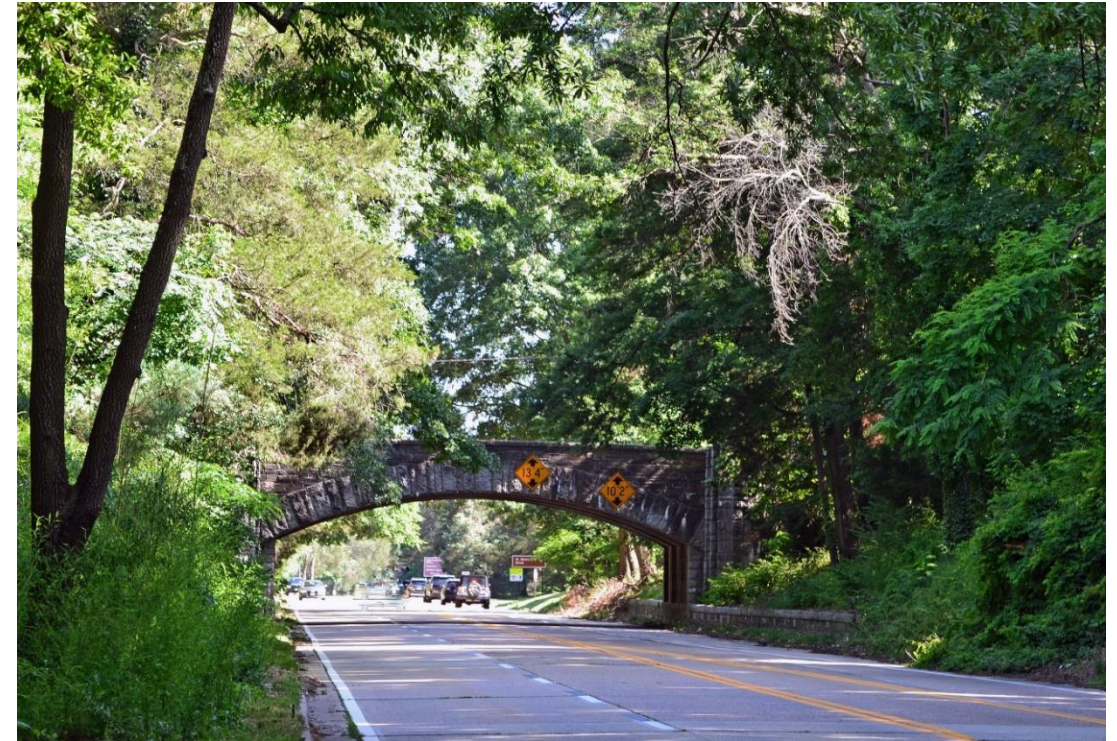




Section 106 Consulting Parties Meeting #1

August 9, 2023





Tribal Land Acknowledgement

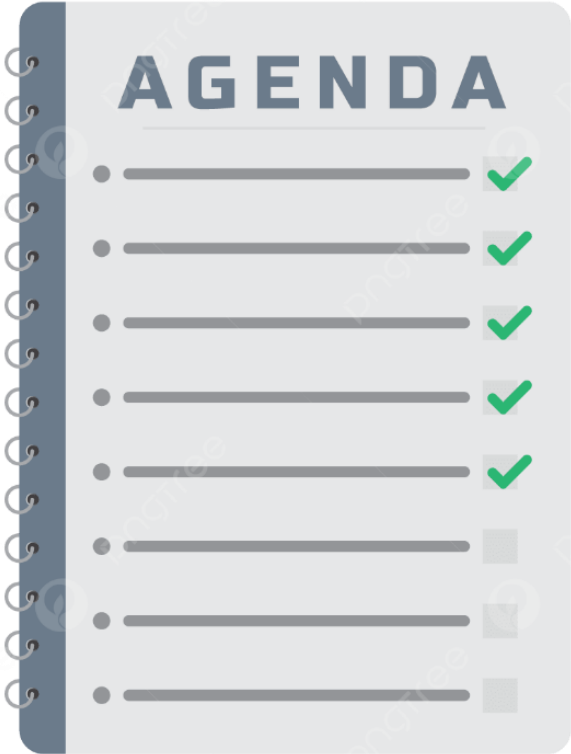
Let us begin by acknowledging that we are in the territory of many Indigenous peoples that have known the Potomac Valley and its lands and waters as their homeland for thousands of years to the present day, including Algonquin, Iroquois, and Siouan peoples.

We continue to build on our engagement with traditionally associated Native American communities to identify all the different connections with these lands held by many Native Nations. Together we recognize the Native Nations' past, present, and future unbroken and unbreakable connections to these lands. We honor the resilience and perseverance of these Nations even as colonizers claimed this land as their own.



Meeting Agenda

- Introductions
- Explanation of Section 106 Consultation
- Project Overview
- Area of Potential Effect and Known Historic Properties
- Assessment of Effects
- Next Steps
- Questions and Discussion





Introductions

- National Park Service
 - Lead Federal Agency
- Stantec and Beyer Blinder Belle
 - NEPA and Section 106 Consultants
- Invited Consulting Parties
 - Virginia Department of Historic Resources
 - DC Historic Preservation Office
 - National Capital Planning commission
 - Commission of Fine Arts
 - Virginia Department of Transportation
 - DC Department of Transportation
 - Fairfax County Department of Transportation
 - Fairfax County Park Authority
 - City of Alexandria Department of Planning and Zoning
 - City of Alexandria Transportation and Environmental Services
 - Arlington County Department of Environmental Services
 - Arlington County Parks and Recreation
 - Office of Dan Storck, Mount Vernon Supervisor (Fairfax County)
 - George Washington's Mount Vernon Ladies Association
 - Friends of Dyke Marsh
 - Friends of the Mount Vernon Trail
 - Capitol Hill Village
 - Fairfax County Heritage Resources
 - Wellington Civic Association / MVCCA
 - Congressman Don Beyer
 - American Horticultural Society



Introductions

- Federally Recognized Tribes
 - Pamunkey Indian Tribe
 - Upper Mattaponi Indian Tribe
 - Rappahannock Tribe
 - Nansemond Indian Nation
 - Chickahominy Indian Tribe
 - Chickahominy Tribe Eastern Division
 - Monacan Indian Nation
 - Catawba Indian Nation
 - Delaware Nation
 - Absentee Shawnee Tribe of Indians of Oklahoma
 - Shawnee Tribe



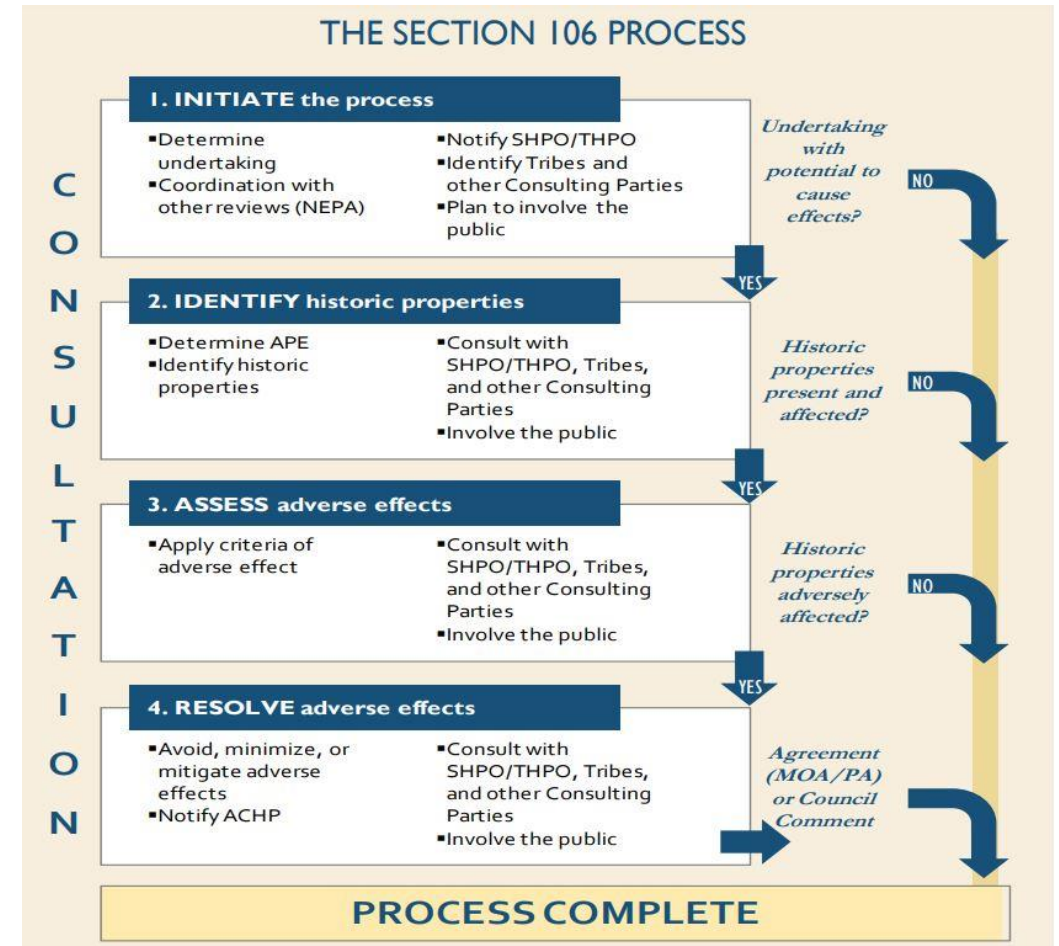
Section 106 – Explanation of the Consultation Process

- Section 106 of the National Historic Preservation Act (1966)
 - Requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve throughout the country.
 - Gives interested parties the chance to participate in the consultation process and express their views on the project.
- Role of Consulting Parties
 - Receive and review pertinent information.
 - Provide information on historic properties that may be affected by the federal undertaking.
 - Share your views on the effects to historic properties and offer ideas and solutions if there are adverse effects.



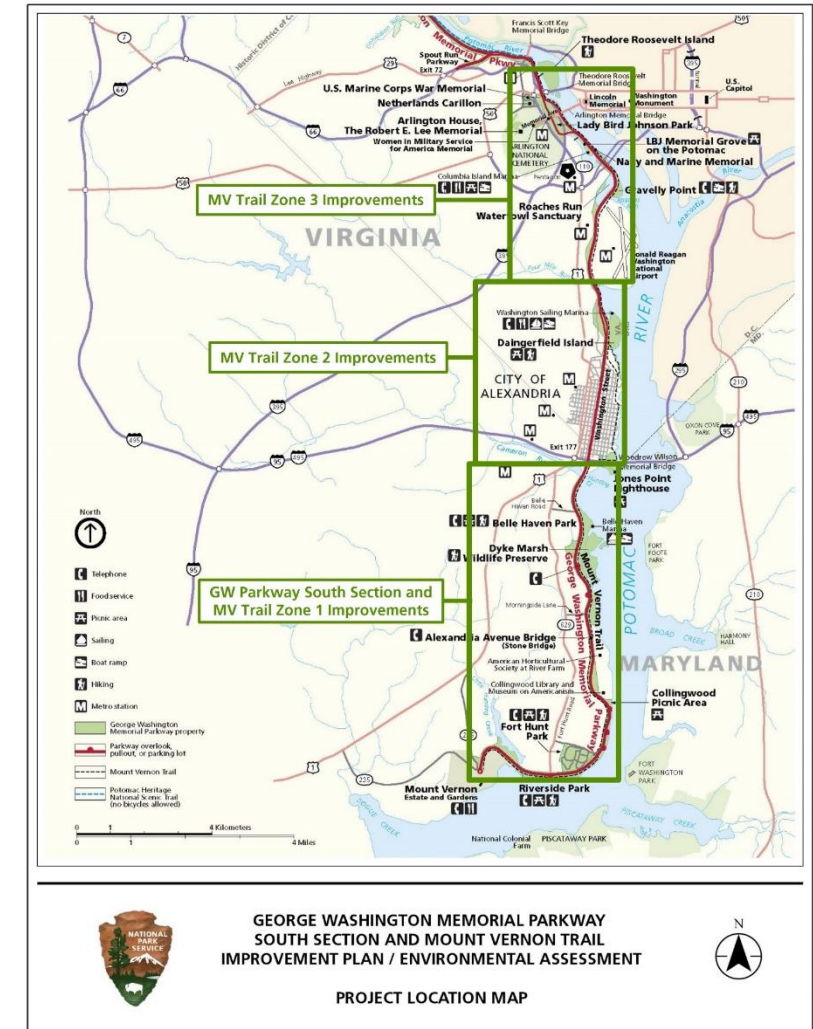
Section 106 – Explanation of the Consultation Process

- Seeks to avoid, minimize or mitigate adverse effects to historic properties.
- Process is guided by Section 106 Regulations: 36 CFR Part 800 – Protection of Historic Properties.
- Consists of four steps:
 - Initiation
 - Identification
 - Assessment
 - Resolution



Plan Overview – Purpose & Need

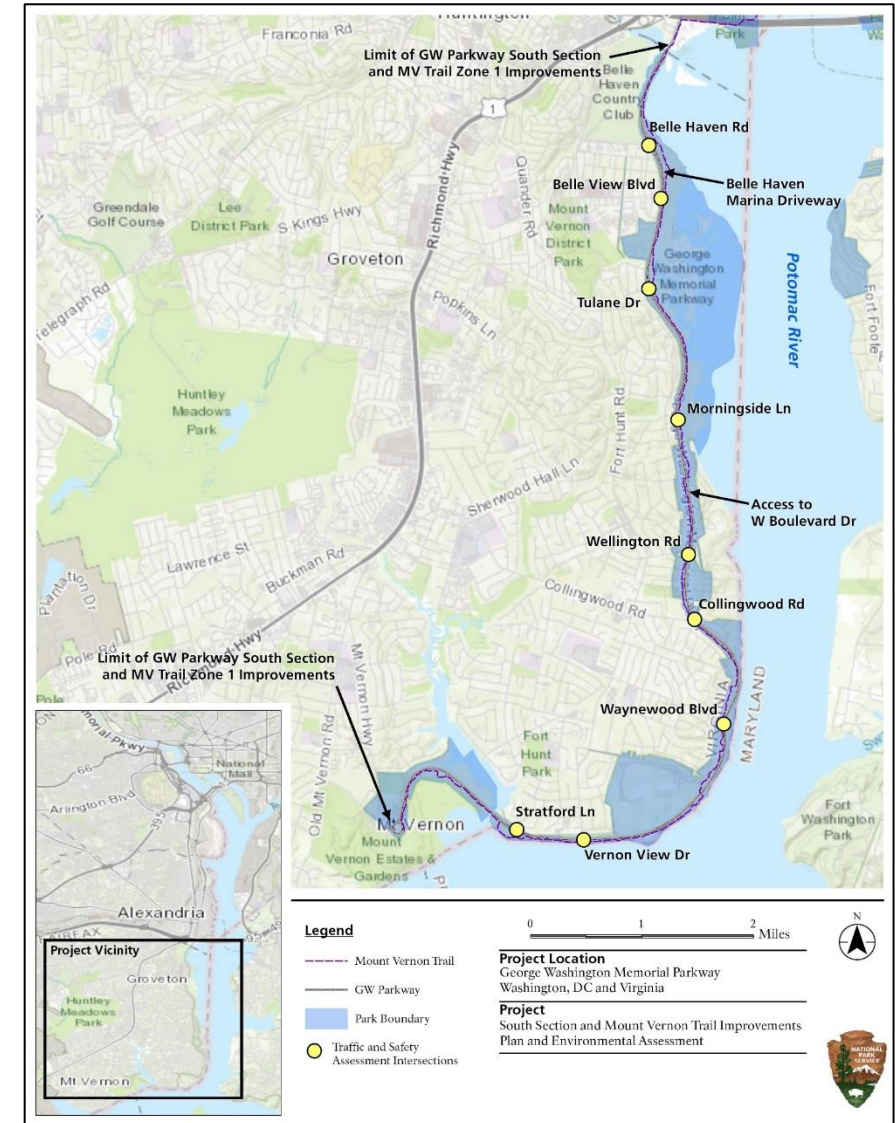
- The purpose of the Plan is to address deferred maintenance and safety issues
 - South Section of the GW Parkway between the City of Alexandria and Mount Vernon Estate
 - Mount Vernon (MV) Trail from Theodore Roosevelt Island to Mount Vernon Estate
 - Road limits within the City of Alexandria and trail through Old Town are not included
- The Plan is needed to help preserve the historic parkway for future generations, improve the visitor experience, reduce annual park operations and maintenance costs, and improve visitor safety.





Plan Overview

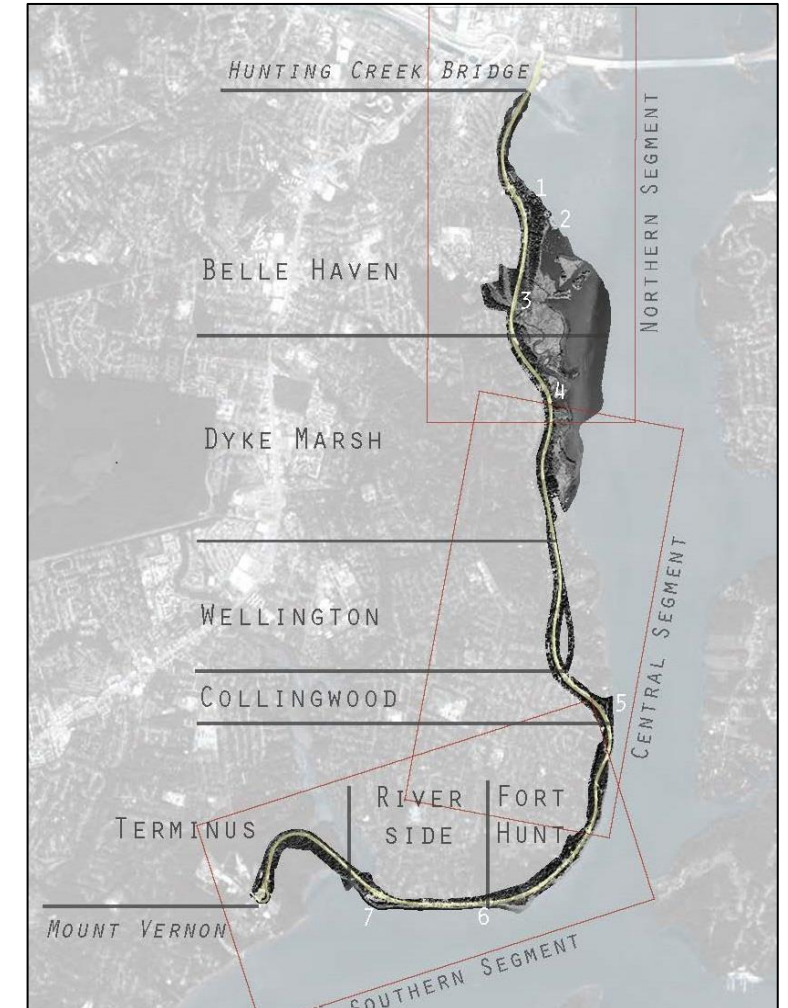
- The Plan will consider the road and trail improvements as complimentary projects that address safety and maintenance needs and improve the visitor experience.
- The road and trail are interconnected and so changes to one should take into consideration how that change might affect the other.
- The GW Parkway design is a significant contributing element that qualifies it for listing in the National Register of Historic Places and the proposed changes are being carefully considered.





George Washington Memorial Parkway

- Opened in 1932 to:
 - Honor the legacy of George Washington
 - Provide recreational opportunities
 - Maintain ceremonial entrance
 - Provide transportation
 - Preserve views and vistas
 - Connect historic sites, scenic overlooks, memorials, monuments, stories, and people
- Built for 'auto touring,' with slower speeds to provide for a unique and memorable recreational driving experience
- Semi-limited access (few on and off ramps), designed landscapes, medians, broad rights of way, curving roadway, and improved broad intersections.
- Listed in the National Register of Historic Places





Key Character Defining Features

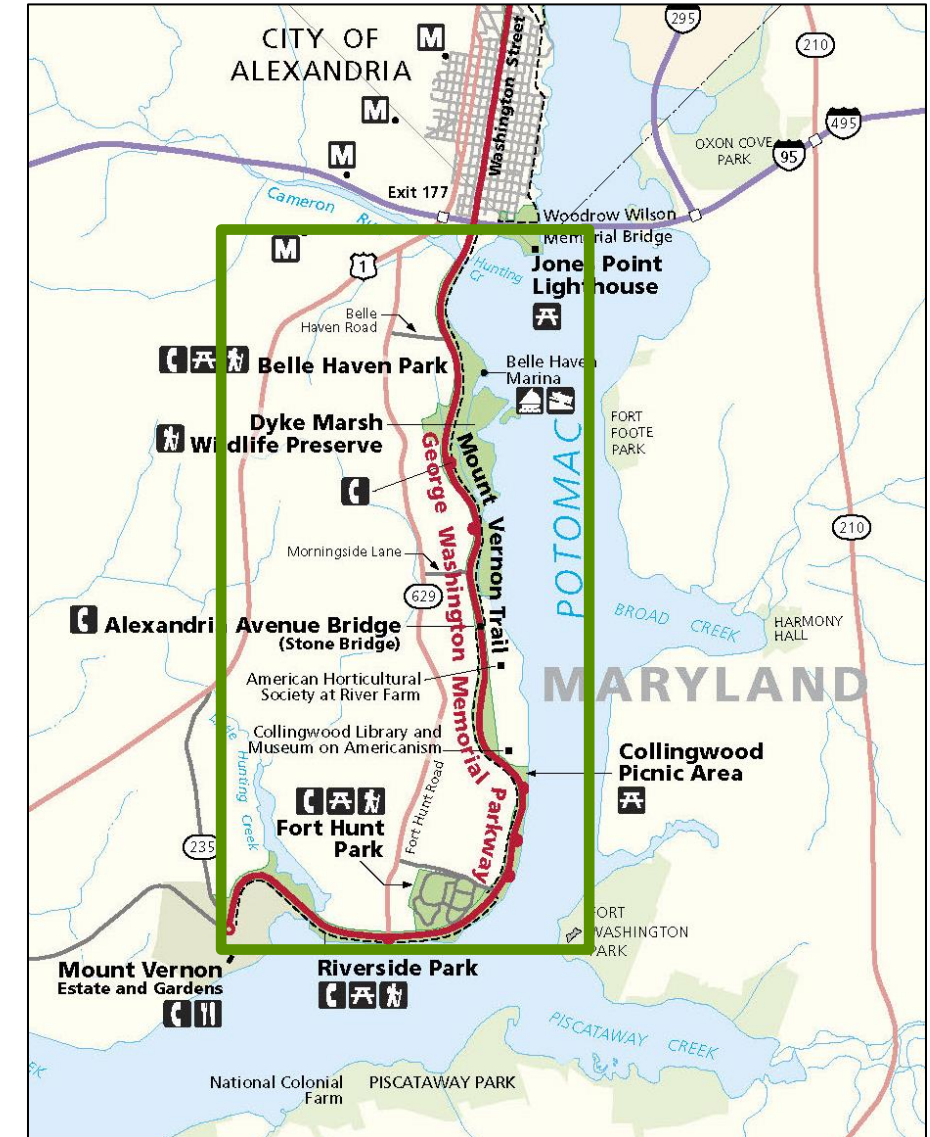
1. **Alignment** – The curvilinear alignment of the parkway has few straight lines that generally follows the Potomac River
2. **Recreation and Conservation** - The trail along with concentration of pullouts, overlooks, and picnic areas along the south and eastern extent of the parkway
3. **Commemoration** - First parkway to celebrate a historical association. Includes commemorative features such as boulders with plaques and signs. Terminus of the parkway at Mount Vernon reconfirms its commemorative
4. **Naturalistic Design** - "Natural charm" with relative simplicity of design as evident by rustic or naturalistic qualities, limited signage and lighting, narrow paved shoulders, low-profile curbs, and minimal infrastructure such as guard walls/rails and stone retaining walls.
5. **Relationship to Adjacent Communities** - Designed to accommodate nearby residential communities resulting in a "domestic feel." Presence of the Mount Vernon Trail and bus stops reinforces this relationship.
6. **Scenic Drive and Views** - Both filtered and unobstructed views of the Potomac River from the parkway.





Project Background

- Improvements to the Parkway are based on a *Traffic and Safety Context Sensitive Solutions Assessment* completed in 2021
- Improvements to the MV Trail are based on an analysis of trail conditions, safety concerns, users' needs, and resource management considerations documented in the *Mount Vernon Trail Corridor Study* prepared in 2020



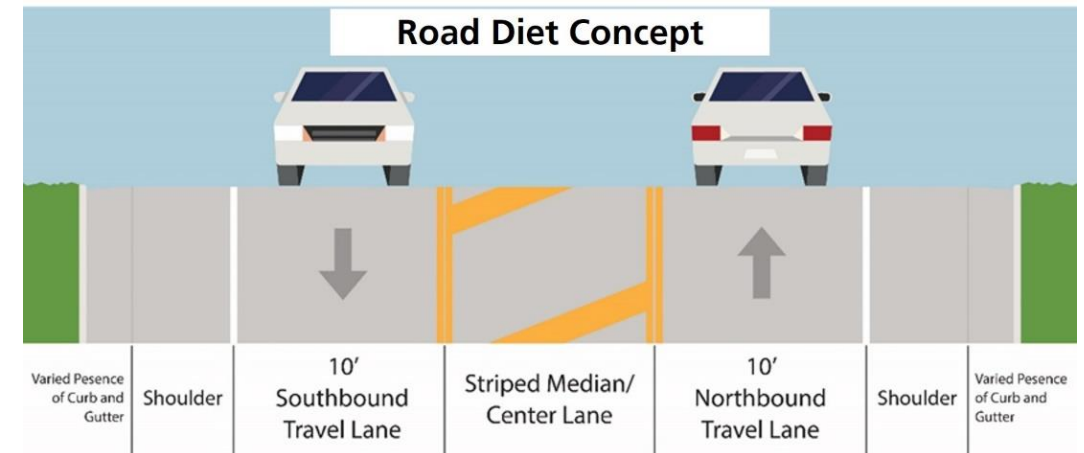


Proposed Undertaking - *GW Parkway South Section*

Based on the recommendations from the *Traffic and Safety Assessment*, the proposed undertaking includes:

Mainline

- Rebuild the concrete pavement, maintaining general geometry of existing roadway section, mountable curbs, and grass shoulders
- Ensure the historical intentional design of the parkway and character-defining sections remain
- Resolve drainage issues by repairing / replacing culverts, ditches, pipes, and inlets
- Incorporate stormwater management best practices
- Rehabilitate parkway bridges based on future FHWA inspections
- Road Diet
 - Reduce the number of travel lanes to one lane northbound and one lane southbound
 - Reallocate space for two right hand shoulders and center turn lane or striped median
 - Accomplish using striping – no physical alteration of the road alignment

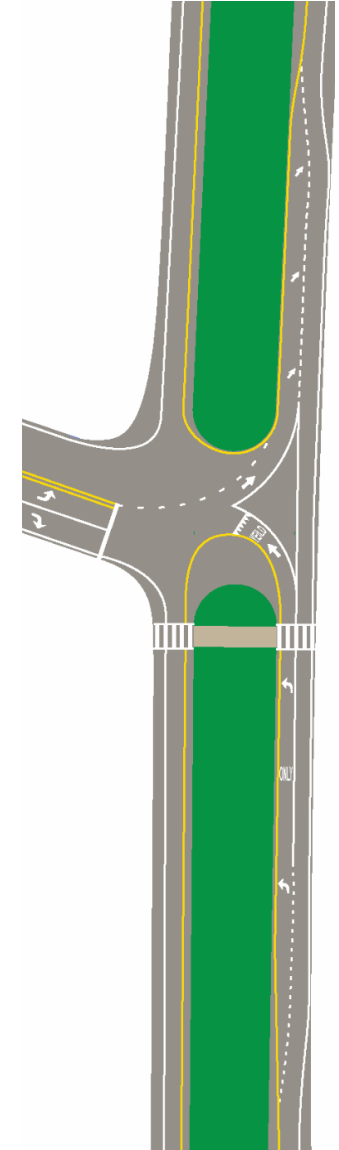




Proposed Undertaking - *GW Parkway South Section*

Intersection Geometry and Design

- A road diet would allow the parkway to be restored to its original design intent while striping safer intersections within the original parkway footprint
- Striping channelization lanes (without physical infrastructure)
- Removing concrete at intersections to restore historic median and / or outer curb alignment
- Intersections with higher cross-traffic that would benefit from a 'continuous green T' intersection configuration within the original geometry of the parkway include:
 - *Belle Haven Road*
 - *Morningside Lane*
 - *Belle View Boulevard*
 - *Tulane Drive*
- Intersections with relatively low traffic where minor striping improvements are anticipated to be sufficient to safely process traffic volumes include:
 - *Marina Driveway*
 - *Waynewood Boulevard*
 - *Wellington Road*
 - *Vernon View Drive*
 - *Collingwood Road*
 - *Stratford Lane*





Proposed Undertaking - *GW Parkway South Section*

Bicycle/Pedestrian Safety & Access

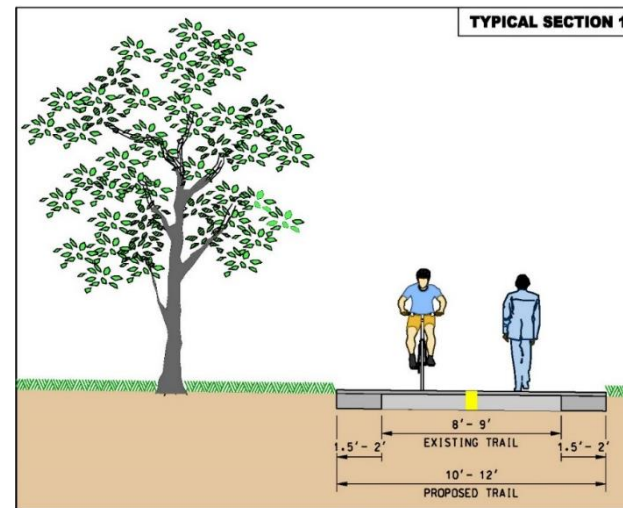
- The road diet also creates an opportunity to safely designate crosswalks while avoiding “double threat” crash scenarios
- Intersections where Americans with Disabilities Act (ADA)-compliant crosswalks with pedestrian median refuge would be established include:
 - *Belle Haven Road*
 - *Belle Haven Marina Driveway*
 - *Belle View Boulevard*
 - *Tulane Drive*
 - *Outlet Road*
 - *Wellington Road*
 - *Collingwood Road*
 - *Vernon View Drive*
 - *Stratford Lane*
- Crosswalks not warranted at *Morningside Lane, Waynewood Boulevard, W Boulevard, and River Farm Drive*
- Possible new connections to the MV Trail at *Belle Haven Road, Marina Driveway, Belle View Boulevard, Tulane Drive, Collingwood Road, Vernon View Drive, and Stratford Lane*
- Other traffic safety measures may include intersection lighting and rectangular rapid flashing beacons (RRFBs), and speed limit feedback signage
- Bus stop signs relocated at existing pull-off areas to be accessible from proposed pedestrian crossings



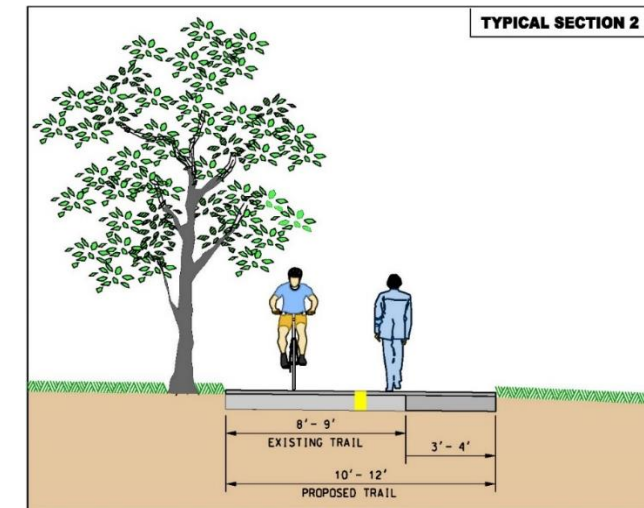
Proposed Undertaking - *Mount Vernon Trail*

Based on the recommendations from the *Trail Corridor Report* the proposed action alternative for the MVT improvements includes:

- Rehabilitate, widen, and minor realignments of the asphalt pavement surface of the trail, trail spurs, and exit/entry paths
- Widen the northern section of the trail to 12 feet (where feasible)
- Widen the southern section of the trail to 10 feet (where feasible)
- Replace four trail bridges with wider structure 14 feet rail to rail; Repair 29 trail bridges
- Trail safety, accessibility, and wayfinding improvements
- Drainage improvements and stormwater management



Typical Section of Trail Widening Distributed Evenly from the Centerline



Typical Section of Trail Widening at Physical / Environmental Constraint



Proposed Undertaking - *Mount Vernon Trail*

Comfort Stations

- Build new permanent comfort station with restrooms at Gravelly Point (funding dependent)
- Permanently remove the porta-john facility at Riverside Park
- Replace / upgrade trail amenities such as benches, bike racks, and railings; install drinking water fountains with a bottle filling option; and other miscellaneous work for pedestrian “comfort stations”

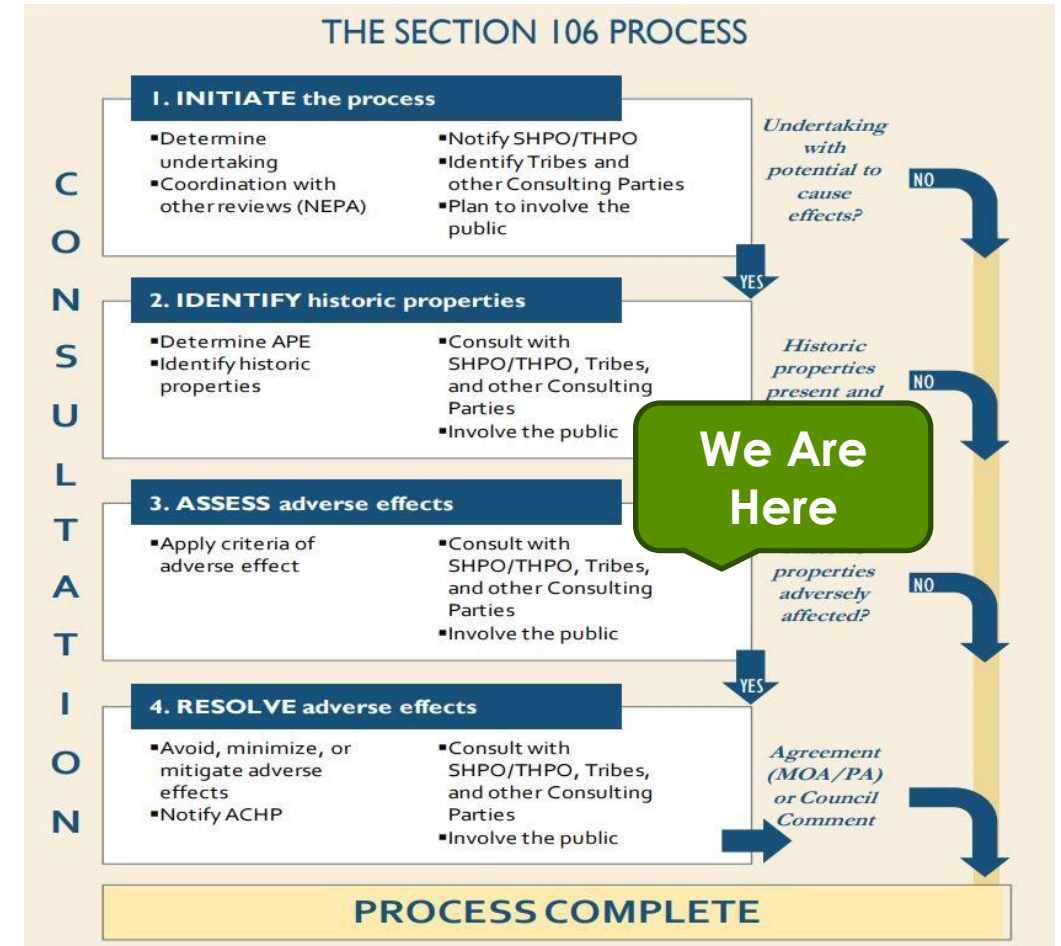
Capital Bikeshare Stations

- New Capital Bikeshare Stations at Columbia Island Marina in Lady Bird Johnson Park, Daingerfield Island, Belle Haven Park, Fort Hunt Park, Riverside Park, and Mount Vernon Estate



Section 106 Process to Date

- Section 106 Initiation
 - Invitation to Consulting Parties and Tribes
- Identify Historic Properties
 - Draft Area of Potential Effects
 - Consider Consulting Party Comments and refinement of the scope of the Plan
- Assess Adverse Effects
 - Draft Assessment of Effects Report





Area of Potential Effect – Identification of Historic Properties

Historic Properties

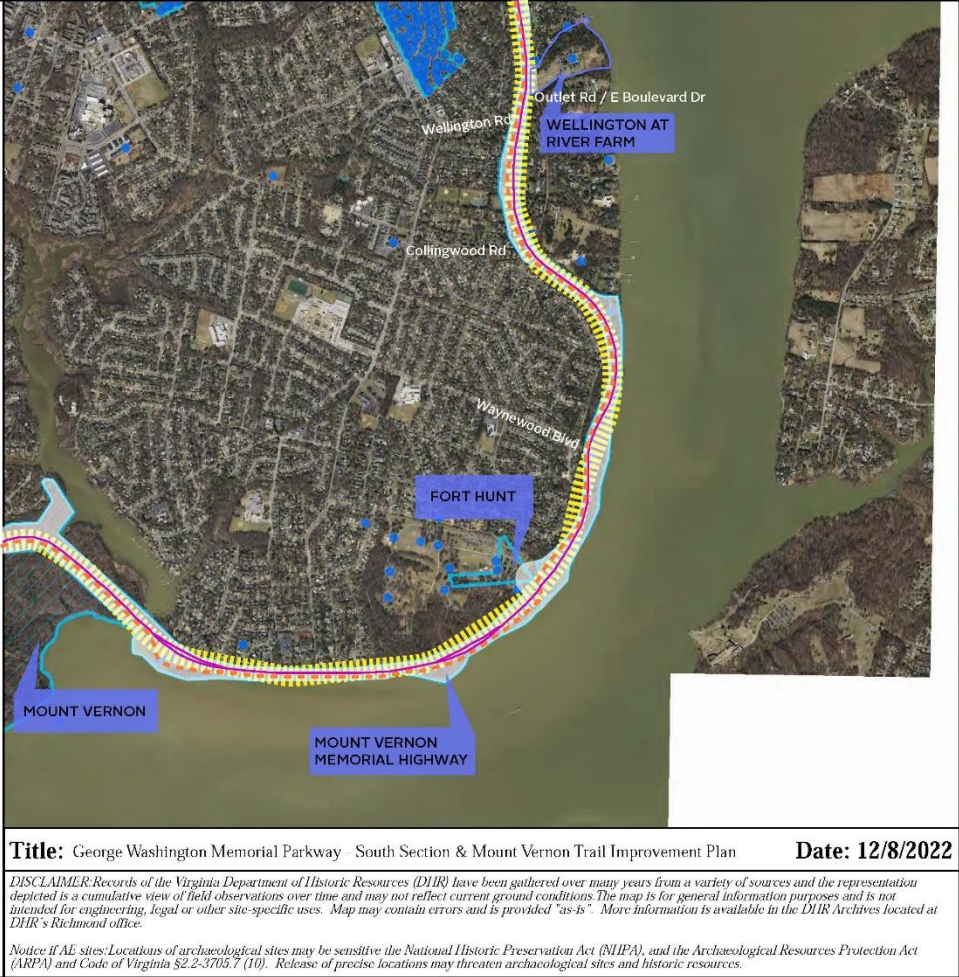
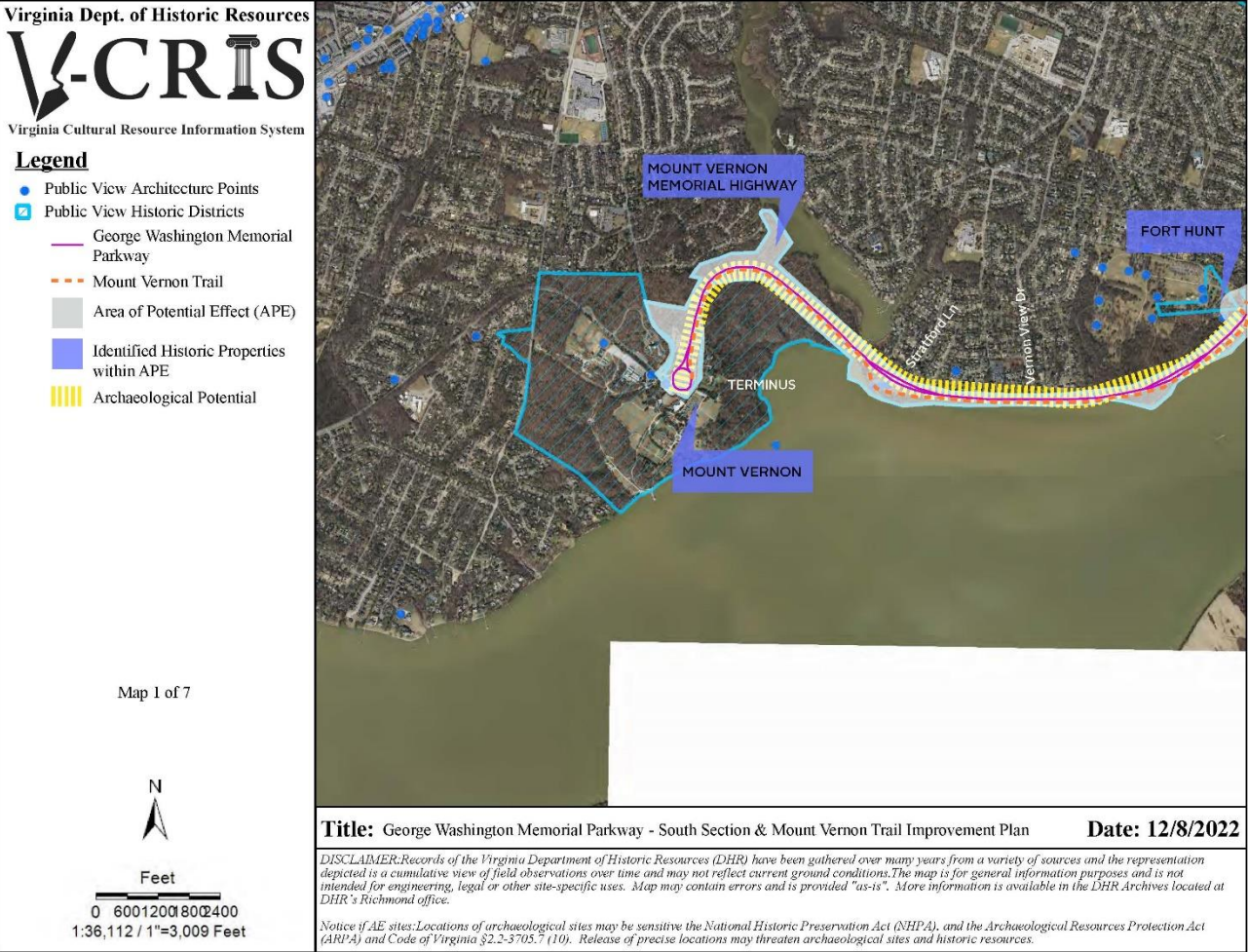
- George Washington Memorial Parkway (GW Parkway) / Mount Vernon Memorial Highway (MVMH)
- Mount Vernon Estate
- Fort Hunt
- Wellington at River Farm
- Alexandria Historic District
- Washington National Airport Terminal and South Hanger Line
- Arlington Memorial Bridge
- Theodore Roosevelt Island National Memorial



Archeological Resources

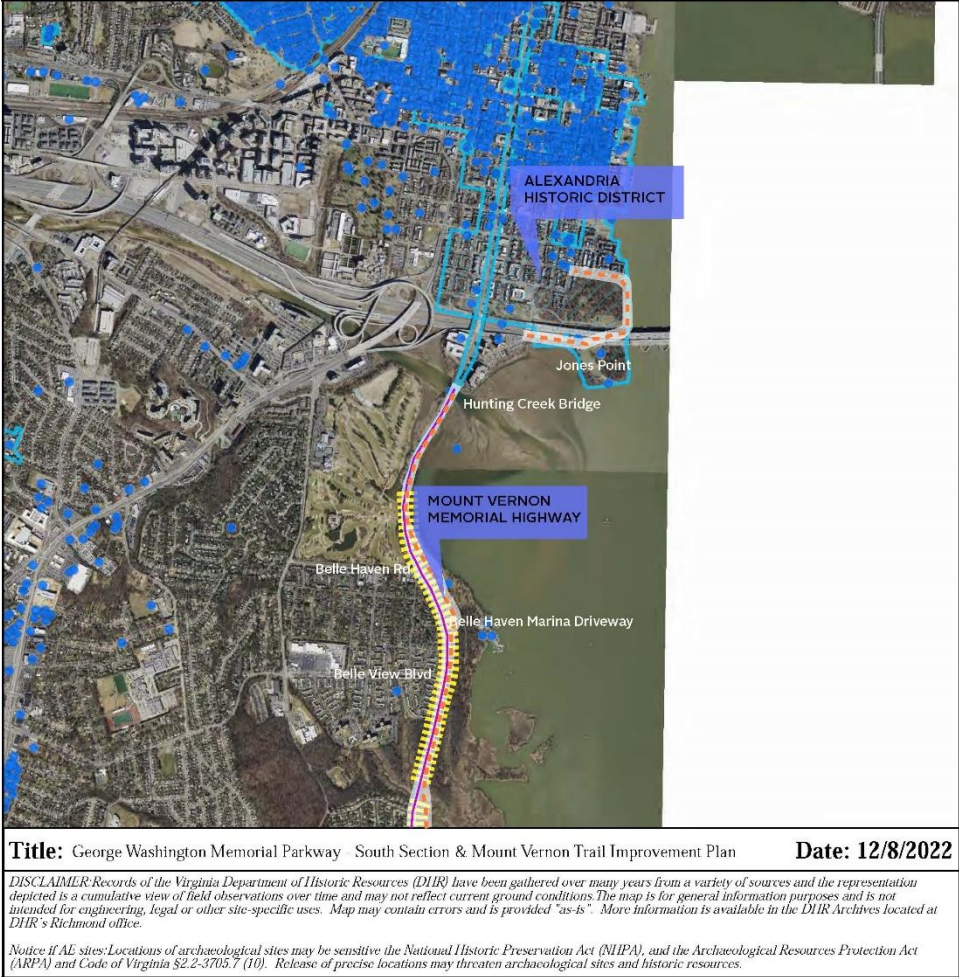
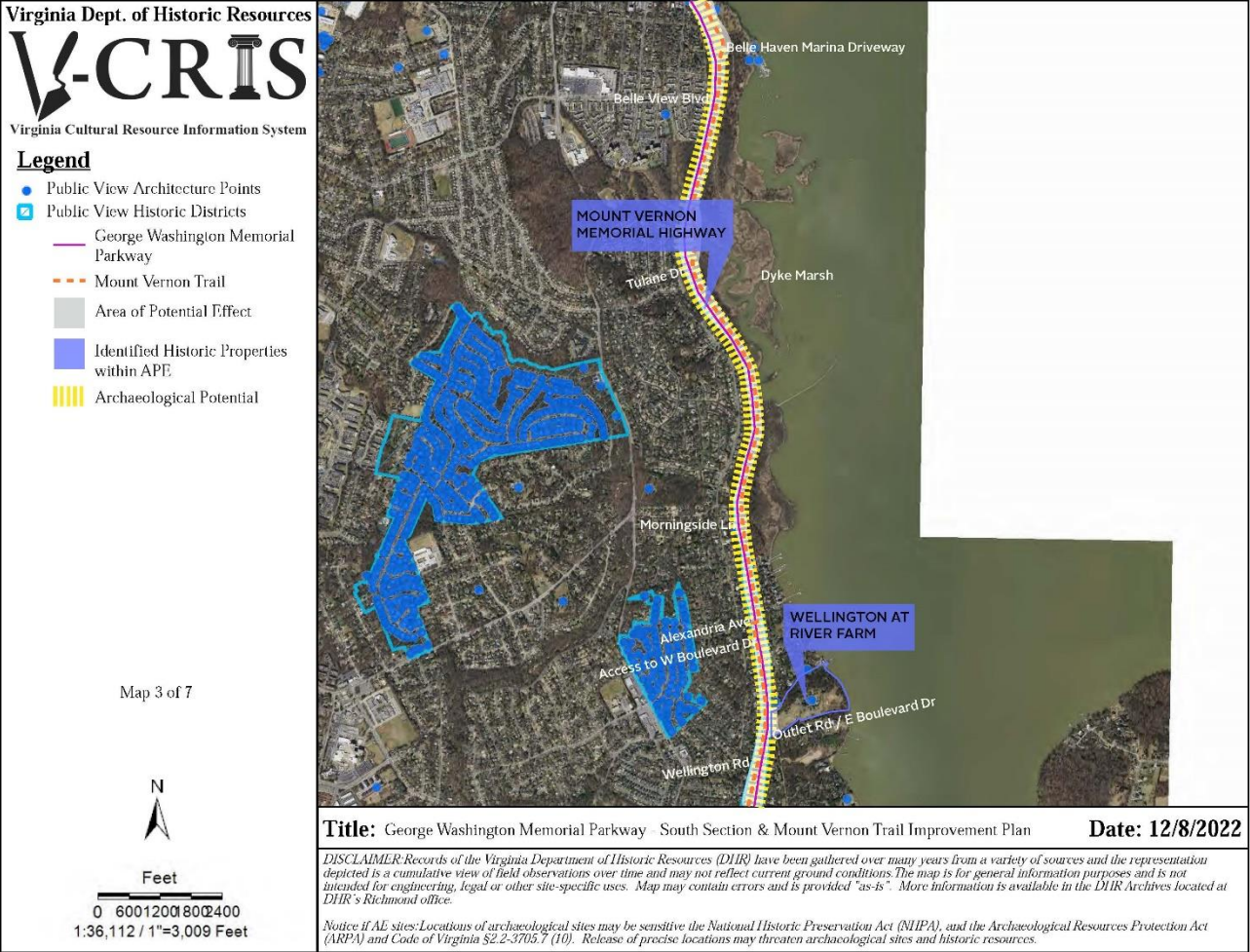
- 14 recorded sites within the APE, two that were recommended potentially eligible archeological sites
- 12 have not been evaluated for their eligibility
- Approximately 9.5 miles of MV Trail or GW Parkway that have high archeological potential

Area of Potential Effect

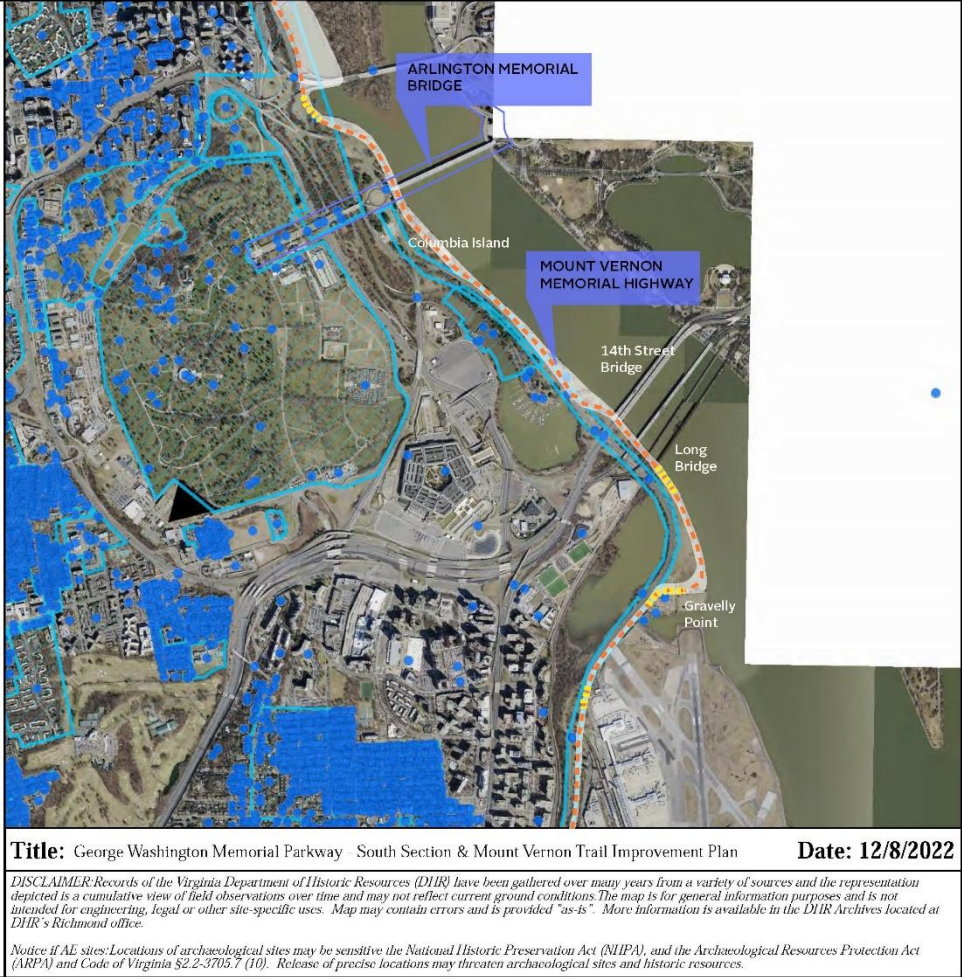
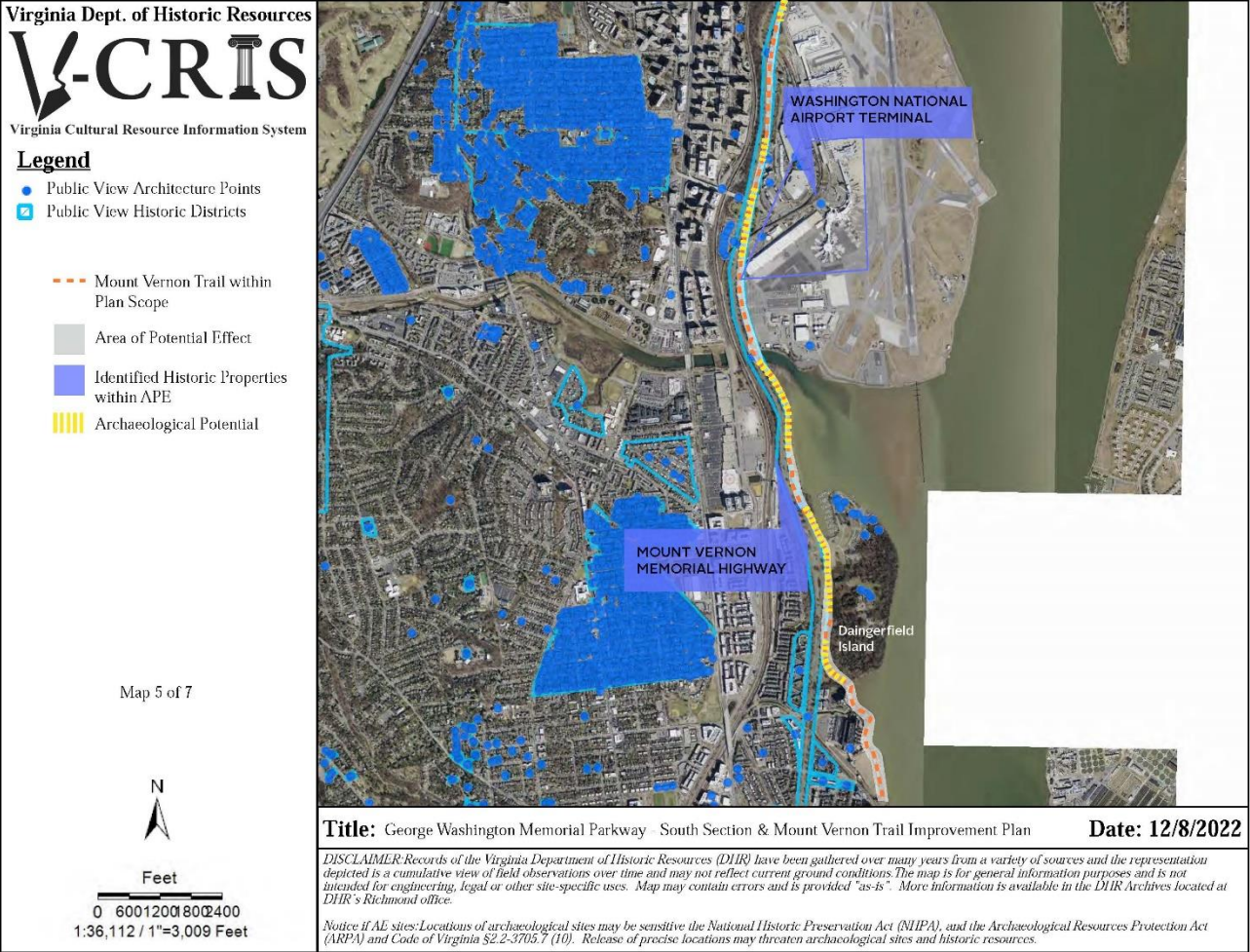




Area of Potential Effect

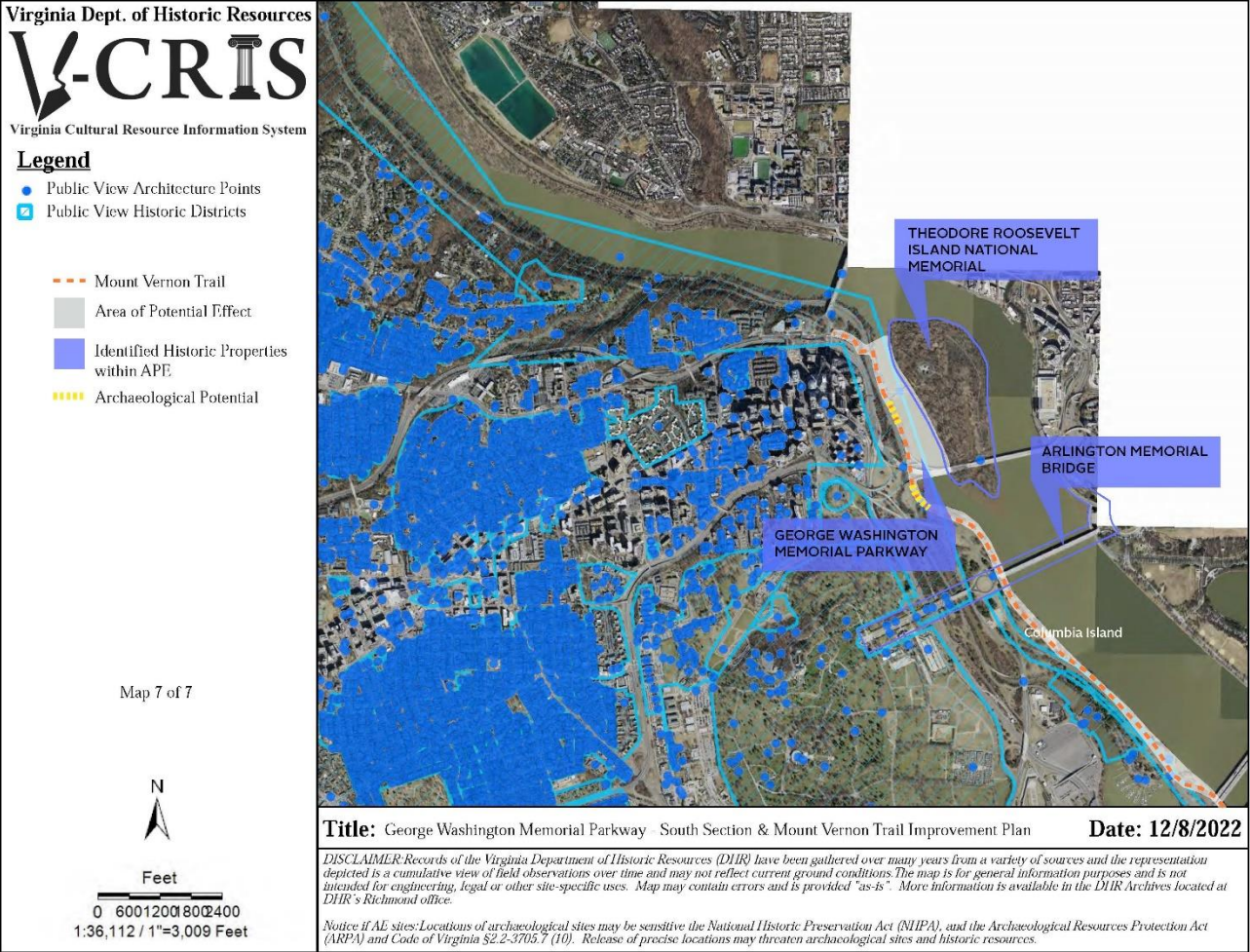


Area of Potential Effect





Area of Potential Effect





Assessment of Effect

- NPS applied the criteria of adverse effect as defined in 36 CFR 800.5.
- An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.



Assessment of Effect

- Examples of adverse effects include:
 - the physical destruction of or damage to all or part of the property;
 - the alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, and provision of handicapped access, that is not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*;
 - the removal of the property from its historic location;
 - the change in character of the property's use or of physical features within the property's setting that contribute to its historic significance;
 - the introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
 - the neglect of a property which causes its deterioration; and
 - the transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of that property's historic significance.



Assessment of Effect

No Action Alternative

- NPS maintenance would continue, including minimum rehabilitation and repairs
- Parkway and MV Trail pavement would continue to deteriorate, requiring frequent maintenance

Determination of Effect

NPS finds that a **potential adverse effect** may occur should routine maintenance measures fail to stop continued deterioration of roadway, trail, and drainage infrastructure, resulting in effects that would diminish the integrity of the GW Parkway



Assessment of Effect

Action Alternative – GW Parkway / Mount Vernon Memorial Highway

- Many physical and visual effects would occur
- However, all physical modifications would be in adherence with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*
- The integrity of the GW Parkway would not be diminished, especially the integrity of setting, design, feeling, and association

Determination of Effect

NPS finds the proposed action would have **no adverse effect** to the GW Parkway



Assessment of Effect

Action Alternative – Mount Vernon Estate

- Portions of the MV Trail and GW Parkway's circular terminus and surrounding landscape are located within the Mount Vernon Estate, a National Historic Landmark
- Minor physical and visual effects would occur
- However, they would not diminish the integrity of the property

Determination of Effect

NPS finds the proposed action would have **no adverse effect** to the Mount Vernon Estate



Assessment of Effect

Action Alternative – Fort Hunt

- Trail warning signage, pavement markings, and the addition of a Capital Bikeshare Station would cause minor physical and visual effects
- Effects from construction staging would be temporary and minor
- Effects would not diminish the integrity of the property

Determination of Effect

NPS finds the proposed action would have **no adverse effect** to Fort Hunt



Assessment of Effect

Action Alternative – Wellington at River Farm

- No physical or visual effects would occur due to scope of Plan and the intervening distance and separation of the GW Parkway by East Boulevard Drive

Determination of Effect

NPS finds the proposed action would have **no effect** to Wellington at River Farm



Assessment of Effect

Action Alternative – Alexandria Historic District

- The Plan would widen the MV Trail within Jones Point Park, resulting in a minor physical and visual effects.
- The integrity of the historic district would not be diminished.

Determination of Effect

NPS finds the proposed action would have **no adverse effect** to Alexandria Historic District.



Assessment of Effect

Action Alternative – Washington National Airport Terminal and South Hangar Line

- No physical or visual effects would occur due to the scope of the Plan and intervening distance

Determination of Effect

NPS finds the proposed action would have **no effect** to Washington National Airport Terminal and South Hangar Line



Assessment of Effect

Action Alternative – Arlington Memorial Bridge

- Physical changes to the GW Parkway would be made beneath the bridge to widen the MV Trail
- Resulting physical and visual effects would be minor and not diminish integrity of the property

Determination of Effect

NPS finds the proposed action would have **no adverse effect** to Arlington Memorial Bridge.



Assessment of Effect

Action Alternative – Theodore Roosevelt Island National Memorial

- No physical effects would occur
- Due to scope of the Plan and intervening distance and separation by the Potomac, no visual effects would occur

Determination of Effect

NPS finds the proposed action would have **no effect** to Theodore Roosevelt Island National Memorial



Assessment of Effect

Action Alternative – Archeological Resources

- Ground disturbance would be limited to extent of widening of the MV Trail, drainage improvements and stormwater management best practices, potential replacement or modification of trail bridge footings, and work related to the new restroom facility at Gravelly Point
- Physical effects to archeological resources may occur and may adversely affect resources that may be evaluated and determined to be eligible for listing in the NRHP
- The Phase IA archeology assessment recommended that all areas identified as possessing potential for archeological resources be subject to additional survey and subsurface investigation

Determination of Effect

NPS finds the proposed action would have a **potential adverse effect** to archeological resources



Summary of Effects

Action Alternative

Due to the potential for adverse effects to archeological resources that are eligible, or that may be eligible, for listing in the National Register, the NPS finds the proposed action to have a **potential adverse effect** to historic properties

Resolution of Potential Adverse Effects

NPS intends to pursue the negotiation and execution of a programmatic agreement in accordance with 36 CFR 800.6(c) that would:

- Define the continued consultation process for the identification and evaluation of resources and the resolution of any adverse effects on NRHP-eligible archeological resources
- Include stipulations for design review by consulting parties to ensure adherence to the *Secretary's Standards* from portions of the Plan that are subject to additional refinement, including bridge rehabilitation and drainage and culvert work



Next Steps

- NPS will notify the Advisory Council on Historic Preservation of the determination of effect and intention to pursue an agreement document
- NPS will prepare a draft Programmatic Agreement (PA) that would
 - Guide further consultation, including the identification and evaluation of NRHP-eligible archeological resources
 - Stipulate minimization and mitigations for such resources should adverse effects occur
 - Stipulate a design review process to guide additional refinement of the Plan to ensure adherence to the *Secretary's Standards*
- NPS would seek consulting party and tribal input on the PA
- NPS is preparing an Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) that will be made available for public review in the fall

Tentative NEPA & NHPA Compliance Process Schedule

December 6, 2022 -----> January – September 2023 -----> Fall 2023 ----> Winter 2023

NEPA Process



Section 106 Process



We are here



Questions and Comments

Please **submit all formal comments** on the draft Assessment of Effect by Friday, **September 1, 2023**.

GW Parkway's Office of the Superintendent:

GWMP_Superintendent@nps.gov

George Washington Memorial Parkway
National Park Service
700 George Washington Memorial Parkway
McLean, VA 22101



Thank you for
Attending!