

APPENDIX A: ASSESSMENT OF EFFECTS

National Park Service
U.S. Department of the Interior

Chesapeake and Ohio Canal National Historical Park



Georgetown Canal Plan

Section 106 Assessment of Effects Report

October 2019



This document has been prepared by the National Park Service in partnership with Georgetown Heritage and with the support of the District of Columbia and the Georgetown Business Improvement District.



NOTE TO REVIEWERS AND RESPONDENTS

Comments on this Assessment of Effects Report may be submitted electronically at the National Park Service Planning, Environment, and Public Comment (PEPC) website (<http://parkplanning.nps.gov/Georgetowncanalplan>) or you may mail written comments by November 15, 2019 to the address listed below.

Before including personal identifying information in your comment, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**Attn: Georgetown Canal Plan AOE Comments
C&O Canal NHP Headquarters Office
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Suite 100
Hagerstown, MD 21740**

PROJECT SUMMARY

The National Park Service (NPS), in partnership with Georgetown Heritage, the District of Columbia Office of Planning (DC OP), and the Georgetown BID (GBID) is proposing a comprehensive plan and design to revitalize the one-mile section of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP or C&O Canal) in Georgetown. The purpose of this project is to develop a plan to enhance the C&O Canal from the Zero-mile marker to the Potomac Aqueduct Bridge Abutment and Pier (Potomac Aqueduct). The project would focus on addressing deferred maintenance issues and related safety and accessibility concerns associated with the Towpath; improving connections between Georgetown and the C&O Canal Towpath; and enhancing visitor experience through increased signage and optimizing underutilized areas. The project addresses the identified needs of the project while preserving the historic character and cultural significance of the C&O Canal NHP and the Georgetown National Historic Landmark (NHL) District.

NPS and Georgetown Heritage have prepared this Assessment of Effects Report (AOE Report) in accordance with Section 106 of the National Historic Preservation Act of 1966 (Section 106). The AOE Report describes the proposed undertaking and the no-action alternative, identifies historic and archaeological resources, and analyzes potential adverse effects on those historic resources. NPS has also concurrently prepared an Environmental Assessment (EA) to assess the alternatives and their potential impacts on the environment in accordance with the National Environmental Policy Act (NEPA) of 1969.

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Acronyms and Abbreviations

ABAAS	Architectural Barriers Act Accessibility Standards
Potomac Aqueduct	Potomac Aqueduct Abutment of Pier
ANC	Advisory Neighborhood Commission
APE	Area of Potential Effect
AOE Report	Assessment of Effects Report
C&O Canal NHP	Chesapeake and Ohio Canal National Historical Park
CFA	Commission of Fine Arts
CFR	Code of Federal Regulations
CLF	Cultural Landscape Foundation
CLI	Cultural Landscape Inventory
DC SHPO	District of Columbia State Historic Preservation Office
DC Inventory	District of Columbia Inventory of Historic Sites
DC OP	District of Columbia Office of Planning
DDOT	District of Columbia Department of Transportation
DOE	Determination of Eligibility
EA	Environmental Assessment
GBID	Georgetown Business Improvement District
JCFO	James Corner Field Operations
NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act of 1969
NHL	National Historic Landmark
NM	National Monument
NPS	National Park Service
NRHP	National Register of Historic Places
Section 106	Section 106 of the National Historic Preservation Act of 1966
Standards	Secretary of the Interior's Standard for the Treatment of Historic Properties
VDHR	Virginia Department of Historic Resources

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Unless otherwise noted, all photographs were taken by EHT Tracerics between 2017 and 2019.

1.0 DESCRIPTION OF UNDERTAKING

1.1 Purpose and Need

NPS, in partnership with Georgetown Heritage, GBID, and DC OP, is proposing a Plan to revitalize portions of the C&O Canal NHP and Rock Creek Park within the Georgetown neighborhood of the District of Columbia. The Georgetown Canal Plan proposes enhancements to a mile-long segment of the Canal that passes between Lock One (approximately 28th Street NW) and the Potomac Aqueduct ruins (approximately 36th Street NW), as well as the one-third-mile-long segment of Rock Creek Park between the Canal and Potomac River, known as the Tide Lock (Figure 1).

This AOE Report describes the two options being proposed for the Georgetown Canal Plan, including one option that includes all the design alternatives being proposed and an option where current maintenance and repairs, as well as rehabilitation and restoration efforts would be undertaken, and assesses the potential adverse effects of both options. The National Capital Planning Commission (NCPC), District Department of Transportation (DDOT), and DC OP are acting as cooperating agencies for this AOE Report. The AOE document has been prepared in accordance with Section 106 of the National Historic Preservation Act of 1966, and its implementing regulations as amended (36 CFR § Part 800). As required, all federal agencies are obligated to consider the effects of their actions, or “undertakings,” on historic properties. Historic properties are defined as any buildings, structures, objects, sites (including archeological sites), and districts listed in, or eligible for listing in, the National Register of Historic Places (NRHP). As NPS is the lead federal agency for the Georgetown Canal Plan project, it is responsible for Section 106 compliance. This AOE Report summarizes the project; describes the design options and existing conditions; outlines the project’s Section 106 consultation and public involvement; identifies the area of potential effect (APE); identifies historic properties located within the APE; and determines any potential adverse effects to those properties from the proposed undertaking.

The purpose of the proposed undertaking is to develop a plan to enhance the one-mile portion of the C&O Canal NHP in Georgetown, focusing on an array of repair and rehabilitation projects that address deferred maintenance issues and related safety and accessibility concerns associated with the C&O Canal Towpath; improving connections between Georgetown and the Towpath; enhancing visitor experience through increased signage; and optimizing underutilized areas. The Plan will be developed in a manner that addresses the identified needs while also preserving the historic character, integrity, and cultural significance of the C&O Canal NHP, Rock Creek and Potomac Parkway and the Georgetown NHL District.

The Plan is needed to provide a coordinated approach to address the following concerns:

- Portions of the Towpath are uneven, narrow, and poorly lit, creating potential safety hazards;
- Visitors with limited mobility can only access the Towpath from Grace Street NW (south of the Canal). All other access points are not compliant with the Architectural Barriers Act Accessibility Standards (ABAAS);

- Many access points to the Towpath are not readily visible or are unknown due to lack of signage;
- The NHP desires to expand opportunities for interpretation, education, and cultural programming;
- The NHP has limited amenities and facilities for visitor comfort such as seating, drinking fountains, and rest rooms; and
- Several plazas along the Canal are underutilized and could be developed to provide additional recreational activities.



Figure 1: Georgetown Canal Plan Project Area

This AOE Report analyzes an Alternative 1 and Alternative 2 to the proposed undertaking, the Georgetown Canal Plan. The elements of these alternatives are described in detail in this section.

1.2 Alternative 1

Alternative 1 represents a continuation of the present management operations and conditions of the C&O Canal and Towpath within Georgetown by the C&O Canal NHP and Rock Creek Park. The alternative provides a basis for comparing the management direction and environmental consequences of the proposed undertaking.

Under the Alternative 1, current management and maintenance practices of the C&O Canal NHP and Rock Creek Park would continue. Basic maintenance, rehabilitation, and restoration efforts would be made and may include, but are not limited to, repair of the locks, repair/stabilization of the Towpath, and maintenance/repair of the existing access points to the Canal. Further detail on this alternative can be found in the Georgetown Canal Plan Environmental Assessment, which can be found on the NPS PEPC website.

1.3 Alternative 2: Georgetown Canal Plan

The items listed below represent design concepts that may be chosen to meet the stated goals of the Plan. Detailed design decisions related to construction methodology, exact location, and materials will be determined in the future, prior to Plan implementation. Some concept designs are proposed on, or affect, private property or easements held by the NPS. These are noted with their descriptions below (property ownership within the project area is show on Figure 2). Any concepts proposed on private or non-NPS property are dependent on obtaining permission and future agreements with the property owners. The project partners would work with private property owners when implementing these concepts to ensure minimal disruption.

For the purposes of this Plan and for ease of reader comprehension, the project area is divided into four Zone Plans that include seven Key Areas (Figure 3 through Figure 13). Their locations are identified below by their mile markers and summarized in Table 1.

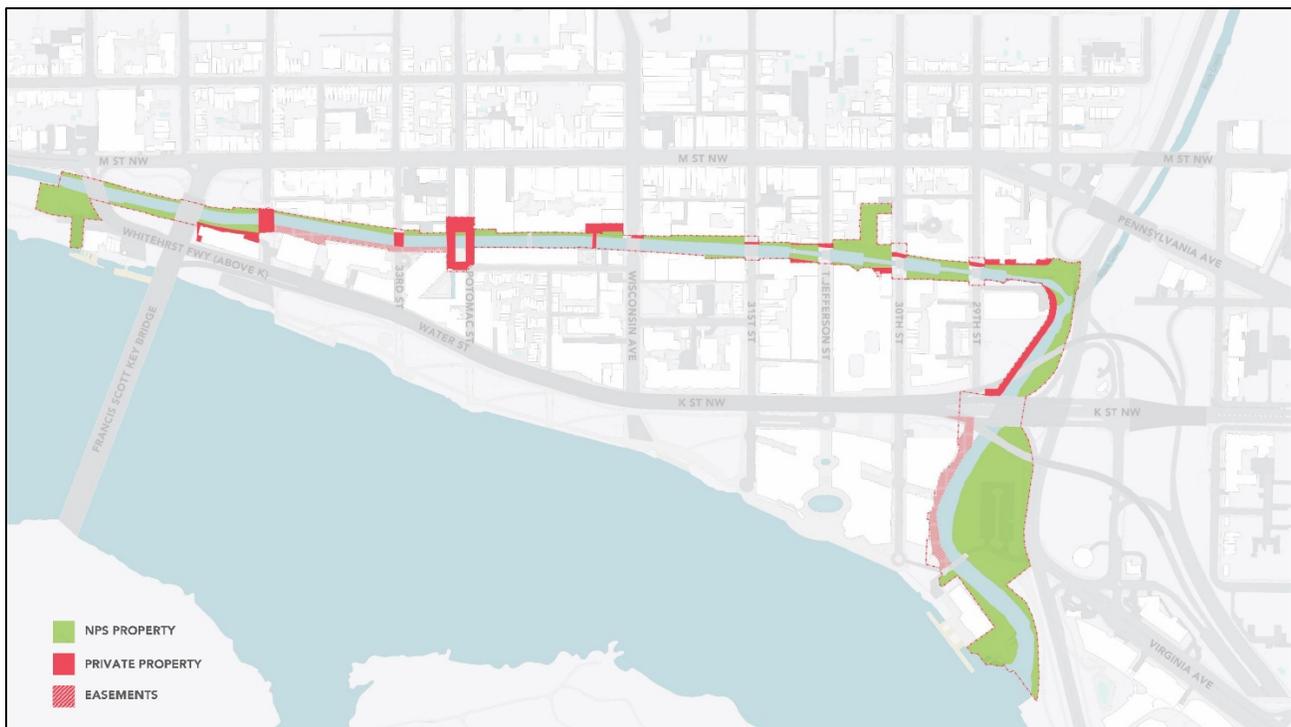


Figure 2: Georgetown Canal Plan Ownership Diagram

Table 1: Summary of Zones and Key Areas in Project Area

Zones	Key Areas	Mile Marker
A (Mile 0.00 to 0.28)	Mile Marker Zero	0.00 - 0.06
B (Mile 0.28 to 0.59)	Rock Creek Confluence	0.32 - 0.42
	The Locks	0.46 - 0.53
C (Mile 0.59 to 0.85)	The Obelisk Plaza	0.65 - 0.72
	Canal Overlook & Fish Market Square	0.76 - 0.83
D (Mile 0.85 to 1.12)	Gongoozler Platform	0.90 - 0.97
	The Potomac Aqueduct	1.05 - 1.12



Figure 3: Georgetown Canal Plan Zone Plan Key

Below each Zone Plan and Key Area Plan, specific proposals are described and identified by their closest 1/100 mile marker. Actions include generic titles, as well as a detailed description (example: *mile*

marker 0.00: Title - Description). The above graphical legend shown in Figure 3 is common to all Zone Plan and Key Area Plan figures.

1.3.1 Actions Common to All Zones

Common actions to all areas are described below and include canal infrastructure repair and rehabilitation, riparian planting and stream bank restoration, towpath and paving enhancements, and interpretive and wayfinding signage.

1.3.1.1 Canal Infrastructure Repairs and Rehabilitation

As part of the Georgetown Canal Plan, various repair, rehabilitation, and reconstruction projects would be phased and completed. Within the project area, 37 canal infrastructure-related repair and rehabilitation projects were identified and are described in detail in the EA. These projects are based on information collected from field investigations that were conducted in 2018 and 2019 and are informed by visual observations, measurements, photographs, Ground Penetrating Radar, Seismic Refraction testing, and analysis conducted by structural engineers licensed in the District of Columbia (McMullen & Associates 2019).

In general, the most common causes of deterioration to the Prism and retaining walls were due to vegetation growing in the mortar joints and deterioration of mortar from freeze-thaw cycles, trapped moisture, seepage, earth pressure, and varying levels of mild acidity in the Canal water. Many of the capstones of the Prism walls along the Towpath have been displaced by vegetation and in several areas, vegetation has caused significant displacement of stones. Due to these issues, varying degrees of repair and in places, complete reconstruction, are required within the Canal Prism and along the retaining walls and would be completed as part of the Plan.

The Canal has accumulated sediment and vegetation was observed to be growing within the Prism along much of its length. Plants' root penetration has likely damaged the clay liner, which provides waterproofing of the Prism. Sediment and vegetation removal are required throughout the project area within the Prism and would be completed as part of the Plan.

Additionally, several pieces of Canal-supporting infrastructure require repairs. Rock Creek Piers, the Water Intake, the Hydroelectric Facility, and Potomac Aqueduct are all experiencing deterioration due to their age and overgrowth of vegetation. Vegetation removal, stabilization, timber and stone replacement, and reconstruction efforts are required and would be completed as part of the Plan.

1.3.1.2 Riparian Planting and Stream Bank Restoration

As part of the Plan, riparian planting and stream bank restoration efforts would take place to stabilize Rock Creek. From mile 0.00 to mile 0.37, five projects were identified and are described in this EA. These projects described below, and their locations are summarized in Table 2.

Project Types:

Stabilization - Riparian Planting: The existing stream banks have significantly eroded and scoured. Proposed work includes restoring the existing stream bank by filling, regrading, and stabilizing the creek edges with native riparian planting.

Repairs - Timber Sheeting: Significant erosion has led to the further deterioration of the timber sheeting that once lined and armored the stream banks of Rock Creek. Further investigation is needed to determine if stabilizing, replacing, or strengthening of the sheeting is required to limit further stream bank erosion and determine subsequent consequences.

Repairs - Stone Armoring: Several stones along the stream bank of Rock Creek are missing, and their absence has led to the further erosion. Proposed work includes backfilling and compacting the subsurfaces and resetting and grouting stone armoring.

Trees: Some existing trees would be removed, some trees would be relocated, and new trees would be planted within the project area as shown in Table 3.

Table 2: Summary of Proposed Riparian Planting and Stream Bank Restoration Projects

Mile marker(s)	Zone/Key Area	Project Type - Title	Figure Reference
0.00 - 0.21	Zone A	Stabilization - Stream Bank Riparian Planting	4
0.06 - 0.13	Zone A	Repairs - West Stream Bank Timber Sheeting	4
0.21 - 0.23	Zone A	Repairs - East Stream Bank Stone Armoring	4
0.26 - 0.33	Zone A Zone B	Stabilization - East Stream Bank Riparian Planting	4, 6
0.34 - 0.37	Zone B Rock Creek Confluence	Stabilization - Stream Bank Riparian Planting	6, 7

***Some stream bank restoration efforts are proposed on private property and are contingent on future agreements with the property owner.**

Table 3: Summary of Approximate Existing, Relocated, and Proposed New Trees

Mile marker(s)	Zone	Existing Trees	Removed Trees	New Trees (Portion on private property)	Relocated Trees
0.00 - 0.28	Zone A	185	15	200 (140*)	8
0.28 - 0.59	Zone B	75	20	145 (25*)	6
0.59 - 0.85	Zone C	42	22	40 (2*)	0
0.26 - 0.33	Zone D	40	20	50 (20*)	0

*New trees proposed on private property and are contingent on future agreements with the property owner or are contingent on stream bank restoration efforts.

1.3.1.3 Towpath and Paving Enhancements

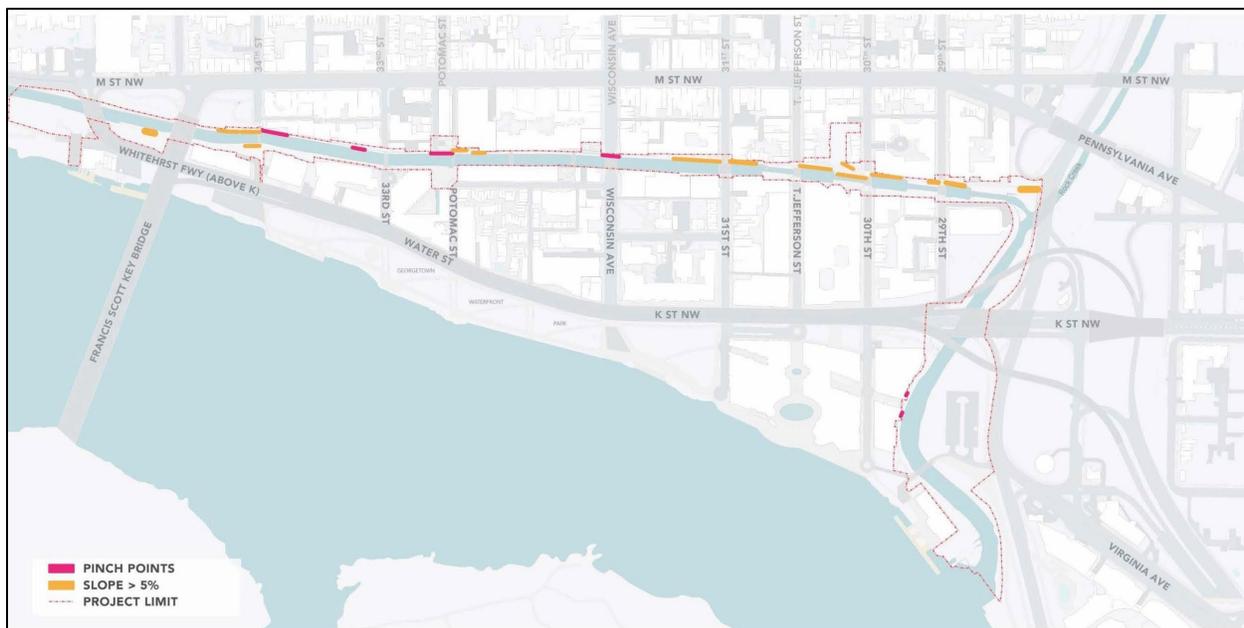


Figure 4: Proposed Towpath Widening and Regrading Areas

Within the project area, the Towpath historically existed on the north side of the Prism west of 29th Street NW to 34th Street NW, where it then switches to south side of the Prism and continues west. All other areas not historically considered the Towpath are referred to as “pathways” in this EA.

The Plan proposes rehabilitating the entire Towpath within the project area, which would include regrading and stabilization in addition to a complete resurfacing (Figure 3 and Table 4). The rehabilitation of the Towpath includes:

1. Resurfacing with a natural-looking material that would be chosen following the *Secretary of the Interior's Standards for the Treatment of Historic Properties (Rehabilitation)* (36 CFR 68) (the *Standards*) and would be compatible in size, scale, color, and texture with the historic material, as well as the surrounding ecology, physically and chemically, that is consistent with the *Standards*.
2. Meeting ABAAS requirements;
3. Providing ease of maintenance and ability to withstand variable weather conditions; and
4. Withstanding long-term wear by mules.

To address the narrowness of the Towpath, where possible the Towpath will be regraded to remove built-up soil and widen the path to take advantage of the available width. In some spots, identified as "pinch-points," where the available width will not allow mules and pedestrians to pass safely, the path will be widened (areas highlighted in red on Figure 3). In total, approximately 270 feet of 4,120 feet of the existing Towpath would be widened beyond the current width to a maximum of 9 feet in width. In some areas, this may require widening the Towpath over the Canal Prism or relocating retaining walls. The exact amount of widened Towpath, installation methods, and visual aspects of the proposed widened portions are not currently known and would be determined during final design. Other areas of the Towpath and existing pathways with a slope greater than 5 percent (areas highlighted in yellow on Figure 3) would be regraded to provide an ABAAS-compliant surface of a slope no greater than 5 to 8.3 percent.

In addition to the Towpath and other pathways, other hard surface areas within the project area (i.e. brick-paved plazas), referred to as paving areas in this EA, would be constructed or widened as noted below in Table 4.

Project Types:

Pathway and Paving: New hardened pathway and paving areas would be constructed to provide appropriate and ABAAS-compliant surfaces within the project area. Paving areas refer to those surfaces

Towpath Treatment: The existing Towpath would be regraded and resurfaced to fully utilize the existing available width and provide an ABAAS-compliant surface through the project area.

Pathway Treatment: The existing pathway would be regraded and resurfaced to fully utilize the existing available width and provide an ABAAS-compliant surface through the project area.

Street Crossings: The existing street crossings would be change in paving material and/or color of the crosswalks and would match the material and/or color of, and/or would be similar to, the various pathways and Towpath treatments for better wayfinding as well as for pedestrian safety. Crosswalks are under the jurisdiction of DDOT and are contingent on future agreements.

Pathway and Towpath Widened: The pathway or Towpath would be widened to a minimum of 6 feet clear-width from mile marker 0.00 - 0.48, or a maximum of 9 feet clear-width from mile marker 0.48 - 1.12 to provide an ABAAS-compliant route through the area.

Pathway and Towpath Widened: The Pathway or Towpath would be widened to a minimum of 6 feet clear-width from mile marker 0.00 - 0.48, or a minimum of 9 feet clear-width from mile marker 0.48 - 1.12 to provide an ABAAS-compliant route through the area.

Table 4: Summary of Proposed Towpath and Pathway Enhancements

Mile marker(s)	Project Type	Zone/Key Areas	Figure Reference
0.00 - 0.12	Pathway and Paving	Zone A Mile Marker Zero	4, 5
0.12 - 0.17	*Pathway and Paving	Zone A	4
0.17	*Pathway Widened to 6 feet for 20 feet	Zone A	4
0.17 - 0.33	*Pathway, Paving, and Street Crossings	Zone A Zone B Rock Creek Confluence	4, 6, 7
0.35 - 0.42	Pathway Treatment	Zone B Rock Creek Confluence	6, 7
0.42 - 0.47	*^Towpath Treatment and Street Crossings	Zone B	6
0.47 - 0.59	*Towpath Treatment and Street Crossings	Zone B	6
0.48 - 0.52	Pathway and Paving	Zone B The Locks	6, 8
0.59 - 0.67	Towpath Treatment	Zone C	9
0.67 - 0.68	Towpath Widened to 9 feet for 60 feet	Zone C The Obelisk Plaza	9, 10
0.68 - 0.69	*Pathway and Paving	Zone C The Obelisk Plaza	9, 10
0.68 - 0.85	Towpath Treatment	Zone C	9
0.79 - 0.81	*Pathway and Paving	Zone C Canal Overlook	9, 10
0.79 - 0.83	*Pathway and Paving	Zone C Fish Market Square	9, 11
0.81 - 0.94	*Pathway Treatment	Zone C / Zone D	9, 12

0.85 - 0.86	Towpath Widened to 9 feet for 40 feet	Zone C Zone D	9, 12
0.86 - 0.89	Towpath Treatment	Zone D	12
0.89 - 0.94	Towpath Widened to 9 feet for 170 feet	Zone D	12
0.94 - 1.12	Towpath Treatment	Zone D	12

*Contingent on future agreements with the property owners, or immediately adjacent property owners. Should an agreement not be reached with the immediately adjacent property owner, and alternative ABAAS-compliant route would be provided to the south of Lock Two and Level Two.

1.3.1.4 Interpretive and Wayfinding Signage

As part of the Georgetown Canal Plan, interpretive and wayfinding signage would be installed from mile 0.00 to mile 1.12 to reinforce the visitor understanding of the historical use and importance of the area.

1.3.2 Actions Specific to Zone Plans and Key Areas

The follow sections describe site-specific proposed actions that could be implemented as part of the Plan. Proposed actions are described in their respective Zone and Key Areas. Numbered items correspond to numbers on the Figures which are placed in the general location the proposed action would occur.

1.3.2.1 Zone A

Zone A (Figure 5) includes the area along the Canal from mile 0.00 to 0.28. The Mile Marker Zero (Figure 6) Key Area is located within this Zone.



Figure 5: Proposed Concept Designs from Mile 0.00 to Mile 0.28

1. Mile 0.00 - Mile 0.06: See **Mile Marker Zero** (Figure 6) for specific proposed projects in this Key Area.
2. Mile 0.13 - Mile 0.21: Vehicular Parking - The existing 28,600 SF parking lot would be enlarged to approximately 46,000 SF to better serve Thompson Boat Center. Vehicular parking spaces would remain at 90 spaces, including 22 swing spaces where three new loading and unloading areas would be provided for safer loading and unloading of boats, as well bus staging. Within the footprint of the enlarged parking lot, one mule trailer space would be reserved to support the interpretive Georgetown Canal Boat.
3. Mile 0.23: K Street Pedestrian Bridge - A new approximately 140-foot long by 16-foot wide ABAAS-compliant clear-span pedestrian bridge would be constructed over Rock Creek and under the Whitehurst Freeway overpass. The new pedestrian bridge would connect the K Street Cycle Track to the Rock Creek Trail.

1.3.2.2 Mile Marker Zero

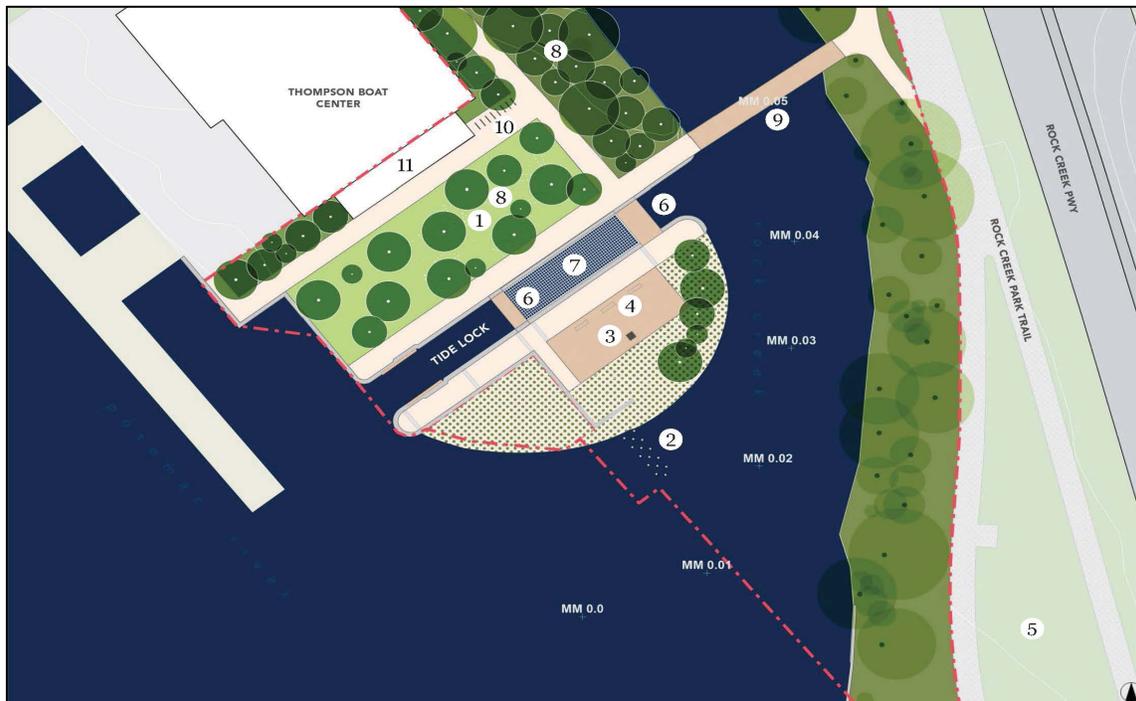


Figure 6: Proposed Concept Designs at Mile Marker Zero (Mile 0.00 - Mile 0.06)

1. Mile 0.00 - Mile 0.05: Potomac Lawn & Lounge Area - The existing 290 SF green space northwest of the Tide Lock would be regraded and enlarged to a 4,800 SF green space. The area would include other plantings and areas for seating.
2. Mile 0.01: Tidal Dam Preservation and Interpretation - The timber and metal hardware of the Tidal Dam have largely deteriorated. Proposed work includes recovering, transporting, and preserving the remains. Interpretative elements are proposed at this location.
3. Mile 0.01 - Mile 0.03: Mile Marker Zero and Platform - The Mile Marker Zero Obelisk would be relocated within a 20-foot radius of the existing location. The immediately adjacent area surrounding the Mile Marker would be hardened with an appropriate surface. Note: The actual

Mile Marker Zero survey monument is located at the most southwestern end of the Tide Lock and would not be relocated.

4. Mile 0.01 - Mile 0.03: Seating and Benches - three to five new seating elements would be installed to the southeast of the Tide Lock and near Mile Marker Zero.
5. Mile 0.01 - Mile 0.03: Recreation Area - Within the area west of Rock Creek Park Trail and the Promenade, approximately 6 to 12 pieces of stationary exercise equipment, evocative of rowing and nautical movements, would be installed.
6. Mile 0.01 & Mile 0.04: Pedestrian Bridges over Tide Lock - The existing 200 SF pedestrian bridge over the Tide Lock would be replaced by two new pedestrian bridges. To the southwest of the Tide Lock Nets an approximately 8-foot wide pedestrian bridge would be installed. To the northeast of the Tide Lock Nets an approximately 12-foot wide pedestrian bridge would be installed. Both bridges would clear-span the Tide Lock.
7. Mile 0.01 - Mile 0.04: Tide Lock Nets - 750 SF of temporary, removable, reversible, and seasonally occupiable lounge-nets would be installed over the Tide Lock. The supportive structure would be constructed adjacent to the Tide Lock and would not require any substantial alterations to the existing historic structures or resources.
8. Mile 0.01 - Mile 0.06: Existing Outdoor Boat Storage - Contingent on the implementation of additional boating facilities along the Potomac River, thereby reducing the current boat storage demands at Thompson Boat Center, the existing approximately 13,000 SF outdoor boat storage to the south and east of the Thompson Boat Center would be either removed and/or relocated. A determination of relocated boat storage would be revisited and re-evaluated at such time.
9. Mile 0.05: Mile Marker Zero Pedestrian Bridge - A new approximately 80-foot long by 16-foot wide ABAAS-compliant clear-span pedestrian bridge would be constructed over Rock Creek. The pedestrian bridge would connect the Mile Marker Zero area to the Rock Creek Trail and would provide a marked route for bicyclists and pedestrians to access the area.
10. Mile 0.06: Bike Rack & Water Station - A new bike rack for up to 20 bikes would be provided to the northeast and adjacent to the Potomac Kiosk as would a potable water station.
11. Mile 0.06: Potomac Kiosk - A new 1,000 SF kiosk would be constructed to the southeast and adjacent to Thompson Boat Center and would include additional restrooms and storage lockers.

1.3.2.3 Zone B

Zone B (Figure 7) includes the area along the Canal from mile 0.28 to 0.59. Key Areas within this Zone include Rock Creek Confluence (Figure 8) and The Locks (Figure 9).



Figure 7: Proposed Concept Designs from Mile 0.28 to Mile 0.59

1. Mile 0.33 - Mile 0.41: See **Rock Creek Confluence** (Figure 8) for specific proposed projects in this Key Area.
2. Mile 0.42 - Mile 0.47: **Me Amo Grove** - A sculpture garden would be constructed to further interpret the history of the builders of the C&O Canal.
3. Mile 0.46 - Mile 0.53: See **The Locks** (Figure 9) for specific proposed projects in this Key Area.

1.3.2.4 Rock Creek Confluence



Figure 8: Proposed Concept Designs at the Rock Creek Confluence (Mile 0.32 - Mile 0.42)

4. Mile 0.35: Pedestrian Bridge - A new approximately 60-foot long by 8-foot wide ABAAS-compliant pedestrian bridge would be constructed with a clear-span over Rock Creek. The pedestrian bridge would connect the pathway to the West Heating Plant property.
5. Mile 0.36: Bike Rack - A new bike rack for up to 12 bikes would be provided to the northwest of the Rock Creek Trail Connection intersection.
6. Mile 0.36: The Confluence Platform - A new approximate 10-foot by 30-foot viewing platform would be constructed to provide views of the Rock Creek Confluence and up Lock One through Lock Four.
7. Mile 0.36 - Mile 0.38: Rock Creek Trail Connection - A new pathway would be constructed to provide an ABAAS-compliant surface connecting the pathway to the Rock Creek Trail.
1. Mile 0.37 - Mile 0.41: Pollinator Meadows - The existing lawn and green space to the north and south of Lock One and Level One would be regraded and replanted with native vegetation.

1.3.2.5 The Locks



Figure 9: Proposed Concept Design at The Locks (Mile 0.46 - Mile 0.53)

1. Mile 0.48 - Mile 0.50: Lock Benches - Three to five new interpretive seating elements would be installed evocative of the engineering found in lock gates.
2. Mile 0.48 - Mile 0.50: Lock Terrace Seating Steps - North of Lock Three, seating steps would be constructed parallel to Lock Three to provide better views and access to Lock Three.
3. Mile 0.48 - Mile 0.50: Lock Viewing Plaza - South of Lock Three, an existing paved plaza area would be regraded and constructed to allow for better access to Lock Three.
4. Mile 0.48 - Mile 0.52: Interpretive and Mural Walls - Approximately 300 feet of interpretive mural walls would be constructed on the west and east side of the lawn, abutting the existing private property fences.
5. Mile 0.49: Visitor and Education Center - A new Visitor and Education Center with an approximate footprint of up to 40 feet by 70 - 120 feet would be constructed that would contain approximately 12,000 to 14,000 SF of program space to support the C&O Canal NHP and visitor needs.
6. Mile 0.49 - Mile 0.51: The Locks Platforms - Five to seven new movable platforms around the perimeter of the lawn, at approximately 150 SF each, would be constructed for interpretive, educational, and social purposes.
7. Mile 0.50: Justice Douglass Bust - The Justice Douglass Bust would be relocated within the Grove Terrace to further celebrate and draw attention to the role of Justice William O. Douglas in preserving the C&O Canal.

8. Mile 0.50: Interactive Lock Model - A new approximately 60-foot long Science, Technology, Engineering, and Math (STEM) Interactive Lock Model with functional scaled lock gates would be installed for educational purposes.
9. Mile 0.50: The Lawn and C&O Canal Scaled Map - The existing approximately 9,000 SF lawn area would be regraded, resurfaced, and re-turfed to include a scaled map of the C&O Canal at grade for educational purposes.
10. Mile 0.50: Grove Terrace - A new outdoor terrace area north of the lawn would provide natural shading, seating, and interpretive opportunities.
11. Mile 0.51: Interpretive Georgetown Canal Boat - An interpretive Georgetown Canal Boat would be reintroduced to Georgetown and would operate primarily from mile marker 0.50 to mile marker 1.12.
12. Mile 0.51: Interpretive Georgetown Canal Boat Queuing and Loading Area - North of Level 3 an approximate 550 SF defined queuing area would be constructed to assist in the loading and unloading of the Georgetown Canal Boat. Removable stanchions would be installed.
13. Mile 0.52: NPS Offices - The existing C&O Canal NHP Visitor Center would be renovated to support park administrative and boat operation needs.
14. Mile 0.54: Existing Mule Pen - During day-time interpretive boat operations, two mules would continue to be staged south of Lock Four. The area would include a mule-appropriate pen structure and related operational elements.

1.3.2.6 Zone C

Zone C (Figure 10) includes the area along the Canal from mile 0.28 to 0.59. Key Areas within this Zone include The Obelisk Plaza (Figure 11) and Canal Overlook and Fish Market Square (Figure 12).

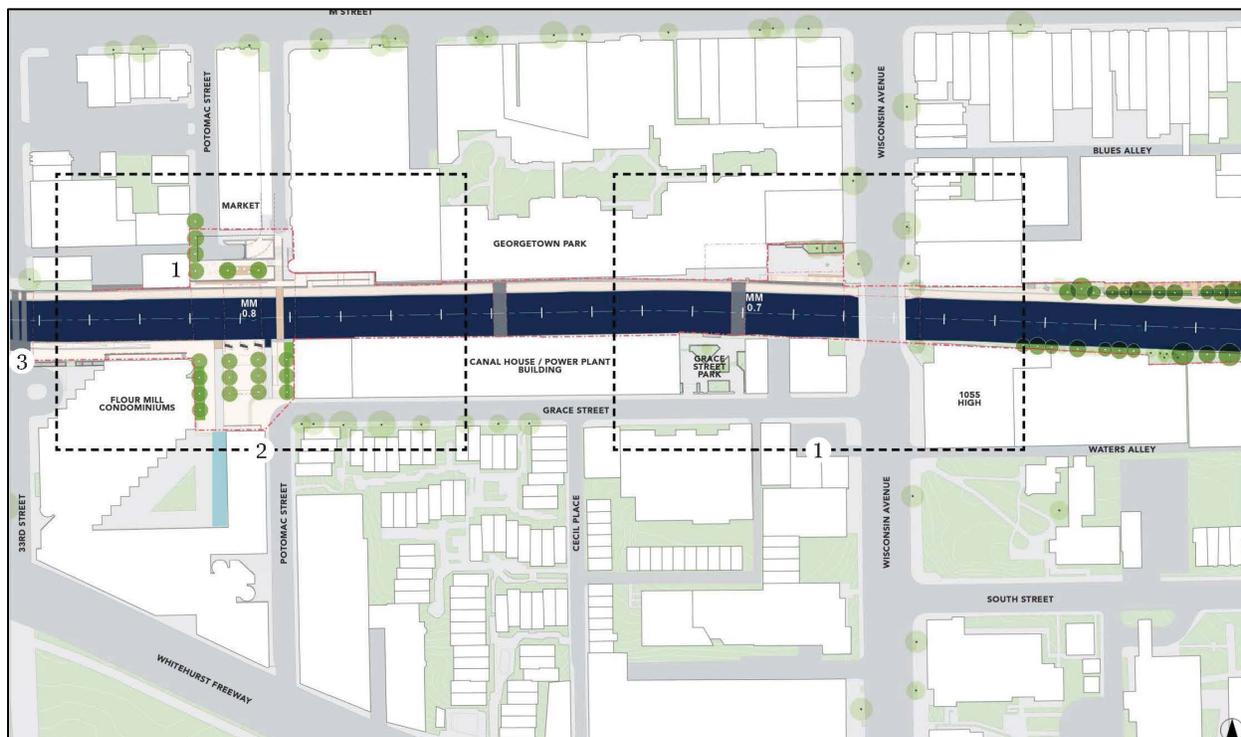


Figure 10: Proposed Concept Designs from Mile 0.59 to Mile 0.85

1. Mile 0.65 - Mile 0.72: See **Obelisk Plaza** (Figure 11) for specific proposed projects in this Key Area.
2. Mile 0.76 - Mile 0.83: See **The Canal Overlook and Fish Market Square** (Figure 12) for specific proposed projects in this Key Area.
3. Mile 0.84: 33rd Street NW Ramp - The existing staircase on the southern end of 33rd Street NW would be replaced with an ABAAS-compliant 1:12 rise-to-run single-run ramp. The ramp would be approximately 6 to 8 feet wide and approximately 50 to 60 feet long.

1.3.2.7 The Obelisk Plaza



Figure 11: Proposed Concept Designs at the Obelisk Plaza (Mile 0.65 - Mile 0.72)

1. Mile 0.68: Commemorative Obelisk - The Commemorative Obelisk celebrating the completion of the C&O Canal construction would be relocated within a 50-foot radius of its existing position and to a more conspicuous position to be further celebrated and interpreted. Note: The Obelisk was placed at the northeast corner of Wisconsin Avenue NW in 1850 and was later found in a basement and placed at the northwest corner in 1900. The proposed new location of the Obelisk would be on property administered by the NPS. The current location of the Obelisk is on property owned by the District of Columbia.
2. Mile 0.68 - Mile 0.69: Towpath to Wisconsin Avenue Staircase - The existing staircase would be removed, and a new staircase would be constructed to connect the Towpath level to the Wisconsin Avenue NW level.

3. Mile 0.69: Enlarged Opening - The existing approximately 15-foot opening of the retaining wall to the north of the Towpath would be enlarged to 30 feet to allow for an ABAAS route and staircase landing.
4. Mile 0.69: Accessible Route to Wisconsin Avenue NW - An accessible route from the Towpath to the Wisconsin Avenue NW level would be provided by utilizing an existing elevator within Georgetown Park. The existing staircase from the Towpath to the Georgetown Park garage level would be removed, and a new pathway and ramp would be constructed to connect the Towpath to the Georgetown Park garage level. The proposed pathway and ramp within Georgetown Park would be on private property and are contingent on future agreements with the property owner.

1.3.2.8 The Canal Overlook

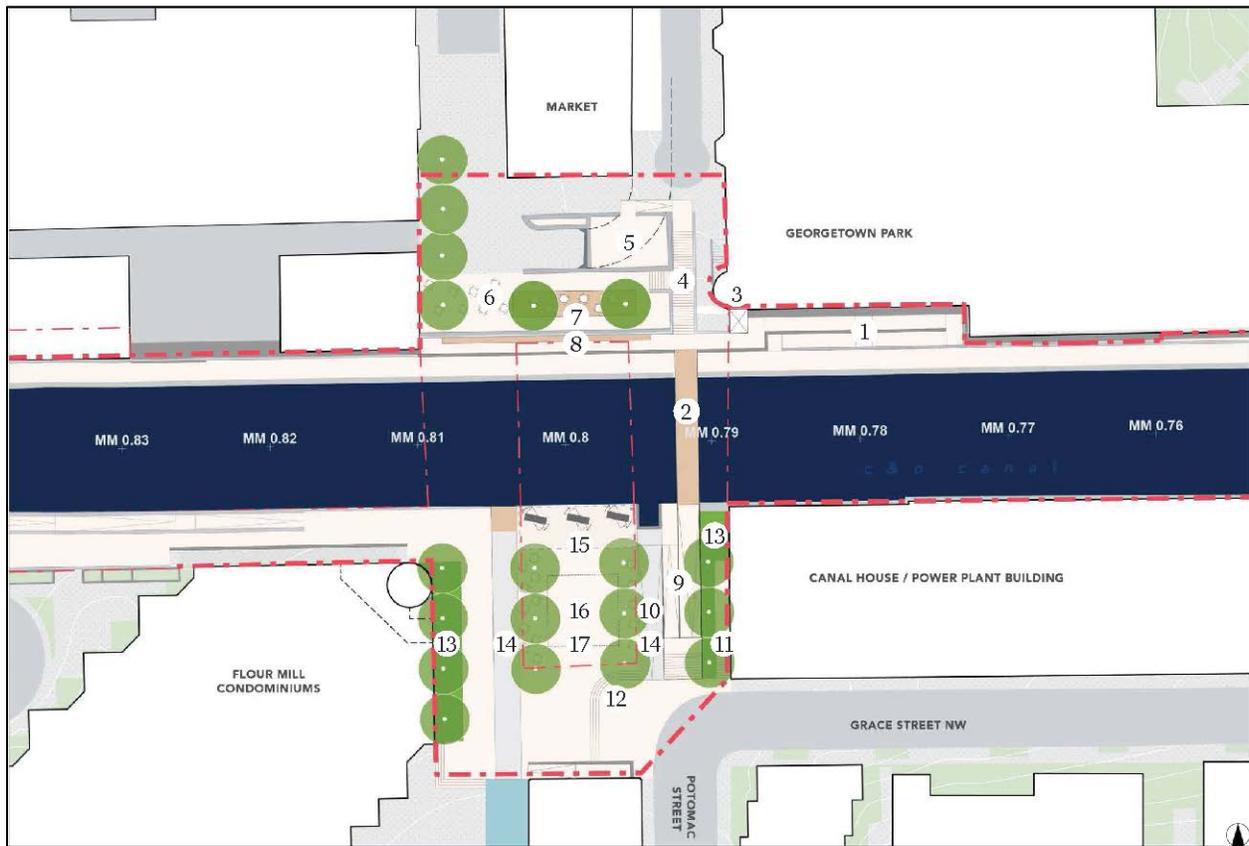


Figure 12: Proposed Concept Designs at the Canal Overlook and Fish Market Square (Mile 0.76 - Mile 0.83)

1. Mile 0.77 - Mile 0.79: Potomac Street Towpath Ramp - The existing approximately 50 feet long and 1:4 rise-to-run ramp connecting the Towpath to the Potomac Street Pedestrian Bridge would be reconstructed to be an ABAAS-compliant 1:12 rise-to-run switchback ramp. The lower and upper runs would be approximately 6 feet wide, and the switchback ramp would be approximately 130 feet in length.
2. Mile 0.79: Potomac Street Pedestrian Bridge - The existing approximately 6 feet wide by 50 feet long pedestrian bridge would be replaced with a new pedestrian bridge approximately 8 to 10 feet wide and 50 feet long at a finished surface elevation of approximately 48 feet.
3. Mile 0.79: Potomac Street Elevator - A new outdoor elevator would be constructed to provide access to the Potomac Street Pedestrian Bridge level from the M Street NW level.

4. Mile 0.79: Upper Potomac Street Stairs - The existing stairs providing access to the Potomac Street Pedestrian Bridge level from the M Street NW level would be reconstructed and moved north to serve the revised grading elevations of the area. The proposed Upper Potomac Street Stairs would be on private property and are contingent on future agreements with the property owner.
5. Mile 0.79 - Mile 0.80: Sky Deck - The existing planted area above the entrance to the Georgetown Park Garage would be removed, and a two-level occupiable area would be constructed for better views of the Canal and other viewsheds. A ramp would be constructed to allow for access to the lower area, and stairs would be constructed to allow for access to the upper area. The proposed Sky Deck would be on private property and is contingent on future agreements with the property owner.
6. Mile 0.79 - Mile 0.81: Canal Overlook - The market plaza on the north side of the Canal would be regraded and resurfaced as a Canal viewing area and platform to provide passive engagement opportunities. The proposed Canal Overlook would be on private property and is contingent on future agreements with the property owner.
7. Mile 0.79 - Mile 0.81: Wall Balcony and Seating Bench - The existing lower retaining wall would be deconstructed and reconstructed north of its existing location to provide an ABAAS-compliant route through the area. The existing planted area would be resurfaced, and linear seating constructed for better views of the Canal. The proposed Wall Balcony and Seating Bench would be on private property and are contingent on future agreements with the property owner.
8. Mile 0.80 - Mile 0.81: Lowered Upper Retaining Wall - The top of the upper retaining wall would be lowered to the Canal Overlook grade for better viewing of the Canal, and the Old Market House. The retaining wall is located on private property and is contingent on future agreements with the property owner.

1.3.2.9 Fish Market Square

9. Mile 0.79: Potomac Street Ramp - A new ramp connecting Fish Market Square to the Potomac Pedestrian Bridge would be constructed to be an ABAAS-compliant 1:12 rise-to-run switchback ramp. The lower run would be approximately 6 feet wide, and the upper run would be approximately 8 to 10 feet wide. The switchback ramp would be approximately 70 feet in length.
10. Mile 0.79: Fish Market Square Ramp - A new ramp connecting Fish Market Square to the corner of Potomac and Grace Streets NW would be constructed to be an ABAAS-compliant 1:12 rise-to-run switchback ramp. The ramp would be approximately 10 feet wide and 45 feet long.
11. Mile 0.79: Canal House Egress - Existing egress at the western entrance to the Canal House building would be revised and constructed to provide direct access to the corner of Grace and Potomac Streets NW.
12. Mile 0.79 - Mile 0.80: Fish Market Stairs - A new run of stairs would be constructed at the corner of Grace and Potomac Streets NW to provide access to Fish Market Square and the Potomac Street Pedestrian Bridge upper ramp run.
13. Mile 0.79 - Mile 0.81: Native Stormwater Planting - The existing non-permeable brick paved area to the west and east of Fish Market Square would be replaced with approximately 800 to 850 SF of native vegetation resilient to inundated conditions.
14. Mile 0.80: Interpreted Water Intakes and Paving - South and in-line of both the western and eastern water intakes, a change in paving material would be constructed to further interpret the historical resources.
15. Mile 0.80: Fish Market Seating - Three to five new interpretive seating elements would be installed evocative of the engineering found in lock gates. Temporary and seasonal shading devices would be present in the area to provide a comfortable seating area overlooking the Canal.

16. Mile 0.80: Underground Rainwater Cistern(s) - Below the grade of Fish Market Square, rainwater cistern(s) would be constructed to assist in meeting rainwater retention requirements established by DOEE.
17. Mile 0.80: Fish Market Canopies - Temporary and seasonal shading devices would be present in the area to provide a comfortable environment within Fish Market Square. Removable stanchions would be installed.

1.3.2.10 Zone D

Zone D (Figure 13) includes the area along the Canal from mile 0.28 to 0.59. Key Areas within this Zone include The Gongoozler Platform (Figure 14) and The Potomac Aqueduct (Figure 15).



Figure 13: Proposed Concept Designs from Mile 0.85 to Mile 1.12

1. Mile 0.90 - Mile 0.97: See **The Gongoozler Platform** (Figure 14) for specific proposed projects in this Key Area.
2. Mile 0.95 - Mile 1.12: Maintenance Pathway - The existing maintenance pathway from Mile 0.95 to Mile 1.12 on the north side of the Prism would be regraded and planted with native vegetation and would continue to allow maintenance access through the area.
3. Mile 1.02 - Mile 1.06: Whitehurst Freeway Ramp - A new ramp connecting the Towpath to the Whitehurst Freeway would be constructed to be an ABAAS-compliant 1:12 rise-to-run sing-run ramp. The ramp would be approximately 6 to 8 feet wide and approximately 250 feet long.
4. Mile 1.04: Reintroduced Interpretive Hydroelectric Facility - The building would be repurposed as either an educational or interpretational facility to better interpret the power of water, and/or

a modernized micro-hydroelectricity facility to generate electricity as it was originally programmed.

5. Mile 1.05 - Mile 1.12: See **The Potomac Aqueduct** (Figure 15 for specific proposed projects in this Key Area.

1.3.2.11 Gongoozler Platform



Figure 14: Proposed Concept Designs in the Vicinity of the Proposed Gongoozler Platform (Mile 0.90 - Mile 0.97)

1. Mile 0.90 - Mile 0.93 - Stone Yard Seating - Approximately 180 feet of seating would be installed along the south side of the pathway evocative of the historic Stone Yard to interpret the history of the site. The proposed Stone Yard Seating would be on private property and is contingent on future agreements with the property owner.
2. Mile 0.91 - Mile 0.93: Gongoozler Platform - A new stationary and fixed platform would be constructed within the Prism of the Canal at the approximate location of the historical Stone Yard Platform to encourage passive enjoyment of the Canal and to interpret the Stone Yard. The ABAAS-compliant platform would be approximately 15 feet wide by 90 feet long.
3. Mile 0.94 - Mile 0.95: Francis Scott Key Park Ramp - A new ramp connecting the 34th Street Pedestrian Bridge to Francis Scott Key Park would be constructed to be an ABAAS-compliant 1:12 rise-to-run switchback ramp. The lower and upper runs would be approximately 6 feet wide, and the switchback ramp would be approximately 60 feet long.
4. Mile 0.94 - Mile 0.96: 34th Street NW Plaza and Stairs - A larger regraded and resurfaced paved area of approximately 1,000 SF would be constructed to provide better views and access to the 34th Street

NW Pedestrian Bridge. The existing stairs would be replaced with new stairs to connect 34th Street NW with the 34th Street NW Pedestrian Bridge.

5. Mile 0.94 - Mile 0.96: 34th Street NW North Ramp - The existing approximately 60 feet long and 1:5 rise-to-run ramp connecting the Towpath to the 34th Street Pedestrian Bridge would be regraded and partially reconstructed to be an ABAAS-compliant 1:12 rise-to-run switchback ramp. The lower and upper runs would be approximately 6 to 8 feet wide, and the switchback ramp would be approximately 100 feet long.
6. Mile 0.94 - Mile 0.96: 34th Street NW South Ramp - The existing approximately 60 feet long and 1:6 rise-to-run ramp connecting the Towpath to the 34th Street Pedestrian Bridge would be regraded and partially reconstructed to be an ABAAS-compliant 1:12 rise-to-run single run ramp. The ramp would be approximately 6 to 8 feet wide and 100 feet long.
7. Mile 0.94 - Mile 0.97: 34th Street NW Spur - A new pedestrian pathway would be constructed to connect Water Street NW to the Towpath. The pathway would be approximately 8 feet wide and 250 feet long. The proposed 34th Street NW Spur would partially be on private property and is contingent on future agreements with the property owner.

1.3.2.12 The Potomac Aqueduct



Figure 15: Proposed Concept Designs in the vicinity of the Potomac Aqueduct (Mile 1.05 - Mile 1.12)

1. Mile 1.05: Whitehurst Staircase & Walkway - The existing staircase from the Towpath to the Whitehurst Freeway would be demolished and a new staircase constructed to connect the Whitehurst Freeway, Towpath, and Water Street levels. The existing sidewalk along the

- Whitehurst Freeway would be widened to a minimum of 6 feet. The Whitehurst Freeway is under DDOT jurisdiction and alterations are contingent on future approvals and agreements.
2. Mile 1.07: Aqueduct Kiosk - A new 1,000 SF kiosk would be constructed to the west and partially below the overhang of the Whitehurst Freeway and would provide recreational and park security programming to the Potomac Aqueduct area. West of the Aqueduct Kiosk, the immediate area would be regraded and resurfaced to provide an ABAAS-compliant surface through the area.
 3. Mile 1.08 - Mile 1.09: Aqueduct Waterway - The southern Prism wall would be realigned to better interpret the original footprint of the Canal intersection with the Potomac Aqueduct.
 4. Mile 1.08 - Mile 1.09: Aqueduct Hardscape - A new hardened surface would be placed within the Aqueduct Prism and extend to the Canal Prism to interpret the original footprint of the waterway. The paving would have a surface texture evocative of water. The elevation of the surface would be flush with grade north of the Potomac Aqueduct Ruin and slope to the original elevation of the water within the Potomac Aqueduct Ruin.
 5. Mile 1.08 - Mile 1.09: Aqueduct Viewing Area - A non-intrusive transparent walking surface that is compatible with the industrial character of the Aqueduct and that is designed to allow the visitor to see the interior of the structure walking surface would be placed within the Aqueduct Prism and extend to the southern edge of the Aqueduct to provide safe viewing the Aqueduct Prism. The elevation of the surface would be at the original elevation of the water within the Potomac Aqueduct Ruin.
 6. Mile 1.08 - Mile 1.09: Aqueduct Overlook - A usable and transparent walking surface would cantilever over the southern edge of the Aqueduct Ruin for approximately 10 feet to better interpret the Potomac Aqueduct as an overwater waterway.
 7. Mile 1.08 - Mile 1.09: Bone Conduction Audio Railings - Around the perimeter of the Potomac Aqueduct, the original guardrails would be restored, and new guardrails evocative of the existing railings patterning would include bone-conduction audio technology to better interpret the Potomac Aqueduct and its historical significance.
 8. Mile 1.08 - Mile 1.10: Lock Benches - Seven to nine new interpretive seating elements would be installed to the west and east of the Aqueduct Hardscape and evocative of the engineering found in lock gates.
 9. Mile 1.09: Aqueduct Platform - A new 300 SF platform would be constructed to the south of the Prism for the placement of interpretive elements.
 10. Mile 1.09 - Mile 1.11: Aqueduct Launch - A new ABAAS-compliant small-craft launch would be constructed within and to the south of the Prism to provide opportunities for appropriate outdoor recreation. The launch would be stationary with some floating-dock segments and would be approximately 10 feet by 100 feet.
 11. Mile 1.10: Reinterpreted Aqueduct Stairs - The existing ruins of the Potomac Aqueduct Stairs connecting the Potomac Aqueduct to the Capital Crescent Trail levels would be reconstructed with ABAAS-compliant stairs, handrails, and guardrails.
 12. Mile 1.10 - Mile 1.12: Aqueduct Bypass - A new pedestrian pathway would be constructed to connect the Towpath to the Capital Crescent Trail. The pathway would be approximately 8 feet wide and 300 feet long.
 13. Mile 1.11 - Mile 1.12: Bike Station - A new bike rack for approximately 20 to 30 bikes would be provided to the south of the Prism and north of the Towpath.

14. Mile 1.12 - Debris Netting & Silt Reduction - A new debris netting and removal system would be installed to remove any floating light-weight organic and inorganic debris from the Canal. Within the Prism, a silt reduction system would be installed to reduce the accumulation of silt downstream of Mile 1.12.

1.4 Summary of Section 106 Consultation

Following the implementing regulations of Section 106 (36 CFR § 800), NPS and Georgetown Heritage initiated consultation with the District of Columbia State Historic Preservation Office (DC SHPO) in May 2017. A second letter, which provided a project update, was sent in October 2017. Also, in October 2017, consultation with the Virginia Department of Historic Resources (VDHR) was initiated. NPS and Georgetown Heritage have hosted a series of Section 106 meetings to discuss the project. NPS and Georgetown Heritage also met with the DC SHPO, NCPC, and the US Commission of Fine Arts (CFA) on May 31, 2017 to discuss project planning. A joint Section 106/NEPA public scoping/Consulting Parties meeting was held on June 14, 2017. All Consulting Parties were also invited to attend the second public meeting which was held November 2, 2017. NPS and Georgetown Heritage held an informational meeting with CFA on October 10, 2017 and presented preliminary concept alternatives to the Old Georgetown Board on November 2, 2017. A third public meeting was held on April 4, 2019 and the second Consulting Parties meeting was held on April 11, 2019. Section 106 is ongoing at the time of this AOE Report. Summaries of the Consulting Parties meetings are provided in Appendix A, as well as a complete list of all other agency and public meetings.

NPS and Georgetown Heritage initiated tribal consultation on May 25, 2017. After receiving feedback from VDHR, consultation was initiated with the Pamunkey Indian Tribe, Catawba Indian Nation, and the Delaware Tribe of Indians on May 25, 2017. The Delaware Nation and Catawba Indian Nation responded and requested to be added as Consulting Parties. The Delaware Tribe of Indians also requested to be added as a Consulting Party and stated that they were interested in working with NPS to design signage that would identify and discuss the Native American presence in the project area. The Pamunkey Indian Tribe responded that they were not aware of any cultural sites that would be affected by the proposed project but requested to be contacted in the event of an inadvertent discovery.

2.0 IDENTIFICATION OF HISTORIC PROPERTIES

2.1 Delineation of the Area of Potential Effect

The implementing regulations of Section 106 (36 CFR § 800.16[d]) define the APE as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The Georgetown Canal Plan stretches from Rock Creek and Potomac Parkway to the east to just past the Potomac Aqueduct. The overall project APE is composed of the land 300 feet beyond the C&O Canal in all directions, as well as including land across the Potomac River in Virginia with the potential for visual impacts. The APE has been broken into historic districts and individually listed properties, found in Figure 16 and Figure 17, respectively.

The following sections outline the historic properties that fall within the project APE. This includes all historic districts, individually listed properties, including NHLs and National Monuments (NM), and properties that have been determined eligible for listing in NRHP, the DC Inventory of Historic Sites (DC Inventory), or Virginia Landmarks Registry (VLR). Included are all properties that could potentially be adversely affected, directly or indirectly, temporarily or permanently, from the implementation of the Georgetown Canal Plan.

2.2 Historic Districts within the Area of Potential Effect

There are six historic districts that are listed in the NRHP, and/or the DC Inventory or VLR, that fall within the APE, including the C&O Canal NHP, Rock Creek and Potomac Parkway Historic District, Georgetown NHL District, The Potomac Gorge Historic District, Theodore Roosevelt Island, and George Washington Memorial Parkway (GWMP). The following sections briefly describe the historic districts, their significance, and contributing features.

2.2.1 C&O Canal National Historical Park

The C&O Canal NHP is under the jurisdiction of the Chesapeake and Ohio Canal (CHOH) National Historical Park unit of the NPS. The C&O Canal extends 184.5 miles from Cumberland, Maryland to the Potomac River and Rock Creek confluence in Washington, DC. Construction of the C&O Canal began in Georgetown in 1828. For nearly 100 years, the Canal was critical to the development of Georgetown and other communities along the Potomac River. Navigation on the canal ceased at the end of 1923, due to damage by floods, the decline in shipments of coal, and the success of the railroads. The government purchased the canal in 1938 as a depression era make-work project, but only the lower 22 miles were restored. While the rest languished in disrepair the National Park Service, under which it had been placed, proposed use of much of it for a Potomac Parkway while the Corps of Engineers and electric companies proposed multiple dams at points on the river that would have flooded much of it. In 1961, President Eisenhower proclaimed the C&O Canal a National Monument and in 1971, additional lands were acquired, and the C&O Canal was dedicated as a National Historical Park. Today, over 4.8 million

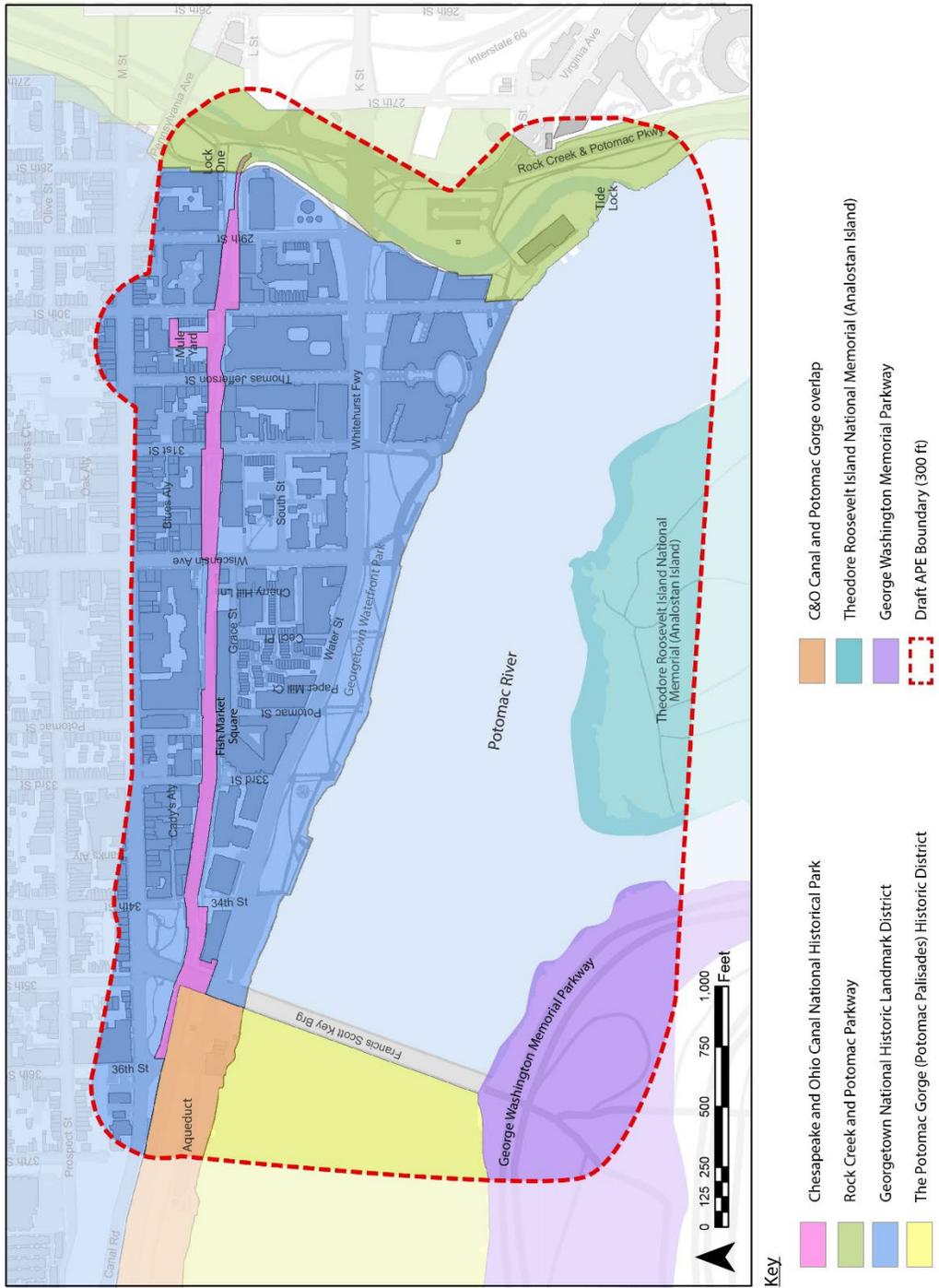


Figure 16: Historic Districts within the APE

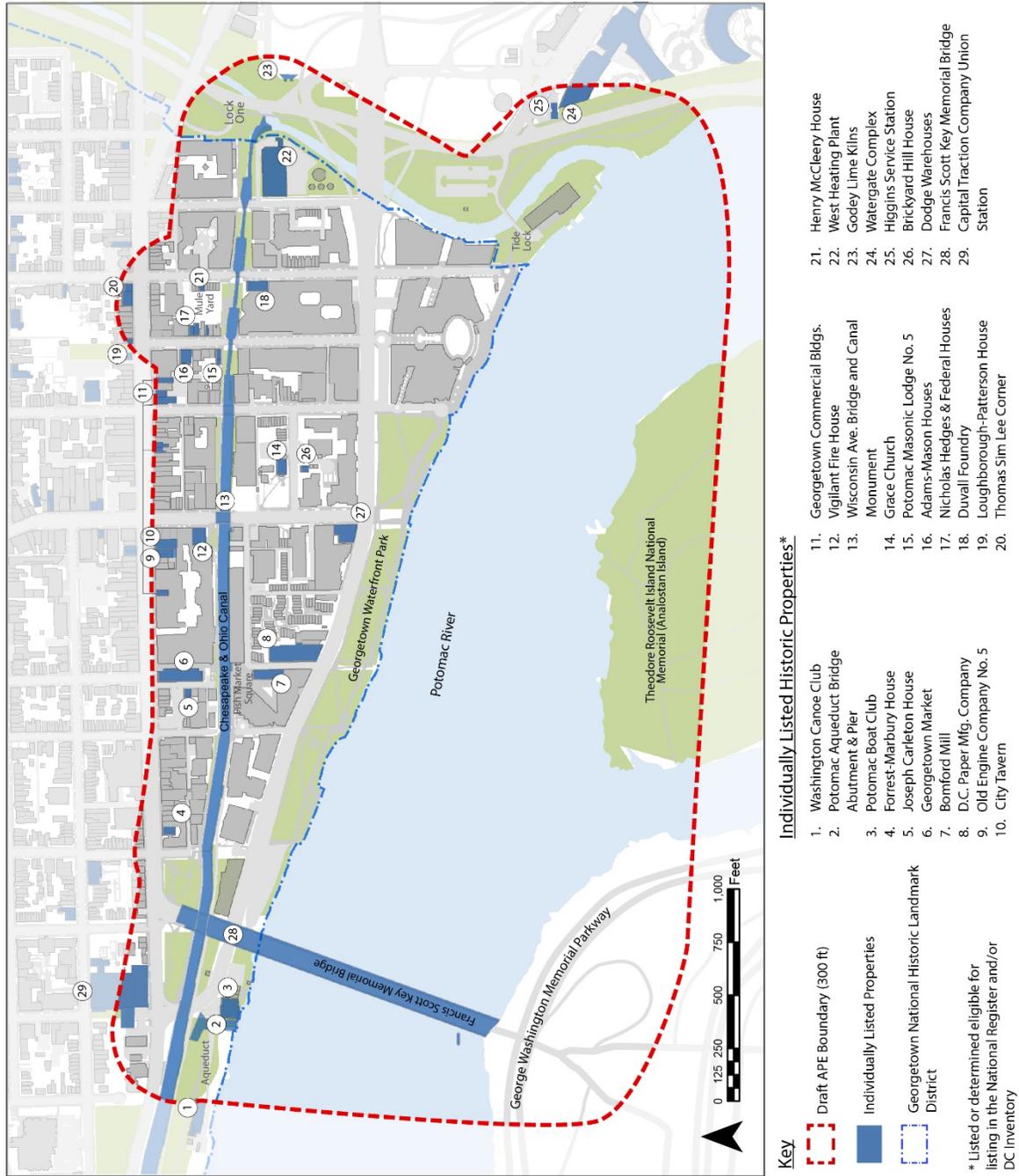


Figure 17: Individually Listed Historic Properties within the APE

visitors use the park annually to experience the rich history of the Canal and for a variety of recreational uses.

Currently the C&O Canal NHP is listed in the NRHP (NR66000036) (1966), DC Inventory (1964), is a designation NM (1961) and contributes to both the Georgetown NHL District and The Potomac Gorge Historic District. The NHP has various periods of significance outlined in the National Register Nomination (updated in 2015), including 9000 BCE through 1500 CE; 1828 to 1924 when the C & O Canal was built and operated; 1938 to 1942 for New NPS Initiatives & Civilian Conservation Corps Program; and 1964 to 1965 for its association with Mission 66.



Image 1: C&O Canal NHP restored Lock Three.

The C&O Canal meets National Register Criteria A and C and is primarily significant for its important associations with the history of transportation and engineering in the United States, as well as reflecting significant trends in local and statewide architectural, commercial, military, agriculture, industrial, community development, conservation, ethnic heritage, and recreational history. The C&O Canal NHP is also significant as it contains several individually listed prehistoric and historic archaeological sites of state and local significance (Salvatore and Potter 2014).

Character defining features include the Canal Prism, bridges, boat houses, locks, pathways, and stone walls found throughout the park. Specific character defining and contributing features will be identified throughout the report where they have no potential to be affected.

2.2.2 Rock Creek and Potomac Parkway Historic District

Rock Creek and Potomac Parkway Historic District is a scenic parkway that connects the Zoological Park to West Potomac Park. The linear park is approximately 180 acres and varies in width from several



Image 2: Rock Creek, looking north within the project area.

dozen feet at the southern end, to an excess of 500 feet towards the north. Originally conceived in the late nineteenth and early twentieth centuries as a scenic drive for carriages, equestrians, and pedestrians, by the time of the parkway's construction in the 1920s and 1930s its design had been altered to accommodate the automobile. The first official plan for the parkway was developed as part of the Senate Park Commission's 1902 report: *The Improvement of the Park System of the District of Columbia*. In 1913, Congress passed legislation authorizing the parkway, the first in the District metropolitan region and one of the earliest in the United States. However, due to problems with

funding and land acquisition, construction of the parkway did not begin until the 1920s and was substantially completed by the 1930s.

The historic district meets Criteria A and C in the areas of community planning and development, engineering, recreation, and landscape architecture. It was listed in the DC Inventory in 1964 and the NRHP (NR No 14000146) in 2005, with a period of significance of 1828 to 1951.

Rock Creek and its embankments are critical features of the historic district, along with the parkway itself. Another major feature of the historic district is the Rock Creek Park Trail which connect trails in upper Rock Creek Park with the National Mall and is a character-defining feature of the scenic parkway.

2.2.3 Georgetown National Historic Landmark District

Georgetown was established in 1751 by an Act of the Maryland Assembly. In 1789, the town was incorporated with an elected government, and became a part of the District of Columbia when it was established in 1791. Congress revoked Georgetown's independent charter in 1871 and abolished Georgetown as a legal entity in 1895. The historic district encompasses the original port town that was laid out in 1751 and was later absorbed into the City of Washington. The historic district stands as a largely intact surviving example of a historic town with a grid plan with narrow streets which combined to create a patchwork of historic streetscapes. The C&O Canal NHP is a prominent contributing resource to the NHL District, which runs through the southern end of Georgetown.



Image 3: 1058 Thomas Jefferson Street NW one of the oldest houses along the Canal, which dates to the 1810s.

Many of the District's oldest buildings are located within the historic district. Georgetown has a variety of residential, commercial, institutional, and industrial buildings designed in a variety of architectural styles including Federal, Greek Revival, Italianate, Queen Anne, Romanesque, and Classical Revival, as well as several vernacular structures which elevates the district to an NHL (DC SHPO 2009; Williams 2003). Some of the more prominent character-defining features are a part of the streetscapes of the historic district, including, but not limited to, cobble stone streets, remnants of trolley tracks, brick sidewalks, and tree boxes. Georgetown NHL District meets Criteria A and C and was first established as a historic district by the Old

Georgetown Act of 1950. Since then, it was listed in the DC Inventory in 1964, in the NRHP (NR No. 67000025) in 1967 and designated an NHL that same year. The nomination was amended in 2003.

2.2.4 Potomac Gorge (Potomac Palisades) Historic District

The Potomac Gorge (Potomac Palisades) Historic District is situated at the opening of the valley where the Potomac breaks over the fall line from the Piedmont uplands onto the coastal plain. The area is known for being the site of the Federal City; it was selected for political, practical, and aesthetic reasons.

The Potomac Gorge has been preserved in its natural state since the time of the McMillan Plan (DC SHPO 2009). While there have been modern improvements, especially towards the southern terminus, including boat houses and trails a majority of the coastline of the Potomac River within the Potomac Gorge has been preserved in its natural state. The Potomac Gorge is not currently listed in the NRHP, but it was listed in the DC Inventory in 1964.

2.2.5 Theodore Roosevelt Island and Theodore Roosevelt Memorial (Analoatan Island)

Theodore Roosevelt Island is an 88.5-acre island in the Potomac River accessed by the George Washington Memorial Parkway. Originally referred to as Analostan Island, the island was first occupied by Native American Indians taking advantage of riverine resources. George Mason III became owner of what became known as Mason’s Island in the early 18th century and the Mason family operated a ferry across the Potomac River connecting Virginia to then Maryland and the port of Georgetown. His son, John Mason, developed a small plantation on the island at the end of the 18th century and continued agricultural pursuits and the ferry operation into the 19th century. During the Civil War, Mason’s Island and the ferry crossing were secured by Union forces, and a regiment of the 1st US Colored troops mustered into service on the island.

The land was purchased by the Theodore Roosevelt Memorial Association in 1931. The unique memorial honors President Roosevelt by creating a monument of open parkland for the leader who championed conservation and the NPS. An open-air monument commemorating Roosevelt was completed and dedicated on the northern end of the island in 1967. Theodore Roosevelt Island meets Criteria A, C, and D for its association with President Roosevelt, and association with conservation, entertainment/recreation, military, city planning, politics and government, social history, and transportation. The island has three distinct periods of significance: 1749 to 1833, for the John Mason plantation, 1861 to 1865 for the Civil War occupation, and 1931 to the present as a national memorial to President Roosevelt. Theodore Roosevelt Island was listed in the DC Inventory in 1964 and was listed in the NRHP (NR No. 66000869) in 1966. The open-air memorial to President Roosevelt was dedicated in 1967.

2.2.6 George Washington Memorial Parkway

The GWMP is a historic district that encompasses over 7,000 acres and 38 miles that passes through Virginia, DC, and Maryland and spans both sides of the Potomac River. The parkway commemorates the Nation’s first president and begins with the Mount Vernon Memorial Highway at George Washington’s Mount Vernon home and terminates to the north at Capital Beltway with the Clara Barton Parkway on the Maryland side and GWMP on the Virginia side. The parkway preserves a sizable amount of the natural terrain that Washington traversed. The views from the parkway were designed by landscape architects to



Image 4: Mount Vernon Trail within George Washington Memorial Parkway

capitalize on both the scenic value of the river and the monumental character of the National Mall. Historic vistas are retained with the strategic management of vegetation and structural features.

The parkway meets Criteria B and C for its association with George Washington and transportation planning, as well as landscape architects Frederick Law Olmstead, Jr., Charles Eliot, and Gilmore D. Clark. The period of significance for the district stretches from 1930 to 1966 and was it listed in NRHP (NR No. 95000605) in 1995.

2.3 Individually Listed Resources within the Area of Potential Effect

Individually listed properties are properties that have been listed in or found eligible for listing in the NRHP, and properties listed in or eligible for listing in the DC Inventory and VLR. These properties were identified using the National Register, DC Inventory, and VLR lists and weekly updates, VDHR and DC SHPO GIS Data, and previously completed Determinations of Eligibility (DOE). Historic districts are described separately in *Section 2.2* and cultural landscapes are identified separately in *Section 2.4*.

The following Table 5 identifies those individually listed resources located in or within proximity to the Georgetown Canal Plan APE. Each property’s number corresponds with the identification of its physical location as depicted in previously completed APE map as shown in Figure 17.

Table 5: Individually listed resources within the APE

Number	Historic Resource	Location	Designation	Period of Significance
1	Washington Canoe Club	3700 K Street NW	NRHP (No. 90002151), DC Inventory, Contributes to Georgetown NHL District, Potomac Gorge	1904 – 1939
2	Potomac Aqueduct Bridge Abutment and Pier (Alexandria Aqueduct)	Potomac River west of Key Bridge	DC Inventory	1833 – 1962
3	Potomac Boat Club	3530 Water Street NW	NRHP (No. 91000786), DC Inventory, Contributes to Georgetown NHL District, Potomac Gorge	1908 – 1941
4	Forrest-Marbury House	3350 M Street NW	NRHP (No. 73002084), DC Inventory, Contributes to Georgetown NHL District	1788 – 1790
5	Joseph Carleton House	1052 – 1054 Potomac Street NW	DC Inventory, Contributes to Georgetown NHL District	c. 1794
6	Georgetown Market	3276 M Street NW	NRHP (No. 71001000), DC Inventory, Contributes to Georgetown NHL District	1865
7	Bomford Mill (Pioneer Flour Mills; Flour Mill)	3261 K Street NW	DC Inventory, Contributes to Georgetown NHL District	1845 – 1922
8	District of Columbia Paper Manufacturing Company (Paper Mill)	3255 – 3259 K Street NW	DC Inventory, Contributes to Georgetown NHL District	1900 – 1902
9	Old Engine Company No. 5 (Bank of Columbia, Georgetown Town Hall & Mayor’s Office)	3210 M Street NW	DC Inventory, Contributes to Georgetown NHL District	1796 – 1946
10	City Tavern	3206 M Street NW	NRHP (No. 91001489), DC Inventory, Contributes to Georgetown NHL District	1796 – 1875

Number	Historic Resource	Location	Designation	Period of Significance
11	Georgetown Commercial Buildings, M Street and Wisconsin Avenue	2919, 3068, 3056, 3072, 3112, 3116 M Street NW & 1218, 1219, 1221, 1249, 1304, 1515, 1517, 1522, 1524, 1527, & 1529 Wisconsin Avenue NW	DC Inventory, Contributes to Georgetown NHL District	c. 1780 – 1820
12	Vigilant Firehouse	1066 Wisconsin Avenue NW	NRHP (No. 71001008), DC Inventory, Contributes to Georgetown NHL District	1844 – 1883
13	Wisconsin Avenue Bridge (High Street Bridge)	Wisconsin Avenue over the C&O Canal	DC Inventory, Contributes to Georgetown NHL District	1831
14	Grace Church (Grace Protestant Episcopal Church)	1041 Wisconsin Avenue NW	NRHP (No. 71001001), DC Inventory, Contributes to Georgetown NHL District	c. 1866 – 1895
15	Potomac Masonic Lodge No. 5	1058 Thomas Jefferson Street, NW	DC Inventory, Contributes to Georgetown NHL District	1810
16	Adams-Mason Houses	1072 & 1074 Thomas Jefferson Street NW	DC Inventory, Contributes to Georgetown NHL District	c. 1810 – 1812
17	Nicholas Hedges & Federal Houses	1063, 1069, & 1071 Thomas Jefferson Street NW	DC Inventory, Contributes to Georgetown NHL District	c. 1800 – 1815
18	Duvall Foundry	1050 30 th Street NW	DC Inventory, Contributes to Georgetown NHL District	c. 1856 – c. 1870
19	Loughborough-Patterson House	3041 M Street NW	DC Inventory, Contributes to Georgetown NHL District	1801 – 1806
20	Thomas Sim Lee Corner	3001 – 3011 M Street NW	DC Inventory, Contributes to Georgetown NHL District	c. 1787 – 1791; c. 1810 – 1812
21	Henry McCleery House	1068 30 th Street NW	DC Inventory, Contributes to Georgetown NHL District	c. 1800
22	West Heating Plant	1051 29 th Street NW	DC Inventory, Contributes to Georgetown NHL District	1942 – 1968
23	Godey Lime Kilns	Rock Creek & Potomac Parkway at 27 th & L Streets NW	NRHP (No. 51NW120), DC Inventory, Contributes to Rock Creek & Potomac Parkway	1864 – 1908
24	Watergate Complex	2500, 2600, 2650, & 2700 Virginia Avenue NW; 600 and 700 New Hampshire Avenue NW	NRHP (No. 05000540), DC Inventory	1964 – 1972
25	Higgins Service Station (Watergate Exxon, Rock Creek Valero)	2708 Virginia Avenue NW	Determined Eligible by DC SHPO	1937
26	Brickyard Hill House	3134-3136 South Street NW	DC Inventory, Contributes to Georgetown NHL District	c. 1800
27	Dodge Warehouses (and Adjacent Structures)	1000-1008, & 1010 Wisconsin Avenue NW; 3205 K Street NW	DC Inventory; Contributes to Georgetown NHL District	1807 – 1851
28	Francis Scott Key Bridge	Over the Potomac River, connects Georgetown in Washington, DC to Rosslyn in Arlington County, Virginia	NRHP (No. 96000199), DC Inventory, VLR	1917 – 1939
29	Capital Traction Company Union Station (Georgetown Car Barn; Exorcist Stairs)	3520 Prospect Street NW	DC Inventory, Contributes to Georgetown NHL District	1894 – 1973

2.4 Cultural Landscapes within the Area of Potential Effect

The term “Cultural Landscape” encompasses the “notion that humans necessarily occupy a significant place in the landscape... [it] is simply that which is the result of human beings’ centuries-long response to the natural qualities of the land” (Zachary 1996). The NPS defines a cultural landscape as a geographic area, including both cultural and natural resources, associated with a historic event, activity,

or persons exhibiting other cultural or aesthetic values. There are four general types of cultural landscapes, defined below by the Cultural Landscape Foundation:

- 1) *Historic Sites*: those cultural landscapes that are “significant for their association with a historic event, activity, or person;”
- 2) *Designed Landscapes*: those that were “consciously designed or laid out by a landscape architect, master gardener, architect, or horticulturist to design principles, or by an amateur gardener working in a recognized style or tradition;”
- 3) *Vernacular Landscapes*: those that have “evolved through use by the people whose activities or occupancy shaped those landscapes. Through social or cultural attitudes of an individual, family, or community, the landscapes reflect the physical, biological, and cultural character of those everyday lives;” and
- 4) *Ethnographic Landscapes*: those that contain a “variety of natural and cultural resources that the associated people define as heritage resources.” (CLF 2016)

Cultural landscapes that have been previously identified and inventoried by the NPS within the APE, include the Georgetown Area Cultural Landscape, Potomac Waterfront Section of Rock Creek and Potomac Parkway, and Theodore Roosevelt Island. A brief description of each is provided below.

2.4.1 Georgetown Area Cultural Landscape: Chesapeake and Ohio Canal Historical Park

The Georgetown Area Cultural Landscape extends from M Street to the north, south to the Potomac River, and from the Mile Marker Zero to the east to the Washington Canoe Club to the west. The Georgetown section of the Canal was constructed between 1828 and 1831 with the expressed goal of facilitating the transportation, trade, and industry of Georgetown. Mills and warehouses surrounded the Canal, especially to the south and is significant under transportation, tourism, Civil War activities, industrial development, and urban development, as well as Criterion C for construction and engineering water features. (NPS, 2018a)

2.4.2 Potomac Waterfront Section, Rock Creek and Potomac Parkway

The Potomac Waterfront Section of the Rock Creek and Potomac Parkway extends south from Virginia Avenue NW to the Belvedere, the historic terminus of Constitution Avenue. This section of the parkway is listed in the National Register as part of the Rock Creek and Potomac Parkway Historic District. An original element of the McMillan Commission’s 1902 plan, the parkway was designed as a pleasure drive connecting Rock Creek Park, established in 1890, and Potomac Park, now known as East and West Potomac Parks, established in 1897. The parkway’s design was revised several times, including revisions to better accommodate the automobile, before its completion in the 1930s. Significant as an early parkway in the District, as well as the United States, this section of the parkway is significant for its early design and construction dating to the 1930s, as well as its later design and alteration in relation to the construction of the Kennedy Center. (NPS 2018b)

2.4.3 Theodore Roosevelt Island

Theodore Roosevelt Island is a naturally formed island with a long history, including as John Mason’s estate and its occupation during the Civil War before it was made into a memorial to the 26th president. Landscape architect Frederick Law Olmsted, Jr. is primarily responsible for the designed landscape, which he envisioned would evolve into a “native ‘climax’ forest.” The Theodore Roosevelt Memorial,

located in the northern portion of the island, was designed by architect Eric Gugler, sculptor Paulanship, and Lee Skillman, an NPS landscape architect. (Fanning 1999)

3.0 ASSESSMENT OF EFFECTS

This section provides a description of the criteria used to assess the Project's effects on historic properties. The following sections outline the adverse effects that fall into three categories: temporary effects, permanent effects, and cumulative effects, followed by a summary determination of effect.

3.1 Criteria of Adverse Effect

The Section 106 implementing regulations provide a definition of the criteria of adverse effect:

An adverse effect is found when an undertaking may directly or indirectly alter any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a history property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or cumulative.¹

Examples of adverse effects may include:

- Physical destruction or damage;
- Alterations that are inconsistent with the *Standards* (36CFR § 68), including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access;
- Removal of the property from its historic location;
- Change of the character of the property's use or of contributing physical features within the property's setting;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect or deterioration (except in certain religious or cultural cases); and
- Transfer, lease, or sale of property out of Federal ownership or control without adequate preservation controls.

The following analysis is an assessment of the effects of the Project on all NRHP, DC Inventory, or VLR listed or eligible properties and is based on the Section 106 criteria of effect. It should be noted that this report only addresses the adverse effects that would affect the integrity and/or significance of historic properties. Other impacts, such as visitor/community use and experience, and cumulative impacts, are analyzed and discussed in the EA being executed for the Project under the NEPA regulations.

The determination of effect was based on conceptual project designs. Many assumptions regarding the construction impacts, demolition, finishes, execution, and visual effects have been made, including location, size, and number of features, which have yet to be fully designed.

¹ 36 CFR 800.5(a)(1).

3.2 Temporary Adverse Effects

3.2.1 *Alternative 1*

Under Alternative 1, basic maintenance, rehabilitation, and restoration efforts would be made. This work would result in normal levels of temporary effects due to currently planned construction and maintenance projects, but they would not rise to the level of an adverse effect.

3.2.2 *Alternative 2*

Construction activities, including related staging, access, and noise from Alternative 2 could adversely affect the historic district(s) where construction is proposed to occur. These include: C&O Canal NHP, Rock Creek and Potomac Parkway, Georgetown NHL District, and The Potomac Gorge. Construction activities, including related staging, access, and noise from Alternative 2 could also adversely affect individually listed resources where construction is proposed to occur. These include:

- Washington Canoe Club
- Potomac Aqueduct
- Potomac Boat Club
- Joseph Carleton House
- Georgetown Market
- Bomford Mill
- Paper Mill
- Vigilant Fire House
- Wisconsin Avenue Bridge
- Potomac Masonic Lodge No. 5
- Adams-Mason House
- Nicholas Hedges & Federal Houses
- Henry McCleery House
- West Heating Plant
- Francis Scott Key Memorial Bridge

Additionally, there could be visual effects from construction activities in both the historic districts, cultural landscapes, and individual resources listed above. All effects from construction activities including visual, noise and physical would be temporary and would be limited to the periods of construction for each portion of the project and would be avoided or minimized in intensity and duration through appropriate construction management techniques. Construction would be phased in order to minimize the effects of disruption to the historic resources. Construction staging and management would be implemented consciously to minimize any adverse effects, such as loss of significant vegetation.

3.3 Permanent Adverse Effects

In order to reduce repetitive statements, all adverse effects to the C&O Canal NHP, Georgetown NHL District, and Potomac Aqueduct would also result in adverse effects to the Georgetown Area C&O Canal Cultural Landscape. Similarly, all identified adverse effects to the Rock Creek and Potomac Parkway would also result in adverse effects to the Waterfront Section of Rock Creek and Potomac Parkway Cultural Landscape and adverse effect to the Theodore Roosevelt Island historic district would also result in adverse effects to the cultural landscape.

3.3.1 Alternative 1

Under Alternative 1, basic maintenance, rehabilitation, and restoration efforts would be made. All work would conform with the *Standards* and therefore would have no adverse effect. The insertion of new signage and wayfinding throughout the project would follow the NPS Standards Manual “*UniGuide: Identification, Wayfinding, and Visitor Information for National Parks*” and would avoid potential effects on the resources and cultural landscapes.

3.3.2 Alternative 2

3.3.2.1 Archaeology

Stantec Consulting Services Inc. (Stantec) conducted a Phase IA archaeological site assessment for the Georgetown C&O Canal study area in the C&O Canal NHP. The archaeological site assessment was conducted in accordance with the Secretary of the Interior’s *Standards and Guidelines for Archeology and Historic Preservation* (Federal Register 1983) and the DC Preservation League’s *Guidelines for Archaeological Investigations in the District of Columbia* (DC Preservation League 1998). The archaeological site assessment included background research, including review of previously conducted archaeological projects and archaeological sites (i.e., DC SHPO site file review), historical maps, soil surveys, and areas of previous subsurface disturbance, such as underground utility locations; a GIS-based elevation change analysis (also known as cut and fill analysis) of selected portions of the study area; site visits to the C&O Canal study area; resource potential assessment to identify the probability of the presence of archaeological resources; and limited ground-truthing of the resultant model of archaeological site potential.

There is a potential for the presence of archaeological deposits across the entire Georgetown C&O Canal study area. The assessment attempted to identify those areas most likely to retain archaeological deposits but at the same time cannot conclusively exclude other areas. Some areas would appear to have low potential due to the presence of storm sewers and gravity mains. Particular portions of the study area also tend to be small in size, further limiting the potential for extensive archaeological deposits. The possibility remains that archaeological deposits are present below the level of trenching for these utilities or within small pockets of intact soil strata adjacent to a utility trench, below the towpath or modern walk, or along the façade of a building.

In general, the areas with highest potential for the presence of archaeological resources are those areas within or adjacent to known archaeological sites that have not been impacted, at least as defined for the assessment, by major utilities (storm sewer and gravity main) installation. Such areas are within or adjacent to known archaeological sites 51NW076, 51NW102, and 51NW104. Previous archaeological investigations at all three locations yielded structural remains, other features, and deposits of artifacts. Two of the locations (51NW076 and 51NW102) are residential in nature and yielded artifacts and features dating from the late eighteenth through the twentieth centuries. In contrast, 51NW104 is a commercial site consisting of artifacts and features associated with warehouses dating from the eighteenth through twentieth centuries. One other area includes known archaeological site 51NW117W. As a Native American site that has yielded numerous artifacts, this site is unique within the study area and suggests an increased potential along Rock Creek for the presence of similar sites.

Also having high potential for the presence of archaeological deposits and features are several locations not previously investigated for archaeological resources but having characteristics similar to that of the known archaeological sites. An area immediately west of 51NW102 is similar in nature to 51NW102, and excavations would be expected to have similar results. Similarly, an area immediately west of 51NW076 is similar in nature to 51NW104. Finally, an area known as the lawn is similar in characteristics to residential sites 51NW076 and 51NW102 and could be expected to retain structural remains or other features (e.g., privies, garbage pits) and rear-yard artifact deposits. In addition, almost the entire Lock One to Tide Lock study area can be included in this category for the likely presence of Native American archaeological resources.

Other locations are likely to have a moderate to low potential for archaeological resources due to modern impacts, including major utility installations and road and park-related construction

The assessment did not include the potential for archaeological resources within the Canal itself. McGarry (1981) documented historical research and archaeological monitoring conducted during desilting and masonry repair of the Canal through the study area in 1979. The report noted that after the Canal's purchase by the federal government in 1938, the area was cleared of silt. Because of this, McGarry (1981) did not expect significant archaeological deposits to be present within the Canal. Indeed, most of the artifacts recovered during the 1970s desilting monitoring dated to the period after purchase by the federal government. Based on these results, there is a low probability for the presence of significant archaeological resources within the Canal itself.

As much of the construction and design detail have yet to be determined, a phased identification and evaluation of adverse effects to archaeology within project limits of disturbance should be executed should the undertaking move forward. Specific details would be outline within the resolution document prior to its signature.

3.3.2.2 *Actions Common to All Zones*

The construction of new features along the C&O Canal would have adverse effects on historic fabric and the historic design of the C&O Canal NHP. Additionally, as new construction is fully defined and described in the Alternatives section there would be potential for additional permanent adverse effects to C&O Canal NHP, Rock Creek and Potomac Parkway, and Georgetown NHL District, individually listed resources, and cultural landscapes due to construction of new features and the introduction of new materials within or adjacent to the Canal.

3.3.2.2.1 Canal Infrastructure Repairs and Rehabilitation

The Canal infrastructure repairs, and rehabilitation would include repairs to Canal Prism and retaining walls, Rock Creek Piers, Potomac Aqueduct, water intake features, and repairs to the Hydroelectric Facility. All work and materials would follow the *Standards* and be executed by a qualified professional, as defined in the *Standards* (36 CFR 61 Appendix 1); therefore, the work would not result in adverse effects to historic resources or cultural landscapes. Should the *Standards* not be followed, effects must be reassessed.

3.3.2.2.2 Riparian Planting and Stream Bank Restoration

The riparian planting and stream bank restoration would include stabilization of the stream banks, repairs to timber sheeting, and backfilling and compacts subsurfaces that have eroded. All work and materials would follow the *Standards* and be executed by a qualified professional, as defined in the *Standards* (36 CFR 61 Appendix 1) and would not result in adverse effects to historic resources or cultural landscapes. Should the *Standards* not be followed, effects must be reassessed.

3.3.2.2.3 Towpath and Pathway Enhancements

The proposal for the Towpath would include regrading and resurfacing portions of the Towpath within the project area, as well as widening 328 feet of the towpath, to make the entire length ABAAS accessible. This would occur only in sections where the Towpath falls under 8 feet in width; in these locations, the Towpath would be cantilevered to reach 9 feet in width.

The Towpath historically provided access to the Canal waterway for humans and mules that operated and led canal barges up and down the Towpath. Within Georgetown, historically the location and dimensions of the Towpath were more varied than along the remainder of the Canal. The horizontal surface adjacent to the Prism generally measured between 9 and 12 feet in width and was placed on the “berm” or inland side of the canal, leaving the river side free for canal barges to dock and be loaded and unloaded from adjacent mills, factories, and warehouses. Originally, the Towpath was thought to be paved with crushed gravel, clay, or knapped rock. During the twentieth century, portions of the towpath were repaved with brick or asphalt or were overtaken with vegetative groundcover. According to the Cultural Landscape Inventory (CLI), only the berm-side Towpath between 29th Street NW and the western end of the project area retains integrity of location and therefore contributes to the cultural landscape. No portion of the river-side Towpath between Fish Market Square (at the Potomac Street Bridge) and the western end of the project area contributes. The south side of the Towpath starts to retain its integrity just west of the 34th Street Bridge. Similarly, no portions of the Towpath east of 29th Street NW contribute to the resource, see Figure 18. There is no Towpath on the south side east of 29th Street NW, and to the north, the Towpath was moved to accommodate the Four Seasons Hotel.

The Canal Prism retains its original design, historic materials and shape, with a flat top, features that maintain a high level of integrity, despite rehabilitation efforts. (NPS 2018a: 143) The proposed extension of the Towpath from 8 feet to 9 feet in certain areas would alter the Canal Prism with a new condition that never existed historically. Additionally, without knowing the exact construction methods and design of the cantilevered Towpath, adverse effects must be assumed.

The insertion of the widened portions of the Towpath would have adverse effects on the Towpath and Canal Prism and therefore would have an adverse effect on the C&O Canal NHP. The regrading and resurfacing of the Towpath, however, would not constitute an adverse effect if the material would be chosen following the *Standards*, and is compatible in size, scale, color and texture with the historic material, as well as the surrounding ecology, physically and chemically. These effects would not rise to a level of adverse effect to the Georgetown NHL District. Should the material chosen not be compatible with the resource, specifically the remaining Towpath throughout the C&O Canal NHP, and adhere to the *Standards*, an adverse effect would result.



Figure 18: Towpath integrity based on the CLI

Regrading, resurfacing, and widening the Towpath would have no adverse effect on Rock Creek and Potomac Parkway, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually. Specifically, the resources that have a visual connection with the Towpath, including the West Heating Plant, Duvall Foundry, Potomac Masonic Lodge No. 5, Vigilant Fire House, Georgetown Market, and Joseph Carlton House, as well as the other cultural landscapes, would not be adversely affected.

It should be noted that a small portion of the pathway behind the House of Sweden would also be extended to 9 feet. This portion of the project area does not fall on NPS land, but this action would have no adverse effect on any historic resources.

3.3.2.2.4 Interpretive and Wayfinding Signage

The insertion of new signage and wayfinding throughout the project area would have the potential to have an adverse effect on the C&O Canal NHP and cultural landscape.

3.3.2.2.5 Zone A

The proposed changes to Zone A includes the removal of approximately 15 trees, eight trees would be relocated, and approximately 200 new trees would be planted. Specifically, along the Parkway, the insertion of a dense line of trees would interrupt the perceived space of the Parkway and would result in an adverse effect to Rock Creek and Potomac Parkway. There would be no adverse effects as a result of repaving the pathway within the historic resources, as all materials would be replaced in the same or similar materials.

The parking lot falls within the bounds of the Rock Creek and Potomac Parkway including the extension of the parking lot to the north. Currently, the existing parking lot includes a make-shift boat storage area that has been sectioned off with a tall board-on-board fence. This portion of Rock Creek and Potomac Parkway holds little integrity; according to the Cultural Landscape Report, alterations in this area, including the parking lot, pathway paving, and plantings, were completed in 2010 and fall outside the period of significance, 1828 – 1951. (NPS, 2018b) Though the parking lot itself lies just to the east of the Creek and west of the Parkway, the area is utilitarian and not formally landscaped. The Whitehurst Freeway lies directly to the north, blocking this section from much of the historic district to the north. In addition, dense vegetation along the Creek and the Thompson Boat Center currently blocks views of the area to and from the Potomac River. The expansion of the parking lot to the north would cause no adverse effects on Rock Creek and Potomac Parkway.

The added vegetation along the west side of the Parkway would result in an adverse effect to Rock Creek and Potomac Parkway. The reorganization and extension of the parking lot would cause no adverse effect to Rock Creek and Potomac Parkway. There would be no adverse effects to C&O Canal NHP, Georgetown NHL, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually.

3.3.2.2.6 Mile Marker Zero

Work at Mile Marker Zero would include the construction of the Potomac Kiosk adjacent to the extant boathouse, rehabilitation of the Tide Lock with the insertion of two bridges over the Lock and netted seating, a platform at the Mole, and a new pedestrian bridge to Rock Creek Park Trail to the east. The Mile Marker Zero project area has contributing resources that include: Tide Lock, the Waste Gate, and the Mole, all three of which date to 1831. All three would be rehabilitated following the *Standards*. The Mile Marker Zero granite marker would be retained, as would the sandy shore of the Mole. It should be noted that the granite marker (Image 5) is not a contributing resource to either the cultural landscape or historic district.

The proposed Potomac Kiosk, bike rack, and water station to the west are set back from the historic setting of the Mole and would not block any views to and from Rock Creek and the Potomac River. Currently a board-on-board fence obstructs views to boat storage. The proposed design would replace the board-on-board fence be guided by the *Standards* and would be a significant improvement to the extant solid fence. The feature would not have an adverse effect to the C&O Canal NHP or Rock Creek

and Potomac Parkway. Additionally, DC SHPO, NCPC, and CFA would undertake design review of the new structure to ensure compatibility with the surrounding resources.

The rehabilitation of the Tide Lock, while most components would follow the *Standards*, would result in an adverse effect to the C&O Canal NHP. While the Tide Lock would be rehabilitated, two bridges and recreational netting that historically did not exist would be constructed over the Tide Lock. These additions would change the feature's use from a functional industrial Tide Lock to a recreational use.

The areas northwest and southeast of the Tide Lock would be minimally altered. To the northwest, the area would remain grassy and mostly open, but new trees would be planted. This would not cause an adverse effect. To the southeast, a new platform would be added providing seating. This would result in an adverse effect to the C&O Canal, as a platform was never located in this area historically and would alter the use from an industrial site to a designed landscape. The remaining portion of the Mole would be returned to a naturalized edge and would result in no adverse effect. The granite mile-marker here is not a contributing resource to the C&O Canal and relocating the marker slightly to make room for the platform would not result in an adverse effect.



Image 5: Non-contributing mile marker at the Mole.

The proposed Mile Marker Pedestrian Bridge over Rock Creek would introduce a new feature into the historic setting. The bridge would have an adverse effect on the historic boundaries of the C&O Canal, regardless of NPS management boundaries. Visually, it is within the cultural landscape of the Mole and Tide Lock. Physically, it has the potential to affect the wall of the Tide Lock on the towpath side if not engineered correctly. Careful engineering to avoid effect to the wall of the Tide Lock on the towpath side and design review by DC SHPO, NCPC, and CFA would minimize effects on the Canal. While the new bridge would not have footings directly into the bed of Rock Creek the addition of a new feature spanning the Creek, which historically was an open landscape, would have an adverse effect on Rock Creek and Potomac Parkway.

Recreational equipment would be added to the Rock Creek and Potomac Parkway, just west of Rock Creek Trail. The new equipment would have an adverse effect on the historic district and cultural landscape due to the introduction of new fabric and alteration of the use of the space.

The views to and from Theodore Roosevelt Island would not be affected by the work proposed. The proposed new Potomac Kiosk would be constructed along the side of Thompson Boat Center, reducing its visual impact and the new bridge would not be visible between the restored Tide Lock, Waste Gate,

and the Mole. There would be no direct or indirect adverse effect to Theodore Roosevelt Island. Additionally, there would be no direct or indirect adverse effect to the Watergate Complex or Higgins Service Station as thick vegetation obscure the Mole and potential new pedestrian bridge from these resources to the north.

The Mile Marker Zero work would have no adverse effect on Georgetown NHL District, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any other cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually. The proposed work at Mile Marker Zero would have an adverse effect on Rock Creek and Potomac Parkway due to the introduction of a new element, the Mile Marker Zero pedestrian Bridge, spanning Rock Creek which historically has always been open, as well as an adverse effect on the C&O Canal NHP with the addition of the new bridge over Rock Creek, the installation of Tide Lock nets and pedestrian bridges over the Tide Lock, and the proposed platform at the Mole. Within Rock Creek and Potomac Parkway, just west of the trail, recreational equipment would result in an adverse effect to the resource and cultural landscape.

3.3.2.2.7 Zone B

The additional new vegetation in this location would not result in an adverse effect on the C&O Canal NHP, Georgetown NHL District, or cultural landscape as it would not block any significant views or viewsheds. The Me Amo Grove would result in an adverse effect to the C&O Canal NHP, as it would alter the industrial character of the area that is significant to the Canal resource and cultural landscape. The effects would not rise to the level of adverse on the Georgetown NHL District. No other work outside of the Key Areas in Zone B would have any adverse effects on Georgetown NHL District, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any other cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually.

3.3.2.2.8 Rock Creek Confluence

Work proposed within this section of the project area would be limited to the C&O Canal NHP and would not be within the boundaries of Rock Creek and Potomac Parkway, and most of the work would fall within the section of grass north of the confluence. The proposed work includes the relocation and regrading of the Towpath, the construction of the confluence overlook platform, and the construction of the pedestrian bridge to the west bank of Rock Creek. This area has little integrity and there are no contributing features. The shoreline of the Canal here is largely overgrown and was never built up. There are no historic elements of the Canal such as the Canal Prism or stone walls in this section of the project, and the only other feature is a portion of a wood stair leading down the steep slope, which is not a contributing feature to the NHP.

The proposed pedestrian bridge would stretch from the north side of the confluence to the land behind the West Heating Plant; no structural supports would be placed within the water. However, the insertion of a new structure within the NHP would have an adverse effect, as a new structure would interrupt the views between Lock One and Rock Creek. The new bridge would not have an adverse effect on either Rock Creek and Potomac Parkway or the Georgetown NHL District because no significant

views would be interrupted within those respective resources. The design of the new bridge would be guided by the *Standards* and reviewed by DC SHPO, NCPC and CFA and would employ appropriate materials and design details to ensure a sensitive and appropriate design within the districts while improving the connection between them.

The confluence platform would be constructed on land and not in the Canal bed. At this location, there is no formal Canal Prism, and the shoreline is in a natural and overgrown condition like the neighboring Rock Creek. A small portion of the platform would be cantilevered over the Canal, designed so as not to block any critical views; however, the insertion of a contemporary element at this location would have an adverse effect on the C&O Canal NHP, but would not rise to a level that would cause an adverse effect on Georgetown NHL District.

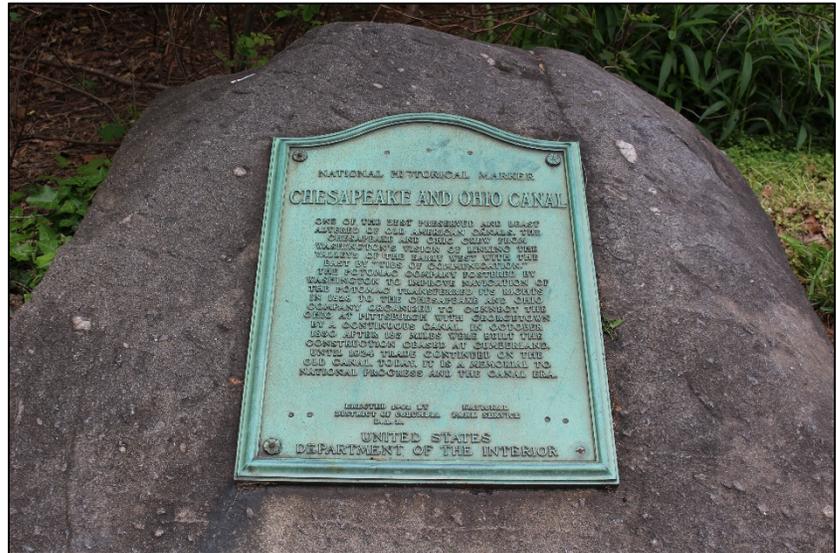


Image 6: The Commemorative Mile Marker Plaque, located just north of the Towpath east of the Four Seasons Hotel, that will not be moved.

The brick surfacing and location of the Towpath in this area dates to the construction of the Four Seasons Hotel in 1977 and has no integrity. The NPS granted the Four Seasons an easement to construct directly adjacent to the Towpath, between Rock Creek and 29th Street NW. The proposed re-sloping and slight reconfiguration of this section of the Towpath is in an area that has seen significant change and alteration and the proposed changes here would have no adverse effect on the C&O Canal NHP or Georgetown NHL District. A new bike rack would be installed to the north of the Canal Towpath, just east of the Four Seasons Hotel. The commemorative Mile Marker Plaque in this location (Image 6) will not be moved or altered; as such there would no adverse effect to the historic resources or cultural landscapes due to the bike rack or re-sloping and reconfiguration of the Towpath in this location.

North and south of Lock One, new plantings and a pollinator meadow would be planted. No adverse effect would impact the integrity of the restored Lock. No adverse effect would result from the proposed plantings to the adjacent Towpath to the north, which as previously stated has no integrity. The vegetation south of Lock One would not adversely affect any resources as it will not be formally designed and would be compatible with the character of the Canal.

Work proposed at the Rock Creek Confluence would be visible from the West Heating Plant; however, plans are currently well underway for a major redevelopment of the West Heating Plant which will result in significant design changes and extensive new construction around the site affecting its integrity. The proposed changes under this alternative would not contribute to any additional loss of

integrity. Due to the dense vegetation and the bridge of Rock Creek Parkway at this location, Godey Lime Kilns are not visible from the Confluence. There would be no adverse effect to the resource.

The proposed changes at the Rock Creek Confluence would have an adverse effect on the C&O Canal NHP with the insertion of a contemporary structure over the confluence and a viewing platform that would interrupt views and insert new elements in the historic setting. There would be no adverse effect on Rock Creek and Potomac Parkway, Georgetown NHL District, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any other cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually.

3.3.2.2.9 The Locks

Work in this portion of the Canal would include the construction of a Visitor and Education Center along 30th Street NW and the addition of new elements including vegetation, interpretive canal boat, interpretative murals and lock model, viewing plazas, platforms, a central grass lawn, and new seating and viewing platforms for the newly restored Locks.

The most prominent contributing features in this area are Lock Three and Four, which recently were restored by NPS. This work, which was completed in mid-2019, also included the reorganization of the brick Towpath to the north and the construction of new seating at the plaza to the south between 29th and 30th Streets NW. It should be noted that though this plaza is along the Lock, it was not historically part of the Towpath. North of Lock Three (Image 7), terraced seating would be installed and the non-contributing Justice Douglass Bust would be moved to the grove terrace at the lawn. To the south of Lock Three the existing plaza would be regraded to a viewing plaza for the locks. Seating in the area north and south of Lock Three would also have no adverse effect as there is currently seating at both plazas. Neither the work north nor south of Lock Three would have an adverse effect on the resource of cultural landscape. An interpretive canal boat would be installed within the Canal and would not have an adverse effect on any historic or cultural resources.



Image 7: The new plaza just constructed north of Lock Three.



Image 8: the lawn area resurfaced with grass after construction of Locks Three and Four were completed.

Increasing the elevation of the Towpath along Georgetown Place, to decrease the slope and allow for ABAAS accessibility, would have no adverse effect to the C&O Canal NHP or Georgetown NHL District. This portion of the Towpath was bricked over and altered when Georgetown Place Office Building was constructed in 1982 and consequently in this stretch of the Towpath there is no historic fabric. Because of the new construction there is only integrity of location at this point and the location would not be altered. There would be no adverse effect to the Towpath. The design does not currently call for the increase in height of the Canal Prism, though should the ABAAS accessible path require that, it would result in an adverse effect to the C&O Canal NHP.

The lawn (Image 8) was historically not part of the C&O Canal NHP and has had multiple uses over the years including a parking lot in the 1950s and most recently as the construction staging area for the restoration of Locks Three and Four. Most of the vegetation was removed and the approach to the lawn was altered with the redesign of the Towpath at this location. The proposed changes would alter much of the area to an open lawn with a scaled Canal map, surrounded by newly planted trees, platforms, interactive lock model, and grove terrace and would not have an adverse effect on the C&O Canal NHP or Georgetown NHL District.

The proposed Visitor and Education Center would be constructed at the north end of the lawn, fronting 30th Street NW to avoid interrupting any critical views along the C&O Canal. The building would be designed to be compatible with not only the C&O Canal NHP, but also to be compatible with the larger Georgetown NHL District. DC SHPO, NCPC, and CFA would undertake design review of the new building to ensure the new design is appropriate and the proposed materials are compatible for both resources. As such, the new Visitor and Education Center would have no adverse effect on either the C&O Canal NHP or Georgetown NHL District.

The use of the green space between Thomas Jefferson Street and 31st Streets NW to the south of the Canal for the mules to stay during the day would have no adverse effect on either the C&O Canal NHP or Georgetown NHL District.

Several individually listed resources are adjacent to the lawn portion of the project, including Henry McCleery House, Nicholas Hedges & Federal Houses, Duvall Foundry, Adams-Mason Houses, and Potomac Masonic Lodge No. 5. The Henry McCleery House and Nicholas Hedges & Federal Houses back up to the lawn area. Neither property would be adversely affected as views to and from the C&O Canal would not be altered. The Visitor and Education Center would be carefully designed to avoid an adverse effect to historic resources. Design review by DC SHPO, NCPC, and CFA would provide a level of review that ensures the design is compatible and materials selected are appropriate within the historic setting. The Duvall Foundry, Adams-Mason Houses, and Potomac Masonic Lodge No. 5 would not be adversely affected by the proposed work at the lawn, as no critical views to the Canal or association with the Canal would be altered.

The proposed changes to the Locks would have no adverse effect on C&O Canal NHP, Georgetown NHL District, Rock Creek and Potomac Parkway, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any cultural landscape or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually. The design does not currently call for the increase in height of the Canal Prism in any location, though should the

ABAAS accessible path or plazas require that, it would result in an adverse effect to the C&O Canal NHP.

3.3.2.2.10 Zone C

The additional new vegetation in this location would not result in an adverse effect on the NHP or cultural landscape as it would not block any significant views or viewsheds. No other work outside of the Key Areas in Zone C would have any adverse effects on C&O Canal NHP, Georgetown NHL District, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any other cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually.

3.3.2.2.11 The Obelisk Plaza

Work at the Obelisk Plaza would be limited to the reconstruction of the retaining walls adjacent to the Canal and the insertion of a new stair behind the retaining wall leading to a new plaza that would frame and highlight the Obelisk that would be moved to a more prominent location.

The plaza adjacent to the Obelisk dates to the construction of Georgetown Park between 1979 and 1982. The retaining wall in this section of the C&O Canal NHP holds varying degrees of integrity. The section with the arch, which would be widened, dates to the 1979 to 1982 construction of Georgetown Park. The section to the east, between the arch and the Wisconsin Avenue Bridge seems to be constructed of historic stone from the reconstruction effort. Historic photographs show that the wall originally went to the height of the bridge. It was taken down during the construction of Georgetown Park and salvaged stones were used to reconstruct the wall at a reduced height. The project would widen the arch and the new stair would be located behind the reconstructed wall to the east. Due to the decrease in solidity of the retaining wall along the Canal, this would result in an adverse effect to the C&O Canal NHP but would not rise to the level of adverse effect to the Georgetown NHL District.

The commemorative Obelisk would be moved just north of its current location. While the Obelisk dates to 1850 commemorating the completion of the Canal, it is still not known where the Obelisk was officially installed and when. Various newspaper articles report that the Obelisk was moved from its original location. The *Washington Herald* in 1920 reported the Obelisk was found in the “cellar of the ‘Hill’ Flour Mill... During the year 1900, ‘officials’ of the canal company had it erected at its present location.” (Washington Herald, 1920) The proposal to move the Obelisk to the north would have an adverse effect on C&O Canal NHP, Georgetown NHL District, as well as on the Wisconsin Avenue Bridge, which is an individually listed resource. The relocation of the Obelisk would result in an adverse effect, that could be minimized by the proposed new location that would provide more visibility and opportunities for interpretation of this commemorative feature of the Canal.

The new plaza would be adjacent to the Vigilant Fire House; however, no new construction would touch the listed resource, nor would it change its setting or feeling. There would be no adverse effect to the Vigilant Fire House.

The widening of the stair arch, reconstruction of the stone retaining walls, and the insertion of a stair at the Obelisk Plaza would have no adverse effect on Rock Creek and Potomac Parkway, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually. Moving the Obelisk would result in adverse effects to C&O Canal NHP, Georgetown NHL District, and Wisconsin Avenue Bridge.

3.3.2.2.12 The Canal Overlook

Work at this location would include the reconfiguration of the ABAAS-compliant ramp, a new elevator, replacing the Potomac Street Bridge, and reconfiguration of the plaza to the north. The plaza to the north of the Canal has been reconfigured in the recent past. The only contributing feature within this area that would be altered is the Potomac Street Bridge, though it had been altered over time.



Image 9: Potomac Street Bridge.

The plaza to the north of the Canal was reconfigured in the early 1980s when the parking garage was constructed for the adjacent Georgetown Park. At this same time, the landscaping in this location was added, as well as the extant ramp from the Potomac Street Bridge to the Towpath. The retaining walls at the Canal level were previously taken down and rebuilt with historic stone. The current undertaking would take down and rebuild the wall but at a lower height to increase views to and from Georgetown Market and the Canal. The new ramp configuration here would reuse the same historic stone, as would

the reconfigured plaza, therefore there would be no adverse effects to Joseph Carlton House, Georgetown Market, C&O Canal NHP, or Georgetown NHL District.

The proposal calls for the replacement of the Potomac Street Bridge (Image 9), which is a contributing resource to the C&O Canal NHP and Georgetown NHL District. The replacement of the bridge would result in an adverse effect to the C&O Canal NHP, as well as the cultural landscape.

The reconfiguration of the ABAAS-compliant ramp, insertion of an elevator, lowering the walls, and reconfiguration of the plaza would have no adverse effect on Rock Creek and Potomac Parkway, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually. The replacement of the Potomac Street Bridge would result in adverse effects to C&O Canal NHP and Georgetown NHL District, as well as the cultural landscape.

3.3.2.2.13 Fish Market Square

Work at Fish Market Plaza would entail a new ramp at the Potomac Street Bridge, new stairs at Grace and Potomac Streets, stormwater management, interpretive water intake paving, seating along the Canal, underground cisterns, and temporary, seasonal canopies.

The Fish Market Plaza was reconfigured in 1985 and holds no integrity associated with the C&O Canal NHP or the Georgetown NHL District. The proposed new elements would highlight the former water intake features and reinforce the connection to the Canal. The water intake features in this area would be restored and remain visible. Interpretive paving would be installed in the plaza to convey that water originally flowed from the intakes to the mill buildings to the south of the Canal. The stormwater management would use native vegetation to the east and west of the plaza, pulled away from the Canal, and cisterns under the plaza. They would not result in adverse effects to the plaza as no historic fabric would be altered, though there could be effects to archaeology. New trees would be planted in the center of the plaza and would be set back from the Canal to not obstruct any views and would not result in an adverse effect. The temporary, seasonal canopies would act as furniture and would not be permanent, they would not result in an adverse effect. However, the permanent seating directly adjacent to the Canal would result in an adverse effect to the C&O Canal NHP as it changes the area's use from industrial to recreational use.

An ABAAS-compliant ramp and stair would replace the extant stair to the Potomac Street Bridge on the east side of the plaza connecting the bridge, plaza, and Grace and Potomac Streets. The stair to the Potomac Street Bridge is not original; photographic documentation shows that the original stair was canted to the east from the bridge (NPS, 2018a); therefore, the replacement of the stair with a ramp would not result in an adverse effect, neither would the stair leading to Grace and Potomac Streets.

While the plaza is directly adjacent to Bomford Mills, construction would not come close to the individually listed resource and would result in no adverse effect. Additionally, as the extant plaza is not historic, the views to and from the DC Paper Manufacturing Company would not be impacted, resulting in no adverse effect.

The proposed changes at Fish Market Plaza would have no adverse effect on Georgetown NHL District, Rock Creek and Potomac Parkway, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any other cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually. There would be an adverse effect to C&O Canal NHP as a result of the addition of permanent seating directly adjacent to the Canal.

3.3.2.2.14 Zone D

The additional new vegetation in this zone would not result in an adverse effect on the C&O Canal NHP or cultural landscape as it would not block any significant views or viewsheds. A new ramp would be constructed connecting Whitehurst Freeway to the Towpath. The ramp would not result in adverse effects as it would be constructed up against the Whitehurst Freeway and in an area adjacent to the

Canal that holds little integrity. This section of the ‘Towpath’ was historically not the Towpath and thus hold no integrity.

No other work outside of the Key Areas in Zone D would have any adverse effects on C&O Canal NHP, Georgetown NHL District, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any other cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually.

3.3.2.2.15 Gongoozler Platform

Work at this location would include the installation of a gongoozler platform, a new ABAAS-compliant ramp on the north end of the 34th Street Bridge, with improved connection to the Capital Crescent Trail and Francis Scott Key Park, as well as a new ABAAS-compliant ramp at the south end of the 34th Street Bridge.

The proposed Gongoozler Platform would be located just east of the 34th Street Bridge. As the construction method of the platform has not yet been determined, it is assumed that it would have an adverse effect on the C&O Canal NHP. The permanent seating adjacent to the Canal in this location would also have an adverse effect on the C&O Canal from introducing a recreational use to the historically industrial character of the resource.

The new ABAAS-complaint ramp at the Francis Scott Key Park, which was constructed in the early 1990s and does not contribute to the C&O Canal NHP or Georgetown NHL District, would not result in an adverse effect to either resource. The new ramp to the south would also have no adverse effect, as the ramp will be reconstructed over the extant ramps. There would be no adverse effect to the 34th Street Bridge, as it only retains integrity of location as documented in the CLI, the bridge was replaced in 1989 with a truss bridge and wood deck with new ramps.

The land just south of the Canal is a pathway, maintenance easement area on private property. As a result, the proposed changes to connect this area to the Capital Crescent Trail location would have no adverse effect on either the C&O Canal NHP or Georgetown NHL District.

The proposed changes at the Gongoozler Platform would have no adverse effect on Rock Creek and Potomac Parkway, The Potomac Gorge, Theodore Roosevelt Island, GWMP, or any cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely effect any of these resources, either physically or visually. The insertion of a gongoozler platform would have an adverse effect on the C&O Canal NHP and Georgetown NHL District.

3.3.2.2.16 The Potomac Aqueduct

Proposed work on the Potomac Aqueduct structure includes an art platform, Aqueduct hardscape, viewing area and overlook, and permanent seating on top of the Potomac Aqueduct. Paving would be installed along the top of the Aqueduct, executed in a material that would reflect the water that once ran across the bridge. Other work at this location but not on the Aqueduct structure itself includes a newly constructed kiosk adjacent to the Whitehurst freeway, a canoe launch, bike racks and a connection to

the Capital Crescent Trail with an ABAAS-compliant path that would be navigated through the steep cliff that leads to the trail below. This stair would reuse parts of the Potomac Aqueduct Ruin.

The installation of an art platform, Aqueduct hardscape, viewing area and overlook, and permanent seating in the Potomac Aqueduct project area would have an adverse effect on the Potomac Aqueduct, as well as to the C&O Canal NHP, but would not rise to the level of adversely affecting the Georgetown NHL District. At the Potomac Aqueduct, the reconfiguration of the ruins of the stair would result in an adverse effect to the Potomac Aqueduct, but would not rise to the level to adversely effecting C&O Canal NHP and Georgetown NHL District

The kiosk at the Whitehurst Freeway would have no adverse effect as it would abut the freeway and would not be visible from the Potomac River or Theodore Roosevelt Island, nor would it interrupt the Canal or views up and down the towpath. No new elements would be constructed within the Towpath, they will be directly adjacent to the Whitehurst Freeway.

The canoe launch would be inserted within the portion of the Canal that holds integrity of the Canal Prism as well as the Towpath. As the construction method of the launch has not yet been determined, it is assumed that it would have an adverse effect on the C&O Canal NHP and Georgetown NHL Districts. Also, in this location, the bike rack, which would be installed permanently along the Towpath, would result in an adverse effect to the C&O Canal NHP.

The connection to the Capital Crescent Trail would have no adverse effect on C&O Canal NHP, Potomac Gorge, or Georgetown NHL District as that area holds little integrity and little historic vegetation or material survives in this location.

There would be no adverse effect to the Washington Canoe Club or Potomac Boat Club. Although both boathouses are located adjacent to the proposed work no permanent construction would adversely affect historic fabric on either building and no visual or spatial relationship to C&O Canal NHP or Potomac Aqueduct would be disturbed. There would also be no adverse effects to the Capital Traction Company Union Station as none of the proposed changes would affect the views to and from the resource and the Potomac River.

The changes at the Potomac Aqueduct would have no adverse effect on Rock Creek and Potomac Parkway, Theodore Roosevelt Island, GWMP, or any other cultural landscapes or individually listed resources within the APE. The changes proposed would not directly or indirectly adversely affect any of these resources, either physically or visually. The canoe boat launch, bike rack, Aqueduct plaza, permanent seating, art platform and sculptural elements inserted in the area would have an adverse effect on the C&O Canal NHP. The Aqueduct plaza, permanent seating, art platform and sculptural elements, overlook, and alterations to the west stair would have an adverse effect on the Potomac Aqueduct, and the installation of the canoe launch would have an adverse effect on the Georgetown NHL District.

3.4 Cumulative Effects

This AOE Report also considers cumulative adverse effects of past, present, and future projects. As stated in the EA, the projects include the Repair of Locks Three and Four (past), DC Clean River Project – Potomac River Tunnel (future), and Georgetown Nonmotorized Boathouse Zone Development Plan (future). For further detail on these projects, refer to the EA for the Georgetown Canal Plan.

3.4.1 *Alternative 1*

Under Alternative 1, basic maintenance, rehabilitation, and restoration efforts would be made. There would be no cumulative adverse effects to any resources.

3.4.2 *Alternative 2*

The Nonmotorized Boathouse Zone Development Plan was determined to have no adverse effects on historic resources. There would be incremental adverse impacts on the C&O Canal NHP due to the 31st Street Bridge Replacement project and The Potomac River Tunnel project. The Potomac River Tunnel Project specifically in the area around the Potomac Aqueduct has the potential to have adverse cumulative effects on resources in that area. Those historic resources are limited to the Washington Canoe Club, Potomac Boat Club, Francis Scott Key Memorial Bridge, and Potomac Aqueduct, as well as the C&O Canal NHP, Georgetown NHL District, and The Potomac Gorge. Overall the proposed Alternative 2 could contribute to incremental adverse effects as new construction is introduced to the C&O Canal NHP, Potomac Gorge, and Georgetown NHL District. This would result in a cumulative adverse effect to C&O Canal NHP, Georgetown NHL District, and The Potomac Gorge, but not to Washington Canoe Club, Potomac Boat Club, Francis Scott Key Memorial Bridge, and Potomac Aqueduct. There would be no cumulative impacts on Rock Creek and Potomac Parkway from the Rock Creek and Potomac Parkway Rehabilitation Project and the Georgetown Canal Plan, as work within Rock Creek and Potomac Parkway is very limited in this project.

4.0 DETERMINATION OF EFFECT

A summary of the adverse effects of each alternative is presented in Table 7.

Table 6: Summary Determination of Effect on Historic Districts

Alternative 2: Georgetown Canal Plan																
	Alternative 1	Actions Common to All	Zone A	Mile Marker Zero	Zone B	Rock Creek Confluence	The Locks	Zone C	The Obelisk Plaza	The Canal Overlook	Fish Market Plaza	Zone D	Gongoozler Platform	The Potomac Aqueduct	Temporary Adverse Effects	Cumulative Adverse Effects
C&O Canal NHP	No Adverse Effect	Adverse Effect: Widening Towpath; Altering Prism, Signage	No Adverse Effect	Adverse Effect: Altering Tide Lock with Bridges and Nets, Adding Platform	Adverse Effect: Adding Me Amo Grove	Adverse Effect: Adding New Bridge, Adding New Platform	No Adverse Effect	No Adverse Effect	Adverse Effect: Moving Obelisk, Widening Arch at Retaining Wall	Adverse Effect: Replacing Potomac Street Bridge	Adverse Effect: Adding Permanent Seating,	No Adverse Effect	Adverse Effect: Adding New Platform, Adding Permanent Seating	Adverse Effect: Art Platform, Aqueduct Hardscape, Overlook, Bike Rack, Permanent Seating, and Canoe Launch	Adverse Effect: Construction	Adverse Effect
Rock Creek and Potomac Parkway	No Adverse Effect	No Adverse Effect	Adverse Effect: Adding Vegetation	Adverse Effect: Adding New Bridge, Adding Recreational Equipment	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
Georgetown NHL District	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect: Moving Obelisk	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect: Adding New Platform	Adverse Effect: Adding Canoe Launch	Adverse Effect: Construction	Adverse Effect
The Potomac Gorge	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect: Construction	Adverse Effect
Theodore Roosevelt Island	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
GWMP	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

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Table 7: Summary Determination of Effect on Individually Listed Resources

<u>Number</u>	<u>Historic Resource</u>	<u>Adverse Effect</u>	<u>Temporary Adverse Effects</u>	<u>Cumulative Adverse Effects</u>
1	Washington Canoe Club	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
2	Potomac Aqueduct	Adverse Effect: Adding Art Platform, Aqueduct Hardscape, Overlook, Bike Rack, Permanent Seating, Canoe Launch, and Reconfiguring Stair	Adverse Effect: Construction	No Adverse Effect
3	Potomac Boat Club	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
4	Forrest-Marbury House	No Adverse Effect	No Adverse Effect	No Adverse Effect
5	Joseph Carleton House	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
6	Georgetown Market	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
7	Bomford Mill (Pioneer Flour Mills; Flour Mill)	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
8	District of Columbia Paper Manufacturing Company (Paper Mill)	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
9	Old Engine Company No. 5 (Bank of Columbia, Georgetown Town Hall & Mayor's Office)	No Adverse Effect	No Adverse Effect	No Adverse Effect
10	City Tavern	No Adverse Effect	No Adverse Effect	No Adverse Effect
11	Georgetown Commercial Buildings, M Street and Wisconsin Avenue	No Adverse Effect	No Adverse Effect	No Adverse Effect
12	Vigilant Firehouse	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
13	Wisconsin Avenue Bridge (High Street Bridge)	Adverse Effect: Moving Obelisk	Adverse Effect: Construction	No Adverse Effect
14	Grace Church (Grace Protestant Episcopal Church)	No Adverse Effect	No Adverse Effect	No Adverse Effect
15	Potomac Masonic Lodge No. 5	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
16	Adams-Mason Houses	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
17	Nicholas Hedges & Federal Houses	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
18	Duvall Foundry	No Adverse Effect	No Adverse Effect	No Adverse Effect
19	Loughborough-Patterson House	No Adverse Effect	No Adverse Effect	No Adverse Effect
20	Thomas Sim Lee Corner	No Adverse Effect	No Adverse Effect	No Adverse Effect
21	Henry McCleery House	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
22	West Heating Plant	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
23	Godey Lime Kilns	No Adverse Effect	No Adverse Effect	No Adverse Effect
24	Watergate Complex	No Adverse Effect	No Adverse Effect	No Adverse Effect

<u>Number</u>	<u>Historic Resource</u>	<u>Adverse Effect</u>	<u>Temporary Adverse Effects</u>	<u>Cumulative Adverse Effects</u>
25	Higgins Service Station (Watergate Exxon, Rock Creek Valero)	No Adverse Effect	No Adverse Effect	No Adverse Effect
26	Brickyard Hill House	No Adverse Effect	No Adverse Effect	No Adverse Effect
27	Dodge Warehouses (and Adjacent Structures)	No Adverse Effect	No Adverse Effect	No Adverse Effect
28	Francis Scott Key Bridge	No Adverse Effect	Adverse Effect: Construction	No Adverse Effect
29	Capital Traction Company Union Station (Georgetown Car Barn; Exorcist Stairs)	No Adverse Effect	No Adverse Effect	No Adverse Effect

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APPENDIX A: SUMMARY OF CONSULTING PARTY MEETINGS



Stakeholder Outreach For the Georgetown Canal Plan

October 10, 2019
Last Updated

Meetings and presentations to date with external stakeholders related to the Georgetown Canal Plan.

2019

August 22: Thompson's Boathouse Center

July 18: Commission of Fine Arts - Informational

July 3: Old Georgetown Board - Informational

June 6: National Capital Planning Commission - Informational

May 28: District Department of Transportation

May 27: Old Georgetown Board, Commission of Fine Arts, National Capital Planning Commission, and DC State Historic Preservation Office Staff - Informational

May 27: Thompson's Boathouse Coalition

May 26: Nature City Forum

May 8: Office of Planning

May 1: District Department of Transportation

April 29: ANC2E Regular Meeting

April 25: Department of Energy and Environment, Homeland Security and Emergency Management Agency, Executive Office of Mayor

April 23: Citizen Association of Georgetown, Board of Directors

April 15: DC Water

April 11: Consulting Parties Meeting

April 4: Public Meeting

2018

October 10: Department of Energy and Environment

2017

December 12: Flour Mill Condominium

November 30: Georgetown Park and Canal House Condominium

November 2: Public Meeting & Consulting Parties



November 2: Old Georgetown Board - Informational

October 30: AN2E Regular Meeting

October 10: Old Georgetown Board, Commission of Fine Arts, National Capital Planning Commission, and DC State Historic Preservation Office Staff – Informational

July 12: Commercial Focus Group

July 10: Commercial Focus Group

June 27: Flour Mill Condominium

June 14: Public Meeting

June 8: Residential Focus Group

June 6: Commercial Focus Group

June 6: Residential Focus Group

May 30: Old Georgetown Board, Commission of Fine Arts, National Capital Planning Commission, and DC State Historic Preservation Office Staff - Informational

March 29: Public Meeting



United States Department of the Interior

NATIONAL PARK SERVICE
C&O Canal National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, Maryland 21740

October 9, 2017

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

Re: Georgetown Canal Plan, Expanded Project Area

Dear Mr. Maloney:

The National Park Service (NPS), in partnership with Georgetown Heritage, Georgetown Business Improvement District (BID), and the District of Columbia Office of Planning, is preparing a plan and corresponding Environmental Assessment for improvements to the Georgetown portions of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and Rock Creek Park in the District of Columbia. On May 25, 2017, NPS formally initiated consultation with the District of Columbia State Historic Preservation Officer (DC SHPO) in compliance with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations (36 CFR § 800). The purpose of this letter is to inform your office of the Canal Plan's expanded project area boundaries to include portions of Rock Creek Park.

Project Description and Background

C&O Canal NHP is owned by the United States and administered by the NPS. The Georgetown Canal Plan/Environmental Assessment ("Plan/EA") proposes improvements to the mile-long segment of the Canal that passes through Washington's Georgetown neighborhood as well as the one-third-mile-long segment of Rock Creek Park between the Canal and Potomac River. Specifically, the project area extends along the length of the Canal between the Aqueduct Bridge abutment and pier ruins (approximately 36th Street, N.W.) and Lock One (approximately 28th Street, N.W.). At the confluence of the Canal and Rock Creek, the project area turns south to extend along Rock Creek Park to the creek's outlet to the Potomac River, known as the Tide Lock (see enclosed project area map).

The purpose of the proposed action is to develop a plan to enhance the C&O Canal NHP and Rock Creek Park in Georgetown, from the Tide Lock to the Alexandria Aqueduct. The plan will focus on addressing deferred maintenance issues and related safety and accessibility concerns associated with the towpath; improving connections between Georgetown and the C&O Canal towpath; enhancing visitor experience through increased signage and optimizing underutilized areas. The plan will be developed in a manner that addresses the identified needs, while also preserving the historic character and cultural significance of

the C&O Canal NHP and the Georgetown Historic District (DC Landmark, National Register of Historic Places, National Historic Landmark).

The Georgetown Canal Plan is needed to provide a coordinated approach to address the following concerns:

- Portions of the towpath are uneven, narrow, and poorly lit, creating potential safety hazards;
- Visitors with limited mobility can only access the towpath from Grace Street, NW (south of the canal). All other access points are not compliant with the Architectural Barriers Act Accessibility Standards (ABAAS);
- Many access points to the towpath are not readily visible or unknown due to lack of signage;
- The park desires to expand opportunities for interpretation, education, and cultural programming;
- The park has limited amenities and facilities for visitor comfort such as seating, drinking fountains, and rest rooms; and
- Several plazas along the canal are underutilized and could be developed to provide additional recreational activities.

Section 106 and Historic Properties

To prepare for the Section 106 consultation process, NPS has prepared the enclosed list of consulting parties and a graphic illustration of a draft Area of Potential Effects (APE). NPS has subsequently revised the draft APE to reflect the expanded project area boundaries. NPS has identified no additional historic properties within the expanded APE.

NPS will work with the DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 consultation process. We welcome the opportunity to identify and evaluate modifications to the proposed project that will avoid, minimize, or mitigate potential adverse effects on historic properties within the APE.

Section 106 and NEPA Coordination

In accordance with the National Environmental Policy Act (NEPA) and in cooperation with Georgetown Heritage, Georgetown BID, and the D.C. Office of Planning, the NPS is preparing an EA to analyze potential impacts associated with the project. NPS plans to coordinate the Section 106 and NEPA processes per the implementing regulations (36 CFR § 800.8) of the NHPA. The NPS will also develop an Assessment of Effect for this project as a separate, but parallel, process to the EA. However, at this early stage, we are unable to make any determination of effect. We are planning to consult with the public per 800.3(e) in public meetings and through our Planning, Environment, and Public Comment website (<http://parkplanning.nps.gov/Georgetowncanalplan>). We anticipate that these outreach efforts will accommodate the requirements of both NEPA and the NHPA Section 106 processes.

A joint public NEPA scoping meeting and Section 106 consulting parties meeting was held on June 14, 2017. A second public meeting will be held on November 2, 2017 from 6:00-8:00pm at Canal Overlook at Georgetown Park (next to Dean & Deluca, 3276 M Street, NW). Please visit <https://goo.gl/maps/mXpczN5FgRn> for the exact location of the meeting. The purpose of this meeting will be to inform the public of the expanded project area boundaries, present initial plan alternatives, and invite comment on the potential impacts on cultural and environmental resources.

We look forward to continuing the Section 106 consultation process for this project. If you have any questions, please contact Brendan Wilson at 240-291-8466 or Brendan_Wilson@nps.gov.

Sincerely,

Kevin D. Brandt
Superintendent

Enclosures: Revised Georgetown Canal Plan Location Map
 Revised Draft Area of Potential Effects Map
 List of Potential Consulting Parties

cc: Andrew Lewis, D.C. State Historic Preservation Office
 Timothy Dennee, D.C. State Historic Preservation Office
 Tammy Stidham, National Park Service, National Capital Region
 Julia Washburn, National Park Service, Superintendent, Rock Creek Park
 Carol Truppi, Georgetown Heritage
 Alison Greenberg, Georgetown Heritage

Georgetown Canal Plan

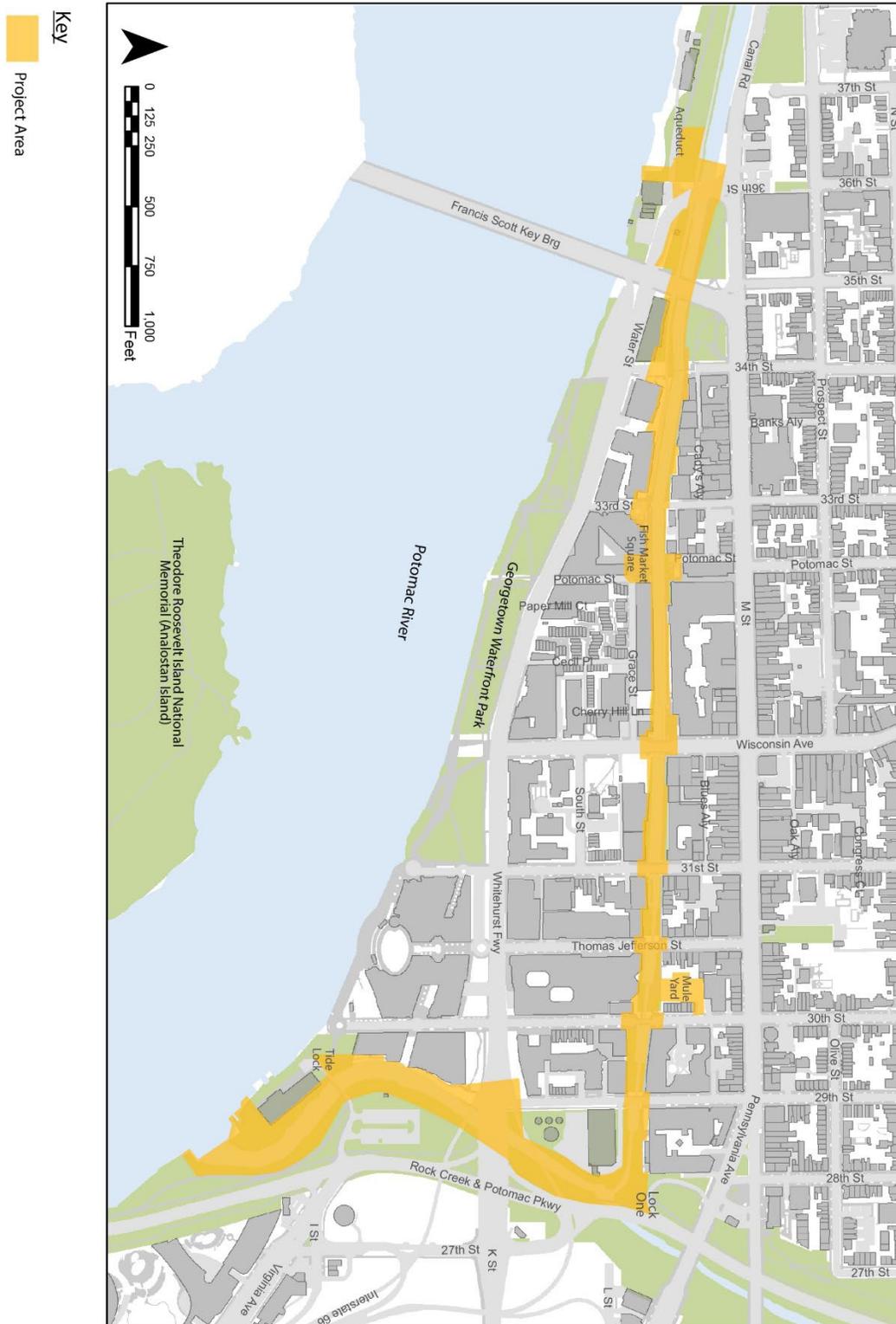


Fig. 1: Location Map

Georgetown Canal Plan
Potential Consulting Parties List

Cooperating Parties	National Park Service, C&O Canal NHP National Park Service, Rock Creek Park National Park Service, National Capital Region Georgetown Heritage Georgetown BID D.C. Office of Planning
THPO	Delaware Nation
SHPO	D.C. State Historic Preservation Officer Virginia Department of Historic Resources
Representatives of Local Governments	Advisory Neighborhood Commission 2E Mayor of the District of Columbia Council of the District of Columbia
Additional Consulting Parties	C&O Canal Association C&O Canal Trust Citizens Association of Georgetown Committee of 100 on the Federal City Cultural Tourism DC DC Preservation League Friends of the Georgetown Waterfront Park Historical Society of Washington, DC National Capital Planning Commission National Park Service, National Mall & Memorial Parks National Trust for Historic Preservation Potomac Boat Club U.S. Commission of Fine Arts U.S. Commission of Fine Arts, Old Georgetown Board

Georgetown Canal Plan
Preliminary Inventory of Historic Properties

Upon initiation of Section 106 consultation, a draft Area of Potential Effects (APE) was identified to encompass a geographic area where the potential direct (physical) and indirect (visual) effects on historic properties may result. NPS has subsequently revised this APE to reflect the expanded project area boundaries (Fig. 2). The draft APE for this project was delineated to include 300 feet on either side of the Canal and Rock Creek (measured from a centerline) within the Plan area to account for adjacent properties as well as any surrounding views and viewsheds. Identification of resources within the draft APE was conducted through GIS mapping with data provided by the District of Columbia and review of existing documentation including the National Register of Historic Places (NRHP), and D.C. Inventory of Historic Sites.

The boundaries of the draft APE encompass numerous individually designated historic resources and overlap with portions of the Georgetown Historic District, Rock Creek Potomac Parkway Historic District, C&O Canal National Historical Park, and Potomac Gorge (Fig. 3). The following sections include a summary of the designated individual historic resources and districts within the draft APE.¹

¹ All descriptions of properties were adapted from the *D.C. Inventory of Historic Sites, Alphabetical Version* (DC Historic Preservation Office, 2009) and their respective D.C. Inventory or National Register forms.



Key

- Draft APE Boundary (300 ft)
- Individually Listed Properties
- Georgetown Historic District

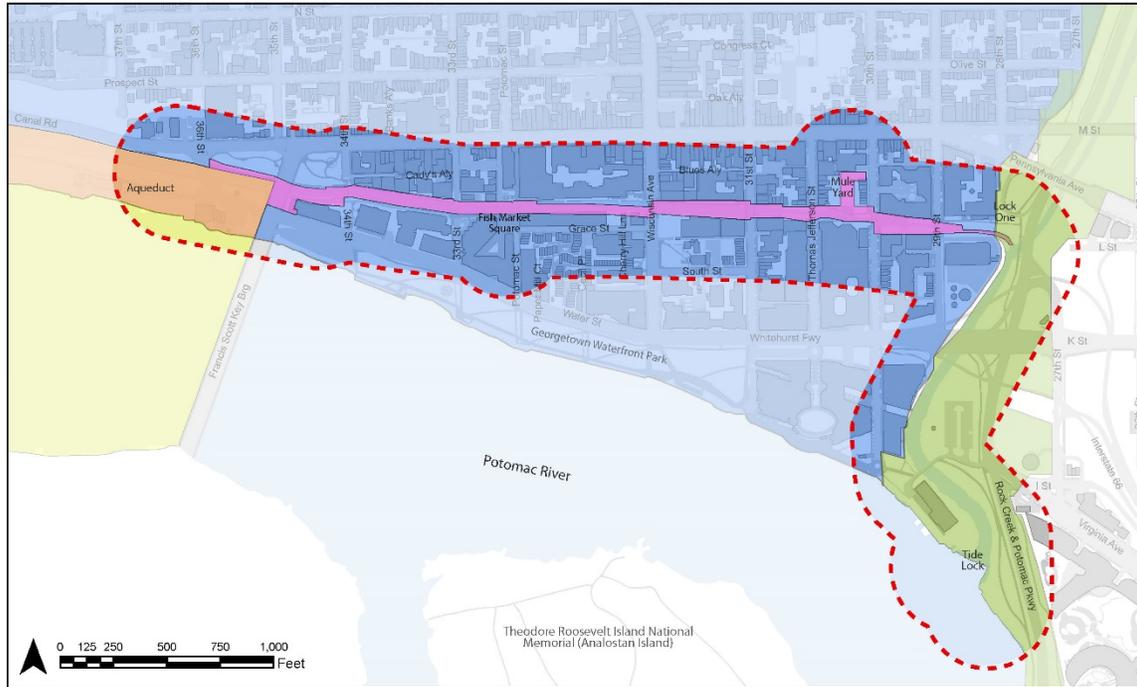
Individually Listed Properties*

1. Washington Canoe Club
2. Potomac Aqueduct Bridge
3. Abutment & Pier
4. Potomac Boat Club
5. Forrest-Marbury House
6. Joseph Carleton House
7. Georgetown Market
8. Bornford Mill
9. D.C. Paper Mfg. Company
10. Old Engine Company No. 5
11. City Tavern
12. Georgetown Commercial Bldg.
13. Vigilant Fire House
14. Wisconsin Ave. Bridge and Canal Monument
15. Grace Church
16. Potomac Masonic Lodge No. 5
17. Adams-Mason Houses
18. Nicholas Hedges & Federal Houses
19. Duvall Foundry
20. Loughborough-Patterson House
21. Thomas Sim Lee Corner
22. Henry McCleery House
23. West Heating Plant
24. Godey Lime Kilns
25. Watergate Complex

* Listed or determined eligible for listing in the National Register and/or DC Inventory

Fig. 2: Draft APE

Historic Districts



Key

-  Chesapeake and Ohio Canal National Historical Park
-  Rock Creek and Potomac Parkway
-  Georgetown Historic District
-  The Potomac Gorge (Potomac Palisades) Historic District
-  C&O Canal and Potomac Gorge overlap
-  Draft APE Boundary (300 ft)

Fig. 3: Historic Districts within the APE

Georgetown Historic District

Roughly bounded by Reservoir Road and Dumbarton Oaks Park on the north, Rock Creek Park on the east, the Potomac River on the south, and Glover-Archbold Parkway on the west.

Established by Old Georgetown Act 1950; D.C. Inventory, 1964; National Register and National Historic Landmark, 1967; National Register amended, 2003

The Georgetown Historic District encompasses the area laid out as a port town in 1751 prior to the establishment of the District of Columbia. The District is significant as a remarkably intact historic town with approximately 4,000 buildings with a rich variety of residential, commercial, institutional, and industrial buildings built between 1751 and 1950. The area is characterized by narrow streets, establishing an intimate scale (in contrast to the L'Enfant Plan), with a wide range of houses from simple frame dwellings to landscaped mansions in a variety of architectural styles including Federal, Greek Revival, Italianate, Queen Anne, Romanesque, Classical Revival, as well as numerous vernacular structures.

Chesapeake and Ohio Canal (C&O Canal) National Historical Park

Along the C&O Canal from Rock Creek to D.C. boundary (extends into Maryland).
D.C. Inventory, 1973; National Monument designation, 1961; National Register, 1966, update 2015; National Historical Park, 1971; within Georgetown HD and Potomac Gorge; also, individually listed in the D.C. Inventory, 1964.

185-mile continuous natural setting along the C&O Canal, one of the nation's most intact nineteenth century canals. The Canal was a primary commercial artery during the nineteenth century and was the focus of twentieth century conservation efforts for its historical, natural and recreational value. Major features of the park within D.C. include five miles of canal and towpath, four locks, remains of the Potomac Aqueduct Bridge, Wisconsin Avenue bridge, portions of other roadway bridges and footbridges, stone roadway and water culverts, waster weirs, and spillways (1830-31 with later alterations).

The Canal bisects Georgetown on a north-south axis running below M Street. Chartered by Congress in 1825 (the same year the Erie Canal opened), the C&O Canal Company broke ground on the canal in 1928, opening Lock 1 and completing the Rock Creek portion in 1931. The Canal conveyed raw materials to and from the city during the mid-nineteenth century and proved to be the "lifeline" of many of Georgetown's nineteenth century waterfront industries and businesses, many using the canal as a power source. The canal includes four Aquia Creek sandstone locks in Georgetown built in 1830. The canal ceased operations after a flood in 1924 and was acquired by the Department of the Interior as a historic site in 1938. The Canal is significant as a well-preserved example of nineteenth-century canal technology and as a major engineering achievement.

Rock Creek and Potomac Parkway Historic District (Lower Rock Creek Valley)

Along Potomac River and Rock Creek from Lincoln Memorial to National Zoo (U.S. Reservation 360)

D.C. Inventory, 1964; National Register, 2005

Rock Creek Park and Potomac Parkway, built between 1923-1936, is the first parkway in the metropolitan region and one of the earliest in the country, authorized by Congress in 1913. The parkway was established to provide a landscaped connection between the Mall and Potomac Park at the heart of the city and the National Zoological and Rock Creek Parks in the northwest quadrant. Though originally planned for carriages, equestrians and pedestrians, protracted funding for the 3.1 miles of roadway resulted in design changes to accommodate the automobile. The linear park encompasses approximately 180 acres including the Parkway and a variety of extant nineteenth-century industrial structures with a period of significance of 181951, defined by beginning of construction of the C&O Canal and erection of *The Arts of Peace* sculpture groups.

The Potomac Gorge (Potomac Palisades)

Potomac River upstream from the Key Bridge bound approximately by the Virginia shore and Canal Road to D.C. boundary.

D.C. Inventory, 1964; incorporates portions of the C&O Canal

D.C. portion of the Gorge, which extends approximately 15 miles along the Potomac River from the Key Bridge to above Great Falls, incorporating sections of the C&O Canal. The Gorge is a significant natural area and one of the most biologically diverse areas for plant species because of its unusual hydrology.

Individual Individually Listed Properties²

1. Washington Canoe Club
3700 Water Street, N.W.
D.C. Inventory, 1973; National Register, 1991; within Georgetown HD and Potomac Gorge
Club house facing the Potomac River built for the Washington Canoe Club in 1904. Shingle style building representative of recreational trends and attitudes rooted in the late nineteenth century, new uses on the waterfront gaining popularity at the time, and new emerging architectural styles around the turn of the century. Along with the nearby Potomac Boat Club it is one of two remaining early twentieth century boat clubs along the Potomac River.
2. Potomac Aqueduct Bridge Abutment & Pier
Potomac River west of Key Bridge
D.C. Inventory, 1973
Stone remnants of the Potomac Aqueduct Bridge over the Potomac River. The bridge, designed by architect Maj. William Turnbull of the U.S. Topographical Engineers (predecessor of the U.S. Army Corps of Engineers), was a major early nineteenth century engineering achievement which involved the construction of piers on bedrock thirty-five feet below the waterline. Construction of the bridge began in 1833 from the Virginia shore and was completed in 1843. During the civil war the aqueduct was drained and used as a highway bridge and over the years the superstructure was replaced several times to accommodate carriages and later trains. In 1923 the Key Bridge opened and the two bridges existed side by side until the Potomac Aqueduct Bridge superstructure was demolished in 1933. The extant Georgetown abutment was built 1840-41 and still stands essentially as built, except for the northern arch, which was raised between 1900 and 1909 to enable railroad cars to pass underneath. Two types of iron fencing from the aqueduct bridge are preserved on top of the abutment.
3. Potomac Boat Club
3530 K Street, N.W.
D.C. Inventory, 1973; National Register, 1991; within Georgetown HD and Potomac Gorge
Two-story frame boat club house with Craftsman style detailing located along the Potomac River directly east of the former Potomac Aqueduct Bridge Abutment and Pier. The boat house was constructed in 1908, designed by local architectural firm A.B. Mullett & Company, for the Potomac Boat Club organization, originally founded in 1859. The building typifies the form of the “second generation” boat houses of the late nineteenth and early twentieth centuries, which were often more elaborate structures containing spaces for social functions as well as practical. Along with the Washington Canoe Club it is one of two remaining early twentieth century boat clubs along the Potomac River.
4. Forrest-Marbury House
3350 M Street, N.W.
D.C. Inventory, 1964; National Register, 1973; within Georgetown HD
Large three-story brick Federal townhouse built c. 1788-90 for Col. Uriah Forrest, an early mayor of Georgetown. The house was notably the location of a 1791 meeting between George Washington, District Commissioners and local proprietors, during which an agreement was reached establishing the Federal City’s approximate boundaries. The townhouse was home of William Marbury in the 1830s, a local real estate investor who achieved national fame when he sued the Jefferson Administration for failing to grant him his appointment as justice of the peace in 1800.

² List numbers correspond with associated draft APE map.

5. Joseph Carleton House
1052-1054 Potomac Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Simple masonry double house built around 1794 by Joseph Carleton, Georgetown Postmaster from 1799 until 1803. The house is representative of early nineteenth century middle-class homes with simple six-over-six double hung windows, recessed rectangular transom lights over doors, and narrow dormer windows at the roof.
6. Georgetown Market
3276 M Street, N.W.
D.C. Inventory, 1964; National Register, 1966 (by amendment of the OG Act?) and 1971; within Georgetown HD
One-story brick market building built in 1865 on the fieldstone foundations of an earlier market building. Site was first occupied by a public market c. 1795.
7. Bomford Mill (Pioneer Flour Mills; Flour Mill)
3261 K Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Four-story brick building built in 1845-1847 as a cotton mill by Col. George Bomford (1782-1848), army ordnance expert and owner of Kalorama. Bomford originally constructed a flour mill on the site in 1832, which burned in 1844. Realizing changing markets and competition in Georgetown, Bomford built and operated the new mill as a cotton mill from 1847 until the Civil War. Originally powered by water from the nearby C&O Canal, the mill is illustrative of mill development on the Georgetown waterfront in the nineteenth century resulting from the completion of the canal. In about 1883, the mill was enlarged and converted to a flour mill known as Pioneer Flour Mills. It continued to operate as a flour mill until the 1970s when it was converted into condominiums.
8. District of Columbia Paper Manufacturing Company (Paper Mill)
3255-59 K Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Late nineteenth century brick paper mill located at Potomac and Water streets built for George Hill, Jr. The mill was expanded by 1903 and continued to operate as the D.C. Paper Company until 1950. The mill was converted into condominiums in 1978.
9. Old Engine Company No. 5 (Bank of Columbia; Georgetown Town Hall & Mayor's Office)
3210 M Street, N.W.
D.C. Inventory, 1964; National Register, 1971 (removed 1983); within Georgetown HD
Three-story brick building built in 1796 for the Bank of Columbia, the first bank in the District of Columbia which was extensively involved in the city's early development. Following the bank's relocation in 1807, early occupants included the U.S. Bureau of Indian Trade (1807-22), followed by Georgetown Town Hall (1823-63), Lang's Hotel (1863-70), D.C. government offices and storage (1871-83), followed by Engine Company No. 5 (1883-1946). The building was largely reconstructed and refaced in 1883 when Engine Company No. 5 occupied the building.
10. City Tavern
3206 M Street, N. W.
D.C. Inventory, 1964; NR listing 1992; within Georgetown HD
Rare surviving example of a federal period tavern building in Washington. The Georgian style brick building with associated stable faces M Street and was constructed in 1795-96. From 1796 through the mid nineteenth century, the tavern was at the center of activity in Georgetown, regularly hosting community meetings and functions. The three-and-one-half story brick building features a side gabled roof with rear dormers and Flemish bond with belt courses. Window openings on upper floors are topped by jack arches and

include nine-over-nine and six-over-six sashes. Single light windows topped by segmental arches line the raised basement, exposed when M Street was lowered in the 1870s. The building was extensively restored in 1962.

11. Georgetown Commercial Buildings – M Street, N.W.
Multiple addresses. Properties included in APE: 3058, 3068, 3072, 3112, 3116 M Street, 3209-11 M Street (Thomas Cramphin Building), 3236 M Street (Reckert House)
D.C. Inventory, 1964; within Georgetown HD
Commercial buildings built c. 1780-1820 including the Reckert House (3236 M Street), one of the few frame structures remaining in the commercial district, and the Cramphin Building (3209-11 M Street), an early nineteenth century commercial building once the home of the Columbian Gazette.
12. Vigilant Fire House
1066 Wisconsin Ave, N.W.
D.C. Inventory, 1964; National Register, 1971; within Georgetown HD
Oldest extant fire house in the city. The two-story brick firehouse with gable-end façade and cupola was built in 1844 for the Vigilant Fire Company (organized in 1817). The Vigilant Fire Company occupied the building until 1883 when private fire companies were incorporated into the municipal fire department. The building since has been used for commercial purposes. Largely reconstructed in 1994.
13. Wisconsin Avenue Bridge (High Street Bridge) and Canal Monument
Wisconsin Avenue over the Canal
D.C. Inventory, 1973
Barrel arch bridge built in 1831 faced with Aquia Creek sandstone spanning fifty-four feet over the canal. The last of five bridges that carried Georgetown streets over the canal. Marble obelisk with commemorative inscription placed on the north side of the bridge in 1850.
14. Grace Church (Grace Protestant Episcopal Church)
1041 Wisconsin Avenue, N.W.
D.C. Inventory, 1964; National Register 1971; within Georgetown HD
Small Gothic Revival church constructed in 1866-67 of Potomac blue gneiss with a gable roof topped by bell-cotes and a simple interior with exposed truss ceiling and carved woodwork. The church was built for the parish founded in 1855 by Saint John's Church as a mission church for boatmen and workers from the adjacent C&O Canal. The rectory was added in 1895 and the parish hall in 1898.
15. Potomac Masonic Lodge No. 5
1058 Thomas Jefferson Street, N.W.
D.C. Inventory, 1964; within the Georgetown HD
The oldest remaining lodge hall in the city. The altered two-story brick building was built in 1810 by Georgetown's third Masonic Lodge (Potomac Lodge No. 43, re-chartered in 1811 as Lodge No. 5). In 1840 the building was sold and converted into a shop and residence.
16. Adams-Mason Houses
1072 and 1074 Thomas Jefferson Street, N.W.
D.C. Inventory, 1973; within Georgetown Historic District
Frame (1072) and brick (1074) Federal-style houses built c. 1810-1812. Both properties were purchased by carriage maker George W. Mason about 1880 and were owned by the Mason family until 1964. The frame house at 1072 was originally built by Thomas Adams c. 1810-1812 and is one of the few remaining clapboard houses in the Georgetown waterfront area. The two and one-half story house features a gable roof with dormers and separate dwelling and shop doors.

17. Nicholas Hedges & Federal Houses
1063, 1069, and 1071 Thomas Jefferson Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
The Nicholas Hedges House located at 1069 Thomas Jefferson Street is a small two-and-one-half-story brick house built between 1815-1818. The house was originally built for use as both a residence and office or shop, with two doors on the street façade (removed in 1941). The Federal House located at 1063 Thomas Jefferson Street, is a small Federal style row house built c. 1800-1815, similar to the nearby Hedges House.
18. Duvall Foundry
1050 30th Street, N.W.
D.C. Inventory 1973; within Georgetown HD
Two-story brick warehouse overlooking the Canal built in about 1856 and operated as a foundry by William T. Duvall until about 1870.
19. Loughborough-Patterson House (Junior League of Washington)
3041 M Street, N.W.
D.C. Inventory, 1964; within Georgetown HD
Two three-story brick townhouses built between 1801-06 by Nathan Loughborough and Benjamin Patterson. Loughborough (1772-1852) was a prominent Virginian, District Magistrate, and Comptroller of the Treasury under Alexander Hamilton. He was a large stockholder in the C&O Canal and Farmers' and Mechanics' National Bank and was also an early promoter of the Rockville Pike. He is best known known for having sued the U.S. government for charging taxes on his townhouse on the grounds that it constituted "taxation without representation." Loughborough granted Patterson a 99-year lease on a portion of his property and Patterson constructed the neighboring townhouse with ground level store. Patterson later defaulted on the lease in 1807 and Loughborough sold both houses in 1813. The building has been home of the Junior League of Washington since 1960.
20. Thomas Sim Lee Corner (Thomas Sim Lee Houses & Ross and Getty Building)
3001-3011 M Street, N.W.
D.C. Inventory 1964; within Georgetown HD
Thomas Sim Lee Corner, located at the corner of M and Thirtieth Streets, is made up of a grouping of masonry commercial buildings built between 1781 and 1812. The Thomas Sim Lee Houses (3001-03 M Street) are pre-Revolutionary houses built c. 1781-1791 by Thomas Sim Lee as his winter residence. Thomas Sim Lee (1745-1818) was an ardent supporter of the American Revolution, active Federalist and twice governor of Maryland. By 1800 Lee acquired the property at this corner extending 120 feet on M Street and 270 feet up Thirtieth Street. The Ross & Getty Building (3005-3011) is comprised of early nineteenth century commercial buildings constructed by Robert Getty and Andrew Ross between 1810-1812 after acquiring a portion of the Thomas Sim Lee property in 1810.
21. Henry McCleery House
1068 30th Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Small brick row house built just prior to 1801 when the property was acquired by Henry McCleery. The two-and-a-half-story house is now partly below grade due to street regrading in 1831 for construction of a bridge across the C&O Canal.
22. West Heating Plant
1055 29th Street, N.W.
Determined Eligible for listing in the National Register, 2012
Former heating plant constructed between 1946-48 for the Public Building Administration to supplement the Central Heating Plant. The six-story brick building was

designed by architect William Dewey Foster in a Moderne style and features smooth wall planes with rhythmically recessed and projecting wall surfaces, linear brick corner embellishments, and subtle architectural details. The plant remained in operation from 1948 until 2000. In 2013 the General Services Administration, successor to the Public Buildings Administration, determined the property was no longer needed and initiated the Federal Government's formal disposal process.

23. Godey Lime Kilns (Washington Lime Kilns)

Rock Creek Park & Potomac Parkway at 27th and L Streets, N.W.

D.C. Inventory, 1973; National Register, 1973; within Rock Creek & Potomac Parkway

Remnants of William H. Godey's stone lime kilns built in 1864 and in operation until 1907. Originally consisted of four wood-fired oven structures for making lime and plaster from limestone quarried near Harpers Ferry and shipped via the C&O Canal. Ovens were removed to make room for highway ramps leading from the Rock Creek and Potomac Parkway to the Whitehurst Freeway.

24. Watergate Complex

2500, 2600, 2650, & 2700 Virginia Avenue, N.W.; 600 & 700 New Hampshire Avenue, N.W.

D.C. Inventory, 2005; National Register, 2005

Constructed between 1964 and 1971, Watergate consists of a single complex composed of six interconnected buildings designed by Italian Futurist architect Luigi Moretti. The luxury modernist buildings on the banks of the Potomac River are internationally known, significant for their architecture, planning as well as the site's place in American history as the location of the bungled break-in at the Democratic National Committee headquarters during the presidential campaign of 1972 that ultimately led to President Nixon's impeachment.

25. Francis Scott Key Bridge (Key Bridge)

Over the Potomac River at Georgetown

D.C. Inventory, 1964; National Register, 1996

Reinforced concrete arch bridge designed by architects Wyeth & Sullivan and completed in 1923. The bridge has served as an important link for vehicular and pedestrian traffic between Washington and Northern Virginia across the Potomac River since it opened in 1923. The bridge is noteworthy for its classically inspired design made up of eight large arches, each lined with smaller arches serving to lighten the load, and large concrete piers with superimposed large Doric pilasters.



United States Department of the Interior

NATIONAL PARK SERVICE
C&O Canal National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, Maryland 21740

October 9, 2017

Ms. Julie Langan
DHR Director & State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: Initiation of Section 106 Consultation, Georgetown Canal Plan

Dear Ms. Langan:

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Project Description and Background

C&O Canal NHP is owned by the United States and administered by the NPS. The Georgetown Canal Plan/Environmental Assessment ("Plan/EA") proposes improvements to the mile-long segment of the Canal that passes through Washington's Georgetown neighborhood as well as the one-third-mile-long segment of Rock Creek Park between the Canal and Potomac River. Specifically, the project area extends along the length of the Canal between the Aqueduct Bridge abutment and pier ruins (approximately 36th Street, N.W.) and Lock One (approximately 28th Street, N.W.). At the confluence of the Canal and Rock Creek, the project area turns south to extend along Rock Creek Park to the creek's outlet to the Potomac River, known as the Tide Lock (see enclosed project area map). The project area is located in the District of Columbia; however, portions of the plan at the Tide Lock and Aqueduct Bridge may be visible from the Commonwealth of Virginia.

The purpose of the proposed action is to develop a plan to enhance the C&O Canal NHP and Rock Creek Park in Georgetown, from the Tide Lock to the Alexandria Aqueduct. The plan will focus on addressing deferred maintenance issues and related safety and accessibility concerns associated with the towpath; improving connections between Georgetown and the C&O Canal towpath; enhancing visitor experience through increased signage and optimizing underutilized areas. The plan will be developed in a manner that addresses the identified needs, while also preserving the historic character and cultural significance of

the C&O Canal NHP and the Georgetown Historic District (DC Landmark, National Register of Historic Places, National Historic Landmark).

The Georgetown Canal Plan is needed to provide a coordinated approach to address the following concerns:

- Portions of the towpath are uneven, narrow, and poorly lit, creating potential safety hazards;
- Visitors with limited mobility can only access the towpath from Grace Street, NW (south of the canal). All other access points are not compliant with the Architectural Barriers Act Accessibility Standards (ABAAS);
- Many access points to the towpath are not readily visible or unknown due to lack of signage;
- The park desires to expand opportunities for interpretation, education, and cultural programming;
- The park has limited amenities and facilities for visitor comfort such as seating, drinking fountains, and rest rooms; and
- Several plazas along the canal are underutilized and could be developed to provide additional recreational activities.

Section 106 and Historic Properties

To prepare for the Section 106 consultation process, NPS has prepared the enclosed list of consulting parties and a graphic illustration of a draft Area of Potential Effects (APE). These items are intended as a basis for discussion and are subject to modification through the consultation process. The draft APE for this project was developed using a 300-foot buffer around the Canal, Rock Creek, and associated pocket parks and plazas. This dimension was determined based on the areas from which the project site is reasonably visible. A preliminary list of historic districts within the draft APE is also enclosed.

NPS will work with VDHR, DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 consultation process. We welcome the opportunity to identify and evaluate modifications to the proposed project that will avoid, minimize, or mitigate potential adverse effects on historic properties within the APE.

Section 106 and NEPA Coordination

In accordance with the National Environmental Policy Act (NEPA) and in cooperation with Georgetown Heritage, Georgetown BID, and the D.C. Office of Planning, the NPS is preparing an EA to analyze potential impacts associated with the project. NPS plans to coordinate the Section 106 and NEPA processes per the implementing regulations (36 CFR § 800.8) of the NHPA. The NPS will also develop an Assessment of Effect for this project as a separate, but parallel, process to the EA. However, at this early stage, we are unable to make any determination of effect. We are planning to consult with the public per 800.3(e) in public meetings and through our Planning, Environment, and Public Comment website (<http://parkplanning.nps.gov/Georgetowncanalplan>). We anticipate that these outreach efforts will accommodate the requirements of both NEPA and the NHPA Section 106 processes.

A joint public NEPA scoping meeting and Section 106 consulting parties meeting was held on June 14, 2017. A second public meeting will be held on November 2, 2017 from 6:00-8:00pm at Canal Overlook at Georgetown Park (next to Dean & Deluca, 3276 M Street, NW). Please visit <https://goo.gl/maps/mXpczN5FgRn> for the exact location of the meeting. The purpose of this

meeting will be to inform the public of the expanded project area boundaries, present initial plan alternatives, and invite comment on the potential impacts on cultural and environmental resources.

We look forward to beginning the Section 106 consultation process for this project. If you have any questions, please contact Brendan Wilson at 240-291-8466 or Brendan_Wilson@nps.gov.

Sincerely,

Kevin D. Brandt
Superintendent

Enclosures: Revised Georgetown Canal Plan Location Map
 Revised Draft Area of Potential Effects Map
 List of Potential Consulting Parties

cc: Ethel Eaton, Virginia Department of Historic Resources
 Tammy Stidham, National Park Service, National Capital Region
 Julia Washburn, National Park Service, Superintendent, Rock Creek Park
 Carol Truppi, Georgetown Heritage
 Alison Greenberg, Georgetown Heritage

Georgetown Canal Plan

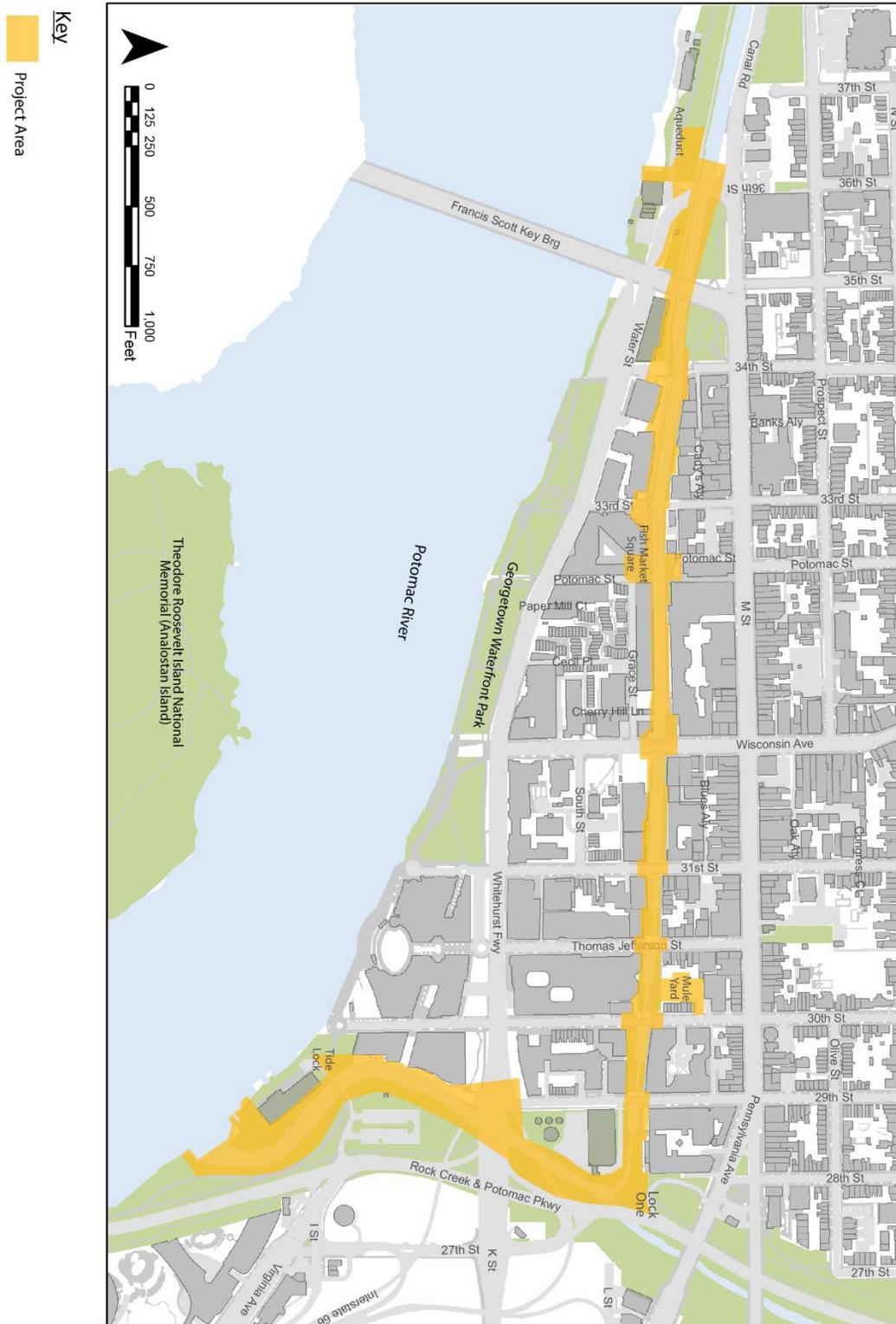


Fig. 1: Location Map

Georgetown Canal Plan
Potential Consulting Parties List

Cooperating Parties	National Park Service, C&O Canal NHP National Park Service, Rock Creek Park National Park Service, National Capital Region Georgetown Heritage Georgetown BID D.C. Office of Planning
THPO	Delaware Nation
SHPO	D.C. State Historic Preservation Officer Virginia Department of Historic Resources
Representatives of Local Governments	Advisory Neighborhood Commission 2E Mayor of the District of Columbia Council of the District of Columbia
Additional Consulting Parties	C&O Canal Association C&O Canal Trust Citizens Association of Georgetown Committee of 100 on the Federal City Cultural Tourism DC DC Preservation League Friends of the Georgetown Waterfront Park Historical Society of Washington, DC National Capital Planning Commission National Park Service, National Mall & Memorial Parks National Trust for Historic Preservation Potomac Boat Club U.S. Commission of Fine Arts U.S. Commission of Fine Arts, Old Georgetown Board

Georgetown Canal Plan
Preliminary Inventory of Historic Properties

Upon initiation of Section 106 consultation, a draft Area of Potential Effects (APE) was identified to encompass a geographic area where the potential direct (physical) and indirect (visual) effects on historic properties may result. (Fig. 2). The draft APE for this project was delineated to include 300 feet on either side of the Canal and Rock Creek (measured from a centerline) within the Plan area to account for adjacent properties as well as any surrounding views and viewsheds. Identification of resources within the draft APE was conducted through GIS mapping with data provided by the District of Columbia and review of existing documentation including the National Register of Historic Places (NRHP), and D.C. Inventory of Historic Sites.

The boundaries of the draft APE encompass numerous individually designated historic resources and overlap with portions of the Georgetown Historic District, Rock Creek Potomac Parkway Historic District, C&O Canal National Historical Park, and Potomac Gorge (Fig. 3). The following sections include a summary of the designated individual historic resources and districts within the draft APE.¹

¹ All descriptions of properties were adapted from the *D.C. Inventory of Historic Sites, Alphabetical Version* (DC Historic Preservation Office, 2009) and their respective D.C. Inventory or National Register forms.

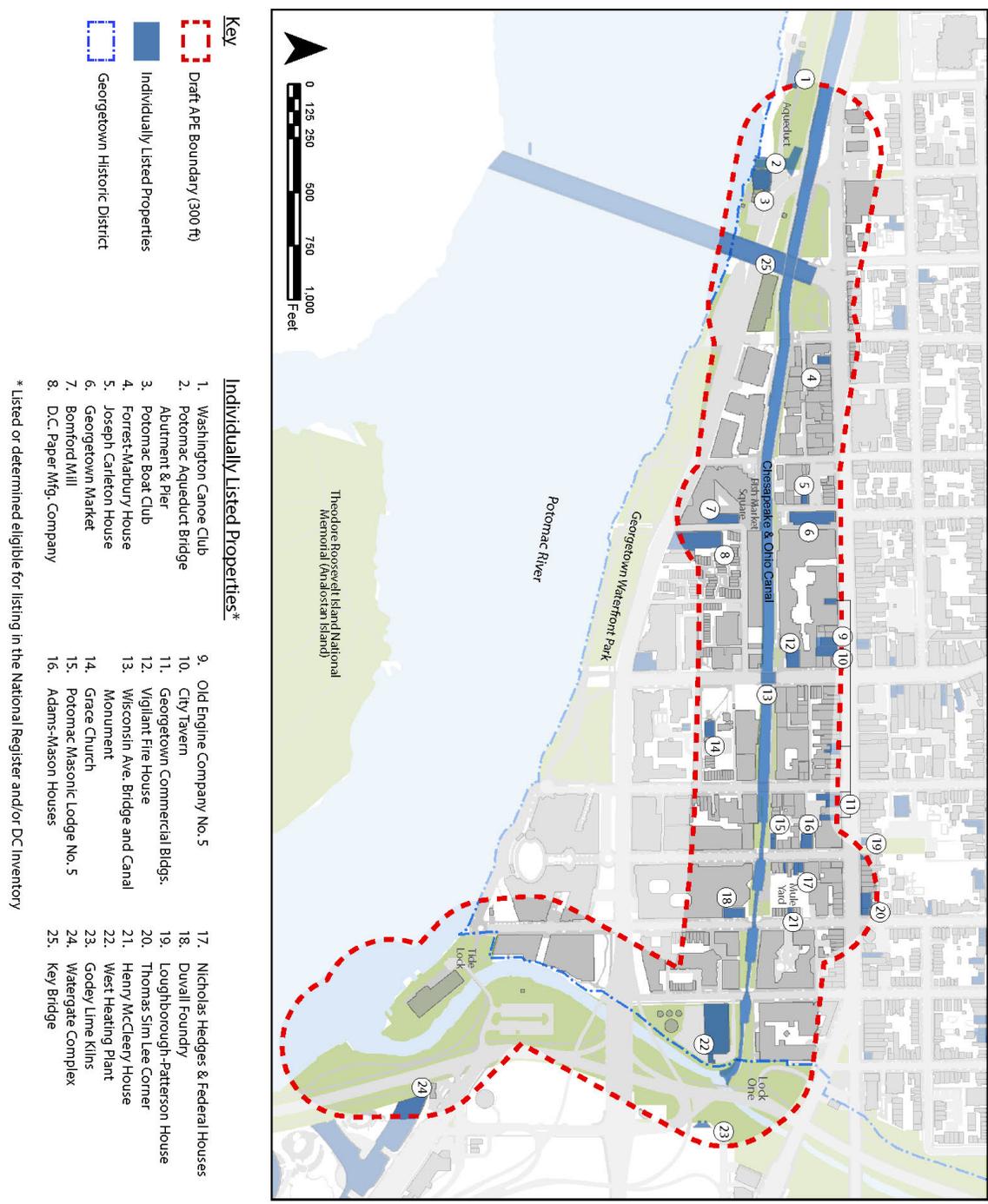
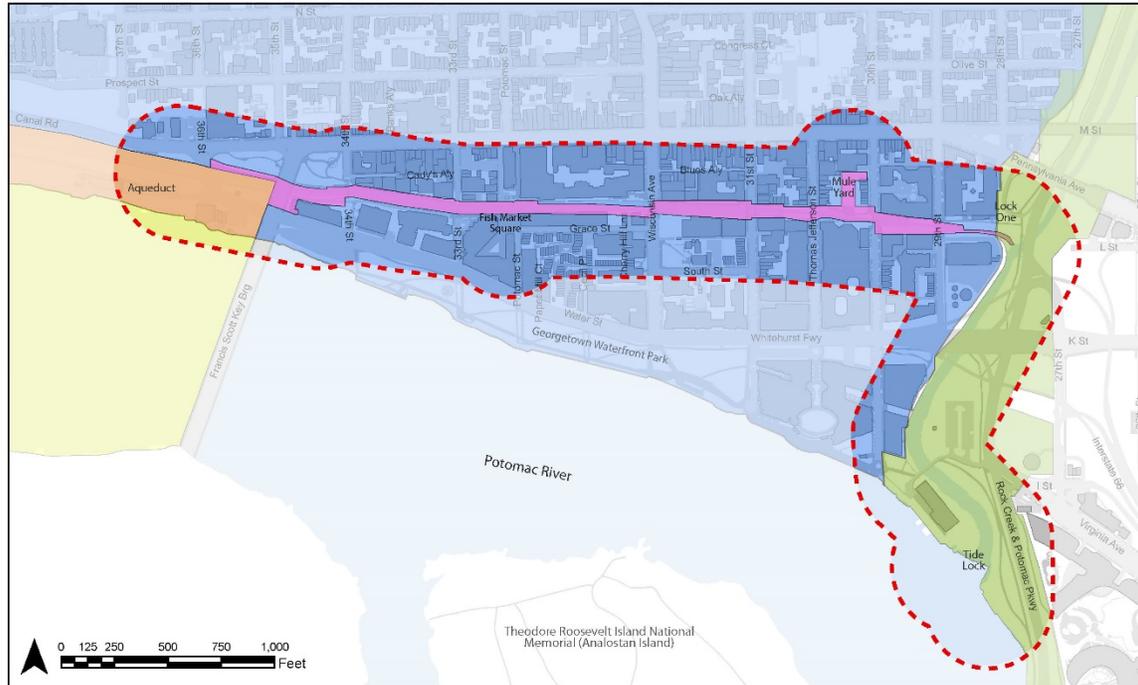


Fig. 2: Draft APE

Historic Districts



Key

- Chesapeake and Ohio Canal National Historical Park
- Rock Creek and Potomac Parkway
- Georgetown Historic District
- The Potomac Gorge (Potomac Palisades) Historic District
- C&O Canal and Potomac Gorge overlap
- Draft APE Boundary (300 ft)

Fig. 3: Historic Districts within the APE

Georgetown Historic District

Roughly bounded by Reservoir Road and Dumbarton Oaks Park on the north, Rock Creek Park on the east, the Potomac River on the south, and Glover-Archbold Parkway on the west.

Established by Old Georgetown Act 1950; D.C. Inventory, 1964; National Register and National Historic Landmark, 1967; National Register amended, 2003

The Georgetown Historic District encompasses the area laid out as a port town in 1751 prior to the establishment of the District of Columbia. The District is significant as a remarkably intact historic town with approximately 4,000 buildings with a rich variety of residential, commercial, institutional, and industrial buildings built between 1751 and 1950. The area is characterized by narrow streets, establishing an intimate scale (in contrast to the L'Enfant Plan), with a wide range of houses from simple frame dwellings to landscaped mansions in a variety of architectural styles including Federal, Greek Revival, Italianate, Queen Anne, Romanesque, Classical Revival, as well as numerous vernacular structures.

Chesapeake and Ohio Canal (C&O Canal) National Historical Park

Along the C&O Canal from Rock Creek to D.C. boundary (extends into Maryland).
D.C. Inventory, 1973; National Monument designation, 1961; National Register, 1966, update 2015; National Historical Park, 1971; within Georgetown HD and Potomac Gorge; also, individually listed in the D.C. Inventory, 1964.

185-mile continuous natural setting along the C&O Canal, one of the nation's most intact nineteenth century canals. The Canal was a primary commercial artery during the nineteenth century and was the focus of twentieth century conservation efforts for its historical, natural and recreational value. Major features of the park within D.C. include five miles of canal and towpath, four locks, remains of the Potomac Aqueduct Bridge, Wisconsin Avenue bridge, portions of other roadway bridges and footbridges, stone roadway and water culverts, waster weirs, and spillways (1830-31 with later alterations).

The Canal bisects Georgetown on a north-south axis running below M Street. Chartered by Congress in 1825 (the same year the Erie Canal opened), the C&O Canal Company broke ground on the canal in 1928, opening Lock 1 and completing the Rock Creek portion in 1931. The Canal conveyed raw materials to and from the city during the mid-nineteenth century and proved to be the "lifeline" of many of Georgetown's nineteenth century waterfront industries and businesses, many using the canal as a power source. The canal includes four Aquia Creek sandstone locks in Georgetown built in 1830. The canal ceased operations after a flood in 1924 and was acquired by the Department of the Interior as a historic site in 1938. The Canal is significant as a well-preserved example of nineteenth-century canal technology and as a major engineering achievement.

Rock Creek and Potomac Parkway Historic District (Lower Rock Creek Valley)

Along Potomac River and Rock Creek from Lincoln Memorial to National Zoo (U.S. Reservation 360)

D.C. Inventory, 1964; National Register, 2005

Rock Creek Park and Potomac Parkway, built between 1923-1936, is the first parkway in the metropolitan region and one of the earliest in the country, authorized by Congress in 1913. The parkway was established to provide a landscaped connection between the Mall and Potomac Park at the heart of the city and the National Zoological and Rock Creek Parks in the northwest quadrant. Though originally planned for carriages, equestrians and pedestrians, protracted funding for the 3.1 miles of roadway resulted in design changes to accommodate the automobile. The linear park encompasses approximately 180 acres including the Parkway and a variety of extant nineteenth-century industrial structures with a period of significance of 181951, defined by beginning of construction of the C&O Canal and erection of *The Arts of Peace* sculpture groups.

The Potomac Gorge (Potomac Palisades)

Potomac River upstream from the Key Bridge bound approximately by the Virginia shore and Canal Road to D.C. boundary.

D.C. Inventory, 1964; incorporates portions of the C&O Canal

D.C. portion of the Gorge, which extends approximately 15 miles along the Potomac River from the Key Bridge to above Great Falls, incorporating sections of the C&O Canal. The Gorge is a significant natural area and one of the most biologically diverse areas for plant species because of its unusual hydrology.

Individual Individually Listed Properties²

1. Washington Canoe Club
3700 Water Street, N.W.
D.C. Inventory, 1973; National Register, 1991; within Georgetown HD and Potomac Gorge
Club house facing the Potomac River built for the Washington Canoe Club in 1904. Shingle style building representative of recreational trends and attitudes rooted in the late nineteenth century, new uses on the waterfront gaining popularity at the time, and new emerging architectural styles around the turn of the century. Along with the nearby Potomac Boat Club it is one of two remaining early twentieth century boat clubs along the Potomac River.
2. Potomac Aqueduct Bridge Abutment & Pier
Potomac River west of Key Bridge
D.C. Inventory, 1973
Stone remnants of the Potomac Aqueduct Bridge over the Potomac River. The bridge, designed by architect Maj. William Turnbull of the U.S. Topographical Engineers (predecessor of the U.S. Army Corps of Engineers), was a major early nineteenth century engineering achievement which involved the construction of piers on bedrock thirty-five feet below the waterline. Construction of the bridge began in 1833 from the Virginia shore and was completed in 1843. During the civil war the aqueduct was drained and used as a highway bridge and over the years the superstructure was replaced several times to accommodate carriages and later trains. In 1923 the Key Bridge opened and the two bridges existed side by side until the Potomac Aqueduct Bridge superstructure was demolished in 1933. The extant Georgetown abutment was built 1840-41 and still stands essentially as built, except for the northern arch, which was raised between 1900 and 1909 to enable railroad cars to pass underneath. Two types of iron fencing from the aqueduct bridge are preserved on top of the abutment.
3. Potomac Boat Club
3530 K Street, N.W.
D.C. Inventory, 1973; National Register, 1991; within Georgetown HD and Potomac Gorge
Two-story frame boat club house with Craftsman style detailing located along the Potomac River directly east of the former Potomac Aqueduct Bridge Abutment and Pier. The boat house was constructed in 1908, designed by local architectural firm A.B. Mullett & Company, for the Potomac Boat Club organization, originally founded in 1859. The building typifies the form of the “second generation” boat houses of the late nineteenth and early twentieth centuries, which were often more elaborate structures containing spaces for social functions as well as practical. Along with the Washington Canoe Club it is one of two remaining early twentieth century boat clubs along the Potomac River.
4. Forrest-Marbury House
3350 M Street, N.W.
D.C. Inventory, 1964; National Register, 1973; within Georgetown HD
Large three-story brick Federal townhouse built c. 1788-90 for Col. Uriah Forrest, an early mayor of Georgetown. The house was notably the location of a 1791 meeting between George Washington, District Commissioners and local proprietors, during which an agreement was reached establishing the Federal City’s approximate boundaries. The townhouse was home of William Marbury in the 1830s, a local real estate investor who achieved national fame when he sued the Jefferson Administration for failing to grant him his appointment as justice of the peace in 1800.

² List numbers correspond with associated draft APE map.

5. Joseph Carleton House
1052-1054 Potomac Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Simple masonry double house built around 1794 by Joseph Carleton, Georgetown Postmaster from 1799 until 1803. The house is representative of early nineteenth century middle-class homes with simple six-over-six double hung windows, recessed rectangular transom lights over doors, and narrow dormer windows at the roof.
6. Georgetown Market
3276 M Street, N.W.
D.C. Inventory, 1964; National Register, 1966 (by amendment of the OG Act?) and 1971; within Georgetown HD
One-story brick market building built in 1865 on the fieldstone foundations of an earlier market building. Site was first occupied by a public market c. 1795.
7. Bomford Mill (Pioneer Flour Mills; Flour Mill)
3261 K Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Four-story brick building built in 1845-1847 as a cotton mill by Col. George Bomford (1782-1848), army ordnance expert and owner of Kalorama. Bomford originally constructed a flour mill on the site in 1832, which burned in 1844. Realizing changing markets and competition in Georgetown, Bomford built and operated the new mill as a cotton mill from 1847 until the Civil War. Originally powered by water from the nearby C&O Canal, the mill is illustrative of mill development on the Georgetown waterfront in the nineteenth century resulting from the completion of the canal. In about 1883, the mill was enlarged and converted to a flour mill known as Pioneer Flour Mills. It continued to operate as a flour mill until the 1970s when it was converted into condominiums.
8. District of Columbia Paper Manufacturing Company (Paper Mill)
3255-59 K Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Late nineteenth century brick paper mill located at Potomac and Water streets built for George Hill, Jr. The mill was expanded by 1903 and continued to operate as the D.C. Paper Company until 1950. The mill was converted into condominiums in 1978.
9. Old Engine Company No. 5 (Bank of Columbia; Georgetown Town Hall & Mayor's Office)
3210 M Street, N.W.
D.C. Inventory, 1964; National Register, 1971 (removed 1983); within Georgetown HD
Three-story brick building built in 1796 for the Bank of Columbia, the first bank in the District of Columbia which was extensively involved in the city's early development. Following the bank's relocation in 1807, early occupants included the U.S. Bureau of Indian Trade (1807-22), followed by Georgetown Town Hall (1823-63), Lang's Hotel (1863-70), D.C. government offices and storage (1871-83), followed by Engine Company No. 5 (1883-1946). The building was largely reconstructed and refaced in 1883 when Engine Company No. 5 occupied the building.
10. City Tavern
3206 M Street, N. W.
D.C. Inventory, 1964; NR listing 1992; within Georgetown HD
Rare surviving example of a federal period tavern building in Washington. The Georgian style brick building with associated stable faces M Street and was constructed in 1795-96. From 1796 through the mid nineteenth century, the tavern was at the center of activity in Georgetown, regularly hosting community meetings and functions. The three-and-one-half story brick building features a side gabled roof with rear dormers and Flemish bond with belt courses. Window openings on upper floors are topped by jack arches and

include nine-over-nine and six-over-six sashes. Single light windows topped by segmental arches line the raised basement, exposed when M Street was lowered in the 1870s. The building was extensively restored in 1962.

11. Georgetown Commercial Buildings – M Street, N.W.
Multiple addresses. Properties included in APE: 3058, 3068, 3072, 3112, 3116 M Street, 3209-11 M Street (Thomas Cramphin Building), 3236 M Street (Reckert House)
D.C. Inventory, 1964; within Georgetown HD
Commercial buildings built c. 1780-1820 including the Reckert House (3236 M Street), one of the few frame structures remaining in the commercial district, and the Cramphin Building (3209-11 M Street), an early nineteenth century commercial building once the home of the Columbian Gazette.
12. Vigilant Fire House
1066 Wisconsin Ave, N.W.
D.C. Inventory, 1964; National Register, 1971; within Georgetown HD
Oldest extant fire house in the city. The two-story brick firehouse with gable-end façade and cupola was built in 1844 for the Vigilant Fire Company (organized in 1817). The Vigilant Fire Company occupied the building until 1883 when private fire companies were incorporated into the municipal fire department. The building since has been used for commercial purposes. Largely reconstructed in 1994.
13. Wisconsin Avenue Bridge (High Street Bridge) and Canal Monument
Wisconsin Avenue over the Canal
D.C. Inventory, 1973
Barrel arch bridge built in 1831 faced with Aquia Creek sandstone spanning fifty-four feet over the canal. The last of five bridges that carried Georgetown streets over the canal. Marble obelisk with commemorative inscription placed on the north side of the bridge in 1850.
14. Grace Church (Grace Protestant Episcopal Church)
1041 Wisconsin Avenue, N.W.
D.C. Inventory, 1964; National Register 1971; within Georgetown HD
Small Gothic Revival church constructed in 1866-67 of Potomac blue gneiss with a gable roof topped by bell-cotes and a simple interior with exposed truss ceiling and carved woodwork. The church was built for the parish founded in 1855 by Saint John's Church as a mission church for boatmen and workers from the adjacent C&O Canal. The rectory was added in 1895 and the parish hall in 1898.
15. Potomac Masonic Lodge No. 5
1058 Thomas Jefferson Street, N.W.
D.C. Inventory, 1964; within the Georgetown HD
The oldest remaining lodge hall in the city. The altered two-story brick building was built in 1810 by Georgetown's third Masonic Lodge (Potomac Lodge No. 43, re-chartered in 1811 as Lodge No. 5). In 1840 the building was sold and converted into a shop and residence.
16. Adams-Mason Houses
1072 and 1074 Thomas Jefferson Street, N.W.
D.C. Inventory, 1973; within Georgetown Historic District
Frame (1072) and brick (1074) Federal-style houses built c. 1810-1812. Both properties were purchased by carriage maker George W. Mason about 1880 and were owned by the Mason family until 1964. The frame house at 1072 was originally built by Thomas Adams c. 1810-1812 and is one of the few remaining clapboard houses in the Georgetown waterfront area. The two and one-half story house features a gable roof with dormers and separate dwelling and shop doors.

17. Nicholas Hedges & Federal Houses
1063, 1069, and 1071 Thomas Jefferson Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
The Nicholas Hedges House located at 1069 Thomas Jefferson Street is a small two-and-one-half-story brick house built between 1815-1818. The house was originally built for use as both a residence and office or shop, with two doors on the street façade (removed in 1941). The Federal House located at 1063 Thomas Jefferson Street, is a small Federal style row house built c. 1800-1815, similar to the nearby Hedges House.
18. Duvall Foundry
1050 30th Street, N.W.
D.C. Inventory 1973; within Georgetown HD
Two-story brick warehouse overlooking the Canal built in about 1856 and operated as a foundry by William T. Duvall until about 1870.
19. Loughborough-Patterson House (Junior League of Washington)
3041 M Street, N.W.
D.C. Inventory, 1964; within Georgetown HD
Two three-story brick townhouses built between 1801-06 by Nathan Loughborough and Benjamin Patterson. Loughborough (1772-1852) was a prominent Virginian, District Magistrate, and Comptroller of the Treasury under Alexander Hamilton. He was a large stockholder in the C&O Canal and Farmers' and Mechanics' National Bank and was also an early promoter of the Rockville Pike. He is best known known for having sued the U.S. government for charging taxes on his townhouse on the grounds that it constituted "taxation without representation." Loughborough granted Patterson a 99-year lease on a portion of his property and Patterson constructed the neighboring townhouse with ground level store. Patterson later defaulted on the lease in 1807 and Loughborough sold both houses in 1813. The building has been home of the Junior League of Washington since 1960.
20. Thomas Sim Lee Corner (Thomas Sim Lee Houses & Ross and Getty Building)
3001-3011 M Street, N.W.
D.C. Inventory 1964; within Georgetown HD
Thomas Sim Lee Corner, located at the corner of M and Thirtieth Streets, is made up of a grouping of masonry commercial buildings built between 1781 and 1812. The Thomas Sim Lee Houses (3001-03 M Street) are pre-Revolutionary houses built c. 1781-1791 by Thomas Sim Lee as his winter residence. Thomas Sim Lee (1745-1818) was an ardent supporter of the American Revolution, active Federalist and twice governor of Maryland. By 1800 Lee acquired the property at this corner extending 120 feet on M Street and 270 feet up Thirtieth Street. The Ross & Getty Building (3005-3011) is comprised of early nineteenth century commercial buildings constructed by Robert Getty and Andrew Ross between 1810-1812 after acquiring a portion of the Thomas Sim Lee property in 1810.
21. Henry McCleery House
1068 30th Street, N.W.
D.C. Inventory, 1973; within Georgetown HD
Small brick row house built just prior to 1801 when the property was acquired by Henry McCleery. The two-and-a-half-story house is now partly below grade due to street regrading in 1831 for construction of a bridge across the C&O Canal.
22. West Heating Plant
1055 29th Street, N.W.
Determined Eligible for listing in the National Register, 2012
Former heating plant constructed between 1946-48 for the Public Building Administration to supplement the Central Heating Plant. The six-story brick building was

designed by architect William Dewey Foster in a Moderne style and features smooth wall planes with rhythmically recessed and projecting wall surfaces, linear brick corner embellishments, and subtle architectural details. The plant remained in operation from 1948 until 2000. In 2013 the General Services Administration, successor to the Public Buildings Administration, determined the property was no longer needed and initiated the Federal Government's formal disposal process.

23. Godey Lime Kilns (Washington Lime Kilns)

Rock Creek Park & Potomac Parkway at 27th and L Streets, N.W.

D.C. Inventory, 1973; National Register, 1973; within Rock Creek & Potomac Parkway

Remnants of William H. Godey's stone lime kilns built in 1864 and in operation until 1907. Originally consisted of four wood-fired oven structures for making lime and plaster from limestone quarried near Harpers Ferry and shipped via the C&O Canal. Ovens were removed to make room for highway ramps leading from the Rock Creek and Potomac Parkway to the Whitehurst Freeway.

24. Watergate Complex

2500, 2600, 2650, & 2700 Virginia Avenue, N.W.; 600 & 700 New Hampshire Avenue, N.W.

D.C. Inventory, 2005; National Register, 2005

Constructed between 1964 and 1971, Watergate consists of a single complex composed of six interconnected buildings designed by Italian Futurist architect Luigi Moretti. The luxury modernist buildings on the banks of the Potomac River are internationally known, significant for their architecture, planning as well as the site's place in American history as the location of the bungled break-in at the Democratic National Committee headquarters during the presidential campaign of 1972 that ultimately led to President Nixon's impeachment.

25. Francis Scott Key Bridge (Key Bridge)

Over the Potomac River at Georgetown

D.C. Inventory, 1964; National Register, 1996

Reinforced concrete arch bridge designed by architects Wyeth & Sullivan and completed in 1923. The bridge has served as an important link for vehicular and pedestrian traffic between Washington and Northern Virginia across the Potomac River since it opened in 1923. The bridge is noteworthy for its classically inspired design made up of eight large arches, each lined with smaller arches serving to lighten the load, and large concrete piers with superimposed large Doric pilasters.



United States Department of the Interior

NATIONAL PARK SERVICE
C&O Canal National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, Maryland 21740

November 28, 2017

Robert Gray
Chief / Tribal Administrator
Pamunkey Indian Tribe
1054 Pocahontas Trail
King William, VA 23086

Re: Initiation of Section 106 Tribal Consultation, Georgetown Canal Plan

Dear Chief Gray:

The National Park Service (NPS), in partnership with Georgetown Heritage, Georgetown Business Improvement District (BID), and the District of Columbia Office of Planning, is preparing a plan and corresponding Environmental Assessment for improvements to the Georgetown portions of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and Rock Creek Park in the District of Columbia. To date the NPS has initiated consultation with the Virginia Department of Historic Resources (VDHR) in compliance with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations (36 CFR § 800). We understand the Catawba Indian Nation to have interest in the preservation of Native American cultural resources of significance in this region.

Project Description and Background

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The Georgetown Canal Plan is needed to provide a coordinated approach to address the following concerns:

- Portions of the towpath are uneven, narrow, and poorly lit, creating potential safety hazards;
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We look forward to beginning the Section 106 consultation process for this project. To accept this invitation to initiate consultation please contact Sophia Kelly at 301-714-2236 or sophia_kelly@nps.gov. We will continue to send project updates as the determination of effect is identified and alternatives are determined.

Sincerely,

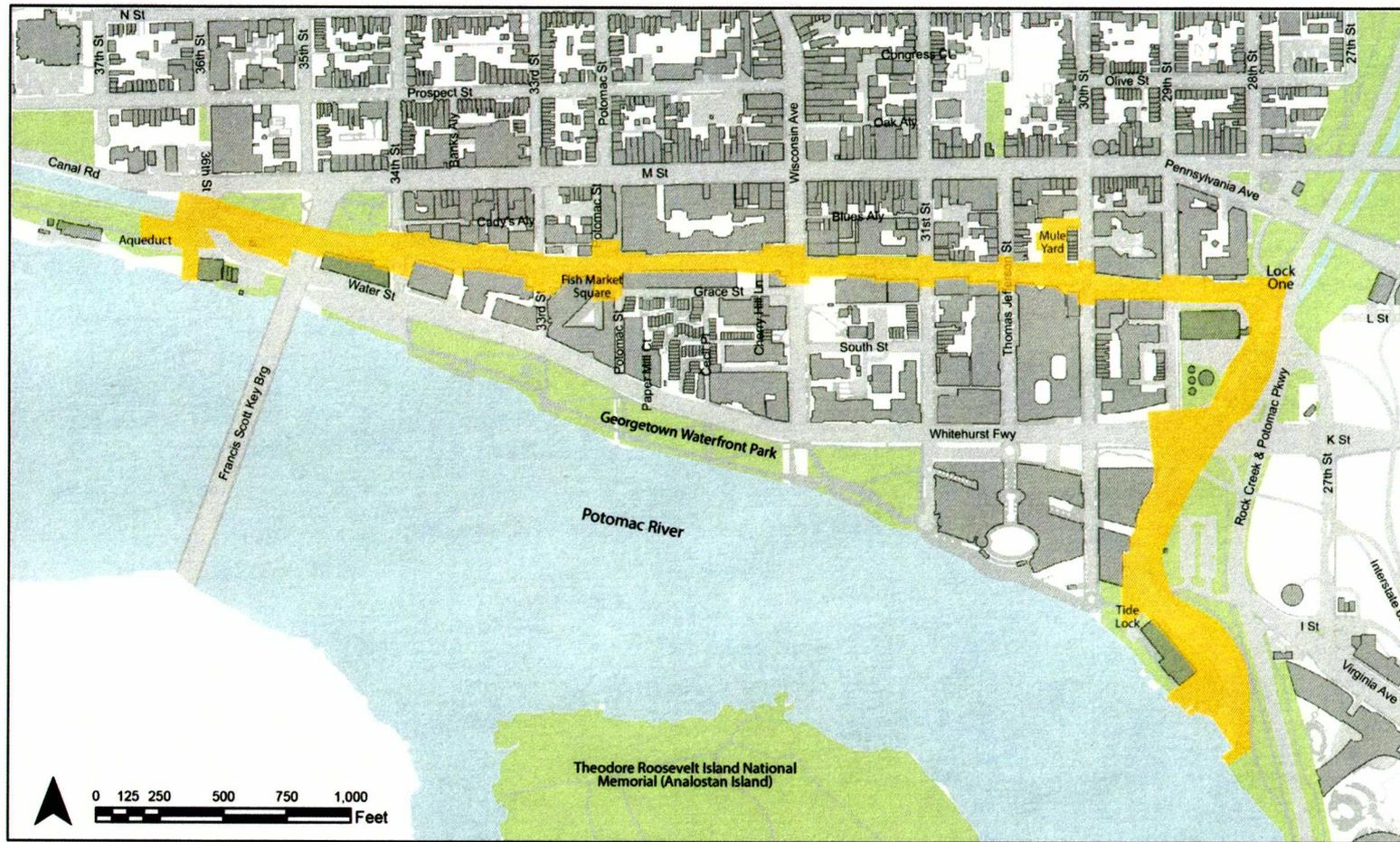


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Ethel Eaton, Virginia Department of Historic Resources
David Maloney, DC State Historic Preservation Office
Tammy Stidham, National Park Service, National Capital Region
Julia Washburn, National Park Service, Superintendent, Rock Creek Park
Alison Greenberg, Georgetown Heritage
Scott Walzak, Georgetown Heritage

Georgetown Canal Plan



Key

Project Area



United States Department of the Interior

NATIONAL PARK SERVICE
C&O Canal National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, Maryland 21740

November 28, 2017

Dr. Wenonah G. Haire
Tribal Historic Preservation Officer
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

Re: Initiation of Section 106 Tribal Consultation, Georgetown Canal Plan

Dear Dr. Haire:

The National Park Service (NPS), in partnership with Georgetown Heritage, Georgetown Business Improvement District (BID), and the District of Columbia Office of Planning, is preparing a plan and corresponding Environmental Assessment for improvements to the Georgetown portions of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and Rock Creek Park in the District of Columbia. To date the NPS has initiated consultation with the Virginia Department of Historic Resources (VDHR) in compliance with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations (36 CFR § 800). We understand the Catawba Indian Nation to have interest in the preservation of Native American cultural resources of significance in this region.

Project Description and Background

C&O Canal NHP is owned by the United States and administered by the NPS. The Georgetown Canal Plan/Environmental Assessment ("Plan/EA") proposes improvements to the mile-long segment of the Canal that passes through Washington's Georgetown neighborhood as well as the one-third-mile-long segment of Rock Creek Park between the Canal and Potomac River. Specifically, the project area extends along the length of the Canal between the Aqueduct Bridge abutment and pier ruins (approximately 36th Street, N.W.) and Lock One (approximately 28th Street, N.W.). At the confluence of the Canal and Rock Creek, the project area turns south to extend along Rock Creek Park to the creek's outlet to the Potomac River, known as the Tide Lock (see enclosed project area map). The project area is located in the District of Columbia; however, portions of the plan at the Tide Lock and Aqueduct Bridge may be visible from the Commonwealth of Virginia.

The purpose of the proposed action is to develop a plan to enhance the C&O Canal NHP and Rock Creek Park in Georgetown, from the Tide Lock to the Alexandria Aqueduct. The plan will focus on addressing deferred maintenance issues and related safety and accessibility concerns associated with the towpath; improving connections between Georgetown and the C&O Canal towpath; enhancing visitor experience through increased signage and optimizing underutilized areas. The plan will be developed in a manner that addresses the identified needs, while also preserving the historic character and cultural significance of the C&O Canal NHP and the Georgetown Historic District (DC Landmark, National Register of Historic Places, National Historic Landmark).

The Georgetown Canal Plan is needed to provide a coordinated approach to address the following concerns:

- Portions of the towpath are uneven, narrow, and poorly lit, creating potential safety hazards;
- Visitors with limited mobility can only access the towpath from Grace Street, NW (south of the canal). All other access points are not compliant with the Architectural Barriers Act Accessibility Standards (ABAAS);
- Many access points to the towpath are not readily visible or unknown due to lack of signage;
- The park desires to expand opportunities for interpretation, education, and cultural programming;
- The park has limited amenities and facilities for visitor comfort such as seating, drinking fountains, and rest rooms; and
- Several plazas along the canal are underutilized and could be developed to provide additional recreational activities.

Section 106 and NEPA Coordination

In accordance with the National Environmental Policy Act (NEPA) and in cooperation with Georgetown Heritage, Georgetown BID, and the D.C. Office of Planning, the NPS is preparing an EA to analyze potential impacts associated with the project. NPS plans to coordinate the Section 106 and NEPA processes per the implementing regulations (36 CFR § 800.8) of the NHPA. The NPS will also develop an Assessment of Effect for this project as a separate, but parallel, process to the EA. However, at this early stage, we are unable to make any determination of effect. We are planning to consult with the public per 800.3(e) in public meetings and through our Planning, Environment, and Public Comment website (<http://parkplanning.nps.gov/Georgetowncanalplan>). We anticipate that these outreach efforts will accommodate the requirements of both NEPA and the NHPA Section 106 processes.

We look forward to beginning the Section 106 consultation process for this project. To accept this invitation to initiate consultation please contact Sophia Kelly at 301-714-2236 or sophia_kelly@nps.gov. We will continue to send project updates as the determination of effect is identified and alternatives are determined.

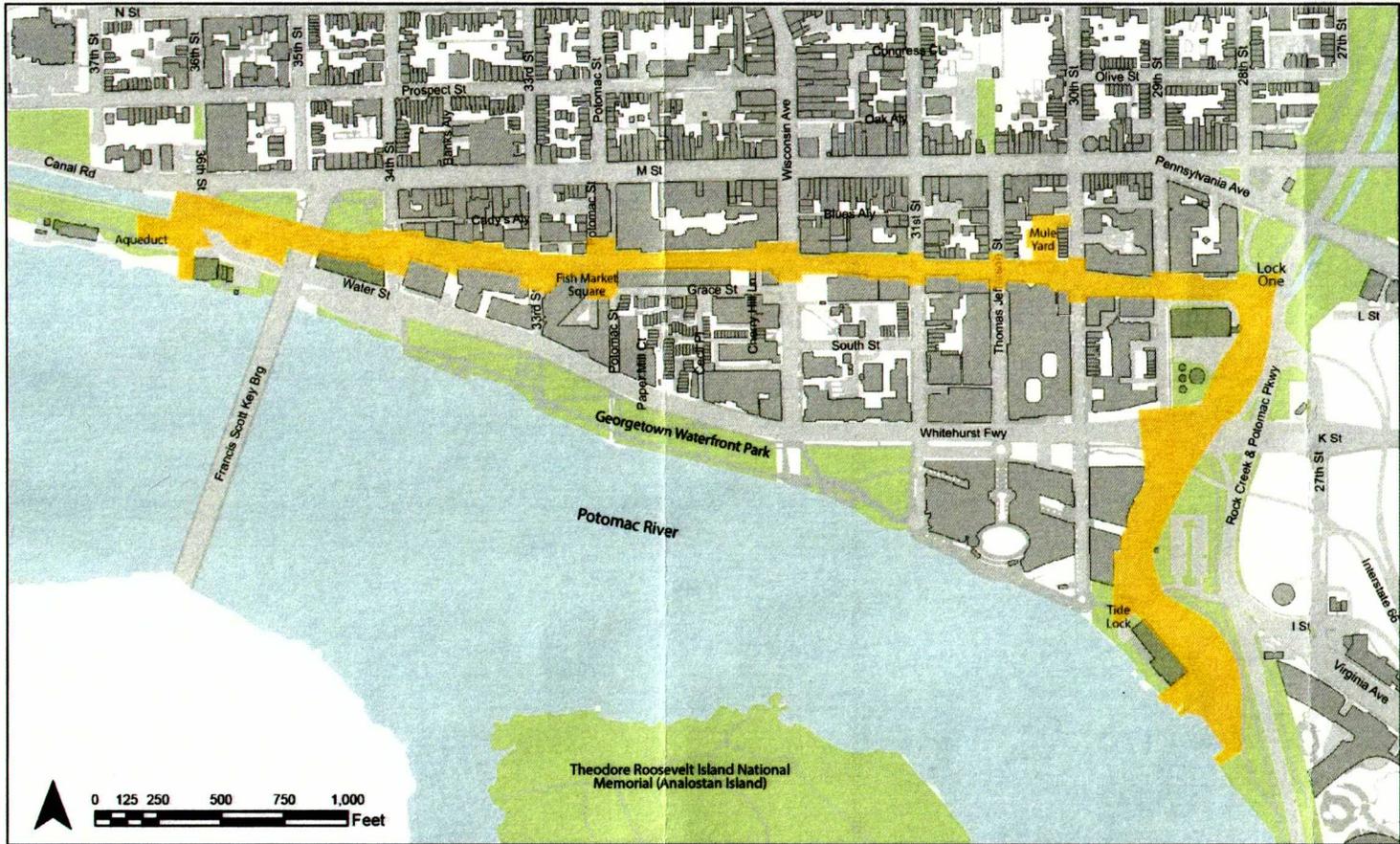
Sincerely,



Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Ethel Eaton, Virginia Department of Historic Resources
David Maloney, DC State Historic Preservation Office
Tammy Stidham, National Park Service, National Capital Region
Julia Washburn, National Park Service, Superintendent, Rock Creek Park
Alison Greenberg, Georgetown Heritage
Scott Walzak, Georgetown Heritage



Key

 Project Area

Georg



United States Department of the Interior

NATIONAL PARK SERVICE
C&O Canal National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, Maryland 21740

November 28, 2017

Ms. Susan Bachor
East Coast Preservation Representative
Delaware Tribe of Indians
P.O. Box 64
Pocono Lake, PA 18347

Re: Initiation of Section 106 Tribal Consultation, Georgetown Canal Plan

Dear Ms. Bachor:

The National Park Service (NPS), in partnership with Georgetown Heritage, Georgetown Business Improvement District (BID), and the District of Columbia Office of Planning, is preparing a plan and corresponding Environmental Assessment for improvements to the Georgetown portions of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and Rock Creek Park in the District of Columbia. To date the NPS has initiated consultation with the Virginia Department of Historic Resources (VDHR) in compliance with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations (36 CFR § 800). We understand the Catawba Indian Nation to have interest in the preservation of Native American cultural resources of significance in this region.

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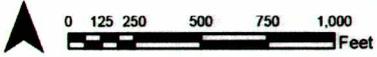
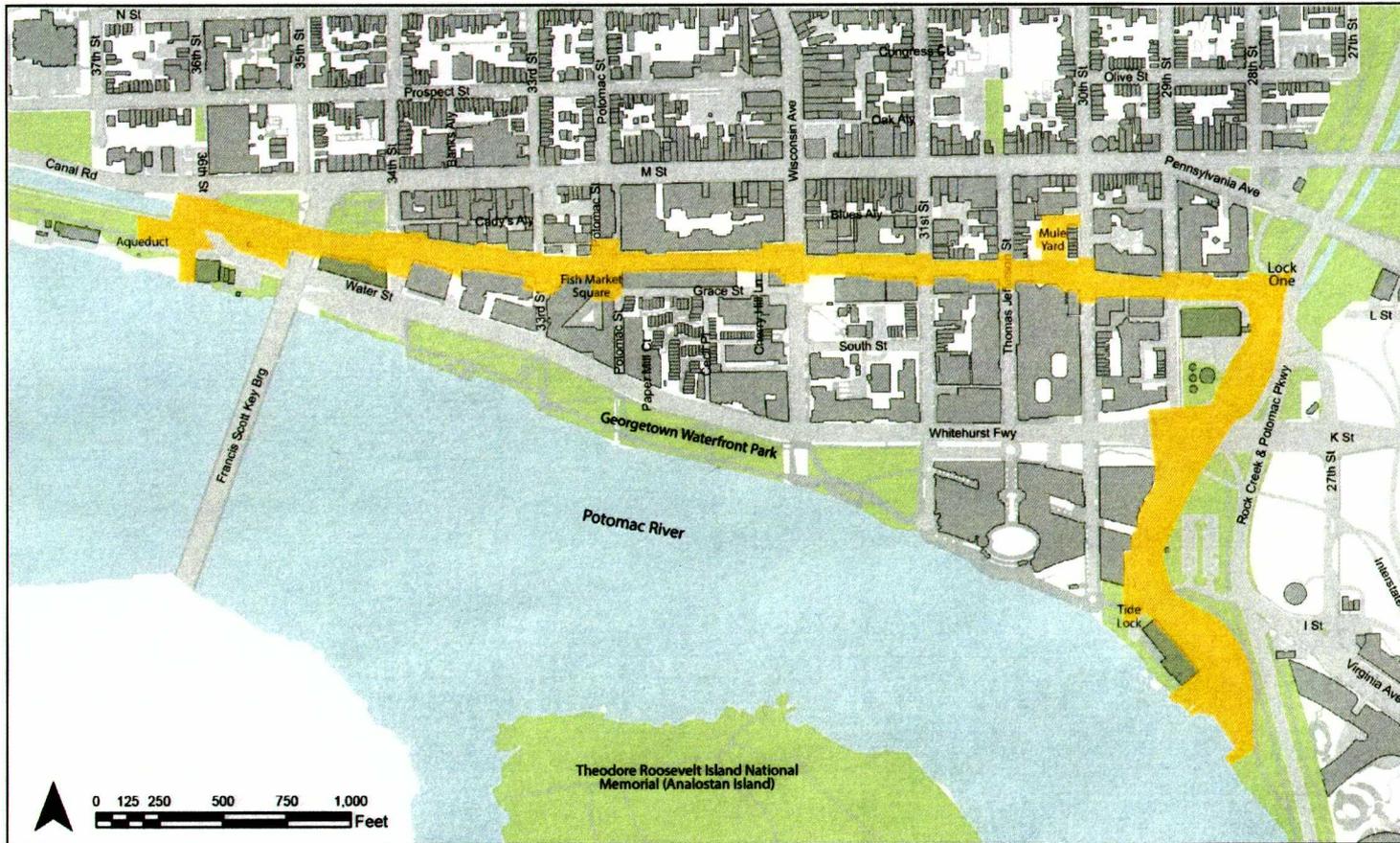
Sincerely,



Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Ethel Eaton, Virginia Department of Historic Resources
David Maloney, DC State Historic Preservation Office
Tammy Stidham, National Park Service, National Capital Region
Julia Washburn, National Park Service, Superintendent, Rock Creek Park
Alison Greenberg, Georgetown Heritage
Scott Walzak, Georgetown Heritage



Key

 Project Area

Georg

C&O Canal Plan			
Consulting Parties List			
Category	Organization	Name	Title
Georgetown Heritage	Georgetown Heritage	Jeffrey Nichols	Executive Director
	Georgetown Heritage	Scott Walzak	Project Manager
	Georgetown Heritage	Maggie Downing	Director of Public Programs & Partnerships
Georgetown BID	Georgetown BID	Joe Sternlieb	CEO
NPS	National Park Service, C&O Canal NHP	Kevin Brandt	Superintendent
	National Park Service, C&O Canal NHP	John Noel	Deputy Superintendent
	National Park Service, C&O Canal NHP	Jeri DeYoung	Chief of Resources Management
	National Park Service, C&O Canal NHP	Ben Helwig	Partnerships Coordinator
	National Park Service, C&O Canal NHP	Brendan Wilson	Georgetown Supervisory Ranger
	National Park Service, C&O Canal NHP	Justin Ebersole	Cultural Resource Manager
	National Park Service, National Capital Region	Tammy Stidham	Chief of Planning, Compliance & GIS
	National Park Service, National Capital Region	Laurel Hammig	Regional Planner
	National Park Service, National Capital Region	Maureen Joseph	Historical Landscape Architect
	National Park Service, Rock Creek Park	Julia Washburn	Superintendent
	National Park Service, Rock Creek Park	Mike McMahon	Landscape Architect
	National Park Service, Rock Creek Park	Joshua M. Torres	Cultural Resource Program Manager
DC Office of Planning	DC Office of Planning	Josh Silver	Ward 2 Planner
Design	James Corner Field Operations	Sarah Astheimer	Principal-in-Charge
	James Corner Field Operations	Justin Jackson	Associate
Compliance	EHT Traceries	Kim Daileader	Director of Technical Preservation
	EHT Traceries	Laura Hughes	Principal/COO
	Stantec	Jessica Davis	Environmental Specialist
	Stantec	Joan Glynn	Principal
Facilitation	LINK Strategic Partners	Michael Akin	
	LINK Strategic Partners	Josh Lasky	
SHPO	DC State Historic Preservation Office	David Maloney	State Historic Preservation Officer
	DC State Historic Preservation Office	Tim Dennee	Historic Preservation Specialist
	DC State Historic Preservation Office	Andrew Lewis	Senior Historic Preservation Specialist
	Virginia Department of Historic Resources	Ethel Eaton	Senior Policy Analyst
	Virginia Department of Historic Resources	Greg	
THPO	Virginia Department of Historic Resources	Julie V. Langan	Director
	Delaware Nation	Erin Thompson	Federal Preservation Officer
	Delaware Nation	Jason Ross	Section 106 Manager
	Catawba Indian Nation	Dr. Wenonah G. Haire	Tribal Historic Preservation Officer
	Delaware Tribe of Indians	Susan Bachor	East Coast Preservation Representative
	Pamunkey Indian Tribe	Robert Gray	Chief/Tribal Administrator
Local Gov't Representatives	Mayor of the District of Columbia	Muriel Bowser	Mayor
	ANC 2E05	Lisa Palmer	Commissioner, 2E05
	ANC	Sherri Kimbel	
	Council of the District of Columbia	Jack Evans	Ward 2 Councilmember
	Council of the District of Columbia	Anita Bonds	At-Large Councilmember
	Council of the District of Columbia	David Grosso	At-Large Councilmember
	Council of the District of Columbia	Elissa Silverman	At-Large Councilmember
	Council of the District of Columbia	Robert C. White, Jr.	At-Large Councilmember

Additional Consulting Parties	Advisory Council on Historic Preservation	Chris Wilson	NPS Liaison
	C&O Canal Association	Bill Holdsworth	President
	C&O Canal Trust	Robin Zanotti	President
	Citizens Association of Georgetown	Cherly Gray	President
	Citizens Association of Georgetown	Leslie Maysak	Executive Director
	Citizens Association of Georgetown	Stephanie Bothwell	Director
	Citizens Association of Georgetown	Pamela Moore	Director
	Citizens Association of Georgetown	Richard Hinds	General Counsel
	Citizens Association of Georgetown	Elsa Santoyo	Historic Preservation and Zoning Chair
	Committee of 100 on the Federal City	Stephen Hansen	Chair
	Cultural Tourism DC	Steven E. Shulman	Executive Director
	DC Preservation League	Rebecca Miller	Executive Director
	Friends of the Georgetown Waterfront Park	Ann Satterthwaite	Chair, Board of Directors
	Historical Society of Washington, DC	John Suau	Executive Director
	National Capital Planning Commission	Diane Sullivan	Director, Urban Design & Plan Review Division
	National Capital Planning Commission	Lee Webb	Historic Preservation Specialist
	National Capital Planning Commission	Meghan Spigle	Community Planner
	National Park Service, National Mall & Memorial Parks	Catherine Dewey	Chief of Resource Management
	National Park Service, National Mall & Memorial Parks	Mike Commisso	Cultural Resources Program Manager
	National Trust for Historic Preservation	Rob Nieweg	Field Director & Attorney, Southern Field Office
	Potomac Boat Club	Barbara Ryan	Elected Governors of Potomac Boat Club
	U.S. Commission of Fine Arts	Thomas Luebke	Secretary, Federal Preservation Officer
	U.S. Commission of Fine Arts	Frederick Lindstrom	Assistant Secretary
	U.S. Commission of Fine Arts	Dan Fox	Public Affairs Specialist
	U.S. Commission of Fine Arts (OGB)	Mary Catherine Collins	Architectural Historian, Old Georgetown Act
	U.S. Commission of Fine Arts (OGB)	Jonathan Mellon	Historic Preservation Specialist, Old Georgetown Act
	C&O Canal Association	Rob Mackler	



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK
Preliminary Agency Meeting



Date: May 31, 2017

Stakeholder group: DC State Historic Preservation Office (SHPO); US Commission of Fine Arts (CFA); National Capital Planning Commission (NCPC); Old Georgetown Board (OGB).

Purpose: Solicit input for visioning phase of C&O Canal revitalization

Meeting participants:

Name	Agency
Tammy Stidham	NPS NCR
Frederick Lindstrom	CFA
Eve Barsoum	CFA-OGB
Dan Fox	CFA
Jonathan Mellon	CFA-OGB
Diane Sullivan	NCPC
Meghan Spigle	NCPC
Andrew Lewis	SHPO
Tim Dennee	SHPO

Conveners:

- Georgetown Heritage (GH) - Carol Truppi, Allison Greenberg, Maggie Downing
- Georgetown BID (BID) - Joe Sternlieb
- National Park Service (NPS) - Brendan Wilson; John Noel; Jeri DeYoung; Sophie Kelly; Catherine Bragaw; Ben Helwig
- DC OP – Josh Silver
- James Corner Field Operations (JCFO) – Sarah Weidner Astheimer; Aaron Kelley
- Bill Marzella, Tracerics; Jessica Davis, Stantec

*Topics/questions discussed: *Stakeholder comments are in bolded text*

- The meeting began with a presentation of the site analysis prepared by JCFO. After the presentation, attendees were asked to provide preliminary feedback, ask questions and voice concerns based on the information presented.
- SHPO began the discussion by stating the importance of retaining the historical character of the park, noting how its character was distinct from that of greater Georgetown. They stated that the purpose of the park was to transport people back in history. SHPO is okay with a new use of the Mule Yard but the aim to draw additional visitors to the park may ruin the experience of the canal.



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK Preliminary Agency Meeting



- CFA agreed with SHPO regarding keeping the historic character of the canal intact. The canal is an industrial artifact it should not be over-planted with vegetation and plan should avoid “over-prettying” the park. Some aspects, even the smell of the canal, are part of the experience. CFA agreed that the Mule Yard is an excellent location for new programming.
- CFA asked if NPS had information regarding the original or previous use of the Mule Yard. NPS responded that it was preparing a Cultural Landscape Inventory for this portion of the canal, a draft of which would be available in the next couple of weeks.
- Additional concerns were briefly discussed including the pedestrian crossing near the West Heating Plant, lighting along the canal, and overcrowding of bikes. Some time was spent discuss the bike situation along the canal. CFA and NCPC cautioned against making improvements to the towpath as not to transform the park into a “bike highway”. Some suggestions were made to only allow bikes in the park during certain times of the day or certain days of the week. Additionally, it was noted that this one-mile stretch of the canal needs to tie into the remainder of the park.
- All representatives agreed that small improvements and interventions will make this project a success. CFA noted that if accessibility issues need to be addressed by adding new access points to the canal they should be done in a contemporary manner. Modern additions to the park should not try to replicate historical aesthetics; they can be designed from a more contemporary standpoint. Additionally, CFA noted that any addition of lighting to the canal should be very carefully planned.
- CFA added that an approach for trash collection and graffiti removal should be addressed in the plan. NPS noted the cost associated with using trash receptacles in parks.
- CFA-OGB encouraged the planners to consider other ongoing planning projects in the vicinity of the canal, including the West Heating Plant redevelopment, 3401 Water Street, and the Thirty-First Street bridge project.
- NPS discussed the importance of maintaining the water network within the canal, and also noted that they hoped to encourage water-based uses of the canal.
- Continuing the lighting discussion, SHPO inquired about the nighttime use of the park. Technically the park closes at dusk however it is acknowledged that the park is still used at night. While NPS does not wish to attract visitors to the park at night, it acknowledges the need to keep people safe as the park tends to become unsafe at night. NPS noted that patrolling the park and enforcing park rules is difficult.
- The meeting concluded as Georgetown Heritage and Georgetown BID promised to keep the agencies updated as the design process develops. NPS noted that the design and public outreach process would be handled in a similar manner as had the recent Franklin Square Park redevelopment.

Georgetown Canal Plan Public Meeting

2017-06-14
6:00 – 8:00 PM
3222 M Street NW (Canal Overlook Room)
Washington, DC 20007

June 14, 2017 Meeting Minutes

Public Meeting Attendance

The June 14, 2017 Public Meeting had approximately 200 members of the public in attendance.

Georgetown Canal Plan

Kevin Brandt called the Public Meeting to order. Kevin gave an update on the Locks 3 & 4 project, the newly-allocated full-time ranger in Georgetown, and the newly-formed partnership to launch a new canal boat.

Tracerics and Stantec reviewed the NEPA and Section 106 process as it relates to the project.

Alison Greenberg reviewed the evening's agenda.

James Corner reviewed the following site analysis topics:

- History of C&O Canal
- Access and Accessibility
- Adjacent Relationships
- Visitor Infrastructure and Experience
- Natural Landscapes

James further reviewed the following goals and framework topics:

- Highlight History
- Improve Access & Connections
- Repair Failing Infrastructure
- Create a Garden from End to End
- Enliven with Programming

James reviewed the site characteristics and following character zones:

- The Aqueduct
- The Underpass
- The Gardens
- The Walls
- The Grove
- The Locks
- Rock Creek Confluence
- Mile Marker Zero

James concluded by reviewing a few relevant precedents.

The meeting was concluded by encouraging the attendees to form breakout sessions and discuss the presentation.

In addition to the comment boards and cards provided, the following electronic comment submission method provided: parkplanning.nps.gov/Georgetowncanalplan



PARK MEETING SUMMARY

Date: June 27th, 2017

Time: 7:00 PM

Purpose: The purpose of the stakeholder meeting is to get an overview of the proposed Georgetown Canal Plan.

Meeting Participants: [GEORGETOWN HERITAGE HAS COMPLETE PARTICIPANT INFORMATION ON FILE]- formatting flexible!

Stakeholders:

Name	Address	Telephone Number	Email
Natalie Gitelman	1015 33 rd St, NW – Flour Mill		natgit408@aol.com
Sally and Bill Meadows	1015 33 rd St, NW – #702 Flour Mill		sbmeadows@aol.com
Rosemary Jenkins	1015 33 rd St, NW – Flour Mill #709		
Peter Stafford	1015 33 rd St, NW – Flour Mill #403		
Nick Wetzler	1015 33 rd St, NW – Flour Mill #505		
Georgia King	1015 33 rd St, NW – Flour Mill #506		
Charles Sills	1015 33 rd St, NW – Flour Mill #807		
Samantha Bruck	1015 33 rd St, NW – Flour Mill #502		brucks@gmail.com
Adam Zagorin	1015 33 rd St, NW – Flour Mill #804		
Euric Bobb	1015 33 rd St, NW – Flour Mill #503		euricb@gmail.com
John Sower	1015 33 rd St, NW – Flour Mill #508		
James Howe	1015 33 rd St, NW – Flour Mill #801		James.g.howe@gmail.com



STAKEHOLDER MEETING SUMMARY

Draga Schlesinger	1015 33 rd St, NW – Flour Mill #806		schlesingerfaia@msn.com
Baron Bernstein			baron@rbproperties.com
Alexis Wetzler	1015 33 rd St, NW – Flour Mill #505		awetzler314@gmail.com

Conveners: [subject to change depending on who is in attendance]

- Georgetown Heritage (GH) - Carol Truppi, Allison Greenberg
- National Park Service (NPS) – Sophie Kelly

*Topics/questions discussed: *Stakeholder comments are in bolded text*

Topic 1: Site Analysis (Q&A): General questions about scope/process

- Is there a plan for adjacent properties?
- The boundary survey is important to us because we are responsible for maintaining for the walkway, and there are financial investments to maintain so what happens along the walkway, who has responsibility for insurance? There are boundary issues with Fish Market square, who owns what parcels here and to our circle?
 - o Georgetown Heritage will share the results of the boundary survey
- In terms of process, will we be able to see and make comments on high level design?
 - o 3 major public meetings, in October will focus on sharing the design and getting input
- Is there more weight on comments? Depending on the stakeholder. Do you give more weight to someone in Oklahoma versus those with a direct association with the canal?
 - o The process is meant to balance comments, unique feedback will be considered, likely more people who live locally, and are affected by DC law and regulations, in general stakeholders who are invested tend to comment
- Who is the ownership of fish market square? Is it owned by Herb Miller?
 - o No, it was given back to city
- What will be the measure of success? We are already the 9th visited park in the nation.
 - o Visitation numbers is for entire park, NPS is trying to be more strategic about visitation, there is a high level strategic thinking about directing people to other parks, etc...

Topic 2: Comments & Concerns:

- Treasure my balconies over the canal, we should share our treasure
- Major concern about some users in Fish Market plaza
- People enjoy the natural part of the canal, enjoy birds i.e. Kingfisher, snakes, fish, turtles, parades of mallards and Canadian Geese

- Canal boat is good if it can be controlled and managed.
- Everyone is not careful, people have tried to put stones back to rebuild wall and then NPS had to hire out of country to rebuild the wall, retain and improve, artisans from France did the stonework, which was amazing, vines are now covering the walls and you can't see the stonework, NPS needs to remove vegetation.
- Trash in the canal, is there an institutional measure to responsible for trash pick-up?
 - o The BID does trash pick-up
 - o A maintenance and operational plan is being developed, actively considering urban vs pack-in, pack out; refer to partners and stewards; need to get permit to get into canal, for instance when scheduling volunteer pick-ups. Patagonia also picks up
- Congestion is a negative, we can't be naïve that this effort isn't going to attract people, a lot more people will come and it will be a negative to residents.
 - o There are efforts on K and Water Street to look and think hard about the solutions. There is an ANC review of the K Street project knowing that traffic needs to be managed
 - o Foot traffic, areas of peace and tranquility will be designed into the plan
- Excited about the canal project, it is amazing feeling when you come off M Street to the tranquility and peace of this area, I love the trees that give privacy in the summer.
- Bring us more trees and plants, it is more beautiful near locks 3 and 4, there is an opportunity to do more of that

Topic 3: Design input:

- Make the canal safer and provide for better passage along it.
- Do not want to encourage people in the canal and do not see that canoeing and kayaking adding to the experience.
- Fish Market square – the 3 trees should be saved, it is important to think about the well-fare of the trees, they are essential and a congenial contribution. I do not want to see a parade of weddings, etc... peace and quiet is what we want.
- There should be no vehicle across the bridges.
- Save the linden trees.
- Subdued lighting under handrails and stairs.
-

Actions Items/Next Steps:

CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK

GEORGETOWN CANAL PLAN

Public Meeting, November 2, 2017

AGENDA

5:15 Check-In begins

6:00 Welcome - Georgetown Heritage

6:05 Introduction - National Park Service

6:15 Canal Plan Presentation - James Corner Field Operations

6:45 Open House Instructions

6:50 Open House Canal Plan Stations

7:55 Closing Remarks

8:00 Meeting Adjourns. Additional conversation

8:15 Departure

**C&O Canal Planning Process
Public Meeting #3
November 2, 2017, 6:00 – 8:00 pm**

CANAL OVERLOOK AT GEORGETOWN PARK

Next to Dean & Deluca (3276 M Street NW)
at the back of Georgetown Park along the C&O Canal

(REGISTRATION BEGINS AT 5:15)

Meeting Goals

- Provide an overview and update of the planning process (including NEPA/Section 106 process)
- Receive public input on design concept & vision and design alternatives for revitalizing the Georgetown section of the C&O Canal
- Build public excitement and enthusiasm about the project

Materials

Handout:

- Compliance Handout – prepared by Stantec of the NEPA/106 process
- Informational Handout - prepared by GH and Sage

Annotated Agenda (for internal use)

5:15 Check-In begins

- As people enter, they pick up the informational handout, register their name and contact information and pick up a name tag. Station numbers will be placed on chairs to designate the starting station for each individual.

5:55 Maggie Downing, GH, brings meeting to order. Ask people to take seats.

6:00 Welcome & Introduction by Alison Greenberg, GH; (5 minutes)

- Introduce Kevin Brandt

6:05 Welcome & Introduction by Kevin Brandt, NPS (10 minutes)

- Introduce James Corner

6:15 Presentation of Canal Plan design concept alternatives by James Corner, JCFO (30 minutes)

- Design Framework
- Key elements of design that vary across alternatives

6:45 Instructions for **Open House** stations by Maggie Downing, GH (5 minutes for instructions and move to first station)

6:50 Open House (65 minutes – 15 minutes for each of 4 stations; participants can visit remaining stations after the meeting wrap-up, 5 groups with one floater for each group)

Six stations will be set up as follows:

- Overview of the Canal Plan (groups will not be directed to during the open house)

1. Locks and Grove
2. Market Square and the Walls
3. Mile Marker 0 and Rock Creek Confluence
4. Aqueduct and the Bend
5. Tow Path Alternatives

7:55 Wrap-up by GH & NPS (5 minutes)

- Kevin and Alison
 - o Thank everyone for coming, lots of good discussion tonight, we appreciate your interest and will take your ideas and consider them as the design unfolds.
 - o Remember that the public comment period continues until December 11th either by going to the NPS Public Comment website or at the address here on the slide.
 - o Please visit the stations tonight until 8:15

8:00 Meeting Adjourns. Additional time to visit Interactive Boards / Additional conversation; Hosts should remain at stations to answer questions.

8:15 Departure

C&O Canal Public Meeting

November 2, 2017

VOLUNTEER ASSIGNMENTS – THANK YOU ALL

Station	Station Host	Co-Host	Note takers
#1 Overall Canal Plan	Tammy Stidham & Josh Silver	NA	NA
#2 Tow Path	Scott Walzak	Laurel Hamig	Ben Helwig
#3 Mile Marker 0 & Rock Creek Confluence	Aaron Kelley, Lance Wong	Mike McMahon	Matthew Waldman
#4 Locks and Grove	Maggie Downing	Brendan Wilson	Michelle Carter
#5 Market Square & The Walls	Sarah Weidner Astheimer	Jamie Scott	Joan Glynn
#6 Aqueduct and The Bend	Carol Truppi	Sophie Kelly	Jessica Davis
Timekeepers	Reception	Floaters	
Catherine Morris	Jessica Lawson	Bill Marzella	
Sofia Soto Reyes	Larayne Maycole	John Wiebenson	
Michael Summey	Will Handfield		
	Michael Summey, if needed		

THE AQUEDUCT & THE BEND – The Recreation Gateway

General Notes

- » Welcome to “The Aqueduct”; the western gateway of the project – as a gateway to the rest of the C&O Canal NHP from Georgetown and a gateway to Georgetown for the millions of bikers and hikers taking the journey along the towpath from Cumberland and Pittsburgh. One of the most spectacular relics of the canal in Georgetown is the Alexandria Aqueduct.
- » Together, “The Aqueduct” and “The Bend” encompass the landscape from 33rd Street until the area just west of the Key Bridge.
- » These posters reflect the National Park Service’s effort to consider alternative designs to address the project’s purpose and need – deferred maintenance, safety and accessibility, connections and visitor experience. In this process, the design team evaluates existing conditions to generate various design alternatives as a “menu of design ideas” for each site, ranging from modest to ambitious. We are asking you to help us shape the design.

1. The Bend

- » “The Bend” gets its name from the kink in the alignment of the canal. Here, the adjacent context suddenly shifts to a serene, residential area.
- » We draw attention to two primary design proposals:
 - The creation of a verdant, garden-like setting with shade, occasional seating and a forest-understory that is inspired by the forests along the C&O Canal.
 - The redevelopment of the 34th street bridge as a critical bike connection between M street and K street; the Towpath and Capital Crescent Trail. This bridge would remove all of the cumbersome steps and steep slope that does not meet accessibility standards for wheelchairs. It accommodates the 40’ of grade change with ramps and a potential public elevator.

2. The Aqueduct

- » The Aqueduct has worn many suits since its construction:
 - As bridge of water to transport boats from the canal in Georgetown to the canals in Arlington and Alexandria.
 - Re-constructed as a railway and bridge for automobiles.
 - As an elevated bridge connecting directly to M Street.
 - As a vista of the Potomac, and a relic of a time before.
- » Despite its charms and historic relevance, the aqueduct today is unsafe, derelict, and sunbaked but the panorama view attracts many to it. The design proposes:
 - Rehabilitating the historic structure.
 - Creating a series of stepped terraces that allow visitors to experience the inside of the structure as well as the top.
 - A window onto the Potomac with an overlook.
 - A reinterpretation of the historic trestle that once sat atop the Aqueduct, providing shade, framing views, and offering the potential for temporary shelter for events.
 - Bicycle and pedestrian connections between the Towpath and the Capital Crescent.
 - Boathouse connection and kayak launch.

Additional Responses

- » Encourage participants to place dots on the Survey Sheet of their three most exciting design ideas.
- » Ask participants if they have any other considerations or ideas for this landscape.
- » Remind participants that Official comments that will be recorded must be submitted in writing on the NPS PEPC website or postmarked by December 11th.

THE WALLS – The Urban-Leisure Gateway

General Notes

- » Welcome to “The Walls”; the Urban-Leisure Gateway between the Canal and the bustling center of Georgetown.
- » This landscape encompasses the area along the canal between 33rd Street and Wisconsin Avenue, including the Market House that hosts Dean & DeLuca, Fish Market square in front of the Flour Mill building, and the Wisconsin Avenue Bridge.
- » These posters reflect the National Park Service’s effort to consider alternative designs to address the project’s purpose and need – deferred maintenance, safety and accessibility, connections and visitor experience. In this process, the design team evaluates existing conditions to generate various design alternatives as a “menu of design ideas” for each site, ranging from modest to ambitious. We are asking you to help us shape the design.

1. The Wisconsin Cut-Out

- » The existing staircase to the canal and Underground Parking in Georgetown Park mall is (near Pinstripes) opened up to the canal, creating a more generous access that celebrates views of the walls and geology across the canal.
- » This location provides a key gateway to the canal. This gateway can include wheelchair access in the form of a public elevator.

2. The Market Plazas

- » The proposals attempt to unify the experience between Fish Market Square and the Market House Plaza above by opening up and redeploying vegetation to create better view corridors, more shade, and additional space for moveable furniture.
- » The Potomac Steps will transform the area behind the historic Market House taking advantage of an unrealized space that offers incredible views of the Potomac, the Key Bridge, and historic Georgetown mills while connecting M Street and waterfront park to the C&O Canal
- » New trees are planted to the south and western side of the plaza to both open up the space and cast dappled shade across the plaza, while maintaining an open and flexible space for seasonal markets and festivals. The widened pedestrian Potomac Street Bridge terminates in a switch-back ramp and stair rather than an exclusive set of stairs.

Additional Responses

- » Encourage participants to place dots on the Survey Sheet of their three most exciting design ideas.
- » Ask participants if they have any other considerations or ideas for this landscape.
- » Remind participants that Official comments that will be recorded must be submitted in writing on the NPS PEPC website or postmarked by December 11th.

THE LOCKS & THE GROVE – The Historic Gateway

General Notes

- » Welcome to “The Locks” and “The Grove”; the Historic Gateway where the canal boat and mules in recent past brought visitors up through the canals and where history will be regained with the rebuilding of the canal boat and educational programming.
- » These two landscapes encompass the area along the canal between 29th Street and Wisconsin Avenue, including Locks 3 & 4 that are being rebuilt by the National Park Service causing there to be no water in the canal.
- » Located between 29th Street and Thomas Jefferson Street, this area is the location of the current NPS office, and open space known by many as the Mule Yard.
- » These posters reflect the National Park Service’s effort to consider alternative designs to address the project’s purpose and need – deferred maintenance, safety and accessibility, connections and visitor experience. In this process, the design team evaluates existing conditions to generate various design alternatives as a “menu of design ideas” for each site, ranging from modest to ambitious. We are asking you to help us shape the design.

1. The Locks: Big Moves

- » *Alt A:* With the existing NPS office renovated, this rendering includes a boat ticketing kiosk, relocated mule staging, and additional educational exhibit space.
- » *Alt B:* A new, comprehensive NPS Visitor Center is moved to the Historic Foundry Building (or other location within this landscape area) to accommodate additional programming, freeing up the current NPS center to provide NPS office and staff space, which would include an area to stage the mules directly adjacent to the boat launch.
- » *Both Proposals:* Tiered steps are set back from the edge of the canal to help create a level towpath walking surface and provide a new place to sit and lounge close to the edge of the lock.
- » *Both Proposals:* A new boat launch area provides a platform to queue and board the Canal Boat Exhibit.

2. The Grove

- » Proposals at The Grove are simple and restrained.
- » The design options address the steep and slippery slope that is the current towpath access on 31st street by re-grading and stabilizing the path
- » The design also seeks to recapture the power of what used to be a grove of leaning mulberry trees (currently there is only one). Current vegetation is reworked to bring back the idea of a complete tree grove.

Additional Responses

- » Encourage participants to place dots on the Survey Sheet of their three most exciting design ideas.
- » Ask participants if they have any other considerations or ideas for this landscape.
- » Remind participants that Official comments that will be recorded must be submitted in writing on the NPS PEPC website or postmarked by December 11th.

MILE MARKER 0 & ROCK CREEK CONFLUENCE-The Civic Gateway

General Notes

- » Welcome to “Mile Marker 0” the very beginning, and the Civic Gateway between the C&O Canal and the world-class network of parks in DC.
- » Mile Marker 0, along with the Rock Creek are the “forgotten” areas of the C&O canal. With this set of proposals, we aim to complete the canal journey, and give the 184.5 mile park an end that it deserves and can be celebrated by multitude of bikers who have made the journey along its entire length of the towpath.
- » These posters reflect the National Park Service’s effort to consider alternative designs to address the project’s purpose and need – deferred maintenance, safety and accessibility, connections and visitor experience. In this process, the design team evaluates existing conditions to generate various design alternatives as a “menu of design ideas” for each site, ranging from modest to ambitious. We are asking you to help us shape the design.

1. Mile Marker 0: Big Moves

» *Clean it Up*

Intervention starts with a general rehabilitation of the significant historic features on the site, such as the Walls of the Tide Lock.

» *Connect*

The most ambitious proposal here is a footbridge that connects the C&O Canal and Georgetown Waterfront Parks to Rock Creek Park across the mouth of Rock Creek. The feature is aligned beside the remnants of the historic waste gate, providing an opportunity for historic interpretation.

» *Evoke History with New Public Amenity*

The peninsula of Mile Marker Zero is built on fill from the digging of the canal. Beneath the site is a grid of pilings that hold the earth together. A new yard area for gathering, lounging, & viewing the Potomac is organized in a similar grid of trees and piles, which provide shade, and could support temporary hammock seating.

2. Rock Creek

» *Connect*

This is the missing link between the C&O canal we know in Georgetown and that area around Mile Marker 0 just described. The challenge here is connecting the towpath with through the plethora of bridges and overpasses created by the Whitehurst Freeway.

- » We imagine a boardwalk under k street, and along a carefully-restored creek landscape; an immersive walk through nature and a critical connection for DC.

3. Rock Creek Confluence: Big Moves

» *Clean it Up*

Similar to Mile Marker 0. We start by revealing and rehabilitating the locks, walls and vistas at this hinge point between the Canal and Rock Creek.

» *Connect*

Somewhere in this area, lies an opportunity to extend the towpath along Rock Creek, and for this to happen, a footbridge is likely necessary. We are presenting these three bridge options, to connect to forthcoming trails near the west heating plant.

» *Create New Public Amenity*

As a hinge between the 4 historic locks in Georgetown, and the vast natural experience of Rock Creek, The Confluence acts as a sort of Nature Gateway. Here, the addition of an earthen amphitheater, a small stage, and fishing pier provides a serene moment to hold an outdoor class, sit and read a book, or stretch after a long run.

Additional Responses

- » Encourage participants to place dots on the Survey Sheet of their three most exciting design ideas.
- » Ask participants if they have any other considerations or ideas for this landscape.
- » Remind participants that Official comments that will be recorded must be submitted in writing on the NPS PEPC website or postmarked by December 11th.

THE TOWPATH

General Notes

- » Welcome to Towpath Station – Here we will discuss our impressions of the spine that keeps that connects the entire park
- » These posters reflect the National Park Service’s effort to consider alternative designs to address the project’s purpose and need – deferred maintenance, safety and accessibility, connections and visitor experience. In this process, the design team evaluates existing conditions to generate various design alternatives as a “menu of design ideas” for each site, ranging from modest to ambitious. We are asking you to help us shape the design.
- » Not only are we asking you to consider different potential solutions for the towpath, we would also like you to consider where throughout the park, you might implement such solutions.

1. Towpath: Existing

- » As most of you know, today’s towpath is both charming, and challenging. In many places, its dimensions make it very awkward for more than two people to be on it at once. Similarly, the vegetation, steep slopes, and surfacing impose challenges for comfortable and safe strolling.

2. Towpath: Alternative A

- » This alternative proposes the minimum intervention necessary to provide a safe walking surface and a stable canal edge. Note that the dimension remains the same.

3. Towpath: Alternative B

- » This alternative proposes a new minimum width for the Towpath, which would be adequate for a person using a wheelchair to pass alongside a person on a bike, a person walking, or a pair of mules
- » A new layer of design is added to the historic fabric, creating a cantilevered edge that floats over the canal.
- » The extra width would allow for a space adjacent to the walls, which could accommodate new vegetation, subtle up-lighting, and occasional furnishing.

4. Towpath: Alternative C

- » This alternative seeks to preserve the current spatial ensemble of the towpath, with a path bound on both sides by vegetation. A great deal of extra width is added here, however, as the canal entire wall is moved to accommodate a more generous right of way.

Additional Responses

- » Encourage participants to place dots on the Survey Sheet of their three most exciting design ideas.
- » Ask participants if they have any other considerations or ideas for this landscape.
- » Remind participants that Official comments that will be recorded must be submitted in writing on the NPS PEPC website or postmarked by December 11th.

FRAMEWORK

General Notes

- » Project area is about a mile in length, and roughly 10 acres in area.
- » We encourage you to become acquainted with the details of this map, as we will be referring to it quite a bit throughout the night.
- » The Concept Design for the Canal begins with 3 framework strategies; to create One singular towpath experience, to create a diversity of unique and inviting spaces along that path (8 Landscapes), and to take advantage of strategic opportunities to better connect with Georgetown and the world with 5 gateways.

1. One Continuous Path

- » This has as much to do with improving the conditions of the towpath, as it does with the provision of new, non-existent connections to complete the experience all the way to Mile Marker 0.

2. Eight Landscapes

- » Unique character zones have been identified and named as a result of our site analysis. These areas receive unique design treatments to provide a variety of place-specific improvements to along the canal

3. Five Gateways

- » The most strategic of the large spaces along the canal provide a chance to take on some of the biggest challenges to making the canal accessible from Georgetown.

Additional Responses

- » Encourage participants to place dots on the Survey Sheet of their three most exciting design ideas.
- » Ask participants if they have any other considerations or ideas for this landscape.
- » Remind participants that Official comments that will be recorded must be submitted in writing on the NPS PEPC website or postmarked by December 11th.

Public Meeting #3, November 2, 6:00 – 8:00 pm
Guidance for Station Hosts, Co-Hosts and Note takers
11/01/17

PLEASE ARRIVE BY 4:45 PM ON NOVEMBER 2
Canal Overlook at Georgetown Park
Next to Dean & Deluca (3276 M Street NW)
at the back of Georgetown Park along the C&O Canal

Proposed Format for Open House Stations

Overview

Stations 2-6 will be the focus of the Open House session and will include the following information on Boards:

- Historic and current images
- Design Alternatives for each Canal section
- Survey questions for public input

Individuals (up to 40 people per station) will be assigned to their first station (2-6) by a number on their seats. At the end of 14 minutes, they will move to the next station in numerical order until they have visited 4 stations.

At each station, attendees will get a short presentation of the alternatives BY THE STATION HOST, can ask questions of the STATION HOST AND CO-HOST and will be asked to:

- Indicate which improvements they find most exciting
- Provide comments on other considerations or changes they would like to see

A knowledgeable STATION HOST AND CO-HOST assigned to each station to present what is on the Station board and to answer questions. We will also assign a note taker to capture the questions, answers, and comments for internal use only.

Station Hosts:

Station Orientation (5 minutes)

- Host introduces themselves and provides brief overview of the Station Boards
 - See talking points from JCFO on each station
- The general intro to concept alternatives and goals should only be presented to the first group at each station
- Rest of the presentation should be devoted to describing the specific features
- If station hosts get questions they can't answer, the station note taker should forward to Carol with notes; she will compile answers in consultation with project team and will share with the project team before they are posted on project website.
- One Survey board at each station. For those who can't get to the board, copies of Survey sheets will be provided at each station for participants to fill out. Participants can leave the sheets at the station, or they can drop them off at reception as they leave.
- Note takers should forward digital notes to Carol by the next day.

- Catherine, GH, and JCFO will meet with volunteers at 5:00 Thursday, **please arrive by 4:45PM before start of meeting** to review final station guidance and assignments and to answer questions.

Question and Answer (5 minutes)

- Host offers to answer clarifying questions.

- Keep answers short and try to limit each person to 1 question.
- If you don't know the answer, ask the recorder to capture the question for following up. *[Questions should be forwarded to Carol, who will compile them and post answers on Georgetown Canal project website.]*
- GH will provide Q&A that we might expect at every station.

Participant Feedback (5 minutes)

- Host asks participants to use sticky dots (3 max) to indicate the improvements on Survey Board that excite them the most.
- Ask them to use another sticky dot to rank how excited they are about the range of options
- Encourage them to jot down comments on post-it notes or provide comments to recorder about other improvements and/or stories
- Remind them that they will have more time at the end.

Move to next station (1 minute)

Catherine and Sofia will have timers set for each 14 minutes session and 1 minute transition and will announce the move to the next station.

Floaters assigned to each station to assist in moving the group to the next station.

Tentative Station assignments are on the next page.

Co-Hosts: Those assigned as a co-host have knowledge about the project to help answer questions and provide guidance. Secondly, co-hosts should be prepared to watch the timekeepers, collect survey sheets and move people to escort the participants to the next station (then return to your assigned station).

Note takers: Notes are for internal use only, not the official record.

- Note takers should bring a notebook or laptop to capture the Q&A and any questions that require follow-up.
- NOTE TAKERS SHOULD ALSO HELP BY LETTING THE HOST KNOW WHEN IT IS TIME TO MOVE TO THE NEXT PART OF THE SESSION (every 5 minutes).
- If participants approach the note taker with comments on the Boards, encourage them to submit them through PEPC or on the Board or Survey sheets at the station.
- Note takers should take a photo(s) of the Survey Board at the end of the meeting and forward with notes via email to Carol (ctruppi@georgetownheritage.org) by Fri., Nov. 3, COB.

Floaters: Floaters should position themselves in one section of the room throughout the open house and help as needed to encourage people to move at the end of each session and answer questions as needed. Each floater will be given an "ASK ME" sign so that participants can see you clearly. They should also set a timer on their phone to mark the start and finish of each round (15 minutes with 1 minute to move between stations).

(ANTICIPATED) FREQUENTLY ASKED QUESTIONS

How much will this cost and who is going to pay for it?

In the next phase of design work, we will begin to determine the cost of making these improvements to the canal as we refine the design based on community input and other feasibility factors. Together Georgetown Heritage and the National Park Service will develop a plan for funding which will include public and private sources.

What is the timeline for the project?

The Canal Plan and all the requisite reviews and approvals will be finished in the summer of 2018. Once the design has been finalized our team will develop a phasing plan; it is likely to take several years to implement the plan in its entirety.

Who will be responsible for maintaining this once it's done?

The next phase of planning will include a plan for operations and maintenance. The Park Service will continue to own the canal, but will need the support of its partners and the community to maintain and operate the park.

What about graffiti/crime/trash?

Those are ongoing challenges that the Park Service and Georgetown Heritage are working to address in the short term. Georgetown Heritage is organizing monthly volunteer canal clean-up events to pick up trash, and the Georgetown BID is working on graffiti abatement.

In the long-term, these issues will be addressed by the Operations and Maintenance Plan for the canal.

What about lights/benches/plants/signs/other details I don't see in the designs?

Many of those details will be developed and refined in the next phase of the design. You can expect to see more of that in early 2018.

What's happening on the canal right now? When will there be water back in the canal?

The Park Service is more than half way through a major reconstruction of Lock 3. This crucial infrastructure work will make sure this section of the canal can hold water and the boat can operate safely, and is expected to be complete in the summer of 2018,. However, re-watering of the canal is dependent on separate project to rebuild the 31st St Bridge over the canal, which is a project managed by the District Department of Transportation.

What about the boat?

Georgetown Heritage has funding, through a generous grant from the District of Columbia, to build a new boat for Georgetown. The timing of the return of the boat tours will depend on the completion of the 31st St bridge reconstruction, most likely Spring 2020.

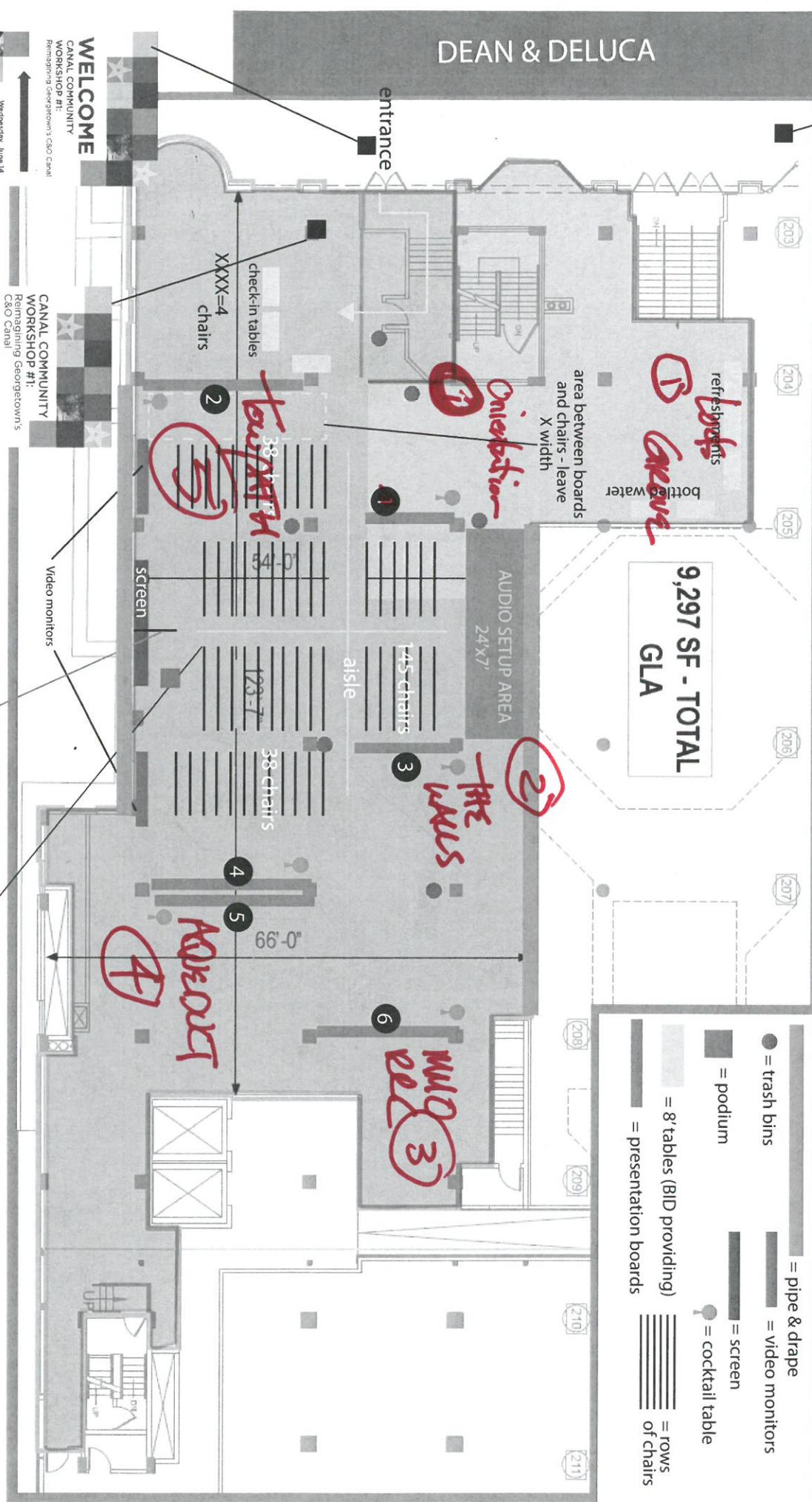
PUBLIC MEETING: DESIGN CONCEPTS | Thursday, November 2 | 6-8 pm

WELCOME
CANAL COMMUNITY
WORKSHOP #1:
Remapping Georgetown's C&O Canal

Wednesday, June 14
6:00 - 8:00 PM

DEAN & DELUCA

M STREET



- = trash bins
- = pipe & drape
- = podium
- = video monitors
- = 8' tables (BID providing)
- = cocktail table
- = presentation boards
- = rows of chairs

WELCOME
CANAL COMMUNITY
WORKSHOP #1:
Remapping Georgetown's C&O Canal

Wednesday, June 14
6:00 - 8:00 PM

CHECK-IN
CANAL COMMUNITY
WORKSHOP #1:
Remapping Georgetown's
C&O Canal

How much space needed from wall to first set of tables for screen/projection?
space for projector

Total # of chairs: 225



United States Department of the Interior

NATIONAL PARK SERVICE
C&O Canal National Historical Park
1850 Dual Highway, Suite 100
Hagerstown, Maryland 21740

March 12, 2019

Dear Stakeholder:

The National Park Service (NPS), in partnership with Georgetown Heritage, Georgetown Business Improvement District (BID), and the District of Columbia Office of Planning, is preparing plans and a corresponding Environmental Assessment (Plan/EA) to revitalize portions of the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and Rock Creek Park within the Georgetown neighborhood of the District of Columbia. The Plan/EA proposes enhancements to a mile-long segment of the Canal that passes between Lock One (approximately 28th Street, N.W.) and the Aqueduct Bridge abutment and pier ruins (approximately 36th Street, N.W.), as well as the one-third-mile-long segment of Rock Creek Park between the Canal and Potomac River, known as the Tide Lock (see enclosed project area map).

The plan will focus on addressing deferred maintenance issues and related safety and accessibility concerns associated with the towpath; improving connections between Georgetown and the C&O Canal towpath; enhancing visitor experience through increased signage and optimizing underutilized areas. The plan will be developed in a manner that addresses the identified needs, while also preserving the historic character and cultural significance of the C&O Canal NHP, Rock Creek Park and the Georgetown Historic District (DC Landmark, National Register of Historic Places, and National Historic Landmark).

The Georgetown Canal Plan is needed to provide a coordinated approach to address the following concerns:

- Portions of the towpath are uneven, narrow, and poorly lit, creating potential safety hazards;
- Visitors with limited mobility can only access the towpath from Grace Street, NW (south of the canal). All other access points are not compliant with the Architectural Barriers Act Accessibility Standards (ABAAS);
- Many access points to the towpath are not readily visible or unknown due to lack of signage;
- The park desires to expand opportunities for interpretation, education, and cultural programming;
- The park has limited amenities and facilities for visitor comfort such as seating, drinking fountains, and rest rooms; and
- Several plazas along the canal are underutilized and could be developed to provide additional recreational activities.

In accordance with the National Environmental Policy Act (NEPA), NPS in cooperation with Georgetown Heritage, Georgetown BID and, the District of Columbia Office of Planning, is preparing an Environmental Assessment (EA) to identify alternatives and assess the potential impacts of the plan.

Pursuant to Section 106 of the National Historic Preservation Act, NPS and its project partners will also assess the effects of the proposed undertaking to historic properties. Section 106 requires federal agencies to consider the effects of their actions on historic properties listed or eligible for listing on the National Register of Historic Places. NPS and its project partners plan to coordinate the Section 106 and NEPA compliance processes for the project per the implementing regulations (36 CFR § 800.8) of the National Historic Preservation Act.

The NPS initiated consultation under Section 106 with the Advisory Council on Historic Preservation, DC SHPO, and VDHR in May 2017. Public scoping was conducted in May and June 2017 to seek public input as part of the NEPA process and as required by Section 106 of the NHPA. At this meeting, a preliminary Area of Potential Effect (APE) and list of potentially affected historic properties was presented for review and comment. A second public meeting was held in November 2017 to present and receive public input on the proposed design alternatives.

Since that time, Georgetown Heritage and NPS have been further developing and refining the project area and design alternatives based on feedback received after the alternatives public meeting in November 2017. The draft APE and list of potentially affected historic properties has also been revised and is attached to this letter for your review.

You and/or your organization were identified as a consulting party when the project was initiated or have been identified as a possible consulting party with potential interest in the project. Under Section 106, consulting parties are invited to comment on the draft APE, list of potentially affected historic properties, and proposed design alternatives and are encouraged to comment on the potential effects of the undertaking and provide input into ways to avoid, minimize, or mitigate adverse effects. Georgetown Heritage and NPS will further explain the scope of the undertaking, present the design alternatives, draft APE, and the list of potentially affected historic properties at a Consulting Parties Meeting on Thursday, April 11, 2019 from 2:00 p.m. – 4:00 p.m. at:

DC Office of Planning*
1100 4th Street SW – Suite E300
Room: 300 A/B
Washington, DC 20024

*Please note, in order to access the building, you will need to pass through a security screening.

We look forward to seeing you at the meeting. If planning to attend, please RSVP to Kim Daileader at EHT Tracerics by phone at (202) 393-1199 or by email at kim.daileader@tracerics.com by April 1, 2019. Please also contact Ms. Daileader if you are unable to attend but wish to participate as a consulting party to provide her with your name and contact information.

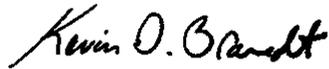
In addition to the above-referenced Consulting Parties meeting, NPS and Georgetown Heritage will hold another public meeting to present refined design alternatives on Thursday, April 4, 2019 from 5:00 p.m. to 9:00 p.m. at Canal Overlook at Georgetown Park (next to Dean & Deluca, 3276 M Street, NW). Please visit <https://goo.gl/maps/mXpczN5FgRn> for the exact location of the meeting.

Comments on all presented materials will be accepted from April 4 through May 11, 2019 and can be submitted electronically at the National Park Service's Planning, Environmental and Public Comments (PEPC) website at <http://parkplanning.nps.gov/Georgetowncanalplan>. Written comments may also be mailed to:

Superintendent
C&O Canal National Historical Park Headquarters Office
Attn: Georgetown Canal Plan
1850 Dual Highway Suite 100
Hagerstown, MD 21740

NPS requests that mailed comments be postmarked by May 11, 2019 to receive consideration. Data obtained during the comment period will be integrated into the plan/EA.

Sincerely,



Kevin D. Brandt
Superintendent

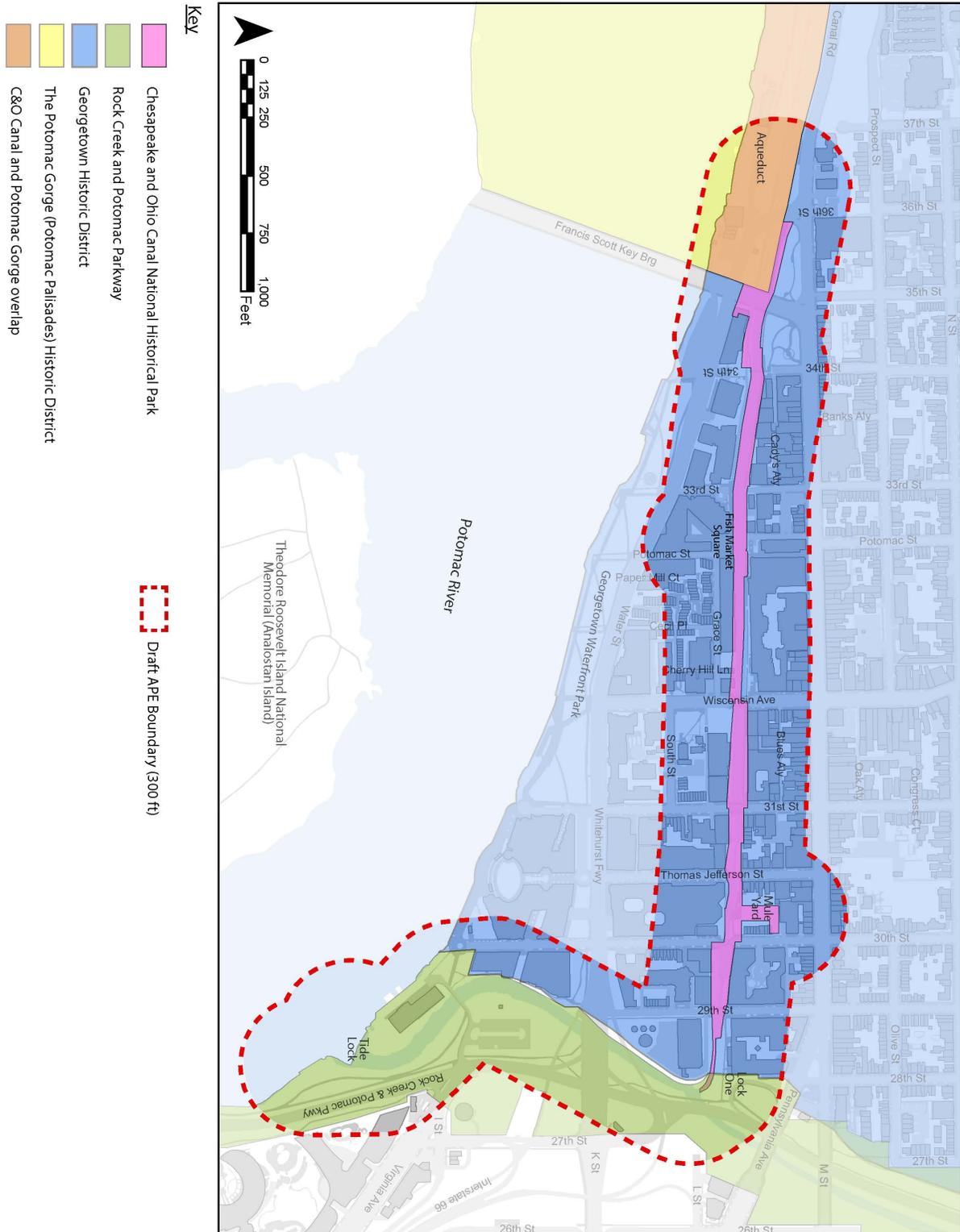
Enclosures: Georgetown Canal Plan Draft APE map
Georgetown Canal Plan Historic Districts map

cc: Tammy Stidham, NPS NCR
Jeri DeYoung, NPS CHOH
Julia Washburn, NPS ROCR
Scott Walzak, Georgetown Heritage

Georgetown Canal Plan – Draft APE



Georgetown Canal Plan – Historic Districts





Georgetown Canal Plan Public Meeting

*2019-04-04
6:00 – 8:00 PM
3222 M Street NW (Canal Overlook Room)
Washington, DC 20007*

April 4, 2019 Meeting Minutes

Public Meeting Attendance

The April 4, 2019 Public Meeting had approximately 170 members of the public in attendance.

Georgetown Canal Plan

Jennifer Romm called the Public Meeting to order.

Maggie Downing reviewed the evening's agenda, to include two documents that largely informed the development of the Plan, the Interpretive and Education Plan, and the Cultural Landscape Inventory.

Kevin Brandt reviewed the following "Next Steps":

Spring 2019: Finalize Concept Alternatives
Spring - Fall 2019: Preparation of Environmental Assessment (Public Comment)
Early 2020: Agency Review

In addition, the Projects Vision and Goals were reviewed, as well as an overview of the No Action Alternative and the Build Alternative.

Sarah Astheimer reviewed following areas of the Build Alternative:

- Towpath Treatment
- Mile Marker Zero
- Rock Creek Confluence
- The Locks
- Wisconsin Cut-Out
- The Markets
- The Stone Yard
- The Aqueduct

Maggie Downing concluded the meeting, encouraged the attendees to review the Plan and submit comments on the cards provided, and reviewed the following alternative comment submission methods:

Written Comments:
C&O Canal National Historical Park



1850 Dual Highway | Suite 100
Hagerstown, MD 21740

Electronically:
parkplanning.nps.gov/Georgetowncanalplan



Date: April 11, 2019

Stakeholder group: DC State Historic Preservation Office; US Commission of Fine Arts (CFA); National Capital Planning Commission (NCPC); Old Georgetown Board (OGB), and other Consulting Parties.

Purpose: Review project need; review proposed designs, review cultural resources; discuss preliminary and potential effects; obtain feedback on APE and list of historic properties; and present next steps and future coordination.

Meeting participants:

Name	Agency
Tammy Stidham	NPS NCR
John Noel	NPS-Deputy Superintendent C&O Canal
Scott Walzak	Georgetown Heritage
Joe Sternlieb	Georgetown Heritage/Georgetown BID
Kim Daileader	EHT Traceries
Laura Hughes	EHT Traceries
Tim Dennee	DC Historic Preservation Office (SHPO)
Greg (via conference line)	Virginia Department of Historic Resources (SHPO)
Frederick Lindstrom	CFA
Mary Catherine Collins	CFA-OGB
Diane Sullivan	NCPC
Lee Webb	NCPC
Meghan Spigle Dowler	NCPC
Barbara Ryan	Potomac Boat Club
Rod Mackler	C&O Canal Association
Ryan Salmon	Silman
Maureen Joseph	NPS-NCR
Joshua Torres	NPS
Laurel Hammig	NPS
Sherri Kimbel	ANC
Jessica Davis (via conference call)	Stantec

Conveners:

- Georgetown Heritage (GH) – Scott Walzak
- National Park Service (NPS) – Tammy Stidham and John Noel
- Kim Daileader and, Laura Hughes, EHT Tracerics; Jessica Davis, Stantec

INTRODUCTION BY JOHN NOEL, NPS DEPUTY SUPERINTENDANT C&O CANAL

PRESENTATION (KIM DAILEADER, EHT TRACERICS AND SCOTT WALZAK, GEORGETOWN HERITAGE:

A PowerPoint presentation was given for the second Section 106 Consulting Party Meeting for the C&O Canal Plan. Kim Daileader, EHT Tracerics presented an update on the Section 106 process to date and the draft Area of Potential Effect (APE) as well as the identification of historic resources. Scott Walzak, Georgetown Heritage presented the various concept designs for the 5 Key Places within the Canal Plan. Historic Resources potentially impacted within each key area were also discussed.

After the presentation, attendees were asked to provide feedback, ask questions, and voice concerns based on the information presented. The presentation concluded at approximately 2:45pm.

Topics/questions discussed:

- Lee Webb, NCPC asked a question about the level of evaluation of the historic integrity of the resources and character defining features within the Canal Plan to date. Tammy Stidham, NPS/NCR replied that for the towpath that level of evaluation has been done but work still needs to be done to inform the Assessment of Effects documentation.
- Rob Mackler, C&O Canal Association asked a question regarding the inclusion of the Washington Canoe Club boat house. Kim Daileader, EHT Tracerics responded to the question, stating they will only assess what is included within the scope. Rob Mackler then asked if the legal and preservation issues surrounding the Washington Canoe Club boathouse were outside of the scope. Kim Daileader, EHT Tracerics responded by saying yes, they are outside of the scope.
- Barbara Ryan, Potomac Boat Club asked about the impact of the plan on historic resources and how that is evaluated. Kim Daileader, EHT Tracerics explained that all the historic resources will be carefully viewed on both an individual level and in the larger picture. Barbara Ryan, PBC followed up with a question asking if this will be documented in the Environmental Assessment. Kim Daileader responded by saying impacts are thoroughly evaluated in the Assessment of Effects report. Another individual asked if the Assessment of Effects report will be made public. Ms. Daileader responded with “yes.”
- John Noel, NPS, asked the Barbara Ryan about specific concerns regarding the boathouse and explained that largely the boathouses were part of another undertaking of the Non-Motorized Boats.
- Rob Mackler, C&O Canal Association asked about the accessibility off 30th Street particularly the difference in elevation between the street and the canal. Scott Walzak, Georgetown Heritage responded by saying they are looking at the possibility of including an accessible route down to the towpath. Rob Mackler, C&O Canal Association stated the accessibility of 30th Street was highlighted in a previous presentation as an issue. Scott Walzak, Georgetown Heritage stated there are numerous accessibility issues and everything is being considered particularly how to make the towpath ADA accessible.
- Lee Webb, NCPC questioned the lighting of the towpath. Mr. Webb noticed that there was no discussion about lighting in the presentation. Tammy Stidham, NPS/NCR explained that they are focusing on the conceptual design phase. Rather than focusing on particulars, they would like to choose which design alternatives should be carried forward. Once the Environmental Assessment has been concluded, they will look at design particulars including materials, wayfinding, and lighting.

- Meghan Spigle Dowlar, NCPC asked what the contributing views or vistas are. Kim Daileader, EHT Traceries responded that the Cultural Landscape Inventory had documented and characterized all views east and west along the Canal as significant.
- Tim Dennée, HPO asked a question regarding the Wisconsin Avenue cutout. Mr. Dennée stated that between the two options, he would recommend one of the options not having the seating with the big arches and alcoves. One can look at the wall and see it is reconstructed, but this may be more of an adverse effect. Mr. Dennée felt it was a question of feeling of the Canal and this type of insertion may not be appropriate.
- Rob Mackler, C&O Canal Association expressed concern over the elevator housing unit distracting heavily from the obelisk and asked if another approach could be taken. Scott Walzak, Georgetown Heritage said they are looking at utilizing an existing elevator within Georgetown Park that has a covenant that requires the elevator to be publicly accessible at all times. This is a better option for Georgetown Heritage as well because they would not have the cost or maintenance issues associated with owning and operating an elevation. Joe Sternlieb, Georgetown Heritage said they would prefer this option over having to buy and maintain an elevator.
- Lee Webb, NCPC said it is important to understand what is actually historic versus what is new material. Mr. Webb asked about the indirect effects of the project. Kim Daileader, EHT Traceries said they have not begun that process yet. Once the public period has ended for the alternatives, the assessment of potential direct and indirect effects will take place.
- Joe Sternlieb, Georgetown Heritage asked Lee Webb, NCPC about his concerns about light and the effects on the Canal. Mr. Webb stated he thinks it is important to assess how much light intervention needs to be incorporated into this context, and when incorporated how it should be done. Questions that should be examined in more detail as design develops include: How much lighting is appropriate in this context? Should the lighting be industrial in character?
- Mary Catherine Collins, CFA referenced a CLI that is available and asked how to find it. Maureen Joseph, NPS said the final CLI Document would be posted on the PEPC web-site.
- Meghan Spigle Dowler, NCPC asked a question regarding ADA accessibility and the requirements of compliance. Do you need to comply in all areas of the towpath, or can there be accessible routes to the towpath? Other questions from Meghan, NCPC – What is the existing width of the towpath? Where are the pinch points? What should material be for accessibility/to be historically accurate – crushed gravel? Tammy Stidham, NPS/NCR responded by saying they are focusing more on the accessible routes to the towpaths more so than the actual towpaths themselves. She also indicated that historically the towpath was nine feet wide as development encroached in the more urban areas the towpath became narrower.
- Diane Sullivan, NCPC asked if the material of the towpath has been considered. Tammy Stidham, NPS/NCR stated they are still in the initial design phase and materiality would be considered at a later point.
- Frederick Lindstrom, CFA asked how users of the towpath handled the pinch points. Tammy Stidham, NPS/NCR explained the towpaths were historically built to be about nine to twelve feet wide, but pinch points developed over time with continued construction along the canal and building encroachment. Mr. Lindstrom thought this is a very important aspect of history from an interpretative standpoint and the pinch points add to the history of how this area evolved over time.
- Diane Sullivan, NCPC asked when will these details of the design will be worked out. Both Tammy Stidham, NPS/NCR and John Noel, NPS explained that the plan is to come to NCPC for Concept review in June. All design development will occur between October – February. It will be reviewed as one project and not like a Master Plan.
- Barbara Ryan, Potomac Boat Club, wanted to know if the effects from traffic from the proposed plan would be evaluated in the same manner as the historic properties. Tammy Stidham, NPS/NCR responded by saying the transportation and traffic will be a component of the evaluation for the NEPA Environmental Assessment.
- Tim Dennee, DC HPO indicated he will write comments and provide recommendations for alternatives.

- As the meeting concluded, the schedule and process was discussed:
 - Environmental Assessment (EA) will be prepared by August 2019, and the end of the EA public comment period will be in September 2019.
 - Opportunities to provide public comments for the 2nd Consulting Party Meeting will continue through May 11th.
- Tammy Stidham, NPS indicated she will post the presentation of the PEPC web-site for all Consulting Parties.