

3.1 Socio-Economic Resources

3.1.1 Land Use

Two potential sites are being considered for establishment of the proposed Memorial, referred to in this EA as the New Jersey Avenue Site and the Massachusetts Avenue Site. While these two potential sites are not identified by site number in NCPC's *Memorials and Museums Master Plan*, the characteristics of both the New Jersey Avenue and the Massachusetts Avenue Sites are consistent with the purpose and intent of the Plan.

Alternative A: New Jersey Avenue Site

The New Jersey Avenue Site, US Reservation 196, is located in the northwest quadrant of Washington, DC. The site is situated within a triangular parcel measuring 0.1 acres and is bordered by 1st Street NW on its west side, F Street NW on its north side, and New Jersey Avenue NW on its east side. The approximately 3,800 square-foot (sf) triangular site is an undeveloped, open, landscaped parcel with flat terrain, defined by a paved walkway on its east and west sides. One large, mature oak tree anchors the parcel and is surrounded by a mix of flowers, grass, and shrubs. All three sides of the parcel are fenced in with two foot high black iron fencing.

The site is situated in front of the National Association of Realtors (NAR) headquarters building. Known for its modern architecture, the building is rated LEED Silver and sets an example of sustainability. The general area is mixed-use and dominated by government and office buildings. Land uses in the immediate vicinity include commercial (luxury hotels), institutional (the Georgetown Law School campus), cultural (several small memorials, US Post Office Museum) and government and office buildings. In addition, two notable attractions nearby include Union Station (two blocks away) and the US Capitol Building and Grounds (four blocks away).

Various commercial uses are located within the study area, mostly in the form of ground floor retail below office buildings and luxury hotel uses. Figure 3-1 provides an illustration of the site with its proximity to prominent features in Washington, DC.

Alternative B: Massachusetts Avenue Site

The Massachusetts Avenue Site, US Reservation 078, is a triangular parcel measuring approximately 0.1 acres and located in the northwest quadrant of Washington, DC. The site is bordered by Massachusetts Avenue on its north side, North Capitol Street NW on its east side, and F Street on its south side. The 3,100 sf triangular site is composed of a flat grassed area, defined by a brick paved walkway on its north diagonal and south sides and a sidewalk on its western edge. The edges of this undeveloped site are defined by rolled concrete curbing..

The general area surrounding the Massachusetts Avenue Site is characterized by office and government building uses, institutional and retail uses, cultural destinations, and transit infrastructure. Of these land uses, some of the more notable examples are the office building for the National Guard Memorial, the US Post Office Museum, Union Station, and the Washington Court

Hotel. Union Station is located one block immediately to the east. The site is also in the vicinity of the US Capitol Building, which is located approximately four blocks to the south. Massachusetts Avenue is informally identified as having an international character due to the presence of Embassies, international organizations (non-profit groups), and other cultural features along this roadway.

This site borders the new NoMA redevelopment area, which covers 358 acres and 50 city blocks. The intent of the NoMA redevelopment effort is for this section of the District, north of Massachusetts Avenue, to become DC's newest vibrant, mixed-use neighborhood. The NoMA Vision Plan and Development Strategy outlines a redevelopment initiative that aims to transform the historically underdeveloped area into a revitalized mixed-use community that will act to reconnect surrounding neighborhoods and be home to over 20 million square feet of new development.

Figure 3-1: New Jersey Avenue Site



Figure 3-2: Massachusetts Avenue Site



Figure 3-3: Location of Potential Memorial Sites



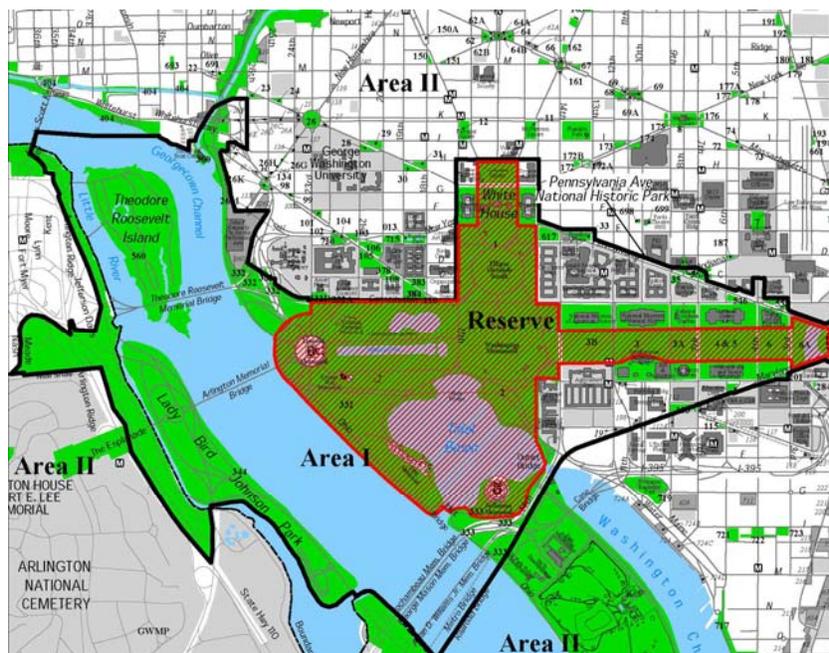
3.1.2 Planning Controls and Policies

Because both potential sites are under federal ownership, they are not subject to local zoning regulations. Development of federal property is under the purview of the National Capital Planning Commission pursuant to the District of Columbia Zoning Enabling Act of 1938. For federal projects, National Capital Planning Commission (NCPC) has approval authority for use, open space, height, and bulk.

Commemorative Zone Policy

NCPC, the Commission of Fine Arts (CFA), and the National Capital Memorial Advisory Commission (NCMAC) adopted the Commemorative Zone Policy in 2000 as an effort to guide placement of new memorials to strategic locations throughout the District of Columbia. The Policy is intended to provide a framework for locating new memorials beyond the central core of the District, in order to preserve the symbolic landscape of Washington, DC and to encourage the placement of memorials throughout all quadrants of the District.

The Commemorative Works Act of 1986 serves as the basis for the location of memorials on federal lands within the District of Columbia. Three memorial zones are delineated in accordance with the policy. The three areas, the Reserve, Area I, and Area II, were established to preserve the symbolic urban design integrity of the Nation's Capital (see Figure 3-2). The Reserve is designated as an area where no new memorials or museums are to be permitted. The area is defined by the major cross axes extending from the US Capitol to the Lincoln Memorial and Lafayette Park to the Jefferson Memorial and squares of major avenues, urban gateways, and scenic overlooks. Areas I and II are located outside the reserve and include both the District of Columbia and Northern Virginia. The Plan evaluated the 100 candidate sites for their suitability and appropriateness for a commemorative feature. Both of the potential sites being considered are located within Area II.

Figure 3-4: Commemorative Areas Map

Comprehensive Plan for the National Capital

The Comprehensive Plan for the National Capital, Federal Elements (1977-1984, updated 2004) is the principal planning document adopted by NCPD for the planning of federal facilities. The following Federal Elements include goals, objectives, and policies relevant to the proposed project:

The Parks and Open Space Element states that “it is a goal of the federal government to conserve and enhance the park and open space system of the National Capital Region, ensure that adequate resources are available for future generations, and promote an appropriate balance between open space resources and the built environment.” Relevant policies in support of these goals include maintaining and conserving federal open space as a means to shape and enhance urban areas; and siting memorials in monumentally designed parks in compliance with the *Memorials and Museums Master Plan*.

The Preservation and Historic Features Element states that “it is a goal of the federal government to preserve and enhance the image and identity of the Nation’s Capital and region through design and development respectful of the guiding principles of the L’Enfant and McMillan Plans, the enduring value of historic buildings and places, and the symbolic character of the capital’s setting.” Relevant policies in support of this goal include adhering to the high aesthetic standards already established by the planning and design legacy of the Nation’s Capital; protecting and enhancing the vistas and views, both natural and designed, that are an integral part of the National Capital’s image; and providing and maintaining street trees to help frame axial views and reinforce the historic green character of the Nation’s Capital.

The Visitors Element states that “it is a goal of the federal government to accommodate visitors in a way that ensures an enjoyable and educational experience, showcases the institutions of American culture and democracy, and supports federal and regional planning goals.” Relevant policies in support of this goal include protecting the Monumental Core by locating and designing new memorials and museums in accordance with NCPC’s *Memorials and Museums Master Plan*; and providing visitor attractions within walking distance of public transportation stations and routes.

District of Columbia Pedestrian Master Plan

The District of Columbia is in the process of finalizing their first *Pedestrian Master Plan*, in response to the growing need to improve pedestrian conditions in the Nation’s Capital. The Plan presents a framework for future actions aimed at addressing pedestrian needs throughout the city, and improving the overall “walkability” of the District. The vision statement of the Plan is as follows:

“Washington, DC will be a city where any trip can be taken on foot safely and comfortably, and where roadways equally serve pedestrians, bicyclists, transit users and motorists.”

A principal goal of the *Pedestrian Master Plan* is to improve pedestrian safety and conditions in the Nation’s Capital as a whole with special focus on the District’s primary arterials. With this goal in mind, the Plan identifies several “Priority Pedestrian Corridors” in order to direct efforts to the pedestrian areas in greatest need of improvement.

The two sites being reviewed in this EA are not located within a Plan specified “Priority Pedestrian Corridor” but are included in the Plan’s broader city-wide objectives. The Plan specifies the intersection of Massachusetts Avenue and New Jersey Avenue within the study area of the potential sites as a “High Pedestrian Activity/High Deficiency Roadway.” The pedestrian circulation and experience in these deficient areas will improve according to the vision of the Plan.

3.1.3 Visitation

Washington, DC is one of the most popular tourist destinations in the United States. The metropolitan area offers both public amenities and commercial attractions, which include federal buildings, monuments and memorials; museums, art galleries and cultural institutions; educational attractions; seasonal festivals and special exhibitions; sports and entertainment events; and numerous smaller historic, cultural, and recreational opportunities.

The estimated number of annual visitors to the region reached a level of 26 million in 2004. According to the Washington, DC Convention and Tourism Corporation, the majority of visitors in 2004 came to Washington, DC for leisure, and the most popular activity was touring museums and historic sites.

3.1.4 Community Facilities and Services

Alternative A: New Jersey Avenue Site and Alternative B: Massachusetts Avenue Site

Both sites being considered for the establishment of the proposed memorial currently serve as small urban parks, providing a passive recreational use for nearby office building tenants. The New Jersey Avenue Site is inviting to visitors in that has a fountain and a group of modern tables and chairs situated immediately abutting the parcel from the south side, enhancing the possibilities for passive recreational use. Community facilities in the study area include several informal parks in the form of small green spaces similar to the sites being considered. Nearby cultural destinations including the US Post Office Museum and several small miscellaneous memorials such as the Victims of Communism Memorial. Public restrooms are available within the museum and are also available within Union Station. A number of retail and dining options that have restroom facilities are also located in the area.

3.1.5 Public Safety

Alternative A: New Jersey Avenue Site

Public areas near the New Jersey Avenue site are patrolled both by local and federal law enforcement agencies. The US Secret Service Uniformed Division is responsible for securing federal properties in the vicinity of the US Capitol Building which is located approximately four blocks southeast of the site. The streets immediately surrounding the site are under the jurisdiction of the DC Metropolitan Police Department. The nearest police station is the First District Station, located at 415 4th Street SW.

The District provides fire protection and emergency medical services for the area within the study area. The closest fire station is the Engine 3 Station located at 439 New Jersey Ave NW. Additional fire protection services are provided by the Engine 2 Station located at 500 F Street NW.

Alternative B: Massachusetts Avenue Site

The Massachusetts Avenue site and surrounding area are patrolled by both local and federal law enforcement agencies. Locally, the site is under the jurisdiction of the DC Metropolitan Police Department. The nearest police station is the First District Station, located at 415 4th Street SW. The US Secret Service Uniformed Division is responsible for patrolling and securing the area in the vicinity of the US Capitol Building which is located approximately four blocks south of the site.

The District provides fire protection and emergency medical services for the area within the study area. The closest fire station is the Engine 2 Station at 500 F Street, NW.

3.2 Cultural Resources

This section documents the historic and visual resources that are present on the potential Memorial sites and within the surrounding area. For the purposes of this section, the Area of Potential Effects (APE) for historic resources for each of the sites includes the streets that border the sites, as well as resources that may be visible along the diagonal streets. The study area for visual resources is identical to the APE for historic resources.

Historic Context

Washington, DC is home to hundreds of museums and memorials, honoring and commemorating significant people, actions, and events throughout history. Memorials are built as a living reminder of America's freedoms. Monumental structures, such as the Lincoln and Jefferson Memorials, pay homage to the nation's greatest leaders, while smaller scale memorials in the form of statuary art can be found scattered throughout the District, honoring both national and international events. Visitors often come to Washington, DC to learn about the nation's history and enjoy the opportunities to appreciate both the past and present events of the world.

L'Enfant and McMillan Plans

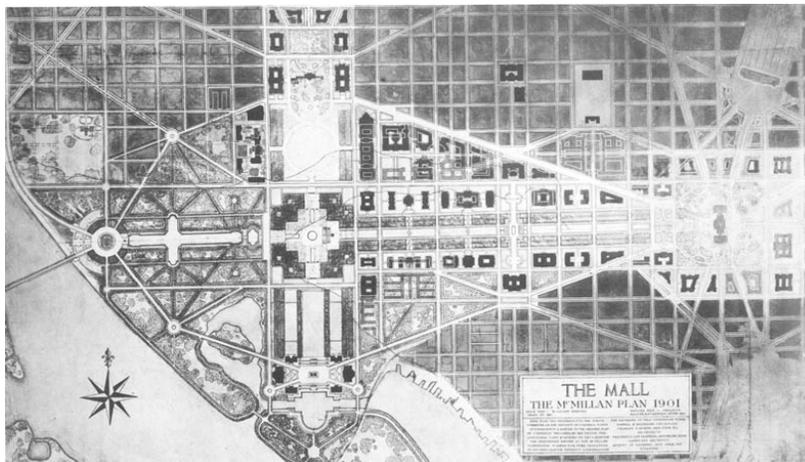
Recognized as one of the country's most notable achievements in urban planning, the 1791 Plan of the City of Washington, designed by Pierre Charles L'Enfant, includes a coordinated system of radiating avenues, vistas, and parks overlaid upon an orthogonal grid of streets. According to the L'Enfant Plan, east-west streets are designated with alphabetic names, north-south streets are numbered, and diagonal avenues are named for states. In its totality, the Plan defines the physical and symbolic character of the capital city through its arrangement of buildings, parks, and views.

Figure 3-5: 1791 Plan of the City of Washington (L'Enfant Plan)



The Senate Park Commission of 1901, known as the McMillan Commission, expanded on the L'Enfant Plan, creating a powerful statement of City Beautiful ideals. It emphasized the creation of formal settings for buildings and the organization of important spaces along central axes. In addition, it extended the boundaries of the National Mall one mile to the west to create a site for the Lincoln Memorial. The McMillan Plan is significant because it represents the first effort to conduct systematic, comprehensive urban planning for a major city. It was intended to guide the development of the capital city for years to come.

Figure 3-6: Detail of the McMillan Plan of 1901



The Plan of the City of Washington is listed in the National Register of Historic Places, and is also a city landmark, listed in the District of Columbia Inventory of Historic Sites. The National Register nomination identifies historic streets, reservations and appropriations, and vistas. The alternative sites are both reservations defined by the intersection of L'Enfant grid streets and diagonal avenues.

3.2.1 Historic Resources

Alternative A: New Jersey Avenue Site and Alternative B: Massachusetts Avenue Site

The New Jersey Avenue Site, Reservation 196, is a contributing element within the L'Enfant and McMillan Plans. It is defined by the intersection of a diagonal arterial avenue, New Jersey Avenue, and two grid streets, 1st and F Streets, NW. These roadways are also considered contributing elements within the L'Enfant Plan. In addition, the vista southeast to the US Capitol Building along New Jersey Avenue has been identified as a contributing feature.

The Massachusetts Avenue Site, Reservation 078, is also a contributing element within the L'Enfant and McMillan Plans. The triangular site is defined by the intersection of Massachusetts Avenue, a major L'Enfant axis, and F and North Capitol Streets NW. These roadways are considered contributing elements within the historic plan. The vista southeast along Massachusetts Avenue that visually connects with the US Post Office Museum and Union Station is also a contributing element within the L'Enfant Plan.

Nearby Historic Resources

Gales School

The Gales School, located at 65 Massachusetts Avenue, is a former DC public school. The school, named for the eighth mayor of Washington, Joseph Gales, Jr., served lower North Capitol Street residents until 1994. The building was constructed in 1881 and added to the DC Inventory of Historic Sites in 2002.

Government Printing Office

Located between G and H Streets NW, the Government Printing Office (GPO) was constructed between 1899 and 1904. The facility was constructed as the headquarters for the US government printer, who had been located at this site since 1861. The GPO was added to the DC Inventory of Historic Sites in 1964.

City Post Office

The City Post Office Building, located at the northwest corner of Massachusetts Avenue and North Capitol Street, NW was constructed between 1911 and 1914, with a major addition during 1923-1935. The building formerly served as the Washington, DC post office from 1914 to 1986 and currently contains the National Postal Museum. The City Post Office is a major element in the three-part building composition planned for Columbus Plaza and was listed on the DC Inventory of Historic Sites in 1964.

Union Station and Plaza

Union Station, located at the intersection of Massachusetts, Louisiana, and Delaware Avenues NW was constructed between 1903 and 1908. Union Station is listed in the DC Inventory of Historic Sites and the National Register of Historic Places, and according to the National Register nomination, “this imperial station with its vast interior spaces was literally the cornerstone of the McMillan Commission’s efforts to revive L’Enfant’s original plan of the city, creating a monumental gateway to the nation’s capital.” Union Station was designated as an historic landmark by the District of Columbia Joint Committee on Landmarks in 1964. The Union Station and plaza complex are designated as a Special Place in the Comprehensive Plan.

Columbus Fountain

Columbus Fountain is located on the central axis of the plaza in front of Union Station, at Massachusetts and Delaware Avenues NW. This landmark site sits at the focal point of vehicular and pedestrian traffic exiting Union Station or approaching the terminal from First Street, Massachusetts, Delaware and Louisiana Avenues. The Fountain was designed to symbolize the Old and New Worlds while Union Station represents the “mastery of the North American continent.” Columbus Fountain is sited within the elements of the L’Enfant Plan and was added to the DC Inventory of Historic Sites in 1964 and listed on the National Register in 1980.

Engine Company No. 3

Engine Company No. 3, located at 439 New Jersey Avenue NW, was the longtime home of the city's most prestigious firefighting units, charged with protection of the Capitol. The structure was built in 1916 to house the Columbia Volunteer Fire Company, organized in 1806. Engine Company No. 3 was listed on the DC Inventory of Historic sites in 1994.

US Capitol Building and Grounds

Alternative A, the New Jersey Avenue Site, is located approximately four blocks northwest of the US Capitol Building and Grounds. Alternative B, the Massachusetts Avenue Site, is located approximately four blocks north of the US Capitol Building and Grounds. The Capitol Building is significantly higher than any other occupied building in the Nation's Capital and its dome is one of the most prominent features visible from the proposed Memorial sites and throughout DC. The building was designed in the Neo-classical Style in 1793 and constructed in 1827. The Statue of Freedom sits atop the dome, crowning the US Capitol. The bronze statue is of a female figure standing 19 feet, 6 inches tall. Her dress is of flowing draperies, secured by a brooch inscribed with "US". In her left hand, she holds a laurel wreath of victory and the shield of the United States, while her right hand rests on a sword. The cast iron globe on which she stands is inscribed with the national motto *E Pluribus Unum*.

Figure 3-7: US Capitol Building and Grounds



3.2.2 Visual Resources

Alternative A: New Jersey Avenue Site

The New Jersey Avenue Site, US Reservation 196, is a level triangular landscaped parcel defined by its bordering roadways, one diagonal avenue (New Jersey Avenue) and two grid streets (F Street NW and 1st Street NW). On the north edge of the site, a line of low shrubs and lush flowers backed by an iron fence divides the New Jersey Avenue, F Street NW, and 1st Street NW sidewalks from the balance of the parcel. The south side of the triangular parcel is anchored by one existing, mature oak tree that is centered along the rear boundary. The open landscaped character of the New Jersey Avenue Site contrasts with the high density office and commercial buildings, and hotel uses that surround it.

Figure 3-8: New Jersey Avenue Site



The New Jersey Avenue Site is positioned at the end of significant view corridors within the city. Visitors standing at the apex of the triangular parcel are afforded views of Union Station and the US Post Office Museum looking east down F Street, and views of the US Capitol Building looking southeast down New Jersey Avenue. The four lane thoroughfare of New Jersey Avenue is lined with multi-story commercial buildings, runs northwest/southeast diagonally, and ultimately terminates at the US Capitol Building Grounds. The view corridor on 1st Street NW is framed by multi-story buildings on either side.

Figure 3-8: View Along New Jersey Avenue Southeast Towards the US Capitol Building



Figure 3-9: View South on 1st Street NW



Figure 3-10: View East on F Street NW to US Post Office Museum

Massachusetts Avenue Site

The Massachusetts Avenue Site is a level triangular grassy parcel defined by the intersection of a major avenue (Massachusetts Avenue) and two grid streets (F Street and North Capitol Street). The north diagonal and southern edge of the parcel are flanked by sidewalks with brick pavers. The western edge of the parcel is bordered by a wide concrete sidewalk that also fronts the main façade of Suntrust Bank. The parcel is punctuated with a flagpole positioned to the rear and center of the site. The Massachusetts Avenue Site is an undeveloped, open, grassy parcel and provides contrast to the tall commercial structures running adjacent to the site along Massachusetts Avenue and F Street NW.

Figure 3-11: Massachusetts Avenue Site Looking West

Within the study area, Massachusetts Avenue offers a significant view corridor, affording visitors looking to the east views of the US Post Office Museum, Columbus Circle NE, and the front façade of Union Station. Views along the Massachusetts Avenue corridor are generally framed by street trees and tall commercial structures. Views are also afforded north and south along North Capitol Street, but are more tightly framed due to the narrow street and sidewalks. Views west along F Street are narrowed significantly due to a smaller one-way street width and parallel parking running along both sides. Additionally, views west along F Street are terminated just beyond the intersection of 1st Street NW. This view will be extended pending the reopening of F Street NW envisioned in the Downtown Action Agenda that was summarized in Chapter 1 of this EA.

Figure 3-12: View East along Massachusetts Avenue to US Post Office Museum and Union Station



3.3 Natural Resources

3.3.1 Geophysical Resources

Washington, DC lies within the Potomac River watershed which discharges into the Chesapeake Bay. Two physiographic provinces comprise the District, the Piedmont Plateau and the Coastal Plain. The New Jersey Avenue and the Massachusetts Avenue Sites are located within the Atlantic Coastal Plain Physiographic Province.

According to the US Geological Survey (USGS) topographic map of the District of Columbia, the elevation at both potential sites is approximately 20 feet above mean seal level (msl). The Soil Survey for the District of Columbia shows that both potential sites have a slope of approximately 0-8% and contain Urban Land (Ub) soils. The soils have been severely impacted by past human activities and are not in their natural condition. The permeability and drainage class of the soils are variable.

3.3.2 Vegetation and Land Cover

The study area is situated within a highly urbanized environment, the natural condition of which has been eliminated by decades of development. The sites are relatively small (0.5-acre or less) and are surrounded by roadways.

Alternative A: New Jersey Avenue Site

The New Jersey Avenue Site is 0.1 acres in size and contains one existing mature oak tree near the center of its southern border. Manicured grass, low-lying shrubs, and an abundance of flowers predominate the rest of the triangular parcel. Newly established DC Street trees line New Jersey Avenue along the eastern flank of the parcel.

Alternative B: Massachusetts Avenue Site

The Massachusetts Avenue Site is 0.1 acres in size and is a flat open grassy area. The site does not contain any trees or shrubbery; however, three newly established DC street trees line F Street NW along the southern flank of the site. One established DC Street tree is situated close to the intersection of Massachusetts Avenue and North Capitol Street NW.

3.3.3 Wildlife

Both of the sites being considered are located in an urban setting surrounded by roadways and office buildings. No wildlife was observed during site visits; however, it may be assumed that wildlife typically found in an urban setting may visit this area. Common urban species include squirrels, chipmunks, raccoons, pigeons, and sparrows.

3.4 Transportation Resources

This section presents an overview of the existing transportation system and parking facilities in the vicinity of the sites being considered for the proposed Memorial. The assessment is based on available data and field observations of existing vehicle and pedestrian travel patterns in the area. In determining the study area road network to be evaluated, the following assumptions were made regarding vehicle trip generation:

- Visitor traffic would consist mainly of pedestrians originating from nearby office buildings and other cultural attractions.
- Visitor trips to the Memorial site would occur largely during the off-peak periods; and because most visitors would be coming from other cultural attractions such as the National Mall, from nearby office buildings, or from Union Station, Memorial visitors would include a large percentage of public transit, pedestrian, and other non-private vehicle trips (i.e., tour buses).
- Trips by private vehicles and taxis would provide access for several occupants at a time.

3.4.1 Roadways and Traffic

Alternative A: New Jersey Avenue Site

The New Jersey Avenue Site is a traffic triangle bordered by New Jersey Avenue, F Street NW, and 1st Street NW, which all provide direct access to the site. Regional access to this area is provided by Interstate 66, Interstate 395, the Baltimore/Washington Parkway (I-295), and other principal arterials including Connecticut Avenue and K Street NW.

The key features of the local access roadways are provided below:

- New Jersey Avenue NW: New Jersey Avenue is a minor arterial running northwest-southeast through the District and is a four-lane divided street as it passes by the New Jersey Avenue Site. New Jersey Avenue is an essential element of the historic L'Enfant Plan and provides both a direct physical and visual connection to the US Capitol.
- F Street NW: F Street NW is an eastbound minor arterial roadway that intersects New Jersey Avenue at the site. Currently, F Street NW is closed off west of 1st Street NW, and runs eastbound from 1st Street NW passing by the northern flank of the site. As it passes the New Jersey Avenue Site, F Street is a one-way roadway with two travel lanes and parallel parking on both sides.
- 1st Street NW: 1st Street, NW is a minor arterial, runs north/south, and has two travel lanes as it passes by the New Jersey Avenue Site.

Alternative B: Massachusetts Avenue Site

The Massachusetts Avenue Site is a traffic triangle bordered by Massachusetts Avenue, North Capitol Street NW, and F Street, NW. Regional access to the area is provided by Interstate 395 as well as several principal arterials including Massachusetts Avenue and K Street NW.

Immediate access to the site is provided via Massachusetts Avenue, North Capitol Street NW, and F Street NW. The key features of these local access roadways are provided below:

- **Massachusetts Avenue NW:** Massachusetts Avenue is a principal arterial running northwest/southeast through the District and is a four lane divided street as it passes the Massachusetts Avenue Site. Massachusetts Avenue is an important element of the historic L'Enfant Plan with a notable international character.
- **North Capitol Street NW:** North Capitol Street, NW is a two-way north and southbound principal arterial with four travel lanes as it passes the Massachusetts Avenue Site.
- **F Street NW:** F Street NW is an eastbound minor arterial roadway that runs along the southern border of the Massachusetts Avenue Site. Currently, F Street NW is closed off west of 1st Street NW, and runs eastbound from 1st Street NW flanking the Massachusetts Avenue Site to the south as it terminates at the intersection of North Capitol Street NW. As it passes the New Jersey Avenue site, F Street is a one-way roadway with one travel lanes and parallel parking on both sides.

3.4.2 Vehicular Parking

Alternative A: New Jersey Avenue Site

The parking supply in the immediate vicinity of the New Jersey Avenue Site is limited to on-street metered parking. Metered parking is provided on both sides of New Jersey Avenue NW, F Street NW, and 1st Street NW. Immediately surrounding the site is a total of 28 street spaces. The two-hour meters are enforced Monday through Friday 7:00 am to 6:30 pm. There are no designated on-street handicapped-accessible spaces in the vicinity; however, handicapped persons are eligible for up to four hours of free parking in DC metered spaces.

Alternative B: Massachusetts Avenue Site

The parking supply in the immediate vicinity of the Massachusetts Avenue Site is limited to on-street metered parking. Metered parking is provided on both sides of Massachusetts Avenue and North Capitol Street NW, as well metered spaces lining F Street NW. Immediately surrounding the project site is a total of 46 street spaces. The two-hour meters are enforced Monday through Friday 7:00 am to 6:30 pm. There are no designated on-street handicapped-accessible spaces in the vicinity; however, handicapped persons are eligible for up to four hours of free parking in DC metered spaces. Additionally, there are two Zipcar spaces located at the intersection of F Street NW and North Capitol Street NW.

3.4.3 Public Transit

Alternative A: New Jersey Avenue Site and Alternative B: Massachusetts Avenue Site

The New Jersey Avenue and the Massachusetts Avenue Sites are easily accessible via the Union Station stop from Metrorail's red line. The rail station is located two blocks northeast of the New

Jersey Avenue Site and a number of Metrobus lines serve the area with stops on North Capitol Street, Massachusetts Avenue, and New Jersey Avenue NW. The Georgetown-Union Station Line of the DC Circulator also has several stops along Massachusetts Avenue NW in proximity to both of the sites.

3.4.4 Pedestrian and Bicycle Circulation

Alternative A: New Jersey Avenue Site and Alternative B: Massachusetts Avenue Site

Typically, a moderate to high volume of pedestrian traffic can be observed in the vicinity of the New Jersey Avenue and Massachusetts Avenue Sites. The majority of pedestrian traffic in the area is due to the high concentration of commercial office and government buildings in the area, as well as restaurants, cultural destinations such as the US Post Office Museum, and Union Station. No formal bicycle lanes are present on the roadways bordering the sites.

3.5 Utilities and Infrastructure

3.5.1 Stormwater Management

Stormwater drainage patterns on the potential sites are such that the stormwater dissipates across the grass surface of the parcels. Stormwater from the surrounding paved surface runs off the site, and is directed into the storm sewer system. It is assumed that significant components of the sewer system pass in the vicinity of the sites. The sites are not located within the Potomac River 100-year floodplain, therefore flooding of the sites is not a concern.

Stormwater in the vicinity of the potential sites is managed via an urban combined sewer system conveying both stormwater and sanitary sewage. This type of system is common in older parts of the District, and results in occasional combined sewer overflows (CSOs) into Rock Creek and the Potomac and Anacostia Rivers during heavy rain events. The DC Water and Sewer Authority has adopted a Long Term Control Plan to address this issue. Planned measures to limit the number of CSOs include construction of storage tunnels, rehabilitation of existing pumping stations, and separation of combined sewers where feasible.

3.5.2 Site Utilities

The potential sites are not currently served by gas, electricity, or telecommunications. District lightposts border the proposed sites, within the DC planting strips. No other public utilities have been located at the sites.