

## Executive Summary

### Introduction

The District of Columbia Government and the DC Sports and Entertainment Commission (DCSEC) propose to establish a Major League Baseball (MLB) Ballpark in the District of Columbia. The purpose and intent of the project is to provide a permanent MLB Ballpark in Washington, DC for the relocated Washington Nationals (the former Montreal Expos) Major League Baseball franchise as described in the Baseball Stadium Agreement, dated September 29, 2004, between the Government of the District of Columbia, the DCSEC, and the Baseball Expos, L.P.

The proposed Ballpark project is a culmination of the extended efforts to bring a MLB team back to the District after a 33 year absence. As part of this effort, the District began to evaluate potential ballpark sites in 2002, established site selection criteria, and developed baseball planning principles to guide the placement and development of a new Ballpark in Washington, DC. The evaluation criteria for site selection included such elements as land costs, parcel availability, transportation, parking, infrastructure, ballpark fit, development impact, and other considerations. In September 2004, MLB made its decision to move the Expos from Montreal to the District. In December 2004, the District agreed to a financing plan for the Ballpark at the proposed M Street, SE, site. From January to April 2005, the District renovated RFK Stadium for Major League Baseball. The Expos were renamed the Washington Nationals and began play at RFK Stadium in April 2005. The Nationals will play home games at RFK Stadium until the new Ballpark is ready for operation in April 2008.

This Environmental Mitigation Study (EMS) is a comprehensive analysis of the proposed Ballpark project that has been prepared voluntarily by the DCSEC and its environmental team. The EMS identifies and documents the natural and man-made environmental impacts associated with the proposed Ballpark, including the potential impacts related to the acquisition and consolidation of property, the demolition of structures, and the construction and operation of the proposed Ballpark. Because the proposed Ballpark is not a federal action, this EMS is not required by the National Environmental Policy Act (NEPA). In addition, because the proposed Ballpark is located within the Central Employment Area, this EMS is not required under DC environmental regulations. However, the EMS has been prepared consistent with NEPA and DC standards, including specific impact assessment methodologies and the identification of appropriate mitigation measures. Applicable federal, District, and local regulations, laws, and guidelines were addressed in the preparation of the EMS.

ZONING COMMISSION

CASE No. 06-22

EXHIBIT No. 42

## Description of Ballpark Project

The intent of the project is to provide a state-of-the-art, open-air Ballpark to be constructed on the proposed site. The Ballpark is expected to have a natural grass playing field, a capacity of approximately 41,000 seats, including general seating, club seats, and private suites, and limited on-site parking. In addition, the Ballpark would have market-appropriate concession, entertainment, and retail areas, and fixtures, furnishings, equipment, features, and amenities comparable with recently built ballparks in Philadelphia, Pittsburgh, San Diego, and San Francisco. The Ballpark is to be constructed by DCSEC and the District, and operated by Major League Baseball, which currently owns the Team, as the tenant.

The DCSEC is a corporate instrumentality of the District government and is the *de facto* stadium authority for the District of Columbia. The Commission operates RFK Stadium, the DC National Guard Armory, and related parking areas in Anacostia Park. Under the direction of the Mayor of the District of Columbia, and subject to Council oversight, the DCSEC represents the District's interest in the proposed Ballpark project. To help meet its mandate for public interest, the DCSEC is responsible for the environmental analysis and documentation of the proposed Ballpark. The EMS has been prepared to fully evaluate direct, indirect, and cumulative impacts generated by the proposed Ballpark at the selected site. The EMS addresses short-term construction related impacts and long-term changes to the existing environmental conditions, as well as potential cumulative impacts that may be expected from the proposed Ballpark as it relates to additional revitalization efforts in the area.

The project phases for the proposed Ballpark include land acquisition and consolidation, demolition of existing structures and site cleanup, construction of a new facility, and operation of a new Ballpark facility. The EMS addresses socio-economic resources, cultural resources, natural resources, transportation systems, and environmental health; identifies potential impacts related to the construction and operation of the Ballpark; and recommends mitigation measures to alleviate negative impacts or enhance positive impacts.

The preparation of the EMS was coordinated with the DC Office of Planning (OP), the DC Department of Transportation (DDOT), and the Anacostia Waterfront Corporation (AWC). In addition, the EMS will be reviewed and commented on by a range of local and federal agencies, including the Department of Consumer and Regulatory Affairs (DCRA), the DC Department of Health (DOH), the DC State Historic Preservation Officer (SHPO), the National Capital Planning Commission (NCPC), the National Park Service (NPS), and the Architect of the Capitol (AOC).

The Ballpark would be operated in accordance with a lease to be agreed upon by the DCSEC and the Team, as specified in the Baseball Stadium Agreement. The term of the lease would be for 30 consecutive years plus any renewal periods. The lease would require the team to operate and maintain a Major League Baseball franchise with the new Ballpark as its home stadium. The lease would permit use of the stadium for baseball events, including baseball home games, training, practices, exhibition games, or other Major League Baseball or Team sponsored clinics, fan or sponsored theme events, press conferences, events, activities, promotions, sales of baseball or Team products, services, information, or media content. The lease would grant the

Team exclusive use of the stadium for these purposes; however, the DCSEC would have the right to use the Ballpark for 12 event days per year for amateur athletic, public service, or other non-baseball events.

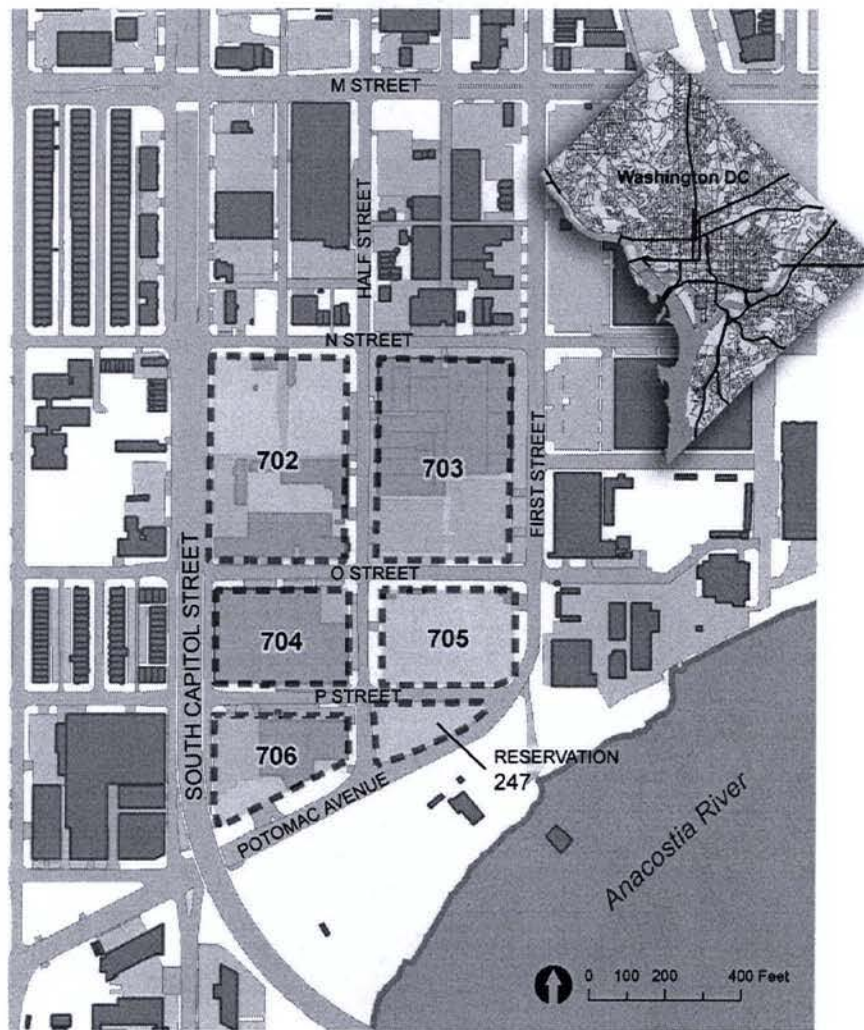
The Ballpark planning process has involved federal, District, and local agencies and the general public through participation in concurrent outreach efforts, coordination with established organizations, contact with government agencies, a series of smaller community meetings, and several larger public meetings. Project meetings engaged key stakeholder groups including the local Advisory Neighborhood Commission, environmental groups, historic preservation experts, government representatives, and local community members to provide individualized stakeholder attention, demonstrate rationale for decisions, and develop cost-effective mitigation measures to achieve maximum public support. In conjunction with the preparation of this EMS, several Ballpark meetings have been convened by DCSEC to publicly share the Ballpark design concept and address potential issues regarding the design and identified mitigation measures. In addition, a community advisory group will be established to coordinate with neighborhood residents and address issues.

### Description of Ballpark Site

The Ballpark Site is located in Southeast Washington, DC near the Anacostia River. The site encompasses approximately 18.75 acres, bounded by N Street, SE to the north, First Street, SE to the east, Potomac Avenue, SE to the south, and South Capitol Street to the west.

The Ballpark Site is located in the southern portion of Ward 6, approximately eight blocks south of the US Capitol Grounds, one block from the Anacostia River, and one block south of M Street. The Ballpark Site includes five city squares, Squares 702, 703, 704, 705, and 706, and Reservation 247, as illustrated below. Portions of O Street, P Street, and Half Street, SE are also included within the Ballpark Site. In total, the property consists of approximately 20 acres.. All streets and alleys internal to the Ballpark Site have now been officially closed. The site is located within an area anticipated for redevelopment as part of the District's long-term urban revitalization plans.

Site Location Map



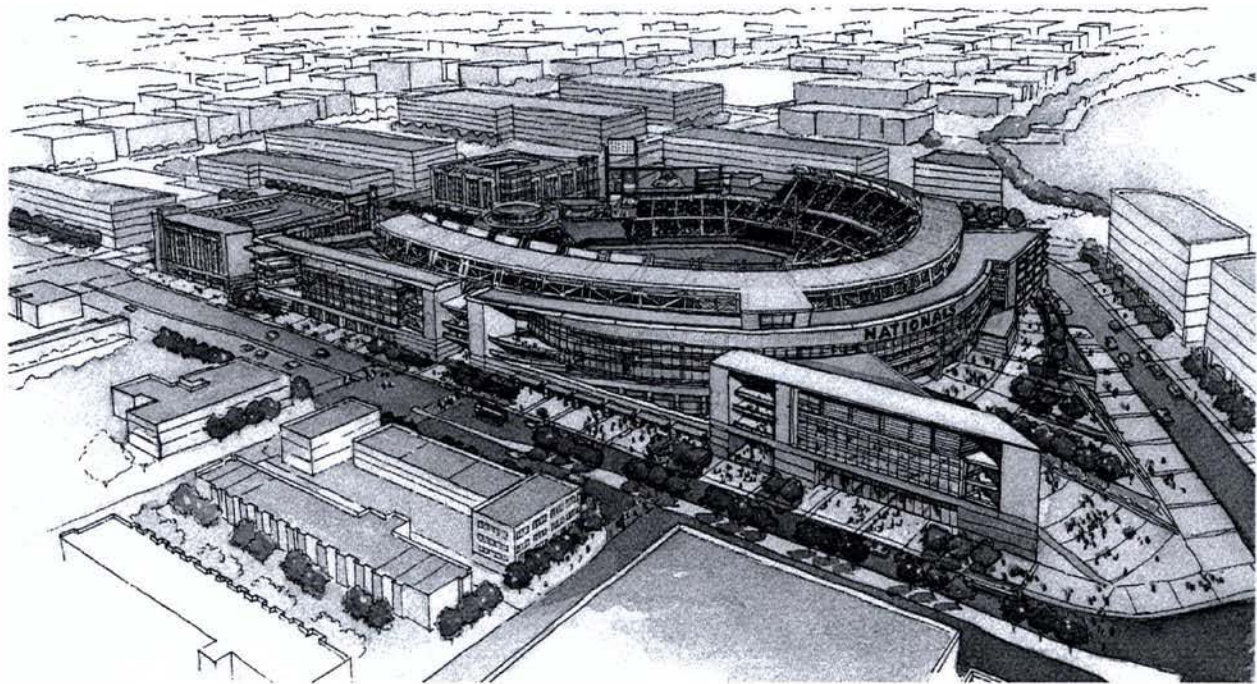
### Proposed Ballpark Plan



The proposed Ballpark is planned to engage visitors arriving from the Metrorail station to the north, facilitate interaction with the Anacostia River to the south, and connect visually to the landmarks of the Nation's Capital. An aerial view of the proposed Ballpark is provided below. As shown in the proposed site plan on the following page, home plate would be located to the south near Potomac Avenue and the outfield would be open to the north near N Street. A mix of retail, restaurant, Ballpark program, and other uses would be placed along the perimeter of the Ballpark to activate the adjacent streets.

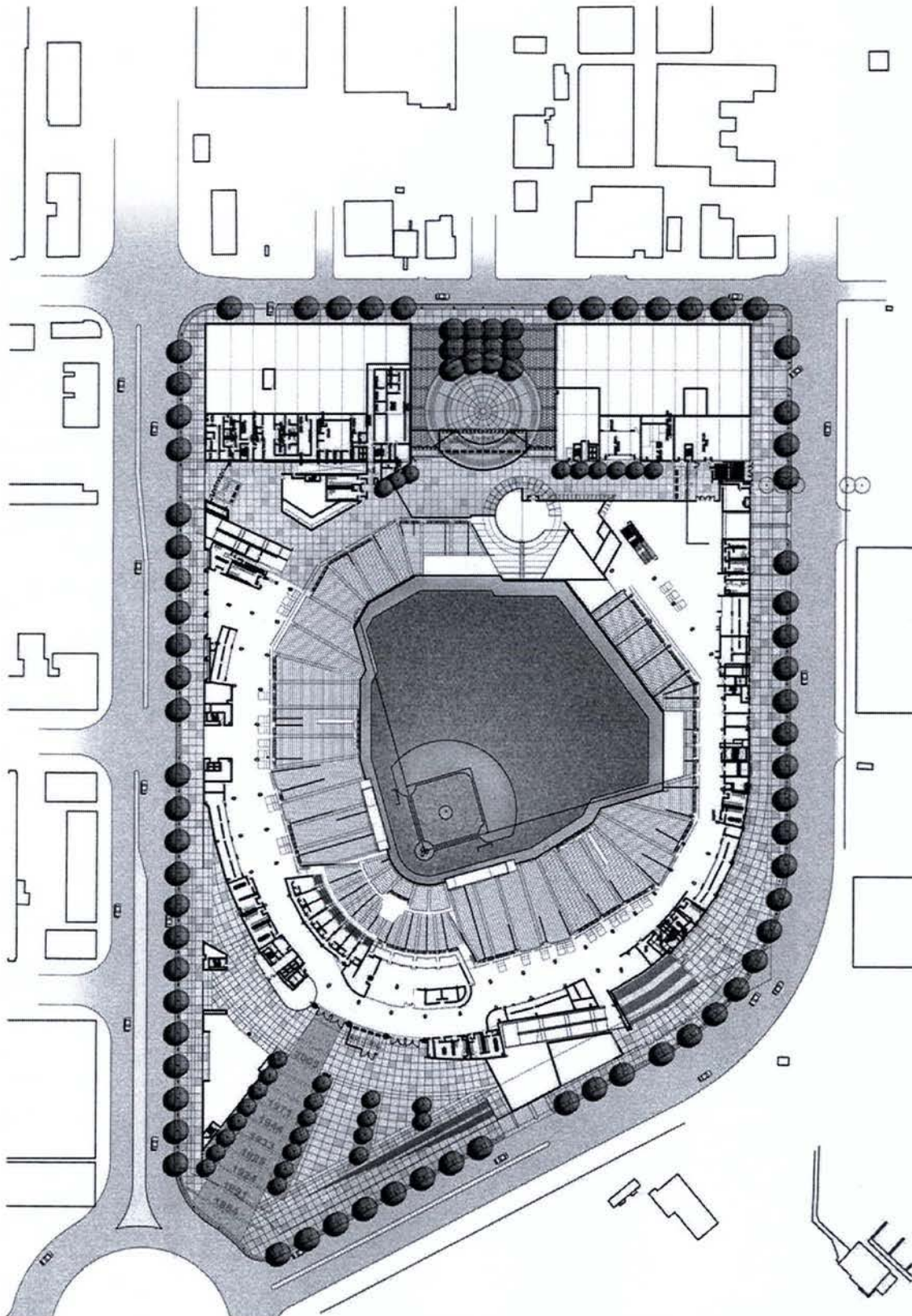
The playing field would be located 20 feet below grade and the sun canopy would reach a height of 118 feet. Along South Capitol Street, the cornice line would be 82 feet high. Service uses would be located below grade. Approximately 1,225 parking spaces would be provided in either: (a) above-grade structures or (b) below-grade facilities to allow for air rights development.

**Rendering of Proposed Ballpark – View Looking Towards the Northeast  
from Above South Capitol Street at Potomac Avenue**





### Proposed Ballpark Site Plan



## Summary of Existing Conditions

### Socio-Economic Resources

*Land Use* The land uses previously existing within the project site were predominately industrial and there was substantial vacant land on several parcels, as well as limited improved residential, and commercial space. Specific uses identified within the project site included five single-family row houses, several auto service areas, several night clubs, sexually oriented businesses, the Architect of the Capitol remote delivery facility, a waste transfer and recycling facility, an asphalt production plant, and an artist studio.

The land adjacent to the proposed site is primarily industrial with limited residential and retail uses. Land uses throughout a broader area surrounding the Ballpark site vary greatly including an uneven mix of industrial uses, government buildings, public housing, limited private residential, and commercial uses.

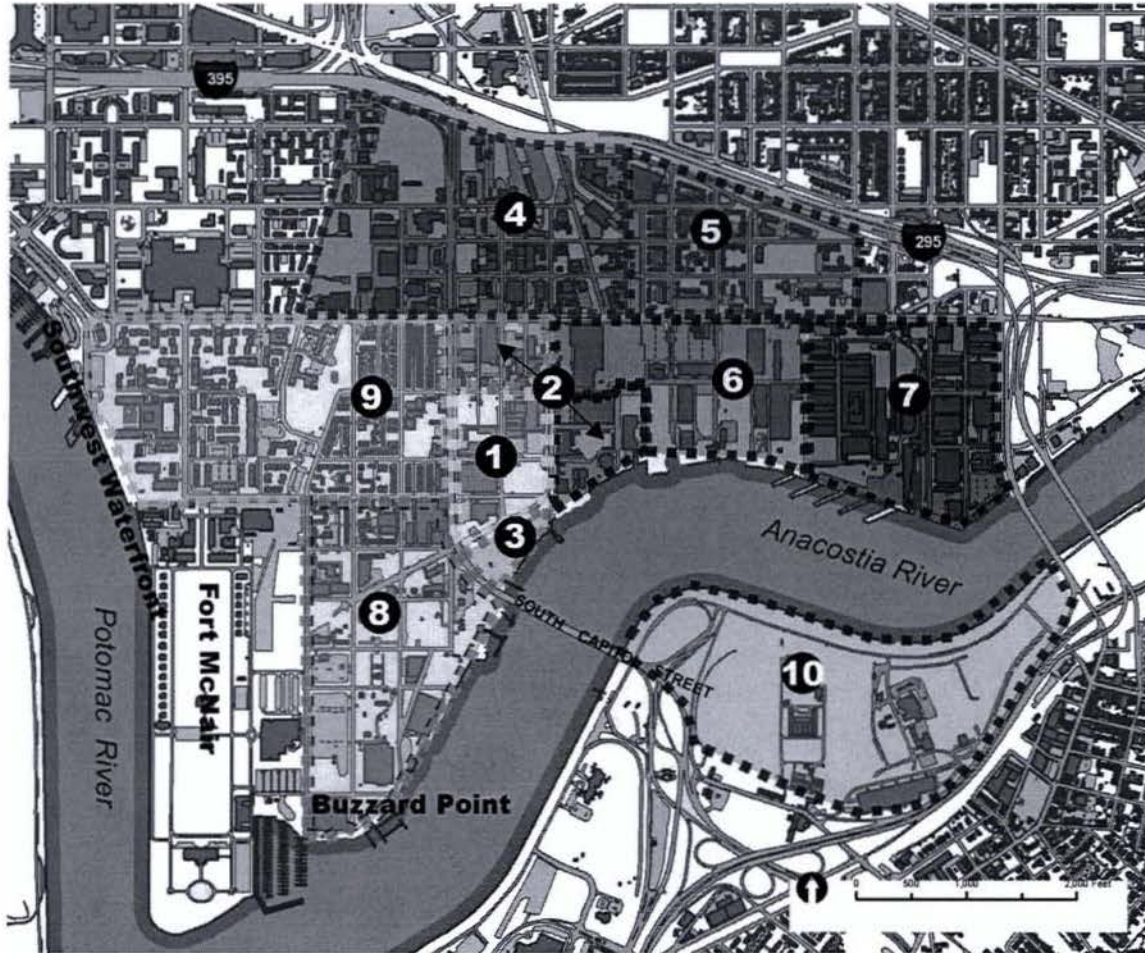
*Planning Policies and Regulatory Environment* The regulatory environment for the Ballpark project includes various federal and District plans, policies, and interests that are intended to guide development in the area. The proposed Ballpark intends to proceed in accordance with applicable federal and District policies. The proposed Ballpark site is zoned for a mixture of residential and commercial uses (CR) intended to provide a transition between purely residential and purely commercial zones. The area surrounding the Ballpark contains various zoning districts including low and medium bulk commercial, waterfront, commercial-residential mixed use, light manufacturing, residential, and general industry.

The Ballpark site and some of the surrounding area is located within the Capital Gateway Overlay District, which encourages a mix of uses. The Capital Gateway Overlay District (CG Overlay) is intended to facilitate compatible mixed-use development in accordance with the Comprehensive Plan for the National Capital that may include a mixture of residential, office, retail, recreational, light industrial, and other miscellaneous uses. Under the CG Overlay, development would require the approval of a planned unit development, special exception, or other site plan review. The Capital Gateway Overlay District was amended in October 2005 to include guidance specific to the development of a Ballpark and Ballpark related and compatible development on the Ballpark Site, which is defined as Squares 702, 703, 704, 705, and 706, and Reservation 247.

*Community Facilities* Numerous community and public facilities, public and private schools, libraries, places of worship, parks and recreation facilities, medical facilities, police stations, and fire stations that support the neighborhoods of Ward 6 are located throughout the area surrounding the Ballpark site.



### Land Use Context Areas Surrounding the Ballpark Site



- |   |                                     |
|---|-------------------------------------|
| <b>1</b> Proposed Ballpark Site                 | <b>6</b> Redeveloping SEFC/DOT      |
| <b>2</b> WMATA/WASA Property                    | <b>7</b> Washington Navy Yard       |
| <b>3</b> Florida Rock Property                  | <b>8</b> Buzzard Point              |
| <b>4</b> North of M Street Area                 | <b>9</b> Southwest Residential Area |
| <b>5</b> Redeveloping Arthur Capper/Carrollburg | <b>10</b> Poplar Point              |



*Demographics and Housing:* The Ballpark site is located within Census Tract 72, in the District's Ward 6, an economically and racially diverse area of Washington, DC. The populations within Census Tract 72 and nearby census tracts are generally characterized by a high percentage of minority residents

A large proportion of the housing in the surrounding area consists of multi-family and row house residential units. The majority of the housing is rental and more than one quarter of residences are located in public or assisted housing complexes. The Census Tracts within the Ballpark area qualify as potential Environmental Justice Communities of Concern.

*Economic/Fiscal Resources:* The project site is located in the Near Southeast area of Washington, DC, an area that has historically been depressed economically. Near Southeast is characterized by large public and subsidized housing complexes, and relatively small proportions of retail and commercial space. Income levels in the area have been low and the rates of households receiving public assistance are also higher than the District average.

Economic benefits provided by the uses previously existing within the site were limited. It is estimated that approximately 160 employees worked on the Ballpark site. In 2004, approximately \$637,000 in real estate property taxes was generated from the 63 parcels that comprised the site.

#### Cultural Resources

*Archaeological Resources:* There are no known archaeological resources within the Ballpark Site. Although there once was a high probability for both prehistoric and historic resources, disturbances from past development of the area minimize the chance that previously deposited archaeological materials still exist. The possible exception to this is in the northwest quarter of Square 702, which remained residential since its initial historic settlement.

*Historic Resources:* Historic maps reveal that the Ballpark site has been occupied by a mix of residential, commercial, and industrial uses that is characteristic of the type of growth that occurred in areas surrounding railroads. There are no identified historic resources on the Ballpark Site. In the surrounding area, there are close to twenty potential historic resources that were identified as part of an architectural survey. Resources range in date from the late nineteenth century to the mid twentieth century.

*Visual Resources:* The visual environment of the Ballpark Site existing prior to commencement of construction activities was dominated by industrial warehouse buildings, unimproved lots, and heavy truck traffic. The road network, components of the L'Enfant Plan, provided view corridors to and from the Ballpark Site. Views were limited by structures as well as signs and other barriers along the nearby roadways. Views of the waterfront are blocked by the existing equipment and structures on the Florida Rock property to the south and by the WASA plant to the east. South Capitol Street connects the Ballpark Site both to downtown and the Anacostia waterfront, yet at the same time visually separates the industrial area and the residential neighborhoods to the west of the Site.

### Natural Resources

*Geophysical Resources.* There are no unique or economically important geologic features within the Ballpark Site. The land within the Ballpark Site is gently sloping terrain with primarily 1% slopes. Elevations are approximately El 36 in the northwest corner to El 13 in the eastern side of the site. The site soils generally consist of clay, silt, gravel fill, rubble, construction debris and waste materials, and generally have a loose density. The soils have been historically disturbed (removed, paved over, built upon, or covered in fill) for construction and operation of numerous industrial facilities.

*Water Resources:* The Ballpark Site is located one block from the Anacostia River waterfront. The Ballpark Site is outside of the river's 100-year floodplain and a small portion of the southeastern corner of the Site is located within the River's 500-year floodplain. The 100-year flood elevation is approximately 11 feet above sea level. Groundwater levels at the Ballpark Site have been detected at elevations ranging from El 14 to El -15, with the majority of ground water levels between approximately El 5 and El -2. There are no natural surface water bodies on the Ballpark Site. There are no mapped wetlands within or in proximity to the Site.

Stormwater currently runs off the Site un-detained, enters street storm drains, and is transported via WASA storm sewer for direct discharge into the Anacostia River. During severe storm events, storm water and raw waste material may be diverted directly to the Anacostia River as a result of combined sewer overflows. Stormwater in contact with slightly contaminated soils now continually leach and "flush" any present contaminants directly and indirectly into the Anacostia River. This has currently been partially eliminated due to construction activities on the Ballpark Site which involves the removal of contaminated soils and underground oil storage tanks that were previously not known to exist on the Site and containment of potential leaching opportunities.

*Vegetation and Wildlife Resources.* The original natural conditions of the Ballpark site had been, prior to commencement of construction activities relating to the Ballpark, virtually eliminated by urbanization and development. The site lacked vegetated areas and provided minimal habitat to adapted wildlife. Vegetation present on the Site was in the form of limited street trees, shrubs, weeds, and urban weed trees. Animals such as gray squirrels, rats, pigeons, starlings, and sparrows are common to the urban environment and were located to some degree on the Site.

### Urban Systems

The urban systems consisted of the utilities and infrastructure that served the facilities located within the property boundaries and surrounding areas. The majority of the utilities located within the property boundaries are service lines serving the operations that existed within the site, including water supply, sewer (storm, sanitary and combined sewer), electricity, natural gas, telecommunications, and cable. With its location in a mature part of the District, an extensive and antiquated system of abandoned utility lines is located in and around the existing property boundaries.

### Transportation Systems

*Traffic System:* The transportation system that surrounds the Ballpark Site is an evolving and multifaceted set of modes and corridors that includes a traditional urban street grid, regional arterials, and bridges. Major roadways with direct access to the Site include South Capitol Street and M Street

*Parking System:* The on-street parking supply in the vicinity of the Ballpark Site is divided among spaces restricted to those with residential parking permits, unrestricted spaces, and those with limited availability (due to parking meters or time-based restrictions such as no parking during morning or evening peak periods) Overall, there is available on-and off-street parking surrounding the Ballpark Site, although at levels below those found in more developed areas of the District.

*Public Transportation System:* The Ballpark Site is located within easy access to Metrorail and Metrobus service. The Navy Yard Metrorail station is located one block from the northern edge of the Ballpark Site Four additional Metrorail stations and nine bus routes are within walking distance to the Site. Although the District is not currently served by a water taxi service, it is anticipated that water taxi service would be available near the Ballpark

*Pedestrian and Bicycle Circulation:* The area surrounding the proposed Ballpark Site is served by a limited number of pedestrian, bicycle, and multi-use trails. The planned Anacostia Riverwalk trail is located one block from the Site

### Environmental Health

*Visitor Activity:* Prior to commencement of construction activities on the Ballpark Site, visitation to the Site was characterized predominantly by industrial activity and related vehicular movement These vehicles primarily used South Capitol Street and M Street for access in and out of the Site. There was little pedestrian activity within the Ballpark Site during the daytime; however, at night, the industrial activity subsided and new activity emerged at the night clubs and sexually oriented businesses located along O and Half Streets, SE In the surrounding area, activity levels vary by uses: commercial offices located north of the Site draw employees during working hours; employment centers to the east of the Site draw large numbers of people during typical working hours; the industrial area to the south is active during the daytime, with little activity at night; and residential areas to the west of South Capitol Street are characterized by typical residential circulation and activity patterns, with the greatest movement occurring during daytime and evening hours.

*Noise Levels:* Daytime noise sources on the Ballpark Site included vehicle street traffic, consisting primarily of industrial truck traffic; and commercial and industrial activities. Baseline



noise levels on-site were below the District's maximum allowable level for an industrial area, however, noise levels exceeded the District limits for commercial areas at 10.00 pm in proximity to South Capitol Street and the nightclub district on O Street. Current average noise levels in the residential areas exceed recommended residential limits.

*Lighting Conditions.* Outdoor nighttime lighting in the Ballpark area is a mix of street lighting, building security lighting, and residential lighting. Several industrial site areas along the Anacostia River are currently without lighting. Within the area surrounding the Site, lighting includes street lights along South Capitol Street and M Street, and lighting for the Southeast Federal Center and the Navy Yard.

*Air Quality:* Sources of air pollution on-site include emissions from construction vehicle traffic on the Ballpark Site. Prior to businesses on the Ballpark Site ceasing operation, additional sources of air pollution emissions included commercial and industrial facilities on-site. Air pollution emissions still occur from industrial operations off-site.

*Hazardous Materials:* There are a number of known environmental issues and liabilities on the Ballpark Site and an elevated potential for off-site impacts from the transport of contaminants via stormwater and groundwater. A site assessment has been conducted to determine the types and levels of on-site soil contaminants.

## Summary of Environmental Impacts

### Socio-Economic Resources Impacts

*Land Use Impacts.* Development of a Ballpark in Southeast Washington, DC would provide an opportunity to improve a historically neglected area of the District. The Ballpark would substantially alter the physical character of the site, replacing low-rise warehouse style buildings, vacant lots, and paved areas with a modern sports and entertainment facility with associated uses, including retail and potentially residential, hotel, or office components. Development of the Ballpark Site would likely induce further mixed-use development in the surrounding area and help accelerate planned development. Implementation of land use mitigation measures would help protect residential areas to the west of the Ballpark Site as redevelopment of the area progresses.

*Planning Policies and Regulatory Environment Impacts:* The development of a Ballpark in accordance with the Capital Gateway Overlay would be consistent with the Comprehensive Plan for the National Capital and would not adversely affect identified federal and local plans and identified federal interests. Development of a Ballpark near the Anacostia waterfront would further the goals of several local plans for the Near Southeast area, particularly the Anacostia Waterfront Initiative's efforts to restore the Anacostia waterfront and develop the area as a vibrant mixed-use neighborhood. The Ballpark design is being coordinated with various resource agencies and is being developed in accordance with applicable requirements of the South Capitol Street design study and the Ballpark District Urban Development Strategy. The Ballpark would establish a new image for the Anacostia River waterfront, formerly known for its industrial uses.

### Economic and Fiscal Impacts

The construction and operation of a new Ballpark for a Major League Baseball team in the District would have significant positive economic benefits both for the District through tax revenue and new jobs, according to a 2004 study prepared by Economic Research Associates. The Ballpark would create 2,874 person years of employment during the construction process and 1,020 full-time equivalent jobs upon the opening of the facility, generating \$103 million in wages while the Ballpark is under construction, and approximately \$102 million for each year the Ballpark is in operation (in 2004 dollars). Once operational, spending by fans, visiting teams, the home team, and Ballpark operators would contribute \$23.1 million in tax revenue to the District. Although a new Ballpark would not solely serve as a direct catalyst for redevelopment, the Ballpark, when viewed together with other development projects in the immediate area, would help accelerate the rate of ongoing redevelopment.

### Cultural Resources Impacts

*Historic Resources* There are no historic structures or properties within the proposed Ballpark Site. Although there are several structures in the surrounding area that are more than 50 years of age, the area lacks architectural integrity and does not merit preservation. None of these structures were determined to be individually eligible for listing in the National Register of Historic Places. Ballpark construction has resulted in the closing of portions of O and P Streets to vehicular traffic and will obstruct L'Enfant vistas. Therefore, the construction of the proposed Ballpark is considered to have an adverse effect on these L'Enfant Plan resources. However, given the limited contribution of these segments, the overall effect would be minor. Moreover, the Ballpark makes significant gestures to these L'Enfant Plan vistas, primarily where O and P Streets intersected with the eastern side of South Capitol Street.

*Visual Resources Impacts* Development of the Ballpark will transform the Site, has resulted in the removal of existing industrial structures, and offers an opportunity to implement the urban design standards intended for the area. Development of a Ballpark adjacent to one of the primary visual corridors in the District and near the Anacostia River waterfront will improve the visual connection between a historically overlooked neighborhood and nearby features. The development of an attractive Ballpark is consistent with the plan for South Capitol Street as an urban boulevard in a prominent gateway location to Washington, DC, and contributes to the physical revitalization of the corridor. The Ballpark is designed as an open facility to preserve and enhance the views and vistas around the Ballpark, including views toward the US Capitol dome, other federal landmarks, and the Anacostia Waterfront.

### Transportation Systems Impacts

*Traffic System Impacts* As part of the Ballpark project, several streets around the Ballpark Site would be resurfaced and streetscaped: Potomac Avenue, First Street, SE between Potomac Avenue and N Street, SE, and N Street. In addition, under separate plans, South Capitol Street would be rebuilt and transformed into an urban boulevard. Based on the assumed 2008 roadway network and the peak hour volumes calculated, capacity analyses were performed for various traffic scenarios. The average delay and Levels of Service (LOS) results for these scenarios indicate that with the additional traffic generated by the Ballpark, most of the nearby intersections on South Capitol Street and M Street would experience increased congestion levels at several locations in the general vicinity of the Ballpark and various parking lot access points. The greatest congestion impacts would occur at the intersection of the freeway off-ramps and southbound South Capitol Street just north of its intersection with I Street, which would continue to operate under failing conditions. The majority of the system would still operate at acceptable LOS with the implementation of signal timings and other traffic operations adjustments.

Planning for the Ballpark is being coordinated with the District of Columbia Department of Transportation. The Ballpark is designed to be sensitive to nearby residents and minimize traffic conflicts between Ballpark patrons and neighborhood residents. A Traffic Operations and Parking Plan (TOPP) for the Ballpark will include mitigation measures to protect the neighborhood from game day cut-through traffic (through the placement of traffic control officers, physical barriers or other measures agreed to by the community). Many of the traffic



mitigation measures that will be implemented at the Ballpark on game days are a direct outgrowth of the experience gained from the National's 2005 season at RFK Stadium.

*Parking System Impacts.* It is estimated that the peak parking demand would exceed the 1,225 parking spaces available on-site approximately 3,850 spaces would be needed for a weekday afternoon game and approximately 4,900 spaces would be needed for a weekend game. Off-street parking provided for Ballpark patrons would be spread throughout various facilities in locations that are within reasonable walking distance to the Ballpark, accessible from arterial streets, and within commercial areas. The location and routing of vehicles to these facilities would be selected so as to not encroach on neighborhood areas, in particular the community west of the Ballpark Site across South Capitol Street. Major off-street parking areas near the Ballpark Site that could potentially accommodate the increased demand include the Southeast Federal Center, public parking garages north of M Street, and parking facilities on Buzzard Point. Based on the parking supply estimates, the expected parking demand during maximum attendance at the Ballpark (sold out games) would be accommodated. Residential neighborhood on-street parking would be protected as it currently is near RFK Stadium. The on-street parking restrictions implemented at RFK Stadium during this past season's ballgames will be reviewed and a similar form of restrictions would be implemented in the neighborhoods surrounding the Ballpark.

*Public Transportation System:* Several transit improvements would help offset the increased demand for transit service to the Ballpark and in the surrounding area. The public transportation system capacity and service levels would meet the needs of the Ballpark, contingent upon the completion of several planned upgrades to the system. Improvements include significant Metrorail service upgrades and the addition of water taxi service for the area, as well as a future streetcar line. Upgrades in transit service likely to result from the development of the Ballpark would have positive effects on transit accessibility for the Near Southeast area.

It is expected that the Navy Yard Metrorail station would serve as the main station used by Ballpark patrons. The station can currently process 7,600 riders in the peak direction; however, planned improvements would increase station capacity to 17,600 riders per hour in the peak direction. There would be adequate capacity at the Navy Yard Metrorail station to accommodate future Metrorail demand as a result of the planned improvements. It is anticipated that only one portion of the Metrorail system (the section of the Green Line between the L'Enfant Plaza and Navy Yard stations during the PM peak hour prior to a sold-out weeknight game) would be constrained, and operate at capacity, as a result of Ballpark operations.

*Pedestrian and Bicycle Circulation Impacts:* Most sidewalk segments near the Ballpark would be expected to operate within acceptable Levels of Service for pedestrian flows. Results from the Ballpark TMP do not indicate a significant increase in traffic on bicycle or multi-use trails. Should a significant increase occur, it is assumed that the natural flexibility of these systems could accommodate the resulting volume.

The Ballpark site is situated within an area of the District that is well suited for encouraging the use of alternate modes of transportation. The Traffic Operations and Parking Plan (TOPP) for the Ballpark will locate the key intersections surrounding the site expected to have significant pedestrian activity and will define measures to be employed on game days to limit conflicts, such as the deployment of traffic control officers.

### Environmental Health Impacts

*Visitor Activity Impacts* Redevelopment of the industrial uses would aid in the revitalization of the Anacostia waterfront and provide positive impacts to Ballpark visitors and the community through improved access to the river. Site improvements, an overall increase in pedestrian circulation, and the presence of transportation control officers would improve real and perceived security in the area. It is anticipated that the currently underutilized areas along the Anacostia River would be improved with mixed-use development, civic parks, and a river trail system, consistent with the Anacostia Waterfront Initiative. Pedestrian friendly mixed-use development along the waterfront would benefit the Near Southeast and Southwest neighborhoods and improving waterfront access would provide a major positive impact

*Noise Impacts* Sensitive noise receptors near the Ballpark Site would be subject to noise from a variety of activities. During construction, noise-generating activities includes. on-site demolition and removal of structures, excavation of soil, transport of construction vehicles, employees, equipment, and materials; and construction of the Ballpark and supporting infrastructure. Noise from Ballpark events would include vehicle trips and event noise (crowd cheering, public address announcements and music, and possibly fireworks) These operations and activities would generate variable noise levels and durations. Noise levels in existing residential areas west of South Capitol Street would not be expected to increase as a result of activity at the Ballpark Overall, residences less than two blocks from the Ballpark site would be subject to variable noise levels from a variety of sources, including construction activities and equipment, the vehicular movement of event attendees, event crowd cheering, and the public address system An increase in ballgame-generated traffic would be expected on game days, which would generate traffic-related noise. Ballgame noise levels would be particularly noticeable on minor roadways in the vicinity of the Ballpark after 10 00 pm on a weeknight, due to the low level of traffic and associated noise on these roadways

Noise impacts would be minimized by orienting the open end (the outfield) of the Ballpark to the undeveloped northeast and providing a more solid mass along its western edge toward existing residential areas Given that the Ballpark design incorporates these features, noise levels in the adjacent north and west residential neighborhoods would not increase due to the Ballpark The Ballpark will also eliminate the previously existing daytime and evening noise sources on the Ballpark Site including industrial activities and truck traffic; and nightclub activities and vehicular traffic

*Lighting Impacts* Lighting levels on and in vicinity of the proposed Ballpark site would be increased as a result of exterior building lighting, pedestrian security lighting, and playing field lights According to the lighting requirements of Major League Baseball, the playing field would have high intensity lights (250 foot-candles) directed towards the pitching mound. Lighting levels in the immediate vicinity of the proposed Ballpark would increase as a result of lighting sources required to operate a Ballpark

The Ballpark has been designed and oriented to minimize light spill into existing residential neighborhoods. In addition to Ballpark orientation and massing, the majority of lighting for the playing field would be attached to the roof-like canopy to help direct the light source toward the field. Therefore, the proposed use of state-of-the-art field lighting methods and improved lighting control measures would limit horizontal light spill to the area adjacent to the open northeast end of the structure (the outfield portion of the Ballpark) where light levels would reach 5 to 6 foot-candles. In addition, the effects of increased light levels would be minimized as a result of South Capitol Street separating the residential areas to the west from the Ballpark. Based on measurements of other similarly aligned ballparks, lighting would not increase over the existing levels of 2 to 3 foot-candles.

Because of the attachment of most light sources to the canopy, the proposed Ballpark would also generate limited vertical light spill, sometimes referred to as sky glow, in the immediate area during evening games. Such glow would temporarily reduce the ability to observe the night sky.

*Air Quality Impacts:* Long-term operational emissions would be almost exclusively generated through vehicular traffic for baseball game events. Additional air quality impacts include the emissions of fugitive dust during site demolition and soil excavation, which due to the Site's history of industrial use, have the potential to contain potentially hazardous contaminants such as asbestos, hydrocarbons, PCBs, lead-based paint, and other pollutants specific to a previous use on-site. Collectively, demolition, excavation, and construction would generate temporary air emissions.

*Hazardous Materials Impacts:* Based on site investigations, the proposed site contains soil and groundwater contaminants including solvents and, PCBs, and petroleum products. The contaminants have been studied in a Phase II ESA. Excavation of the site would require the removal of an extensive amount of surface and subsurface infrastructure that may contain residual amount of contaminants. Excavation of soils for the Ballpark footprint would generate large quantities of soil of varying degrees of contamination, likely unsuitable for reuse due to their previous use.



**Summary of Environmental Impacts**

Resource Area	Positive			Adverse			Negligible or No Impact
	Major	Moderate	Minor	Major	Moderate	Minor	
<b>Socio-Economic</b>							
Land Use		<input checked="" type="checkbox"/>					
Planning Policies and Regulatory Environment		<input checked="" type="checkbox"/>					
Community Facilities							<input checked="" type="checkbox"/>
Demographics and Housing			<input checked="" type="checkbox"/>				
Environmental Justice			<input checked="" type="checkbox"/>				
Economic and Fiscal Resources			<input checked="" type="checkbox"/>				
<b>Cultural Resources</b>							
Archaeological Resources							<input checked="" type="checkbox"/>
Historic Resources							<input checked="" type="checkbox"/>
Visual Resources		<input checked="" type="checkbox"/>					
<b>Natural Resources</b>							
Geophysical Resources						<input checked="" type="checkbox"/>	
Water Resources							<input checked="" type="checkbox"/>
Vegetation and Wildlife							<input checked="" type="checkbox"/>

Resource Area	Positive			Adverse			Negligible or No Impact
	Major	Moderate	Minor	Major	Moderate	Minor	
<b>Urban Systems</b>							
Water Supply			<input checked="" type="checkbox"/>				
Sanitary Sewer and Stormwater Infrastructure			<input checked="" type="checkbox"/>				
Solid Waste Disposal			<input checked="" type="checkbox"/>				
Energy Systems			<input checked="" type="checkbox"/>				
<b>Transportation Systems</b>							
Traffic System					<input checked="" type="checkbox"/>		
Parking System						<input checked="" type="checkbox"/>	
Public Transportation System			<input checked="" type="checkbox"/>				
Pedestrian and Bicycle Circulation			<input checked="" type="checkbox"/>				
<b>Environmental Health</b>							
Visitor Activity						<input checked="" type="checkbox"/>	
Noise						<input checked="" type="checkbox"/>	
Lighting Conditions					<input checked="" type="checkbox"/>		
Air Quality						<input checked="" type="checkbox"/>	
Hazardous Waste						<input checked="" type="checkbox"/>	

## Summary of Key Mitigation Measures

A number of mitigation measures that would avoid, eliminate, or reduce adverse impacts, or enhance positive impacts, have been identified for the proposed Ballpark project. Several of these measures have been determined to be essential to the success of the Ballpark project. The key mitigation measures include:

### Socio-Economic Resources

#### *Recommended Land Use Mitigation Measures:*

- The District should encourage concentrations of retail uses on the Ballpark Site to help establish active commercial zones in key locations (i.e., First Street, N Street, etc.)
- In its role in guiding the development of the waterfront parcels, the District should require public access and open space areas along the Anacostia River, particularly near the Ballpark site
- Under existing zoning regulations, PUD approval is required for any new development along M Street. In regulating development along this corridor, the District should encourage adaptive reuse of the existing facilities, particularly the existing WMATA bus garage, where feasible.
- Support a BID-like organization, such as the Anacostia Waterfront Corporation, to coordinate private-sector development, public space improvements, and traffic circulation enhancements.

#### *Recommended Planning Policies and Regulatory Environment Mitigation Measures:*

- To the extent possible, the views and vistas both to and from the Ballpark site should be enhanced by minimizing visual obstructions, planting street trees, and applying appropriate streetscape elements as outlined in the Comprehensive Plan
- The Ballpark should be designed in such a way that would increase and encourage access to the Anacostia River. Potential design elements that would encourage waterfront access include creating a retail corridor along First Street, leading visitors towards the river; designing an open façade that allows a river view and includes a major entrance on the river side of the Ballpark, and providing a visual connection to the river
- The Ballpark should be designed to provide physical and visual connections to the Anacostia River. The Ballpark should relate to the waterfront through appropriately located entrances and architectural features
- The portion of Half Street north of the Ballpark should be kept open as a view corridor through the use of appropriate urban design guidelines.
- Water taxis should be promoted as a method of transportation and as a Ballpark attraction.
- Efforts should be coordinated with development of the Florida Rock property to improve the conditions of that site, provide open space, and promote waterfront access for the public

#### *Recommended Economic and Fiscal Mitigation Measures.*

- The District should promote and establish goals for local hiring for Ballpark jobs and conduct job fairs to increase awareness of employment opportunities.

- To the extent possible, the retail uses within and surrounding the Ballpark should be open to the public during regular business hours regardless of whether a game is being played.

### Cultural Resources

#### *Recommended Historic Resources Mitigation Measures*

- The District should promote protection and preservation of historic resources in the broader area surrounding the Ballpark, including support for listing certain eligible resources for the DC Register.
- The design of the Ballpark should ensure that original L'Enfant Plan elements are recognizable. Streets original to the L'Enfant Plan, namely N, O, and P Streets, as well as Potomac Avenue should have some demarcation, street sign and/or curb cut to show their historic function and location as a L'Enfant Plan street or reservation. The Ballpark should include design elements that would serve to acknowledge the original L'Enfant streets.

#### *Recommended Visual Resources Mitigation Measures:*

- The Ballpark should be designed to the highest aesthetic standards and should use appropriate environmentally friendly materials where economically feasible.
- To the extent possible, the views and vistas both to and from the Ballpark site should be enhanced by minimizing visual obstructions, planting street trees, and applying appropriate streetscape elements as outlined in the Comprehensive Plan.
- Maintain a view corridor along Half Street to preserve vistas of the US Capitol through the use of appropriate urban design guidelines.

### Transportation System

#### *Recommended Traffic System Mitigation Measures*

- The District should coordinate the construction of the Ballpark and related infrastructure with other roadway improvements in the area.
- The DCSEC, Washington Nationals, and retail establishments within the Ballpark District should hold pre-game and post-game events that encourage patrons to travel outside of the commuter peak periods and to spread the patrons' traffic peaks.
- The DCSEC and the Washington Nationals should develop arrangements with restaurants and hotels to shuttle their patrons to and from the Ballpark.
- The District should use traffic control officers to control congestion-causing motorist behaviors such as 'blocking the box'.
- The District should consider establishing a priority transit lane on M Street, and possibly South Capitol Street, to assist in traffic circulation.

#### *Recommended Parking System Mitigation Measures*

- The District and the Washington Nationals should provide information for Ballpark patrons on preferred parking locations and routing to those locations that will direct patrons in a way that limits the impact of their trip to the Ballpark.
- On game days, The District should patrol critical locations on the street network and have

illegally parked cars and other obstructions removed.

*Recommended Public Transit Systems Mitigation Measures.*

- The District and the Washington Nationals should encourage Ballpark patrons to use public transit, walk, or bike
- The District and the Washington Nationals should notify patrons about the availability of other Metrorail station entrances within walking distance of the Ballpark
- The District should extend the Downtown Circulator and expand Metrobus service to the waterfront area near the Ballpark
- The District and the Washington Nationals should develop Park-and-Ride service from locations such as RFK Stadium and the Anacostia Metrorail station
- The District should facilitate the development of water taxi and ferry services.
- WMATA should make further expansions to the Metrorail station capacity when warranted by development
- The District should facilitate the future development of streetcar and bus rapid transit service

*Recommended Transportation Information Mitigation Measures*

- The District should provide general information to the public on traffic conditions in the waterfront transportation corridors. For example, place variable message signs on the highway approaches to the area such as “Game Today at 7:05 pm” or “Area-wide Congestion around Ballpark, Use Alternate Route ”
- The District should provide routing information to fans to avoid congested areas.
- The DCSEC and the Washington Nationals should provide specific information to fans in their seats. For example: “There are significant traffic delays in the area Stay and enjoy the post-game show.”
- The District should provide specific information to area office workers and residents. For example: “Game day tomorrow, anticipate congestion at 4:00 to 5:00 pm (for a 1:05 pm game) ”

*Recommended Transportation System Operation Mitigation Measures*

- The District should enhance secondary circulation streets:
  - Review the design and operation of secondary thoroughfares in Near Southeast and their intersections with the major streets and modify them as necessary to provide flexibility in routing and access in the area.
  - Examine if the local streets in the four quadrants around the intersection of South Capitol and M Streets can provide additional capacity for the high level of traffic turning movements at that intersection. This could relieve the stress at this significant bottleneck
  - Develop the secondary arterials to handle more traffic to relieve the parallel major arterials. For example, Eye Street can augment M Street and First Street, SE can augment South Capitol Street.
- The District should modify and enhance nearby freeways:
  - Install speed control measures to improve operations Weaving and ramp merging operations function better if speeds are lowered during congested periods



- Identify opportunities to modify the highway lane configurations by re-striping, or using jersey barriers. It may be possible to lengthen, weave, or merge sections without reconstruction.
- Meter traffic entering the freeway
- Close critical ramps that cause breakdowns. These could be either intermittent closures when needed, or permanent.
- At locations where off-freeway traffic signals back traffic onto the freeway, consider re-timing the signals in response to vehicle actuators that warn the system of the backup or widen the off-ramp using the shoulder and create an additional lane for queuing.

### Environmental Health

#### *Recommended Visitor Activity Mitigation Measures:*

- The District should design and locate appropriate signage to guide pedestrian movement within and around the Ballpark site, and to move people along major thoroughfares and away from quiet residential streets. Traffic and pedestrian movement would be managed by police officers to ensure circulation and safety.
- The District should patrol residential streets during ballgames to minimize littering and other visitor-generated nuisances.

#### *Recommended Noise Mitigation Measures*

- The District and the Ballpark construction team should select truck routes to minimize the potential for noise impacts to sensitive noise receptors (e.g., residences) from trucks during construction, particularly during truck trips to and from the site to haul demolition waste, excavated soil, and construction materials.
- The Ballpark construction team should attempt to limit truck trips to the hours of 7:00 am to 7:00 pm, particularly for routes that may be located near residential areas.
- If excessive noise complaints are registered, the District should conduct interior acoustical analysis to verify interior noise levels at 45 dB CNEL for residential areas in proximity to the Ballpark exposed to high noise levels. The analysis would determine residence specific noise reduction measures.
- The District should prohibit through traffic from residential areas during Ballpark events to avoid elevated and intrusive traffic and noise levels.
- The District should incorporate noise attenuation measures and design guidelines (e.g., noise attenuation walls, landscaped berms, building setbacks, positioning of residential open space) into development guidelines for future residential development in areas near the Ballpark.
- The Nationals should limit fireworks displays at the Ballpark. For instance, major displays should be of limited duration and occurrence (i.e., for major holidays) and minor displays should be used more frequent occurrences (i.e., for Nationals home runs and victories at the immediate conclusion of the game).

#### *Recommended Lighting Conditions Mitigation Measures.*

- The light structures should be attached to the sun canopy of the seating bowl to the extent practical.

- The DCSEC should direct lighting downward and shield lighting in other directions, where applicable
- The DCSEC should include light control measures for field lighting to minimize light spill, glare and sky glow.
- Once operational, the District should continue to monitor the Ballpark lighting to identify areas of light impacts to residences and roadways and provide appropriate measures to minimize these impacts primarily at the light source, where possible
- The DCSEC should shut off or reduce field lighting as appropriate for post-game Ballpark closure activities

*Recommended Air Quality Mitigation Measures.*

- The Ballpark construction team should use electric power for construction instead of gas engine generators wherever feasible
- The Ballpark construction team should minimize emissions by:
  - Using low pollutant-emitting construction equipment when possible,
  - Using electrical or alternatively fueled construction equipment when possible,
  - Using catalytic reduction for gasoline-powered equipment,
  - Using injection timing retard for diesel-powered equipment, and
  - Using the minimum practical engine size that is readily available and appropriate for the collective tasks assigned to the particular equipment.
- The Ballpark construction team should minimize idling time by construction vehicles.
- The Ballpark construction team should stabilize dust emissions using water, chemical stabilizers/suppressant, polyethylene film or vegetative ground cover for all disturbed areas, including storage piles, and on-site and nearby unpaved roadways.
- The Ballpark construction team should minimize fugitive dust during land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities by applying water or by pre-soaking
- When materials are transported off-site, the Ballpark construction team should cover or wet the materials to limit dust emissions, or at least six inches of freeboard space from the top of the container of material shall be maintained.
- The Ballpark construction team should remove the accumulation of mud or dirt from adjacent public streets 1) once a day during earth-moving activities which occur adjacent to a public street or 2) on an as needed basis when land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill or demolition activities operations are occurring in an area that is not adjacent to a public street. Dry rotary brushes should not be used, except where preceded or accompanied by sufficient wetting to limit the visible dust emissions, and blower devices should not be used on public streets.
- The Ballpark construction team should limit traffic speeds on unpaved roads to 15 miles per hour
- The Ballpark construction team should install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope of greater than 1%.
- The Ballpark construction team should install wheel washers for all trucks, or all trucks and equipment leaving the site
- The Ballpark construction team should cover inactive storage piles
- The Ballpark construction team should install gravel pads at all access points to prevent tracking of mud onto public roads

- The DCSEC and the Washington Nationals should provide bicycle racks to encourage spectators to bike to ballgames
- The DCSEC and the Washington Nationals should provide preferred parking locations for electric, and hybrid vehicles at the Ballpark.
- The DCSEC and the Washington Nationals should encourage use of carpools, vanpools, and electric/hybrid vehicles during Ballpark events
- The Nationals should use electric maintenance carts for operations at the Ballpark, where feasible
- The DCSEC should permit installation of battery charging facilities by interested parties at the Ballpark.
- The DCSEC and the Washington Nationals should place fee collection points at Ballpark parking facilities to collect tolls prior to events and eliminate delay caused by toll collection when exiting after a Ballpark event
- The DCSEC and the Washington Nationals should encourage the use of buses with clean burning engines or post-combustion controls in the area surrounding the Ballpark during Ballpark events
- The DCSEC and the Washington Nationals should establish incentives for parking at outlying areas and using mass transit to access the Ballpark.