

**PROGRAMMATIC AGREEMENT
AMONG
THE NATIONAL PARK SERVICE,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
AND
NATIONAL CAPITAL PLANNING COMMISSION,
REGARDING
THE GEORGETOWN CANAL PLAN
IN
WASHINGTON, DC**

This Programmatic Agreement (PA) is made as of this 4th day of February, 2020, by and among the National Park Service (NPS), the National Capital Planning Commission (NCPC), and the District of Columbia State Historic Preservation Officer (DC SHPO) (referred collectively herein as the “Signatories” or individually as a “Party” or “Signatory”), pursuant to Section 106 of the National Historic Preservation Act (NHPA), 54 United States Code (U.S.C.) § 306108, and its implementing regulations 36 Code of Federal Regulations (C.F.R.) § 800, and pursuant to 36 C.F.R. § 800.14(b) authorizing the negotiation of a PA to govern the implementation of a particular program, and resolution of adverse effects from complex project situations or multiple undertakings, regarding the Georgetown Canal Plan in Washington, DC (Undertaking); and

WHEREAS, the NPS, in partnership with Georgetown Heritage, is proposing potential improvements to the Chesapeake and Ohio Canal (C&O Canal or Canal) and Rock Creek and Potomac Parkway within the Georgetown Area (Georgetown Canal Plan or Plan), in Washington, DC on land administered by the NPS; and

WHEREAS, the Plan consists of the development and enhancement of the one-mile portion of the C&O Canal National Historic Park (NHP) and a portion of Rock Creek and Potomac Parkway 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 with increased signage; and optimizing underutilized areas; and

WHEREAS, the Plan extends from Lock One (approximately 28th Street NW) and the Potomac Aqueduct (approximately 36th Street NW), as well as the one-third-mile-long segment of Rock Creek and Potomac Parkway between the canal and the Potomac River, which terminates at the Tide Lock. The project area can be found in Appendix A. This PA and its Stipulations are applicable only to work proposed on Federal property under NPS jurisdiction; and

WHEREAS, the Plan will include all associated mitigations triggered by applicable Federal laws, such as Section 106 and Section 110(f) of the NHPA as amended (54 U.S.C. § 306107-306108); the National Environmental Policy Act (NEPA) (42 U.S.C. § 4231 et seq.); and

WHEREAS, the Georgetown Canal Plan guides short-term, long-term, on-going maintenance, and future rehabilitation along the defined area of the Canal. Specific components of the Plan will be developed and carried out in phases, pursuant to Stipulation III. The future individual phases will be implemented, designed, and constructed over an estimated eight (8)-year period beginning in 2020 and will be subject to Federal appropriations and prioritization of certain projects and phasing; and

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WHEREAS, the Plan is needed 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, and all other access points are not compliant with the Architectural Barriers Act Accessibility Standards; 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 restrooms; and several plazas along the Canal are underutilized and could be developed to provide additional recreational activities; and

WHEREAS, specific design details of the Plan are not developed at the time of this PA; therefore, the *Assessment of Effects* includes a determination of “potential adverse effect” from certain individual or cumulative actions. These effects will be further assessed as part of future Section 106 reviews of individual projects, as required under the terms of this PA; and

WHEREAS, the Plan will constitute an Undertaking subject to review under Section 106 of the NHPA (Section 106) and NPS will be the federal agency responsible for compliance with Section 106, with NCPC and DC SHPO acting as cooperating agencies; and

WHEREAS, in accordance with NEPA, NPS prepared an Environmental Assessment for the Plan; and

WHEREAS, phased identification and evaluation will occur for archaeological resources consistent with the *Georgetown Canal Plan Phase IA Archaeological Assessment Report* dated December 2019; therefore, NPS will comply with Section 106 through the execution and implementation of this PA pursuant to 36 C.F.R. § 800.14(b); and

WHEREAS, in accordance with 36 C.F.R. § 800(c), NPS initiated consultation with the DC SHPO on May 25, 2017 and the Virginia Department of Historic Resources (VDHR) on October 9, 2017. Both letters can be found in Appendix B; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), noting the potential for adverse effects to a National Historic Landmark (NHL), NPS invited the Advisory Council on Historic Preservation (ACHP) to participate in consultation in a letter dated May 25, 2017. The letter can be found in Appendix B; and

WHEREAS, U.S. Commission of Fine Arts (CFA) has design review authority, as established by Congress in 1910, over government projects in the National Capital, as well as a statutory obligation under the Shipstead-Luce Act (Public Law 231-71) as amended in 1939, to regulate height, exterior design, and construction of private and semiprivate buildings in certain areas of the National Capital within which the Project falls. CFA is a Consulting Party in the Section 106 process pursuant to 36 C.F.R. § 800.3(f)(1); and

WHEREAS, the Old Georgetown Board (OGB) has a statutory obligation under the Old Georgetown Act (Public Law 81-808) as amended in 1950, to review projects within the federal Old Georgetown Historic District. OGB, as part of CFA, is a Consulting Party in the Section 106 process pursuant to 36 C.F.R. § 800.3(f)(1); and

WHEREAS, NCPC is a Signatory in the Section 106 process pursuant to 36 C.F.R. § 800.3(f)(1) and has approval authority over federal projects located within the District of Columbia pursuant to the National Capital Planning Act (40 U.S.C. § 8722(b)(1) and (d)), and this approval would constitute an Undertaking as defined at 36 C.F.R. § 800.16(y); and

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WHEREAS, the NPS and NCPC have agreed that NPS will be the Federal lead agency pursuant to 36 C.F.R. § 800.2(a)(2) for the Undertaking to fulfill their collective Section 106 responsibilities; NCPC has elected to fulfill its Section 106 responsibilities by participating in this consultation and is a Signatory to this PA pursuant to 36 C.F.R. § 800.6(c)(2); and

WHEREAS, in letters dated November 28, 2017 (Appendix B), NPS contacted the Pamunkey Indian Tribe, Catawba Indian Nation, the Delaware Nation, and the Delaware Tribe of Indians (collectively referred to as “Native American Tribes” in this PA), Federally recognized sovereign Indian Nations that have a government-to-government relationship with the United States and an interest in the area affected by the Plan pursuant to 36 C.F.R. § 800.2(c)(2). NPS invited each of these Native American Tribes to be a Consulting Party and they are invited to concur with this PA pursuant to 36 C.F.R. § 800.6(c)(3); and

WHEREAS, the Delaware Tribe of Indians accepted NPS’s invitation to consult in the Section 106 process by electronic mail on December 28, 2017 and the Pamunkey Indian Tribe and Delaware Nation did not respond, but continue to be included in the Section 106 process and have been invited to all consulting parties meetings; and

WHEREAS, the Catawba Indian Nation accepted the invitation to consult in the Section 106 process by electronic mail January 4, 2018 and requested to be a Concurring Party to this PA, pursuant to 36 C.F.R. § 800.6(c)(3), by electronic mail on January 23, 2020; and

WHEREAS, NPS will notify the Native American tribes in the event that pre-historic resources are discovered through the phased identification and evaluation of archaeological resources or in a Post Review Discovery; and

WHEREAS, the District Department of Transportation owns right-of-way and maintains several transportation assets owned by NPS in the project area; and

WHEREAS, in accordance with 36 C.F.R. § 800.2(a)(4), NPS invited individuals and organizations with a demonstrated interest in the Plan and the public to participate as Consulting Parties in the Section 106 process. The full list of Consulting Parties is provided in Appendix C; and

WHEREAS, NPS in consultation with DC SHPO, VDHR, and the Consulting Parties, established the Project’s Area of Potential Effects (APE), as defined under 36 C.F.R. § 800.16(d). The APE is illustrated in Appendix D; and

WHEREAS, NPS identified thirty-five (35) historic resources within the APE, including the C&O Canal NHP (designated a National Monument in 1961, listed in the National Register of Historic Places [NRHP] on October 15, 1966, and designated a NHP in 1971), the Rock Creek and Potomac Parkway Historic District (listed in the NRHP on May 4, 2005), the Georgetown NHL District (listed in the NRHP and designated a NHL on May 28, 1967 [revised July 3, 2003]), the Potomac Gorge (listed in the District Inventory of Historic Sites [DC Inventory] on November 8, 1964), the Theodore Roosevelt Island (listed in the NRHP on October 15, 1966), and the George Washington Memorial Parkway (listed in the NRHP on June 2, 1995). A complete list of historic properties within the APE can be found in Appendix D; and

WHEREAS, NPS has determined the Plan may have an adverse effect on the C&O Canal NHP, Rock Creek and Potomac Parkway, and Georgetown NHL District, as well as individually listed resources including the Potomac Aqueduct Bridge Abutment and Pier (listed in DC Inventory on January 23, 1973) and the Wisconsin Avenue Bridge (High Street Bridge, listed in the DC Inventory on January 23, 1973), due to the introduction of new, small-scale circulation features that would have visual effects; to the

alteration of historic fabric and new construction within the Georgetown NHL District that would have direct effects; and construction-related activities that may cause temporary adverse effects on the above mentioned districts, as well as numerous individually listed resources; and

WHEREAS, to the maximum extent feasible, project design and alterations to Canal features within the project area will be consistent with *The Secretary's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* and *Guidelines for the Treatment of Cultural Landscapes*; to preserve historic fabric and landscape character; to be compatible with historic structures using design and materials compatible with the settings and environment; and the least amount of damage or alteration to the historic fabric possible while providing needed new functional requirements and meeting the programmatic requirements of the Plan; and

WHEREAS, VDHR has determined that the Undertaking will have No Adverse Effect on historic properties within Virginia, and the subsequent *Determination of Effect* in a letter dated October 29, 2019. Letter can be found in Appendix E; and

WHEREAS, NPS conducted three Section 106 Consulting Party meetings to provide opportunities for the Consulting Parties to comment on the development of the Action Alternatives, delineation of the APE, identification of historic properties, assessment of effects on historic properties, and potential resolution strategies. Summaries of each Consulting Party meeting can be found in Appendix F; and

WHEREAS, the NCPC conducted a public meeting to review the Plan concept on June 6, 2019, and the Commission reviewed and commented favorably on the concept Plan; and

WHEREAS, the OGB informally reviewed the concept Plan on July 3, 2019 and CFA informally reviewed the concept Plan on July 18, 2019; and

WHEREAS, the NPS has sought and considered the views of the public on this Project as evidenced by a public notice and public scoping comment period held June 14, 2017 through July 14, 2017; a public notice and public comment period held November 2, 2017 through January 5, 2018 regarding draft alternatives; a public notice and public comment period April 4, 2019 through May 11, 2019 regarding refined draft alternatives; an EA, published October 16, 2019 as part of NPS's NEPA compliance and describing potential impacts to historic properties, and requested, received, and replied to the public's comments as documented in the Finding of No Significant Impact; and

NOW, THEREFORE, NPS, DC SHPO, and NCPC agree that, if the Plan is implemented in accordance with the following stipulations to take into account the effects of the Plan on historic properties, these stipulations will govern compliance with Sections 106 and 110(f) of the NHPA.

STIPULATIONS

NPS will ensure that the following measures are carried out:

I. GENERAL

A. APPLICABILITY

1. NPS will use the terms and conditions of this PA to fulfill its Section 106 responsibilities and those of other Federal agencies who designate NPS as the lead Federal agency pursuant to 36

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- C.F.R. § 800.2(a)(2). Federal agencies that do not designate NPS as the lead Federal agency remain individually responsible for their compliance with Section 106.
2. In the event that a Federal agency or other agency issues federal funding or approvals for the Undertakings associated with the Plan and the Plan remains unchanged, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this PA and notifying and consulting with the Signatories. Any necessary amendments will be considered in accordance with Stipulation XII of this PA.

B. TIME AND NOTIFICATIONS

1. All time designations are in calendar days unless otherwise stipulated. If a review period ends on a Saturday, Sunday, or Federal holiday, the review period will be extended until the first following business day.
2. All communication and notifications required by this PA will be sent by email or other electronic means.

C. ROLES AND RESPONSIBILITIES

1. NPS
 - a. NPS is responsible for promulgating and implementing the Plan after further developing and refining it in order to avoid, minimize, and/or mitigate adverse effects on historic properties in accordance with Stipulation III.A.
 - b. Pursuant to 36 C.F.R. § 800.2(a)(2), NPS has the responsibility to ensure the provisions of this PA are carried out.
 - c. NPS is responsible for all government-to-government consultation with Federally recognized Native American tribes.
 - d. NPS is responsible for coordinating Federal agencies' compliance with the Native American Graves Protection and Repatriation Act (NAGPRA) within its jurisdictional areas.
 - e. NPS is responsible for enforcing the applicable provisions of the Archaeological Resources Protection Act (ARPA) (16 U.S.C. § 470aa et seq.), including but not limited to the issuance of permits, and investigation of any damages resulting from prohibited activities.
2. DC SHPO
 - a. DC SHPO will review Plan submittals according to the time NPS defined within this PA, in accordance with Stipulation III.A, and participate in consultation, as requested by NPS.
3. NCPC, CFA, and OGB staff will review Plan submittals according to the time NPS defined within this PA, and participate in consultation, as requested by NPS as Signatory or Consulting Parties to the Undertaking, in accordance with Stipulation III.A. These reviews do not supersede the statutory or regulatory obligations these bodies have, and their Commissions or Boards will review and approve the concept and final designs for the individual phases.

II. PROFESSIONAL QUALIFICATIONS STANDARDS

NPS will ensure that all historic preservation work performed by the relevant agency pursuant to Stipulations III, IV, V, and VI will be accomplished by or under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in *The Secretary of the Interior's Historic Preservation Qualification Standards* (62 Federal Register § 33708) as amended on June 20, 1997.

III. RESOLUTION OF ADVERSE EFFECTS

A. *Design Review*: Development and implementation of the Georgetown Canal Plan will be carried out in phases, each phase designed within the framework outlined by the preferred alternative from the EA. The design of each phase will undergo an individual and abbreviated Section 106 review and consultation process pursuant to this PA. It should be noted that the 2019 Georgetown Canal Plan EA preferred alternative encompasses the greatest extent of improvements within this Undertaking; NPS shall further develop and refine each phase of the preferred alternative to further avoid, minimize, and/or mitigate adverse effects on historic properties, seeking comments from the Signatories and Consulting Parties. In addition, all phases of the Plan within the Georgetown NHL District will be developed and implemented in a way that will ensure compliance with the higher standard of NHPA Section 110(f) to “minimize harm” to the “maximum extent possible.” The NPS shall finalize all determinations of effect, including all “No Adverse Effect” determinations, through future consultation.

1. Consulting Parties and the public will continue to have the opportunity to comment on each phase for the development and implementation of the Georgetown Canal Plan pursuant to this PA.
 - a. NPS will establish a schedule for phased specific Section 106 consultation pursuant to 36 C.F.R. § 800.6, and compliance with the higher standard of Section 110(f), where applicable, with critical dates and identified opportunities for providing input. NPS will keep the Consulting Parties and the public informed of the established schedule via email and the NPS Planning, Environment and Public Comment (PEPC) website.
 - b. Phases and components within the context of the Plan will be defined by practicality, funding, and/or necessity of repair, and will be further defined as the project moves forward.
 - c. NPS will provide draft documentation to the Signatories and Consulting Parties, who will review the documentation and provide written comments to NPS within thirty (30) calendar days of receipt.
 - d. If DC SHPO, NCPC, or any Consulting Party requests a consultation meeting after receipt of the Design Submissions, the NPS shall meet with the Signatories and Consulting Parties within thirty (30) calendar days of the request to review the Design Submission.
2. Assessment of Effects: Based upon early consultation conducted in accordance with Stipulation III.A.1 above, the NPS shall apply the criteria of adverse effect in consultation with the DC SHPO and determine if the phase(s) will result in Determination of “No Adverse Effect” or “Adverse Effect” on historic properties within the APE. Such determinations will be based upon more detailed plans, drawings, specifications and scope that were not available during the

initial assessment of effects and may include slight alteration to or deletion of certain Plan components identified as posing an adverse effect on historic resources.

3. Determination of No Adverse Effect: If the NPS determines the phase(s) will result in “No Adverse Effect,” it will notify the Signatories in writing, provide sufficient project documentation to support its determination, and request concurrence or comment. The NPS shall simultaneously provide the project documentation and determination to the Consulting Parties through one of the following: provide information via email, develop a project specific website, or post the information to the NPS PEPC website.
 - a. The Signatories and Consulting Parties shall have thirty (30) days from receipt/posting of an adequately documented submission to review and comment on the determination. The DC SHPO shall have an additional fifteen (15) days to review and comment to take into account the comments of Consulting Parties and other Signatories. If there are no objections to the determination, the NPS may move forward with the project.
 - b. The NPS will consult with the DC SHPO and NCPC to determine if a Consulting Parties meeting(s) is required in accordance with Stipulation III.A.1.d and will allow sufficient time for consultation as appropriate.
 - c. If any Signatory responds that it does not concur with the determination of “No Adverse Effect,” NPS will consult with the Signatories to attempt to resolve the disagreement in accordance with Stipulation X.A. If the Consulting Parties respond that they do not concur with the determination of “No Adverse Effect,” NPS will notify the Signatories, consider the Consulting Party comments and consult with all parties to resolve the disagreement. Any disagreement with a Consulting Party that cannot be resolved shall be addressed in accordance with Stipulation X.A of this PA.
 - d. If the disagreement cannot be resolved, NPS will refer its determination to the ACHP per 36 C.F.R. 800.5(c)(3)(i) to determine whether the adverse effect criteria have been correctly applied. If the ACHP determines that the project will have “No Adverse Effect,” NPS may proceed with its project accordingly. If the ACHP determines that the project may result in an “Adverse Effect,” NPS will consider whether further consultation is required under Stipulation X.
4. Determination of Adverse Effect: If NPS determines that phase(s) of the project will result in any “Adverse Effects,” or intensified or cumulative “Adverse Effects,” it will notify the Signatories in writing, provide sufficient documentation to support its determination; share the determination via email, post each project submittal and determination to a specific project website, or post the information to NPS’s PEPC website for Consulting Party review, and consult further with the Signatories and Consulting Parties to seek alternatives or modifications to the Plan to avoid, minimize, and/or mitigate those additional “Adverse Effect(s).” In addition, for any phase of the project within the Georgetown NHL District, the goal of the consultation will be to ensure compliance with the higher standard of NHPA Section 110(f) to “minimize harm” to the “maximum extent possible.”
 - a. The Signatories and Consulting Parties shall have thirty (30) days from receipt/posting of an adequately documented submission to review and comment on the determination. The DC SHPO shall have an additional fifteen (15) days to review and comment to

take into account the comments of Consulting Parties and other Signatories. A Consulting Parties meeting, if required, will occur during or after the review periods.

- b. The NPS will consult with the DC SHPO to determine if a Consulting Parties meeting(s) is required in accordance with Stipulation III.A.1.d and will allow for sufficient time for consultation as appropriate.
- c. If all parties agree that avoidance is possible, NPS will modify its plans accordingly, document the finding with the DC SHPO, and implement the phase(s) in the manner that avoids the “Adverse Effect(s).”
- d. If avoidance is not possible, NPS shall consult further with the Signatories and Consulting Parties to identify ways to minimize or mitigate the “Adverse Effect(s),” and to “minimize harm” to the “maximum extent possible,” if within the Georgetown NHL District.

B. *Construction Management Plan:*

1. The NPS will minimize temporary construction effects to historic properties from noise, vibration and visual effects using a variety of construction management techniques. Visual effects will be minimized to the extent practicable by providing appropriate screening between construction staging areas and cultural resources, limiting the size of construction staging areas, and/or locating them away from sensitive views and viewsheds.
2. The NPS will develop and implement a construction management plan for each phase to ensure that both noise and vibrations are controlled throughout the estimated eight (8)-year construction of the project.
3. The NPS will provide each phase plan via electronic mail to the Signatories and Consulting Parties, who shall have thirty (30) days from receipt/posting of a construction management plan to review and comment.
4. The NPS will develop and implement a plan for visual screening of construction areas throughout the estimated eight (8)-year construction of the project.

IV. ARCHEOLOGY

For archaeological studies undertaken by NPS, NPS will continue identification and evaluation of archeological properties in accordance with 36 C.F.R. § 800.4 and 800.5, in consultation with the DC SHPO, and following the findings and recommendations of the *Georgetown Canal Plan Phase IA Archaeological Assessment Report*.

- A. The NPS will ensure additional identification and evaluation of archeological resources is accomplished in accordance with the relevant performance and reporting standards in Stipulation II, including the DC SHPO *Guidelines for Archaeological Investigations in the District of Columbia*, applicable *Secretary of the Interior’s Standards*, and appropriate ACHP guidance.
- B. For archeological studies undertaken by NPS, NPS will ensure payment for a permanent curation or arrange for long-term management and preservation of the archeological collections, field records, images, digital data, maps, and associated records in accordance with 36 C.F.R. § 79,

Curation of Federally-Owned and Administered Archaeological Collections, and the relevant DC SHPO and VDHR Guidelines. A digital copy of all field records, reports, and collections data will be supplied to DC SHPO, VDHR, and NPS. All work will conform with *Director's Order #28A: Archaeology*, NPS's management policies, and the resource's archaeology program practices.

- C. If adverse effects to archaeological properties are identified, NPS will first try to avoid those adverse effects. Should avoidance be unachievable, NPS will consult with DC SHPO and other Consulting Parties and do one of the following:
1. Propose minimization and appropriate treatment measures, that may include, but not be limited to a data recovery plan. Prior to implementation, the plan will be submitted to the DC SHPO and Consulting Parties for a fourteen (14) calendar day review; or
 2. Depending upon the significance of the resource(s) identified, propose a resource-specific Memorandum of Agreement (MOA) to resolve adverse effects. The MOA may address multiple historic properties.

V. POST-REVIEW CHANGES

If NPS proposes changes to the Plan that may result in additional or new effects on historic properties, NPS will notify DC SHPO, VDHR, and Signatories of such changes. Before NPS takes any action that may result in additional or new effects on historic properties, DC SHPO, VDHR, Signatories, and other consulting parties as appropriate, must consult to determine the appropriate course of action. This may include, as appropriate, revision to the APE, assessment of effects to historic properties, or development of additional mitigation measures to resolve adverse effects. The PA would be amended, as necessary, pursuant to Stipulation XII.

VI. POST-REVIEW DISCOVERIES

- A. If newly identified historic properties are discovered during Plan construction or unanticipated effects on known historic properties are identified, NPS will comply with 36 C.F.R. § 800.13 by consulting with DC SHPO and/or VDHR and, if applicable, Federally recognized Indian tribes that may attach religious and/or cultural significance to the affected property; and by developing and implementing avoidance, minimization, or mitigation measures with the concurrence of DC SHPO and/or VDHR and, if applicable, Federally recognized Indian tribes.
1. NPS will immediately cease all ground disturbing and/or construction activities within a fifty (50)-foot radius of the discovery. NPS will not resume ground disturbing and/or construction activities until the specified Section 106 process required by this PA is complete.
 2. NPS will inform the Signatories of the discovery within forty-eight (48) hours and, together with the Signatories, will determine the projected path forward to comply with Section 106 within fourteen (14) calendar days.
 3. The Signatories will review the plan documents and provide written comments to NPS within seven (7) calendar days.
 4. NPS will consider the written comments to the fullest reasonable extent. Should NPS object to any comments made by the Signatories, NPS will provide a written explanation of their objection and will consult with the Signatories to resolve the objection. If no agreement is

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- reached within thirty (30) calendar days following receipt of a written explanation, NPS will request the ACHP to review the dispute in accordance with Stipulation X.
5. If no Signatory provides written comments within the agreed upon time, NPS will assume they have no comments regarding the discovery and may then proceed with the submitted plan.
- B. *Treatment of Human Remains.* In the event that human remains, burials, or funerary objects are discovered during construction of the Plan or any action taken pursuant to this PA within the District of Columbia, NPS will immediately halt subsurface construction disturbance in the area of the discovery and in the surrounding area where additional remains can reasonably be expected to occur and will immediately notify DC SHPO and the District Chief Medical Examiner (CME) of the discovery under DC Code Section 5-1406 and other applicable laws and regulations.
1. If the CME determines that the human remains are not subject to a criminal investigation by Federal or local authorities, NPS will comply with the applicable Federal or local laws and regulations governing the discovery and disposition of human remains and consider the ACHP's Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects (2007).
 2. For actions involving Native American human remains or burials, the appropriate Native American Tribes and the DC SHPO will be consulted to determine a treatment plan for the avoidance, recovery or reburial of the remains.
 3. NPS will ensure compliance with applicable laws in accordance with provisions of the NAGPRA, as amended (Public Law 101-601, 25 U.S.C. 3001 et seq) and regulations of the Secretary of the Interior at 43 C.F.R. § 10.

VII. CONFIDENTIALITY

- A. If disclosure of location information could result in the disturbance of a cultural resource, all Signatories to this PA will ensure shared data, including data concerning the precise location and nature of historic properties, archeological sites, and properties of religious and cultural significance, are protected from public disclosure to the greatest extent permitted by law, in accordance with 36 C.F.R.. § 800.11(c), Section 304 of the NHPA, Section 9 of the Archeological Resource Protection Act of 1979, and Executive Order on Sacred Sites 13007 F.R. 61-104 dated May 24, 1996.
- B. NPS standard policies, Director's Orders #28 and 28A and NPS management policies will be followed. In accordance with ARPA, the Superintendent of each park is the arbiter for what information can and cannot be released publicly.
- C. Consulting Parties and members of the public are not entitled to receive information protected from public disclosure.

VIII. DURATION

This PA will expire if its terms are not carried out within ten (10) years from the date of its execution. Six (6) months prior to expiration, NPS may consult with the Signatories to reconsider the terms of this PA and amend it in accordance with Stipulation XII below.

IX. MONITORING AND REPORTING

NPS will provide all Consulting Parties with a summary report detailing work undertaken pursuant to the PA's terms each year until the PA expires or is terminated. This report will include any scheduling changes proposed, any problems encountered, and any disputes or objections received in NPS's efforts to carry out the terms of this PA.

For mitigation measures, NPS will provide all Consulting Parties with a progress report on the successful implementation of those measures at least annually via the NPS PEPC website (<https://parkplanning.nps.gov/>).

X. DISPUTE RESOLUTION

- A. Should any Signatory or Consulting Party to this PA object at any time to any actions proposed or the manner in which the terms of the PA are implemented, NPS will consult with such Signatory to resolve the objection. If NPS determines that such objection cannot be resolved within thirty (30) calendar days, NPS will:
1. Forward all documentation relevant to the dispute, including NPS's proposed resolution, to the ACHP with a copy to the Consulting Parties to this PA and request that ACHP provide NPS with its comments on the resolution of the objection within thirty (30) calendar days of receiving the documentation.
 2. If the ACHP does not provide comment regarding the dispute within the thirty (30) calendar-day time period, NPS will make a final decision on the dispute and proceed accordingly.
 3. NPS will document this decision in a written response to the objection that takes into account any timely comments regarding the dispute from the Signatories and Consulting Parties and provide the ACHP and all parties with a copy of such written response.
 4. NPS may then proceed according to its decision.
 5. The Signatories remain responsible for carrying out all other actions subject to the terms of the PA that are not the subject of the dispute.
- B. Should a member of the public object to any proposed action(s) or the manner in which the terms of the PA are implemented by submitting its objection to NPS in writing, NPS will notify the other Signatories and NPS will take the objection into consideration. NPS will consult with the objecting party and, if that party so requests, the other Signatories for no more than thirty (30) calendar days. In reaching its decision regarding the objection, NPS will take into consideration any comments from the objecting party and the Signatories. Within fourteen (14) calendar days after closure of the consultation period, NPS will provide the objecting party and the Signatories with its proposed decision in writing which shall become final in fourteen (14) calendar days unless the Consulting Party seeks review of the proposed decision by the ACHP. If the ACHP does not provide comment regarding the dispute within a thirty (30) calendar-day time period, NPS will make a final decision on the dispute and proceed accordingly.

XI. ADOPTABILITY

In the event that a Federal agency other than NPS is considering providing financial assistance, permits, licenses, or approvals for the Plan, such Federal agency may become a Signatory to this PA as a means of satisfying its Section 106 compliance responsibilities. To become a Signatory to this PA, the agency official must provide written notice to the Signatories that the agency agrees to the terms of the PA, specifying the extent of the agency's intent to participate in the PA, and identifying the lead Federal agency for the Undertaking. The participation of the agency is subject to approval by the Signatories, who must respond to the written notice within thirty (30) calendar days or the approval will be considered implicit. Any other modifications to the PA will be considered in accordance with Stipulation XII.

XII. AMENDMENTS

Any Signatory to this PA may request that it be amended. The Signatories will consult for no more than thirty (30) calendar days (or another time period agreed upon by all Signatories) to consider such amendment. The amendment will be effective on the date a copy, signed by all the Signatories, is filed with the ACHP.

XIII. TERMINATION AND WITHDRAWAL

If any Signatory to this PA determines that the terms of the PA will not or cannot be carried out, that Signatory will immediately notify the other Signatories in writing and consult with them to seek resolution or amendment pursuant to Stipulation XII of the PA. If within sixty (60) days a resolution or Amendment cannot be reached, any Signatory may terminate the PA upon written notification to the other Signatories. Once the PA is terminated, and prior to work continuing on the Undertaking, NPS must either (a) execute a new PA pursuant to 36 C.F.R. § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 C.F.R. § 800.7. NPS will notify the Signatories as to the course of action it will pursue.

XIV. SIGNATURES AND EFFECTIVE DATE

This PA will become effective immediately upon execution by all Signatories. Execution and implementation of this PA evidences that NPS has considered the effects of this Undertaking on historic properties, afforded the ACHP a reasonable opportunity to comment, and satisfied its responsibilities under Section 106 of the NHPA and its implementing regulations.

[Signature Pages Follow]

Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

**PROGRAMMATIC AGREEMENT
AMONG
THE NATIONAL PARK SERVICE,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
AND
NATIONAL CAPITAL PLANNING COMMISSION,
REGARDING
THE GEORGETOWN CANAL PLAN
IN
WASHINGTON, DC**

NATIONAL PARK SERVICE

Tina M. Cappetta 2-4-2020
BY: Tina M. Cappetta Date

Superintendent

C&O Canal National Historical Park

Julia Washburn 2-4-2020
BY: Julia Washburn Date

Superintendent

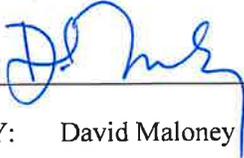
Rock Creek Park

Acting Deputy

Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

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AMONG
THE NATIONAL PARK SERVICE,
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REGARDING
THE GEORGETOWN CANAL PLAN
IN
WASHINGTON, DC**

DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE



BY: David Maloney

State Historic Preservation Officer

Feb 3, 2020

Date

Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

**PROGRAMMATIC AGREEMENT
AMONG
THE NATIONAL PARK SERVICE,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
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THE GEORGETOWN CANAL PLAN
IN
WASHINGTON, DC**

NATIONAL CAPITAL PLANNING COMMISSION



2/4/2020

BY: Marcel Acosta

Date

Executive Director

Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

**PROGRAMMATIC AGREEMENT
AMONG
THE NATIONAL PARK SERVICE,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
AND
NATIONAL CAPITAL PLANNING COMMISSION,
REGARDING
THE GEORGETOWN CANAL PLAN
IN
WASHINGTON, DC**

CONCURRING PARTIES

CATAWBA INDIAN NATION

BY: *William Harris*

Date *2-18-2020*

Chief William Harris

BY: *Wenonah G. Hare, DC*

Date *2/14/20*

Wenonah G. Hare, Tribal Historic Preservation officer

APPENDIX A: GEORGETOWN CANAL PROJECT AREA



APPENDIX B: SECTION 106 INITIATION LETTERS



United States Department of the Interior

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

May 25, 2017

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

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Acosta:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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 matter 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.

In accordance with the National Environmental Policy Act (NEPA), NPS in cooperation with the District of Columbia Office of Planning, Georgetown BID, and Georgetown Heritage, is preparing an Environmental Assessment (EA) to identify alternatives and assess the potential impacts of the plan. Concurrent to the NEPA process, NPS will work with DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 of the National Historic Preservation Act of 1966 as amended (NHPA) consultation process. The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the Plan/EA; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures.

The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

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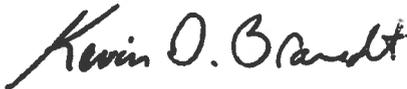
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C&O Canal National Historical Park Headquarters
1850 Dual Highway
Suite 100
Hagerstown, MD 21740

NPS requests that mailed comments be postmarked by July 7, 2017 to receive consideration. Data obtained during the scoping process will be integrated into the plan/EA. Should you have any questions regarding the meeting please contact Brendan Wilson at 240-291-8466.

I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,

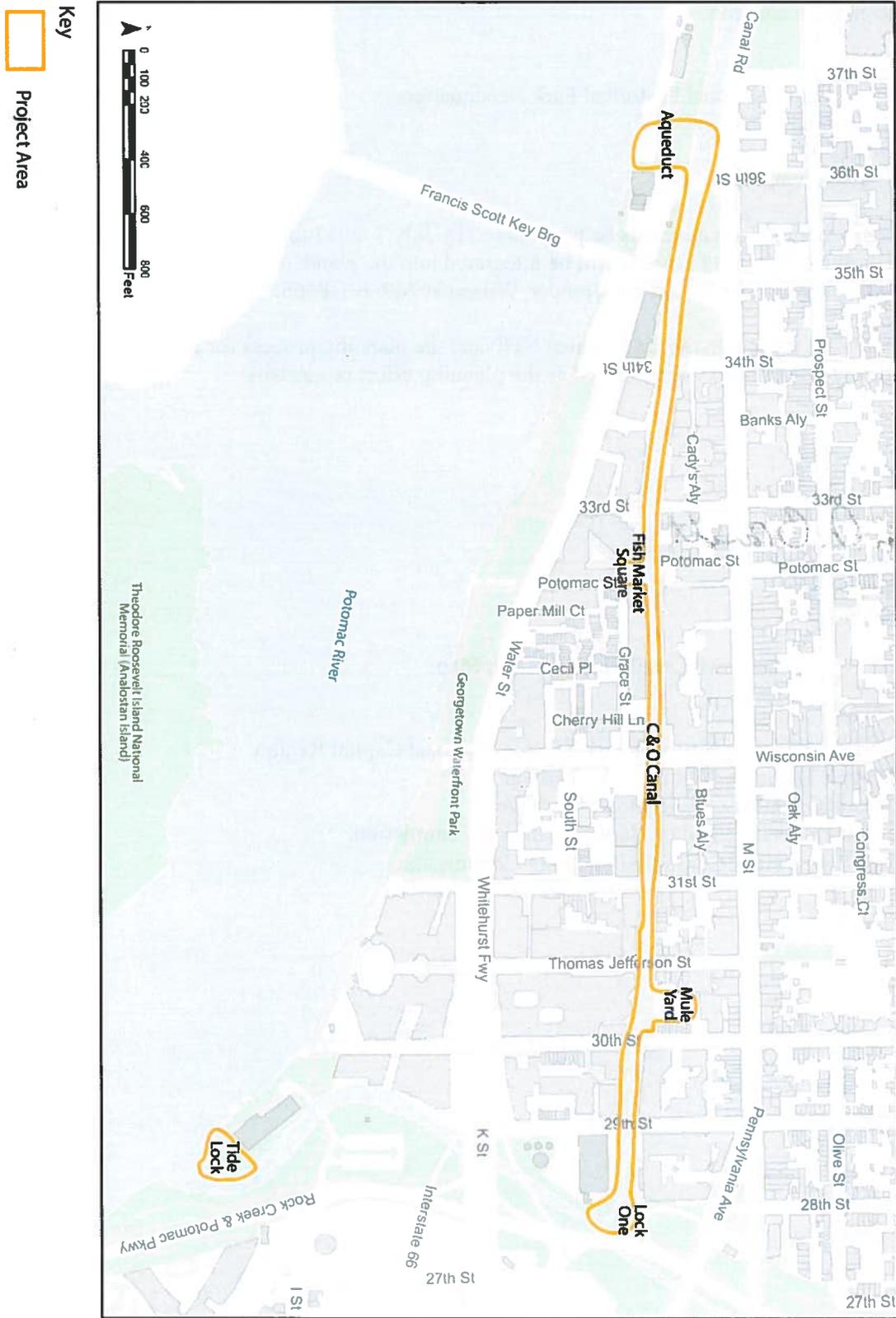


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Diane Sullivan, National Capital Planning Commission
Lee Webb, National Capital Planning Commission

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Mr. Keith Anderson
Director
DC Department of Parks and Recreation
1250 U Street, NW #2
Washington, DC 20009

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Anderson:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

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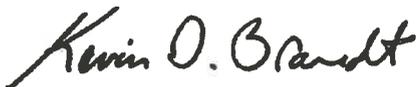
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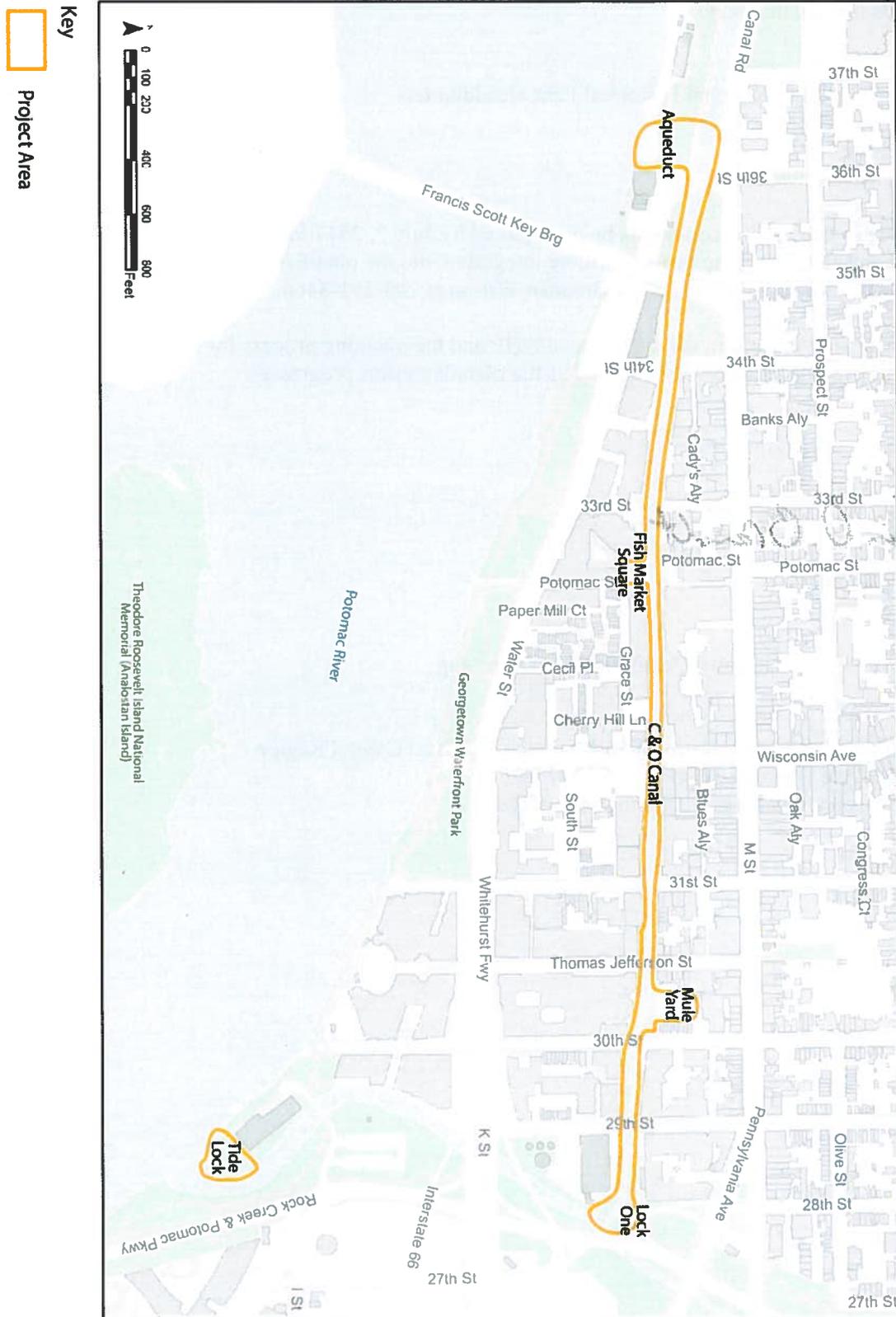


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Mr. Steve Harman
U.S. Army Corps of Engineers
Baltimore District Office
P.O. Box 1715
Baltimore, MD 21203-1715

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Harman:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

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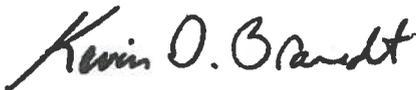
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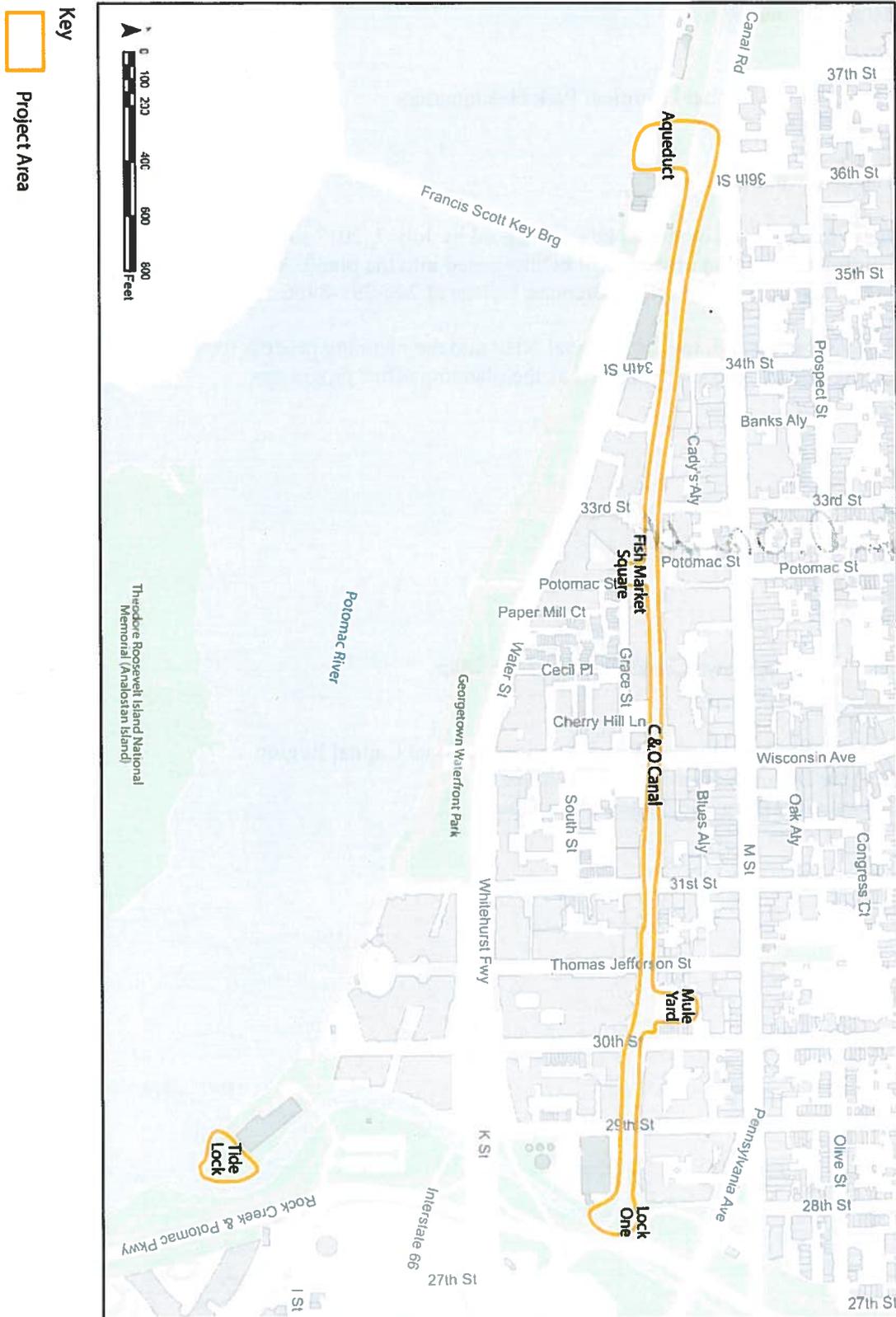


Kevin D. Brandt
Superintendent

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Alison Greenberg, Georgetown Heritage

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Mr. Hamid Karimi
Deputy Director
DC Department of Energy and Environment
Natural Resources Administration
1200 First Street, NE, 5th Floor
Washington, DC 20002

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Karimi:

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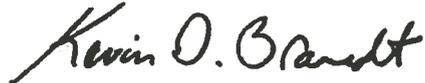
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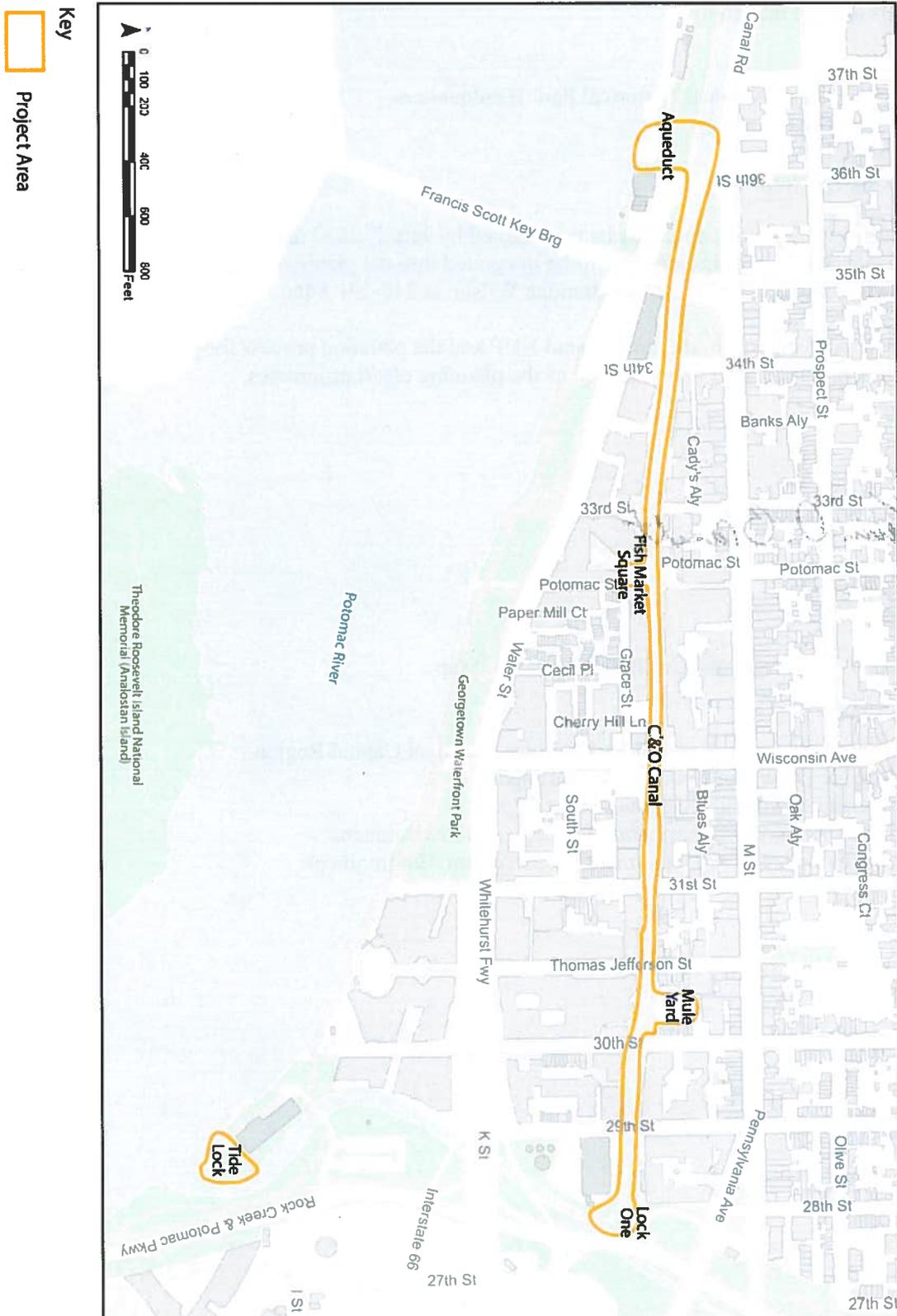


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Bryan King, DC Department of Energy and Environment
Jeffrey Seltzer, DC Department of Energy and Environment

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

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

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. King:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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.

In accordance with the National Environmental Policy Act (NEPA), NPS in cooperation with the District of Columbia Office of Planning, Georgetown BID, and Georgetown Heritage, is preparing an Environmental Assessment (EA) to identify alternatives and assess the potential impacts of the plan. Concurrent to the NEPA process, NPS will work with DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 of the National Historic Preservation Act of 1966 as amended (NHPA) consultation process. The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the Plan/EA; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures.

The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

You can attend the upcoming public scoping meeting on Jun 14, 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 meeting will be held in an "Open House" format that will include a brief presentation about the project. The presentation will occur at 6:00pm with the open house to follow at 6:45pm. The purpose of these meetings will be to introduce the project purpose and background, present the draft Area of Potential Effect and preliminary identification of historic resources, and to explain the NEPA and Section 106 review processes. During the meeting, project team members will present existing site conditions and outline specific issues and concerns that the plan will address. The events will also provide an opportunity for interested members of the public, agencies, and organizations to ask questions, provide comments, and identify concerns they feel should be addressed in the EA. If you plan to attend this meeting, please RSVP at <https://georgetowncanal.eventbrite.com>.

Comments 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 be mailed to:

C&O Canal National Historical Park Headquarters
1850 Dual Highway
Suite 100
Hagerstown, MD 21740

NPS requests that mailed comments be postmarked by July 7, 2017 to receive consideration. Data obtained during the scoping process will be integrated into the plan/EA. Should you have any questions regarding the meeting please contact Brendan Wilson at 240-291-8466.

I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,

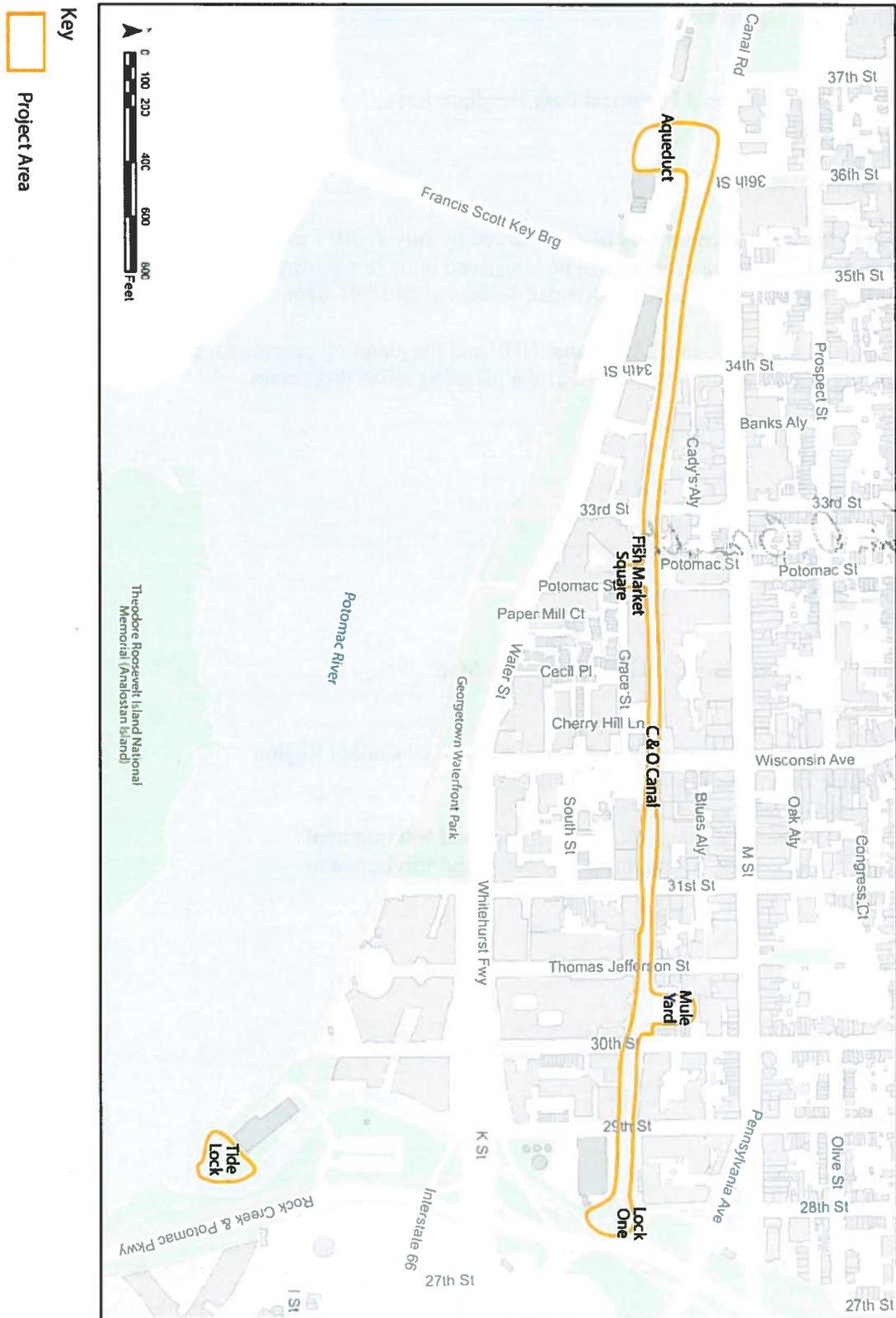


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Hamid Karimi, DC Department of Energy and Environment
Jeffrey Seltzer, DC Department of Energy and Environment

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Ms. Genevieve LaRouche
Field Supervisor
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Ms. LaRouche:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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).

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The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

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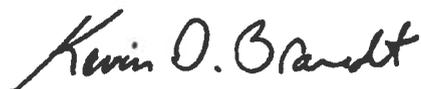
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I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,



Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage



United States Department of the Interior

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

May 25, 2017

Mr. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office
1100 4th Street SW
Suite 650 East
Washington, DC 20024

Re: Initiation of Section 106 Consultation, Georgetown Canal Plan

Dear Mr. Lewis:

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) in the District of Columbia. NPS is writing to formally initiate 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).

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. 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.). Additionally, the project area includes a non-contiguous parcel at the outlet of Rock Creek 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 one-mile portion of the C&O Canal NHP in Georgetown, from the Zero-mile marker 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;
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- 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 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 includes portions of the Georgetown Historic District (a National Historic Landmark and National Register listed district), C&O Canal National Historical Park, Rock Creek and Potomac Parkway Historic District (Lower Rock Creek Valley), and the Potomac Gorge (Potomac Palisades). It also includes the following historic properties individually listed in the National Register and/or the District of Columbia Inventory of Historic Sites: C&O Canal; Washington Canoe Club; Potomac Aqueduct Bridge Abutment & Pier; Potomac Boat Club; Forrest-Marbury House; Joseph Carleton House; Georgetown Market; District of Columbia Paper Manufacturing Company (Paper Mill); Bomford Mill (Pioneer Flour Mills; Flour Mill); Georgetown Commercial Buildings – M Street, N.W.; Old Engine Company No. 5 (Bank of Columbia; Georgetown Town Hall & Mayor's Office); City Tavern; Vigilant Fire House; Wisconsin Avenue Bridge (High Street Bridge) and Canal Monument; Grace Church (Grace Protestant Episcopal Church); Potomac Masonic Lodge No. 5; Adams-Mason Houses; Nicholas Hedges & Federal Houses; Duvall Foundry; Henry McCleery House; Thomas Sim Lee Corner (Thomas Sim Lee Houses & Ross and Getty Building); Loughborough-Patterson House (Junior League of Washington); Godey Lime Kilns (Washington Lime Kilns); Watergate Complex; Francis Scott Key Bridge (Key Bridge); and West Heating Plant. The Georgetown neighborhood has been extensively documented; therefore, it is not anticipated that additional survey to identify potentially affected resources will be required beyond the 300-foot buffer around the C&O Canal and associated pocket parks and plazas. The NPS is currently preparing a Cultural Landscape Inventory (CLI) for the C&O Canal - Georgetown area to support this project. A more detailed list of contributing historic features will be based on the CLI and the recently updated National Register Nomination for the C&O Canal NHP.

Constructed between 1828 and 1850 (with the Georgetown segment completed in 1830), the C&O Canal was acquired by the Department of the Interior in 1938. The Canal became a national monument in 1961 and was subsequently listed in the D.C. Inventory of Historic Sites (1964), listed in the National Register of Historic Places (1966; additional documentation and boundary increase, 2015), and established as a National Historical Park (1971). The C&O Canal NHP is significant as outstanding examples of

nineteenth-century canal transportation, civil engineering technology, and the industrial growth of the nation.

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.

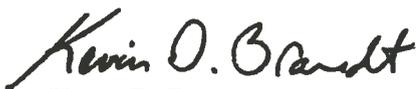
Section 106 and NEPA Coordination

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 will be held on June 14, 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 introduce the project purpose and background, present the draft APE and preliminary identification of historic properties, and invite public comment on the range of issues to be addressed in the EA.

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: Georgetown Canal Plan Location Map
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
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
David Maloney, State Historic Preservation Office

Georgetown Canal Plan

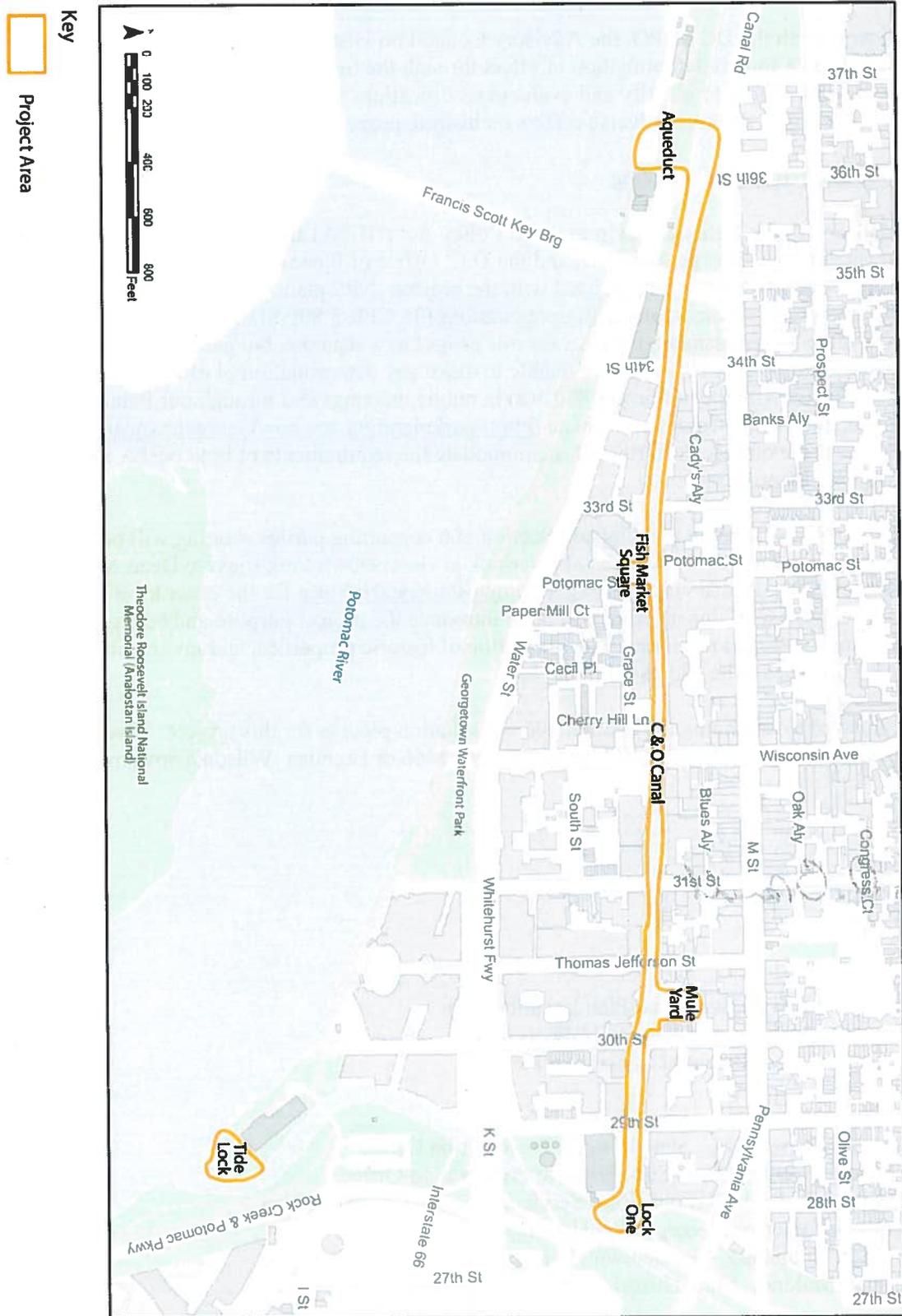


Fig. 1: Location Map

Georgetown Canal Plan
Potential Consulting Parties List

Cooperating Parties National Park Service, C&O Canal NHP
National Park Service, National Capital Region
Georgetown Heritage
Georgetown BID
D.C. Office of Planning

THPO Delaware Nation

SHPO D.C. State Historic Preservation Officer

Representatives of Local Advisory Neighborhood Commission 2E
Governments Mayor of the District of Columbia
Council of the District of Columbia

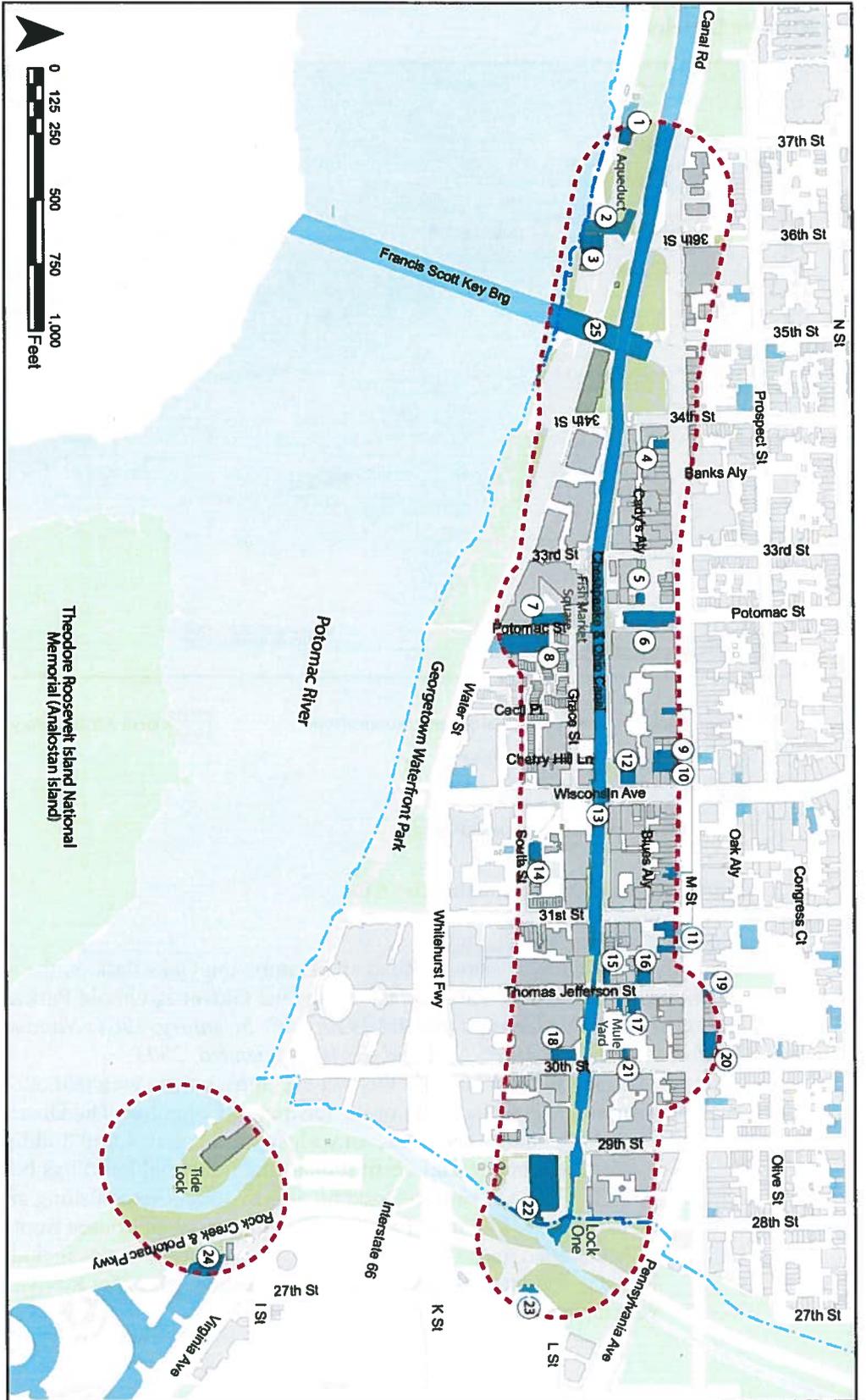
Additional Consulting Parties National Trust for Historic Preservation
U.S. Commission of Fine Arts
Advisory Council on Historic Preservation
National Capital Planning Commission
DC Preservation League
Committee of 100 on the Federal City
Citizens Association of Georgetown
National Mall Coalition
National Park Service, Rock Creek Park
Friends of the Georgetown Waterfront Park
C&O Canal Trust
C&O Canal Association
Cultural Tourism DC
Preservation Action
The Cultural Landscape Foundation
Washington Area Bicyclist Association
Washington Canoe Club
National Parks Conservation Association
Georgetown University

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 Canal features (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.³

³ 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.



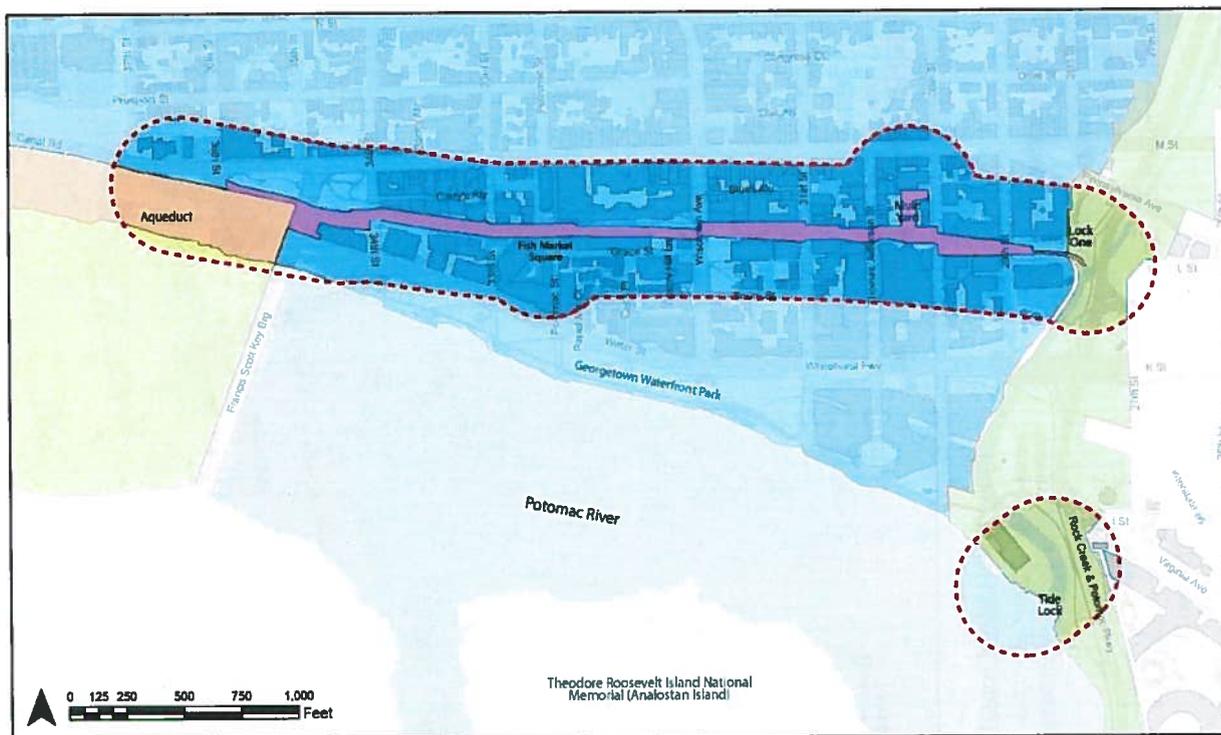
- Key**
- Draft APE Boundary (300 ft)
 - D.C. Inventory and/or National Register
 - Georgetown Historic District

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. Bonford Mill
9. D.C. Paper Mfg. Company
10. Old Engine Company No. 5
11. City Tavern
12. Georgetown Commercial Bldgs.
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

Fig. 2: Draft APE

Historic Districts



- Chesapeake and Ohio Canal National Historical Park
- Rock Creek and Potomac Parkway
- Georgetown Historic District
- The Potomac Gorge (Potomac Palisades)
- 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 Properties⁴

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.

⁴ 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

May 25, 2017

Mr. Frederick J. Lindstrom
Assistant Secretary
U.S. Commission of Fine Arts
401 F Street NW Suite 312
Washington, DC 20001-2728

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

To Mr. Lindstrom:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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 matter 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.

In accordance with the National Environmental Policy Act (NEPA), NPS in cooperation with the District of Columbia Office of Planning, Georgetown BID, and Georgetown Heritage, is preparing an Environmental Assessment (EA) to identify alternatives and assess the potential impacts of the plan. Concurrent to the NEPA process, NPS will work with DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 of the National Historic Preservation Act of 1966 as amended (NHPA) consultation process. The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the Plan/EA; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures.

The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

You can attend the upcoming public scoping meeting on Jun 14, 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/mXp czN5FgRn> for the exact location of the meeting. The meeting will be held in an "Open House" format that will include a brief presentation about the project. The presentation will occur at 6:00pm with the open house to follow at 6:45pm. The purpose of these meetings will be to introduce the project purpose and background, present the draft Area of Potential Effect and preliminary identification of historic resources, and to explain the NEPA and Section 106 review processes. During the meeting, project team members will present existing site conditions and outline specific issues and concerns that the plan will address. The events will also provide an opportunity for interested members of the public, agencies, and organizations to ask questions, provide comments, and identify concerns they feel should be addressed in the EA. If you plan to attend this meeting, please RSVP at <https://georgetowncanal.eventbrite.com>.

Comments 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 be mailed to:

C&O Canal National Historical Park Headquarters
1850 Dual Highway
Suite 100
Hagerstown, MD 21740

NPS requests that mailed comments be postmarked by July 7, 2017 to receive consideration. Data obtained during the scoping process will be integrated into the plan/EA. Should you have any questions regarding the meeting please contact Brendan Wilson at 240-291-8466.

I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,



Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Thomas Luebke, Commission of Fine Arts



United States Department of the Interior

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

May 25, 2017

Mr. Thomas Luebke
Secretary
U.S. Commission of Fine Arts
401 F Street, NW, Suite 312
Washington, DC 20001-2728

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Luebke:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

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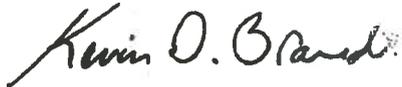
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I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,



Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Frederick J. Lindstrom, Commission of Fine Arts



United States Department of the Interior

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

May 25, 2017

Mr. David Maloney
State Historic Preservation Officer
DC State Historic Preservation Office
1100 4th Street SW
Suite 650 East
Washington, DC 20024

Re: Initiation of Section 106 Consultation, Georgetown Canal Plan

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) in the District of Columbia. NPS is writing to formally initiate 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).

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. 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.). Additionally, the project area includes a non-contiguous parcel at the outlet of Rock Creek 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 one-mile portion of the C&O Canal NHP in Georgetown, from the Zero-mile marker 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;
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- 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 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 includes portions of the Georgetown Historic District (a National Historic Landmark and National Register listed district), C&O Canal National Historical Park, Rock Creek and Potomac Parkway Historic District (Lower Rock Creek Valley), and the Potomac Gorge (Potomac Palisades). It also includes the following historic properties individually listed in the National Register and/or the District of Columbia Inventory of Historic Sites: C&O Canal; Washington Canoe Club; Potomac Aqueduct Bridge Abutment & Pier; Potomac Boat Club; Forrest-Marbury House; Joseph Carleton House; Georgetown Market; District of Columbia Paper Manufacturing Company (Paper Mill); Bomford Mill (Pioneer Flour Mills; Flour Mill); Georgetown Commercial Buildings – M Street, N.W.; Old Engine Company No. 5 (Bank of Columbia; Georgetown Town Hall & Mayor's Office); City Tavern; Vigilant Fire House; Wisconsin Avenue Bridge (High Street Bridge) and Canal Monument; Grace Church (Grace Protestant Episcopal Church); Potomac Masonic Lodge No. 5; Adams-Mason Houses; Nicholas Hedges & Federal Houses; Duvall Foundry; Henry McCleery House; Thomas Sim Lee Corner (Thomas Sim Lee Houses & Ross and Getty Building); Loughborough-Patterson House (Junior League of Washington); Godey Lime Kilns (Washington Lime Kilns); Watergate Complex; Francis Scott Key Bridge (Key Bridge); and West Heating Plant. The Georgetown neighborhood has been extensively documented; therefore, it is not anticipated that additional survey to identify potentially affected resources will be required beyond the 300-foot buffer around the C&O Canal and associated pocket parks and plazas. The NPS is currently preparing a Cultural Landscape Inventory (CLI) for the C&O Canal - Georgetown area to support this project. A more detailed list of contributing historic features will be based on the CLI and the recently updated National Register Nomination for the C&O Canal NHP.

Constructed between 1828 and 1850 (with the Georgetown segment completed in 1830), the C&O Canal was acquired by the Department of the Interior in 1938. The Canal became a national monument in 1961 and was subsequently listed in the D.C. Inventory of Historic Sites (1964), listed in the National Register of Historic Places (1966; additional documentation and boundary increase, 2015), and established as a National Historical Park (1971). The C&O Canal NHP is significant as outstanding examples of

nineteenth-century canal transportation, civil engineering technology, and the industrial growth of the nation.

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.

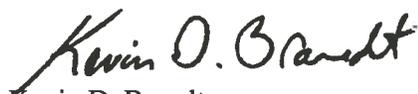
Section 106 and NEPA Coordination

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 will be held on June 14, 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 introduce the project purpose and background, present the draft APE and preliminary identification of historic properties, and invite public comment on the range of issues to be addressed in the EA.

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: Georgetown Canal Plan Location Map
 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
 Maggie Downing, Georgetown Heritage
 Alison Greenberg, Georgetown Heritage
 Andrew Lewis, State Historic Preservation Office

Georgetown Canal Plan

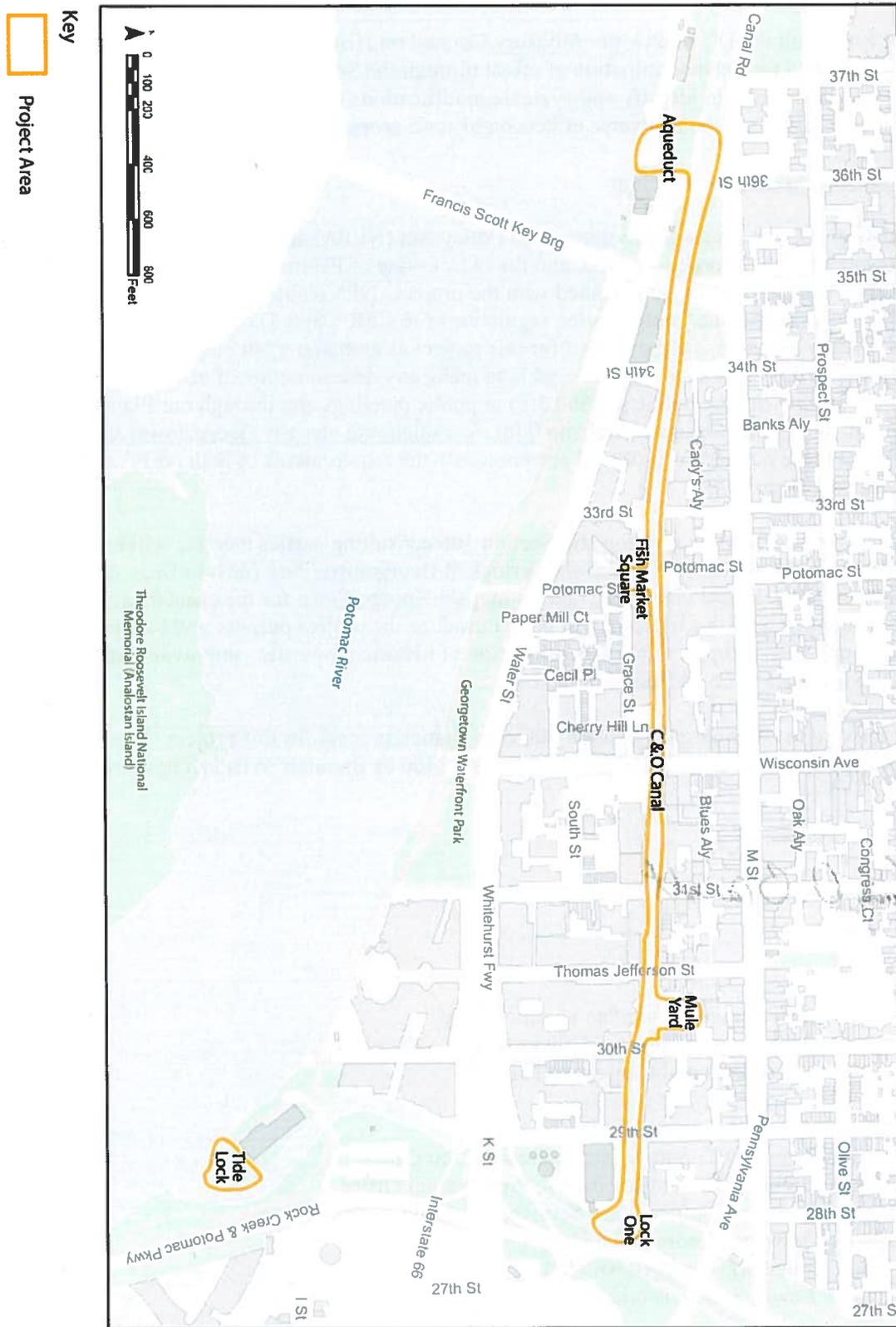


Fig. 1: Location Map

Georgetown Canal Plan
Potential Consulting Parties List

Cooperating Parties	National Park Service, C&O Canal NHP National Park Service, National Capital Region Georgetown Heritage Georgetown BID D.C. Office of Planning
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THPO	Delaware Nation
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SHPO	D.C. State Historic Preservation Officer
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Representatives of Local Governments	Advisory Neighborhood Commission 2E Mayor of the District of Columbia Council of the District of Columbia
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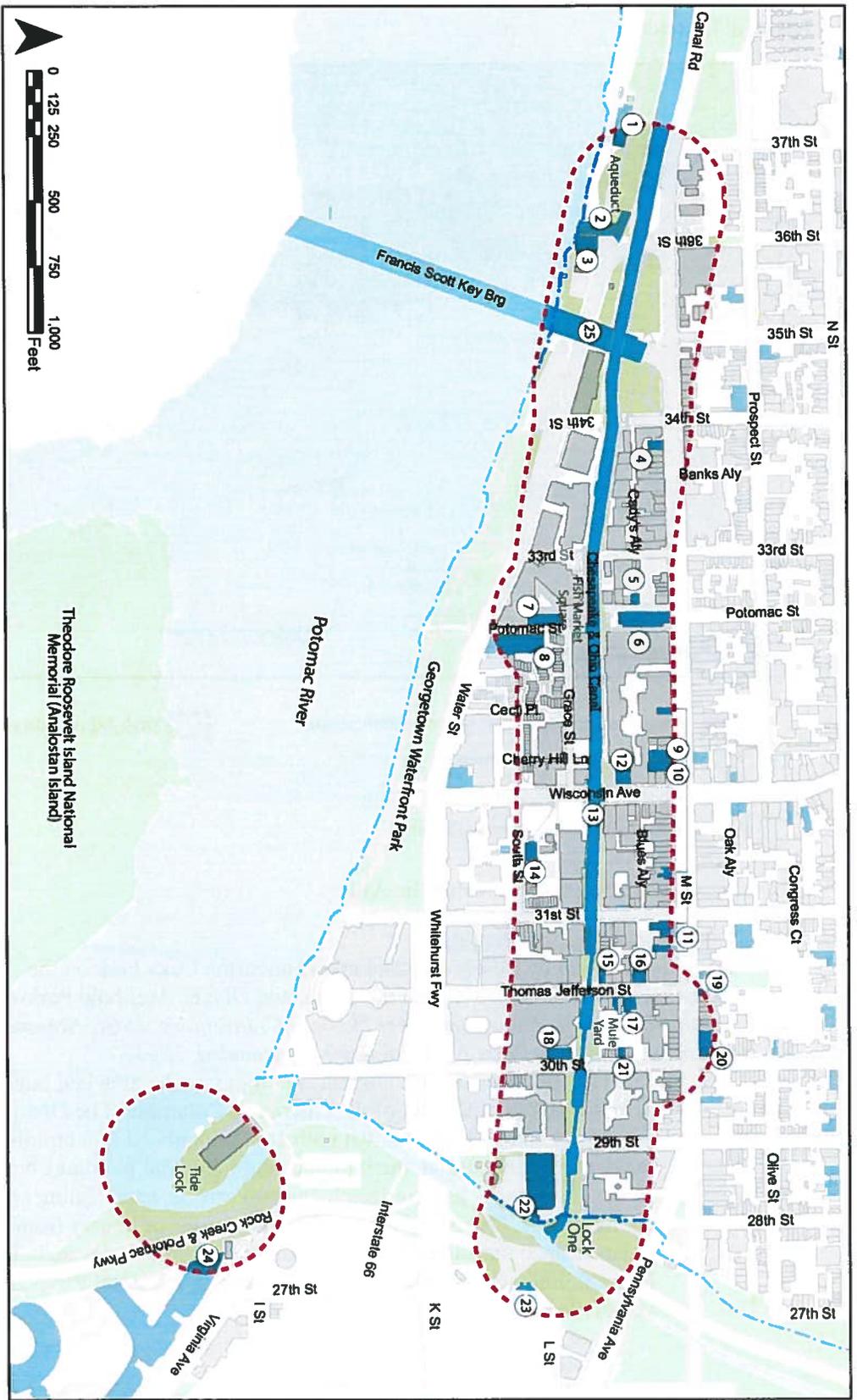
Additional Consulting Parties	National Trust for Historic Preservation U.S. Commission of Fine Arts Advisory Council on Historic Preservation National Capital Planning Commission DC Preservation League Committee of 100 on the Federal City Citizens Association of Georgetown National Mall Coalition National Park Service, Rock Creek Park Friends of the Georgetown Waterfront Park C&O Canal Trust C&O Canal Association Cultural Tourism DC Preservation Action The Cultural Landscape Foundation Washington Area Bicyclist Association Washington Canoe Club National Parks Conservation Association Georgetown University
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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 Canal features (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

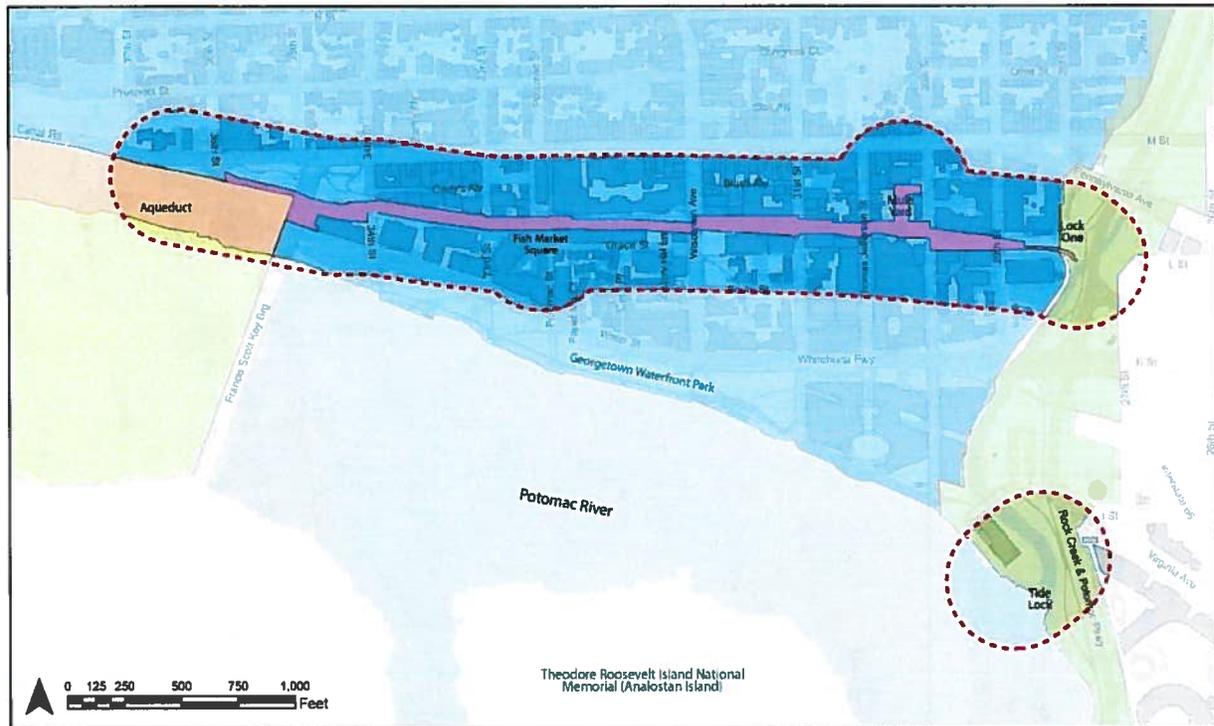
- Draft APE Boundary (300 ft)
- D.C. Inventory and/or National Register
- Georgetown Historic District

Individually Listed Properties

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

Fig. 2: Draft APE

Historic Districts



- Chesapeake and Ohio Canal National Historical Park
- Rock Creek and Potomac Parkway
- Georgetown Historic District
- The Potomac Gorge (Potomac Palisades)
- 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 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

May 25, 2017

Mr. Reid Nelson
Director
Advisory Council on Historic Preservation
Office of Federal Agency Programs
401 F Street, NW, Suite 308
Washington, DC 20001-2637

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Nelson:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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.

In accordance with the National Environmental Policy Act (NEPA), NPS in cooperation with the District of Columbia Office of Planning, Georgetown BID, and Georgetown Heritage, is preparing an Environmental Assessment (EA) to identify alternatives and assess the potential impacts of the plan. Concurrent to the NEPA process, NPS will work with DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 of the National Historic Preservation Act of 1966 as amended (NHPA) consultation process. The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the Plan/EA; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures.

The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

You can attend the upcoming public scoping meeting on Jun 14, 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 meeting will be held in an "Open House" format that will include a brief presentation about the project. The presentation will occur at 6:00pm with the open house to follow at 6:45pm. The purpose of these meetings will be to introduce the project purpose and background, present the draft Area of Potential Effect and preliminary identification of historic resources, and to explain the NEPA and Section 106 review processes. During the meeting, project team members will present existing site conditions and outline specific issues and concerns that the plan will address. The events will also provide an opportunity for interested members of the public, agencies, and organizations to ask questions, provide comments, and identify concerns they feel should be addressed in the EA. If you plan to attend this meeting, please RSVP at <https://georgetowncanal.eventbrite.com>.

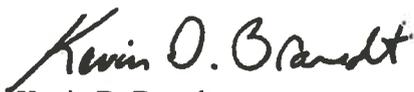
Comments can be submitted electronically at the National Park Service's Planning, Environmental and Public Comments (PEPC) website at <http://parkplanning.nps.gov/Georgetowncanalplan>. Written comments may be mailed to:

C&O Canal National Historical Park Headquarters
1850 Dual Highway
Suite 100
Hagerstown, MD 21740

NPS requests that mailed comments be postmarked by July 7, 2017 to receive consideration. Data obtained during the scoping process will be integrated into the plan/EA. Should you have any questions regarding the meeting please contact Brendan Wilson at 240-291-8466.

I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,

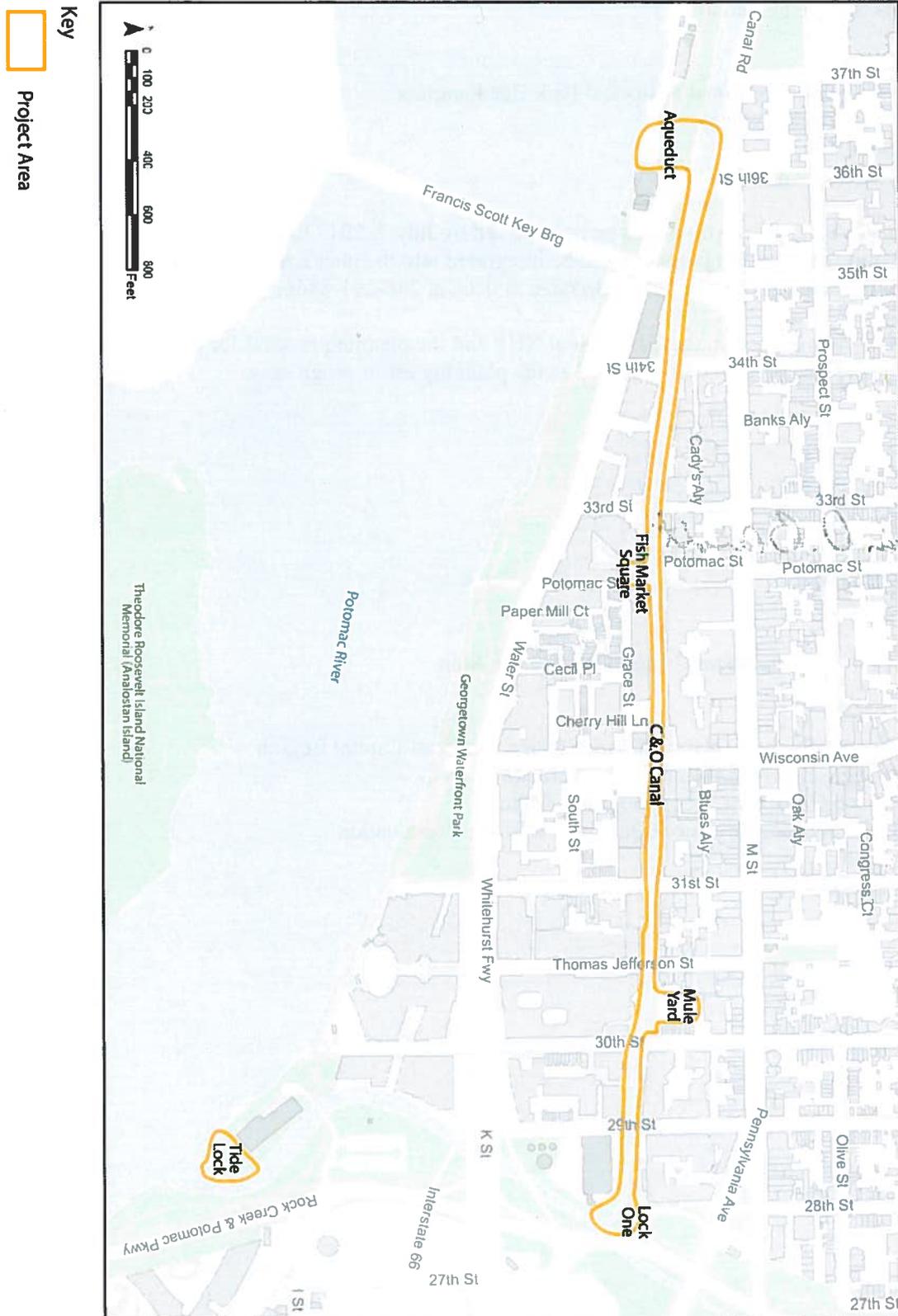


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Chris Wilson, Advisory Council on Historic Preservation

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Mr. Jason Ross
Section 106 Manager
Delaware Nation
P.O. Box 825
Anadarko, OH 73005

Re: Initiation of Section 106 Consultation, Georgetown Canal Plan

Dear Mr. Ross:

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) in the District of Columbia. NPS is writing to formally initiate 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).

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. 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.). Additionally, the project area includes a non-contiguous parcel at the outlet of Rock Creek 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 one-mile portion of the C&O Canal NHP in Georgetown, from the Zero-mile marker 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 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 includes portions of the Georgetown Historic District (a National Historic Landmark and National Register listed district), C&O Canal National Historical Park, Rock Creek and Potomac Parkway Historic District (Lower Rock Creek Valley), and the Potomac Gorge (Potomac Palisades). It also includes the following historic properties individually listed in the National Register and/or the District of Columbia Inventory of Historic Sites: C&O Canal; Washington Canoe Club; Potomac Aqueduct Bridge Abutment & Pier; Potomac Boat Club; Forrest-Marbury House; Joseph Carleton House; Georgetown Market; District of Columbia Paper Manufacturing Company (Paper Mill); Bomford Mill (Pioneer Flour Mills; Flour Mill); Georgetown Commercial Buildings – M Street, N.W.; Old Engine Company No. 5 (Bank of Columbia; Georgetown Town Hall & Mayor's Office); City Tavern; Vigilant Fire House; Wisconsin Avenue Bridge (High Street Bridge) and Canal Monument; Grace Church (Grace Protestant Episcopal Church); Potomac Masonic Lodge No. 5; Adams-Mason Houses; Nicholas Hedges & Federal Houses; Duvall Foundry; Henry McCleery House; Thomas Sim Lee Corner (Thomas Sim Lee Houses & Ross and Getty Building); Loughborough-Patterson House (Junior League of Washington); Godey Lime Kilns (Washington Lime Kilns); Watergate Complex; Francis Scott Key Bridge (Key Bridge); and West Heating Plant. The Georgetown neighborhood has been extensively documented; therefore, it is not anticipated that additional survey to identify potentially affected resources will be required beyond the 300-foot buffer around the C&O Canal and associated pocket parks and plazas. The NPS is currently preparing a Cultural Landscape Inventory (CLI) for the C&O Canal - Georgetown area to support this project. A more detailed list of contributing historic features will be based on the CLI and the recently updated National Register Nomination for the C&O Canal NHP.

Constructed between 1828 and 1850 (with the Georgetown segment completed in 1830), the C&O Canal was acquired by the Department of the Interior in 1938. The Canal became a national monument in 1961 and was subsequently listed in the D.C. Inventory of Historic Sites (1964), listed in the National Register of Historic Places (1966; additional documentation and boundary increase, 2015), and established as a National Historical Park (1971). The C&O Canal NHP is significant as outstanding examples of nineteenth-century canal transportation, civil engineering technology, and the industrial growth of the nation.

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 will be held on June 14, 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 introduce the project purpose and background, present the draft APE and preliminary identification of historic properties, and invite public comment on the range of issues to be addressed in the EA.

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: Georgetown Canal Plan Location Map
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
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage

Georgetown Canal Plan

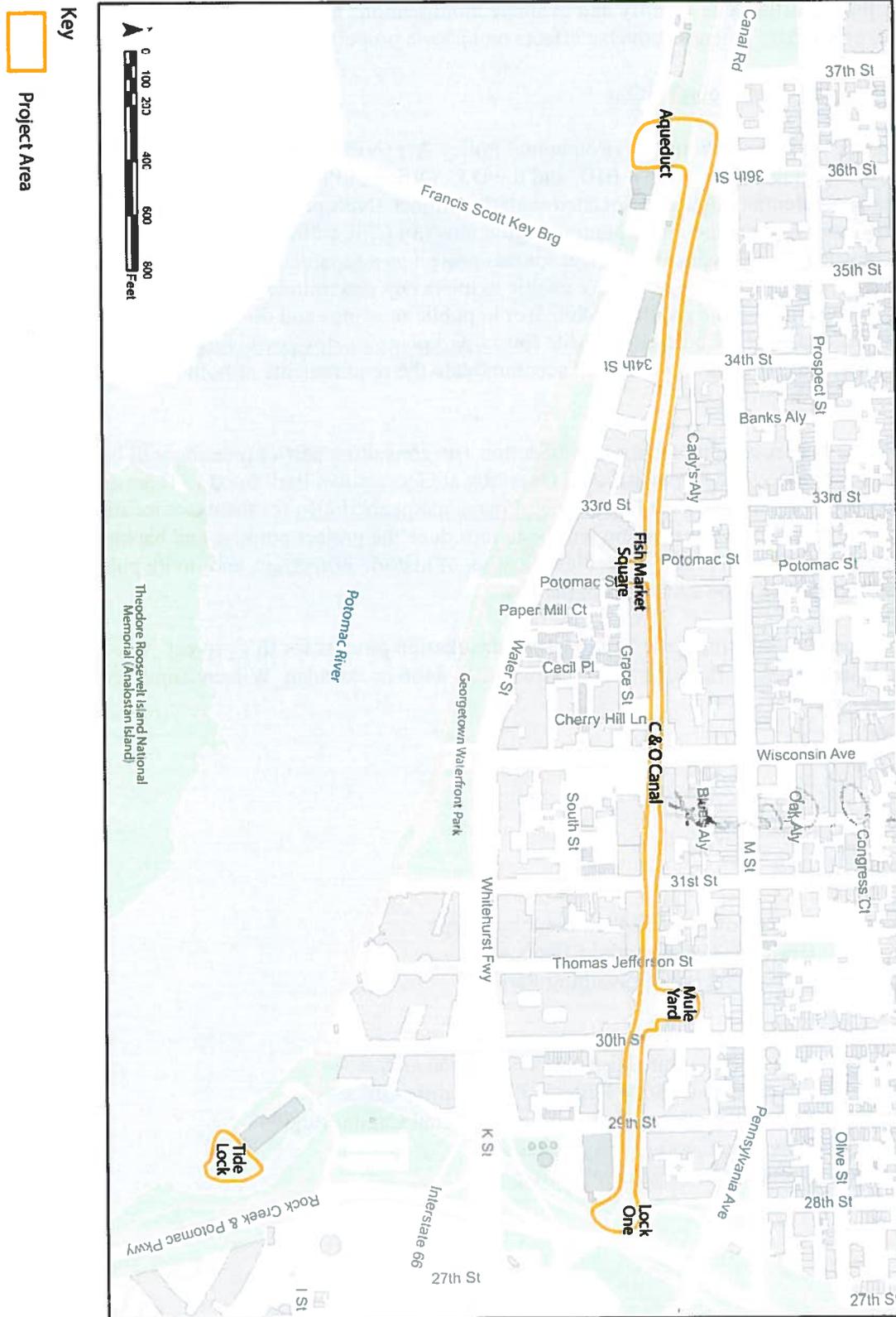


Fig. 1: Location Map

Georgetown Canal Plan
Potential Consulting Parties List

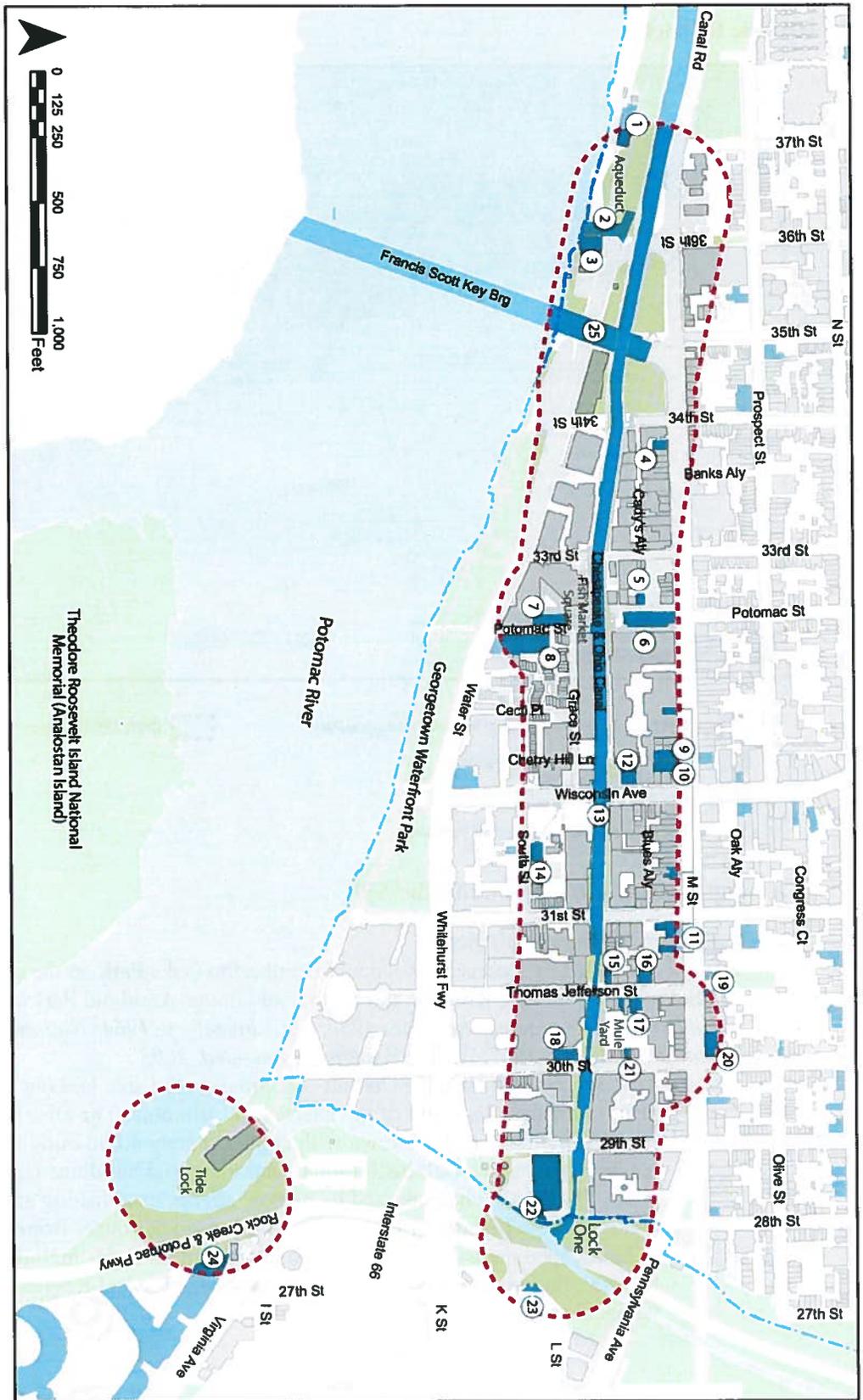
Cooperating Parties	National Park Service, C&O Canal NHP National Park Service, National Capital Region Georgetown Heritage Georgetown BID D.C. Office of Planning
THPO	Delaware Nation
SHPO	D.C. State Historic Preservation Officer
Representatives of Local Governments	Advisory Neighborhood Commission 2E Mayor of the District of Columbia Council of the District of Columbia
Additional Consulting Parties	National Trust for Historic Preservation U.S. Commission of Fine Arts Advisory Council on Historic Preservation National Capital Planning Commission DC Preservation League Committee of 100 on the Federal City Citizens Association of Georgetown National Mall Coalition National Park Service, Rock Creek Park Friends of the Georgetown Waterfront Park C&O Canal Trust C&O Canal Association Cultural Tourism DC Preservation Action The Cultural Landscape Foundation Washington Area Bicyclist Association Washington Canoe Club National Parks Conservation Association Georgetown University

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 Canal features (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.⁵

⁵ 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

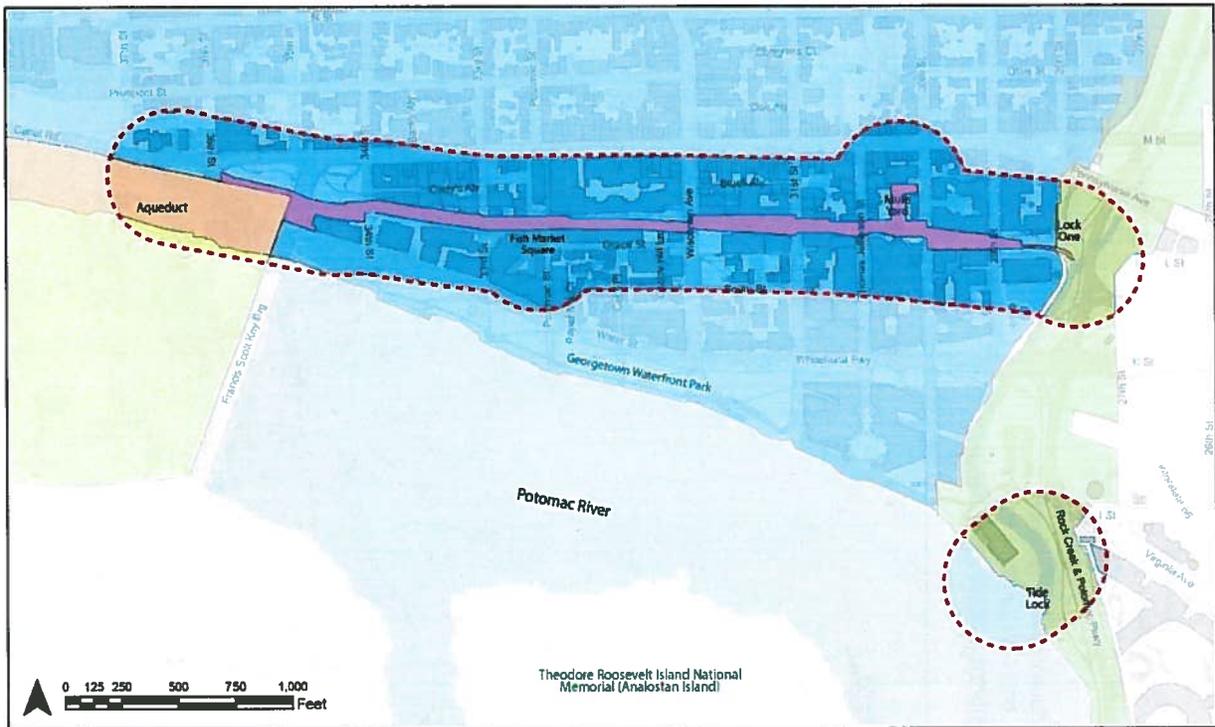
- Draft APE Boundary (300 ft)
- D.C. Inventory and/or National Register
- Georgetown Historic District

Individually Listed Properties

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

Fig. 2: Draft APE

Historic Districts



- Chesapeake and Ohio Canal National Historical Park
- Rock Creek and Potomac Parkway
- Georgetown Historic District
- The Potomac Gorge (Potomac Palisades)
- 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 Properties⁶

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.

⁶ 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 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

May 25, 2017

Ms. Barbara Rudnick
NEPA Team Leader
U.S. Environmental Protection Agency
Region 3
1650 Arch Street (3EA30)
Philadelphia, PA 19103

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Ms. Rudnick:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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:

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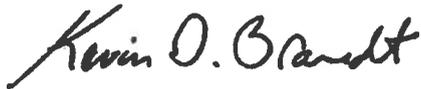
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C&O Canal National Historical Park Headquarters
1850 Dual Highway
Suite 100
Hagerstown, MD 21740

NPS requests that mailed comments be postmarked by July 7, 2017 to receive consideration. Data obtained during the scoping process will be integrated into the plan/EA. Should you have any questions regarding the meeting please contact Brendan Wilson at 240-291-8466.

I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

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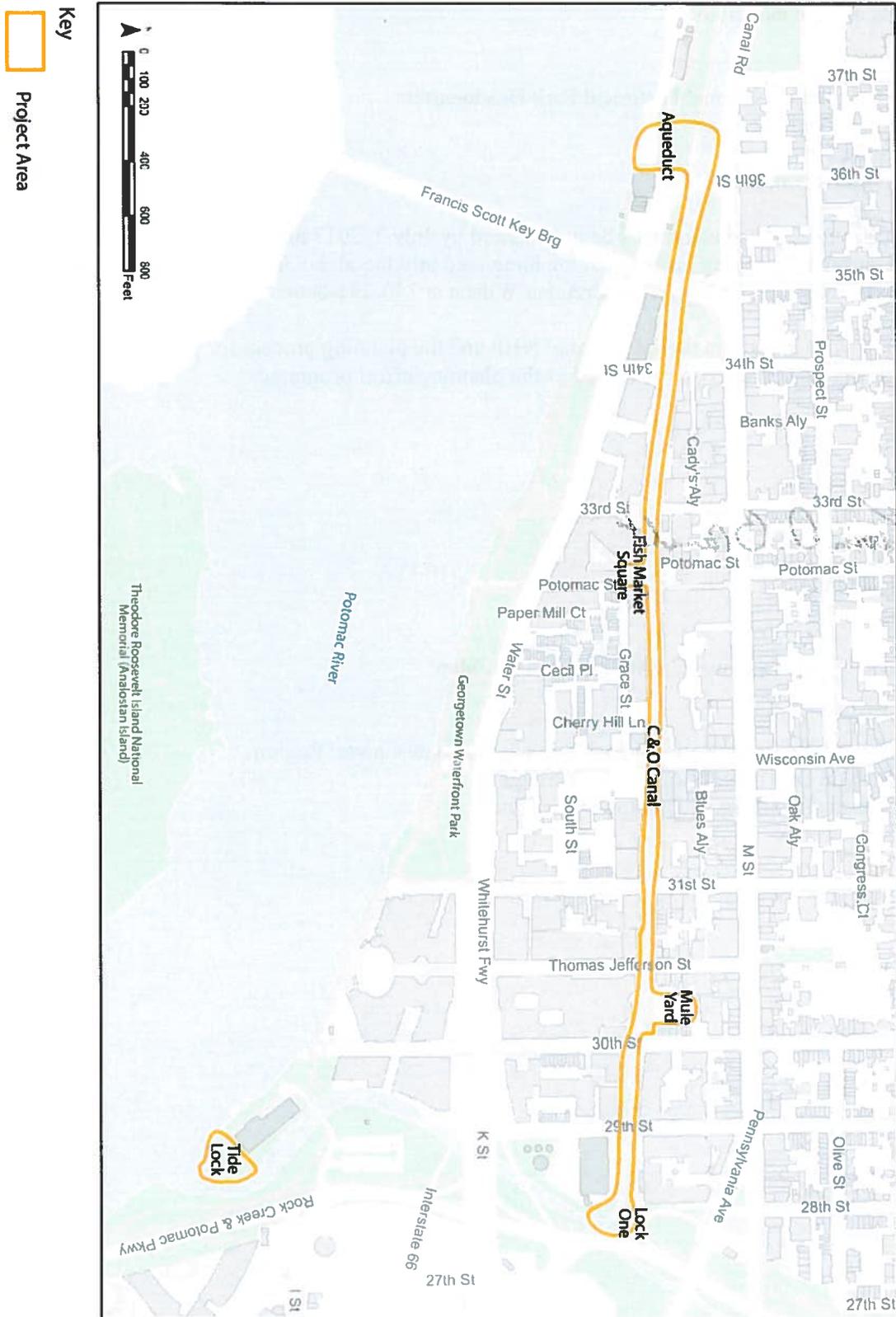


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Mr. Jeffrey Seltzer
Administrator
DC Department of Energy and Environment
Stormwater Management Division
1200 First Street, NE, 5th Floor
Washington, DC 20002

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Seltzer:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

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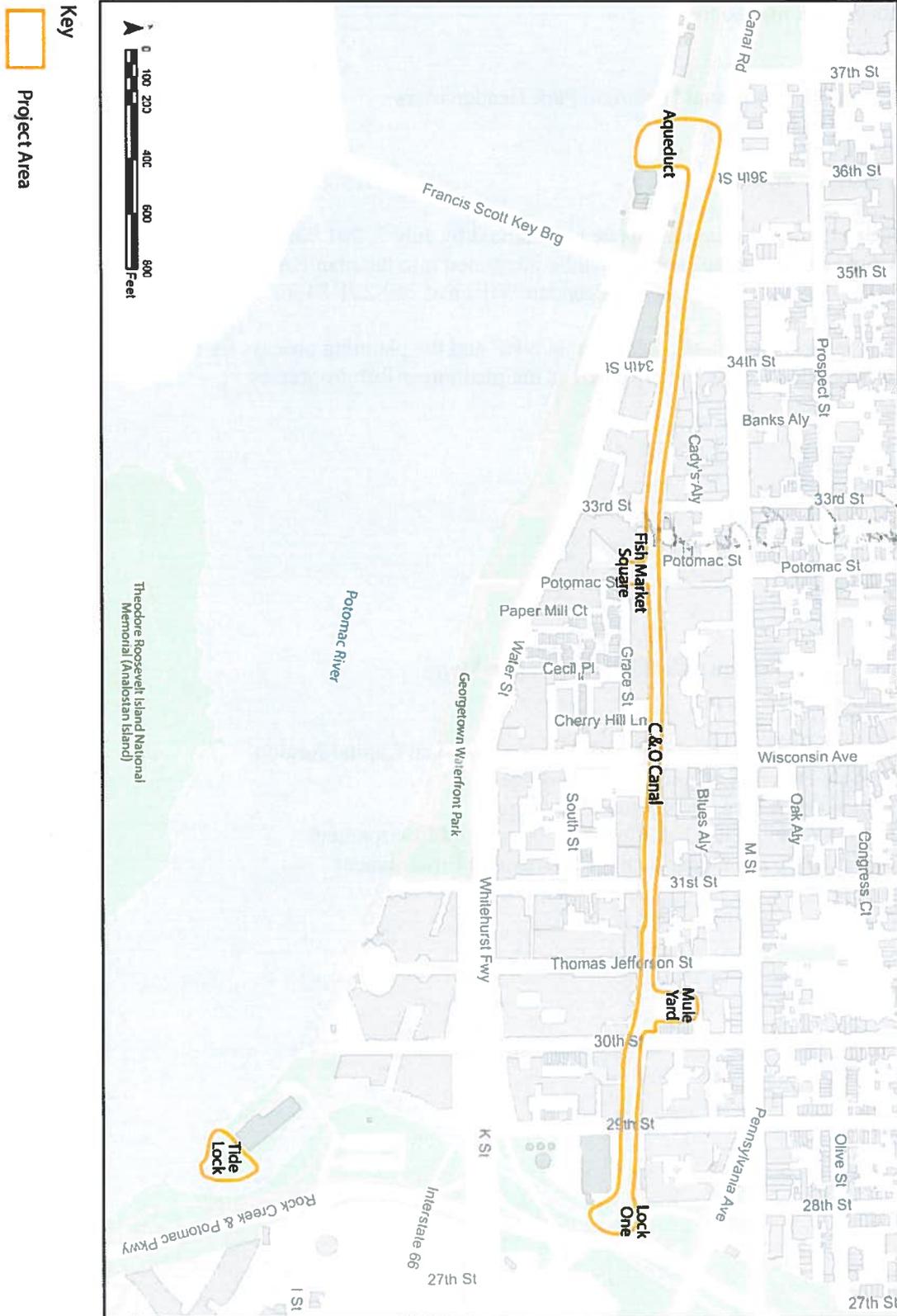


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Hamid Karimi, DC Department of Energy and Environment
Bryan King, DC Department of Energy and Environment

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Mr. Eric D. Shaw
Director
DC Office of Planning
1100 4th Street, SW, Suite 650 East
Washington, DC 20024

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Shaw:

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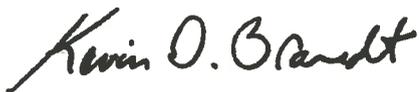
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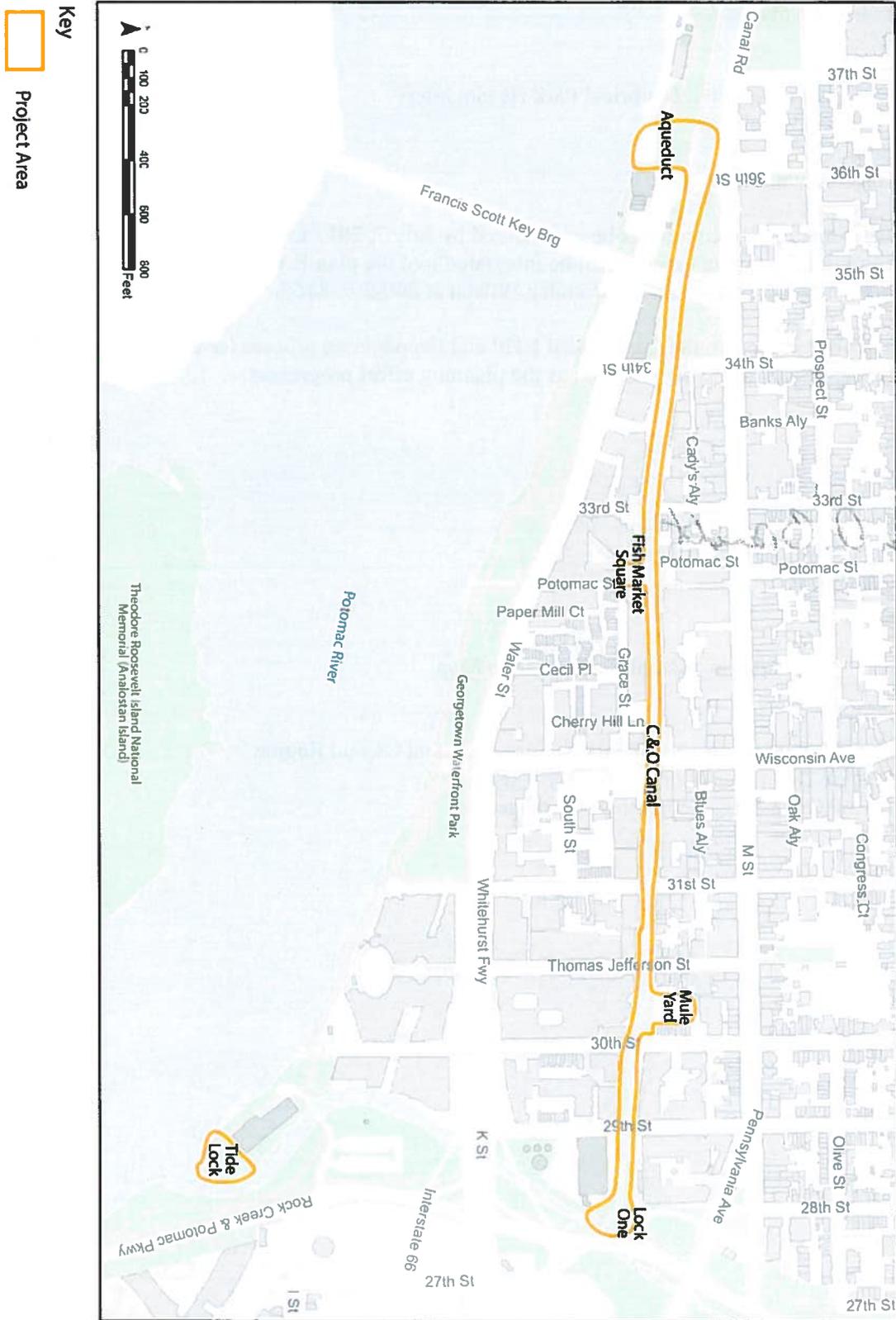


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Superintendent

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Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Ms. Diane Sullivan
Director
National Capital Planning Commission
Urban Design and Plan Review
401 9th Street, NW
Washington, DC 20004

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Ms. Sullivan:

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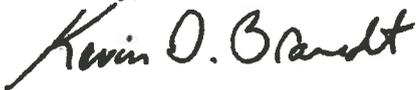
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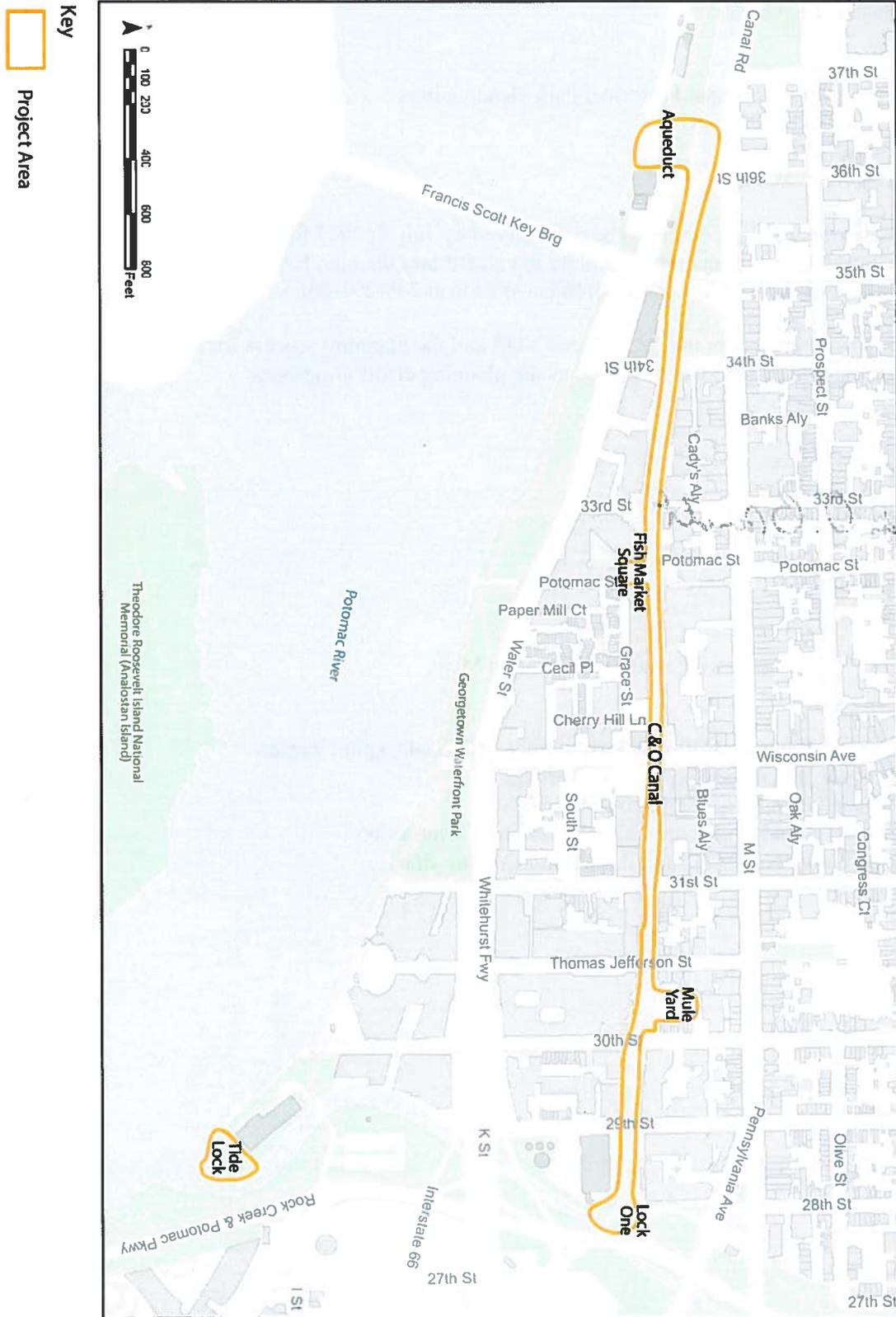


Kevin D. Brandt
Superintendent

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cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Marcel Acosta, National Capital Planning Commission
Lee Webb, National Capital Planning Commission

Georgetown Canal Plan – Project Area Map





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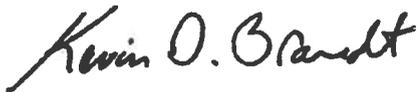
Comments can be submitted electronically at the National Park Service's Planning, Environmental and Public Comments (PEPC) website at <http://parkplanning.nps.gov/Georgetowncanalplan>. Written comments may be mailed to:

C&O Canal National Historical Park Headquarters
1850 Dual Highway
Suite 100
Hagerstown, MD 21740

NPS requests that mailed comments be postmarked by July 7, 2017 to receive consideration. Data obtained during the scoping process will be integrated into the plan/EA. Should you have any questions regarding the meeting please contact Brendan Wilson at 240-291-8466.

I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,

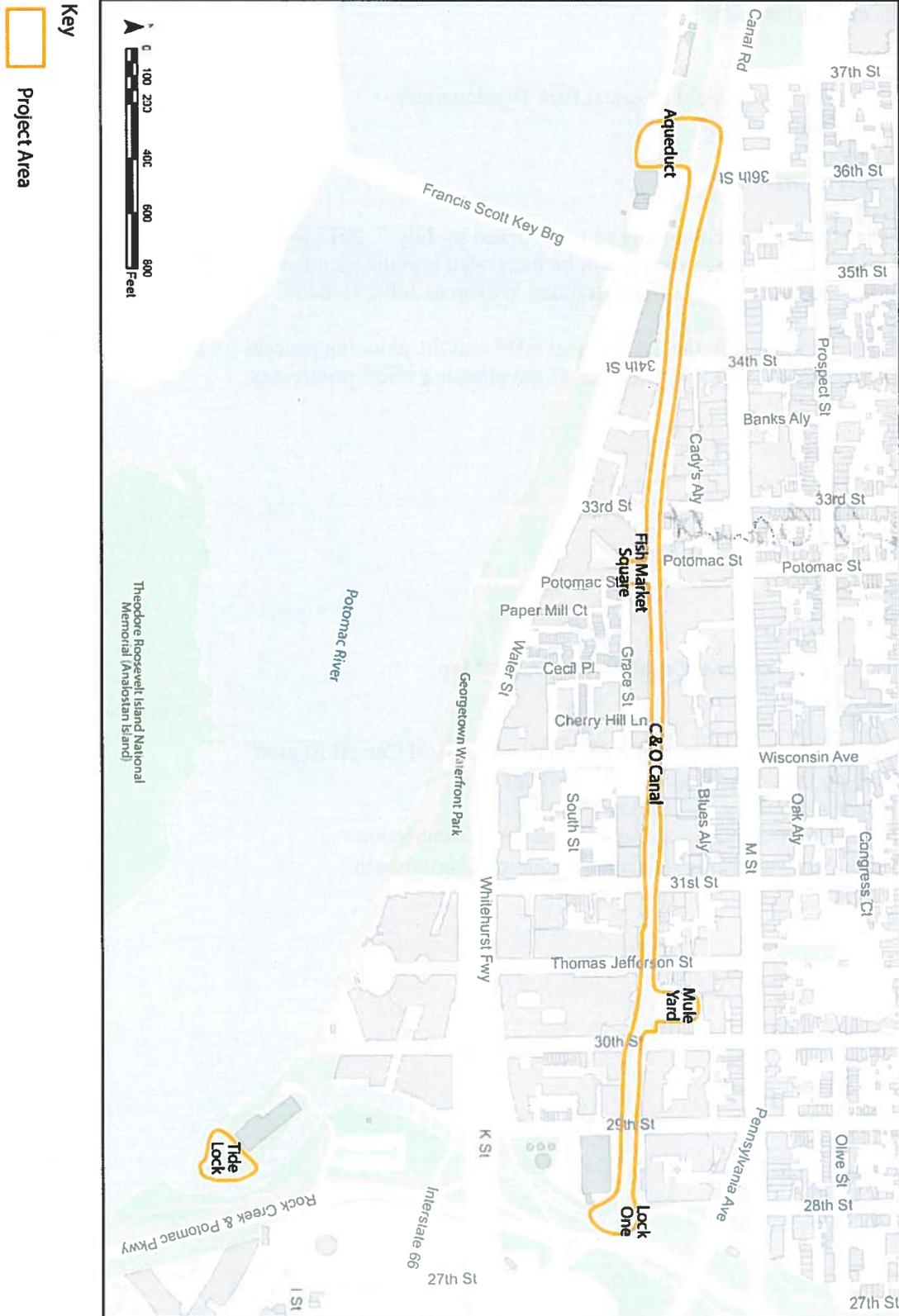


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Marcel Acosta, National Capital Planning Commission
Diane Sullivan, National Capital Planning Commission

Georgetown Canal Plan – Project Area Map





United States Department of the Interior

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

May 25, 2017

Mr. Chris Wilson
Program Analyst
Advisory Council on Historic Preservation
Office of Federal Agency Programs
401 F Street, NW, Suite 308
Washington, DC 20001-2637

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Wilson:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant decline in usage due to the success of rail transportation. In 1890 the C&O Canal was purchased by the Baltimore and Ohio (B&O) Railroad Company after a devastating flood severely damaged the canal and put the C&O Canal Company out of business. The B&O Railroad Company continued to operate the C&O Canal, at a loss, until 1924 when yet another flood damaged major portions of the canal. The B&O Railroad Company sold the entire C&O Canal to the US Government in 1938 after suffering the effects of the Great Depression. The C&O Canal was placed under the oversight of the NPS and subsequently, the lower 22 miles of the canal were restored as part of an unemployment relief project. 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.

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.

In accordance with the National Environmental Policy Act (NEPA), NPS in cooperation with the District of Columbia Office of Planning, Georgetown BID, and Georgetown Heritage, is preparing an Environmental Assessment (EA) to identify alternatives and assess the potential impacts of the plan. Concurrent to the NEPA process, NPS will work with DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 of the National Historic Preservation Act of 1966 as amended (NHPA) consultation process. The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the Plan/EA; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures.

The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

You can attend the upcoming public scoping meeting on Jun 14, 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 meeting will be held in an "Open House" format that will include a brief presentation about the project. The presentation will occur at 6:00pm with the open house to follow at 6:45pm. The purpose of these meetings will be to introduce the project purpose and background, present the draft Area of Potential Effect and preliminary identification of historic resources, and to explain the NEPA and Section 106 review processes. During the meeting, project team members will present existing site conditions and outline specific issues and concerns that the plan will address. The events will also provide an opportunity for interested members of the public, agencies, and organizations to ask questions, provide comments, and identify concerns they feel should be addressed in the EA. If you plan to attend this meeting, please RSVP at <https://georgetowncanal.eventbrite.com>.

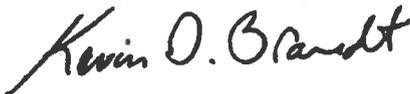
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I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

Sincerely,



Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage
Reid Nelson, Advisory Council on Historic Preservation



United States Department of the Interior

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

May 25, 2017

Mr. Sam Zimbabwe
Associate Director
DC Department of Transportation
Policy, Planning and Sustainability Administration
55 M Street, SE, Suite 400
Washington, DC 20003

Re: NEPA and Section 106 Scoping Meeting Invitation
Georgetown Canal Plan

Dear Mr. Zimbabwe:

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) 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 a non-contiguous parcel located at the outlet of Rock Creek to the Potomac River, known as the Tide Lock (see enclosed project area map).

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

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- 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 the District of Columbia Office of Planning, Georgetown BID, and Georgetown Heritage, is preparing an Environmental Assessment (EA) to identify alternatives and assess the potential impacts of the plan. Concurrent to the NEPA process, NPS will work with DC SHPO, the Advisory Council on Historic Preservation, and other consulting parties to finalize a formal determination of effect through the Section 106 of the National Historic Preservation Act of 1966 as amended (NHPA) consultation process. The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the Plan/EA; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures.

The purpose of this letter is to formally invite your agency or organization to be a part of the scoping process for this Plan/EA. NPS and its partners are focused on identifying important environmental and cultural issues, developing project alternatives and identifying any concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing or current environmental regulations that are under your agencies purview, which may be of concern to your agency.

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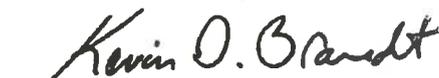
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I appreciate your interest in the C&O Canal NHP and the planning process for the plan/EA assessment, and I will continue to keep you informed as the planning effort progresses.

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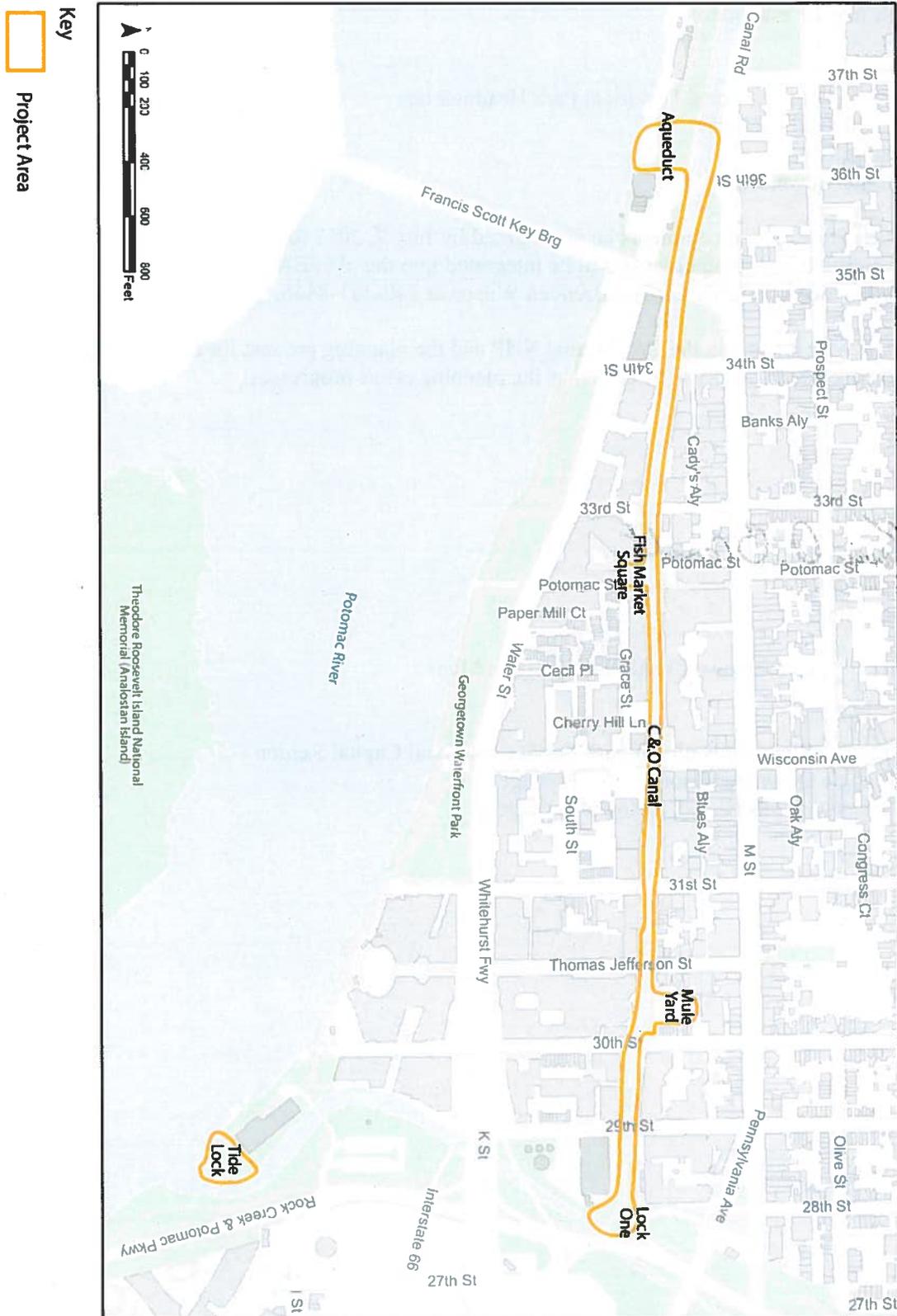


Kevin D. Brandt
Superintendent

Enclosures: Georgetown Canal Plan Location Map

cc: Tammy Stidham, National Park Service, National Capital Region
Maggie Downing, Georgetown Heritage
Alison Greenberg, Georgetown Heritage

Georgetown Canal Plan – Project Area Map





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:

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. NPS is writing to formally initiate 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).

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:

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- 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
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.

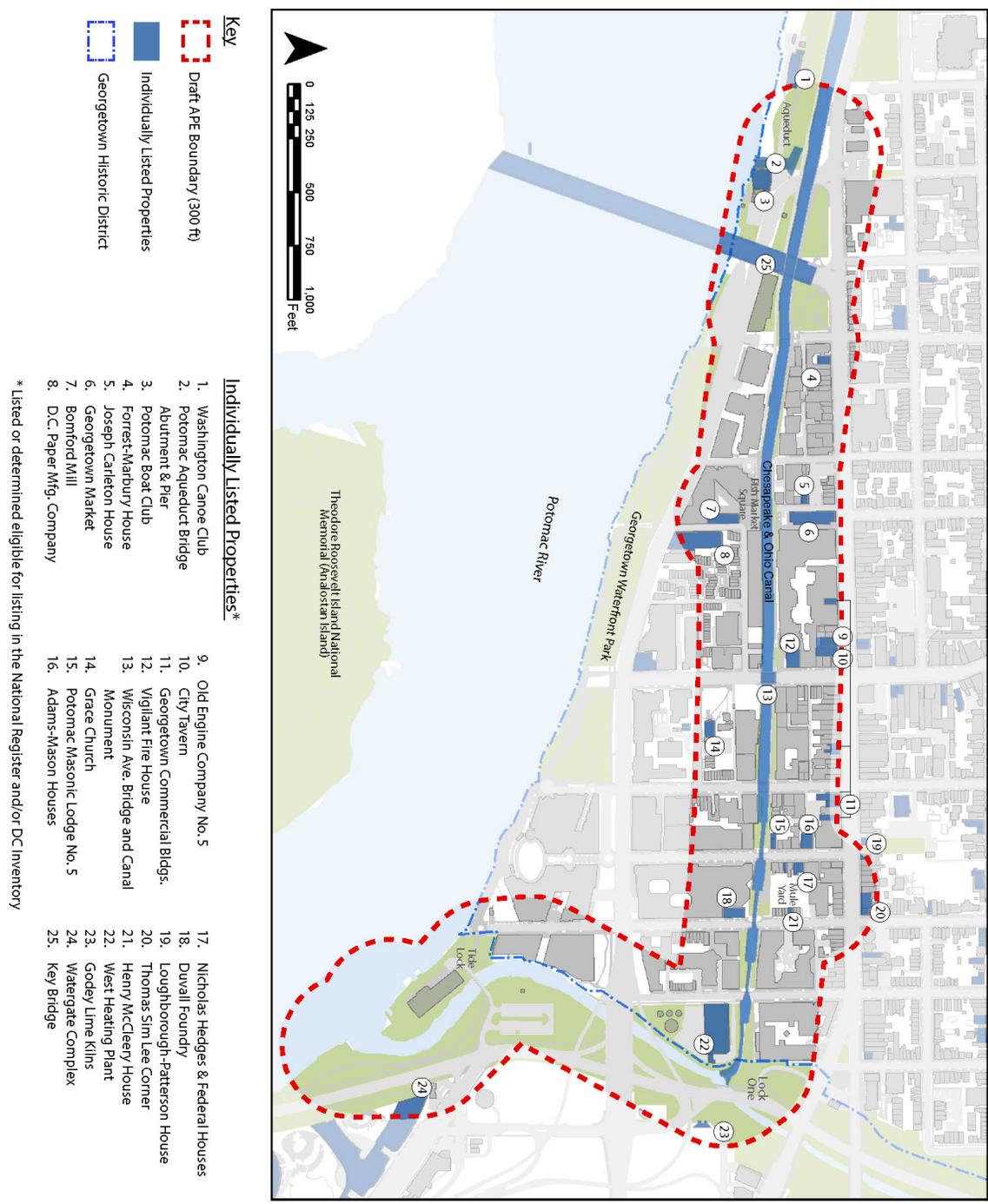
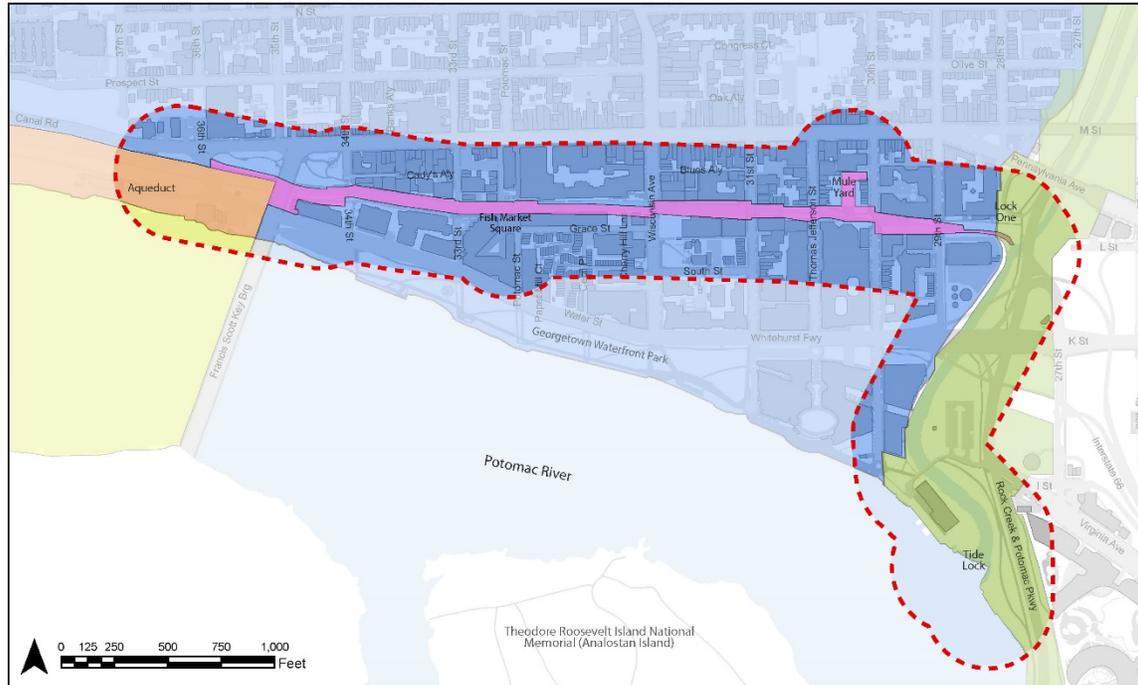


Fig. 2: Draft APE

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

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.

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.

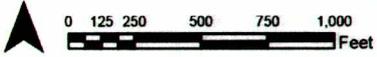
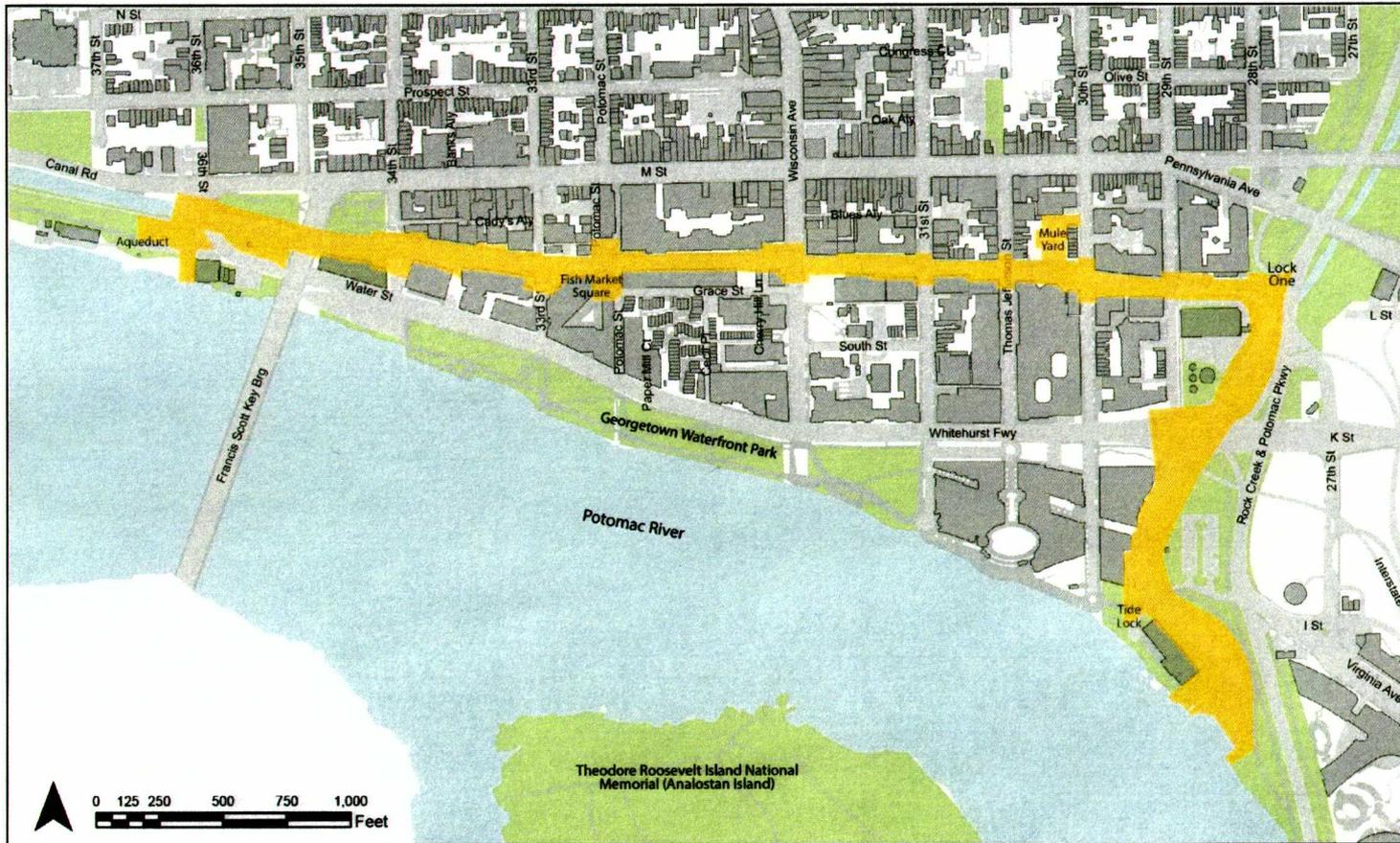
Sincerely,



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

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.

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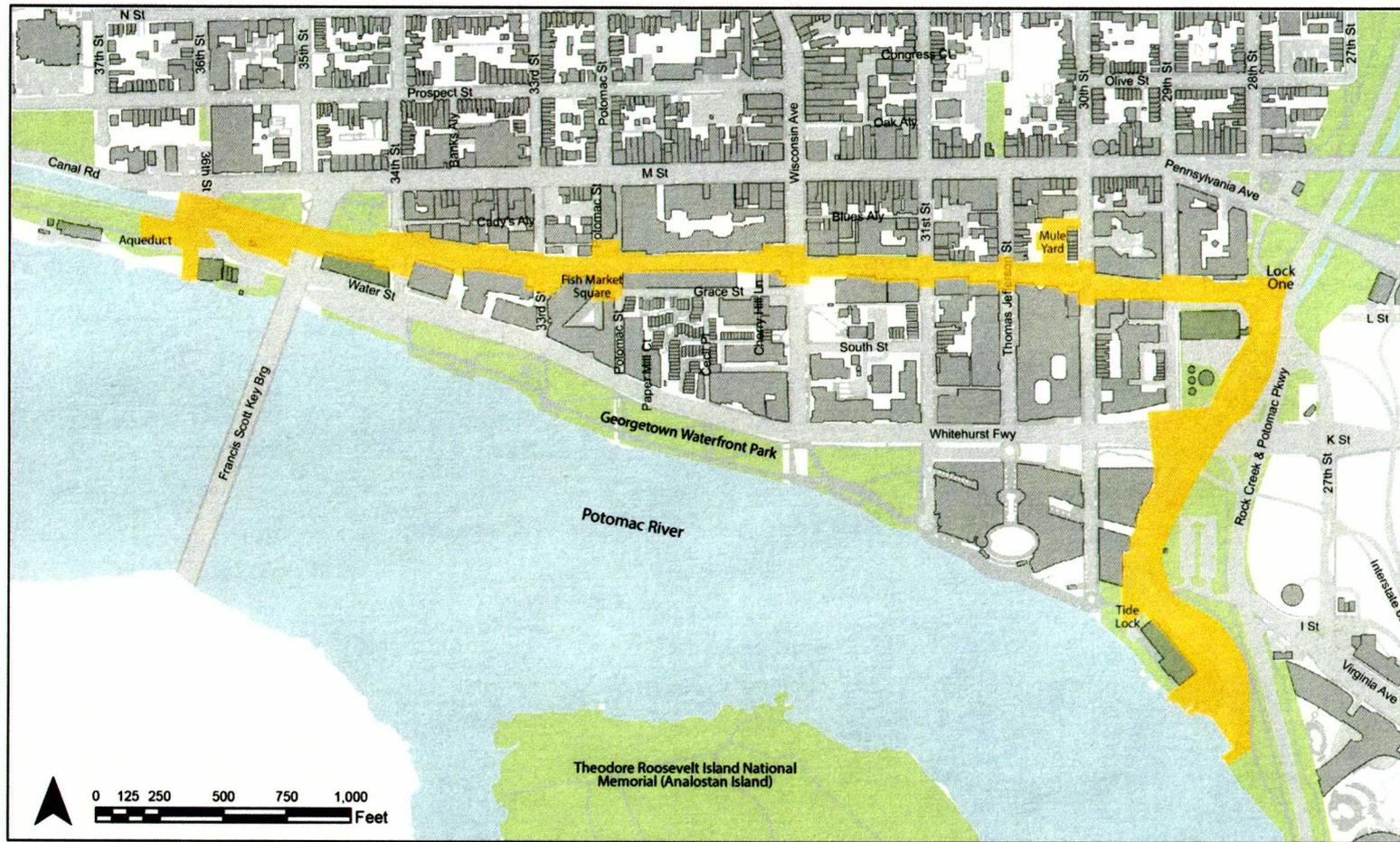


Kevin D. Brandt
Superintendent

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.

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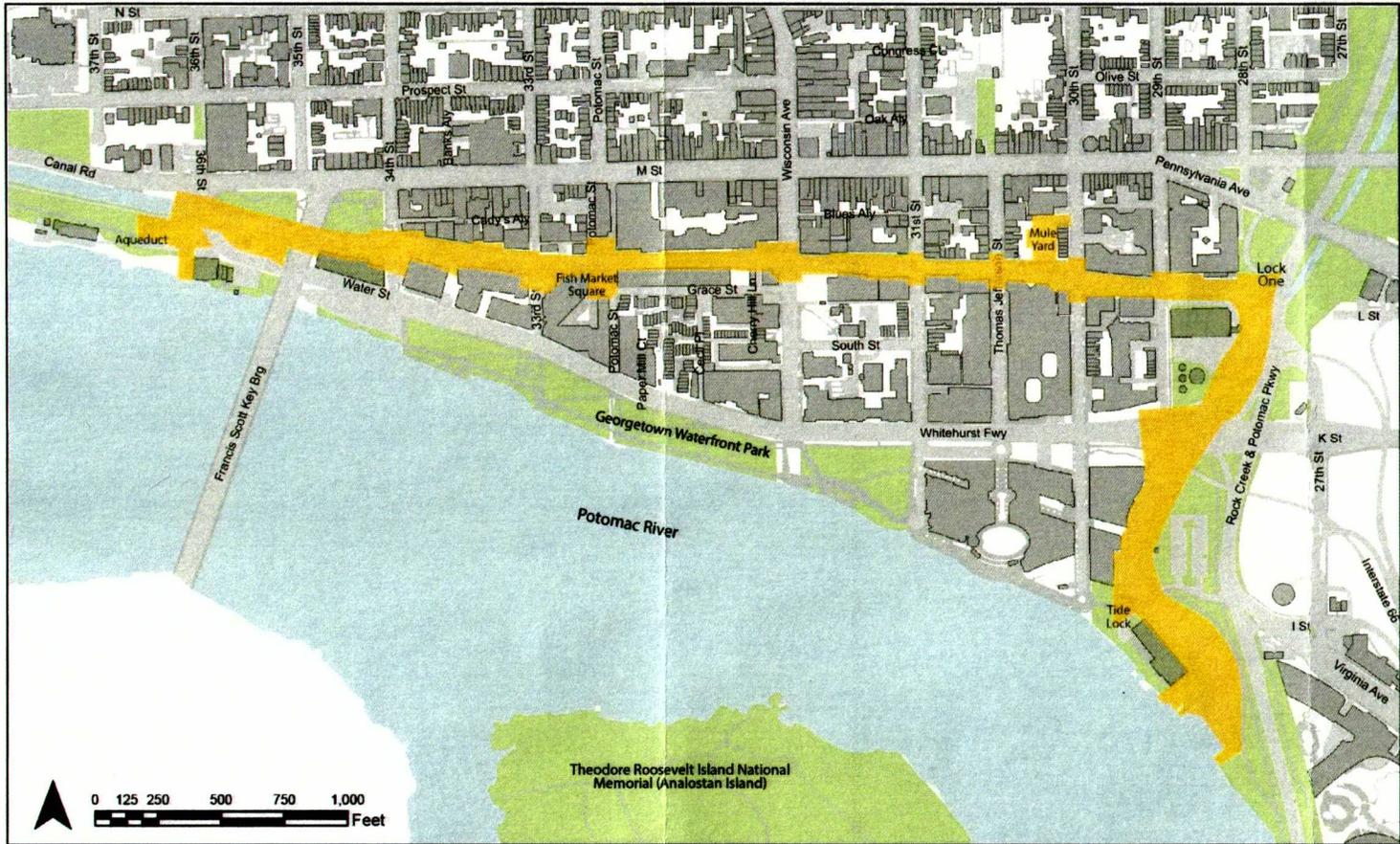
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Kevin D. Brandt
Superintendent

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Julia Washburn, National Park Service, Superintendent, Rock Creek Park
Alison Greenberg, Georgetown Heritage
Scott Walzak, Georgetown Heritage



Key

 Project Area

Georg

Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

APPENDIX C: INVITED CONSULTING PARTIES

Category	Organization	Name
Georgetown Heritage	Georgetown Heritage	Jeffrey Nichols
	Georgetown Heritage	Scott Walzak
	Georgetown Heritage	Allison Greenberg
	Georgetown Heritage	Carol Truppi
	Georgetown Heritage	Maggie Downing
Georgetown BID	Georgetown BID	Joe Sternlieb
NPS	National Park Service, C&O Canal NHP	Kevin Brandt
	National Park Service, C&O Canal NHP	John Noel
	National Park Service, C&O Canal NHP	Jeri DeYoung
	National Park Service, C&O Canal NHP	Ben Helwig
	National Park Service, C&O Canal NHP	Brendan Wilson
	National Park Service, C&O Canal NHP	Justin Ebersole
	National Park Service, National Capital Region	Tammy Stidham
	National Park Service, National Capital Region	Laurel Hammig
	National Park Service, National Capital Region	Maureen Joseph
	National Park Service, Rock Creek Park	Julia Washburn
	National Park Service, Rock Creek Park	Mike McMahon
	National Park Service, Rock Creek Park	Joshua M. Torres
DC Office of Planning	DC Office of Planning	Josh Silver
Design	James Corner Field Operations	Sarah Astheimer
	James Corner Field Operations	Aaron Kelley
	James Corner Field Operations	Justin Jackson
	Silman	Kirk Mettam
Compliance	EHT Tracerics	Kim Daileader
	EHT Tracerics	Laura Hughes
	Stantec	Jessica Davis
	Stantec	Joan Glynn
Facilitation	LINK Strategic Partners	Michael Akin
	LINK Strategic Partners	Josh Lasky
SHPO	DC State Historic Preservation Office	David Maloney
	DC State Historic Preservation Office	Tim Dennee
	DC State Historic Preservation Office	Andrew Lewis
	Virginia Department of Historic Resources	Ethel Eaton

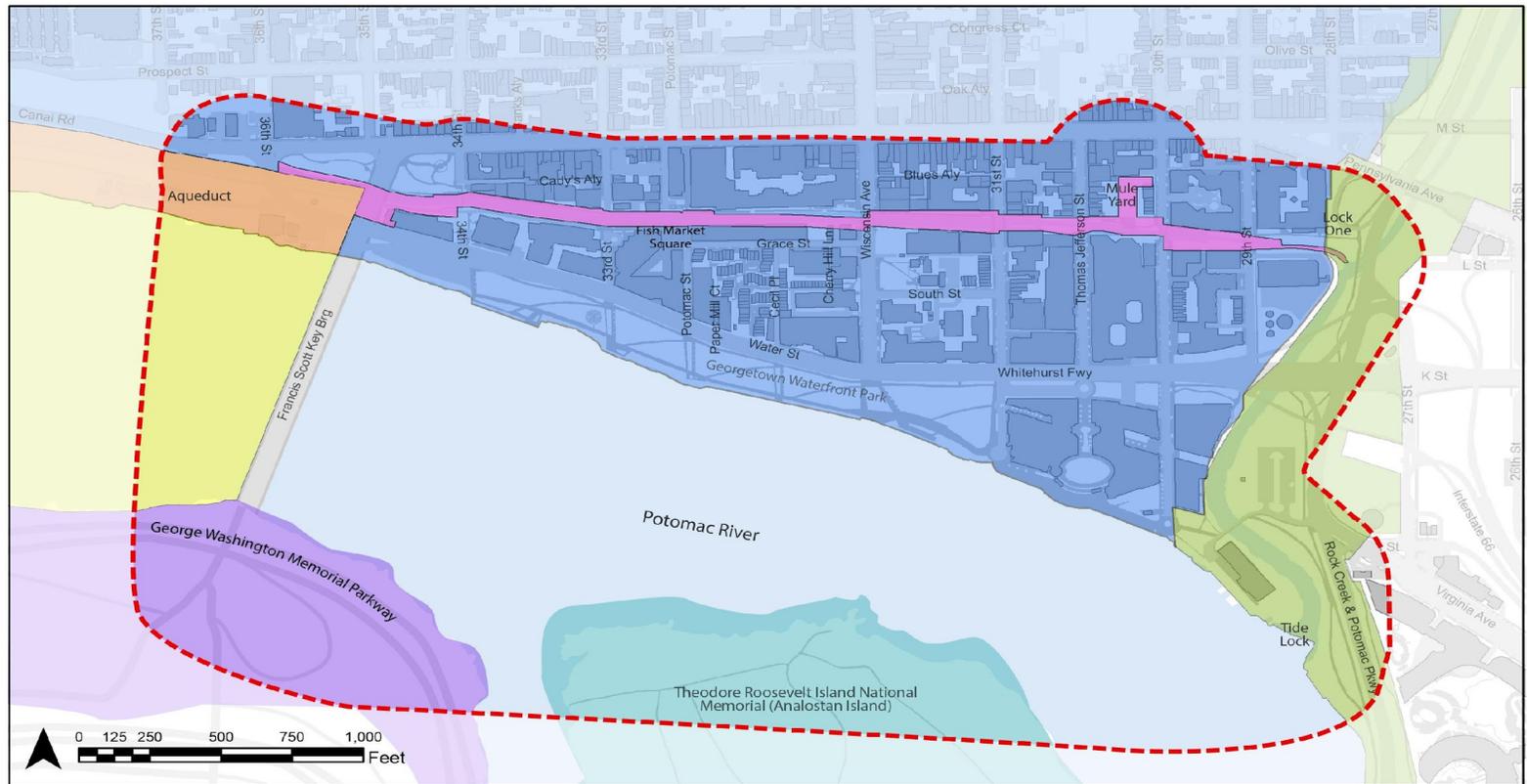
Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

	Virginia Department of Historic Resources	Greg LaBudde
	Virginia Department of Historic Resources	Julie Langan
THPO	Delaware Nation	Erin Thompson
	Delaware Nation	Jason Ross
	Catawba Indian Nation	Dr. Wenonah G. Haire
	Delaware Tribe of Indians	Susan Bachor
	Pamunkey Indian Tribe	Robert Gray
Local Gov't Representatives	Mayor of the District of Columbia	Muriel Bowser
	ANC 2E05	Lisa Palmer
	ANC	Sherri Kimbel
	Council of the District of Columbia	Jack Evans
	Council of the District of Columbia	Anita Bonds
	Council of the District of Columbia	David Grosso
	Council of the District of Columbia	Elissa Silverman
	Council of the District of Columbia	Robert C. White, Jr.
	District Department of Transportation	Austina Casey
Additional Consulting Parties	Advisory Council on Historic Preservation	Chris Wilson
	C&O Canal Association	Bill Holdsworth
	C&O Canal Association	Rob Mackler
	C&O Canal Trust	Robin Zanotti
	Citizens Association of Georgetown	Cherly Gray
	Citizens Association of Georgetown	Leslie Maysak
	Citizens Association of Georgetown	Stephanie Bothwell
	Citizens Association of Georgetown	Pamela Moore
	Citizens Association of Georgetown	Richard Hinds
	Citizens Association of Georgetown	Elsa Santoyo
	Committee of 100 on the Federal City	Stephen Hansen
	Cultural Tourism DC	Steven E. Shulman
	DC Preservation League	Rebecca Miller
	Friends of the Georgetown Waterfront Park	Ann Satterthwaite
	Historical Society of Washington, DC	John Suau
	National Capital Planning Commission	Diane Sullivan
	National Capital Planning Commission	Lee Webb
	National Capital Planning Commission	Meghan Spigle
	National Park Service, National Mall & Memorial Parks	Catherine Dewey
	National Park Service, National Mall & Memorial Parks	Mike Commisso
	National Trust for Historic Preservation	Rob Nieweg
	Potomac Boat Club	Barbara Ryan
	U.S. Commission of Fine Arts	Thomas Luebke
U.S. Commission of Fine Arts	Frederick Lindstrom	

Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

	U.S. Commission of Fine Arts	Dan Fox
	U.S. Commission of Fine Arts (OGB)	Mary Catherine Collins
	U.S. Commission of Fine Arts (OGB)	Jonathan Mellon

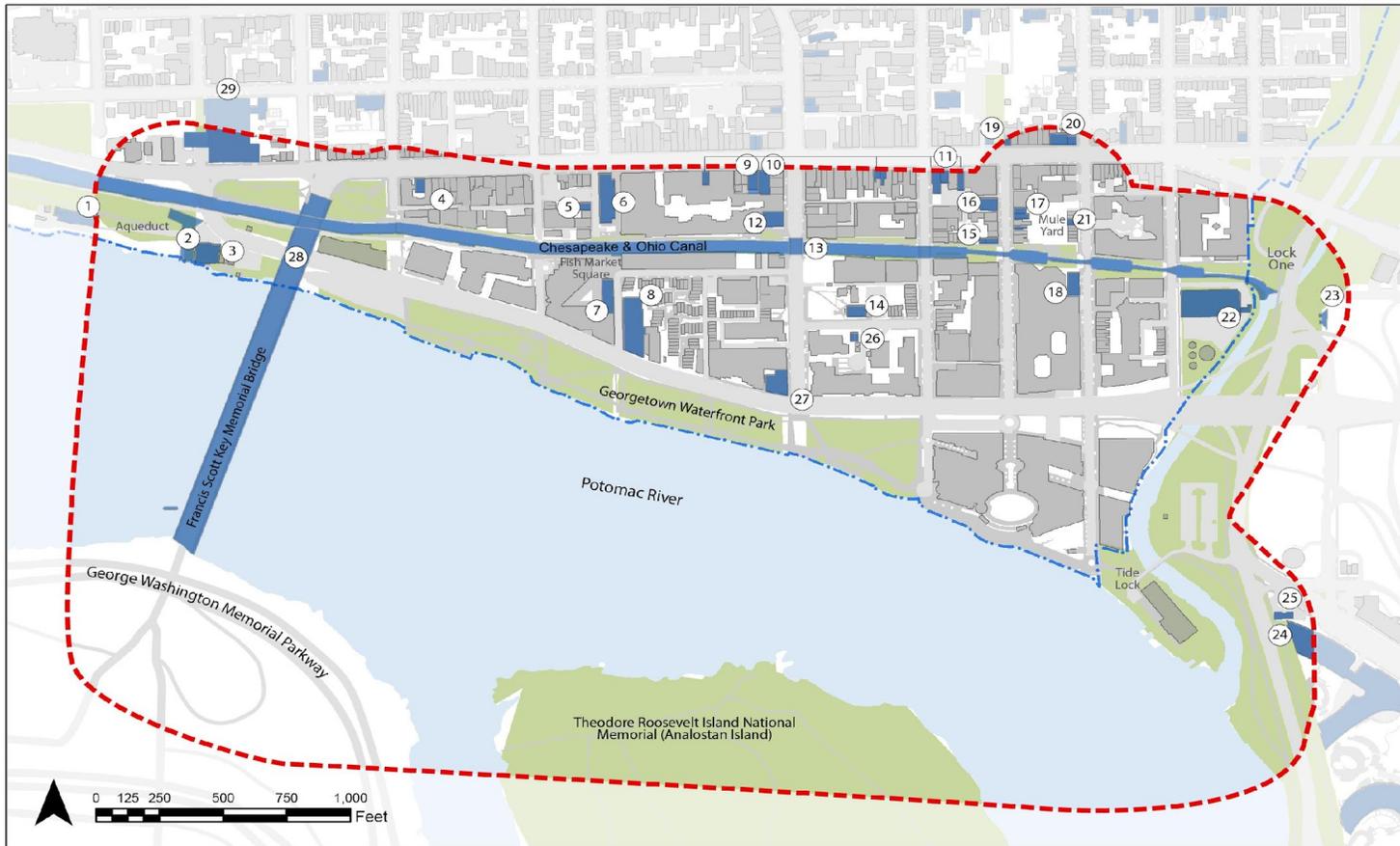
APPENDIX D: AREA OF POTENTIAL EFFECTS



Key

- | | | | |
|---|---|---|--|
|  | Chesapeake and Ohio Canal National Historical Park |  | C&O Canal and Potomac Gorge overlap |
|  | Rock Creek and Potomac Parkway |  | Theodore Roosevelt Island National Memorial (Analoan Island) |
|  | Georgetown National Historic Landmark District |  | George Washington Memorial Parkway |
|  | The Potomac Gorge (Potomac Palisades) Historic District |  | Draft APE Boundary (300 ft) |

Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan



Key

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

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

Individually Listed Historic Properties*

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> 1. Washington Canoe Club 2. Potomac Aqueduct Bridge Abutment & Pier 3. Potomac Boat Club 4. Forrest-Marbury House 5. Joseph Carleton House 6. Georgetown Market 7. Bomford Mill 8. D.C. Paper Mfg. Company 9. Old Engine Company No. 5 10. City Tavern | <ul style="list-style-type: none"> 11. Georgetown Commercial Bldgs. 12. Vigilant Fire House 13. Wisconsin Ave. Bridge and Canal Monument 14. Grace Church 15. Potomac Masonic Lodge No. 5 16. Adams-Mason Houses 17. Nicholas Hedges & Federal Houses 18. Duvall Foundry 19. Loughborough-Patterson House 20. Thomas Sim Lee Corner | <ul style="list-style-type: none"> 21. Henry McCleery House 22. West Heating Plant 23. Godey Lime Kilns 24. Watergate Complex 25. Higgins Service Station 26. Brickyard Hill House 27. Dodge Warehouses 28. Francis Scott Key Memorial Bridge 29. Capital Traction Company Union Station |
|---|---|---|

APPENDIX E: VDHR LETTER



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

October 29, 2019

Ms. Tammy Stidman
Deputy Associate Regional Director
National Park Service - National Capital Area
110 Ohio Drive SW
Washington, D.C. 20242

RE: *Georgetown Canal Plan, Environmental Assessment*
DHR File No. 2017-0926

Dear Ms. Stidman:

The Department of Historic Resources (DHR) has received for our review and comment the Environmental Assessment referenced above prepared in October 2019. The National Park Service, by letter dated October 11, 2017, initiated consultation with DHR under Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided, it is DHR's opinion that the proposed improvements along the Georgetown Canal in Washington, D.C. will have *no adverse effect* on historic properties within Virginia. DHR has no additional comments on this undertaking.

Thank you for your consideration of historic resources. If you have any questions or if we may provide further assistance, please do not hesitate to contact me at gregory.labudde@dhr.virginia.gov or (804) 482-6103.

Sincerely,

A handwritten signature in blue ink that reads "Greg LaBudde".

Greg LaBudde, Archaeologist
Review and Compliance Division

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
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Programmatic Agreement (January 31, 2020)
Georgetown Canal Plan

APPENDIX F: SUMMARIES OF CONSULTING PARTY MEETINGS



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK
Concept Design Agency Meeting



Date: October 10, 2017

Stakeholder group: DC State Historic Preservation Office (SHPO Not in attendance); US Commission of Fine Arts (CFA); National Capital Planning Commission (NCPC); Old Georgetown Board (OGB).

Purpose: Present concept designs

Meeting participants:

Name	Agency
Tammy Stidham	NPS NCR
Peter May	NPS NCR
Maureen Joseph	NPS NCR
Frederick Lindstrom	CFA
Thomas Luebke	CFA
Dan Fox	CFA-OGB
Jonathan Mellon	CFA-OGB
Lee Webb	NCPC
Meghan Spigle	NCPC

Conveners:

- Georgetown Heritage (GH) - Carol Truppi, Allison Greenberg
- National Park Service (NPS) – Kevin Brandt; Sophie Kelly; Mike McMahon
- James Corner Field Operations (JCFO) – Sarah Astheimer; Aaron Kelley
- Bill Marzell and, Laura Hughes, Tracerics; Jessica Davis, Stantec

Topics/questions discussed:

- The meeting began with a presentation of the concept designs for the Canal Plan prepared by JCFO. After the presentation, attendees were asked to provide feedback, ask questions, and voice concerns based on the information presented. The presentation concluded at approximately 10:45am.
- Lee Webb, NCPC, asked a question about the Groves area of the plan; he recalled Aaron mentioning that only one Mulberry tree remained and asked if NPS planned to replant Mulberry trees or another species. Kevin Brandt, NPS replied that Mulberry trees are not usually chosen for replanting but the Mulberries actually provide an interesting interaction between fish and birds in the canal during the spring which people tend to enjoy. He added that planning had not yet progressed to the point where a specific species had been chosen



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK Concept Design Agency Meeting



- Tom Luebke, CFA stated, although the way the presentation was organized, by landscapes, was an excellent format, he expressed the need to think of the park as a continuous linear park; there needs to be a strong connective tie with the remaining 183 miles of the park. The towpath is what connects the entire park. Mr. Brandt mentions that the original canal plan for the entire park had zones ranging from urban to wilderness.
- A need to focus on the Rock Creek and 0-mile marker areas of the park was mentioned. Visitors that travel the entire length of the park really want to reach the 0-Mile Marker and it is currently very difficult to find. Carol Truppi, Georgetown Heritage added that they encounter visitors on almost a daily basis that are looking for the “end”. This area will be a major focus for the plan.
- Meghan Spigle, NCPC mentioned the Non-Motorized Boathouse Zone plan evaluates and considers bicycle and pedestrian interactions and asked whether the C&O Canal Plan would do the same. It was noted by the National Park Service that there is a definite user conflict issue along the towpath and they are working towards a solution with this plan. Aaron Kelly, JCFO showed a slide where a bicycle bypass was proposed that would direct “commuter” traffic off the towpath and down to K Street.
- The question was raised about NPS’s goals from showing concept designs; what is NPS trying to accomplish by showing them? Peter May, NPS stated that NPS was currently in the NEPA process and was trying to establish alternatives for analysis. NPS wants to consult with the commissions early and often through the process to get feedback.
- An issue of lack of shade in plaza areas was raised. Some of the concept alternatives for plaza areas (i.e. Fish Market Square) do not have adequate shade. This will be very uncomfortable for visitors in the DC summer heat. More shade needs to be incorporated into these areas.
- Dan Fox, CFA-OGB stated that the Canal has somewhat benefitted from the lack of accessibility; he is concerned that if too many visitors are added to the canal, it will lose the special character of the canal. Georgetown already has more visitors than it can accommodate. He added that too many interventions to the canal could lead the canal to feel too “overly managed”. Another positive aspect of the canal currently, is that there are areas where one can be alone and enjoy the canal without a lot of “stuff” around.
- The in-water boardwalk concept was brought up and it was stated that it may impact historic resources and since it is located adjacent to residential condos, it could feel too “privatized”. Additionally, it was mentioned that the commissions will be concerned with the edge condition, where the canal meets the walls and any improvements to the towpath need to ensure that it remains subordinate to the walls.
- Mr. Webb stated that it would be nice to see a “middle ground” design approach; one that is somewhere between the comprehensive approach and the baseline approach shown today. CFA and OGB staff agreed that this would be ideal. CFA encouraged NPS to show comprehensive designs to OGB and also agreed with NCPC about the need for a middle ground approach to design.
- Fred Lindstrom, CFA noted the need to remember that the towpath is the foundation of the park. While minor improvements may be necessary, the towpath still needs to function in that capacity and designs that interfere with this function are not welcome.



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK Concept Design Agency Meeting



- Mr. Fox mentioned that many areas of DC are already too “antiseptic” in their designs and there are few quirky areas of DC left. The C&O Canal in Georgetown is one exception and it is important to retain this quality. It was also noted that the topic of lighting was not touched on by the presentation and OGB and other commission staff will be interested in a discussion on this treatment. Mr. May noted that NPS has typically been very restrictive about lighting but due to the concerns raised by residents along the canal, there is a need to strike a balance.
- Mr. Luebke stated that the location of the West Heating Plant bridge as shown is not in the appropriate place. It is too long and disrupts the natural progression through the park. Alternatively, the other alignment across the canal is also problematic because it may impact historic views. The location of this bridge needs to be investigated more thoroughly.
- Alison Greenberg, Georgetown Heritage stated that the plan also needs to consider how to increase diversity to the park. Historically, there have been significant African American populations in Georgetown and currently, Georgetown does not see that sort of diversity. It is important that the design and interpretation of the canal attempt to accommodate and attract a diverse group of people, especially those that may have historic ties to the Canal.
- The schedule of commission meetings was discussed. The next OGB meeting is November 2, 2017; Mr. Mellon requested meeting items be submitted to staff by October 19. The next CFA meeting is scheduled for November 16 and the next NCPC informational session meeting is scheduled for December 7th. The presentation for the NCPC meeting is due a week prior to the meeting. NPS and Georgetown Heritage are planning to present at these meetings.
- Overall, commission staff is pleased and excited by the concept designs that they saw today. They were interested in knowing how the plan might be implemented; does NPS have funding ideas and a schedule in mind? The Commissions will want to understand how far in the future these improvements are planned.



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK STAKEHOLDER MEETING SUMMARY



Date: July 12, 2017

Stakeholder group: Canal-Adjacent Business Owners

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

Meeting attendees:

Name	Address/Company	Telephone Number	Email
Porter Page	Bernstein Management	202.827.2508	ppage@bmcproperties.com
Walter Lynch	Walter e. Lynch, AIA PLLC	202.969.2424	wlynch@walterlynch.com
Ana Robertson	JBG/Foundry Bldg	202.337.4822	arobertson@jbg.com

Conveners:

- Georgetown Heritage (GH) - Carol Truppi, Alison Greenberg
- Georgetown BID (BID) - Joe Sternlieb, Jamie Scott
- National Park Service (NPS) - Brendan Wilson

*Topics/questions discussed: *Stakeholder comments are under “- bullets”*

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

- *Is there really a mule yard?*
- *Will the mules live there?*
 - Mules will come in every day from Great Falls
- Boat is a nice amenity
- *Is any of the money coming from the BID?*
 - For the plan, yes



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK STAKEHOLDER MEETING SUMMARY



- We plan to go back to the city for additional funding, likely there will not be any federal funds in the near future
- Building relationships – philanthropy
- Working on passing a Tax Increment Financing (TIF) district

IDEAS

Bernstein Company

- Revitalization would make our lower level on the canal more prominent. Opportunity for us to do better with our tenancy of that area.
- Our part of the canal is never in total disaster except when there is no water. We don't have a lot of traffic, some cyclists.
- This could be beneficial to us.
- We have many tenants that can walk out on to the Canal, they don't currently use the canal. There is no room for furniture.
- Opportunity to bring foot traffic from M street that can be very attractive, getting people through the canal is a great idea
- Connectivity is important, the ability to spread the pedestrian traffic will alleviate congested areas
- If animated, the canal would be a beautiful walk to the Key Bridge at night
- Parking is south of M street; lighting, landscaping and other improvements that bring more activity to area is good
- Lighting is encouraged, it is too dark now

- Ice house and our building, which is now the National Park Service office near the Key Bridge, was planned as a park to connect to Francis Scott Key Memorial park. This was about 30 or so years ago

Are your tenants interested in the history of the canal?

- We don't have a lot of turn-over, they want to be in Georgetown, connection to history is a benefit, something is attracting them here whether it is because they live in Georgetown or live nearby
- With a revitalization plan, lighting the landscape will generate interest in the canal and its history
- Don't put up a plague, we did this for the Masonic Temple and people peered in the building, having history is a good idea, people stop to take pictures of our building because they are interested in the canal and history

- Actually, our office building was a warehouse. (Bernstein Building)
- Activity and benches are desirable, when people are there (in the park) and talking make it attractive.
 - People gravitate to places where there is food and drink
- People who owned the building near the mule yard had at one point music, theater, and night movies in the space.
- I want to see more people, if animated, it creates more activity, as on the Highline, art activates the space, Glow is wonderful, it brings people



CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK STAKEHOLDER MEETING SUMMARY



CONCERNS:

- There was a plan to bring back the benches that were removed for the lock work, we don't want the benches to be brought back because the homeless sleep on them. The benches that went around the trees made it easy to lay down on.
- The area was very vibrant around the Foundry restaurant and theater, it was an activity center, it felt safe because there was enough activity. Once activity went away, it became a dark area and I was mugged

Action Items/Next Steps:



STAKEHOLDER 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:



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.



National Park Service
U.S. Department of the Interior



Date: **October 23, 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, discuss assessment of effects; and present next steps and future coordination.

CP Meeting #3 participants:

Name	Agency
Tammy Stidham	NPS NCR
John Noel	NPS-Acting Superintendent C&O Canal NHP
Kathryn Smith	NPS NCR
Allison Young	NPS NCR
Laurel Hemmig	NPS NCR
Jeri DeYoung	NPS C&O Canal NHP
Brendan Wilson	NPS C&O Canal NHP
Scott Walzak	Georgetown Heritage
Jeffrey Nichols	Georgetown Heritage
Maggie Downing	Georgetown Heritage
Kim Daileader	EHT Traceries
Laura Hughes	EHT Traceries
Tim Dennee	DC Historic Preservation Office (SHPO)
Dan Fox	CFA
Mary Catherine Bogard	CFA-OGB
Lee Webb	NCPC
Meghan Spigle Dowler	NCPC
Kelsey Bridges	DDOT
Erik Meyers	Potomac Boat Club
Ed Ryan	Potomac Boat Club
Barbara Ryan	Potomac Boat Club
Rod Mackler	C&O Canal Association
Jamie Scott	Georgetown BID

Cheryl Gray	Citizens Association of Georgetown (CAG)
Richard Hinds	Citizens Association of Georgetown (CAG)
Elsa Santoyo	Citizens Association of Georgetown (CAG)
Jonda McFarlane	Friends of Georgetown Waterfront Park (FOGWP)
Ann Satterthwaite	Friends of Georgetown Waterfront Park (FOGWP)
James Wilcox	Co 100
Pat Tiller	Co 100
Rob Nieweg	NTHP
Betsey Merritt (via conference call)	NTHP

Conveners:

- Georgetown Heritage (GH) – Scott Walzak
- National Park Service (NPS) – Tammy Stidham and John Noel
- EHT Traceries – Kim Daileader and Laura Hughes

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

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

A PowerPoint presentation was given for the third 106 Consulting Party Meeting for the Georgetown Canal Plan. Kim Daileader of EHT Traceries presented an update on the Section 106 process to date and presented the assessment of effects for work contemplated as part of the Canal Plan. Scott Walzak of Georgetown Heritage presented the various concept designs for the 9 Key Places within the Canal Plan. Adverse effects to Historic Resources within each key area were also identified and discussed.

Questions were asked throughout the presentation. After the presentation, attendees were asked to provide feedback, ask questions, and voice concerns based on the information presented. The presentation concluded at approximately 3:00pm.

Topics/questions discussed:

- A general discussion led by Pat Tiller (Co of 100) about the design details including material selection which will be developed as part of the design process subsequent to the conclusion of the environmental reviews. Dan Fox (CFA) and Richard Hinds (CAG) reiterated much input will be gathered before shovels in the ground. Community input can be helpful in this process. Tammy Stidham, NPS/NCR indicated that all design details will have additional reviews by both DC HPO and CFA and the process for review will be documented in a MOA/PA.
- Dan Fox indicated it would be helpful to know what has changed since the last plan was reviewed by CFA/NCPC. Dan also wanted to see the elevation changes and indicated sections would be helpful. Tammy Stidham, NPS/NCR responded that in response to those meetings the Plan was scaled back, simplified and some design initiatives were abandoned. Sections will be included moving forward.
- James Wilcox (Co of 100) asked about security of various fixtures/hammocks at night. Tammy Stidham, NPS/NCR responded that they have a consultant on board focusing on operations and maintenance to ultimately inform some of these design decisions and their practicality.
- James Wilcox (Co of 100) also asked about assessments made regarding impacts not only to C&O Canal but to the Georgetown Historic District as well and how that was differentiated.
- Elsa Santoyo (CAG) made several comments and asked several questions. She was pleased that the beach head was being retained in the current proposal. Also confirmed the footprint of Thompson's

Boathouse is not changing. Concerns about some of the design moves in Zone B impeding views up through the locks. Questioned whether the Foundry could be used for NPS offices or the Visitor's Center. Tammy Stidham, NPS/NCR responded that they had approached the Foundry management and it was cost prohibitive for NPS to do that.

- Tim Dennee's (DC HPO) primary focus is how severe is the adverse effect and how to mitigate appropriately. His thoughts are that the adverse effect is in the public interest or for a public purpose to implement the plan and improve the visitors experience. What is the degree of for instance the improvements for accessibility and when do they become too much to handle?
- Several people had questions about the changes to the wall at Georgetown Park. How wide does the new opening need to be? Is there a way to reduce impact to the dry-stone walls rather than the mortared walls? Tammy Stidham, NPS/NCR responded that the plan design has changed, and the width of the opening is smaller than previously proposed while still maintaining connection to the stair. The team will continue to study to minimize width and avoid any additional adverse effects.
- Cheryl Gray (CAG) asked how much lower does the bridge need to be and why, and asked about the ramps? Scott Walzak (GH) responded that the elevation change and ABAAS compliance is dictating many of these changes.
- Several people had questions about the required width of the towpath and handicap accessibility. Is the width reflecting the need for a mule and wheelchair to pass comfortably? Has there been any thought to the areas where the mule can pull over while the wheelchair passes? How many times a day will the mules traverse the towpath? Will scooters/Moped's be allowed on the Canal?
- Comment that changing the relationship of the vertical elements starts to erode the historic fabric and justifies further erosion down the road. Meghan Spigle Dowler (NCPC) mentioned the tight areas along the towpath and how it has been built up over the years. Tammy Stidham, NPS/NCR responded that it will be 6-8 times a day, 5 days a week at first with the intention of increasing mule traffic as needs warrant. Additionally, Tammy explained that the tow lines are also a consideration and will be in the way and that increasing the towpath width is the least impactful way to provide the functionality NPS needs. It is not only providing safe passage for wheelchairs and the mules it is the other pedestrians and bikes that use the path. No motorized vehicles are allowed on the tow path.
- Ann Satterthwaite (FOGWP) asked about African-American history being included in the interpretation. Brendan Wilson, NPS responded that there are several projects in place to include AA history in a meaningful way.
- Elsa Santoyo (CAG) asked about the Bike Station and wondered if it was a Capitol Bike Share. Scott Walzak (GH) explained that is was simply a bike rack.
- There were several questions about the accessible ramp and staircases at Whitehurst Freeway and Francis Scott Key Park. Scott Walzak (GH) took a moment to explain what was changing and was remaining.
- Elsa Santoya (CAG) mentioned the need to make an assessment about the change from an industrial and transportation use to recreational. Additionally, Elsa commented that the canal provides a 1-mile respite from the activity of the waterfront area and M Street in Georgetown. Elsa and Dan Fox (CFA) also questioned current and anticipated visitor use. Asked NPS if they have tried to establish anticipated use? Also, capacity of historic resource to handle the change? Tammy Stidham, NPS/NCR responded that they could look at visitor trend information to better understand capacity of the towpath.
- Lee Webb (NCPC) has a question about phasing and Tim Dennee (DC HPO) indicated his preference for a MOA when the design details are worked out. Tammy Stidham, NPS/NCR indicated that we need the Section 106/NEPA process complete before we can proceed with design development.
- Tammy Stidham, NPS/NCR indicated the next Public Meeting will be held on November 7th, 2019 With more information to follow. Reminded everyone that the EA and AOE Reports are on the PEPC website.