

TRANSFER OF JURISDICTION OF CERTAIN NATIONAL PARK SERVICE PROPERTIES TO THE DISTRICT OF COLUMBIA GOVERNMENT

(NATIONAL CAPITAL PARKS – EAST: FORT DUPONT PARK)

ENVIRONMENTAL ASSESSMENT

ERRATA

The following changes have been made to the *TRANSFER OF JURISDICTION OF CERTAIN NATIONAL PARK SERVICE PROPERTIES TO THE DISTRICT OF COLUMBIA GOVERNMENT Environmental Assessment* (October 2008) to correct minor statements of fact and update information. Additions to the text are identified by underlines and deletions are marked by ~~strikeout~~ unless otherwise noted.

PURPOSE OF AND NEED FOR ACTION

1. PURPOSE AND NEED, LOCAL PLANS POLICIES AND REGULATIONS, PAGE 7

The last sentence page 7 incorrectly references an NCPC document; the following change was made:

The proposed transfer of jurisdiction of a portion of Fort Dupont Park to the District for the improvements and expansion of recreational activities would be in adherence with the District Comprehensive Plan ~~(NCPC 2006)~~.

2. CAPITAL SPACE INITIATIVE, PAGE 8

The fourth paragraph has been revised.

The proposed jurisdiction transfer of NPS property to the District for expanded and improved recreational opportunities ~~would assist in fulfilling the goals of the Capital Space Initiative that comport with the 2004 Fort Circle Parks Management Plan and the 2006 District Comprehensive Plan, as described above.~~ is a tool to further the Capital Space Initiative's broader objectives, such as addressing the shortage of outdoor regulation-sized playing fields accessible to District residents and attracting scarce resources to maintain and operate facilities at a high standard.

3. AIR QUALITY, PAGE 13 AND 14

The last paragraph on page 13, which follows on page 14 has been revised.

After construction is complete (operational phase), there would be no regular increase in the number of vehicles traveling within the ~~surrounding roadway network, resulting in no new emission sources or increased vehicular emissions.~~ Metropolitan Washington Air Quality Control Region, as the majority of cars driving to and from the ice arena and Youth Baseball Academy are beginning and ending their trips within the Control Region. Therefore, there would be no new emission sources or increased vehicular emissions within the Air Quality Control Region. In addition, the increase energy required for the

expanded ice arena would not have any noticeable or measurable impact on the region's air quality. Since emissions and PM levels would remain below the minimum thresholds during both the construction and operation phases of this project, this resource was not analyzed further.

4. HEALTH AND SAFETY, PAGE 17

The second paragraph on page 17 has been supplemented.

There are currently safety concerns related to the existing outdoor sports fields located within the project area (i.e., baseball field, multi-purpose field) which are a result of the under maintained conditions of the fields and lack of formal supervision for most of the activities that occur there. With the proposed improvements to these fields and increased organization and supervision that would occur, the overall health and safety of those using the fields would be increased. However, with the expected increased use of these facilities, the potential for sports-related injuries may increase. Despite the improvements to the fields the potential for sports-related injuries would still exist, resulting in little to no noticeable change to the overall health and safety of those who would utilize the proposed new facilities. The potential for automobile related injuries is not expected to increase, as children are currently present in the areas and cars currently park along the street. As a result, this impact topic was dismissed from further analysis in this EA.

5. TRAFFIC AND TRANSPORTATION, PAGE 17

The parking count has been revised in the Traffic and Transportation paragraph on page 17.

Under the proposed action alternatives, impacts on local traffic may occur from the introduction of construction vehicles hauling materials to and from the site during construction of the proposed recreational facilities. Based on the limited number of trips construction vehicles would be making on this road, and mitigations measures taken (i.e., conducting all construction activities during daylight hours, avoiding construction during school and peak traffic hours), impacts from construction would be of short duration and not greater than minor. After construction is completed, parking capacity throughout the entire site would increase by ~~50 to 120~~ 40 to 160 cars. With the increase in parking, impacts to parking along Ely Road SE would either remain the same or decrease slightly because people using these facilities would probably continue to park on the street out of convenience. There may be slight increases in traffic as a result of the expanded and improved facilities, but these increases would likely occur during off-peak traffic hours, and the resultant impact would not be great. Because traffic impacts within the project area would be of short duration and less than minor under either of the proposed action alternatives, this impact topic was dismissed from further analysis in this EA.

In addition, the mitigations have been amended.

Based on the limited number of trips construction vehicles would be making on this road, and mitigations measures taken ~~(i.e., conducting all construction activities during daylight hours, avoiding construction during school and peak traffic hours)~~, impacts from construction would be of short duration and not greater than minor. Although the regularly permitted hours for construction in the District are between 7am and 7pm Monday through Saturday, the District may limit the hours for construction to minimize or avoid impacts to adjacent schools or neighborhoods.

6. IMPACT TOPICS DISMISSED FROM FURTHER ANALYSIS AND CONSIDERATION, PAGE 18

A dismissal statement for Wildlife has been added.

Wildlife

Wildlife found within the park have become acclimated to the surrounding urban soundscape. Any nominal short-term increases in noise from recreational activities or traffic would not likely have any noticeable adverse impacts to the wildlife. As a result, this impact topic was dismissed from further analysis in this EA.

Artificial lighting has the potential to impact wildlife such as migratory birds that often rely on the moon and stars to navigate. However, due to the heavily urbanized nature of the area, there would not be a noticeable increase in ambient light as a result of the proposed facilities. Therefore, impacts to wildlife from proposed lighting would be negligible.

ENVIRONMENTAL CONSEQUENCES

7. PHYSIOGRAPHIC RESOURCES (GEOLOGY, TOPOGRAPHY, AND SOILS), PAGE 46

On page 46, the impact analysis of Physiographic Resources was enhanced.

The northern portion of the site, where the majority of development is proposed, is characterized by relatively flat topography. Therefore, installation of the proposed amenities would result in negligible amounts of cut and fill. On the southern portion of the site where field #3 is proposed, the site is characterized by a steeper 15-40 percent grade. This would necessitate additional leveling and grading activity and greater impacts to site topography. The topography in the proposed development area for the field gently slopes to the southeast, with elevations in the area ranging from 117 to 98 feet above sea level. Minor alteration of existing slope could be expected as a result of grading and leveling necessary to accommodate the proposed field, resulting in long-term minor adverse impacts to the topography of the site. Only minimal land disturbance is anticipated as a result of the proposal, which would have no adverse impact upon natural geologic features and conditions at the project site. In addition, because there would be no ground disturbing activities outside the project area and proper stormwater management on the site would divert runoff away from the natural zone, no impacts to soils outside the project area would be expected.

REFERENCES CITED

8. REFERENCES CITED, PAGE 60

The following reference was removed from page 60 because it has not been cited:

National Capital Planning Commission (NCPC)

2006 — ~~Update: Comprehensive Plan for the National Capital: Federal Elements.~~ NCPC,
Washington, DC.