

APPENDIX
H

EXAMPLE CATEGORICAL EXCLUSION



**Categorical Exclusion Determination
for Protective Buying
for the South Capitol Street Project
Washington, D.C.**

February 12, 2007

Introduction

The District of Columbia proposes the acquisition or partial acquisition of seven parcels near the approach of the Frederick Douglass Memorial (South Capitol Street) Bridge in southeast and southwest Washington, D.C. Because it uses federal funds, the proposed action constitutes a federal action subject to the National Environmental Policy Act (NEPA). The documentation presented below demonstrates that a categorical exclusion will satisfy NEPA requirements for the proposed action, consistent with 40 CFR 1508.4 (*Council on Environmental Quality – Terminology and Index – Categorical Exclusion*) and in accordance with 23 CFR 771.117(d) (*Federal Highway Administration – Environmental Impact and Related Procedures – Categorical Exclusions*), which states:

“Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after Administration approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to: [...]

(12) Acquisition of land for hardship or protective purposes; advance land acquisition loans under 49 U.S.C. 5309(b). Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed. [...]

Protective acquisition is done to prevent imminent development of a parcel which is needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.”

1. Description of the Proposed Action: Parcels to be acquired

The proposed action is the acquisition or partial acquisition of seven parcels located near the base of the Frederick Douglass Memorial (South Capitol Street) Bridge in southeast and southwest Washington, D.C. Below are descriptions of the seven parcels selected for protective buying, including the need for full or partial acquisition. This parcel information is based on survey data, public tax assessment records, and field investigations.

Parcel 037

Current Owner: Potomac Development Corporation
 Street Address: 1509-1515 South Capitol St, SW
 Tax ID: 0657 0802; 0657 0808; 0657 0810
 Current Use: Industrial warehouse and auto repair shop
 Size: 23,324 square feet (ft²)
 Proposed acquisition: 23,324 square feet (ft²)

The South Capitol St. Project requires all of Parcel 037. The residual property becomes an uneconomic remnant, unless assembled to adjacent property.

Parcel 041

Current Owner: 1625 South Capitol St, NW, LLC
 Street Address: 1625 South Capitol St, SW
 Tax ID: 0660 0007
 Current Use: Industrial warehouse
 Size: 14,331 square feet (ft²)
 Proposed acquisition: 14,331 square feet (ft²)

The South Capitol St. Project requires all of Parcel 041. The residual property becomes an uneconomic remnant, unless assembled to adjacent property.

Parcels 042

Current Owner: Steuart Investment Company
 Street Address: 1601 South Capitol St, SW
 Tax ID: 0660 0011; 0660 0012; 0660 0801; 0662 0801
 Current Use: Garage and industrial raw material storage
 Size: 51,640 square feet (ft²)
 Proposed acquisition: 33,600 square feet (ft²)

The South Capitol St. Project requires a partial fee acquisition for Parcels 042 of 33,600 square feet (ft²).

Parcel 072

Current Owner: Florida Rock Properties, Inc.
 Street Address: 25 Potomac Ave, SE
 Tax ID: 0707 0800 through 0707 0802; 0708E 0807; 0708E 0808; 0708S 0806

Current Use: Industrial raw material storage
Size: 253,291 square feet (ft²)
Proposed acquisition: 12,750 square feet (ft²)

The South Capitol St. Project requires a partial fee acquisition for Parcel 072 of 12,750 square feet (ft²).

Parcel 074

Current Owner: Jemal’s Buzzard Point, LLC
Street Address: 1620 South Capitol St, SE
Tax ID: 0708E 0806; 0708S 0804; 0708S 0807
Current Use: Vacant – improved and abandoned
Size: 163,780 square feet (ft²)
Proposed acquisition: 163,780 square feet (ft²)

The South Capitol St. Project requires all of Parcel 074.

Parcel 075

Current Owner: Steuart Investment Company
Street Address: 1601 South Capitol St, SW
Tax ID: 0660 0011; 0660 0012; 0660 0801; 0662 0801
Current Use: Garage and industrial raw material storage
Size: 129,902 square feet (ft²)
Proposed acquisition: 10,550 square feet (ft²)

The South Capitol St. Project requires a partial fee acquisition for Parcels 075 of 10,550 square feet (ft²).

Parcel 077

Current Owner: Steuart Investment Company
Street Address: 1724 South Capitol St, SW
Tax ID: 0708S 0004
Current Use: Commercial office and heliport
Size: 41,965 square feet (ft²)
Proposed acquisition: 34,010 square feet (ft²)

The South Capitol St. Project requires a partial fee acquisition for Parcel 077 of 34,010 square feet (ft²).

Figure 1 displays the project location.

Figure 2 displays the full and partial parcels identified for protective buying.

2. Background: Coordination with South Capitol Street Environmental Impact Statement (EIS)

Based on recommendations from the South Capitol Gateway and Corridor Improvement Study and the Anacostia Access Study, the District Department of Transportation (DDOT) is moving forward with plans to transform South Capitol Street into an urban boulevard and replace the Frederick Douglass Memorial Bridge. DDOT is establishing technical constraints and completing preliminary bridge engineering as part of the South Capitol Street Bridge Alignment Study. This study will be released in Spring 2007. The study includes a Protective Buying Report, outlining the right of way requirements for the new bridge alignment and the need for protective buying. Both the Bridge Alignment Study and Protective Buying Report will enhance the development and consideration of alternative alignments in the South Capitol Street Environmental Impact Statement (EIS), which is currently underway. DDOT plans to release the Draft Environmental Impact Statement (DEIS) by May 2007.

Although the selection process for a preferred alternative is not complete, the EIS process will evaluate two build alternatives and a no build alternative. Both build alternatives include replacement of the Frederick Douglass Memorial Bridge on a new southern alignment. Build Alternative 1 includes an at-grade intersection at South Capitol Street and Potomac Avenue. Build Alternative 2 includes a traffic oval connecting the approach of the new Frederick Douglass Memorial Bridge with the intersection of South Capitol Street and Potomac Avenue. The two build alternatives and the no build alternatives will continue to be evaluated through the South Capitol Street EIS and the evaluation will not be limited by the acquisition of the property. Additionally, the acquisition will not limit shifts in alignment that are still possible given the early phase of design. DDOT will not move forward with any project development activities until the South Capitol Street EIS is complete and a Record of Decision (ROD) is issued.

Replacement of the Frederick Douglass Memorial Bridge on a new southern alignment will require new connections to the planned and existing roadway network on both the east and west sides of the Anacostia River. In order to construct the new bridge approaches, DDOT must acquire additional right-of-way. The approach on the west side of the Anacostia River is of particular concern because development in the area is imminent. This development will limit future transportation choices significantly increase the cost of the South Capitol Street project. Therefore, DDOT is initiating protective buying in order to prevent development activities from eliminating project alternatives and increasing the project cost.

In the area of imminent development and specifically at the intersection of South Capitol Street and Potomac Avenue, there are different right-of-way requirements associated with Build Alternative 1, Build Alternative 2, and the four bridge types being analyzed.

- Build Alternative 1, which includes an at-grade intersection, requires the acquisition or partial acquisition of two parcels. Full acquisition of Parcel 074 and partial acquisition of Parcel 077 would be required to construct Build Alternative 1.

- Build Alternative 2, which includes a traffic oval, requires the acquisition or partial acquisition of seven parcels. Based on the bridge type, there are minor differences in right-of-way requirements. Full or partial acquisition of Parcels 037, 041, 042, 072, 074, 075, 077 is required for Build Alternative 2 for any bridge type.

DDOT is initiating protective buying for seven parcels to prevent imminent development and increased cost for both Alternative 1 and Alternative 2. The seven parcels required for Build Alternative 2 include the two parcels that are required for Build Alternative 1. Therefore, acquiring these seven parcels will protect development and increased cost for both build alternatives being analyzed in the EIS. Figure 2 displays the properties selected for protective buying with Build Alternative 2 and the alignment for the stayed bascule, arched bascule, or retractile bridge types. The seven parcels were selected to ensure that development does not occur and limit future transportation choices.

3. Purpose and Need: Justification for Protective Buying

Protective buying of the seven selected parcels is justified for the South Capitol Street Project because:

- Development of the parcels is imminent
- Development will limit future transportation choices
- Development will significantly increase the cost of the transportation project

3.1 Development of the parcels is imminent.

In Spring 2005, the District of Columbia announced plans to build a new ballpark for the Washington Nationals, a Major League Baseball (MLB) team, adjacent to the existing approach to the Frederick Douglass Memorial Bridge. The ballpark site is located in the area bounded by N Street SE, Potomac Avenue SE, South Capitol Street, and 1st Street SE. Based on agreements between MLB and the District of Columbia, the ballpark will be open by April 2008.

The ballpark development has sparked real estate related activities in the area, including the amendments to the Capitol Gateway Overlay District by the DC Office of Zoning and the selection of Ballpark District Developers by the Anacostia Waterfront Corporation (AWC). Additionally, as stated in the Ballpark District Urban Development Strategy, “There is significant private investment in the area; properties are being assembled and prepared for development.”¹

The sale of the former Hess Oil & Chemical Corporation site (Parcel 074) in July 2005 to Jemal’s Buzzard Point LLC is one example of development activity in the area. The new owner has completed a Phase I Environmental Site Assessment (ESA), which is the first

¹ *Ballpark District Urban Development Strategy* by Prepared by ROMA Design Group in Association with 360 Architects and Chan Krieger & Associates for Anacostia Waterfront Corporation, September 2005, page 15. <http://www.anacostiawaterfront.net/pdfs/Summary%20Final.pdf>

step in preparing the site for development. Similarly, Florida Rock Properties, Inc. is moving forward with plans to develop their 5.8 acre site (Parcel 072). The first stage of Planned Unit Development (PUD) zoning approval is complete and a hearing for the second stage of PUD will be held in September 2006. The development plans include 3 buildings with office, retail, residential, and hotel components. In addition to the development activities occurring on the two waterfront properties, Steuart Investment Company has assembled three properties along South Capitol Street between Potomac Avenue and S Street SW (Parcels 042, 075, and 077) and has expressed interest in future development of the sites.

Although the ballpark has been the main driver of economic development, there are several other new developments in the area that are also catalysts for real estate development in the South Capitol Street Project area. A few of the significant projects that are in the design and construction phases are:

- U. S. Department of Transportation Headquarters
 - 1.3 million square feet office
 - Open 2006
- Southeast Federal Center
 - 1.8 million square feet office
 - 2,800 residential units
 - 160,000 to 350,000 square feet retail
 - 5.5 acre park
 - Initial phase open 2008
- Arthur Capper/Carrollburg Hope VI Redevelopment
 - 1,625 residential public housing, affordable, and market rate units

The new ballpark and other significant developments in the area has generated real estate activity in the South Capitol Street project area. Therefore, development of the seven parcels is imminent.

3.2 Development will limit future transportation choices.

Currently, 4.62 acres of the parcels required for construction of the South Capitol Street Project are vacant, abandoned, or used for storage. Although these parcels may require demolition and environmental remediation prior to construction, the build alternative are feasible options. However, if the vacant and other properties are developed to the level permitted by zoning² prior to the construction of the proposed project, the new bridge alignment and oval alternative is no longer feasible. Therefore, development eliminates future transportation choices.

3.3 Development will significantly increase the cost of the project.

The acquisition of properties for the ballpark site and several recent newspaper articles provide evidence of the rising property costs in the project area. As reported by the Washington Business Journal, “The stadium's early budget for land acquisition jumped from \$21 million to \$98 million to compensate for the neighborhood's increase in

² In October 2002, The Zoning Commission established the Capitol Gateway (CG) Overlay District, intended to create an active mixed-use community in the Buzzard Point and South Capitol Street area. The CG Overlay permits medium to high density commercial, residential, and mixed use development.

property values.”³ The city has offered \$98 million for the 20 acre ballpark site, which two years ago was assessed at \$32 million. One example of cost escalation for the ballpark site properties is city offering \$211 square foot for a single-family residential dwelling and vacant lot, which is a 75% increase over the assessed value. Since most of the 23 landowners have not agreed to sell, the city invoked eminent domain in October 2005 to take the properties.

Properties outside of the ballpark site are also increasing in value. As documented in the Washington Post, one property owner commented that the city offered her about \$188 per square foot while properties to the north are selling for \$350 to \$400 per square foot.⁴ Additionally, the Washington Business Journal reported that a 41,000 square foot parcel on S. Capitol Street near O Street, SW, which was assessed at \$1.4 million could sell for as much as \$8 million.⁵ It is apparent that the ballpark and other developments in the area sparked a great increase in property values and the market points to continued increases in value. This land value price escalation will greatly increase the cost of the South Capitol Street Project since right of way acquisition is necessarily to implement the proposed improvements.

4. Coordination and Public Involvement

Two early coordination/public information meetings were held regarding the need for protective buying for the South Capitol Street Project. The first meeting was held on July 6, 2005, at DDOT’s office and was attended by representatives of the three total-take properties (parcels 037, 041, 074). They were advised of the project requirements and how it affected their properties and given alternative alignments that were available at the time. The meeting agenda, outline, and attendance sheet are available in the Appendix A.

The second meeting was held on August 16, 2005, as a public forum. A notice was published in the Washington Post and other local newspapers of local interest, posted on the Frederick Douglass Memorial (South Capitol Street) Bridge Alignment Study website, and sent by letter to affected landowners. Thirty four people attended this public information meeting at the Frank D. Reeves Municipal Center. All of the landowner’s affected by the proposed advance right of way acquisition program had a representative in attendance. The PowerPoint presentation, notes from the meeting, and a list of attendees are available in Appendix A

Individual coordination meetings have been held with property owners, including:

- January 6, 2006: Meeting with Florida Rock Properties (FRP) Development Corporation, including Davis Buckley architects and District Department of Transportation (DDOT)

³ “Newsmaker of the Year: Washington NationalsWashington,” by Sean Madigan in the Washington Business Journal, December 23, 2005.

⁴ “Battle Brewing for Stadium Tracts,” by David Nakamura in the Washington Post, September 25, 2005.

⁵ “Ballpark-area property in SW pitched for \$8M mixed-use sale,” by Tim Mazzucca in the Washington Business Journal, September 16, 2005.

- April 20, 2006: Meeting with Florida Rock Properties (FRP) Development Corporation, including FRP president, Davis Buckley architects, District Department of Transportation (DDOT)
- October 12, 2006: Meeting with Florida Rock Properties (FRP) Development Corporation, including FRP president, Davis Buckley architects, District Department of Transportation (DDOT), Office of Planning, and Anacostia Waterfront Corporation
- January 3, 2007: Meeting with Heliport current users, District Department of Transportation (DDOT), Anacostia Waterfront Corporation (AWC), and other parties interested in heliport operations in the District. (See Appendix A for a list of meeting attendees and minutes.)

As a result of the meetings and coordination with Florida Rock Properties (FRP) Development Corporation, DDOT submitted a letter describing the coordination for FRP's Planned Unit Development (PUD) Zoning Application and Hearing. See Appendix A for a copy of the letter.

5. Environmental Effects

5.1 Land Use

Current land use for each parcel is included in the Description of the Proposed Action (Section 1). The current land uses on the parcels does not include a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site. Therefore, Section 4(f) consultation is not required. (See Section 5.11 for Historical and Archaeological Resources.)

The action will not necessarily change the current land use of the parcels. The action will not change the current zoning of the parcels. DDOT will not move forward with any project development activities until the South Capitol Street EIS is complete and a Record of Decision (ROD) is issued. In the interim, the parcels may be leased to the current owners or tenants or new tenants. The leasing of properties will follow all applicable District and federal policies, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the DDOT Draft Right of Way Manual.

5.2 Displacements

The action may displace existing tenants on the parcels. Relocation assistance will be provided to all tenants, following applicable District and federal policies, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the DDOT Draft Right of Way Manual.

Based on current use, ownership, and property needs for the project, DDOT identified the following five potential commercial displacements:

Parcel 037

- Industrial warehouse
- Auto repair shop

Parcel 041

- Industrial warehouse

Parcel 077

- Commercial office
- Heliport

No residential displacements will be required. All displacees will be provided relocation assistance, following District and federal regulations.

DDOT has identified several areas for potential relocation of the businesses. The heliport has the most constraints in terms of available areas for relocation given the flight patterns, noise impacts, and accessibility requirements. DDOT is working with the Anacostia Waterfront Corporation (AWC) to identify a location for a new heliport to serve the demands of the current heliport on Buzzard Point and the needs of the National Park Service (NPS) police heliport in Anacostia Park. More specifically, AWC is developing a master plan for the redevelopment of Poplar Point and a plan for relocating the NPS facilities that are currently on site. DDOT and AWC are collaborating to identify a more specific location, most likely within the Poplar Point planned redevelopment area between the Frederick Douglass Memorial Bridge and the 11th St. Bridges. Co-locating the NPS police and the commercial heliport may provide advantages in terms of operations to support heliport use in the District. The current heliport on Buzzard Point will continue operations until a new location (either temporary or permanent) has been determined. Therefore, there will not be any major interruptions in heliport operations or revenue loss due to the inability to operate.

Aside from the heliport, the other businesses on the selected parcels are more flexible, mobile, and pose fewer relocation constraints. The relocations of the industrial warehouses, automotive repair shop, and the commercial office will most likely occur to other areas zoned Medium bulk commercial and light industrial (C-M-2). There might be locations available in the near vicinity of the current location at Buzzard Point. If a relocation cannot occur the near vicinity, DDOT will work with property owners and tenants to find comparable properties within the District. Preliminarily, DDOT identified some areas in the northeastern quadrant of the District that are currently zoned C-M-2 as potential areas for relocation. These areas includes the Bladensburg Road Corridor and the New York Avenue Corridor. Both corridors provide similar access to major freeways and interstates and have similar warehouse structures that can be used for warehousing or garages. The warehousing and automotive uses would match and compliment existing uses in those areas. The commercial office is likely the business that can most easily be relocated in the near vicinity of the existing site, particularly given the expansion of commercial office space as part of the development of the Ballpark District and Near Southeast.

5.3 Social and Economic

The action will may have a negative economic impact on the property owners and tenants. Property owners will be compensated for their property, based on fair market value, following District and federal regulations. All tenants will be provided relocation assistance, following District and federal regulations. The current businesses have few employees that will be impacted by the relocation of their place of employment. Fifteen is a preliminary estimate of the number of employees, based on the land uses. If relocation occurs in the near vicinity, there will be no economic or social impact on the employees. If the businesses must be relocated to another area of the District, the areas will have similar access by various modes of transportation. The areas preliminarily identified in Section 5.2 are between two and four miles from the existing site and have similar vehicular and transit access. Employees will not experience a major hardship due to the relocation and no loss of employment is anticipated. Therefore, the economic impact to property owners, tenants, and employees will not be significant.

The future redevelopment of the area is anticipated to increase the housing supply, employment opportunities, and commercial markets. Although the planned development does not necessarily include the light industrial and warehouse uses that currently exist in the area, there will be more neighborhood serving retail. The automotive repair shop is the only service related commercial use on the parcels selected for protective buying. Given that patrons usually drive to the shop to drop off their vehicle, the relocation will not have a significant impact on current patrons or the community.

5.4 Transportation

The action will not impact transportation, including traffic operations for automobiles, transit, bicyclists, or pedestrians.

5.5 Visual Quality

The proposed action will not impact the visual quality of the area.

5.6 Air Quality

The action will not impact on air quality.

5.7 Noise

The action will not impact on noise levels.

5.8 Energy

The action will not impact energy consumption

5.9 Floodplains, Wetlands, and Water Quality

The action will have no impact on the 100-year floodplain, wetlands, or water quality. Two of the identified parcels are adjacent to the Anacostia River, a navigable water of the U.S. Additionally, portions of these two parcels are included in the 100-year floodplain. However, the action does not involve any work within the floodplain or the river. The action does not require permits under Section 404 of the Clean Water Act.

5.10 Vegetation and Wildlife

The action will not impact vegetation or wildlife.

5.11 Historical and Archaeological Resources

The action will not impact historic resources that are listed in, or potentially eligible, for the National Register of Historic Places (NRHP). The identification of historic resources that are listed in, or potentially eligible, for the National Register of Historic Places (NRHP) took place in 2004 and 2005 as part of the South Capitol Street EIS. The findings were documented in the Technical Memorandum of Architectural/Historic Resources: Preliminary National Register Eligibility Assessment and the subsequent Identification of Historic Architectural Resources as Corrected by Errata, (February 13, 2006). Coordination has occurred with the State Historic Preservation Office (SHPO) for the District of Columbia for the South Capitol Street EIS. In a letter from SHPO dated July 21, 2006, SHPO concurred with conclusions reached in the Identification of Historic Architectural Resources. As documented in the findings, no eligible or listed resource will be affected by protective buying. Therefore, no further Section 106 or Section 4(f) coordination is required.

Protective buying will not disturb or impact any archaeological resources. The action will not impact archaeological resources. Archaeological resources were evaluated as part of the South Capitol Street EIS. No recorded archeological sites occur within the seven parcels or the South Capitol Street EIS study area. The potential for intact archeological deposits was determined to be fairly low. DDOT will not move forward with any project development activities until the South Capitol Street EIS is complete and a Record of Decision (ROD) is issued.

5.12 Hazardous Materials

Given the presence of underground oil storage tanks and former and current industrial uses on the parcels, contaminants in the ground are likely. More information about the potential hazardous materials is available in the Phase 1 Environmental Site Assessment and Contaminated Materials Management Report for the South Capitol Street Bridge Alignment Study (2005) and the Preliminary Environmental Screening Assessment Report for the South Capitol Street Draft Environmental Impact Statement (2006). Below is a summary of the recognized environmental conditions for each parcel. Two of the parcels (074 and 075) have Risk Rating 1 (Highest Risk), meaning there is documented on-site soil or ground-water contamination with no or uncertain resolution. Four of the parcels (037, 041, 042, and 072) have Risk Rating 2, meaning there are potential environmental issues with insufficient information to establish if concern is recognized environmental condition (REC) related to on-site or off-site issues. One of the parcels is Risk Ranking 3, meaning there was known environmental contamination with documented closure.

Parcel 037: Risk Rating 2

- ERNS site with release of 100 gallons of unknown material, reported to be water.
- UST most likely present since vent and fill pipes were noted on the western façade of the subject building.

- Historic auto repair activities and laundry/dry cleaning with potential solvent use.
- Possible off-site impacts from adjacent upgradient GSA Central Field Support Office.

Parcel 041: Risk Rating 2

- Site listed on the UST database with a 1,000 gallon UST permanently out of use.
- Site listed on the ERNS database for a release of waster oil in 1994. Sorbents and booms to contain spill.
- RCRA-SQG listed on the site as Pak-America with compliance directive regarding poor handling of materials listed in 2001
- Suspected five historic tanks (4 fuel oil, 1 gasoline).
- ACM/LBP are suspected in existing building.

Parcel 042 : Risk Rating 2

- Three ASTS present on site during MACTEC's site reconnaissance.
- Seven USTS are listed on the UST database as out of use.
- Site listed on LUST database as Opportunity Concrete Corp., with a No Further Action Letter.
- RCRA generator record keeping violations at the site in 1994 under Opportunity Concrete Corp.
- ACM/LBP are suspected in existing building.

Parcel 072: Risk Rating 2

- Site listed as an active LUST case with monitoring wells present on site.
- Gas tank noted on Sanborn Maps dated 1959, 1977, 1984. May be in relation to the various gas tanks suggested in previous environmental investigations of larger site.
- Possible off-site impact from off-site LUST case.
- ACM/LBP are suspected in existing buildings/structures.

Parcel 074: Risk Rating 1

- Historical Petroleum Tank Farm and RCRA SQG, with large industrial ASTs/USTs located on the property.
- Documented free product (LPH) an elevated petroleum hydrocarbons in soil and ground-water.
- No formal Corrective Action Plan or remediation assessment has been completed.
- Missing DC EHA regulatory directories and files
- ACM/LBP are suspected in existing buildings.

Parcel 075 : Risk Rating 1

- Oil terminal once operated at the facility from approximately 1930-1989, including fuel oil and kerosene. Environmental investigations have been

taking place at the site since 1987 to present. In 1987, monitoring wells were installed and free product was recovered. Site is still considered an open LUST case. All USTs and association ASTs have apparently been removed in 1989.

- ACM/LBP are suspected in existing buildings.

Parcel 077: Risk Rating 3

- Hazardous materials and petroleum products may be present on site in relation to helicopter service/airport facility currently present on site.
- Historical LUST case at the site with soil contamination in relation to beoth USTs and ASTs on site.
- Remediation and removal of soil took place, and the LUST case was closed in 1999.
- ACM/LBP are suspected in existing buildings.

Refined cost estimates for environmental remediation will be assessed as part of the appraisal for each property and will be factored into the fair market value determination. The proposed action will not impact hazardous materials. Environmental remediation is part of the project development process for the South Capitol Street project.

6. Conclusion

It has been determined that the early acquisition of the referenced parcels for the purposes of protective buying in advance of construction activities for the South Capitol Street Bridge will have no significant impacts on urban or community resources or on the natural, human or physical (manmade) environment.

APPROVED BY _____ DATE _____

Mark R. Kehrli, Division Administrator
District of Columbia Division, FHWA

APPROVED BY _____ DATE _____

John Deatrck, Chief Engineer
District Department of Transportation

