

environmental assessment
rehabilitate two NPS-owned marinas

PUBLIC DOCUMENTS
DEPOSITORY ITEM

NOV 3 1981

CLEMSON
LIBRARY

BUZZARDS POINT AND FT. McNAIR MARINAS
BUZZARDS POINT

NATIONAL CAPITAL PARKS-EAST / WASHINGTON D.C.



ENVIRONMENTAL ASSESSMENT

Rehabilitate Two NPS-Owned Marinas
Buzzards Point
Washington, D.C.

National Capital Parks - East
Package 316

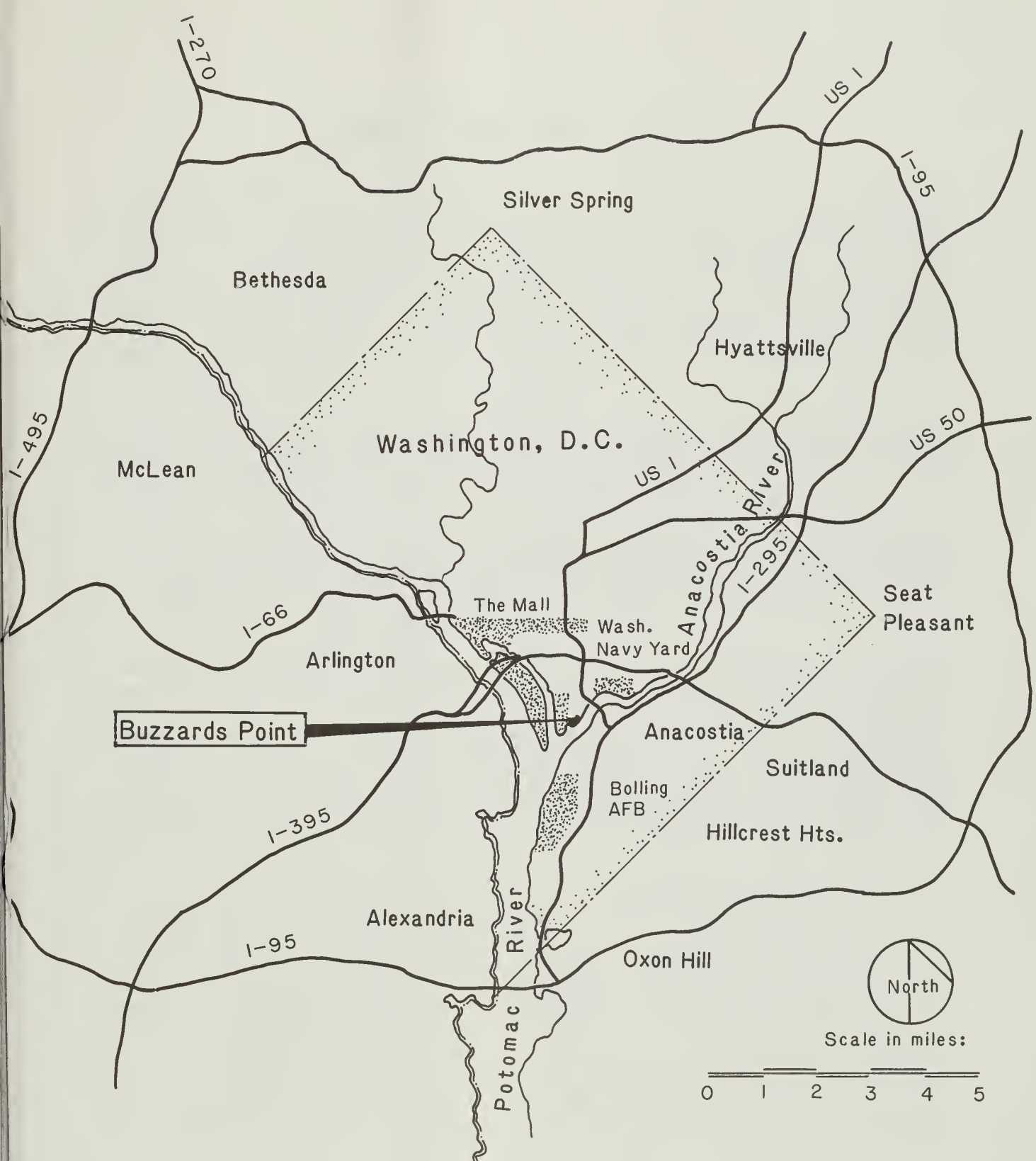
July 1987

CONTENTS

PURPOSE OF AND NEED FOR PROPOSAL	1
BACKGROUND AND DESCRIPTION OF AREA	3
DESCRIPTION OF THE PROPOSAL AND THE ALTERNATIVES	9
Factors Common to All Action Alternatives	9
Alternative 1: The Proposal (Preferred Alternative)	9
Alternative 2	13
Alternative 3	13
Alternative 4	13
Alternative 5	13
Alternative 6	14
ENVIRONMENTAL CONSEQUENCES	23
Compliance and Impacts Common to All Action Alternatives	23
Categorical Exclusions	23
Floodplain and Wetland Compliance	23
Cultural Resources	26
Additional Impacts and Mitigations	26
Comparative Impacts of Proposal and Action Alternatives	28
Impacts of the No Action Alternative	29
CONCLUSION	31
CONSULTATION AND COORDINATION	33
APPENDIX A: FINDING OF NO SIGNIFICANT IMPACT	35
APPENDIX B: EVALUATION CRITERIA	40
APPENDIX C: COST EFFECTIVENESS ANALYSIS OF ALTERNATIVES	41
BIBLIOGRAPHY	43

FIGURES


Location Map	
Existing Conditions (Alternative No. 6)	7
Preferred Alternative (Alternative 1)	11
Alternative 2	15
Alternative 3	17
Alternative 4	19
Alternative 5	21
100 Year Floodplain	24



Location Map

Buzzards Point Marinas

893 & 899 | 40,000
DSC | July '86



Digitized by the Internet Archive
in 2012 with funding from
LYRASIS Members and Sloan Foundation

<http://www.archive.org/details/environmentalass00nati>

PURPOSE OF AND NEED FOR PROPOSAL

The Fort McNair Marina and the Buzzards Point Marina are in southwest Washington, D.C., at the southern end of First and Second Streets. They sit on the west bank of the Anacostia River, near the river's junction with the Washington Channel and the Potomac River. The marinas are situated on four federal reservations which are part of the Anacostia River shoreline parks and are administered by the National Capital Parks - East of the National Capital Region. Both marina operations are managed by concessioners under contract with the National Park Service (NPS).

These facilities have become increasingly unsightly and deteriorated over many years. They now require major renovation, along with work on adjacent NPS reservations in order to safely serve visitors and visually blend with Washington's other scenic shoreline parks.

The site's ragged shoreline shows evidence of erosion and is presently only partially stabilized with an unsightly hodgepodge of walls, poured concrete, asphalt, dumped cobblestones, and rubble. Uniform shore stabilization is needed to improve the area's appearance and reduce further shoreline deterioration.

The onshore areas outside the marinas are not now designed for visitor use and circulation. The lack of visual and functional continuity is largely due to the fact that the NPS reservations are separated by unused street rights-of-way under the jurisdiction of the District of Columbia. Vacant areas are used for unorganized automobile parking, especially Reservation 295. Scrub vegetation grows unchecked on underused and unmaintained areas. The development of walkways and organized landscaping is needed to make these areas attractive and useful to park visitors.

On the water, the marinas' problems include substandard utility systems, unusable slips, weakened pilings, and deteriorated equipment. On land, concrete patches, disorganized parking, unsightly overhead electric wires, derelict buildings, and chain-link fencing all detract from the desired park-like ambiance. A short-term rehabilitation project was recently completed, consisting of upgrading utility systems and repairing or replacing damaged berthings. This work has improved and upgraded utility systems to minimal code levels and has repaired or replaced damaged docks and berthings. However, parking remains inadequate and the appearance and operations of both marinas still need major improvement to fully meet safety codes and optimum marina operations standards. This is particularly true for the fire suppression system.

Since these marinas were first established, the city's population has grown significantly and the metropolitan area population has more than doubled. Increased demand for quality boating facilities has not been matched by new marinas. The recent versions of the D.C. Comprehensive Outdoor Recreation Plan do not address boating facilities,

since all such facilities in the District are federally owned. However, a nearby analysis by the Baltimore Department of Planning in preparation for the Inner Harbor there is instructive. It found that the nationwide demand for boating facilities has leveled since the growth periods of the 1960s. The general market for wet slips is stagnant, but can be increased by clustering marinas near a full array of support services and amenities. Slip rentals vary from \$300 to \$1000 per year--higher rates can drive people to trailer storage. The increasing median income and steady population increase of the Washington metropolitan area suggest a steadily growing market for attractive, well-serviced marinas.

Therefore, the goals of the proposed project are:

- a) To create a quality park environment along a stabilized and attractive shoreline, with adequate vehicle parking, pedestrian access, and circulation.
- b) To provide a land-base for concessioner marina facilities which meet applicable safety codes, accepted marina operations standards, quality standards appropriate to a unit of the National Park Service, and applicable local and federal environmental laws and regulations.

In addition, the National Park Service is recommending full rehabilitation of the water-based marina facilities as the responsibility of the concession operator. The project's stated objectives for marina rehabilitation are:

- moderate expansion of marina capacity
- protection of boats from damaging southwest winds
- appropriate low-water depth for full marina operations
- improved appearance, safety, and utility systems
- full accessibility for handicapped and disabled persons
- convenient, workable fueling and sewage pump-out facilities by the concessioner to increase convenience and improve water quality. (Examples of acceptable pump-out barges are common to other Washington-area marinas.)
- minimizing the build-up of debris within dock areas, and
- minimizing future NPS maintenance responsibilities

These objectives should be included in future concession contract negotiations. The marina concessioners will be responsible for obtaining permits and meeting all compliance requirements for their part of the marina rehabilitation. All plans and construction documents would be subject to approval by the National Park Service.

BACKGROUND AND DESCRIPTION OF AREA

The Fort McNair Marina was first constructed in 1913 as the Corinthian Boat Club. Since then it has been considered one of the Washington area's major commercial boating facilities. Today this marina consists of 170 wet slips, of which 145 are usable for berthing boats ranging in length from 17 to 40 feet. Limited dry land storage is also available for 30 boats. The berthing facilities consist of 3 fixed docks and one floating timber pier. A concrete wall retains the on-shore portion of the marina, an area which contains a small office, an engine repair shop, parking for 50 cars, a comfort station, a 20-ton marine railway, and a concrete launching ramp.

The Buzzards Point Marina was built sometime before 1930 and is primarily a berthing facility that holds 74 boats. Floating dock slips range in size from 18 to 35 feet, with access from the shore by an adjustable gangway. A two-level concrete wall retains the on-shore facilities above the river. This site is narrow and irregular in shape, and includes a small office building, a comfort station, some small boat storage, limited parking, and a winch-operated narrow launching ramp.

In 1978 an NPS Special Marina Study for the Washington, D.C., area was completed. Phase I consisted of a marketing study of marinas along the Potomac and Anacostia Rivers. All of these were then and remain now concession-operated. The Phase II report presented a visual inspection of the physical condition of each marina, proposed alternative plans or rehabilitation, and estimated construction costs for the alternatives. Both Fort McNair and Buzzards Point boating facilities were included in this study, which led to the recent rehabilitation project. Many of the recommendations have also been incorporated in the present proposal.

The project land base consists of four NPS reservations (nos. 295, the two portions of 467, 562, and 629). This area was recently increased by the acquisition of the northern portion of Reservation 467, consisting of 2 acres that was formerly occupied with temporary military buildings associated with the U.S. Army's Fort McNair. These "tempo" contained asbestos, which has recently been removed by the Military District of Washington, U.S. Army Corps of Engineers. PCBs are also present on this site and are being removed by a contractor for the General Services Administration. All hazardous substances will be removed before the site is graded for NPS use.

These NPS reservations are separated from each other by the District of Columbia rights-of-way for V Street, 2nd Street, 1st Street, and Half Street, Southwest (see Existing Conditions Map). The National Park Service is negotiating with the District and the National Capital Planning Commission (NCPC) to have the jurisdiction and title to these rights-of-way transferred to NPS. This would enable NPS to provide full continuity of shoreline park development in accord with the policies and actions outlined in the 1983 Park, Open Space, and Natural Features element of the National Capital Planning Commission's Comprehensive Plan for the National Capital.

One privately-owned parcel of land separates the NPS reservations in front of the Transpoint Building between 1st and 2nd Streets. The National Park Service will undertake negotiations to try to obtain public access to this portion of the shoreline.

The shore area consists of urban land, which has been filled, re-graded, and otherwise disturbed during the 19th and 20th centuries. This is reflected by the debris protruding along the shore. The scrub vegetation which has grown up on the site's undeveloped areas consists of floodplain tree species--dominated by silver maple, red maple, box elder, sumac, mulberry, choke cherry, slippery elm, Tree-of-Heaven, sycamore, and ash.

No federally listed or proposed endangered or threatened plant or animal species have been identified by the U.S. Fish and Wildlife Service as existing within the project area, although transient individuals may pass through.

No significant cultural resources are found within the project area. A preliminary archaeological inspection indicated a low likelihood of significant cultural resources located along the existing disturbed shoreline. The need for additional archaeological study will be determined during the review of the project plans. The concave basin at the Fort McNair Marina is the former location of the mouth of the Washington City Canal, which has since been completely obliterated. Fort McNair itself, adjacent to the project area, has been determined eligible for listing on the National Register of Historic Places.

The marinas are in a fresh-water, but tidal area of the Potomac River estuary system. The waters at the site are largely from the Potomac River, not the Anacostia. Tidal currents help move the Potomac River water into the marina area. The mouth of the Anacostia lies nine miles upstream of the Potomac's mouth in the Chesapeake Bay. The tidal range along the shoreline averages about 3.3 feet, with a period of 12.4 hours. Because of low salinity, ice is common in winter months.

The marinas are exposed to a large expanse of water to the southwest, facing out toward the Potomac River. Consequently, southwest winds bring waves and wave-carried debris into the docks, and have damaged boats. Deposition of this debris is compounded by storms and floods and is particularly bothersome in the concave basin. Both marinas have minor silting problems.

The water of the Anacostia River is poor in quality, and the river sediments have a correspondingly high level of contamination, including heavy metals, trace elements, and chlorinated hydrocarbons. Submerged aquatic vegetation is found in the marina area, but it seems to have drifted largely from other growing areas. Such vegetation is mostly composed of Hydrilla verticillata which may become a problem to marina operations in the lower Anacostia as it has affected marinas nearby in Alexandria, Virginia. The river bottom of the shallow area between 2nd and 1st Streets, Southwest, is covered by cobbles and other stones which

provide attachment sites for vegetation and is, therefore, a valuable aquatic habitat area.

For years considered Washington's "forgotten river," the Anacostia is now the subject of intense study and concern by a broad coalition of agencies, environmental groups, and individuals convinced that it can be improved. Techniques learned during the recent 20-year program for cleaning up the Potomac River can be applied to the Anacostia so that fish once again are safe to eat and the water quality suitable for recreation. The rehabilitation of these marinas and the associated shoreline park can be part of this effort.

The land uses adjoining the site include office buildings, military reservations, and industry (such as the PEPCO Buzzards Point power plant and oil storage tank). No residential communities are located within five blocks of the project. In general, the Buzzards Point peninsula has been a zone of heavy industry since the 19th century.

However, plans have been initiated to de-commission the power plant and join the PEPCO real estate with other adjacent parcels now owned by developers to create a new urban, mixed-use "new town in-town." Re-creating the original L'Enfant street plan for the area and the highlighting the monumental War College buildings and vistas to the rivers--this urban redevelopment project may eventually transform Buzzards Point completely. Such development is now in early schematic stages with the full support of the district government. When built, such urban redevelopment will be enhanced by the shoreline parkland and marinas discussed in this plan.

Future site of Ft. McNair Library — Unsightly, unorganized parking lot.

"temporary buildings" — Intake structure

E
R

unorganized parking



Fort McNair
U.S. Army War College

Underwater cables

Discharge tunnel

FT. McNAIR MARINA

Unsightly repair and storage area

Restroom

Defunct repair ramp and railway

Derelict buildings

Utility lines on Ft. McNair wall

Fixed piers for 145 boats



POINT MARINA

for 74 boats

area

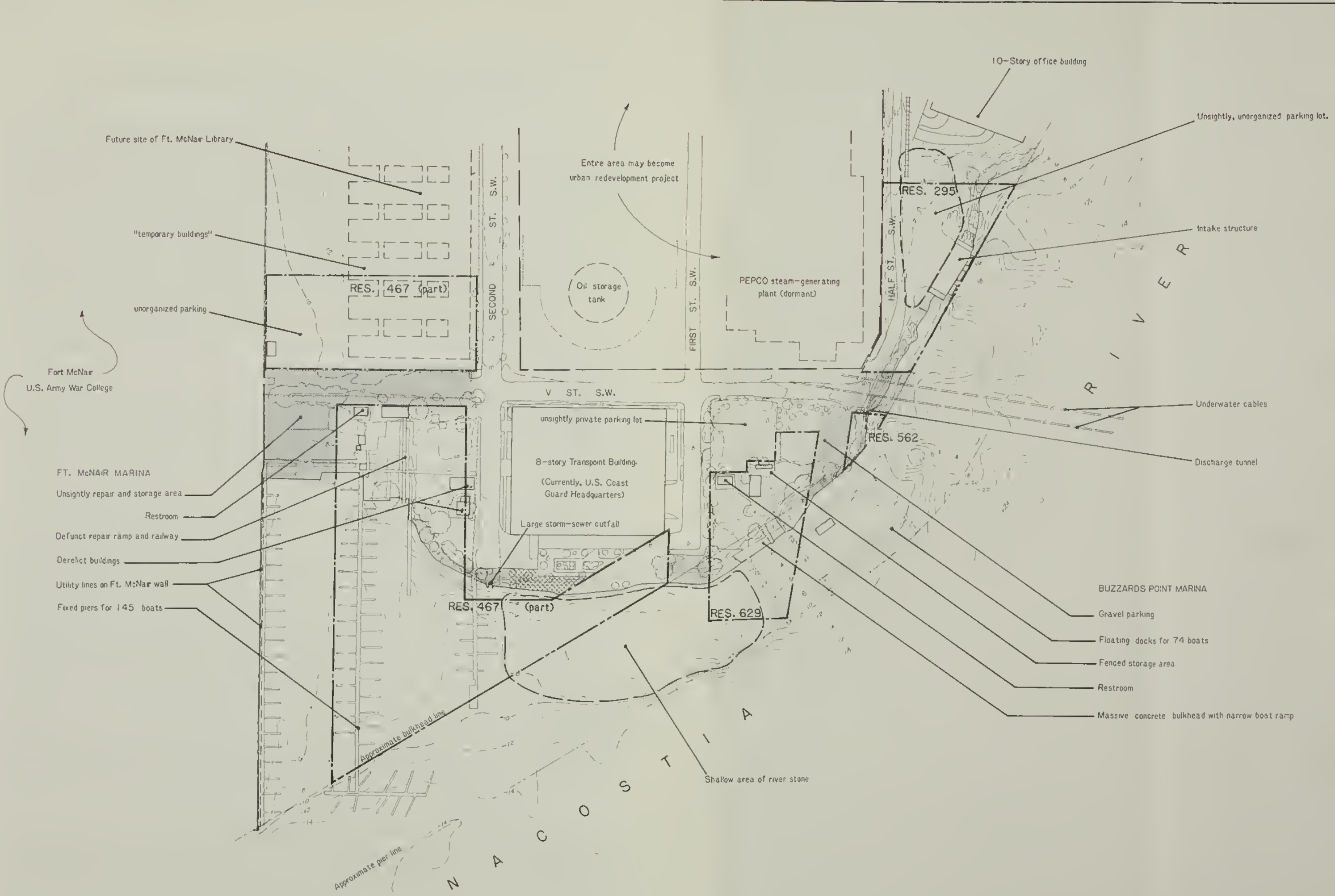
ete bulkhead with narrow boat ramp

LEGEND



-  Private parcel impeding completion of shoreline trail.
-  D.C. street ROWs interrupting public access to shoreline

Sources:
 NPS, "Buzzard Point Marina," 1965, NCR Dwg. No. 19-33.
 NPS, "Buzzard Point Marinas," Topographic Sheets 1 to 12, Dwg. No. B93/41,001, 1984.
 U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.

TITLE OF SHEET		DRAWING NO.	
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899	
		40,001	
Existing Conditions			
National Capital Parks - East			
National Park Service			
United States Department of the Interior			
PKG. NO.	SHEET		
_____	1		
_____	OF 1		



LEGEND

-  Private parcel impeding completion of shoreline trail.
-  D.C. street ROWs interrupting public access to shoreline

Sources:
 NPS, "Buzzard Point Marina," 1965, NCR Owg. No. 19-33.
 NPS, "Buzzard Point Marinas," Topographic Sheets 1 to 12, Owg. No. 893/41,001, 1984.
 U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.



TITLE OF SHEET		DRAWING NO
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899 40,001
Existing Conditions		
National Capital Parks - East National Park Service United States Department of the Interior		
PKG NO	SHEET	
	1	
	OF 1	

DESCRIPTION OF THE PROPOSAL AND THE ALTERNATIVES

FACTORS COMMON TO ALL ACTION ALTERNATIVES

All five action alternatives provide for the development of an attractive parkland edge along the Buzzards Point waterfront. This includes shoreline stabilization (using combinations of seawall, rip-rap, or similar structures); public access to and circulation along the entire project waterfront; a public fishing facility; off-street parking (in a ratio of at least one parking space for every two boat slips); installation of underground utilities; comprehensive upgrading of the fire suppression system; securable equipment storage yards; securable parking; appropriate plantings (and preservation of most of the site's existing vegetation); elimination of the boat ramps and repair yards; and retention of the existing restroom buildings. In all of the action alternatives, the recently acquired parcel north of the Fort McNair Marina would be used for automobile parking.

With the possible exception of the public fishing pier and boardwalk between First and Second Streets, all NPS development and rehabilitation will stop at the water's edge. The NPS will be responsible for either contracting the land-based development or making other arrangements for its construction. The land-based park facilities would be able to stand alone as part of the city's shoreline park system in the event that the marina operations should be discontinued at some future time.

The plan does show a recommended configuration for the water-based recreational boating facilities to be developed by the concession operators. However, the actual layout of docks and slips will be determined by the concessioners, with NPS approval. For purposes of safety and security, the land-based development is designed to connect to each marina at one principal access gangplank. In addition, provision can be made for small emergency exit connections between the docks and the shore. A floating breakwater is also recommended to protect boats from violent southwest winds. A new gas dock at the Fort McNair Marina and the water-based portions of the utility and fire-suppression systems will be installed at the rehabilitated marinas. Future maintenance of all the water-based facilities, sewage disposal from the boats, and maintenance of much of the park's land base will also be the concession operators' responsibility.

To optimize the improvements at the marinas, a series of evaluation criteria (Appendix B) were established. Each alternative was then measured against these criteria. The preferred alternative optimizes all of the desired factors.

ALTERNATIVE 1: THE PROPOSAL (PREFERRED ALTERNATIVE)

This layout retains the general arrangement of the marinas and could be operated by either one or two marina concessioners. The total number of boat slips could potentially increase to a maximum of 430 (a 75% increase

from the existing condition). The parking area north of V Street would contain 200 spaces, with a total site capacity of 257 cars.

The proposal would stabilize the shoreline with a combination of seawall and rip-rap. The nearly vertical seawall would allow for maximum use of the narrow band of available parkland while allowing adequate draft for boating and docks up to its face. The face of the seawall would be sloped back enough to dissipate wave energy, reducing wave reflection, and preventing local scour. The seawall would also provide continuity with the visual definition established by the nearby walls at East Potomac Park and Fort McNair. In the Fort McNair Marina basin, the shoreline would form rounded corners to facilitate flushing of the basin by currents. The base of the seawall would lie at or behind the mean high water level to avoid introduction of fill into the river. The foundations of the seawall would be deep enough so as not to be exposed during low tide. The rip-rap, also, would be held as closely as possible to the present shoreline to minimize filling into the river.

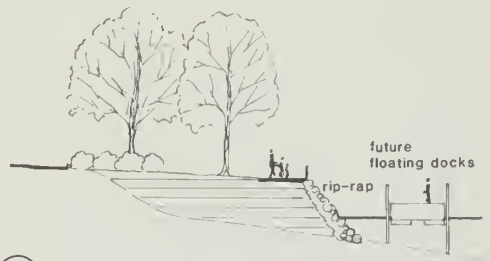
The concessioner-installed dock system would include a floating breakwater to reduce siltation and boat damage, especially from southwesterly storm winds. It would not be permanent, nor would it impede navigation. In addition, the concessioner is encouraged to provide a gas dock and a marina support facility, with office, ship's store, and snack bar (similar in size and operation to that at the Columbia Island Marina along the George Washington Memorial Parkway).

Public access to the entire shoreline would be provided by a shoreline promenade walkway extending from the Fort McNair Marina to the eastern end of the site. (In the future it may connect to an intra-city Anacostia River trail system.) The areas adjoining the promenade would be landscaped to create shade and a park setting for visitors. The promenade and landscaping would continue across the rights-of-way for V Street, 2nd Street, 1st Street, and Half Street. Between 1st and 2nd Streets, a boardwalk would be used to provide continuity around the privately owned parcel, if public access to that parcel is not possible when construction of the promenade occurs.

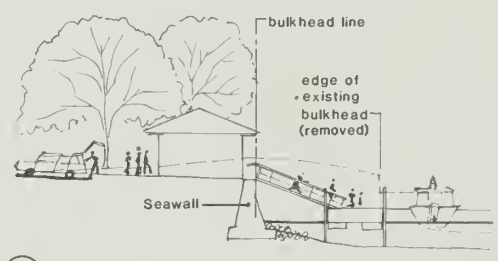
A public fishing facility would be incorporated at the eastern end of the site, either on a new pier structure or by using the masonry platform of the existing PEPCO intake structure. Use of the PEPCO structure would be contingent on its availability. The fishing pier would be fully accessible for the disabled.

The alternatives discussed below were also considered during the course of the project, but were not considered preferred since they do not maximize the desired criteria within the projected available funds. Each is briefly described.

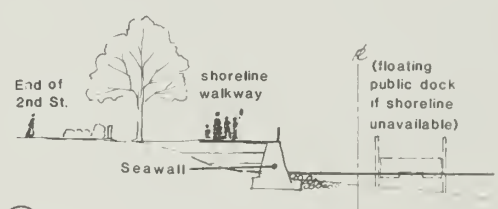
Cross-Sections



(A) Shoreline Walkway above Rip-Rap

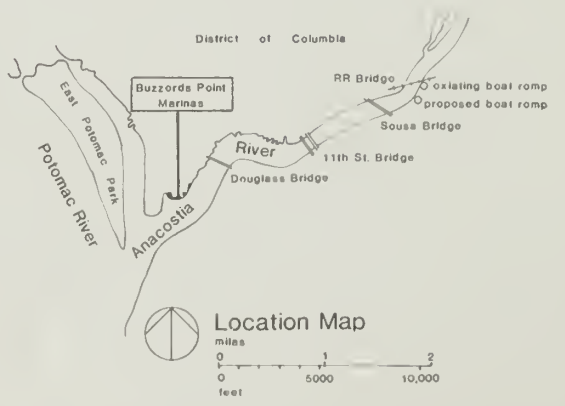


(B) Seawall at Marina Gangway



(C) Shoreline Walkway (depending on available land)

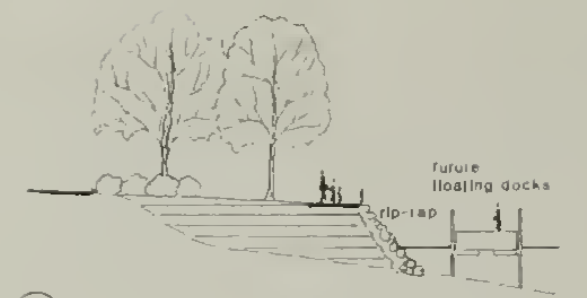
- Ft. McNair
- U.S. Army War College
- fishing pier (public fishing structure terrace.)
- Marina parking (200 cars)
- Existing restroom
- Fenced storage area (with partial canopy covering)
- Ft. McNair Marina
- load/unload area (10 cars)
- Emergency Dock Exit
- Marina office, store, and snack bar
- Controlled entrance to marina docks
- Rip-rap shoreline protection
- 260 to 340 slips
- Gas Dock



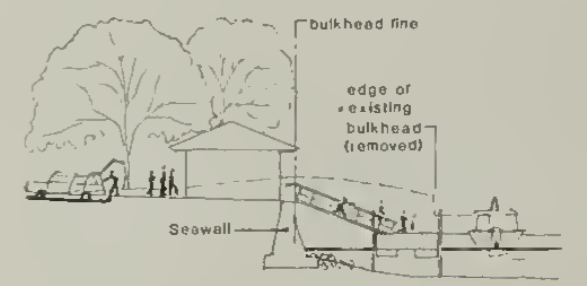
(Floating breakwater with energy dissipator)
 rev. May '87
 rev. Feb. '87
 rev. July '86 Approved as revised by NCR Regional Director, memo dated June 3, 1986.

Sources:
 NPS, "Buzzard Point Marina," 1965, NCR Dwg. No. 19-33.
 NPS, "Buzzard Point Marinas," Topographic Sheets 1 to 12, Dwg. No. 893/41,001, 1984.
 U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.

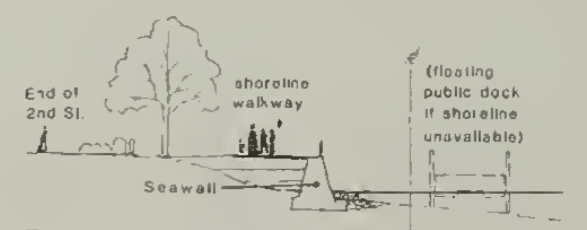
DESIGNED Elkinton	SUB SHEET NO.	TITLE OF SHEET Two Marinas at Buzzards Point, Washington, D.C.	DRAWING NO. 893 & 899 40,002
DRAWN Elkinton		Preferred Alternative	PKG. NO. 316
CHECKED <i>[Signature]</i>	DATE Feb/86		SHEET 1
		National Capital Parks - East National Park Service United States Department of the Interior	OF 1



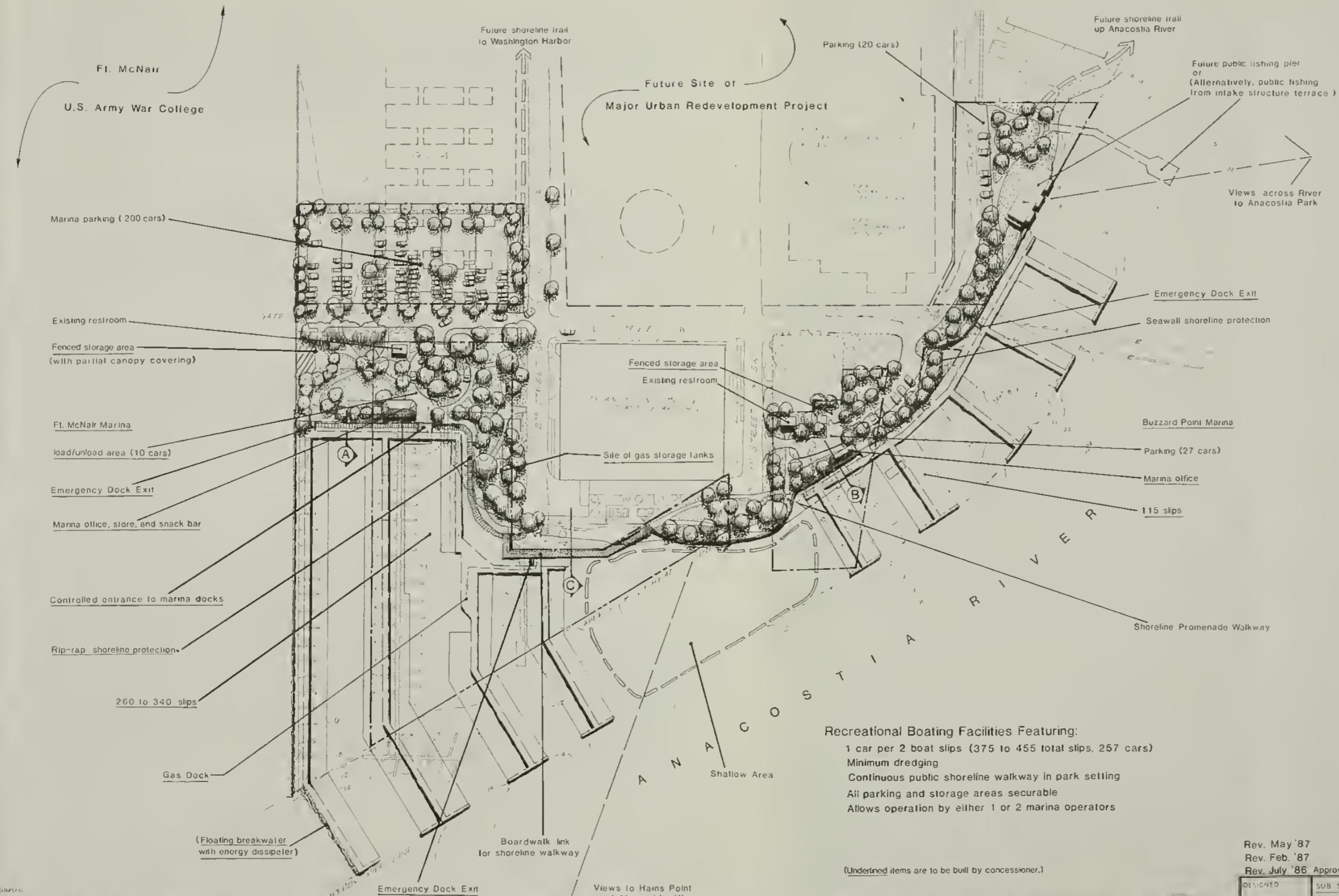
A Shoreline Walkway above Rip-Rap



B Seawall at Marina Gangway

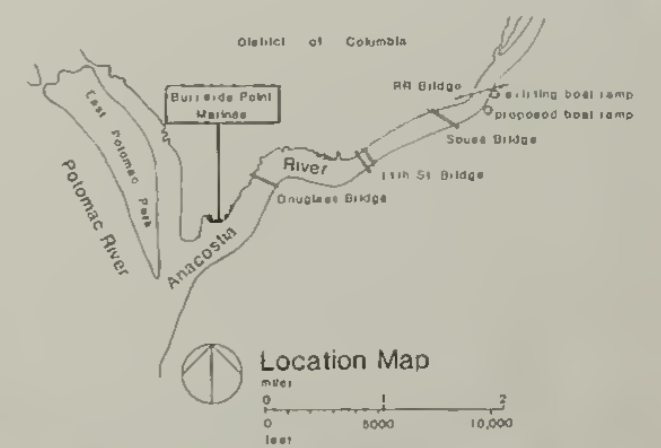


C Shoreline Walkway (depending on available land)



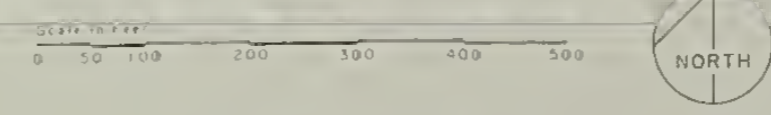
Recreational Boating Facilities Featuring:
 1 car per 2 boat slips (375 to 455 total slips, 257 cars)
 Minimum dredging
 Continuous public shoreline walkway in park setting
 All parking and storage areas securable
 Allows operation by either 1 or 2 marina operators

(Underlined items are to be built by concessioner.)



DESIGNED Elkinton	SUB SHEET NO.	TITLE OF SHEET Two Marinas at Buzzards Point, Washington, D.C.	DRAWING NO. 893 & 899 40,002
DRAWN Elkinton		Preferred Alternative	PKG NO. 316
TECH. REVIEW		National Capital Parks - East National Park Service United States Department of the Interior	SHEET 1
			OF 1

Source:
 NPS, "Buzzards Point Marina," NCR Draw. No. 118-84
 NPS, "Buzzards Point Marinas," Topographic Sheets 1 to 12,
 Draw. No. 893/41,001, 1984.
 U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.



ALTERNATIVE 2

This alternative is similar to alternative 1, and could also be operated as one or two marinas. This alternative increases the number of parking spaces to 295 and has the potential for 370 boat slips. All of the shoreline, except the extreme eastern end, would be stabilized by a seawall. The Fort McNair Marina would include a site for a restaurant, and some parking immediately adjoining it.

ALTERNATIVE 3

This alternative features only one marina with a potential for 300 boat slips. Parking would be provided for 248 cars, almost all in the lot north of V Street. The present Buzzards Point Marina site would be transformed into a park containing the public fishing pier. Shoreline stabilization would be accomplished with rip-rap, except for the seawall at the far western end of the site, where the marina docks adjoin the land.

ALTERNATIVE 4

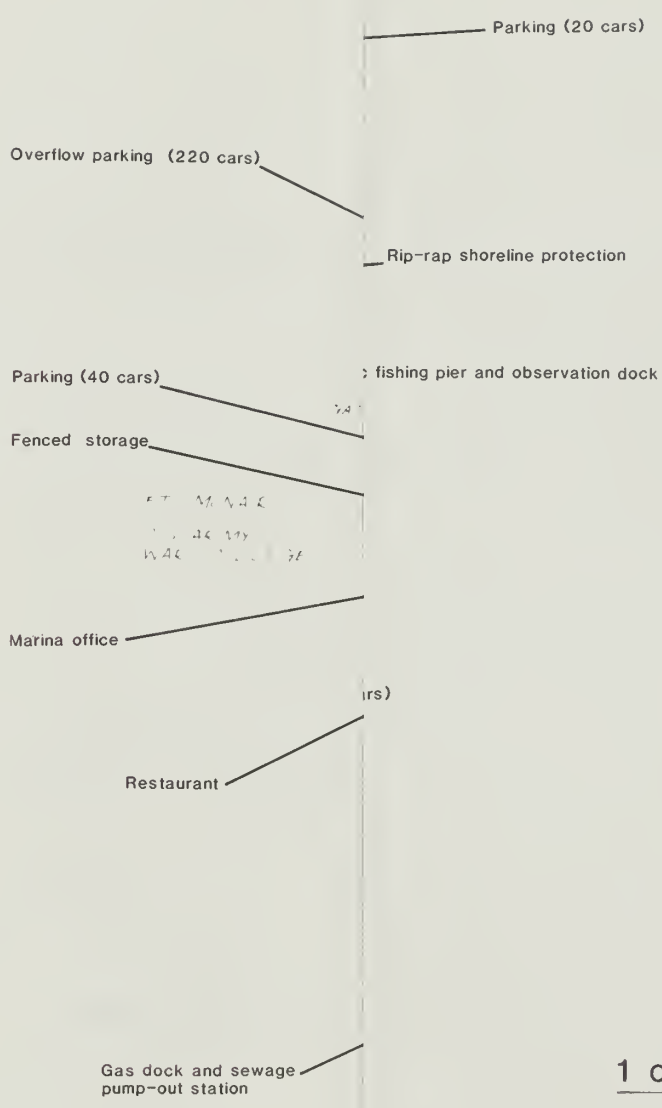
In this alternative the two marinas would be separated by a park with the fishing pier at the foot of 2nd Street. Parking would be included at each marina so that the parking lot north of V Street would likely be used only for peak-use overflow. This alternative would provide for a total of 384 boat slips and 223 parking spaces. The shoreline stabilization is the same as in alternative 2, with seawall along the whole site except at the extreme eastern end.

ALTERNATIVE 5

This alternative is similar to alternative 4 in which the two marinas would be separated by the public fishing pier. However in this case, the pier would be closer to 1st Street. This alternative provides a scheme that could be implemented in the event that neither jurisdiction nor title to the District of Columbia rights-of-way can be obtained by NPS. The development would occupy only the NPS reservations, crossing from one to another by simple informal trail connectors. At the foot of 2nd Street this connection would be made using a boardwalk to skirt the adjoining private land. The shoreline stabilization would be a combination of seawall and rip-rap, but would also avoid any construction in those areas not in NPS reservations. Only minimal parking would be provided near the marinas, with most located in the lot north of V Street. This alternative would provide a total of 346 boat slips and 178 parking spaces.

ALTERNATIVE 6

The no action alternative continues the existing management practices at the site. Boat, site, and utility repairs would continue on a piecemeal basis, with no comprehensive program for upgrading either the land-based or water-based facilities. Structures and facilities would continue to violate health and safety codes, and eventually be closed for public use. In the long term, such conditions will cost the federal government significant sums without providing the current levels of public use.

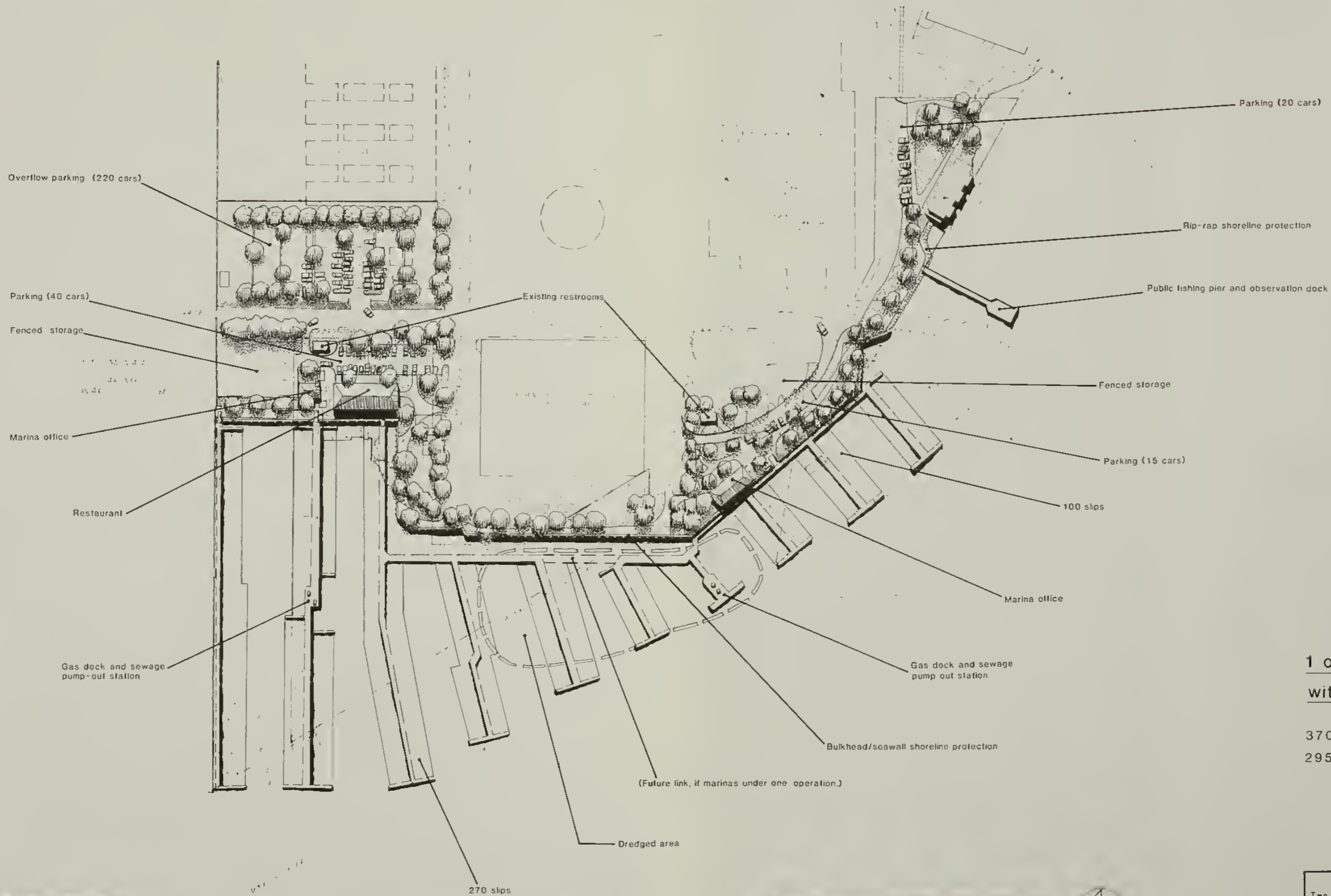


1 or 2 marinas:
with restaurant site

370 boating slips
 295 parking spaces

Sources:
 NPS, "Buzzard Point Marina," 1965, NCR Dwg. No. 19-33.
 NPS, "Buzzard Point Marina," Topographic Sheets 1 to 12.
 Dwg. No. 893/41,001, 1984.
 U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.

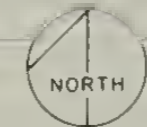
TITLE OF SHEET		DRAWING NO.	
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899	
		40,003	
- Alternative No. 2			
National Capital Parks - East			
National Park Service			
United States Department of the Interior			
PKG. NO.	SHEET		
	1		
		OF 1	



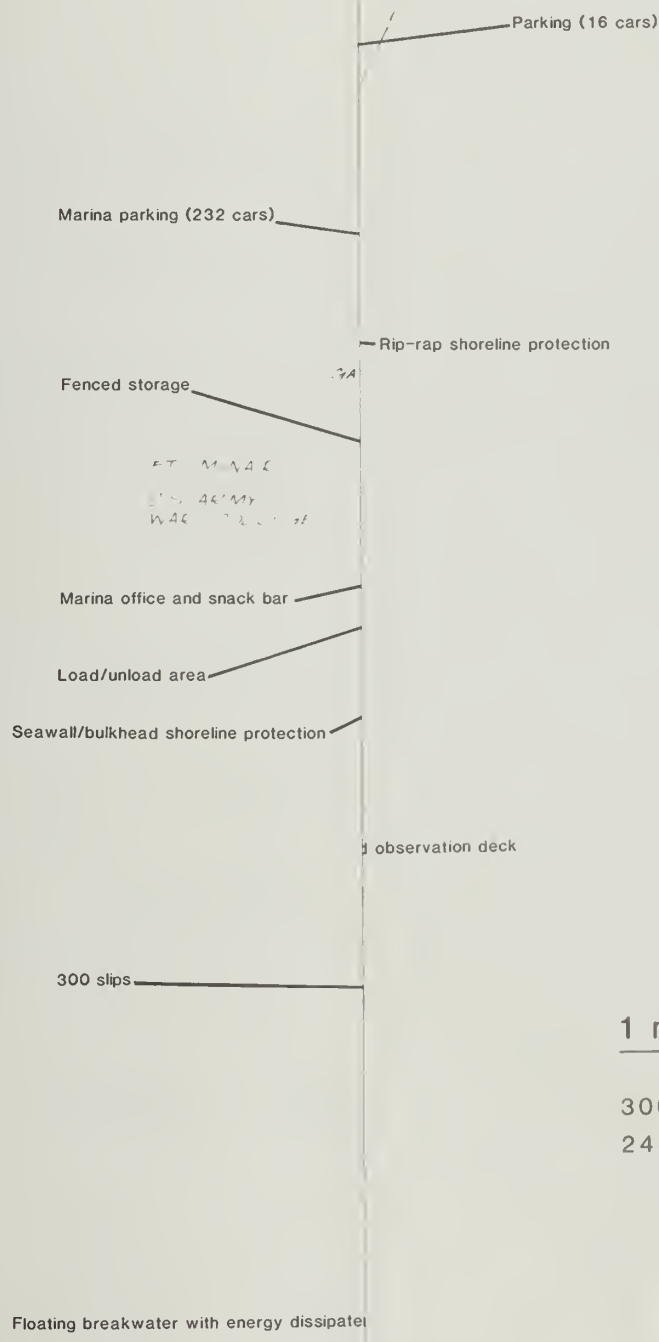
1 or 2 marinas:
with restaurant site

370 boating slips
295 parking spaces

Sources:
NPS, "Buzzard Point Marina," 1965, NPS Reg. No. 13-001.
NPS, "Buzzard Point Marina," Topographic Sheets 1 to 12, Reg. No. 893/41,001, 1984.
U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
Field Observation, Dec. 1985.



TITLE OF SHEET		DRAWING NO
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899
		40,003
-Alternative No. 2 National Capital Parks - East National Park Service United States Department of the Interior		PKG. NO.
		SHEET
		1
		OF 1



ET MAKE
 15. 40' My
 WAC 2 x 2 x 1/2"

1 marina: all remote parking

300 boating slips
 248 parking spaces

Sources:

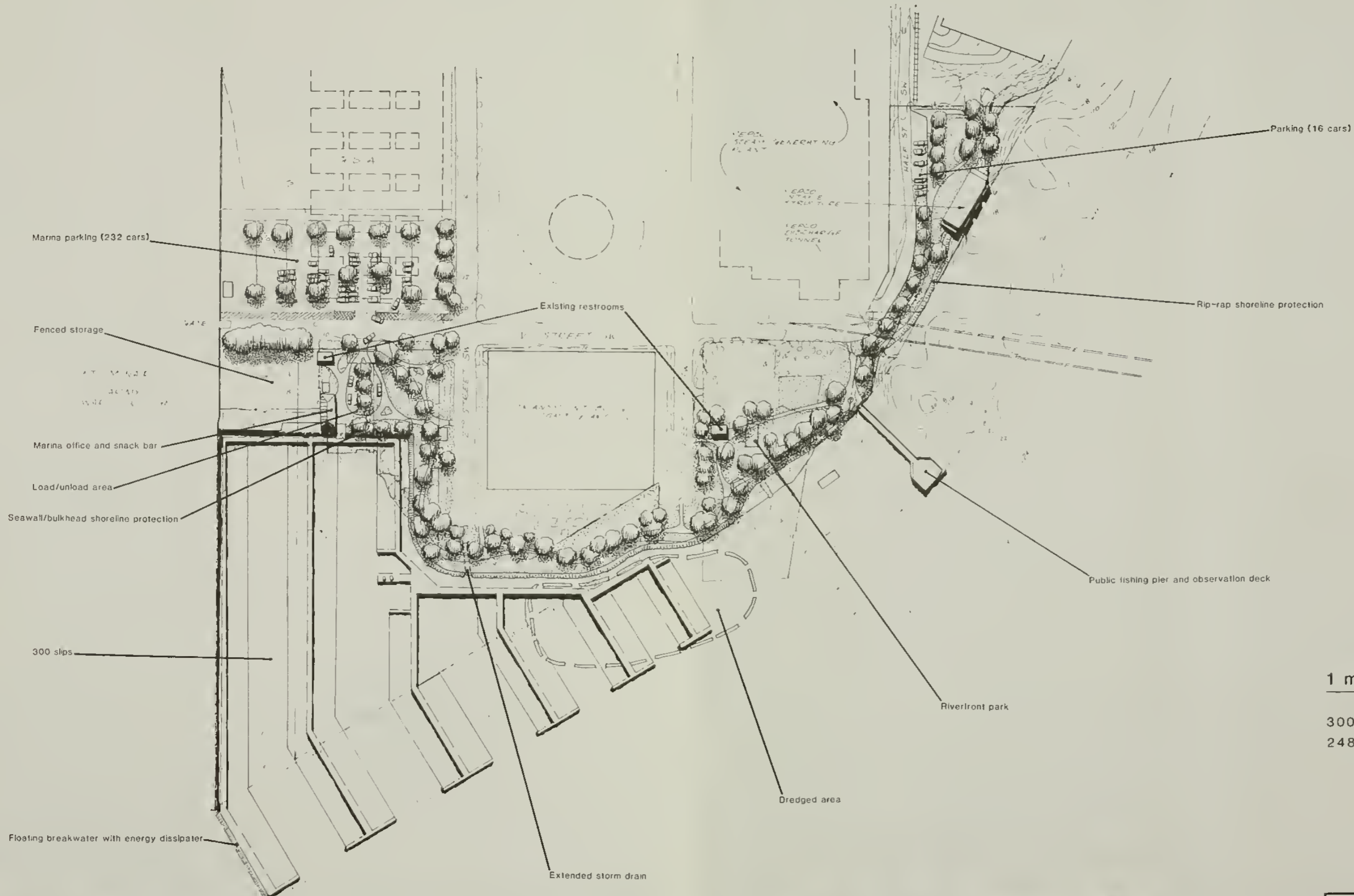
NPS, "Buzzard Point Marina," 1965, NCR Dwg. No. 19-33.

NPS, "Buzzard Point Marinas," Topographic Sheets 1 to 12, Dwg. No. 893/41,001, 1984.

U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).

Field Observation, Dec. 1985.

TITLE OF SHEET		DRAWING NO	
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899 40,004	
Alternative No. 3			
National Capital Park - East National Park Service United States Department of the Interior			
PKG NO.	SHEET		
—	1		
—	OF 1		



Parking (16 cars)

Rip-rap shoreline protection

Public fishing pier and observation deck

Riverfront park

Dredged area

Extended storm drain

Marina parking (232 cars)

Fenced storage

Marina office and snack bar

Load/unload area

Seawall/bulkhead shoreline protection

300 slips

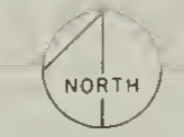
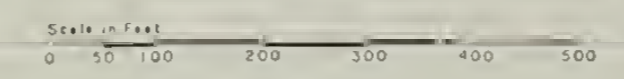
Floating breakwater with energy dissipater

Existing restrooms

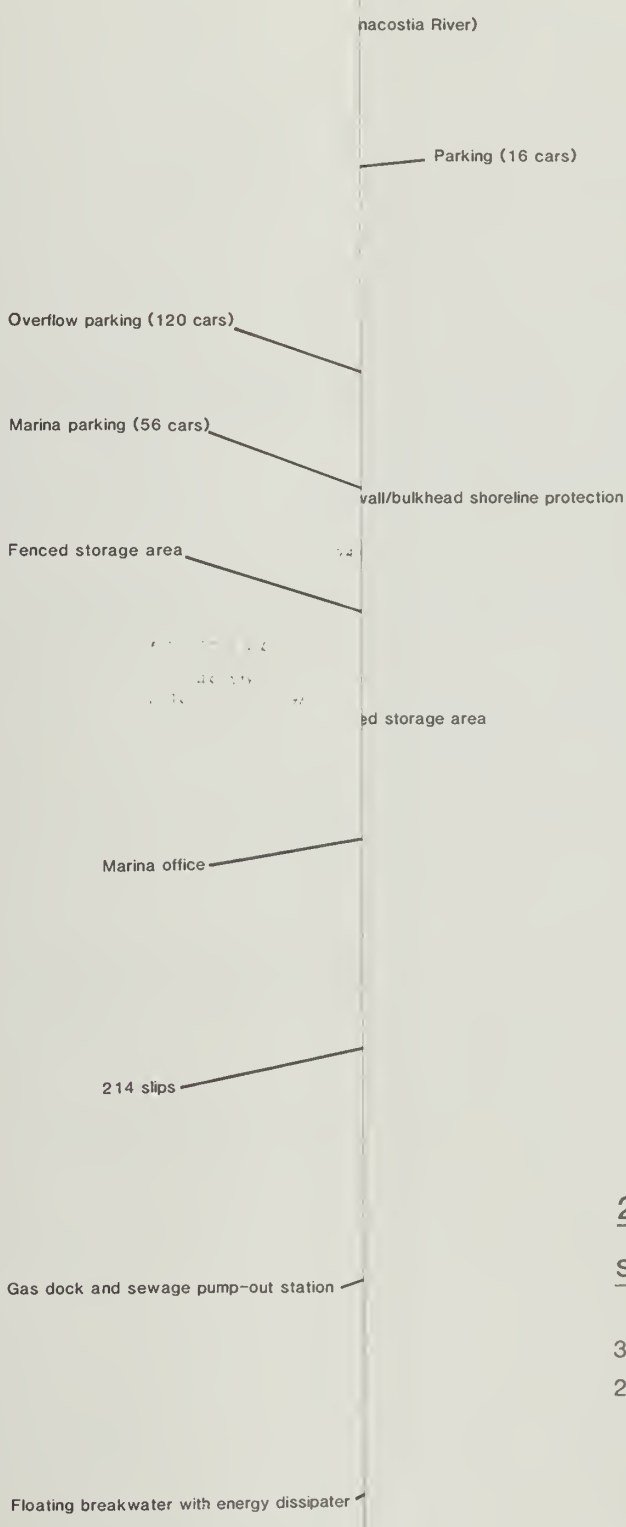
1 marina: all remote parking

300 boating slips
248 parking spaces

Sources:
NPS, "Buzzard Point Marina," 1965, NCR Desg. No. 19-33.
NPS, "Buzzard Point Marina," Topographic Sheets 1 to 12, Desg. No. 893/41,001, 1984.
U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
Field Observation, Dec. 1985.



TITLE OF SHEET		DRAWING NO	
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899 40,004	
Alternative No. 3			
National Capital Parks - East National Park Service United States Department of the Interior			
PKG. NO.	SHEET		
	1		
			1
			OF 1

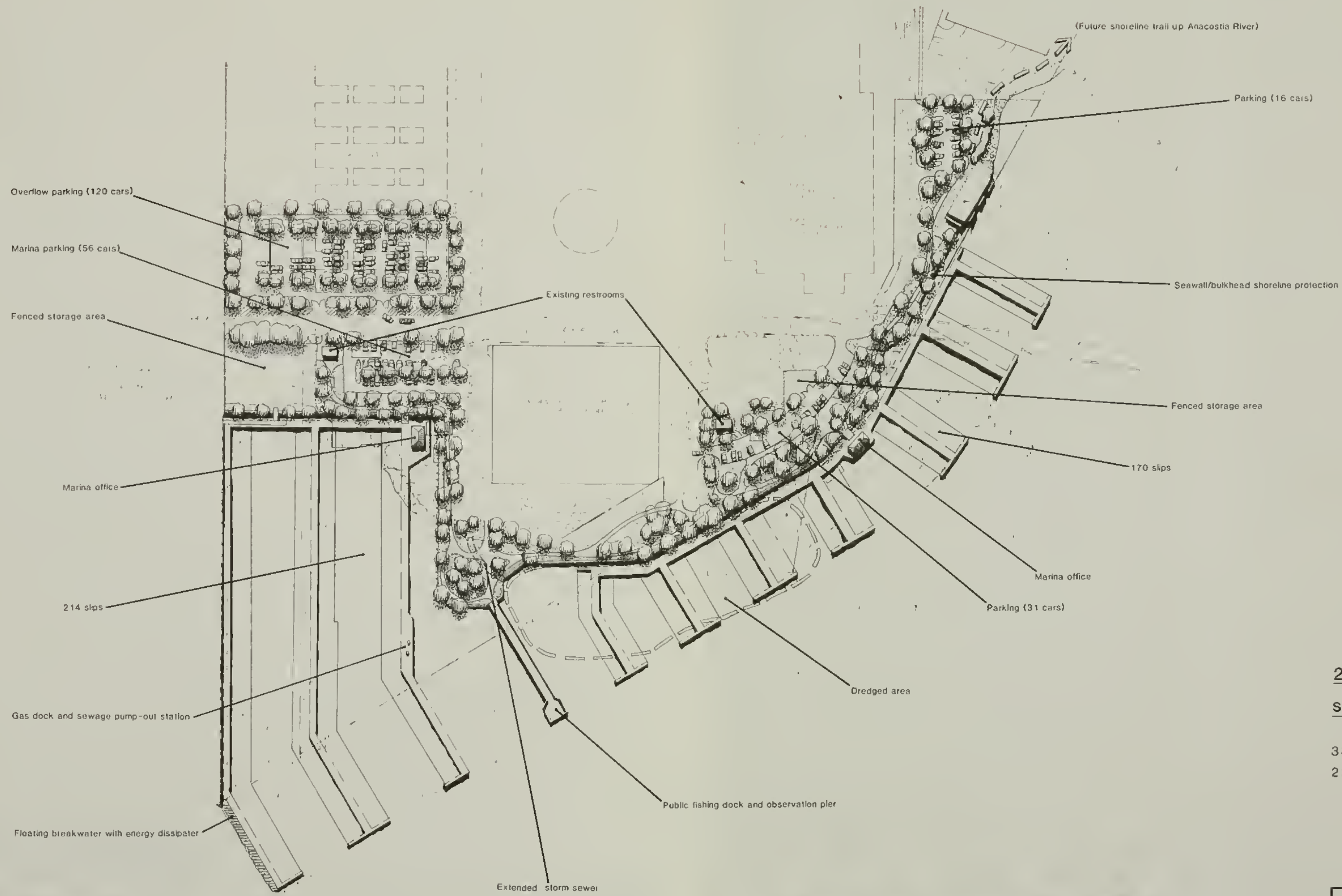


2 marinas:
some waterfront parking

384 boating slips
 223 parking spaces

Sources:
 NPS, "Buzzard Point Marina," 1965, NCR Dwg. No. 19-33.
 NPS, "Buzzard Point Marina," Topographic Sheets 1 to 12, Dwg. No. 893/41,001, 1984.
 U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.

TITLE OF SHEET		DRAWING NO
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899 40,005
Alternative No. 4		
National Capital Parks - East National Park Service United States Department of the Interior		PKG. NO.
		SHEET
		1
		OF 1



2 marinas:
some waterfront parking

384 boating slips
 223 parking spaces

Sources:
 NPS, "Buzzard Point Marina," 1965, NCP Des. No. 19-33.
 NPS, "Buzzard Point Marina," Topographic Sheets 1 to 12,
 Des. No. 893/41,001, 1984.
 U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.



TITLE OF SHEET		DRAWING NO.
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899 40,005
Alternative No. 4		
National Capital Parks - East		PKG. NO. SHEET
National Park Service		
United States Department of the Interior		1 OF 1

Marina parking (148 cars)

slip shoreline protection

Fenced storage

(cars)

Load/unload area (10 cars)

Marina office

240 slips

Floating breakwater with energy dissipater

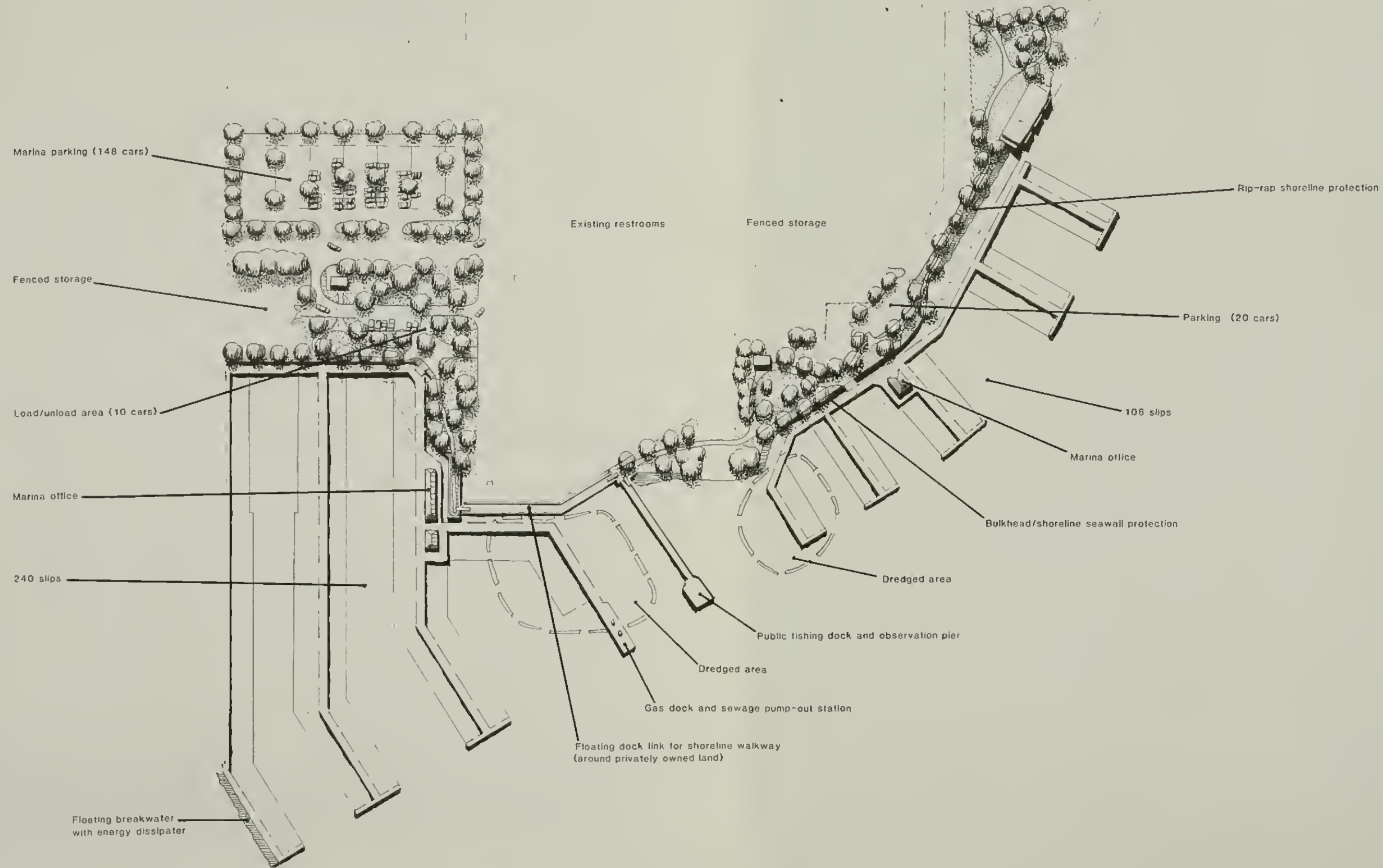
2 marinas:
using only existing NPS land

346 boating slips
178 parking spaces

Sources:

- NPS, "Buzzard Point Marina," 1965. NCR Dwg. No. 19-33.
- NPS, "Buzzard Point Marinas," Topographic Sheets 1 to 12. Dwg. No. 893/41,001, 1984.
- U.S. Engineer Office, "Anacostia River Harbor Lines," 1926 (rev. 1939).
- Field Observation, Dec. 1985.

TITLE OF SHEET		DRAWING NO	
Two Marinas at Buzzard Point, Washington, D.C.		893 & 899	
		40,006	
Alternative No. 5			
National Capital Parks - East			
National Park Service			
United States Department of the Interior			
PKG NO	SHEET		
	1		
		OF 1	



2 marinas:
using only existing NPS land

346 boating slips
 178 parking spaces

Source:
 NPS, "Buzzard Point Marina," 1963, HCR Dwg. No. 12-13
 NPS, "Buzzard Point Marina," Topographic Sheets 1 to 12,
 Dwg. No. 893/41,001, 1984
 U.S. Engineer Office, "Anastasia River Harbor Lines," 1926 (rev. 1939).
 Field Observation, Dec. 1985.



TITLE OF SHEET		DRAWING NO
Two Marinas at Buzzards Point, Washington, D.C.		893 & 899
Alternative No. 5		40,006
National Capital Parks - East		PKG NO
National Park Service		SHEET
United States Department of the Interior		1
		OF 1

ENVIRONMENTAL CONSEQUENCES

COMPLIANCE AND IMPACTS COMMON TO ALL ACTION ALTERNATIVES

This section addresses compliance requirements for the proposed land-based development adjoining the marinas. Compliance needs for future proposals relating to water-based facilities will need additional assessment by the concession operators once they have been designed.

Categorical Exclusions

Many of the component actions proposed or described in the alternatives of this assessment qualify as actions categorically excluded from further compliance with the National Environmental Policy Act (NEPA). National Park Service NEPA implementing procedures described in Part 516 of Department of Interior Manual 6, Appendix 7.4, Section C, list a number of categorically excluded actions pertinent to these marina projects:

(8) Replacement in kind of minor structures with little or no change in location, capacity, or appearance.

(16) Installation of underground utilities in previously disturbed areas.

(17) Construction of minor structures, including small parking lots, in previously disturbed or developed areas.

(18) Construction and/or rehabilitation in previously developed areas to meet health and safety regulations, including handicapped access.

(19) Landscaping in previously disturbed areas.

Remaining proposed actions which do require environmental assessment include the following, and are discussed below:

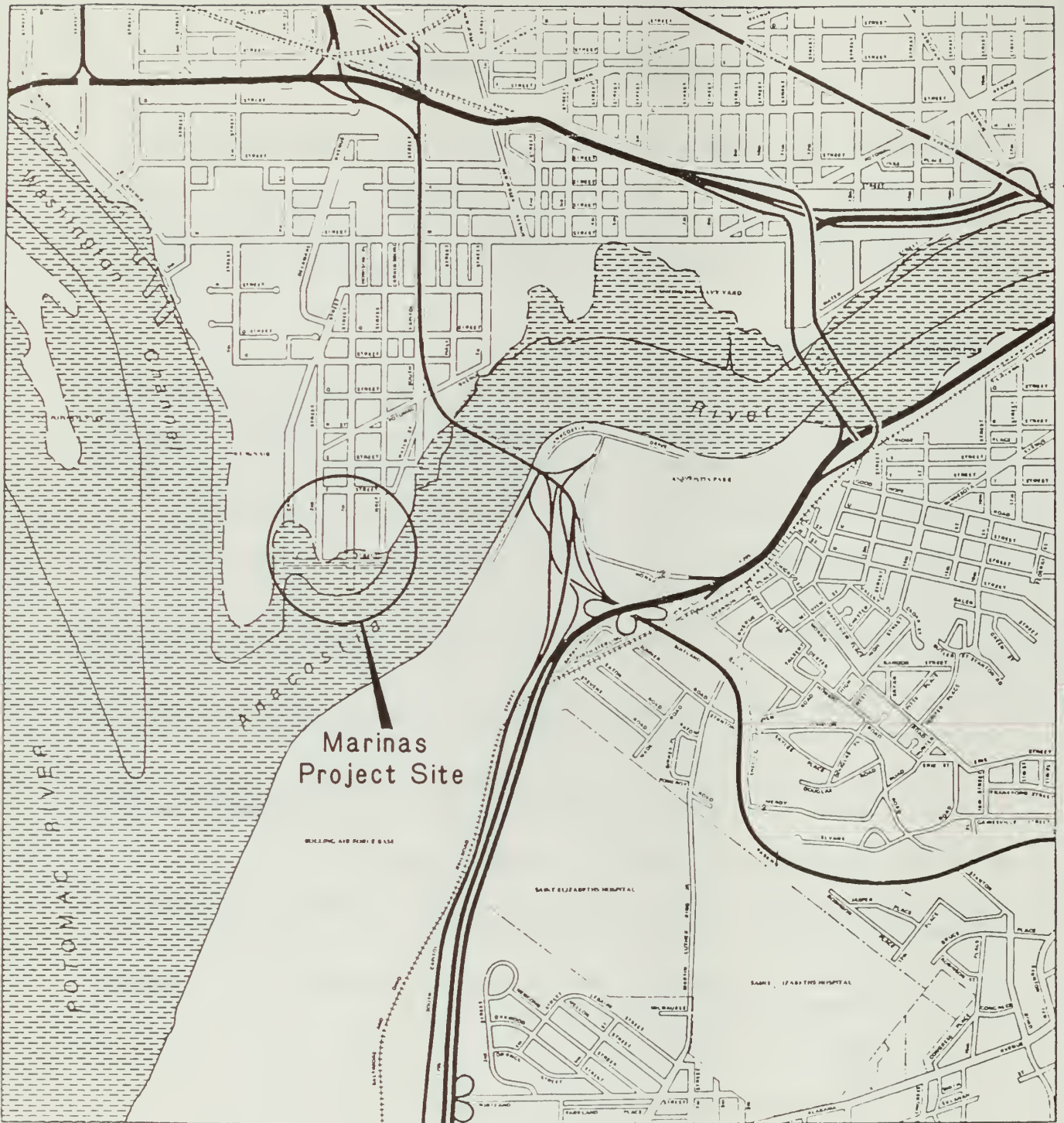
a) Shoreline stabilization with seawall or revetment, and associated cut, fill, or regrading of shore.

b) The public fishing pier.

c) Land-based marina facility operations.

Floodplain and Wetland Compliance

The project area is located within the 100-year floodplain of the Anacostia River and, therefore, plans for it must comply with Executive Order 11988, "Floodplain Management." National Park Service guidelines for implementing the executive order state that actions which are functionally dependent upon water, including marinas, docks, and piers, may be



FIA BASE (100-YEAR) FLOODPLAIN

SURFACE WATER FEATURES

100 - year Floodplain
Buzzards Point Marinas



excepted from compliance with this executive order. Other actions listed in the guidelines, which may be excepted from compliance with the executive order, include foot trails, small parking lots, landscaping, and internal roads. All construction in the floodplain, including replacement of existing marina buildings, installation of utilities, landscaping, paving, and shoreline stabilization, will include sediment and erosion controls to minimize short-term increases in sedimentation. Standard measures include silt fences, hay bales, temporary dikes, sediment traps, and immediate re-seeding.

The proposed boat fueling facility with underground storage tank would restore a previous function of the marina. Lack of a fuel service here would seriously impair the function of a marina of the size proposed. Pumping limitations prevent extending the pipe length to a tank located outside the floodplain. As an essential component of the marina, the fuel system is considered among those facilities functionally dependent upon water and is, therefore, excepted from compliance with the executive order.

However, in recognition of potential problems that could be associated with the storage of fuel, the best available technology will be employed to minimize the potential for the occurrence of leaks or other accidents. Design, construction, and management of the underground tank will comply with the Environmental Protection Agency's interim guidelines, which implement the requirements of the 1984 amendments to the Resource Conservation and Recovery Act. When the District of Columbia develops regulations (scheduled for completion in early 1988), they will have to be followed. This tank will require corrosion protection, structural integrity, and anchoring to prevent floating. A D.C. building permit and fire department review and inspection will be required. In addition, a double-walled tank with a built-in monitoring system will be installed to maximize floodplain protection.

If any backfill is required in the floodplain, it must be obtained from a clean upland site. Any excavated unsuitable materials--such as concrete, asphalt, or slag--would be disposed off-site at an approved location.

The site's only identifiable wetland is the inter-tidal zone of the Anacostia River, which is classified by the U.S. Fish and Wildlife Service as "riverine unconsolidated bottom." The shoreline stabilization techniques affecting this area are excepted from compliance with Executive Order 11990, "Protection of Wetlands" as actions functionally dependent upon water. This wetland would not be significantly affected by any of the proposed alternatives, since the seawalls would be constructed at or behind the level of mean high water. Rip-rap would also be held approximately at the present shoreline. The rip-rap encroaching in the water would provide a rocky habitat with attachment sites for plants and recesses for fish refuge.

Where the shore is being pulled landward by the removal of the existing concrete along the shoreline (including the boat ramps), the adjacent river bottom would be graded to maintain the shallow water habitat.

(Short-term increases in sedimentation would occur during this process.) Construction of the seawall and the placing of rip-rap would result in minor, short-term disturbances that would be minimized through the use of sediment and erosion control measures. The project would have the benefit of stabilizing the shoreline and reducing future erosion during storms, establishing a safer environment for visitors, and creating a visually attractive continuity along the entire shoreline.

Construction of the boardwalk to continue the promenade around the private parcel between 1st and 2nd Streets would require pilings to anchor it in place, and would cause short-term disturbances in the river.

Measures to protect the shoreline was determined through consultation with the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers. All construction plans for shoreline stabilization and the boardwalk will be coordinated with the U.S. Army Corps of Engineers to ensure that all requirements are met and necessary permits obtained. NPS will also consult with the District of Columbia government to obtain a Water Quality Certificate from the D.C. Consumer and Regulatory Affairs Department, Water Hygiene Branch. Based on this discussion, no Statement of Findings will be necessary for floodplain and wetland compliance.

Cultural Resources

No Section 106 compliance is necessary, since there are no known cultural resources affected by the project. Review of the project plans by NPS archaeologists will determine if any additional survey or monitoring of ground-disturbing construction is needed.

Additional Impacts and Mitigations

During construction activities, there will be minor short-term increases in noise, dust, and traffic in the surrounding community. The marina expansion and park development is expected to result in small increases in private vehicle traffic to the site. However, this traffic will occur mostly on the weekends and will not conflict with (or add to) the much heavier local weekday traffic. It is also believed that the elimination of the site's boat ramps may slightly reduce traffic levels. Conversion of the street rights-of-way ends to park use would not affect traffic, since these parcels are not paved nor used as thoroughfares. The Fort McNair entrance at the west end of V Street would still be used by cars under this plan, even though the Army is proposing a new entrance further north on 2nd Street. Implementation of any of the action alternatives would consolidate the NPS shoreline parcels into an attractive waterfront park. This would comply with the National Capital Planning Commission's 1974 Comprehensive Plan for Nation's Capital which states the objectives in Section 200.41 to expand the regional and national park systems and the system of waterfront parks along the banks of the Potomac and Anacostia Rivers. NPS will submit the project plans to the National

Capital Planning Commission and the Commission of Fine Arts for review and comment.

The Comprehensive Plan's objective in Section 340.21 to give greater prominence to development of park and recreational land serving the every day recreational needs of the city's residents would also be met by alterations to the land area which would make the park more attractive and useful to general visitors. The establishment of a public fishing pier would especially address this objective. The proposed increase in the size of the marina would conform to Section 340.37 of the Comprehensive Plan, which calls for the doubling of special recreational facilities, including marinas. The plan specifically cites the marinas at Buzzards Point.

The District of Columbia government has expressed strong support for this fishing pier and suggested that their artificial reef studies could be coordinated with this project to enhance fishing at the pier. Construction of a fishing pier out into the river would result in short-term environmental disturbances in the river, and the pier might catch debris carried by tides and currents. Using the existing masonry foundation of the PEPCO intake structure could also provide a place for public fishing at far lower cost and without disturbance of the river. That structure's availability depends on PEPCO's long-range plans for de-commissioning the Buzzards Point power plant.

The proposed alterations in the developed land area of the site would help meet the recreational needs of the city's residents by providing a shoreline park that would attract a broader group of visitors than is presently attracted to the area. The limited land area of the site does not provide sufficient space for boat repairs, boat storage, and the associated boat ramps, while also providing space for parking and the landscaped parkland with a shoreline promenade walkway. Parking would be moved away from the shoreline to improve the appearance of the park.

The land-consuming activities of boat repair and storage are already available nearby at facilities with adequate area. The boat ramps would also be removed, due to their space requirements and the need for additional parking for cars with trailers. The ramps would not be needed to support repair and storage services. (The elimination of the two small boat ramps could be mitigated by the installation of a movable boat sling for launching small boats, or retrieving them in emergency situations.) Another mitigation for removing the ramps is the proposed installation of a new, spacious boat ramp area on the other side of the Anacostia River in Anacostia Park. (This project is underway as part of the park improvements related to the Southeast Freeway extension across the Anacostia River, in cooperation with the D.C. Fisheries Division.)

All of the action alternatives would produce a safer site for park visitors, users, and employees, as the result of the removal of the patchwork bulkheading, vacant buildings, rusting fences and derelict structures. In addition, the installation of a fire-suppression system and the burial of all overhead utilities will further enhance the site's safety and appearance.

COMPARATIVE IMPACTS OF PROPOSAL AND ACTION ALTERNATIVES

The proposal (alternative 1) and the action alternatives (alternatives 2 through 5) all provide the previously discussed recreational and community benefits, shoreline stabilization, and rehabilitation of the deteriorated and unsafe marina land-based facilities. The differences in impacts of the alternatives relate generally to the various physical configurations of the marinas.

The proposed action (alternative 1) includes both seawall and rip-rap shoreline stabilization. Alternatives 2 and 4 have mostly seawall (a ratio of 8 to 1 with the rip-rap). These would be very costly and the added seawall could result in more wave reflection and associated bottom erosion. Seawall also would provide less habitat than would rip-rap. Alternative 3 has mostly rip-rap (a ratio of 5 to 1 with the seawall). However the rip-rap takes up valuable land and water surface, cutting down on the space available for marina slips and shoreline public access. Alternative 5 has about equal amounts of seawall and rip-rap, but the shoreline stabilization and visual continuity would be incomplete due to the avoidance of construction across the D.C. street rights-of-way.

The rocky river bottom between 1st and 2nd Streets is considered valuable fish habitat by the U.S. Fish and Wildlife Service. Alternatives 2, 3, 4, and 5 would all require dredging this area to achieve the marina layouts desired. Therefore, only alternative 1 can be implemented without the potential for dredging of the shallow river habitat area.

Alternatives 1 and 2 both propose a public fishing pier at the north end of the site. Both could just as well use the masonry terrace of the PEPCO intake structure nearby. In alternatives 3, 4, and 5 other fishing pier locations are proposed, necessitating the construction of a pier, rather than using the PEPCO structure. A new pier would be costly to construct (about \$250,000), would temporarily disturb the river during construction, and would require additional maintenance by the government once built.

All of the alternatives provide more than one parking space for every two boat slips. Alternatives 2 and 3 maximize the number of parking spaces per boat, while alternatives 4 and 5 offer fewer spaces per boat slip. Alternative 1 (the proposed action) is a compromise which falls between these two sets of extremes. The capacity of the parking lot north of V Street could be altered to accommodate more cars, with consequent damage to traffic flow and landscape screening. Alternatives 3 and 5 recommend somewhat fewer boat slips than are shown in alternatives 1, 2, and 4. This factor is significant for the economic viability of the marina operations, in that the less slips there are, the less likely is the operator able to generate a minimal profit. In alternative 2 a restaurant and associated parking are shown--however, this feature was eliminated in order to preserve as much of the site's limited land area for park land. Many other non-NPS sites nearby could easily be developed into restaurant facilities.

IMPACTS OF THE NO ACTION ALTERNATIVE

Retaining the existing conditions and management policies at the site would result in failing to correct the following problems:

- Shoreline instability and erosion
- Substandard utilities and safety systems
- Poor public access to shoreline
- High federal maintenance expenses
- Discontinuous federal ownership
- Sporadic, unkempt vegetation providing little shade.

The existing scrub vegetation, random overhead utilities, vacant buildings, patchwork bulkheading, and rusting fences would all contribute to the site's continuing deteriorated appearance. Without rehabilitation of both the land-based and water-based facilities of these marinas, deterioration will continue until the marinas are no longer economically operable.

CONCLUSION

To leave the two marinas at Buzzards Point in their current deteriorated and unsightly conditions only saves money in the short term. Timely and cost-effective investment in shoreline stabilization, with accompanying parkland improvements, utilities, and parking will solve most of the site's current problems--especially when accompanied by long-term improvements to the marina structures provided by the concessions operators.

Although all of the alternatives considered, including "No Action," have some small-scale environmental and community impacts, the benefits gained by rehabilitation of this site as proposed far outweigh these generally temporary factors. With the design and operations mitigations recommended herein, the proposed action appears to be a minor federal action which could proceed once a Finding of No Significant Impact has been approved by the Regional Director, National Capital Region, National Park Service.

CONSULTATION AND COORDINATION

Agencies providing and advice:

Advisory Council on Historic Places
Baltimore (Maryland) Department of Planning, Capital Improvement
Program
District of Columbia Commission of Fine Arts
District of Columbia Department of Recreation
District of Columbia Environmental Control Division
District of Columbia Harbor Police
National Capital Planning Commission
United States Coast Guard
United States Army Corps of Engineers
United States Fish and Wildlife Service

Consulting members of the planning team:

John Blair, Land Use Coordination Specialist, NCR
Mike Donnelly, Planning Coordinator, National Capital Region
Charles Newton, Chief of Maintenance, National Capital Parks-East
Robert Oberst, Concessions Staff, National Capital Region
John Parsons, Associate Regional Director, Land Use Coordination,
National Capital Region
John Pousson, Archeologist, Denver Service Center
Don Roush, Chief, Concessions, National Capital Region

Production members of the team:

Steven Elkinton, Landscape Architect, DSC-EAF (Team Captain)
Burnice Kearney, Superintendent, National Capital Parks-East
Michael Rothenberg, Project Manager, DSC-EAF
Michael Wilderman, Natural Resource Specialist, DSC-EAF

United States Department of the Interior



NATIONAL PARK SERVICE
 NATIONAL CAPITAL REGION
 1100 OHIO DRIVE, S. W.
 WASHINGTON, D.C. 20242

L30(NCR-LUCE)

Memorandum

To: Regional Director, National Capital Region

From: Associate Regional Director, Land Use Coordination

Subject: Finding or No Significant Impact on the Proposed Modifications
 to the Fort McNair and Buzzards Point Marinas

Need for the Proposed Action

Visitor and boating facilities at Fort McNair and Buzzards Point Marinas, on the Anacostia River, Washington, D.C., need to be upgraded and expanded. Existing facilities have deteriorated while the demand for boating facilities has increased dramatically. This project is proposed to create a quality park environment along a stabilized and attractive shoreline with the replacement of existing docks with floating docks, some increase of both boat and parking capacity, the introduction of a continuous public shoreline promenade the length of the site, a public fishing facility, the establishment of trees and lawn to form a parkland edge to the river and masonry seawall and rip-rap structures at the waters edge. The parkland is designed so that it can stand alone if the marina operations cease. The entire site is envisioned as public waterfront complimenting the proposed urban redevelopment project now proposed for this part of southwest Washington, D.C.

Alternatives Considered

ALTERNATIVE 1: THE PROPOSAL (PREFERRED ALTERNATIVE)

This layout retains the general arrangement of the marinas and could be operated by either one or two marina concessioners. The total number of boat slips could potentially increase to a maximum of 430 (a 75 percent increase from the existing condition). The parking area north of V Street would contain 200 spaces, with a total site capacity of 257 cars of which 19 are temporary drop-off parking.

The proposal would stabilize the shoreline with a combination of seawall and rip-rap. The nearly vertical seawall would allow for maximum use of the narrow band of available parkland while allowing adequate draft for boating and docks up to its face. The face of the seawall would be sloped back enough to dissipate wave energy, reducing wave reflection, and preventing local scour. The seawall would also provide continuity with the visual definition established by the nearby walls at East Potomac Park and Fort McNair. In the Fort McNair Marina basin, the shoreline would form rounded corners to facilitate flushing of

the basin by currents. The base of the seawall would lie at or behind the mean high water level to avoid introduction of fill onto the river. The foundations of the seawall would be deep enough so as not to be exposed during low tide. The rip-rap, also, would be held as closely as possible to the present shoreline to minimize filling into the river.

The concessioner installed dock system would include a floating breakwater to reduce siltation and boat damage, especially from southwesterly storm winds. It would not be permanent, nor would it impede navigation. In addition, the concessioner is encouraged to provide a gas dock and a marina support facility, with office, ship's store, and snack bar (similar in size and operation to that at the Columbia Island Marina along the George Washington Memorial Parkway).

Public access to the entire shoreline would be provided by a shoreline promenade walkway extending from the Fort McNair Marina to the eastern end of the site. (In the future it may connect to an intra-city Anacostia River trail system.) The areas adjoining the promenade would be landscaped to create shade and a park setting for visitors. The promenade and landscaping would continue across the rights-of-way for V Street, 2nd Street, 1st Street and Half Street. Between 1st and 2nd Streets, a boardwalk would be used to provide continuity around the privately owned parcel, if public access to that parcel is not possible when construction of the promenade occurs.

A public fishing facility would be incorporated at the eastern end of the site, either on a new pier structure or by using the masonry platform of the existing PEPCO structure, would be contingent on its availability. The fishing pier would be fully accessible for the disabled. The alternatives discussed below were also considered during the course of the project, but were not considered preferred since they do not maximize the desired criteria within the projected available funds. Each is briefly described.

ALTERNATIVE 2

This alternative is similar to Number 1, and could be operated as one or two marinas. This alternative increases the number of boat slips to 370 and has the potential for 295 parking spaces. All of the shoreline, except the extreme eastern end, would include a site for a restaurant, and some parking immediately adjoining it.

ALTERNATIVE 3

This alternative features only one marina with a potential for 300 boat slips. Parking would be provided for 248 cars, almost all in the lot north of V Street. The present Buzzards Point Marina site would be transformed into a park containing the public fishing pier. Shoreline stabilization would be accomplished with rip-rap, except for the seawall at the far western end of the site, where the marina docks adjoin the land.

ALTERNATIVE 4

In this alternative the two marinas would be separated by a park with the fishing pier at the foot of 2nd Street. Parking would be included at each marina so that the parking lot north of V Street would likely be used for peak-use overflow. This alternative would provide for a total of 384 boat slips and 223 parking spaces. The shoreline stabilization is the same as in Alternative 2, with a seawall along the whole site except at the extreme eastern end.

ALTERNATIVE 5

This alternative is similar to Number 4 in which the two marinas would be separated by the public fishing pier. However in this case, the pier would be closer to 1st Street. This alternative provides a scheme that could be implemented in the event that neither jurisdiction nor title to the District of Columbia rights-of-way can be obtained by the National Park Service. The development would occupy only the National Park Service reservations, crossing from one to another by simple informal trail connectors. At the foot of 2nd Street, this connection would be made by using a boardwalk to skirt the adjoining private land. The shoreline stabilization would be a combination of seawall and rip-rap, but would also avoid any construction in those areas not in National Park Service reservations. Only minimal parking would be provided near the marinas, with most located in the lot north of V Street. This alternative would provide a total of 346 boat slips and 178 parking spaces.

ALTERNATIVE 6

The no action alternative continues the existing management practices at the site. Boat, site and utility repairs would continue on a piecemeal basis, with no comprehensive program for upgrading either the land-based or water-based facilities. Structures and facilities would need to be rehabilitated for continued public use. In the long term, such conditions will cost the Federal Government significant sums without providing the current levels of public use.

Impacts of the Proposed Action

The environmental and community impacts of this project are minor. Most of the work is replacement or repair of existing recreational facilities, with some expansion of parking, improvements to parkland, and stabilization of a currently unsightly and eroding shoreline. Changes in projected boating and public shoreline traffic magnitudes will be minor and dispersed compared to the existing, concentrated weekday commuter traffic in the area. Water quality will be enhanced by the shoreline stabilization (which will lessen erosion) and the installation of barged sewage disposal by the concessioner for all boats in both marinas. If required by D.C. law at the time of construction, storm drainage from the large parking lot will include sediment entrapment to capture oils, trash, and granular material.

Mitigation

The following measures would be implemented by Fort McNair and Buzzard Point marina concessioners to mitigate any adverse effects which may occur.

1. All construction in the flood plain, including replacement of existing marina buildings, installation of utilities, landscaping, paving and shoreline stabilization, would include sediment and erosion controls to minimize short-term increases in sedimentation.
2. In recognition of potential problems that could occur with the storage of fuel, the best available technology would be employed to minimize the potential occurrence of leaks or other associated accidents.
3. Measures to protect the shoreline would be determined through consultation with U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers.

Compliance Procedures Common to All Alternatives

No Section 106 compliance is necessary, since there are no known cultural resources affected by the project. Review of the project plans by NPS archaeologists will determine if any additional survey or monitoring of ground-disturbing construction is needed.

The project area is located within the 100-year floodplain of the Anacostia River and, therefore, plans for it must comply with Executive Order 11988, "Floodplain Management." National Park Service guidelines for implementing the Executive Order state that actions which are functionally dependent upon water, including marinas, docks, and piers, may be excepted from compliance with this Executive Order. Other actions listed in the guidelines, which may be excepted from compliance with the Executive Order, include foot trails, small parking lots, landscaping, and internal roads.

Additional Impacts and Mitigation

During construction activities, there will be minor short-term increases in noise, dust, and traffic in the surrounding community. The marina expansion and park development is expected to result in small increases in private vehicle traffic to the site. However, this traffic will occur mostly on the weekends and will not conflict with (or add to) the much heavier local weekday traffic.

Implementation of any of the action alternatives would consolidate the NPS shoreline parcels into an attractive waterfront park. This would comply with the National Capital Planning Commission's 1983 Comprehensive Plan for the Nation's Capital.

The District of Columbia government has expressed strong support for this fishing pier and suggested that their artificial reef studies could be coordinated with this project to enhance fishing at the pier.

The proposed alterations in the developed land area of the site would help meet the recreational needs of the city's residents by providing a shoreline park that would attract a broader group of visitors than is presently attracted to the area.

The land-consuming activities of boat repair and storage are already available nearby at facilities with adequate area. The boat ramps would also be removed, due to their space requirements and the need for additional parking for cars with trailers.

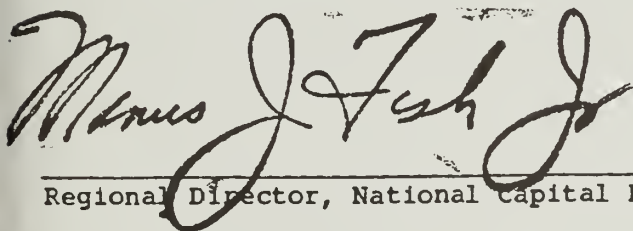
All of the action alternatives would produce a safer site for park visitors, users, and employees, as the result of the removal of the patchwork bulkheadings, vacant buildings, rusting fences, and derelict structures. In addition, the installation of a fire-suppression system and the burial of all overhead utilities will further enhance the site's safety and appearance.

Consultation and Coordination

The Environmental Assessment produced by the Eastern Team, Denver Service Center, was reviewed by eight Federal and District of Columbia organizations, including U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers, as listed in the Assessment. Also listed is the complete planning team, which included eleven multidisciplined professionals of the National Capital Region.

Finding of No Significant Impact

Based upon the cited documentation and the rationale of the above decision, I find that the project is not a major Federal action significantly affecting the human environment nor is it environmentally highly controversial. The project is not committing the National Park Service to specific future actions which would constitute a significant or controversial impact. The impact of this proposal is not of a cumulative nature, either in itself or in conjunction with other Federal or non-federal projects. This proposal does not require the preparation of an Environmental Impact Statement pursuant to Section 102(2)(C) of the previously mentioned Act, the Guidelines of the Council on Environmental Quality and National Park Service Guidelines (NPS-12, September 1982).



Regional Director, National Capital Region

2 JUL 1987

Date

APPENDIX B: EVALUATION CRITERIA

The following criteria were used to measure the various alternatives considered for the project. They express the priorities of the regional and park staff.

Important:

- Attractive appearance
- Water-edge and shoreline stabilization
- Full public access to shoreline
- Minimizing future NPS maintenance
- Strong NPS concessioner's contract inspection and enforcement
- Fenced, securable concessioner's storage area
- Preservation of existing restrooms
- Minimizing "live-aboards"
- Car drop off for boaters near docks

Significant, but not critical:

- Potentially profitable marina operation
- Snack bar and/or tackle shop
- Securable fenced parking
- Off-street parking
- Preservation of existing vegetation

Unimportant (low priority):

- Easy walk from car to boat
- Public access to view across both rivers
- Summer shade
- Provision of space and parking for restaurant

APPENDIX C: COST EFFECTIVENESS ANALYSIS OF ALTERNATIVES

The preferred action alternative (alternative 1) maximizes meetings the desired program at the lowest cost. The following numerical analysis compares each alternative's costs with how well it meets the evaluation criteria in Appendix A. To compare costs and percentages directly is not possible mathematically, but to compare rankings shows that the preferred alternative is the most cost effective.

	Alternatives					
	<u>No. 1</u>	<u>No. 2</u>	<u>No. 3</u>	<u>No. 4</u>	<u>No. 5</u>	<u>No. 6</u>
A. Estimated capital cost (in \$1000s)	\$3,193	\$3,302	\$2,970	\$3,724	\$2,826	0
B. Costs Ranking	4	5	3	6	2	1
C. % Total weighted Evaluation Criteria met by alternative	97%	93%	88%	83%	78%	22%
D. Evaluation Ranking	1	2	3	4	5	6
E. Combined Rankings (lines B + D)	5	7	6	10	7	7

BIBLIOGRAPHY

- ANSI/NFPA, 1984, Fire Protection Standards for Marinas and Boatyards, Publication #303.
- Chamberlain, W. Clinton, 1983. Marinas: Recommendations for Design, Construction, and Management, Volume I.
- Chaney, Charles A., 1961. Marinas: Recommendations for Design, Construction, and Maintenance.
- Hedley, Eugene, 1979. Boating for the Handicapped Guidelines for the Physically Disabled, Albertson, N.Y.: Human Resources Center.
- Illinois Department of Conservation, 1985. Boat Ramp Design.
- Interagency Task Force on South Capitol Street/Buzzard Point, Citizen Advisory Board and Property Owners Committee, 1975 draft, A Plan for the South Capitol Street/Buzzard Point Area of the District of Columbia: Alternative Strategies.
- Lippson, Alice J., et al., 1979. Environmental Atlas of the Potomac Estuary, Maryland Department of Natural Resources, Power Plant Siting Program.
- National Association of Engine and Boat Manufacturers, 1967. Marina Operations and Service.
- National Capital Planning Commission, 1976. Shoreline Acquisition and Development Policies and Programs.
- Ibid., 1972. The Urban River, A Staff Proposal.
- Ibid., 1983. Park, Open Space and National Features Element.
- National Park Service, 1978. "Inspection and Evaluation of Marina Facilities, Washington, D.C. and Vicinity, Final Report," by Frederick R. Harris, Inc., Consulting Engineer.
- Ibid., 1985 draft, "Marina Resource Manual."
- Ross, Neil W., 1985. Environmental Impacts of Marinas and Their Boats, Marine Advisory Service, Sea Grant, University of Rhode Island.
- U.S. Army Corps of Engineers, 1978. Environmental Assessment, Anacostia River O&M Dredging, Prince Georges County, Maryland, and Washington, D.C.

Ibid., 1981. Low Cost Shore Protection, 3 volumes: "A Guide for Engineers and Contractors," "A Property Owner's Guide," and "A Guide for Local Government Officials."

As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Publication services were provided by the graphics and editorial staffs of the Denver Service Center. NPS D-6 September 1987

