>

**Table 2.7 Comparison of the Alternatives**

## 2.4 Alternatives Considered But Dismissed

Redevelopment of Poplar Point has been an important goal of the District of Columbia for many years. The following section describes and illustrates the evolution of recent planning concepts for Poplar Point

### 2.4.1 Alternatives Development

The planning effort to identify alternatives for consideration in this EIS was conducted by the District of Columbia and NPS in 2009. The public-sector effort was led by DMPED and NPS and included a technical team of planners, landscape architects, engineers, transportation specialists, economists, development advisors, and resource agency partners. The multi-disciplinary team identified, reviewed, and refined nine initial open space/development scenarios for Poplar Point that are shown below.

**Development Scenario A** would concentrate development along the southern boundary of Poplar Point, extending from the realigned location of South Capitol Street to an area near W Street. The central portion of Poplar Point would be retained for open space and the existing wetlands would be preserved in place.

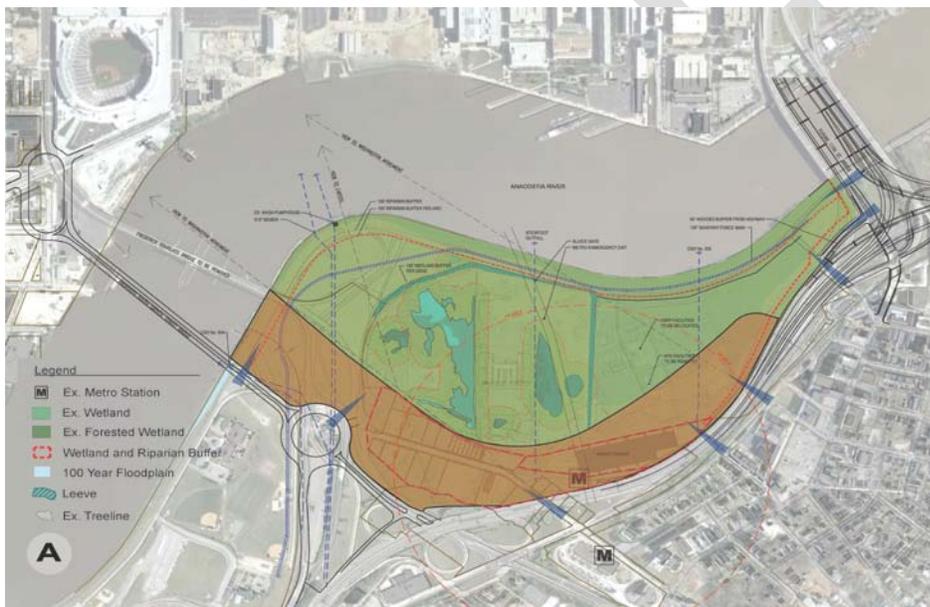


Figure 2.17 Development Scenario A  
 Source: AECOM, 2009

**Development Scenario B** would concentrate development in the southern portion of Poplar Point, extending out to the Point. The central portion of Poplar Point would be retained for open space and the existing wetlands would be preserved in place.



Figure 2.18 Development Scenario B  
 Source: AECOM, 2009

**Development Scenario C** would concentrate development in the southwestern portion of Poplar Point, extending out to the Point and part of the shoreline. The central and eastern portions of Poplar Point would be retained for open space and the existing wetlands would be preserved in place.

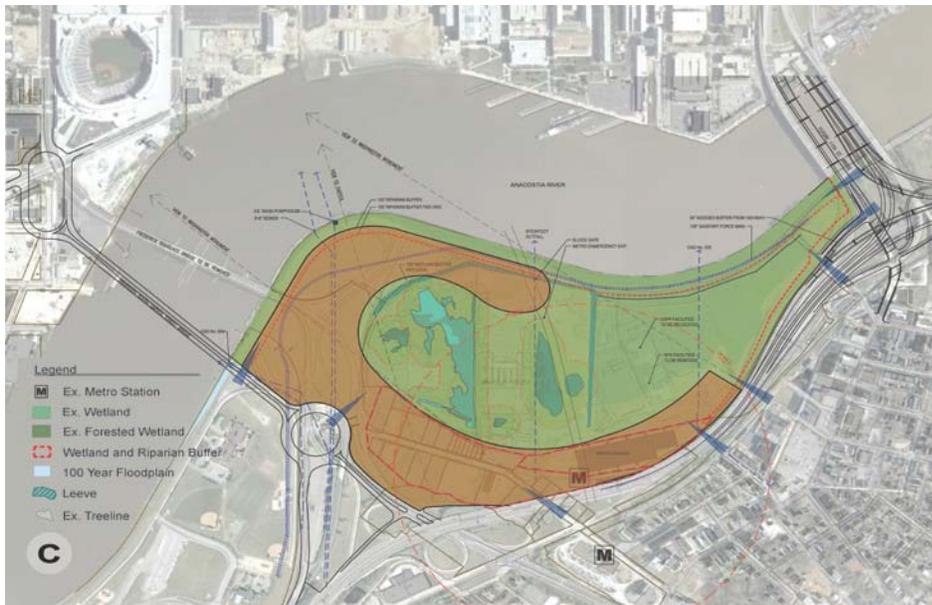


Figure 2.19 Development Scenario C  
 Source: AECOM, 2009

**Development Scenario D** would concentrate development in the south and eastern portions of Poplar Point. The central and western portions of Poplar Point would be retained for open space and the existing wetlands would be preserved in place.



Figure 2.20 Development Scenario D  
 Source: AECOM, 2009

**Development Scenario E** would concentrate development around the edges of Poplar Point including along the shoreline. The central portion of Poplar Point and the River’s edge would be retained for open space and the existing wetlands would be preserved in place.



Figure 2.21 Development Scenario E  
 Source: AECOM, 2009

**Development Scenario F**, similar to Alternative 2, would concentrate development area around the existing Metro station. The northern portion of Poplar Point, including the waterfront, would be retained for open space. This scenario would require removal and replacement of some of the existing wetlands.



Figure 2.22 Development Scenario F  
Source: AECOM, 2009

**Development Scenario G** would concentrate development in the western portion of Poplar Point. The eastern portion of Poplar Point and the waterfront would be retained for open space. This scenario would require removal and replacement of some of the existing wetlands.

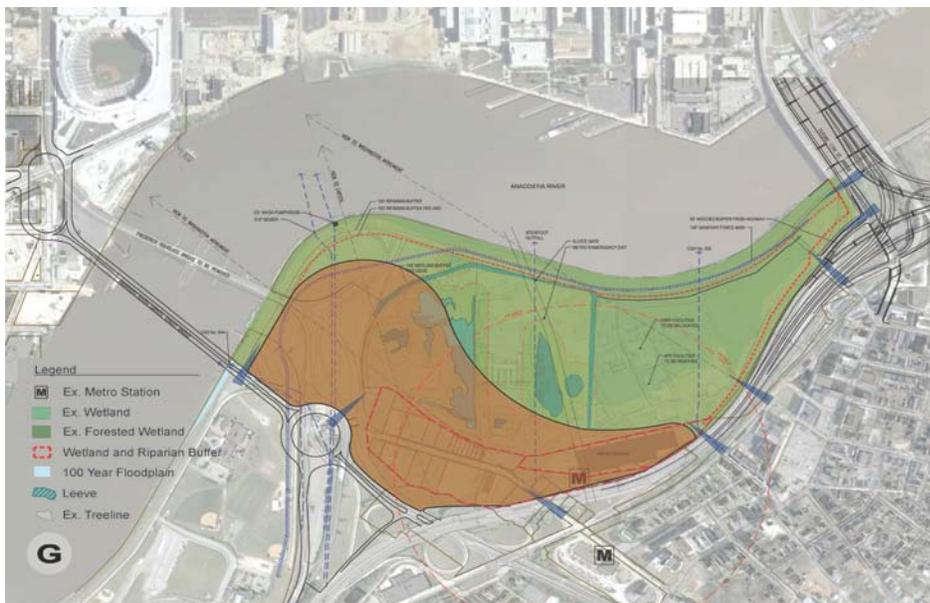


Figure 2.23 Development Scenario G  
Source: AECOM, 2009

**Development Scenario H** would concentrate development in the southern portion of Poplar Point. Some development would be extended into the central portion of Poplar Point. The northern portion of Poplar Point would be retained for open space. This scenario would require removal and replacement of some of the existing wetlands.

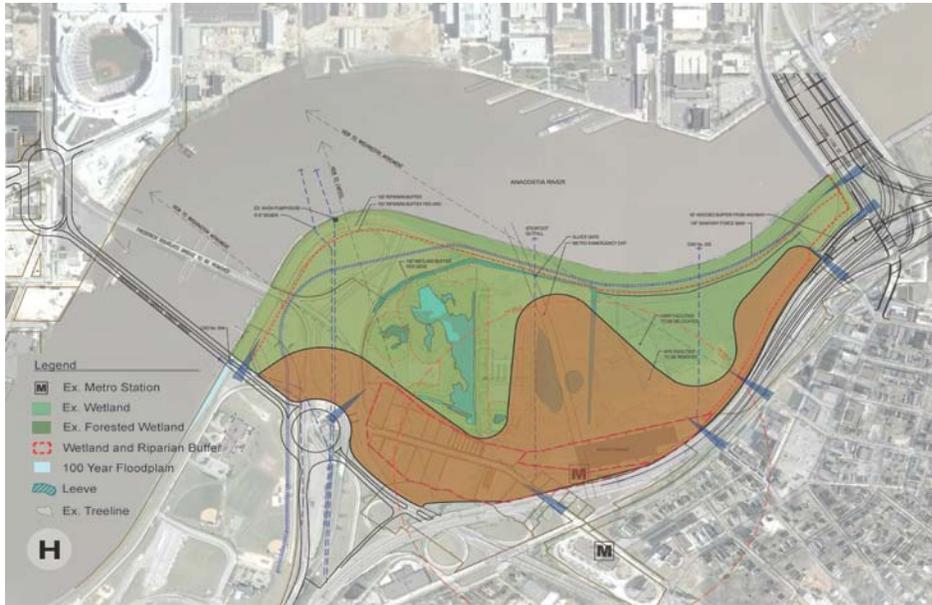


Figure 2.24 Development Scenario H  
 Source: AECOM, 2009

**Development Scenario I** would reconfigure I-295 as a boulevard through the center of Poplar Point to the north of its current alignment. Development would be concentrated adjacent to the existing Anacostia community in the southern portion of Poplar Point. The northern portion of Poplar Point would be retained as open space. This scenario would require removal and replacement of some of the existing wetlands.

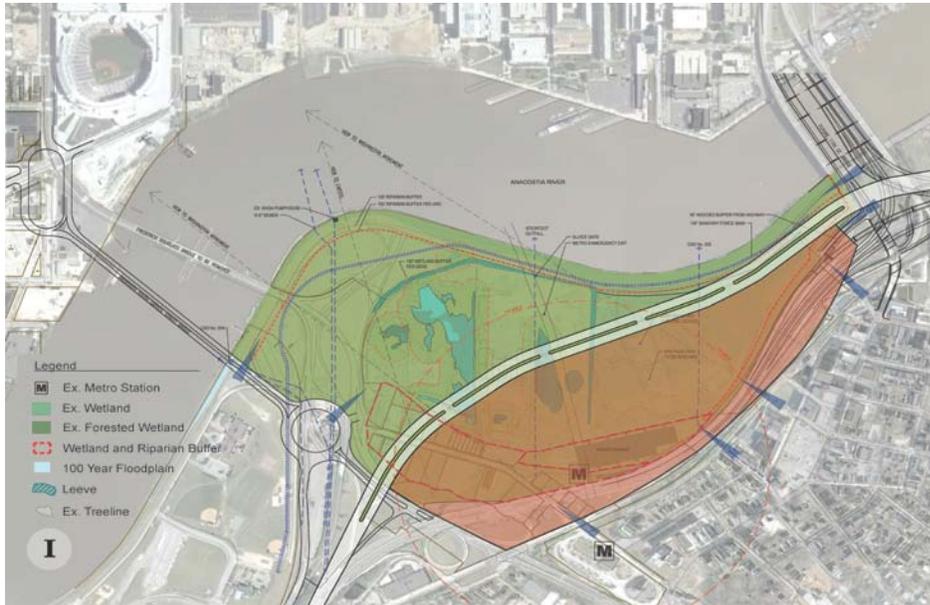


Figure 2.25 Development Scenario I

Source: AECOM, 2009

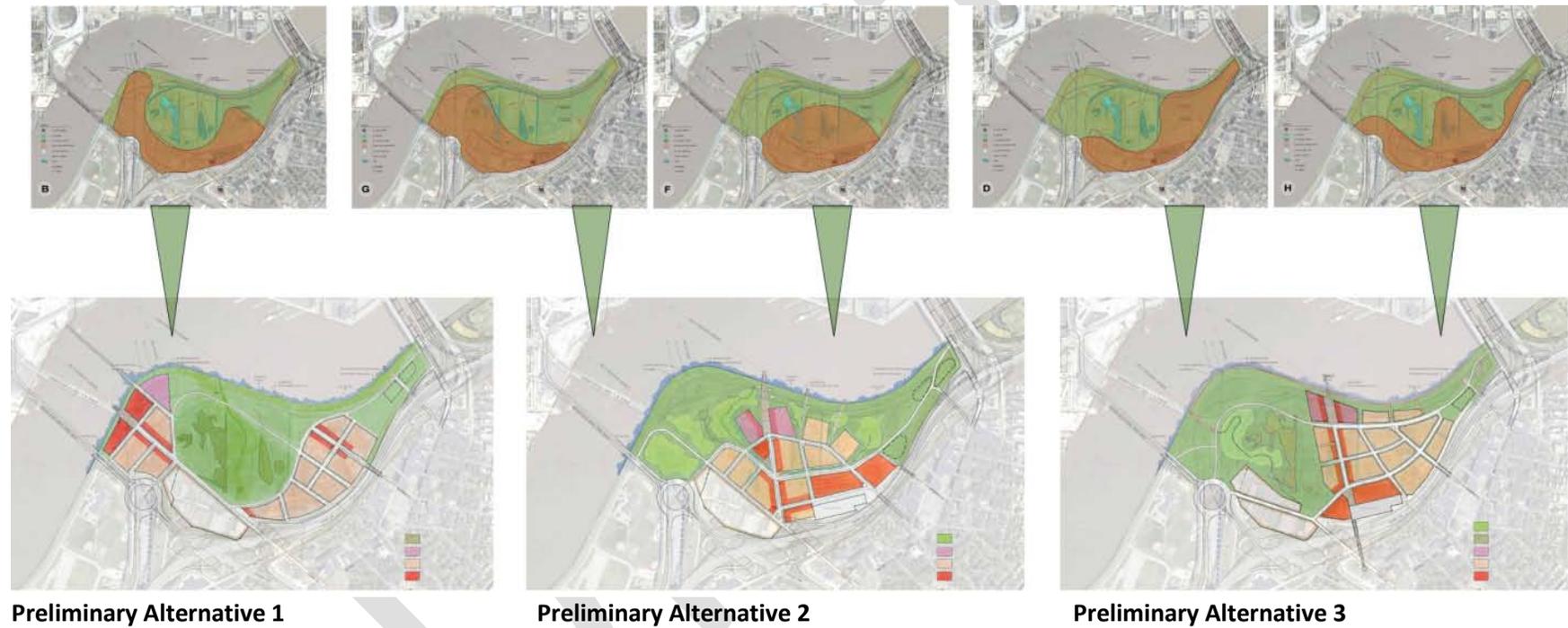
## 2.4.2 Alternatives Refinement

After several workshops, the planning team evaluated the nine scenarios with respect to certain factors such as open space, connectivity to the existing community, the general character of open space, relationship to the waterfront, and proximity to the Metro station. Based on a collaborative discussion of various strengths and weaknesses, the District and NPS identified the most desirable characteristics. The results revealed that scenarios B, D, F, G and H were to be further refined from bubble diagrams into general parcel plans that could service as the three preliminary alternatives. Figure 2.26 shows how the preliminary alternatives incorporate elements of the selected Diagrams.

Preliminary Alternative 1 was developed from Diagram B, which focused development along the Point and in the southeastern portion of the site. The concept was intended to avoid impacts to wetlands. Preliminary Alternative 2 was created by taking elements of Diagrams G and F, both of which centered development around the Metro; it was intended to ignore potential impacts on wetlands. Preliminary Alternative 3 utilized portions of Diagram D, which focused development primarily on the eastern portion of the parcel, and Diagram H, which had some development extending out from the Metro toward the waterfront.

After these preliminary alternatives were further refined into the more specific conceptual site plans presented in Section 2.2 of this EIS, development programs were created for each concept to allow for environmental analysis in this EIS.

Figure 2.26 Preliminary Alternatives



Source: AECOM, 2009

### 2.4.3 Developer Solicitation Concepts

Prior to the EIS Alternatives development process, the developer solicitation process resulted in four concepts for Poplar Point. The following discussion details each of the developer competition submissions.

#### *Archstone Smith*

The design concept presented by Archstone Smith focuses on a central shopping center. Compared to the other submissions, Archstone Smith's includes more than twice as much retail space with approximately 990,000 gross square feet (gsf). This proposal also contains the most office space, approximately 1.9 million gsf and enough room for a national entertainment venue. The developed area was focused along the western and southern edges of the site with the remaining areas used as waterfront open space.

#### *Clark Realty Capital, LLC*

Clark Realty proposed a large, centralized park at Poplar Point with development along the edges of the site. One of the major features included in this design concept is the deck that spanned over I-295 for three blocks and provided a connection to the Historic Anacostia community. This deck was proposed to allow residents of Anacostia to walk to the new development and vice-versa. Other amenities included an environmental museum, a business hub focused on environmentally-oriented companies, a charter school, and the potential for a soccer stadium.

#### *Forest City*

Forest City proposed placing development in corridors that extend towards the water. This design concept also allowed for the creation of linear "finger" parks that interact with the developed areas of the site and bringing nature inwards. One of the major design elements is the "main street" that would extend from the center of the site towards the water. The design concept included a 50,000 square foot floating amphitheatre, street-level retail uses, and more housing units than any of the other designs. The developer was also looking to target "local, small, disadvantaged business enterprises" to occupy 25% of the retail space.

#### *Mid-City Urban*

The Mid-City Urban submission had the least amount of development, which, conversely led to the greatest amount of green space and wetlands. Included in the design concept was an extension of the University of the District of Columbia campus, providing an educational amenity to the Anacostia community. The submission also focused on bringing a significant amount of affordable housing to the area; 40% of the units were committed to being affordable, with half of these units for sale.