EXHIBIT NO. 1

City of Alexandria, Virginia

MEMORANDUM

12
12-12-00

WS
11-14-00

15
10-24-00

12
11-18-00

DATE: OCTOBER 20, 2000

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER PS

SUBJECT: RECEIPT OF REPORT ON THE WOODROW WILSON BRIDGE PROJECT PLANS FOR JONES POINT PARK AND THE URBAN DECK AND SETTING THE REPORT FOR PUBLIC HEARING ON SATURDAY, NOVEMBER 18 AND COUNCIL CONSIDERATION ON TUESDAY, DECEMBER 12

ISSUE: Receipt of report on the Woodrow Wilson Bridge project plans for Jones Point Park and the Urban Deck

RECOMMENDATIONS: That City Council:

1. Receive this report and release it for public review.

2. Schedule a City Council work session for November 14 and docket this report for public hearing in conjunction with the National Park Service on November 18, and final consideration on December 12.

3. Schedule a time as to when Council members can tour Jones Point Park prior to the November 14 meeting.

4. Approve the 65% design concept plan for Jones Point Park (Attachment 1), the interim plan for Jones Point Park (Attachment 2) and the concept for the Urban Deck (Attachment 3) on December 12.

BACKGROUND: The Woodrow Wilson Bridge project is currently in the design phase. Design concepts for the Jones Point Park enhancements and the Washington Street (Urban) Deck have been evolving for some time, and we are now at the 65% completion phase for the concept plans.The City of Alexandria and the National Park Service (NPS) are responsible for making recommendations. Moreover, the City's approval of the plans for Jones Point Park and the Urban Deck is required to the extent they deviate from the concept plans included in the City's settlement on its Wilson Bridge litigation. This memorandum contains a discussion of the issues and recommendations on the decisions that City Council has to make at this time. Below is a brief review of past actions/activities

that provide the background and framework for the current decisions that Council has to make regarding Jones Point Park and the Urban Deck.

In 1997, a Memorandum of Agreement (MOA) was signed by the Federal Highway Administration (FHWA), the National Park Service, state historic preservation officers in Maryland, the District of Columbia and Virginia and the City that, among other things, established design goals for the Woodrow Wilson Bridge replacement project. These design goals were compiled in an issue paper dated January 14, 1999, and entitled: Historic Context and Recreation Issues for Jones Point Park, the George Washington Memorial Parkway & Urban Deck (Attachment 4). Further, City Council adopted Resolution 1908 on February 9, 1999, (Attachment 5) in preparation for the out of court settlement of its lawsuit against the FHWA. The provisions in Resolution 1908 were incorporated into the March 1, 1999, settlement agreement between the City and the Federal Highway Administration (Attachment 6) and included a number of items related to the design of Jones Point Park and the proposed Urban Deck.

City Council reviewed and endorsed the 30% design drawings for Jones Point Park and the Urban Deck at a City staff presentation of the park and deck plans during a work session on February 20, 1999. The Mayor, staff, and the Chair of the Park & Recreation Commission then presented the 30% design on the Mayor's monthly cable television show on March 8, 1999, and the plans were presented to a number of City Boards and Commissions. Most recently, presentations on the current plans for Jones Point Park and the Urban Deck were made to members of City Boards and Commissions (August 14, 2000) and to approximately 120 people at a public forum held on September 6, 2000, at the Lyceum.

Many groups have been set up to monitor aspects of the Woodrow Wilson Bridge project, but two, in particular, are concerned with the issues under discussion. The first is the Design Review Working Group (DRWG) composed of representatives from the National Park Service, historic preservation groups and local governments, including Alexandria. The DRWG reviews design documents and treatment plans at the 30%, 65% and 90% design phases to ensure that the Project design meets the stipulations outlined in the MOA.

The second is the Stakeholder Participation Panels (SPP) whose members in part represent civic associations and neighborhood communities affected by the bridge project. The members of the SPPs bring the community perspective to the design process by interacting with the professional design team to identify important community values, issues and concerns and help conceptualize design solutions. Two SPPs are relevant for this discussion: the Jones Point Park Panel and the Route 1/Washington Street Area/Urban Deck Panel. A number of Alexandria representatives are on each of these panels. A list of the current members of these two panels appears as Attachment 7 (it should be noted the membership of the SPPs has changed since 1999). In addition to these groups, a City staff committee composed of representatives from various departments (e.g., Planning and Zoning, Transportation and Environmental Services, Office of Historic Alexandria, Parks and Recreation) has been meeting for over three years to give input to the design plans.

Although refinements will continue to be made to all elements of the park and the urban deck throughout the design phase and will continue to have the input of stakeholder panels and City Boards and Commissions, Council is now being asked to review comments from the public, Boards and Commissions and stakeholder panels on the current plans (Attachments 1, 2 and 3), and determine whether to approve them. Council action is needed at this time because the final plans for the entire replacement project are slated to be reviewed by the Commonwealth Transportation Board in January. In addition, the interim plan for park use (Attachment 2) must be implemented very soon so that safe recreational space remains available to the public when the bridge construction begins, and parking is provided for City employees.

DISCUSSION: Staff recommends that City Council adopt the proposed 65% design concept plan for Jones Point Park (Attachment 1), the proposed interim plan for Jones Point Park (Attachment 2) and the concept of a smaller Washington Street Urban Deck (Attachment 3). Below is a brief description of each plan, the major issues associated with each plan and a staff response to citizen and City Board and Commission comments and Stakeholder Participation Panel actions.

I. DESIGN PLAN FOR JONES POINT PARK

The proposed plan for Jones Point Park at the 65% design phase (Attachment 1) is essentially the same as the plan endorsed by City Council in February 1999 at the 30% design phase and reflected in the City's Settlement Agreement. The proposed plan has been approved by the DRWG and the Park and Recreation Commission. The Jones Point Stakeholder Panel approved the plan, but without the secondary bike trail which travels along the northern/central portion of the park through the woodlands. Other groups have reviewed the plan and submitted their comments which are attached and discussed below. Throughout this entire process, the design goal of all plans at Jones Point Park has been a careful balance of uses and interests representing three principles:

1. Protection of the natural environment;
2. Preservation and interpretation of the prehistoric and historic human occupation of the site; and
3. Active and passive recreation

The 65% design plan divides Jones Point Park physically and functionally into two separate areas which occur naturally as a result of the location of the new Woodrow Wilson Bridge. It is intended that the area south of the new bridge (approximately 19 acres), which contains greater and more varied cultural resources (such as the Lighthouse, boundary stone and D.C. survey line, rope walk and shipways) be predominantly passive and interpretative. The existing trees in this area will be limbed up to allow views of the water from most of the area and increase the openness of the space. The shoreline is to be stabilized with natural plant materials where possible.

The area north of the bridge contains active recreational uses immediately adjacent to the new bridge, including two multi-purpose play fields, while preserving and maintaining most of the existing woodlands, as well as community gardens, as a buffer to existing residential uses to the

north and west. The primary Mt. Vernon Bike Trail in Alexandria runs along the river and is separated from the pedestrians for a good portion of the way. In Jones Point Park, in order to separate high speed commuter and recreational bicyclists from pedestrians, a secondary bike trail through the woodlands in the northern/central section of park is proposed which would bridge the wetlands and interpret them in a manner similar to the Mt. Vernon Trail through Dyke Marsh and Daingerfield Island. In addition, this trail adds a safety feature for this part of the park in that police can more easily patrol the area using the bike trail.

A small tot lot is proposed to be located east of the fields. Also on the east side are restrooms, a canoe/kayak launch and a new fishing pier. In addition, the concrete bulkhead along the east shoreline, formerly the finishing pier of the Virginia Shipbuilding Corporation facility, is to be restored and interpreted and used as a pedestrian promenade.

The proposed design gathers all hard surface play areas, roads, parking and utilities below the new bridge to maximize the remaining park area for green space. The existing 250 parking spaces for City employees are retained below the new bridge. No additional automobile entrances are proposed for Jones Point besides the present entrance from Royal Street. One additional pedestrian entrance is proposed from Royal Street at the intersection with the historic D.C. boundary line.

As noted above, the plan shown in the 65% drawings differs little from that presented as part of the 30% conceptual design phase. The northern portion of the park has changed only in a reduction of the number of paths proposed through the woodland area and elimination of the softball field.

Comments on Jones Point Park Concept Plan

Attachment 8 contains copies of the written comments from City Boards and Commissions and citizen comments submitted to the City and the Woodrow Wilson Bridge project consultants. Below is a summary of the major issues raised and the staff response.

1. Playing fields/preserving natural areas and woodlands

A number of comments supported saving as many of the trees and woodland areas, as possible, in the entire park, and not having the athletic fields to the north of the new bridge, as now proposed. The Environmental Policy Commission suggested that, if the trees must be cut down on the north side, only one playing field running parallel to the bridge should be built so to reduce the number of trees cut, and the "event lawn" south of the bridge should be made available for use as a playing field.

Staff does not support changing the proposed plan in this way. With respect to the athletic fields, a goal of the plan, as noted above and supported by the Park and Recreation Commission, is to separate active and passive recreation by keeping passive activities to the south of the bridge and active recreation on the north side. There are approximately 21 acres of woodland north of the new bridge. Under the plan, approximately four acres of woodlands will be cleared. Studies conducted on the north side show that only nine trees with a caliper of 24 inches or more will be removed, and of these nine trees, two are in poor health. Because this area was originally a fill site for river spoils

which was subsequently used for the shipbuilding industry, the vast majority of the vegetation is volunteer growth. Furthermore, there is no evidence that removing these four acres of woodlands north of the bridge will significantly endanger the habitat for birds and wildlife.

Some residents who live west of the playing fields also want as much of the woodland to remain to act as a buffer between their property and the park. Even with the trees being cut, there will remain at least a 200 foot buffer of trees between the playing fields on the north and the homes to the west and north of the fields. According to the project's professional noise consultants, the greatest benefit in reducing the impact of noise occurs within the first 200 feet of the vegetative buffer.

Some have asked why we need additional soccer fields and what is the demonstrated need for them. First, these fields will not be dedicated solely for soccer, but will also be available for other sports activities, such as lacrosse or field hockey which are rising in popularity. Moreover, the State of Virginia has established standards for the number of fields a jurisdiction should have based on population. While the application of these standards varies among jurisdictions depending upon land availability (e.g., built up urban areas such as Alexandria have less land available for fields compared to suburban and rural areas), the number of fields in Alexandria is lower than the number suggested by the state standards. For example, the state standards suggest one full size soccer field (83 yards by 133 yards, which includes the area outside the boundary lines needed for players who run off the field) for every 5,000 people, or 24 full size fields based on Alexandria's population. At this time, Alexandria has no full size soccer fields; we have eight fields which are larger than 50 by 100 yards, but smaller than the 83 by 133 yard standard. Only the two interim soccer fields that will come on line at Potomac Yard in the spring of 2001 meet the 83 by 133 yard standard. The two playing fields proposed at Jones Point will meet this standard, as will the two fields proposed for the Urban Deck replacement fields, discussed below.

Since the 30% design, additional studies have been performed on existing natural and cultural resources. The Jones Point Stakeholder Participation Panel indicated a strong desire to preserve the larger native trees in the southern portion, which could limit the size and location of the community gathering space. As presently proposed in the 65% design plan, only .65 acres of woodlands will be removed for shipway interpretation. Within those .65 acres, there are three trees with a caliper of 24 inches or more. Existing trees will be limbed up to allow views of the water from most areas of the park and increase the openness of the space for passive recreational use and the City birthday celebration. Since almost all of the trees are being preserved, the amount of community gathering space is smaller than originally planned.

2. Secondary Bike Trail

As shown in Attachment 1, the plan proposes two bicycle trails through the park: a) the primary Mt. Vernon Bike Trail which is on the north side of the bridge runs through the park along the eastern (river) side and then turns west under the bridge to Royal Street, and b) the secondary bike trail in the northern/central section of the Park runs through the wooded area, along the western side of the playing fields and connects with the primary Bike Trail under the bridge.

The Jones Point Stakeholder Panel opposed this secondary bike trail because of its perceived proximity to the Yates Gardens houses. Others have expressed concerns about the noise produced by bicyclists. Staff estimates that at its narrowest point, the secondary bike trail is approximately 150 feet from the Yates Gardens homes and the distance increases to over 200 feet at other points along the trail, putting distance and vegetation, which act as noise barriers, between the trail and the homes. The Environmental Policy Commission (EPC) also felt the second trail may not warrant development because of the loss of trees, the potential impact on wetlands and wildlife, and the availability of other paths through the park, and believe additional research on the benefits should occur before a decision is made.

Staff supports the secondary bike trail for the same reasons the Park and Recreation Commission and the Bicycle Study Committee do: a) it allows faster cyclists to use the secondary path and slower cyclists to use the riverside path, thereby reducing potential conflicts between walkers and cyclists traveling at fast speeds, b) it allows more people to use the central part of the park which will increase safety, and c) it gives the Police the ability to patrol the wooded area. In addition, staff believes the impact to trees and wetlands will be minimal. As part of the 90% plans, staff will incorporate designs sensitive to trees and wetlands.

The Bicycle Study Committee suggested that the connection between the bike path and the bridge be re-examined to see if a more direct route from Royal Street to the bridge is preferable, probably through the use of a circular ramp. Examples of such ramps include the bridge from the Mt. Vernon Trail to Rosslyn and the two circular ramps at the Clara Barton Parkway. City staff, in conjunction with the National Park Service and Potomac Crossing Consultants, will study this recommendation during the development of the 90% design phase.

The Bicycle Study Committee also asked that serious consideration be given to obtaining an easement for a bike path along the river behind Hunting Towers, similar to what was achieved on the north end of the City with the property owners at Marina Towers. Staff have raised this suggestion with the project, but have been told it is not feasible because it requires additional condemnation actions which the project at this time is unwilling to undertake.

3. Preservation, treatment, protection and interpretation of historical and cultural resources (Lighthouse, District of Columbia Cornerstone, Shipways, Finishing pier)

The Memorandum of Agreement (MOA) signed in 1997, and referenced above, stipulates the procedures to be followed by the Federal Highway Administration (FHWA) on how project effects on historic properties are taken into account. The criteria used in the assessment process followed the criteria outlined in Section 106 of the National Historic Preservation Act (NHPA). The conclusion, as stated in the 1997 update of the Record of Decision (ROD) signed June 16, 2000, is as follows: "The Federal Highway Administration believes the impacts to Jones Point Park have been adequately identified based upon the level of design detail conducted to date and appropriate for this stage of project development, and that the conceptual mitigation plan incorporates all possible planning to minimize harm to the Section 4(f) resource."

The Historic Alexandria Resources Commission (HARC), the Alexandria Archaeological Commission (ACC), with the endorsement of the Alexandria Historical Restoration and Preservation Commission, accept the concept plan with the provision that additional planning be done to sufficiently interpret the cultural resources in Jones Point Park. Staff will continue to work with the design team, archaeological consultants and interpretative planners to meet the terms of the MOA.

A number of the comments relating to cultural and historic resources have to do with the extent of interpretation and identification. For example, publishing a book on the shipbuilding associated with Jones Point; checking to make sure the concept plan identifies historic resources correctly; preparing a map showing the location of foundations, archaeological sites; placement of interpretation along the waterfront to put Jones Point interpretation in the context of the City's maritime heritage. In addition, comments have been made regarding further refinement of treatment plans, such as those for the Lighthouse and boundary stone. Staff will be addressing these issues as the concept plans are further developed and we move into the final stages of design and the preparation of actual construction drawings. A number of the issues raised are also addressed in the attached letter from the City Manager to the Potomac Crossing Consultants (Attachment 9) which comments on the staff review of the Phase II Archaeological Testing and Determination for Submittal to the Keeper of the National Register of Historic Places as well as the Treatment Plan document.

4. Maintenance Plan for Jones Point Park

The ownership of Jones Point Park will remain with the National Park Service. The City currently has an agreement with the Park Service for the use of Jones Point. This agreement will be amended to incorporate any additional City and Park Service responsibilities for on-going maintenance.

A number of comments from Boards and Commissions and others emphasized the importance of developing a maintenance plan that not only addresses the recreational aspects of the Park, but the cultural and historic aspects as well. In addition, the Environmental Policy Commission expressed concerns that: storm water runoff from the portion of the bridge above Jones point not enter the park, wetland areas or Potomac River without treatment; catastrophic spills (e.g., gasoline tanker spills) not be allowed to flow uncontrolled into the park; and, a plan to deal with hazardous material spills be developed. Staff will include these and other suggestions in a maintenance plan for the park which will be developed once the final design is approved. Long term maintenance responsibilities have been part of the design plan all along.

Concern was expressed about having sufficient funds to complete all of the plans for Jones Point Park and doing what is necessary to ensure that approved plans are implemented. The Environmental Policy Commission listed a series of questions that they felt should be addressed by the City and the Woodrow Wilson Bridge planners to ensure that when the project is completed, sufficient funds are available to operate and maintain the park and the bridge, and that all other costs for which the City could be responsible are identified. All of these suggestions will be followed through by staff.

The Archaeological Commission suggested that the City establish a cultural and historic resources working group to monitor future planning and implementation activities until the park is completed. HARC concurs that they and others concerned with history, including staff in the Office of Historic Alexandria, provide continuing input as interpretative and treatment plans evolve. Staff will return to City Council with recommendations for the establishment of such a group.

II. Interim Plan for Jones Point Park Plan

In addition to approving the 65% design for the Jones Point Park, Council also needs to approve an interim (during construction) plan for the park. The proposed interim plan (Attachment 2) shows the athletic fields in the approximate location of the fields in the final design. The interim fields would be smaller, but the north and west boundaries would remain constant in both designs. In the final design, the athletic fields would expand to the south in the area presently occupied by the Jones Point Park road and the current bridge. To the east, the interim plan shows a 162 space parking lot to replace the parking lot currently at the west end of the bridge used by City employees. After the bridge construction is complete, this interim parking lot would be replaced with a tot play lot and additional trees, and parking for all cars would be under the bridge. It is important to note that if the interim plan is accepted, no more understory (limbing trees and removing underbrush) and trees will need to be removed than in the recommended final plan. The interim plan was presented at the Board and Commission meeting on August 14, the September 6 meeting at the Lyceum and was approved by the Park and Recreation Commission in September.

III. Urban Deck

Attachment 3 contains two concept plans (Concept A and Concept B) for a smaller Urban Deck with an approximate width of 200 feet. Concepts A and B are examples of what a smaller deck could look like. These design concepts will be further refined during the development of the 90% design plans to produce a single plan. Public input will be sought during this process. Council is being asked, at this time, to approve the concept of a smaller deck so staff can proceed with the final design.

As originally conceived, the Urban Deck was intended to perform several functions. It was intended to reconnect the southern tip of Old Town cut off by the original construction of the Beltway. It was also intended to eliminate the visual impact of the wider Beltway on the George Washington Memorial Parkway and provide a more attractive entrance into the Alexandria National Historic Landmark District. It also can be seen as mitigating the loss of open and recreational space in Jones Point Park because of the size of the new bridge. Plans for the deck called for the enlargement of the median and streetscape south of the deck, along the George Washington Memorial Parkway, as a result of the regrading needed to accommodate the new wider Beltway at Washington Street and relocation of Hunting Towers access to the Parkway.

Review of 65% Design Drawings

Between the 30% drawings and the present 65% design for the Urban Deck there are substantial differences. As originally conceived and endorsed by City Council at the 30% stage, the deck was

some 700 feet wide and was to contain two active recreation event fields — one on the west side of Washington Street and one on the east side. However, as the bridge engineering was refined, it became clear that the field proposed on the eastern half of the deck could not be accommodated because of the rising grade of the highway as it climbs toward the bridge. It is possible to locate a full size multi-use field on the western half of the urban deck but, in staff's opinion, this has a number of adverse impacts on adjacent cultural resources such as the Freedmen's Cemetery and the George Washington Memorial Parkway, including 50' tall field lights and netting to contain the balls on the deck. In addition, a larger Urban Deck size required specialized exhaust fans over the Beltway on the underside of the Deck itself. Due to vertical clearance requirements over the Beltway, the presence of these exhaust fans resulted in elevating the Deck on either side of the George Washington Parkway and thereby relegated the Parkway to be depressed in the middle of an elevated Deck section. We, therefore, do not recommend the larger deck. The location of parking and potential safety of a crosswalk between the two halves of the deck were also concerns. In addition, one of the primary original purposes of the deck was to physically tie the area south of the Beltway to Old Town. While a positive idea in concept, later engineering analysis indicated that the proposed topography would require the walls supporting the deck to be very tall, creating an additional barrier rather than knitting this area together.

The alternative design concepts (A and B) in Attachment 3 eliminate both the active and passive recreation components of the Urban Deck in favor of a much smaller, approximately 200' wide deck that continues the landscape features of the Parkway. The Urban Deck is built up with terraced landscaping so that views of the Beltway are still obscured from Washington Street as it passes over the reconstructed Beltway. The streetscape between Hunting Creek and St. Mary's Cemetery is still enhanced with wide brick sidewalks, light fixtures and stone benches which pick up design elements of both the Parkway and Old Town. No passive or active recreational areas are provided on the deck in either Concept A or Concept B because this space would not be as pleasant as the nearby waterfront, would be expensive to maintain, and probably would not be used by very many people.

Discussions regarding an amendment to the agreement between the City and the Federal Highway Administration which settled the City's lawsuit over the bridge project, and which incorporates the original, larger Urban Deck, are on-going. A formal amendment to the agreement which would reflect Council approval of the smaller Urban Deck will occur when these discussions are completed.

Comments on the proposed changes to the Urban Deck

1. <u>Smaller Deck</u>

There is general support for the smaller deck. There is no strong consensus for the "Greeting" Deck (Concept A) as opposed to the "Streetscape" Deck (Concept B). The Alexandria Archaeological Commission and the Old and Historic District Board of Architectural Review support a smaller deck, because it reflects the historic character of the Parkway, is a fitting gateway to the City, protects and preserves the Freedmen's Cemetery and enhances the visual approach to Freedmen's and St. Mary's Cemeteries. HARC believes there is not enough information to distinguish between the "Greeting"

and "Streetscape" deck alternatives at this point and have requested that it and other interested groups be given the opportunity to comment when the design has been further developed. As noted above, all groups will review the 90% design plans.

The Park and Recreation Commission and the Waterfront Committee support the smaller deck provided the following issues are addressed: noise and air quality studies show no greater impact on neighbors (noise and air quality are discussed below); recreation fields in the R.O.D. and the settlement agreement are located elsewhere (the City is pursuing this); curvilinear design is favored with a larger deck designed on the east side of Washington Street to provide greater enjoyment by the users of the trail over the bridge; and consideration be given for bas relief sculptures depicting historic events in Alexandria on the sound walls at the southern entrance to the City (staff will discuss with Potomac Crossing Consultants).

Friends of Freedmen's Cemetery supports a deck which extends to the maximum possible distance to the east and west and the least possible distance to the north and south, while supporting passive recreation and reducing the noise and visual intrusion of the Beltway. The Environmental Policy Commission supports the "Streetscape" concept and suggests the Urban Deck be planted with native trees and other native vegetation to enhance the value of the deck for passive recreation and as a quality wildlife habitat.

The Design Review Working Group supports whatever decision the City makes on the deck. The Urban Deck Stakeholder Panel, as a group, has not been presented with the plans for the smaller deck because they have not met.

A number of groups commented on the application of "savings" from the construction of the smaller deck. Since the amount of "savings" will not be known until the final design for the smaller deck and the off-site recreational fields are determined, staff will have to wait until then to come back to City Council with recommendations as to the use of any available "savings." Furthermore, not until a plan is officially adopted can we move forward with a final mitigation package.

Noise and Air Quality

In August, the community and City staff asked Potomac Crossing Consultants to calibrate the decibel levels associated with the Urban Deck originally proposed in the 1997 Final Environmental Impact Statement (FEIS) and the currently proposed concepts for a smaller Urban Deck. Attachment 10 contains the results of the study conducted by the Woodrow Wilson Bridge Project Team which analyzed noise levels through the year 2020 at various receptor and ambient points north and south of the bridge. The study concluded the following: "... with the reduced length of the Washington Street Urban Deck, noise levels are predicted to increase 0 to 3 decibels on the north side of I-95, with the exception of Freedman's Cemetery that receives an increase of 10 decibels. On the south side of I-95, noise levels are predicted to increase from 0 to 5 decibels." Studies have shown that the human ear does not detect changes in noise levels which are three decibels or less.

In those instances where the noise level exceeds 67 decibels, the Federal Highway Administration and the Virginia Department of Transportation will investigate whether areas exceeding 67 decibels are eligible for mitigation measures such as sound walls and determine the cost benefit ratios of the mitigation measures. The analysis consists of VDOT examining whether the noise mitigation measure will decrease the noise by a five decibel increment and whether an appropriate cost benefit ratio is achieved. Although this is the standard for review, there are times when these standards are not met, yet VDOT still has the discretion to employ mitigation measures in unusual circumstances (e.g., historic structures, hospitals). Decisions, in general, on noise mitigation measures will be made using the above standard, as well as, validating public support for mitigation.

With respect to air quality, the Woodrow Wilson Bride Project Team has concluded that the air quality is not compromised by the reduced deck size.

Freedmen's Cemetery

One of the goals of the design of the Urban Deck, and a specific requirement in the City's Settlement Agreement, is to provide an appropriate memorial for Freedmen's Cemetery. The smaller deck is the first step in this direction. The Settlement Agreement and the Memorandum of Agreement speak to having the project provide a fitting memorial which is being done in consultation with The Friends of Freedman's Cemetery and the City. The Friends of Freedmen's Cemetery is working on ideas for the memorial.

HARC comments that the approval of the plans for the Urban Deck include measures to ensure there will be improvements to the Cemetery site, and to provide for appropriate memorialization and interpretation of its history and significance. These goals will be addressed as part of the Settlement Agreement's implementation.

The Friends main concern, regardless of which deck option is chosen, is the visual and physical impacts on the Cemetery. Of particular concern are the sound walls. They have asked that they be provided with information on any walls that will separate the cemetery from the deck and the I-95 roadway. The development of the design for the walls will be reviewed by the public and the Friends.

FISCAL IMPACT: No direct fiscal impact, though an indirect effect will be an increase in funds needed to maintain Jones Point Park, and will be determined when the final design is approved.

ATTACHMENTS:

1. Design concept plan (65%) for Jones Point Park
2. Interim plan for Jones Point Park
3. Concept drawings for a smaller deck
4. Historical Context and Recreation Issues for Jones Point Park, the George Washington Memorial Parkway & Urban Deck
5. City Council Resolution 1908 adopted February 9, 1999
6. March 1, 1999 Settlement Agreement Between the City of Alexandria and the United

States Department of Transportation

7. List of the current members of the Jones Point Park and Route 1/Washington Street/Urban Deck Stakeholder Participation Panels
8. Comments from the public and City Boards and Commissions
9. October 18, 2000 letter from City Manager Philip Sunderland to Chris Reed, VDOT Project Manager.
10. October 3, 2000 memo from Jim Zito to Tom Heil on Woodrow Wilson Bridge Noise Evaluation

STAFF:

Richard J. Baier, P.E., Director, Transportation and Environmental Services
Jean Federico, Director, Office of Historic Alexandria
Sandra Whitmore, Director, Recreation, Parks and Cultural Activities
Pamela J. Cressey, City Archaeologist
Al Cox, City Architect
Peter Smith, Urban Planner III
William Skrabak, Division Chief, Environmental Quality

Narrative

The design for Jones Point Park reflects its unique character as a local neighborhood park with points of regional and national historic interest and significance. The reconditioning of the park will respect its existing community-oriented character, upgrading and improving current conditions, adding new elements and addressing current concerns. The goals of the park design process have been to create a park that:

- Balances natural, recreational and cultural resources and opportunities
- Meets the letter and the spirit of both the Record of Decision and the Memorandum of Agreement
- Integrates the new Woodrow Wilson Bridge as an integral element of the park's design.

The objectives of the park design are to:

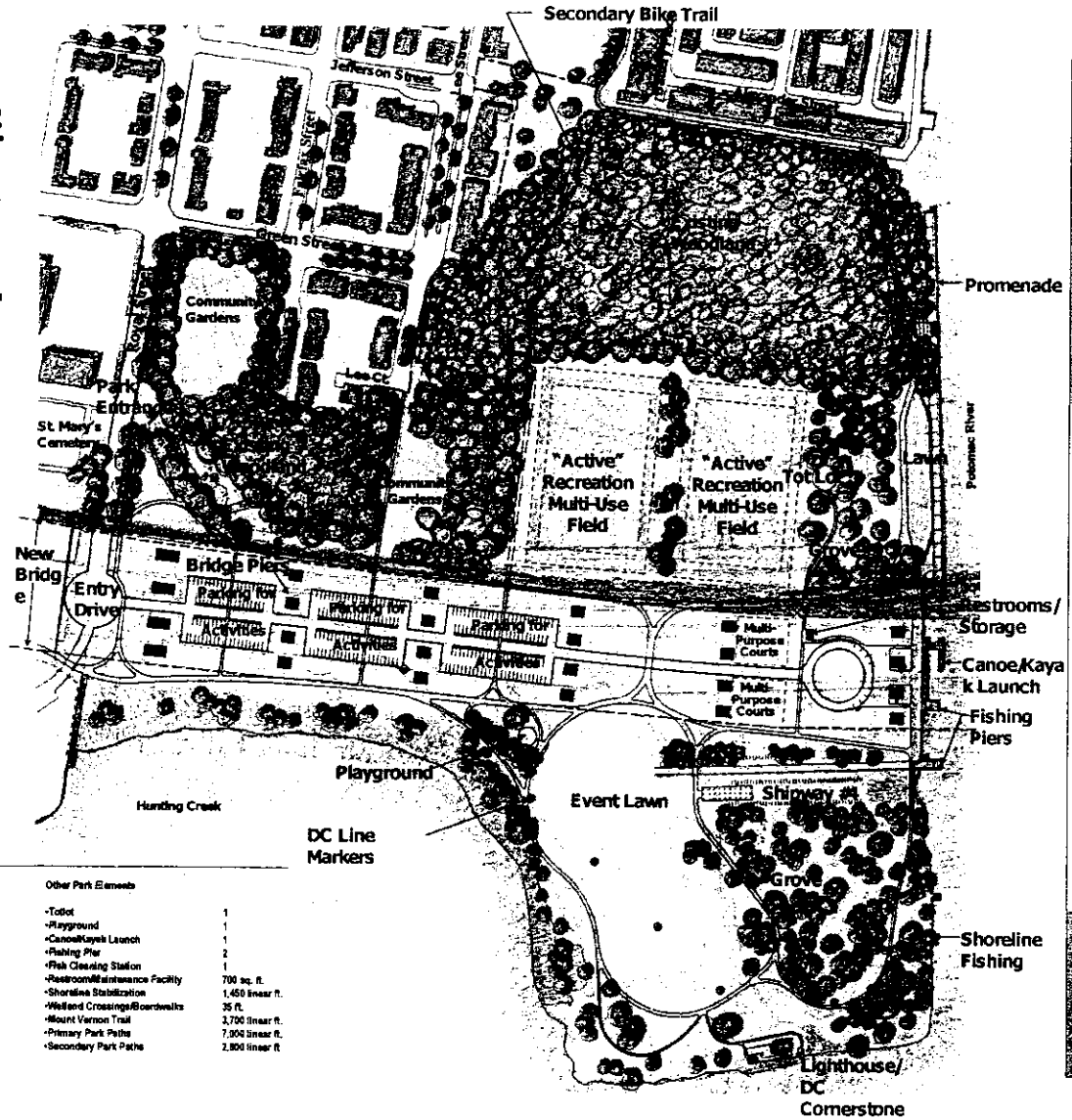
Protect and conserve as much of the existing natural habitat as possible and improve its habitat qualities:
- Woodlands
- Wetlands
- Tidal marsh and shoreline
- Woodland grove
- Created natural area

Provide recreational amenities of both a passive and an active kind:
- Two active multi-use recreational fields
- Pathways and Trails, including the Mount Vernon Trail
- Playground and tot-lot
- Fishing access from the shoreline, with cleaning stations
- Canoe/kayak put-in and take-out

Preserve and protect cultural and historical resources in accordance with the recommended Treatment Plan that is an element of the Memorandum of Agreement:
- Lighthouse and District Cornerstone Marker
- Shipways
- Finishing Pier
- Other sites and events associated with the property's pre-historic, colonial, 19th and 20th Century history

Interpret the natural and historic resources of the Park through a comprehensive signage and exhibit system.

Provide for the continued use of the park by local residents through the:
- Enhancement of existing, and provision of new, informal relaxation, picnicking, and strolling areas
- Continued presence of the community gardens



Program Statistics

Park Area 63 acres (+/-)

•Woodland Area	17 acres
Wetland Within Woodland	6.5 ac
•Wetlands (outside Woodland)	3 acres
•Grove	1.75 acres
•Multipurpose Fields	6 acres
•Event Lawn	5.75 acres
•Event Grove	4 acres
•Multipurpose Courts	.75 acres
•Finishing Pier	.5 acres
•Lawn Promenade	2 acres
•Shipway	4.5 acres
•Lighthouse	4 acres
•Parking	1.75 acres
•Roads	1 acre
•Other Park Land	11 acres

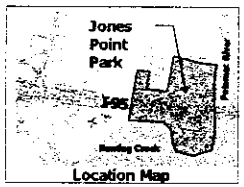
Other Park Elements

•Totlot	1
•Playground	1
•Canoe/Kayak Launch	1
•Fishing Pier	2
•Fish Cleaning Station	1
•Restroom/Maintenance Facility	700 sq. ft.
•Shoreline Stabilization	1,450 linear ft.
•Wetland Crossings/Boardwalks	35 ft.
•Mount Vernon Trail	3,700 linear ft.
•Primary Park Paths	7,000 linear ft.
•Secondary Park Paths	2,800 linear ft

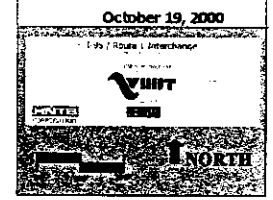
Woodrow Wilson Bridge Project

JONES POINT PARK

Site Plan



October 19, 2000



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15
10-24-00

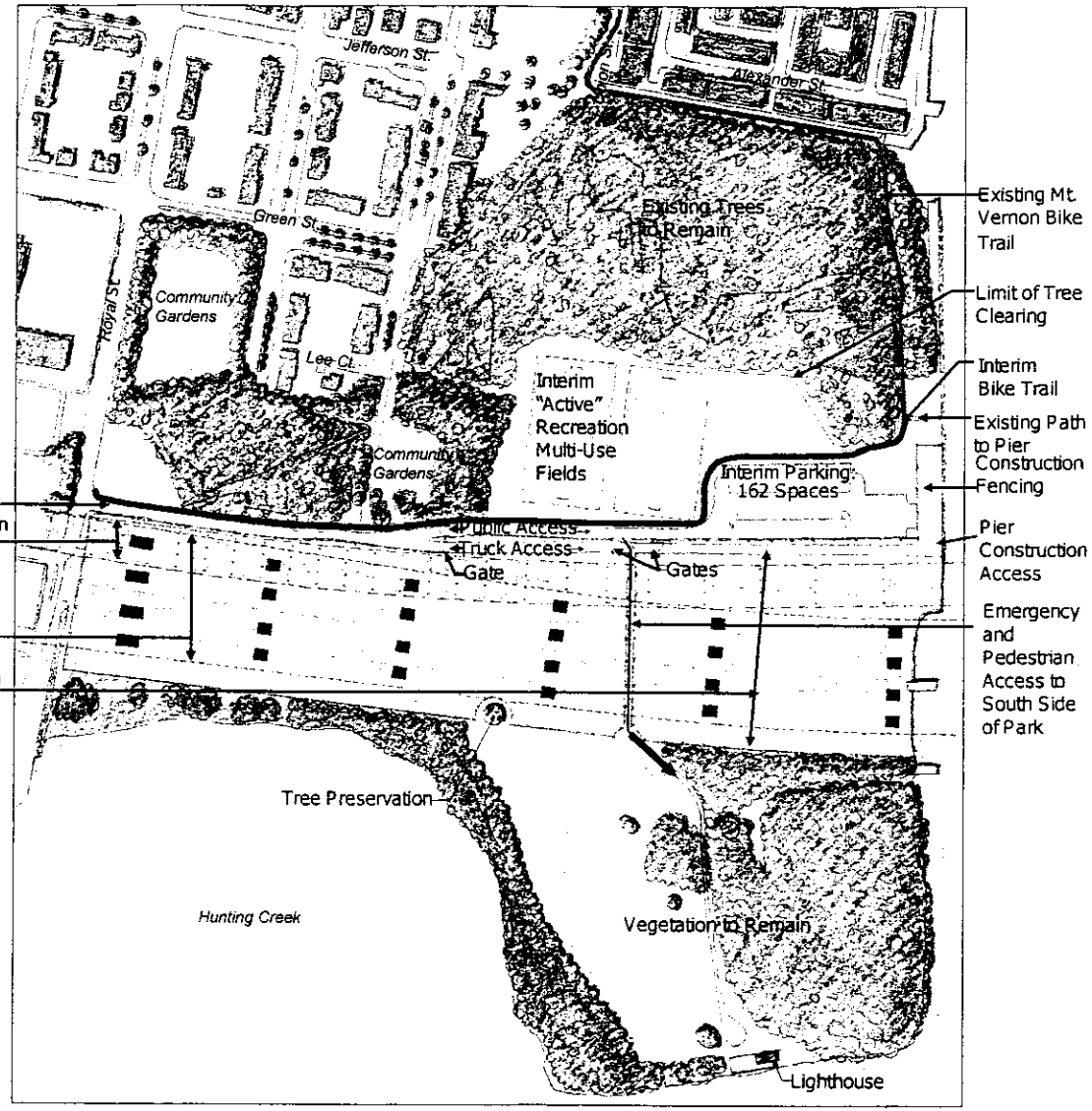
Narrative

Construction activities associated with the new bridge will last several years. Interim improvements that address functional use of park areas available for public use, and safety concerns during this period, are required. Generally, the interim improvements will:

- Separate public uses and construction activities.
- Provide replacement parking
- Provide 24 hour emergency access to the southern part of the park and to the Lighthouse.
- Provide public pedestrian access to the south side of the park during hours of operation.
- Provide multi-purpose fields to City standards.
- Provide Mount Vernon Trail access through the park and construction area.

Program Statistics

Construction Fence	4,800 linear ft.
Construction/Public Road	740 linear ft.
Public parking access road	680 linear ft.
Public Parking	162 spaces
Multi-Purpose Playing fields	2 Fields



Woodrow Wilson Bridge Project

JONES POINT PARK

Interim Park Improvements Plan

Legend

- Existing Mt. Vernon Trail
- Interim Mt. Vernon Trail
- Emergency Access To Lighthouse
- Barrier

October 19, 2000

I-95 / Route 1 Interchange

NORTH

Narrative

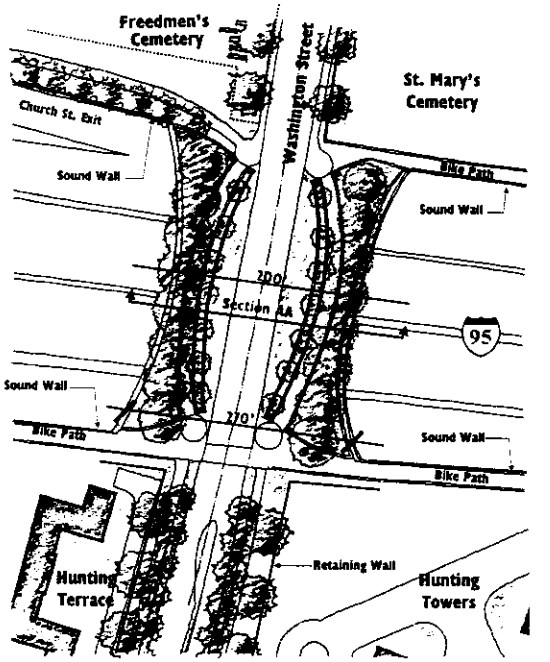
The smaller urban deck is intended to provide the following benefits:

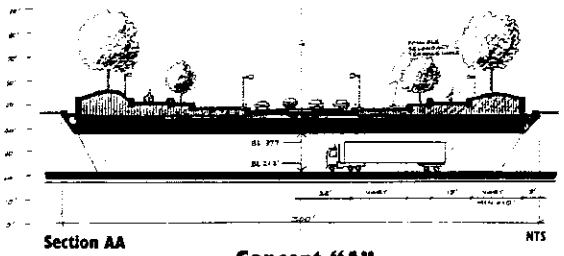
- Provide appropriate streetscape character for the connection of Washington Street to the Mount Vernon Parkway
- Provide a visual buffer to limit views of I-95 from Washington Street and the adjacent neighborhoods
- Provide bike path connections to Mount Vernon Trail, Route One bike path, and the proposed Eisenhower Valley trail
- Provide an appropriate memorial for Freedmen's Cemetery
- Active and passive recreation, previously proposed for the larger deck, to be provided off-site.

Smaller Urban Deck Concepts

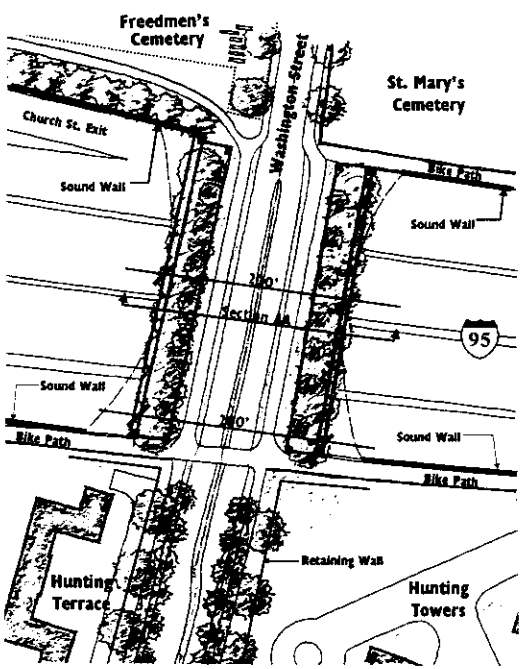
(Further design refinements with additional public review leading to a single final design for a smaller deck will occur as part of the 90% design plans.)

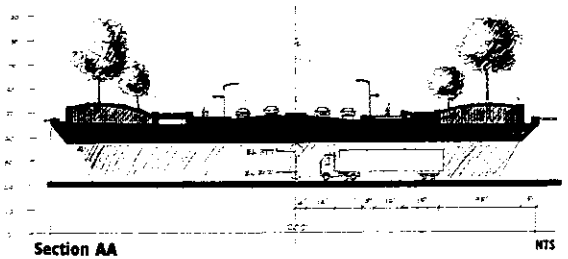
Concept "A"	
•Total Area	2.1 Acres
•Width, at center	200'
Concept "B"	
•Total Area	1.6 Acres
•Width, at center	200'





Concept "A"



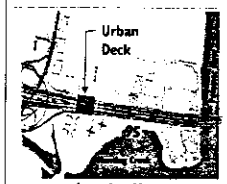


Concept "B"

Woodrow Wilson Bridge Project

WASHINGTON STREET URBAN DECK

Smaller Deck



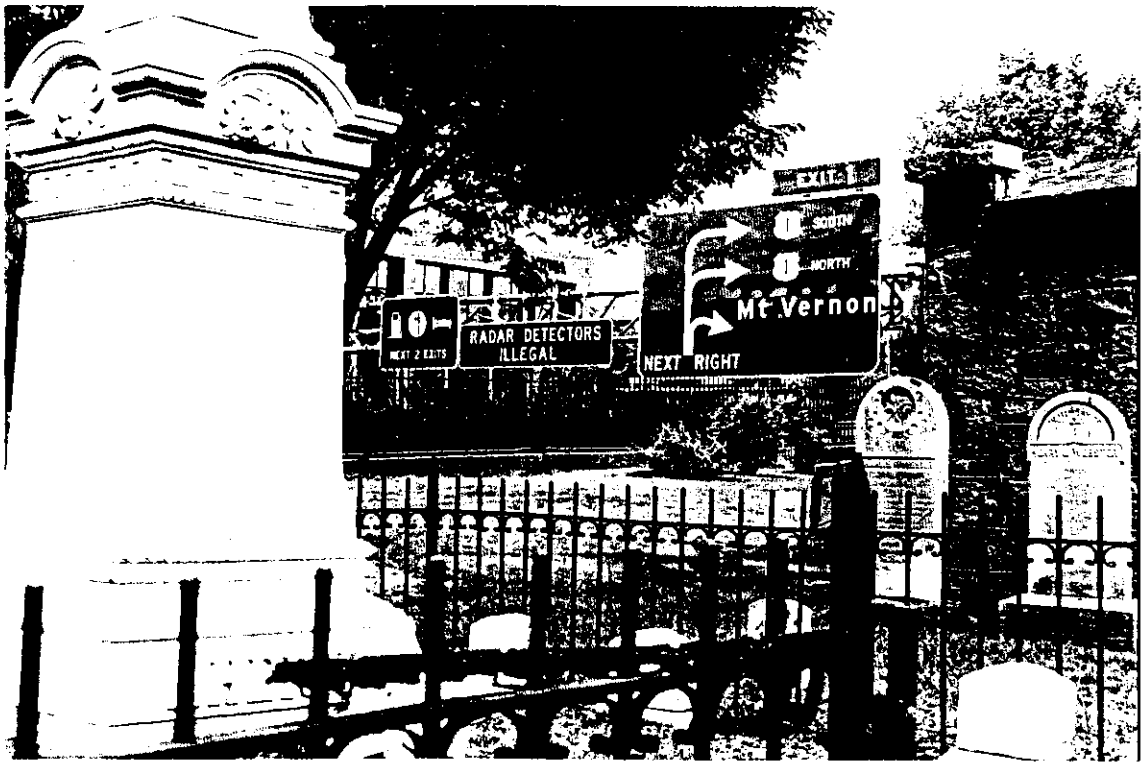
Location Map

October 19, 2000

I-95 / Route 1 Interchange

NORTH

Historic Context and Recreation Issues for Jones Point Park, the George Washington Memorial Parkway & Urban Deck



highway directional signs now visible from St. Mary's cemetery

prepared by city staff for
the City of Alexandria:
Waterfront Committee
Parks and Recreation Commission
Old and Historic Alexandria District Board of Architectural Review

January 14, 1999

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Recreation & Historic Issues at the Urban Deck & Jones Point Park 5

Historic Context for the George Washington Memorial Parkway, Urban Deck & Route 1 Interchanges 15

DRAFT Design Guidelines for Jones Point Park & the Urban Deck 24

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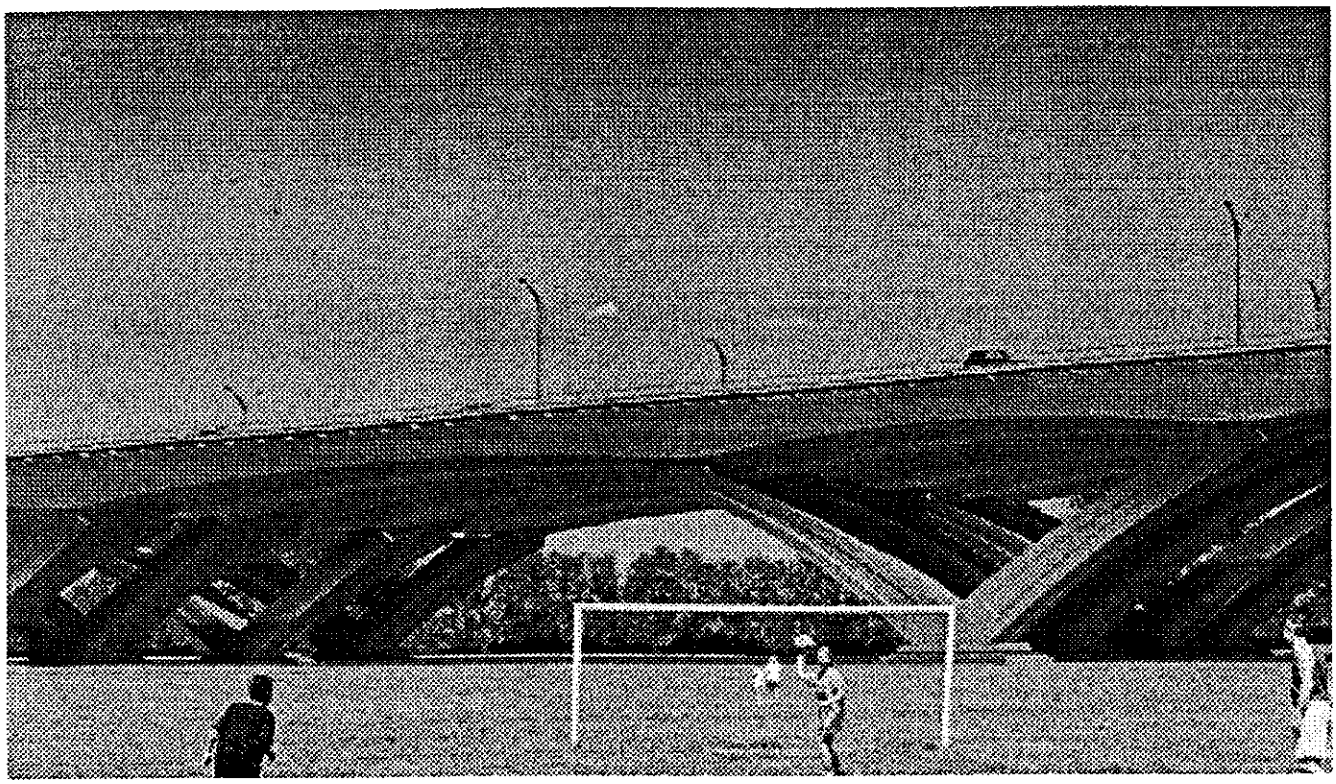
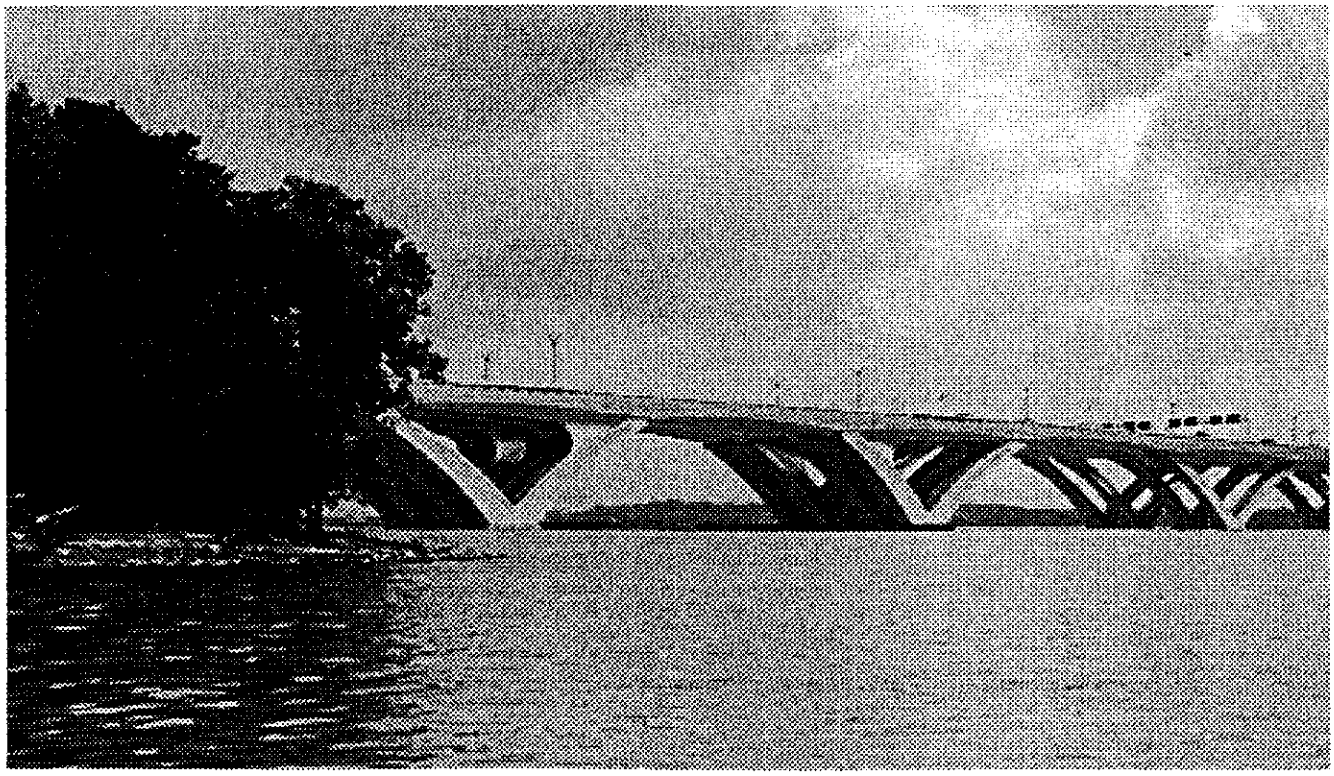


Proposed bridge as viewed from the the south within Jones Point Park



Proposed bridge as viewed from the south along the Jones Point Park shoreline

Design Goals of the Memorandum of Agreement (MOA)

The design development process for the Project shall meet the following design goals to the maximum extent possible, as determined by the FHWA in consultation with the NPS, the DCDPW, the MSHA, the VDOT, and the Design Review Working Group defined in Section II.B of this Agreement.

1. The Bridge (Potomac River crossing) shall be a structure designed with high aesthetic values, deriving its form in relation to the monumental core of Washington, D.C., and shall be an asset to the Nation's capital and the surrounding region.

2. The concepts for the Bridge shall be based on arches in the tradition of notable Potomac River bridges (e.g., Key Bridge, Memorial Bridge).

3. The Bridge design shall employ span lengths which minimize the number of piers occurring in the viewshed of the Alexandria Historic District and other historic properties. Every effort will be made to minimize the footprint of the Project without adversely affecting safety and operations.

4. The Bridge design shall also include pier placement which maintains the park use areas in Jones Point Park and Rosalie Island Park, preserves views southward along Royal, Fairfax, and Lee Streets, and avoids terrestrial and underwater archaeological areas to the maximum extent possible.

5. The Bridge design should encourage the use of lands under the bridge in Jones Point Park. For example, the structure could approach this goal by introducing and/or reflecting light into the area under the bridge.

6. The Bridge design should preserve or enhance views along the Potomac River toward the National Capital and the Alexandria Historic District.

7. The design of the Bridge and other Project elements shall take into account the *City of Alexandria's Design Guidelines of the Old and Historic Alexandria District and the Parker-Gray District* (1993). The Bridge design shall also respect the distinguishing historic characteristics of the Alexandria Historic District, as defined in the report prepared under Section I of this MOA.

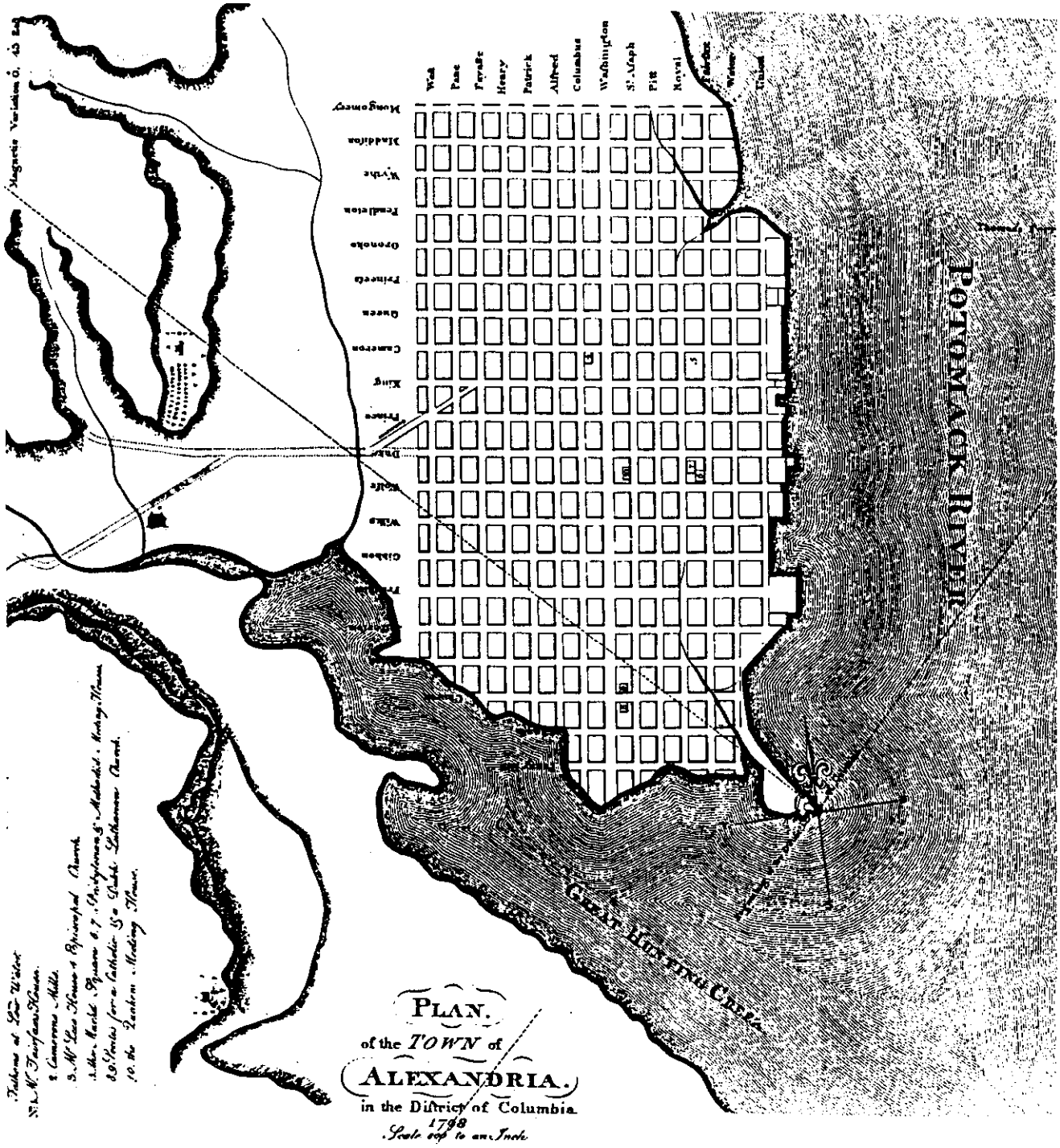
8. The Bridge design shall include features appropriate to its status as a memorial to President Woodrow Wilson.

9. All practicable measures shall be taken to minimize the construction period of the Project.

10. Construction impacts to historic and archaeological resources shall be avoided or minimized to the extent possible. If possible, construction-related traffic in the City of Alexandria will be routed away from residential areas via South Street to minimize construction-related traffic through the residential areas north of the Capital Beltway.

11. The design of the Bridge and other Project elements shall take into account the historic plan for the Mount Vernon Memorial Highway, the NPS General Management Plan for the facility, the agreement between the NPS and the City of Alexandria for the management of Jones Point Park and resources therein by the City, the agreement with the Daughters of the American Revolution for the management of Jones Point Lighthouse, and effects on archaeological resources.

12. The Project shall be designed to avoid all temporary and permanent impacts to the Freedmen's (Contraband) Cemetery.



Excerpt from Colonel Gilpin's 1798 Map of Alexandria showingJones Point and the District of Columbia boundary line

Recreation and Historic Issues at the Urban Deck & Jones Point Park

10/9/98

The following list of recreational program needs for the Urban Deck and Jones Point Park is taken from staff comments and a work session of the City of Alexandria Parks and Recreation Commission on Saturday, September 19, 1998. It is preliminary in nature and based on the staff and Commission's general knowledge of the City's recreational needs and experience with public input during hearings on recreational projects such as Cameron Station and Potomac Yard.

Goals

The design of the parks must accomplish three overlapping - and sometimes conflicting - goals:

1. Protection of the natural environment;
2. Preservation and interpretation of the pre-historic and historic human occupation of the site; and
3. Both active and passive recreation.

Relative Scale and Intensity of Uses

The Urban Deck and Jones Point are intended to be **Local Destination Parks** for all of the city of Alexandria and not exclusively local neighborhood parks. However, the parks are not a destination for national memorials or large museums because of the sensitivity of the adjoining residential areas and the lack of easy access and visibility. Nor are they expected to be regional parks, such as the water park at Cameron Run.

Due to the limited size of the available area and the number of citizens the parks will serve, it is important to remember that **active and passive recreational space, including areas for historic interpretation, need not be mutually exclusive.** In addition, there should be no "**Dead Zone**" under the bridge. Uses such as: parking, a service/entry kiosk, active recreation and then shoreline planting should progress from Royal Street toward the east as the bridge increases in height.

Jones Point

Trees and Planting

Perform a tree inventory. Preserve mature specimen trees in the **proper** locations. Existing volunteer trees should not preclude needed open areas. Trees identified to remain during bridge construction must have adequate tree protection measures meeting the City of Alexandria *Landscape Guidelines*. Trees removed for construction of the bridge should be replaced with mature, native, specimen trees - not saplings. Any new trees should be native, indigenous species installed according to the *Landscape Guidelines*.

Remaining and replacement trees should be used to establish an interpretive, native tree arboretum.

Parking & Paving

Provide **250 paved and striped parking spaces** to replace the existing City employee lot and to serve recreational needs in the evenings and weekends.

Locate **parking under the lowest portion of the bridge**, where limited sunlight will otherwise preclude vegetation and the park will be the least attractive, i.e. at west end toward South Royal Street.

Locate all paved surfaces, including the road and most structures such as park maintenance facilities, **under the bridge** to preserve the maximum area open to the sky which may be planted.

Provide an improved path for **park maintenance and security** vehicles throughout the park.

Land/Water Interaction

Preserve some portion of the park shoreline in a **"natural" land and water connection.** This is particularly desired in the area west of the existing lighthouse where erosion is not a problem.

Provide for **fishing** along the shore and from additional fishing piers.

Provide an area for launching **kayaks or rowboats** and some provision for sanitary and convenient fish cleaning facilities. Do not provide a concrete ramp for trailer launching, but rather a nonslip surface for those boats brought by cartop and hand launched.

Do **not** provide a motorboat launch, commercial storage of boats or trailers, or a large public marina at this site.

Restore and interpret the existing concrete **bulkhead** from the historic shipyard at the northeast side of Jones Point.

Multi-use Trails

Separate **jogging and bicycle trails.** Route the slower walking/jogging path on gravel paths around the **perimeter** of the park near the shoreline and by the historic interpretation areas. Gravel paths should be crowned and edged with concrete curbs. Route bicycle/rollerblade thru-traffic on a more **direct,** asphalt paved route from the waterfront up to the Urban Deck and/or to the Mt. Vernon Trail.

Route the Mt. Vernon Trail **along the Potomac Shoreline** adjacent to Hunting Towers.

Provide an attractive and convenient connection between the **Eisenhower trail** and the **waterfront** as required in the City's *Bicycle Transportation and Multi-use Trail Master Plan.* Do not use concrete switchback ramps to connect the bicycle trail on the bridge to the park but rather **secure, gradual** paths. Provide planting in association with multi-use paths.

Provide a clearly visible **sign system** for the multi-use paths and for interpretation of historic resources.

Community Gathering Space

Recreate a **large, multipurpose open area,** suitable for large community gatherings such as the City's annual birthday party for large community gatherings. It should include a permanent plaza with power, lighting and sound connections for festivals so that temporary generators are not necessary.

Improve the **drainage** in the area of the existing soccer fields.

Install the underground **infrastructure** for present and future lights, power, water, irrigation systems during the renovation. The entire recreational plan must take into account long term maintenance with well constructed facilities.

Construct a small service kiosk, on the order of the information/concession kiosk at Cameron Station, somewhere in the park with **toilets, a food concession, park interpretation exhibits and a park maintenance storage facility.**

Provide a permanent area for special event **food concessions** with power, water and sanitary sewer.

The Commission did not see the need for a high level of **security lighting** which remained on all night throughout the park nor did they want extensive perimeter security **fencing.** They suggested Fort Ward park as a model for security and lighting. They expected the park to have the same **closing hours** as other city parks.

Community Gardens

Retain the **community gardens** in their present locations. Retain screening from the public way to minimize vandalism.

Active Recreation

Replace the two **existing multipurpose play fields** within the park, though not necessarily in

the present location as the bridge expands to the south.

Provide a wrought iron fence around a **children's plan area** using a nautical theme to recall the history of the rope walk, shipyard and lighthouse. Located near the play fields so that the smaller children can play while parents watched older children play soccer, etc.

The following **concessions** may be appropriate IF they can be successfully integrated into the park plan: pitch & putt, a practice putting green, a driving range (if it can be accommodated largely in the shaded area under the bridge), a roller blade and skateboard park, beach volleyball and year round tennis courts under a pneumatic cover (again, under the bridge). No additional parking is desired beyond the 250 presently planned spaces.

Dog Exercise Facility

Provide a substantial fenced **dog exercise area** with a sanitary waste disposal facility. Provide a 6' tall black vinyl coated chain link fence.

Miscellaneous

Establish an **endowment** for Jones point park with money from condemnation of the existing park area by the bridge.

Provide an appropriate **sign system** throughout the park, and particularly at entrances, to demark entrance to the parks from both bicycle and automobile pathways.

Urban Deck

Provide two multipurpose play fields. Preserve the **flexibility** for these spaces to be used for other uses in the future, such as: volleyball, hard court games, dog exercise area or a passive park.

All planting and construction is to be **sustainable** design with low maintenance.

Provide a **pedestrian promenade** around the perimeter of the Urban Deck with large shade trees on each side and numerous convenient, comfortable benches. Provide an interpretive overlook at the St. Mary's Cemetery. Provide an interpretive display and clearly demark the original boundaries of the Contraband Cemetery. Connect the promenade to Columbus Street at the northwest corner and to Jones Point with gradually sloped, landscaped, at grade paths.

Provide **lighting** for the play fields for games. Use modern field lights which can be directed down to prevent glare toward residents of the adjacent Hunting Towers. Provide Gadsby type pedestrian lights at the perimeter walkways an on Washington Street.

Provide **utilities** to include: water, landscape irrigation, electric, storm sewer and site drainage and sanitary sewer.

Provide for vehicular loading on the deck for **emergency** equipment and **maintenance** vehicles (H-20 load design) with adequate turning radii and width.

Provide a layby to replace the existing bus stop/ layover point, sufficient for two busses with a shelter

Provide **parking** for the recreational uses adjacent to the Urban Deck. No parking is to be located on the deck itself.

Provide **restrooms** and storage or maintenance facilities on or adjacent to the Urban Deck.

Perimeter **walls and fencing** will be required around the deck for retention of balls from the play fields and guardrails for persons. These walls and fences must meet the BAR's *Design Guidelines* and blend with the architectural character of the historic bridges and walls along the G.W. Memorial Parkway, i.e. wrought iron and brick or stone with stone caps.

The deck and the reconstructed and re-graded portion of the 100' right-of-way of South Washington Street - between the deck and the first traffic signal to the south - are to have street trees at 30' on center in a landscaped median with single pole mounted double head cobra style light fixtures and wide brick sidewalks with street trees at 30' on center and Gadsby style pedestrian light fixtures, similar to the street section of Washington at King Street.

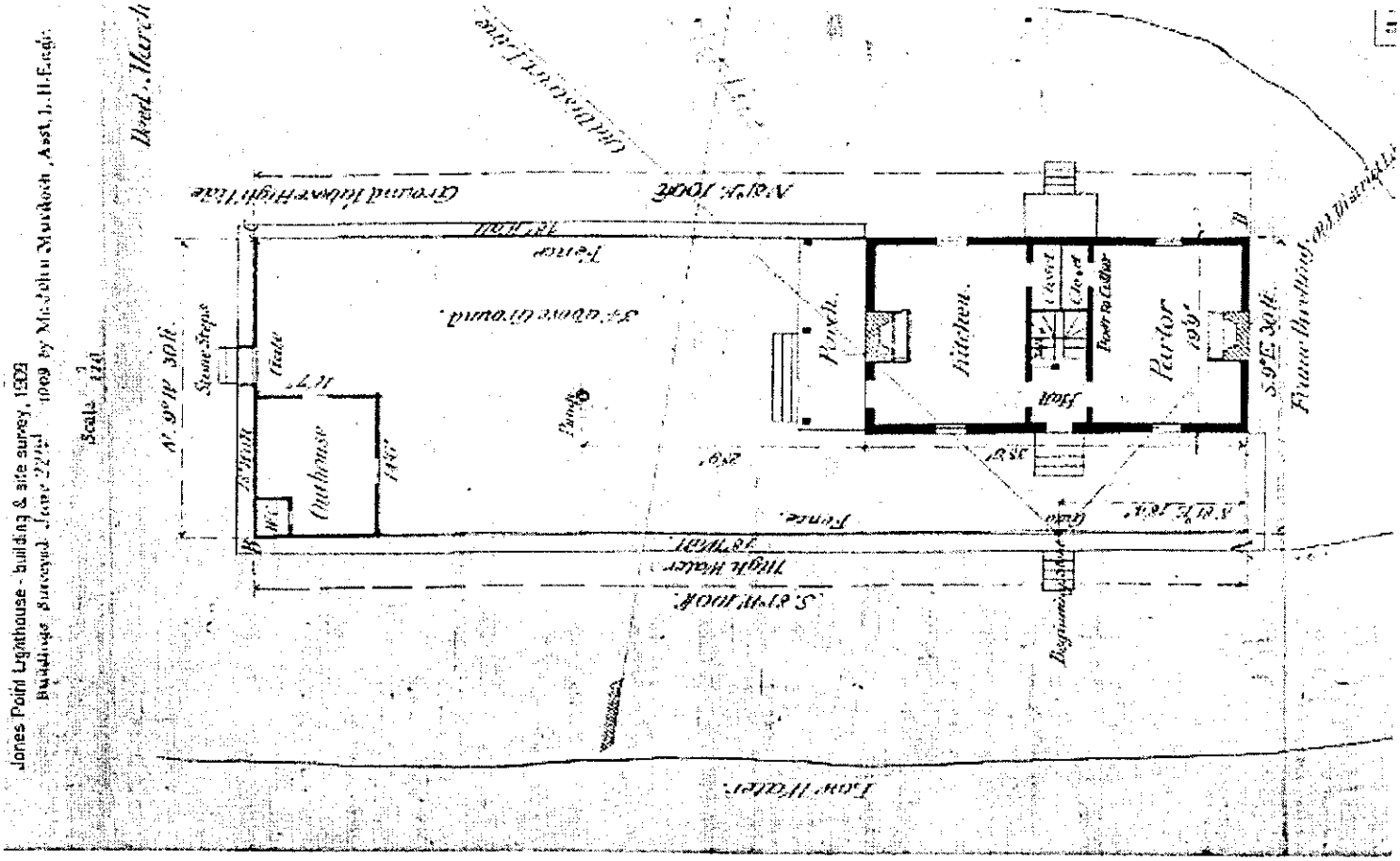
The appearance of retaining walls, sound walls and deck support must meet the BAR's *Design Guidelines*.

Elements of the deck design must function well at the conclusion of the bridge project but must not preclude any long term **redevelopment** of the residential and commercial uses south of the deck.

Summary

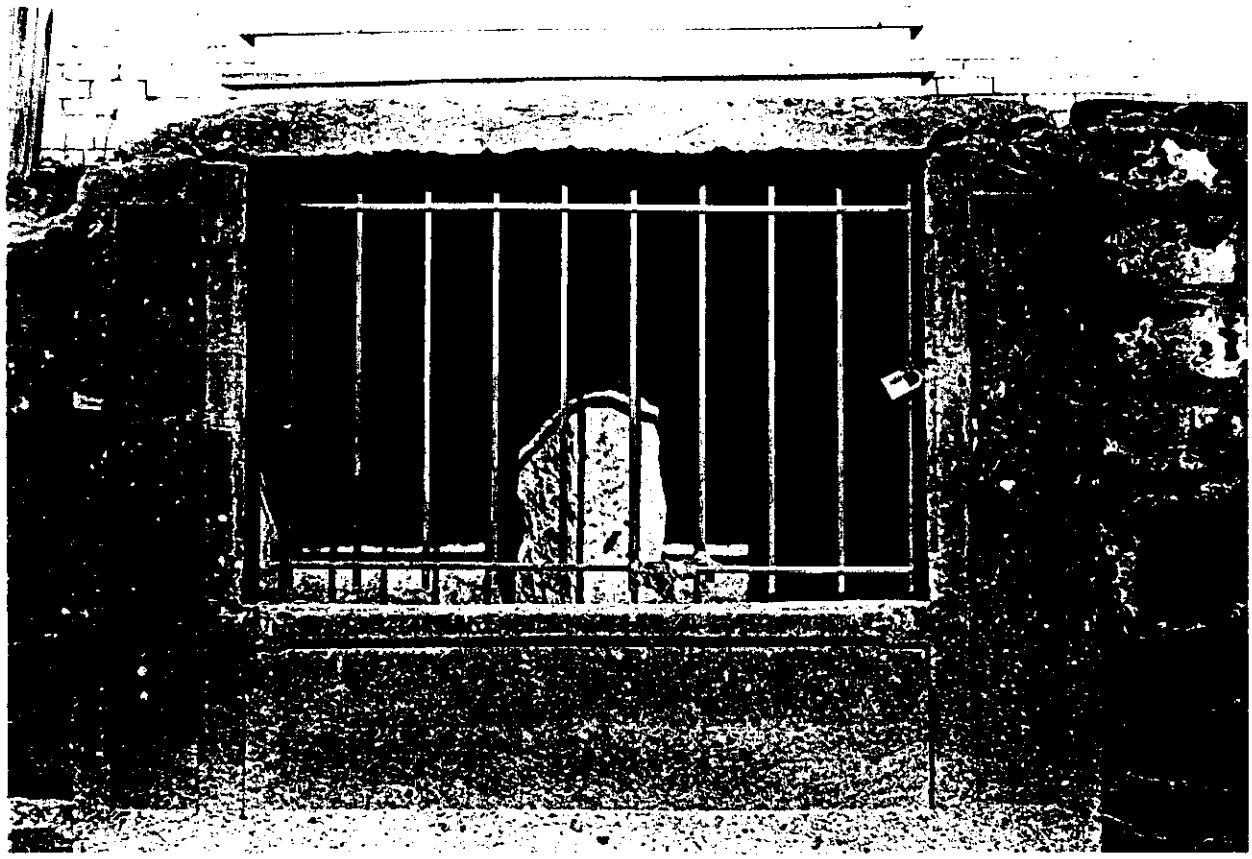
The recreation areas at Jones Point, the Urban Deck and the Lee Center must be **conveniently, attractively and safely** connected to each other and to the surrounding community with pedestrian and bicycle pathways. The **connections are as important as the parks themselves.**

Jones Point Lighthouse - existing open lawn

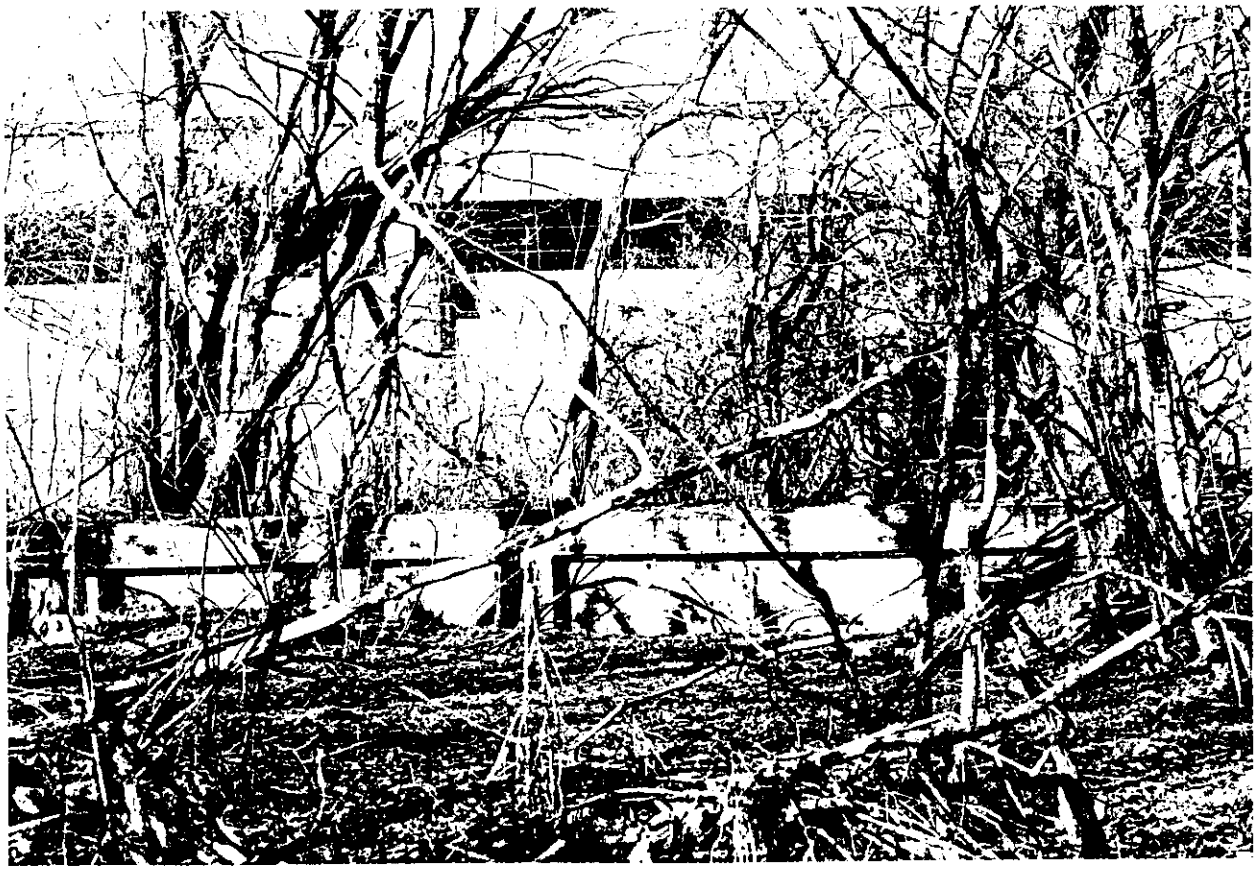


Jones Point Lighthouse - building & site survey, 1909

Jones Point Lighthouse and District of Columbia Cornerstone - 1929

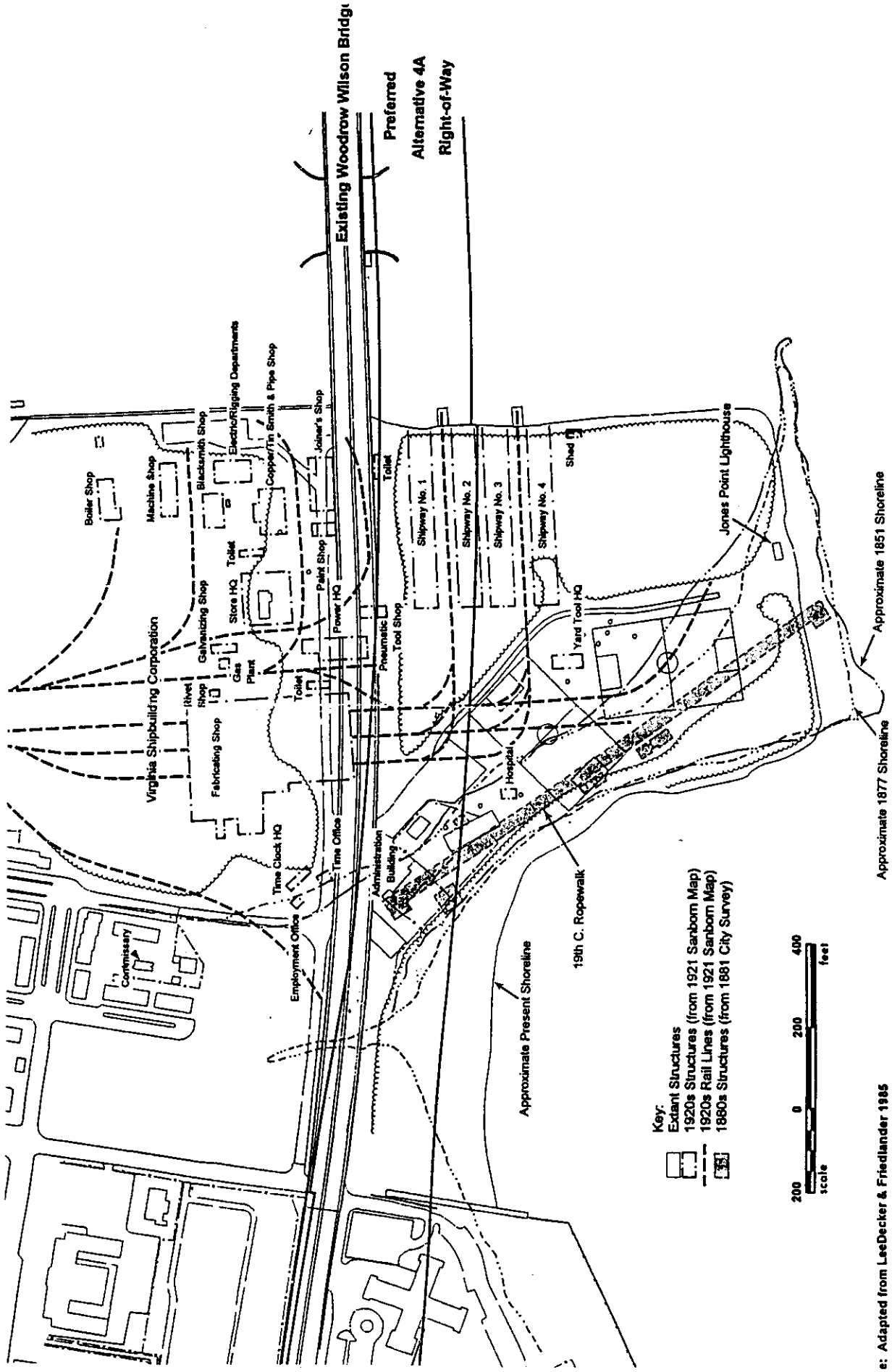


District of Columbia cornerstone alcove in lighthouse seawall and detail from river looking north



Virginia Shipbuilding Corporation shipway

Existing Seaport Foundation workshop north of bridge to be demolished



Composite of Heritage Resources in Jones Point Park

29

Historic Context for the George Washington Memorial Parkway, Deck-Over & Route 1 Interchanges

June 19, 1998

Note: The following information was prepared by City Staff and reviewed by the Old and Historic Alexandria District Board of Architectural Review. It was presented to the Design Review Working Group as a working draft to frame initial discussions on preliminary design responses to historic resources.

As southern gateways into Old Town from the park-like section of the Mount Vernon Memorial Highway, as well as from the suburban sprawl of south Route 1, these two interchanges form an extremely important first impression which establishes the setting and feeling of the Alexandria National Historic Landmark District. The Washington Street bridge must further preclude a jarring disruption of the setting and association for those traveling along the memorial highway. The character and context of the two interchanges are distinctly separate yet they share a common aesthetic goal of providing a transition from an extremely large, 21st century, high speed automobile scale to a pedestrian oriented historic setting. The following comments and photographs are intended to clarify and elaborate on some, but not all, of the design goals and terms stated in the Memorandum of Agreement.

Design Goals Established in the Memorandum of Agreement

Item #7 - Bridge Design
The *Design Guidelines for the Old and Historic Alexandria District and the Parker-Gray District* give specific direction on styles and materials favored by the Boards of Architectural Review (BAR) based on over 50 years of project review case history. It is clearly understood that this is not an 18th century bridge and that the Beltway and the portion of the bridge over the Potomac is a 20th century intervention of immense scale. Not surprisingly, the Board has published no specific existing Guideline section relating to the design of a very large automobile bridge. Nevertheless, the BAR in Alexandria has established a long standing reputation for encouraging the very highest level of design and a preference for natural materials used in a historically appropriate manner. Without being specific as to style, they do not favor highly contrasting new construction which calls attention to itself or is out of character with the historic context. By the same token, it should also be noted that a simple pastiche of forms or materials referenced in the *Design Guidelines* is not a substitute for good planning and thoughtful design.

The historic context for the bridge in and adjacent to Alexandria will occur at two scales: 1) A monumental scale for the overall form and massing as seen from a short distance from the historic district along the Potomac River shoreline; and 2) At a pedestrian, or detail scale as seen from the historic north-south streets, from St. Mary's Cemetery and from below in Jones Point park and other points within the district or the Mount Vernon Memorial Highway. These pedestrian scale relationships are of extreme importance to maintain the 18th and 19th century scale context of the historic area. Accessories, such as lights, guardrails, fencing and signs associated with the park and the bridge are very important elements and must be integral to the overall design and comply with the relevant individual sections of the *Design Guidelines*.

Residential buildings on Washington Street north of the proposed deck-over showing existing street trees and building setback

view looking south on Royal Street

St. Mary's cemetery fence and brick piers fronting Washington Street

St. Mary's cemetery showing existing interstate lights, signs and concrete retaining wall

Mount Vernon Memorial Highway

As stated in the Memorandum of Agreement (MOA), "A deck-over shall be constructed adjacent to Washington Street/Mt. Vernon Memorial Highway as it crosses above I-95/495 to limit views of I-95/495 from the Memorial Highway." The intent is to continue, without interruption, the "memorial character" of the historic roadway to Mount Vernon as it passes over the distinctly modern intrusion of the large scale interstate highway. The original design principles which define the "memorial character" of the Memorial Highway include an integration of alignment, grading, planting, views, structures and materials. These materials and landscape features are well established and are thoroughly described in the multiple volume *Cultural Landscape Report: Mount Vernon Memorial Highway* prepared by EDAW (see especially Volume One: History).

The Cultural Landscape Report notes that "The memorial character was ensured by...a dignified yet unassuming procession from Washington to Mount Vernon that celebrated the historic associations...and emphasized the natural features, not the technical or engineering feats of the construction. All details were subordinate to the overall objectives." (p.73)

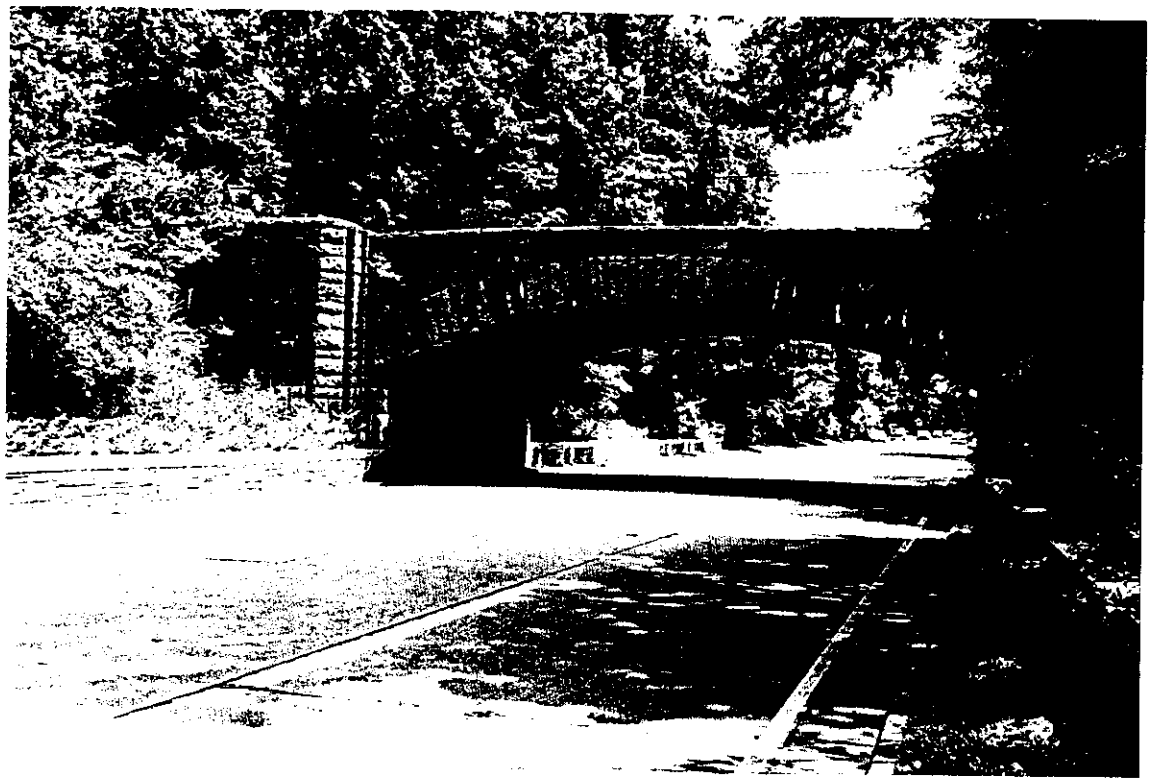
The drivers on the Beltway below must also know that they are passing under the Memorial Highway through use of the same palate of materials, signage and overall bridge form described in the Cultural Landscape Report. In addition, views of the deck-over from the south should be bermed and landscaped to the maximum extent possible, in keeping with the more naturalistic character of the Memorial Highway south of Alexandria. The materials of the support/screen wall must be compatible with the typical palate of Memorial Highway materials.

Cemetery context

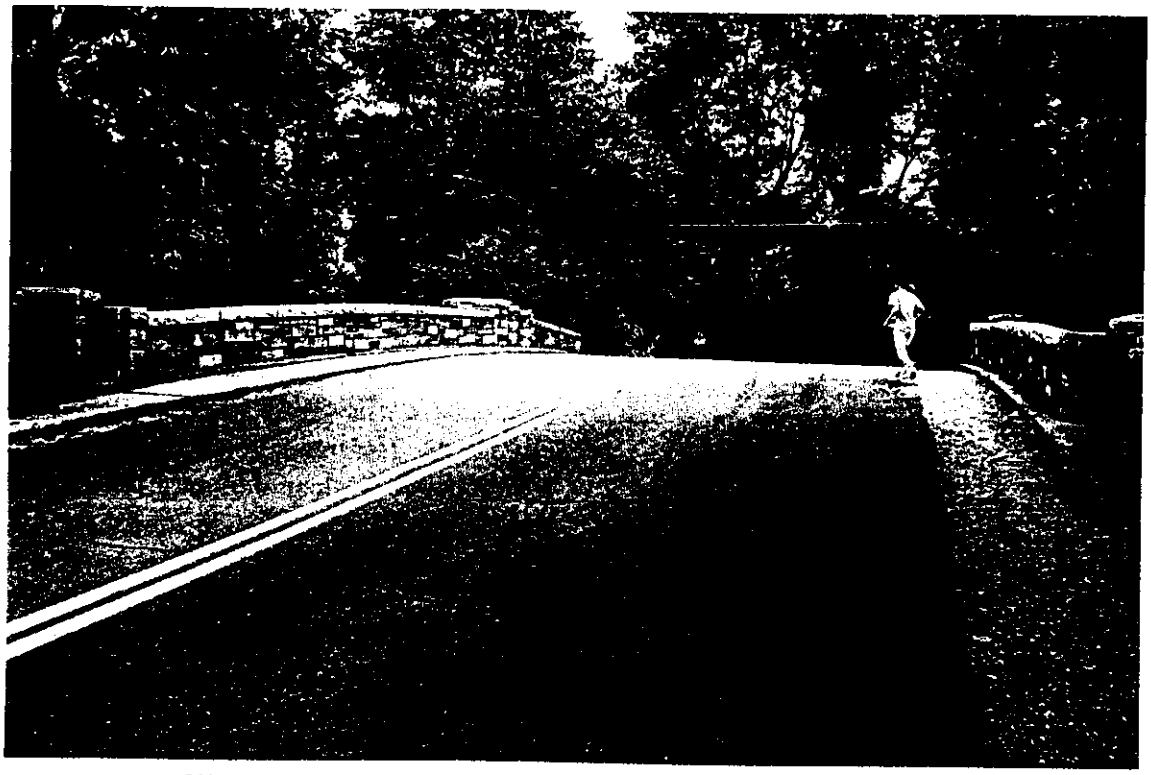
An important context for the deck-over is the adjacent historic cemeteries on the north side of the Beltway, located in what was once a high bluff looking over Hunting Creek. The scale and materials of the deck-over in this area must be compatible with the historic fencing and funerary monuments and the plan should reinforce the boundaries of the burial spaces. The history of the cemeteries should be interpreted through illustrated panels located in contemplative spaces from appropriate vantage points on the deck. Highway signs and lighting glare should be screened or directed away from the cemetery and deck. Care must also be taken during construction to protect the three memorial street trees planted adjacent to the cemetery along the Parkway in 1932, adjacent to the memorial plaque.

A Southern Gateway to Old Town

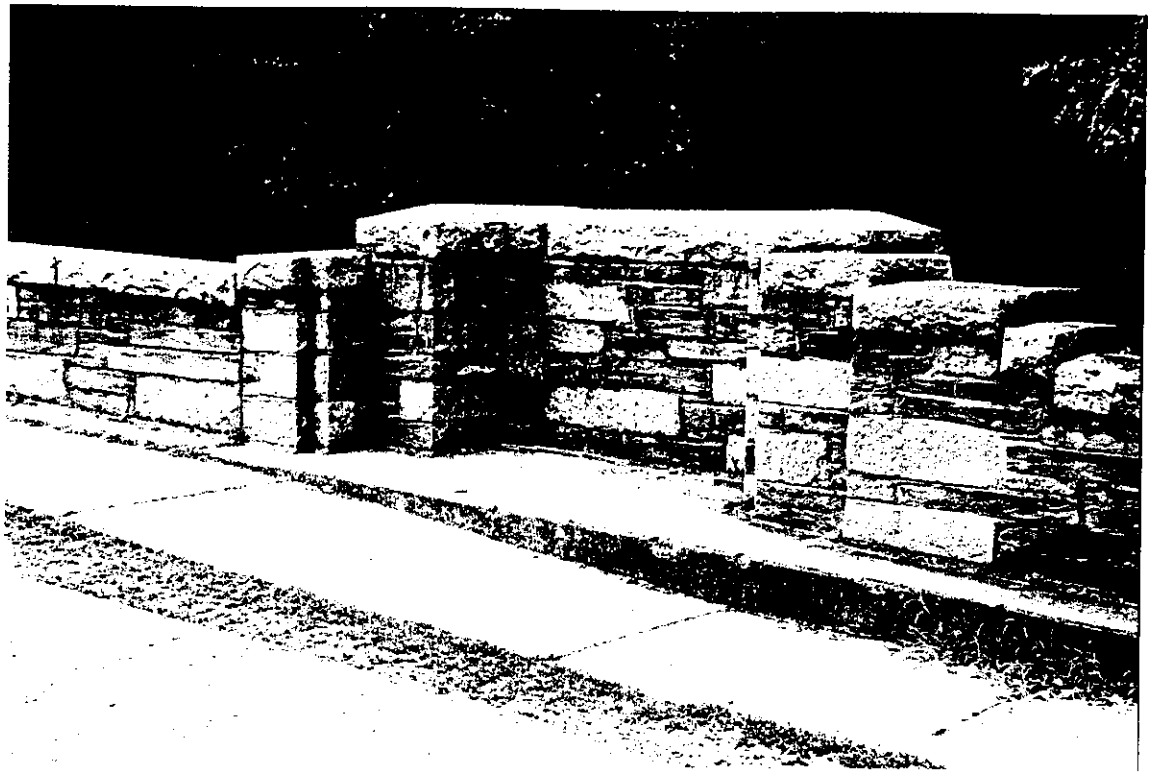
One of the most significant features of the 1929 parkway plan was a conscious attempt to define the boundaries of Old Town. The northern entrance was defined by a memorial traffic circle, constructed in 1931 but removed in 1962 as a "traffic hazard." A proposal for a similar circle at the southern boundary was recommended, but for unknown reasons, not constructed. Alexandria city staff recently researched the north entrance of the Memorial Highway into Old Town in conjunction with an adjacent townhouse development. A portion of the Alexandria Gateway Concept Master Plan is attached to indicate the type of historic reference and design analysis that is desired for the southern Memorial Highway entrance. The approved plan for the north end revives the spatial effect of the now vanished memorial traffic circle without altering the road alignment. The recreation of this design element will provide a clear demarcation between the irregular, naturalistic style landscaping on the portion of the Memorial Highway to the north and an urban form of regularly spaced street trees, pedestrian scale street lights and wide brick sidewalks on Washington Street to the south. A similar function and spacial sequence should be established at the south gateway to Old Town at the deck-over.



bridge at West Boulevard over the Mount Vernon Memorial Highway showing the segmental arch form, projecting abutments and low retaining walls



West Boulevard roadway above Mount Vernon Memorial Highway



West Boulevard roadway above Mount Vernon Memorial Highway detail of stone coping and alcoves formed by projecting abutments

Mount Vernon Memorial Highway retaining wall and median dividers near Theodore Roosevelt Island

BAR *Design Guidelines*

For new construction on Washington Street, the *Design Guidelines for the Old and Historic Alexandria District and the Parker-Gray District* specifically state that "Building materials characteristic of buildings having historic architectural merit within the district shall be utilized. The texture, tone, and color of such materials should display a level of variety, quality and richness at least equal to that found abundantly in the historic setting." (Washington Street Guidelines - Page 5, see also guidelines in this same section on Style, Architectural Detailing and Materials, pp.6-7) This particular care on Washington Street is partly based on the City's requirements under a 1929 agreement with the Department of Interior for preserving the "dignity, purpose and memorial character" of the Mount Vernon Memorial Highway where it passes through the City limits as Washington Street.

Route 1 Interchange

The Memorandum of Agreement requires an appropriate system of permanent improvements including: "a. An entry demarcation to the City of Alexandria and Alexandria Historic District at US Route 1 to clearly delineate the transition for the interstate highway and from Fairfax County into the historic district." The Franklin Street and Route 1 intersection is also to contain an entry demarcation and direction to the historic waterfront and Jones Point Park.

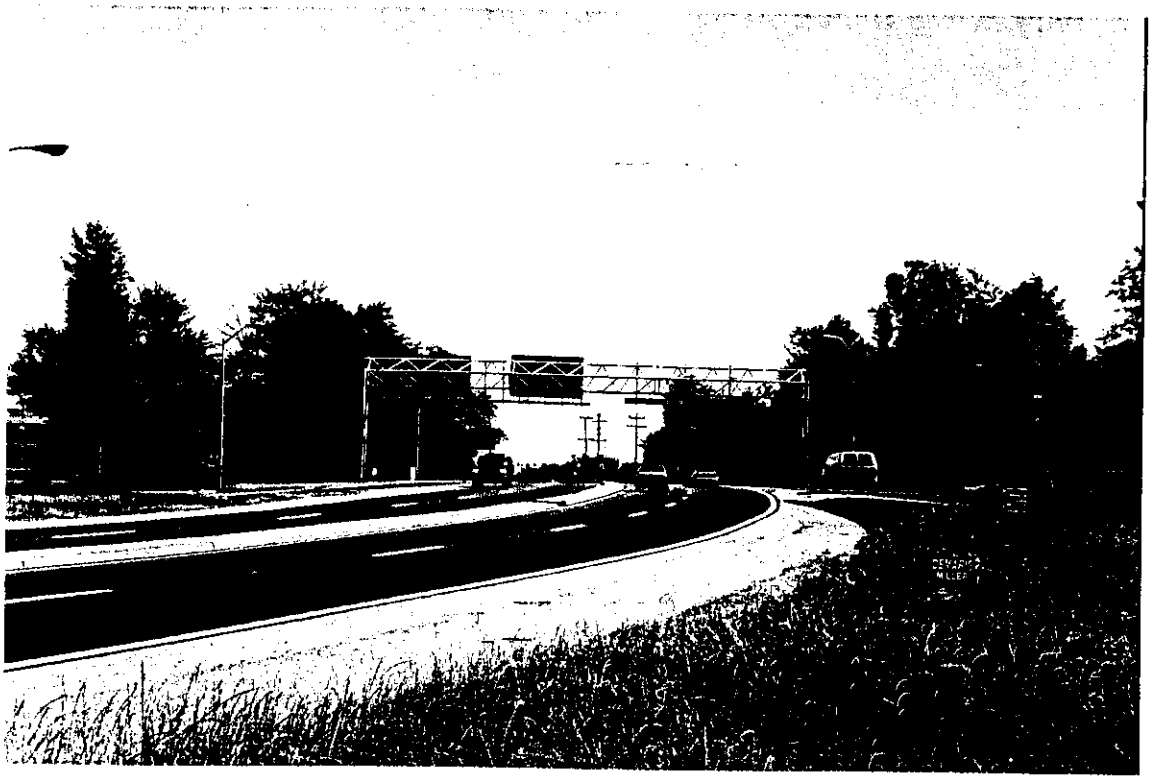
Although outside the boundaries of the existing National Historic Landmark district, the Route 1 interchange forms an extremely important southern gateway into Old Town from the Beltway and Fairfax County for both tourists and residents. The expansion of the Beltway interchange and Route 1 here will be pinched between existing townhomes and the Alexandria Lee Center recreation buildings. The close proximity of the traffic to residences and play fields is exacerbated by the fact that the roadway elevation at Jefferson Street is higher than at Franklin Street and, therefore, visible from a great distance. The existing truss armature for traffic signage is also out of scale and context with the historic setting. The visual impact of the automobile interchange on the surrounding area must be minimized and reduced in scale from the Beltway to a pedestrian environment at the Franklin Street intersection.

Materials

The materials for the gateway elements at Route 1 should be different from those specified by the National Park Service plans for the Mount Vernon Memorial Highway. The distinguishing historic characteristics of the Alexandria Historic District and the relevant character defining materials for this gateway entrance are: the use of a medium red brick for buildings, garden walls and sidewalks; a pedestrian scale for sidewalk elements with street trees at 30' on center; low scale street lights and signage and underground utilities. For instance, 20' tall corrugated metal sound walls are inappropriate. However, a slightly depressed roadway with screen walls 6'-10' tall, as measured from the side opposite the roadway, and finished with masonry may be appropriate.

Signs

The back side of a large sign truss spanning Route 1 presently greets visitors at the existing northbound entrance into Old Town. While clearly legible traffic signs are obviously necessary, this almost literal gateway architrave is visually out of scale and context with the historic district. If a replacement for this sign support is necessary for the new interchange, a more appropriate design, color and material for support of the signs is needed. The replacement sign support may serve several functions and also be used to locate welcome signs for the historic district in Alexandria, to remind traffic to slow down and to begin directing visitors to the historic waterfront and Jones Point Park.



Route 1 entrance into Old Town driving north

Existing chain link fence and sign truss on Route 1 at the Alexandria Lee Center

DRAFT
Design Guidelines for Jones Point Park & the Urban Deck

Prepared by the Department of Planning & Zoning, City of Alexandria
December 1998

Introductory Note: As provided in the Memorandum of Agreement the City of Alexandria *Design Guidelines for the Old and Historic Alexandria District and the Parker-Gray District* will guide many design decisions for Jones Point Park and the Urban Deck Design. The design guidelines set forth in this document are specific to the proposed project elements for these two areas of the Woodrow Wilson Bridge Improvement Project and are intended to supplement the more general *Design Guidelines* based upon the past practices of the Boards of Architectural Review.

Signs

There are several categories of signs associated with this project that must be coordinated with the ongoing unified city sign program study.

Interpretative Signs:
The design of such signs should be to the specifications established for all historic/cultural interpretative signs along the waterfront as endorsed by the Waterfront Committee and Board of Architectural Review. (See examples at Ford's Landing and Canal Center)

Directional/Regulatory Signs:
The design of such signs should be coordinated with the unified waterfront sign package currently being developed by the Department of Parks, Recreation and Cultural Activities for the waterfront and for park entrances.

City Gateway Signs:
The design of such signs should be coordinated with the unified City Gateway Improvement/City Sign Program currently being developed by the Department of Planning & Zoning.

ADA Accessibility

All trails, fields, restroom facilities, concession stands and areas of public gathering must be ADA compliant.

Accessory Structures

Jones Point Park area
The materials of accessory structures should follow the historic usage of building materials in the historic district. In the Jones Point Park area this would generally mean that the exterior materials of an accessory structure should be red brick or stone. Such material will reduce ongoing maintenance and damage from flooding.

Urban Deck area
In the urban deck area accessory structures may be of other appropriate historic building materials. Pre-fabricated metal or unadorned concrete block buildings are inappropriate in the historic district.

Paving Materials

Jones Point Park area
Pedestrian paths:
The preferred surface treatment of such paths is that they be 8' in overall width and constructed of asphalt with metal edging on a compacted base.

Bike/Rollerblade trails:
The preferred surface treatment of such paths is that they be 10' in overall width and constructed of asphalt with 4" tinted continuous concrete edges on both sides of the pathway. This path should be of sufficient strength to allow occasional necessary emergency and maintenance vehicle access.

Interpretive areas:
Walkway areas around interpretive displays should be differentiated from the continuous pathways and should be either bark, gravel or crushed stone.

Urban Deck area

Washington Street sidewalks:

Brick sidewalks along Washington Street as well as the drop-off area for users are to be installed which meet the standard City of Alexandria specifications.

Pedestrian paths:

The preferred surface treatment of pedestrian paths on the urban deck is a modular unit paver system with tinted concrete curbs for ease of long term maintenance and access. It should be of sufficient strength to allow occasional and necessary emergency and maintenance vehicle access. Emergency vehicle access should be 20' in width.

Fences, Retaining Walls and Gates

General

A number of different types of materials are appropriate for fences, retaining walls and gates in the historic district. For example, brick and stone are traditional materials and should be used for fences and walls in the park, deck area and Parkway approach. Fences are also commonly constructed of wood in the historic district, but this material is not recommended for in these areas because of long term maintenance requirements. Moreover, the quality of the material should be typical of the quality of such materials found in the historic district (i.e.: welded solid stock wrought iron fencing, not riveted aluminum tube stock).

Split-rail type fences, fences of fiberglass or concrete, and metal chain link fencing are not appropriate and should not be used.

Urban Deck Fencing

Standard pedestrian overpass security fencing at the edges of the urban deck is not appropriate. The security fencing at the east and west edges of the urban deck must be designed so as to complement the Alexandria Historic District and adjacent cemeteries as well as the George Washington Memorial Parkway.

Exterior Lighting

In all instances of lighting a clean white light should be used in lieu of an orange color sodium vapor light in the park, urban deck and along the approaches on the George Washington Memorial Parkway.

Jones Point Park area

Under bridge lighting:

The entire area under the bridge should have sufficient nighttime illumination to assure security. This is especially important in the parking area to be maintained near the western abutment at South Royal Street during winter months. Under bridge lighting should be directed downward and no light should be reflected upward to the under side of the bridge in order to minimize the impact of the bridge from the street ends and surrounding residences at night.

Lighting of concession stands, restroom facilities:

Lighting in these areas should be sufficient to maintain a sense of security, but should only be used when the facilities are available for general public use.

Security and Maintenance Lighting:

A method for temporarily and occasionally illuminating the public gathering area with a minimal light level for security and maintenance should be provided. This light should not be located on poles within the park but from the bridge structure.

Lighting of trails, paths and play fields:

These recreation areas should not be illuminated. The park is generally to be closed at dark.

Jones Point Light House:

A program of architectural lighting should be developed for the Jones Point Light House as a method of underscoring its historic importance and to make it more easily surveyed by security patrols. In addition, an electric power source, which can be located near the lighthouse, is needed for temporary lighting of the performance area adjacent to the lighthouse at special events such as the city birthday celebration.

Urban Deck area

Washington Street:

The standard City of Alexandria Gadsby lights should be installed along the sidewalks of the urban deck on Washington Street and continue south to the bridge at Hunting Creek. Traffic safety lighting should be the double head pole fixture mounted in the landscaped median similar to the section of Washington Street at King Street. These light poles and lights should be no more than 12' in height.

Multi-purpose fields:

Nighttime illumination is required so that the play fields can be used after dark. Moreover, it should be provided so that it does not shine onto adjacent residences or traffic on the Parkway or Beltway.

Perimeter Pathway:

The perimeter pedestrian pathway requires some nighttime illumination to ensure security. However, such lighting should not be obtrusive to neighboring residential areas or to traffic traveling on Washington Street. Such security lighting should consist of downward directed fixtures and the light spillage should be an average of no more than two foot candles when measured at a distance of five feet from the light pole.

Urban Deck Parking

Surface parking for 60 automobiles shall be provided to service urban deck recreation needs. This parking should be provided in a surface parking lot south of Church Street and west of South Columbus Street. The surface parking lot should be paved with asphalt, striped and with curb and gutters meeting City of Alexandria City Code requirements. A pedestrian pathway from the surface parking area of the urban deck shall be provided. The pathway should be landscaped and lighted as outlined above.

Utilities

All utilities (e.g. electrical, water, gas, telephone and sewer), including those which are today installed overhead, should be placed underground. All utilities under a paved surface or within 5' of an adjacent paved surface should be placed in PVC sleeves. In addition, extra PVC sleeving should be provided in such areas to service future needs.

Irrigation and fire hydrants:

A sprinkler irrigation system should be provided for play fields onn both Jones Point Park and on the Urban Deck. In addition, planting and tree areas of the deck must be provided with an irrigation system. A fire hydrant must be provided adjacent to the Jones Point Lighthouse. Other additional fire hydrants may be required by the Fire Marshall.

Shoreline Stabilization

The shoreline from the north side of the bridge to the Ford's Landing Development should be stabilized. The materials for this stabilization should be match the historic bulkhead and tie into the bulkhead at Ford's Landing.

Street Furniture

Seating:

In the park and on the urban deck benches shall be the TimberForm Restoration Series manufactured by Columbia Cascade or equal approved by the City of Alexandria. Bench seating shall be yellow cedar with black metal frames.

Trash Receptacles:

In the park and on the urban deck trash receptacles shall be the Iron Site Bethesda Series manufactured by Victor Stanley, Inc. or equal approved by the City of Alexandria. Trash receptacles shall have a black finish.

ATTACHMENT 5
25
2-9-99

RESOLUTION NO. 1908

WHEREAS, on January 30, 1998, the City of Alexandria filed suit in the United States District Court for the District of Columbia, Civil Action No. 98-0251-SS (the "Lawsuit"), challenging the decision of the Federal Highway Administration ("FHWA"), contained in the FHWA's November 25, 1997, Record of Decision ("ROD"), which approved a project (i) to replace the Woodrow Wilson Memorial bridge with a new 12-lane bridge crossing, (ii) to expand to 12-lanes the Capital Beltway between Telegraph Road in Virginia and Maryland Route 210, and (iii) to substantially modify the Beltway interchanges at Telegraph Road, U.S. Route 1, Interstate 295 and Maryland Route 210;

WHEREAS, for some time, representatives of the City have been discussing a possible settlement of the Lawsuit with representatives of the United States Department of Transportation ("USDOT"), the Virginia Department of Transportation ("VDOT") and the Maryland State Highway Administration ("MSHA");

WHEREAS, these discussions have produced a series of terms, which are acceptable to USDOT, VDOT and MSHA, for the settlement of the Lawsuit (the "Terms");

WHEREAS, the Terms provide that, in the event a 12-lane Woodrow Wilson replacement project is undertaken, USDOT and VDOT will ensure that the following obligations are fulfilled:

(1) the construction of access ramps just to the west of the Route 1 interchange that will directly connect the Capital Beltway with Eisenhower Avenue in Alexandria, and thereby will provide traffic on the inner loop of the Capital Beltway with a direct access into the Eisenhower valley and traffic leaving the valley with a direct access to the Beltway's outer loop;

(2) the performance of a study that will analyze the impacts which would follow from the elimination of the Capital Beltway exit ramp to Church Street, and a decision on the elimination of this ramp that will be based on those impacts;

(3) the performance of the following activities in the event a decision is made to retain an exit ramp from the Capital Beltway to Church Street:

(a) the retention of the Church Street exit ramp in its present location (rather than the location significantly to the west, as called for in the ROD);

(b) the design and construction of traffic control measures that will prevent traffic using the Church Street exit ramp from entering the residential neighborhood to the north of Church Street;

(c) the design and construction of measures that will integrate the neighborhood to the north of Church Street with the replacement project's proposed urban deck, including, but not limited to, filling and re-grading the entire area between Church Street and the Capital Beltway, providing pedestrian access through this area directly to the urban deck for residents of the neighborhood, and providing substantial landscaping within this area;

(d) the design and construction of a fitting memorial to Freedmen's Cemetery in an appropriate location in the area between Church Street and the urban deck; and

(e) the provision of parking spaces for visitors to the cemetery memorial and for users of the urban deck in an appropriate location in the area between Church Street and the urban deck;

(4) the development of the surface of the urban deck, the construction of new approaches to the City along the George Washington Memorial Parkway south of the urban deck, and the complete redevelopment of Jones Point Park, all in accordance with specific design programs which have been developed, in part, by City staff;

(5) a reduction in the width of the two new bridge crossing spans, in the area between Royal Street and a point just to the west of Rosalie Island, to 212 feet (which together with a 12-foot bike/pedestrian facility will bring the width of the total crossing to 224 feet, excluding any gap between the spans);

(6) a prohibition against the construction of any permanent physical structures (including pavement, retaining walls and noise barriers) within the City, between Route 1 and the Potomac River, to the north of the current Capital Beltway, except in the area of the Church Street exit ramp and then only to the extent necessary (i) to comply with the obligation to retain the exit ramp in its current location or (ii) to provide an exit ramp for northbound Route 1 traffic;

(7) the making of every feasible effort to avoid the placement of any permanent physical structures on the property, just to the west of Route 1, on which the City's Lee recreation center is located;

(8) the making of every feasible effort to reduce the width of the Capital Beltway in the City west of Royal Street;

(9) the retention of three specific design features of the bridge replacement project:

(a) the feature that enables southbound Route 1 traffic to enter both the outer loop's express lanes and the outer loop's local lanes;

(b) the feature that begins the new bridge crossing's outer loop merge/auxiliary lane at the point where southbound Route 1 traffic enters the outer loop's local lanes; and

(c) the feature that enables traffic in the outer loop's express lanes, when nearing the Interstate 295 interchange, to exit to Maryland Route 210 south;

(10) the active support by the USDOT of proposed legislation that authorizes, and provides funding for, the Department to conduct a study of the feasibility of a new Potomac River crossing, located to the south of the Woodrow Wilson Bridge, and of the locations where such a crossing would appropriately be located;

WHEREAS, the City Council has determined that the Terms are highly beneficial to the City and its residents;

WHEREAS, the City Council has determined that the Terms, along with other factors, warrant the dismissal of the Lawsuit and the release by the City of other claims it may now have that arise from or relate to the November 25, 1997, Record of Decision and the replacement project;

WHEREAS, the City Council has determined, based on the Terms and for other reasons, that it is in the best interests of the City and its residents that the Lawsuit be settled, and that an agreement which incorporates the Terms, and which is otherwise acceptable to the mayor and the city attorney, be executed by the City;

WHEREAS, the City Council believes that the severe traffic congestion problems now being experienced in the Washington, D.C., metropolitan area, and those that are projected for future years, are best addressed not simply by the construction of new highways and the expansion of existing roads, but by the meaningful implementation of congestion mitigation programs such as the provision of express bus and rail transit services along heavily traveled corridors, including across the Woodrow Wilson bridge.

NOW, THEREFORE, BE IT RESOLVED
BY THE ALEXANDRIA CITY COUNCIL

1. That the Lawsuit shall be settled on the basis of the Terms;

2. That an agreement containing the Terms and other provisions acceptable to the mayor and the city attorney, including provisions providing an effective mechanism for the City to enforce the Terms, shall be developed by the city attorney;

3. That the mayor be, and hereby is, authorized to execute, on behalf of the City of Alexandria, the agreement referenced in section 2;

4. That the city attorney be, and hereby is, authorized to execute, on behalf of the City of Alexandria, any documents that are necessary or desirable to carry out the provisions of the executed agreement;

5. That the City Council urges USDOT, VDOT and MSHA to support, in every feasible way, the provision of express buses, rail transit and other congestion mitigation measures along both the current and the replacement Woodrow Wilson bridge crossing, in order to significantly reduce the number of motor vehicles utilizing the crossing; and

6. That this resolution shall become effective upon its adoption by the City Council.

ADOPTED: February 9, 1999

KERRY J. DONLEY MAYOR

ATTEST:

Beverly I. Jett, CMC
City Clerk

SETTLEMENT AGREEMENT

BETWEEN

THE CITY OF ALEXANDRIA, VIRGINIA

AND

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

On January 30, 1998 the City of Alexandria, Virginia, ("Alexandria" or the "City") filed an action (City of Alexandria v. Slater et al. , Civil Action No. 98-0251-SS (D.D.C.) or the "Action") in the United States District Court for the District of Columbia against Rodney E. Slater, Secretary, United States Department of Transportation; Kenneth R. Wykle, Administrator, Federal Highway Administration; and the Federal Highway Administration, defendants, referred to herein collectively as the "Department of Transportation";

Alexandria has challenged the Federal Highway Administration's November 25, 1997 Record of Decision approving the replacement of the Woodrow Wilson Memorial Bridge and sought to enjoin the Project[1] on various grounds asserted in an amended complaint filed by Alexandria. Alexandria has proposed to further amend that complaint and/or to file a further lawsuit against the Department of Transportation and others to assert additional grounds for enjoining the Project;

Both Alexandria and the Department of Transportation acknowledge the need for a replacement for the current Woodrow Wilson Memorial Bridge, the need to move expeditiously to replace the bridge, the need to address the concerns of the City regarding historic preservation and environmental protection and the need to reduce to the extent feasible the effects of the Project on the City and its citizens.

Alexandria and the Department of Transportation believe that it is mutually desirable to resolve these matters through settlement and to that end enter into this Settlement Agreement in order to compromise all of the claims asserted by Alexandria in the Action and those claims that Alexandria may have arising out of or relating to the November 25, 1997 Record of Decision and the Project that could have been asserted on or before the date this Settlement Agreement was signed.

The terms and conditions of this Settlement Agreement have been discussed with the Commonwealth of Virginia and the State of Maryland and each of these jurisdictions has agreed to the incorporation of the Settlement Agreement and its terms

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[1] The term "Project," when used herein refers to the upgrading or replacement of the Woodrow Wilson Memorial Bridge and of any other portions of the Interstate Route 95 corridor between Telegraph Road in Alexandria, Virginia, and Route 210 in Maryland.

and conditions into any project agreements, authorizations or approvals for the design, construction and implementation of the Project.

This settlement is entered into in order to address the mutual needs and interests of Alexandria and the Department of Transportation, including their interest in avoiding the uncertainty of further litigation, but without conceding in any way the validity of any claim or defense asserted or which might be asserted by either of said parties with regard to the Project.

WHEREFORE, in consideration of the foregoing, the City of Alexandria and the United States Department of Transportation do hereby agree to the following:

Terms and Conditions of Settlement

1. Eisenhower Avenue Access. In the event (i) a Woodrow Wilson replacement bridge crossing with a capacity of 12 lanes, (ii) the portion of the Capital Beltway in Alexandria between Royal Street and Route 1 with a capacity of 12 lanes, and (iii) a modification to the interchange at Route 1 to accommodate the expanded roadway referenced in clause (ii) are constructed, then, just to the west of Route 1 interchange, direct access will be designed and will be constructed concurrently with the Project construction in the area (a) to Eisenhower Avenue from the inner loop of the Capital Beltway, and (b) from Eisenhower Avenue to the Beltway's outer loop.

2. Church Street Ramp.

(a) A study of the impacts of eliminating entirely a Church Street exit ramp from the Project will be conducted.

(b) After the study results are reviewed and the views of the City, the Project's Route 1 Stakeholder Panel and other interested parties are considered, a decision on the elimination of a Church Street exit ramp will be made by the Commonwealth of Virginia Transportation Board pursuant to the Virginia Department of Transportation's ("VDOT") process for the adoption or rejection of design features of transportation facilities.

(c) In the event it is decided that an exit ramp to Church Street will not be eliminated from the Project, the following will occur:

1. The Church Street exit ramp will be designed and constructed in its current alignment, except to the extent the obligations under paragraphs 2(c) 2 and 2(c) 3 require a modification to that alignment.

2. The Church Street exit ramp will be designed and constructed in a manner that prevents vehicles using the ramp from entering the residential neighborhood to the north of Church Street.

3. The area between Church Street and the Beltway (including, therefore, the areas between the Mobil station and the office parcel adjacent to the station and the urban deck, and between Church Street (to the west of the current exit ramp) and the Beltway) will be designed to:

a. Include reasonable measures to integrate the neighborhood to the north of Church Street with the urban deck, including but not necessarily limited to filling and re-grading the area, providing pedestrian access from the neighborhood to the deck, and providing substantial landscaping within the area; and

b. Accommodate a reasonable number of parking spaces for users of the urban deck; and

c. Provide a fitting memorial to Freedmen's Cemetery;

and such measures, parking spaces and memorial will be constructed concurrently with the Project construction in the area.

3. Urban Deck/GW Parkway/Jones Point Park. Development of the surface of the urban deck (e.g., uses, design, materials), redevelopment of the approaches to the City along the George Washington Parkway south of and leading to the deck, and redevelopment of Jones Point Park (e.g., uses, design, materials) (i) will be in accord

with the design programs for the urban deck, Parkway approaches and Jones Point Park, as shown on the documents entitled "Design Program for Jones Point Park North Section," "Design Program for Jones Point Park South Section," and "Design Program for Proposed Urban Deck and Gateway Concept" (attached hereto as Exhibits A, Exhibit B and Exhibit C, respectively), and (ii) will be constructed concurrently with the Project construction in these areas; provided, that these design programs are subject to modifications made subsequent to this Agreement which are approved by VDOT, the City of Alexandria and the National Park Service, and to minor modifications made subsequent to this Agreement which are required by Project-related design or engineering issues and are approved by VDOT.

4. Project Width

(a) The width of the Woodrow Wilson replacement bridge crossing from the area west of Rosalie Island to the area just to the east of Royal Street, as measured from the southern edge of the crossing's outer loop to the northern edge of the bike/ pedestrian facility along the crossing's inner loop but excluding the bike/pedestrian facility, any control tower on the crossing and the open distance between the two crossing spans, will be reduced to the maximum extent feasible and, in no event, shall exceed 212 feet. Notwithstanding the provisions of this subparagraph (a), the width of the crossing from Rosalie Island to Royal Street may be modified to the extent necessary to enable the crossing to accommodate the future construction of rail transit in place of

the crossing's HOV lanes; provided, that in the event rail transit is constructed, the crossing will not be used for more than 10 lanes of vehicular traffic.

(b) As part of the Project, (i) no permanent physical structures (including roadway pavement, retaining walls and noise barriers) will be constructed in the area between the Potomac River and the eastern edge of Route 1, as it currently passes over the Capital Beltway, to the north of the pavement of the current Capital Beltway, except to the extent required to meet the obligations in paragraph 2(c) and/or to accommodate the inner loop exit ramp to northbound Route 1, and (ii) the construction of physical structures to the west of Route 1, on property now occupied by the Lee Recreation Center, will be reduced to the maximum extent feasible.

(c) The width of the Project roadway in Alexandria to the west of Royal Street will be narrowed to the maximum extent feasible.

5. Project Features. The following Project features will be retained and constructed: (i) the feature that provides access, at the Route 1 interchange, for southbound Route 1 traffic to both the Capital Beltway outer loop express lanes and the Capital Beltway outer loop local lanes; (ii) the feature that has the replacement bridge crossing's outer loop merge lane starting at the point the feature described in clause (i) delivers traffic to the outer loop's local lanes; and (iii) the feature that provides an exit, near the I-295 interchange, from the replacement bridge crossing's outer loop express lanes to Route 210 south.

6. Study of Southern River Crossing. The United States Department of Transportation will support a study of (i) the feasibility of a new Potomac River crossing, located to the south of the Woodrow Wilson Bridge, and (ii) the locations where such a crossing would appropriately be located. The Department of Transportation itself will conduct the study if expressly authorized and funded by law.

7. The Department of Transportation will make the provisions of paragraphs one through five herein, as well as this Settlement Agreement, a part of the Department of Transportation's funding commitments and approvals for the Project. The provisions of paragraphs one through five herein and this Settlement Agreement will be incorporated in any project agreement for the Project and in any authorization or approval made pursuant to 23 CFR Part 630, including Federal-Aid Project Authorization (Subpart A); Plans, Specifications and Estimates (Subpart B); and Project Agreements (Subpart C) that are required to carry out the Project. The Department of Transportation will ensure that each of the respective jurisdictions, including the Commonwealth of Virginia, the State of Maryland and the District of Columbia, that is responsible for the design, construction and/or implementation of the Project, or any parts thereof, carries out or causes to be carried out the provisions of this Settlement Agreement.

8. In the event Alexandria concludes that any provision of paragraphs one through six of this Settlement Agreement have not been complied with, the City will provide

written notice to the Department of Transportation's General Counsel describing the provision that has not been complied with and the particulars of the alleged non-compliance and further, will provide the Department of Transportation with a reasonable opportunity to resolve the matter before resorting to any other remedies it may have. The Department of Transportation will promptly determine and advise the City in writing of its conclusions, and the basis therefor, as to the alleged non-compliance. If the Department of Transportation determines that non-compliance has occurred, then it will also inform the City of the measures that will be taken to achieve compliance.

9. In order to compromise all of the claims asserted by the City in the Action and those claims that the City may now have arising out of or relating to the November 25, 1997 Record of Decision and the Project that could have been asserted by Alexandria, the City agrees to voluntarily dismiss with prejudice all of its claims in City of Alexandria v. Slater, Civil Action No. 98-0251-SS (D.D.C.). Further, the City hereby releases the United States and all of its agencies, instrumentalities, subdivisions and officers from all claims arising out of or relating to the November 25, 1997 Record of Decision and the Project that the City could have asserted on or before the date this Settlement Agreement was signed.

10. Nothing in this Settlement Agreement shall prohibit the City from asserting against the United States or any of its agencies, instrumentalities, subdivisions or

officers, any claims arising out of or relating to the November 25, 1997 Record of Decision and the Project that arise after the date that this Settlement Agreement is signed. Further, nothing in this Settlement Agreement shall prohibit the City or the Department of Transportation from enforcing, in appropriate circumstances, the provisions of this Agreement.

11. Nothing in this Settlement Agreement shall be construed or offered in evidence in the Action or any other proceeding as an admission or concession of wrongdoing or liability concerning the claims settled under this Agreement. The Department of Transportation does not hereby waive any defenses it may have concerning the claims settled under this Agreement.

12. This Settlement Agreement is executed solely for the purpose of compromising and settling the matters described herein. Nothing herein shall be construed as precedent in any other context, nor shall this Settlement Agreement confer any benefits or rights upon any persons not parties to this Agreement.

13. The parties agree that they will use their best efforts to carry out this Settlement Agreement. This Settlement Agreement shall be subject to and carried out in accordance with applicable federal law.

14. Each party to this Settlement Agreement shall bear its own costs and attorneys' fees with respect to the Action and all of the claims settled by this Agreement.

15. This Settlement Agreement consists of the signed Agreement itself and Exhibits A, B and C, which are attached hereto and made a part hereof. These documents constitute the entire agreement between the City of Alexandria and the Department of Transportation with respect to the matters covered by this Settlement Agreement.

Agreed to by:

City of Alexandria, a municipal Corporation of Virginia

Kerry J. Donley,
Mayor

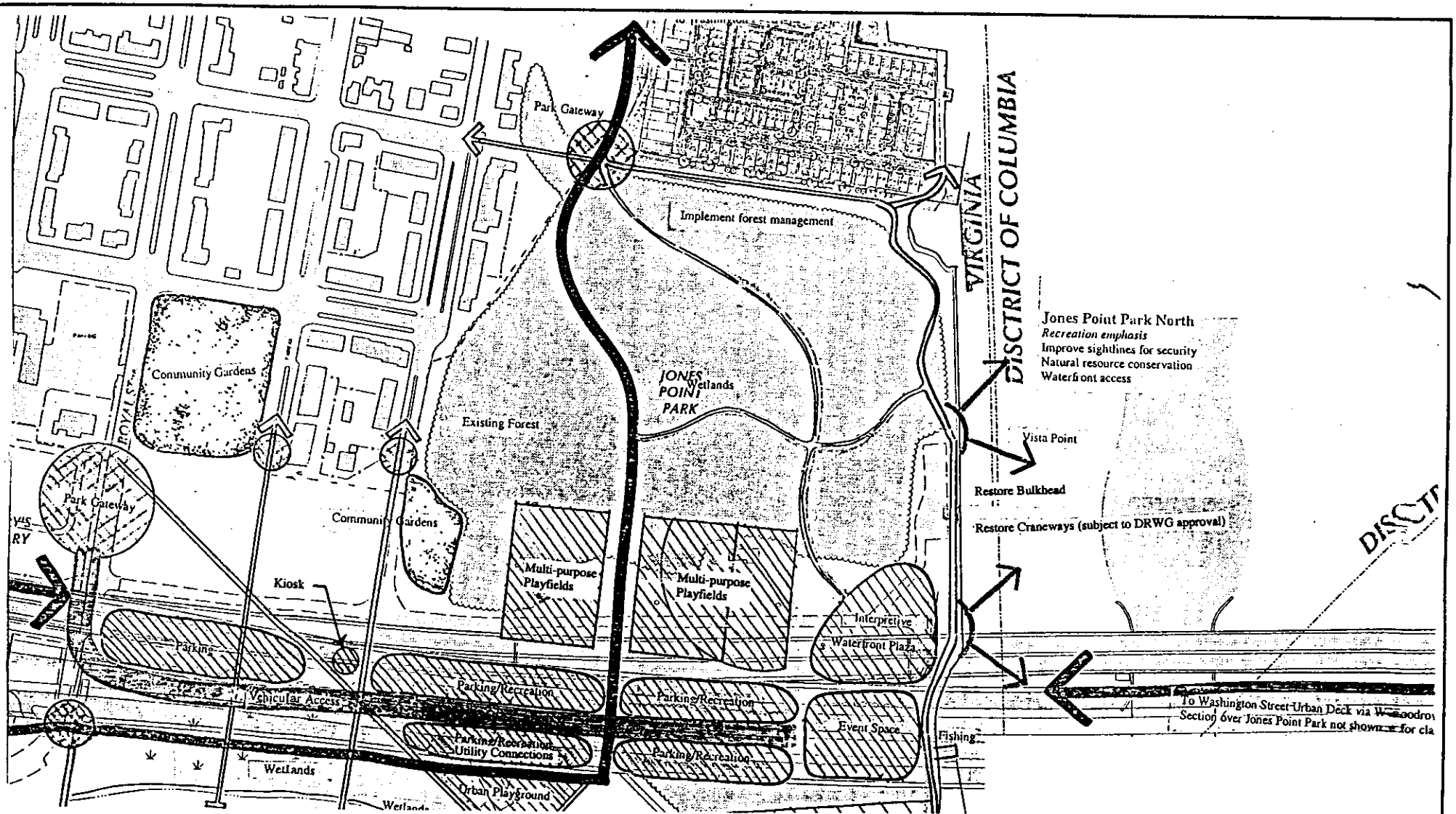
Dated: 3/1/99

The United States Department of Transportation and the Federal Highway Administration

Kenneth R. Wykle
Administrator
Federal Highway Administration

Dated: 3-1-99

EXHIBITS



Note:
Where applicable, items are subject to Section 404 Permit approval.

Federal Highway Administration | Virginia Department of Transportation | Maryland State Highway Administration | DC Department Of Public Works

WOODROW WILSON BRIDGE PROJECT

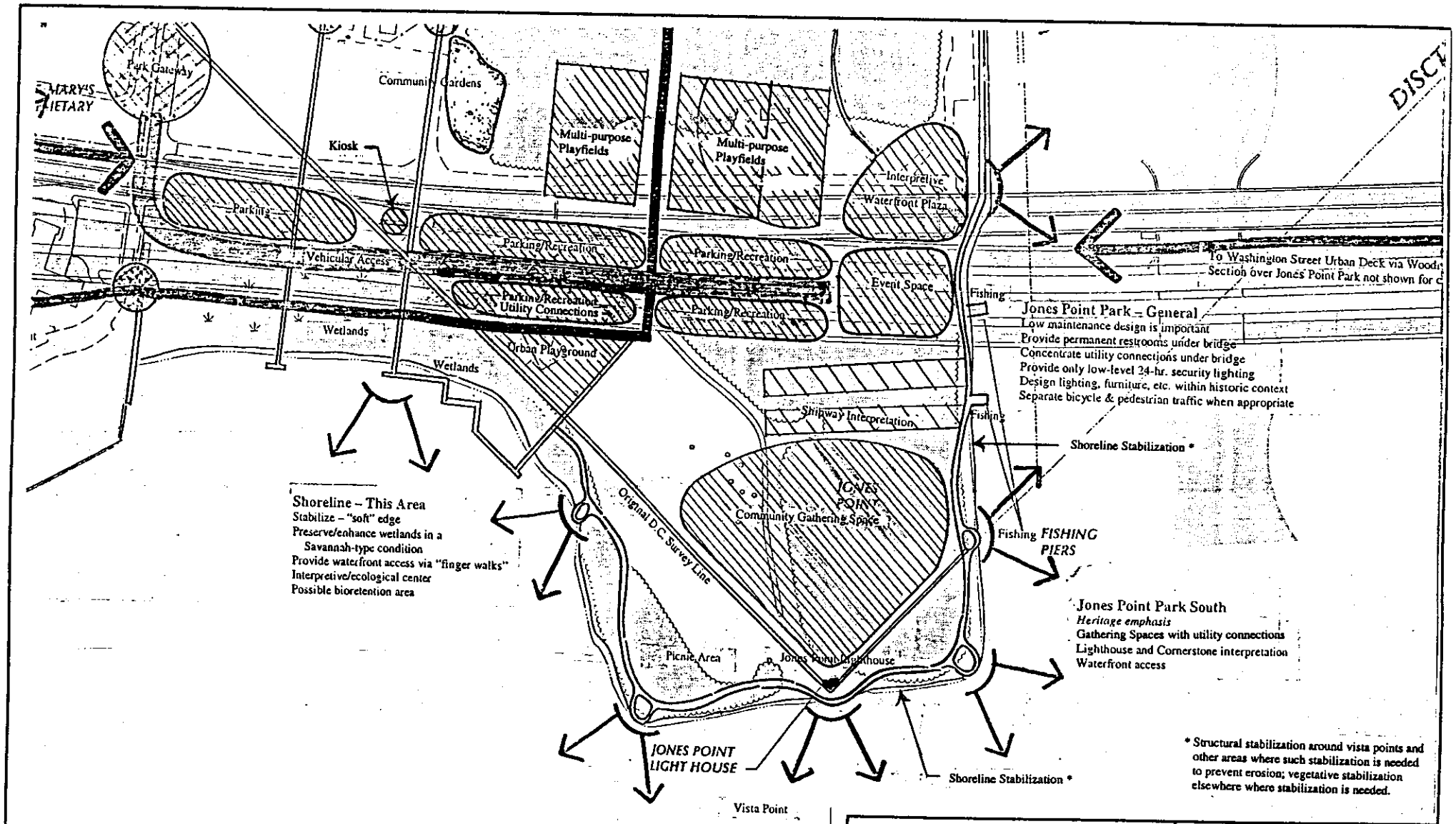
DESIGN PROGRAM FOR JONES POINT PARK NORTH SECTION

ALEXANDRIA, VIRGINIA

EXHIBIT "A"

Date: January 1999 Scale : 1" = 400'

(5)



Jones Point Park – General
Low maintenance design is important
Provide permanent restrooms under bridge
Concentrate utility connections under bridge
Provide only low-level 24-hr. security lighting
Design lighting, furniture, etc. within historic context
Separate bicycle & pedestrian traffic when appropriate

Shoreline – This Area
Stabilize – "soft" edge
Preserve/enhance wetlands in a Savannah-type condition
Provide waterfront access via "finger walks"
Interpretive/ecological center
Possible bioretention area

Jones Point Park South
Heritage emphasis
Gathering Spaces with utility connections
Lighthouse and Cornerstone interpretation
Waterfront access

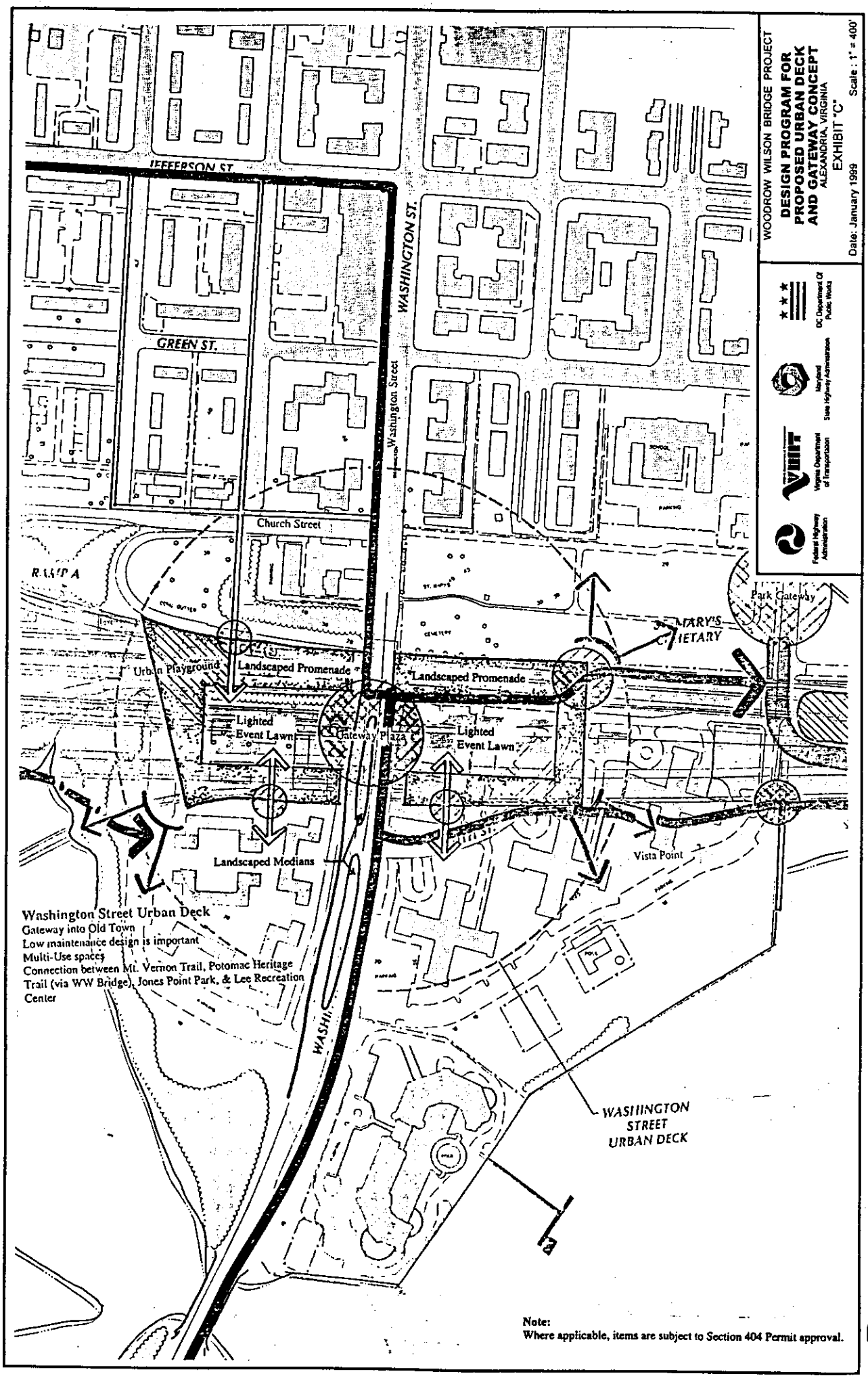
* Structural stabilization around vista points and other areas where such stabilization is needed to prevent erosion; vegetative stabilization elsewhere where stabilization is needed.

Note:
Where applicable, items are subject to Section 404 Permit approval.

Federal Highway Administration | Virginia Department of Transportation | Maryland State Highway Administration | DC Department Of Public Works

WOODROW WILSON BRIDGE PROJECT
DESIGN PROGRAM FOR JONES POINT PARK SOUTH SECTION
ALEXANDRIA, VIRGINIA
EXHIBIT "B"
Date: January 1999 Scale : 1" = 400'

6


WOODROW WILSON BRIDGE PROJECT
DESIGN PROGRAM FOR PROPOSED URBAN DECK AND GATEWAY CONCEPT
ALEXANDRIA, VIRGINIA
EXHIBIT "C"
Date: January 1999
Scale : 1" = 400'
DC Department Of Public Works
Maryland State Highway Administration
Virginia Department of Transportation
Federal Highway Administration
JEFFERSON ST.
GREEN ST.
WASHINGTON ST.
Washington Street
Church Street
Park Gateway
Urban Playground
Landscaped Promenade
Landscaped Promenade
Lighted Event Lawn
Gateway Plaza
Lighted Event Lawn
Landscaped Medians
Vista Point
Washington Street Urban Deck
Gateway into Old Town
Low maintenance design is important
Multi-Use spaces
Connection between Mt. Vernon Trail, Potomac Heritage Trail (via WW Bridge), Jones Point Park, & Lee Recreation Center
WASHINGTON STREET URBAN DECK
Note:
Where applicable, items are subject to Section 404 Permit approval.

Route 1/Washington Street/Urban Deck Stakeholder Participation Panel (16 Members):

Elected Officials	Other Organizations	
Supervisor Hyland • John Geary • Earl Flanagan • John Evans • Vacant	***Judy Gray, President, Fairfax Chamber of Commerce*** • Jim Garrett	***Regional Commuter Perspective Lon Anderson, AAA*** • Mantill Williams
Mayor Donley • Lew Robinson • Lillie Finklea • Doug Wood • Larry Robinson • Vacant	***Appointed by: Kathy Snyder, President, Alexandria Chamber of Commerce*** • Richard Hollis	***Env. Interest Group – Glenda Booth, Chair, Fairfax Wetland Board*** • Glenda Booth
	Judy Noritake, Chair, Alex Parks & Recs Commission • Kirk Fedder	***Bruce Dwyer, Chair, Alexandria Bicycle Study Committee*** • Bruce Dwyer
		Alexandria Commission on Persons with Disabilities, Chair, Eunice Fiorito • Tom Sachs

Jones Point Park Stakeholder Participation Panel (13 Members):

Elected Officials	Other Organizations	
Supervisor Hyland • David Geneson • Chris Lipowicz	***Friends of Jones Point*** • (Ret) Adm. DeLargy	***Bruce Dwyer, Alexandria Bicycle Study Committee*** • Ruth Reeder
Mayor Donley • Judy Guse-Noritake • Bill Lynch • H. Stewart Dunn • Tom Hulfish • Jack Hranicky • Donald Zdancewicz • Mark S. Feldheim	***Env. Interest Group – Bruce Parker, Chair, Mt. Vernon Group Chpt. of the Sierra Club*** • Julie Crenshaw	***Alexandria Commission on Persons with Disabilities, Chair, Eunice Fiorito*** • Gerald Fico ***Agency Liaison*** • Audrey Calhoun, NPS

Telegraph Road Stakeholder Participation Panel (17 Members):

Elected Officials	Other Organizations	
Supervisor Kauffman • Ann Mullins • Bill Faria • Jeff Stern • Michael Van Hoosier • Bob Heittman	***Judy Gray, President, Fairfax Chamber of Commerce*** • Ed Frye	***Regional Commuter Perspective – Lon Anderson, AAA Potomac*** • Vacant
Mayor Donley • Roger Kiper • Tim Naughton • Alan Rudd • Donald Simpson, Sr.	***Appointed by: Kathy Snyder, President, Alexandria Chamber of Commerce*** • Mark Fields	***Env. Interest Group – Bruce Parker, Chair, Mt. Vernon Group Chpt. of the Sierra Club*** • Jim Wamsley ***Fairfax Co. Wetlands Board, Glenda Booth, Chair*** • Kent Knowles
Supervisor Hyland • Richard Hartman	***Robert Dublin, Fairfax Area Disability Services Board*** • Susan Randall	***Bruce Dwyer, Chair, Alexandria Bicycle Study Committee*** • Chanley Mohney

WOODROW WILSON BRIDGE PROJECT
JONES POINT PARK/URBAN DECK

DEPARTMENT OF RECREATION, PARKS & CULTURAL ACTIVITIES COMMISSION AND COMMITTEE COMMENTS

Park and Recreation Commission

Jones Point Park:

1. In general, the design of Jones Point Park is compatible with the guidelines the Park and Recreation Commission initially gave to the project.
2. The current plans show two athletic fields side-by-side north of the bridge. This is true of both the interim plan and the plan for final build out of the park. Though the Jones Point Park Stakeholder Panel debated this at length because it would necessitate some tree removal, they finally endorsed the current configuration. The Park and Recreation Commission strongly believes the fields must be located together in this location. The long-term utility of the fields and the Recreation Department's ability to meet changing recreational demands over time is increased substantially by having them located together. Additionally, this configuration keeps all the active recreation, along with the attendant noise, in one location to the north of the bridge. This leaves the portion of the park south of the bridge for more passive uses. This is appropriate as the southern part of the park contains the historic resources (the lighthouse, the corner stone, and the ship ways) that will become featured cultural resources of the park. A play field should not compromise the design of the park around these historic features.
3. The Commission strongly endorses the primary multi-use path being separated by the grass median from the Mt. Vernon Bicycle Trail. Also due to high volumes of bicycles along the waterfront and in the effort to increase safety, the proposed path through the northwest section of the park, should receive continued consideration. A second route through the wooded section of the park would ease the trail conflicts between slow moving cyclists on the riverside path with those cyclists wanting to move at greater speeds. A second route in the wooded location would also be desirable for safety in this section of the park. There are clear signs of on-going transient habitation in this area of the woods, thus increased foot and bike traffic and the ability for police to patrol this area is very desirable.
4. The hard surface area for courts needs to be further developed.
5. The restrooms and the tot-lot should be located near the athletic fields as is shown in the current plan.
6. The waterfront should be kept for canoe/kayak launch only.
7. Wetland areas should be preserved and maintained.
8. A comprehensive maintenance plan needs to be developed between the National Park Service and the City of Alexandria with resources available to maintain all the design components.
9. Jones Point Park is public land and needs to be a park for all of Alexandria.

Urban Deck:

The Commission favors the smaller deck if the following issues are addressed:

a. Noise and air quality studies show that there will not be a greater impact on the neighbors.

b. Recreation fields promised in the R.O.D. and as part of the court settlement are located elsewhere in the City.

c. The curvilinear design was favored with a larger deck designed on the east side of Washington Street to provide greater enjoyment by the users of the trail over the bridge.

d. Sound walls are aesthetically pleasing. Consideration should be given for bas relief sculptures depicting historic events in Alexandria on the walls at the south entrance to the City.

Waterfront Committee

Jones Point Park:

The plan was well received by the committee with the following additions:

1. Temporary docking for recreation and commercial boats* should be considered. *One member is against commercial boats using this area.

2. Design a 2-3 story parking garage under the bridge and shuttle people back and forth to Old Town.

Urban Deck:

The committee favors the smaller deck with the same qualifications voiced by the Park and Recreation Commission. If the smaller and less expensive deck is approved, the Committee wants all the remaining mitigation monies to be identified for specific projects, and that some of the money be used to work out the waterfront problems at the base of King Street.

Bicycle Study Committee

1. The City Bike Plan Project B4 recommended that the Mt. Vernon Path be aligned along the river behind Hunting Towers. At the time of this recommendation, the committee did not envision a very desirable alignment being possible in the approximate current location. We understand that the Hunting Towers property is a current issue. As the resolution of this proceeds, we ask that the river alignment of the path be given significant weight. Please also consider the possibility of an easement similar to what was achieved for the path at the north end of the City with the property owners of Marina Towers and the power plant.

2. Would like the multi-use path connection between Jones Point/Royal St. and the bridge crossing to be re-examined in light of the probable downsizing of the urban deck. We were never very pleased with the proposed configuration to have the path make a circuitous "U" route up-grade to Washington Street, to cross the urban deck to a cantilevered path running between the roadway and St. Mary's cemetery. We feel a more direct route with a ramp from Royal Street to the bridge may be preferable. It would be more direct, always a concern

for pedestrians, and may even be less expensive than the "U" route. Part of reason for the "U" route was pedestrian access between Jones Point and the urban deck playing fields and park, which may no longer be necessary. Examples of ramps in National Park Service jurisdiction that work in similarly difficult situations are the bridge from the Mt. Vernon Path to Rosslyn, and two circular ramps on the Clara Barton Parkway.

3. We have always been looking at the multi-use path location through Jones Point Park as an "either/or" situation. We recommend that a user count of current and projected path usage might be large enough to justify more than one route through the park. The alternate route could be the "potential path" through the woods or the "secondary path" at the end of Lee Street, or another location. The currently proposed river path could be very congested during events especially when the playing fields are in full use. The alternate route would provide a safe alternative to avoid pedestrian/bicycle conflict.

4. Some of the drawings would seem to indicate that the multi-use path may have severe turns and may not be of sufficient width. We strongly recommend that the path be designed to the American Association of State Highway and Transportation Officials (AASHTO) "Guidelines for the Development of Bicycle Facilities" to maximize safety. For example, the recommended minimum path width is 10 feet with a 2-foot clearance on either side of the path. In congested areas, such as Jones Point, the recommendation for path width is 12-14 feet.

5. We see two major locations of pedestrian/bicycle conflict and offer these suggestions:
   a. At the north end of the Promenade, there is a pedestrian path connection to the Mt. Vernon Path. We think that the existing Ford's Landing promenade and the new Jones Point Promenade should be connected to provide a more pedestrian friendly opportunity to stroll along the river. A deck connecting the two promenades instead of the primary path connection shown could accomplish this without the strollers having to venture onto the Mt. Vernon path. Pedestrians who want to go between the Jones Point promenade to the section of the Mt. Vernon Path connecting to Union Street could use the existing concrete deck along the south of Ford's Landing.

   b. The Mt. Vernon path routing from the north edge of the passive recreation area to just past the area south of the bridge playground traverses a lot of ground where pedestrians will be using the path and, more dangerously, CROSSING the path to get to and from playing fields, playgrounds, parking lots, the promenade, and the event lawn. We suggest two alternatives. Push the playing fields a little south and east so that the Mt. Vernon path could cut to the west at the north and west edges of the playing fields before turning to the west again on the north side of the parking area to turn south at Royal St. This more northern route could connect with a ramp to the bridge as well. This route may cause more vehicular/bicycle conflict, but in our opinion is less dangerous than the pedestrian/bicycle conflict situation it avoids. Another alternative would be to continue the Mt. Vernon path under the bridge closer to the river, where there still may be potential conflict points, but not the volume that would be associated with the heavy use of playing fields and playgrounds by younger

people less aware of being cautious on the paths.

6. We are pleased to see the multi-use path from the Rt. 1 interchange connection to the Urban Deck. While we recognize that the Urban Deck drawings are very preliminary, we do want to note that they do not show a multi-use path design that is friendly to through bike or rollerblade traffic. Several comments apply: the turning angles need to be considerably less severe; if the connection to the bridge is going to be through the minimum deck design, consider widening the east side of the deck somewhat to accommodate the multi-use path; if the Mt. Vernon Path could be realigned along the river, the connection from the Rt. 1 path for cyclists may be able to be aligned to coincide with the light at the Hunting Terrace intersection. Pedestrian traffic going into Old Town from the Rt. 1 area should still be routed directly up to the urban deck (to minimize pedestrian travel distances), to cross the urban deck on the west to the light at Church St. If these configurations are not possible, a pedestrian/bicycle activated light would be an absolute necessity to cross Washington St. just south of the Urban Deck.

7. We are particularly pleased that the interim plans include keeping the Mt. Vernon trail segment open during construction. If closing of the interim path is necessary during construction, it should not be closed without there first being a route planned and marked to use as an alternative during the closure periods. Further, we recommend that the interim trail work include repair to the tree root and other damage to the path from where it turns south at Ford's Landing to where it joins the current park road. This segment of the path is in no condition to last until a new trail is built.

Alexandria Archaeological Commission

America's First Archaeological Commission

31 August 2000

The Honorable Kerry Donley,
Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Mayor Donley and City Council Members:

> The AAC supports the smaller urban deck for **Washington Street**. This will help to protect the cultural resources in Freedmen's Cemetery and provide a fitting gateway to the historic City of Alexandria. The AAC supports multiple features, including cultural resources, at the **Jones Points Park**. We conclude that further, more careful investigation of cultural resources is needed in order to provide an adequate basis for interpretation and protection. Finally, the AAC believes maintenance plans are needed for both Washington Street and Jones Point Park. Our letter provides details on these recommendations.

At a meeting on August 18, 2000, the Alexandria Archaeological Commission (AAC) thoroughly reviewed and discussed the concept plan for Jones Point Park and Washington Street which was presented by the Woodrow Wilson Bridge Project Team on August 16, 2000. The AAC endorses the idea that Jones Point Park will be a multi-use area which features recreational areas while still preserving and protecting the natural and historic resources associated with the Park. Jones Point Park has traditionally been a part of Alexandria where City residents enjoyed a variety of passive and active pursuits in an area rich in history and natural beauty.

The AAC also believes that interpretation of the temporally and socially diverse cultural resources at the Park should not hinder the recreation uses of the Park. Neither the historic resources nor the recreational facilities can be properly enjoyed by City residents and visitors if they co-exist in an incompatible form which detracts from both areas. The AAC wants the significant cultural resources of Jones Point Park to be interpreted and protected in a manner which enhances an understanding of those resources while remaining distinct and apart from the recreational uses at the Park.

Alexandria Archaeology · Museum 105 · North Union Street Alexandria, Virginia 22314
703/838-4399 Fax 703/838-6491

In addition, the AAC believes that the costs and staffing required to maintain Jones Point Park and the Washington Street urban deck should be included in all plans. These costs are vital to ensuring that the citizens and visitors to Jones Point Park and the Washington Street urban deck enjoy the historic resources, the natural environment, and the recreational amenities not only upon the completion of the project but for many decades to come.

The AAC endorses the concept plan for Jones Point Park, subject to the following recommendations:

1. **Washington Street & Freedmen's Cemetery:** The AAC recommends a small-scale urban deck for Washington Street, such as the proposed "Greeting" deck. A small-scale urban deck accomplishes three important missions: 1) it reflects the historic character of the George Washington Parkway; 2) it serves as a fitting gateway to the historic City of Alexandria; and 3) it provides protection and preservation of the cultural resources associated with Freedmen's Cemetery while enhancing the visual approach to both the Freedmen's and St. Mary's Cemeteries.

- The AAC urges the development of a stewardship plan for the Freedmen's Cemetery which properly documents the location and depth of the graves in the Freedmen's Cemetery. This is needed to ensure that subsequent activities do not harm these important remains. A maintenance plan for both the Freedmen's Cemetery and the urban deck should also be developed which outlines the specific maintenance procedures, schedule, and plans for long-term care to be used at both locations.

- A book should be published which not only recounts the history of the Freedmen's Cemetery but also preserves the legacy of the over 1700 freed men, women, and children buried within it so that its importance to the citizens of Alexandria will not be lost to future generations.

2. **Jones Point - Interpretation:** The AAC applauds the planner's efforts to interpret the whole 7,000 year time-continuum at Jones Point Park. The Park is rich in historic resources from the early Native American hunters and gathers up through the modern shipbuilding era. One feature of the concept plan is the proposed ship shape of the recreation lawn next to the finishing pier. This passive recreational area can also be used as a creative approach not only to interpreting World War I era shipbuilding but also to interpreting the large size of the ships built. However, the AAC must emphasize that this type of design is not a substitute for those actual cultural resources which are likely to be concealed or destroyed as a result of the proposed project.

Furthermore, the amount of damage to the cultural resources cannot be readily determined from the Cultural Resources map. In addition, there is not enough mitigation for the amount of damage caused to the cultural resources. That map does not depict the exact location of any of the existing cultural resources. The map shows only broad general areas of the Park with a typed-heading identifying various cultural

resources which are present in some undefined portion of that area. A map of Jones Point Park should be made which shows the location of all extant foundations, above-ground features, and archaeological sites as well as all recreational uses. Protection and interpretation of cultural resources cannot be properly made without a more exact knowledge of their location in direct relation to the recreational uses on the Park.

- The AAC recommends that there be more complete and creative interpretation of the cultural resources given the mandate in the Memorandum of Agreement which states that

  > Treatment plans shall include educational or interpretive programs about the significance, preservation and public interpretation of archeological resources. Such programs may include preparation of a brochure for public distribution, publication of scholarly articles, interpretive displays, site interpretation, museum exhibits, videos, or other interpretive/educational materials (emphasis added).

- The AAC understands that a contractor with interpretive experience will be hired. The contractor should be charged with the task of: 1) analyzing the cultural and natural resources located at Jones Point to more thoroughly determine the extent and nature of resources and identify the extent to which burial of historic resources is the best preservation and interpretive method for those resources; 2) recommending detailed measures to properly plan and manage these resources and features so that the rich history of Jones Point can be passed on to future generations; 3) thoroughly analyzing all above-ground features, including the Historic Lighthouse and the D.C. boundary marker; and 4) specifying binding requirements to ensure that no harm occurs to above-ground features during the lengthy construction phase associated with the Woodrow Wilson Bridge Replacement Project. Once this is done, we will then be in a position to determine the extent to which these resources are needed to tell the story of this site's significance to Alexandria and the nation.

- The concept plan assumes that the majority of the numerous extant foundations associated with the early 20th century shipbuilding era will be buried and commemorated, along with the other historic resources, by the placement of only nine interpretive panels or signs to reflect 7,000 years of human occupation. None of the suggested treatment proposals contained in the Memorandum of Agreement is listed as part of the concept plan's proposed mitigation of the below-ground historic resources, other than interpretive signage and retention of the finishing pier and one of the four shipways. Moreover, the concept plan does not seriously consider leaving any of the extant foundations exposed, and sealed for protection, for interpretation to the public. To the extent that burial is required due to recreational uses of the area on which they are located, or for protection of the cultural resources, the AAC believes that care should be taken to ensure that the soil used protects the

resources. However, the AAC prefers that as many cultural resources as possible remain visible for interpretation to the public. Such resources, including the finishing pier, should have their surfaces made safe for the public and protected by sealant from the elements.

- The AAC additionally believes that the interpretation of the historic resources referred to in the concept plan is insufficient and incomplete. Several significant historic resources are either not included in the plan or are scarcely mentioned, including among others, the D.C. boundary marker, the Historic Lighthouse, the Virginia/Maryland boundary marker, and the Signal Corps light tower base.

- The AAC is concerned that plans to protect the D.C. boundary marker and the Historic Lighthouse, two valued and irreplaceable resources, have not progressed far and urges that a protection plan for them should be developed as soon as possible. Such a plan would help to ensure that the harm and/or deterioration to the Historic Lighthouse and D.C. Boundary Marker are minimized during the bridge construction. In addition, the AAC believes that more interpretation of the Historic Lighthouse and D.C. Boundary Marker, two of the few above-ground historic resources remaining at the Park, is needed. These significant historic features should be interpreted fully so as to enable Park visitors to gain a greater appreciation and understanding of these resources.

- The AAC recommends that additional mitigation measures are needed to sufficiently interpret the historic resources of Jones Point Park. These measures include the publication of walking guides, videotape presentations, and books - for both the public and the scholarly researcher - about the historic resources. A scale model of the Park and an aerial oblique perspective should be made which depicts the shipbuilding structures and other cultural resources so that visitors to the Park can understand the scale of the activities. This model could be located near the Lighthouse and used as an interpretive display.

- The AAC notes that the concept plan for cultural resources incorrectly identifies some of the historic resources, such as attributing the ropewalk and the farming to the colonial era. The Park planners verbally assured the AAC at the August 16th meeting that these errors would be corrected prior to any official submission. If not properly addressed by the Park planners in their submission to the City, then these errors must be corrected.

3. Jones Point - Shipyard Publication: The AAC recommends the publication of a book about the shipbuilding associated with Jones Point which represents a 20th century era continuation of Alexandria's long maritime tradition. A publication which details the maritime history as well as the people and ships of this period, while

recognizing the contribution that historic Jones Point shipbuilding activities made to the United States and their importance as contributing elements to an existing National Register historic district, would mitigate the irretrievable and irreversible loss of the extant remains of America's last remaining World War I shipbuilding yard. Such a publication would also help to bring this important chapter of the City's past alive to residents, historians, shipbuilding enthusiasts, and the visiting public.

4. Jones Point - Maintenance: The AAC recommends developing a complete and detailed long-term maintenance plan for Jones Point Park, including preventive measures, to ensure that all cultural resources, interpretative elements, and other features are properly protected and conserved. This plan should also address potential harm to cultural resources, interpretative elements, and natural features that may result from pollutants emitted, including accidents and spills, associated with construction activities on or near the planned Woodrow Wilson Bridge.

5. Jones Point - Ongoing Involvement: The AAC recommends the establishment of a cultural and historic resources working group to monitor future planning and implementation activities at Jones Point until the Park is completed. This working group should be composed of a Council representative (or representatives) and representatives from appropriate Boards, Commissions, Foundations, civic groups, and interested individuals who deal with historic resources with appropriate support provided by City staff.

Sincerely,

Wm Jack Hranicky

Wm. Jack Hranicky, Chair

cc Rich Baier, Director, T&ES
Jean Federico, Director, Office of Historic Alexandria
Thomas Hulfish, III, Chair, Board of Architectural Review, Old and Historic District
Thomas Tyler, Chair, Environmental Policy Commission
Elaine Johnson, Chair, Historic Alexandria Resources Commission
Robert Montague, Chair, Historical Restoration & Preservation Commission
Judy Guse-Noritake, Chair, Parks & Recreation Commission
James Dorsch, Chair, Waterfront Committee

ALEXANDRIA HISTORICAL RESTORATION AND PRESERVATION COMMISSION

OFFICE OF HISTORIC ALEXANDRIA
BOX 178, ALEXANDRIA, VIRGINIA 22313

RECEIVED
SEP 19 2000
T&ES ADMINISTRATION DIVISION

September 18, 2000

The Honorable Kerry Donley
Members of City Council
City Hall
P.O. Box 178 City Hall
Alexandria, VA 22313

Dear Mayor Donley and Members of City Council,

I am writing on behalf of the Commission to endorse the recommendations of both the Historic Alexandria Resources Commission and the Alexandria Archaeological Commission which have recently been sent to you regarding the Jones Point Plan, produced by EDAW as consultants for the Woodrow Wilson Bridge Replacement project. We are impressed with the detailed discussions in these letters and support them wholeheartedly.

Additionally, with respect to any additional funds which might be available for mitigation because of the desire to support a simple much smaller deck over the George Washington Parkway, the Commission requests that you consider the following recommendation. Our Commission accepts easements on properties in Alexandria to support the conservation of open space, as well as the preservation of important architectural features on historic structures. Thus, we are vitally interested in the protection of open space along the waterfront in Alexandria. We particularly desire the formation of accessible open space for recreational uses along the Potomac River. In particular, we wish to see the parking lot for the Old Dominion Boat Club, the Duke-Prince-Strand parcel, and the Old Town Yacht Basin accessible to the public at large. Some of those mitigation funds should be used to create and enhance this open space along the waterfront, particularly so that these properties could be enjoyed by all citizens. Parks and recreational areas are needed in these spaces. We believe that it is highly desirable to complete the continuous park system along the waterfront, thus supporting the centuries old nexus of the historic town and its important location along the Potomac River. It is critical to restore and enhance this scenic vista, and at the same time provide needed recreational areas along our waterfront, which would be accessible to all.

We look forward to working with you as you progress in the decision making for the improvements for our community as part of the mitigation for the Woodrow Wilson Bridge replacement.

Sincerely,

Robert L. Montague
Chair

cc: Philip Sunderland, City Manager
Richard Baier, Director, Transportation and Environmental Services
Jean Frederico, Director, Office of Historic Alexandria
Sandra Whitmore, Director, Parks and Recreation
James Dorsch, Chair, Waterfront Committee
Judy Guse-Noritake, Chair, Parks and Recreation Commission
Wm. Jack Hranicky, Chair, Alexandria Archaeological Commission
Thomas Hulfish, III, Chair, Board of Architectural Review, Old and Historic Dist.
Elaine L. Johnston, Chair, Historic Alexandria Resources Commission
Thomas Tyler, Chair, Environmental Policy Commission

September 13, 2000

The Honorable Kerry J. Donley, Mayor
Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Mayor Donley and City Council Members:

The Historic Alexandria Resources Commission (HARC) appreciates having the opportunity to comment on the proposed preliminary plans for Jones Point Park and the Washington Street Deck (the "Proposal") presented by the Woodrow Wilson Bridge Project Team. The bridge replacement and its effect on Alexandria historic and cultural resources have been of great concern to HARC throughout the planning for this project. We have carefully reviewed the Proposal and have met twice to discuss it since it was presented to City Commissions in August. We hope that City Council will take these views into consideration as part of its deliberations on the Proposal.

Our comments are limited to issues relating to historic and cultural resource issues, which are in the purview of HARC. We commend the members of the Bridge Project Team for producing this design concept for the cultural resources plan, which incorporates many of the features that have been of interest to HARC. As the Proposal establishes only the basic framework for the treatment and interpretation of historic and cultural resources, we look forward to advising and assisting in the further development of the interpretive plans. We urge Council to ensure that there will be adequate consultation with appropriate City staff and interested citizens as these plans are developed, including input into the selection of consultants and designers who will produce the plans. A preliminary draft outline of these plans that has been presented to the Office of Historic Alexandria indicates that further review and input is necessary to ensure that the full range and diversity of the history that can be conveyed at Jones Point is included in the plans. Many aspects of this history are not well known, such as the importance of Jones Point to the African American community in the twentieth century, and we should seize this opportunity to expand awareness of the full scope of Alexandria's history.

We have come to three general conclusions about the Proposal, which are described in more detail below. First, we do not believe that the plans for "improvements" at Jones Point Park and the Washington Street Deck provide adequate mitigation for the very substantial adverse effects that the bridge replacement project (the "Project") will have on historic and cultural resources in Alexandria. Additional efforts, some of which we have suggested below, should be required to

provide a more appropriate level of mitigation to account for significant losses that will occur as a result of the Project. Second, with regard to Jones Point Park, while we believe generally that the preliminary plans shown in the Proposal provide an appropriate conceptual framework for the treatment and interpretation of the historic and cultural resources remaining in the Park after the completion of the Project, we have several specific concerns that should be addressed as conditions for approving the Proposal. Third, we believe that the alternative of the "minimum" Washington Street Deck is more appropriate to the historic character of Washington Street and would provide better opportunities for the interpretation and proper memorialization of the Freedmen's Cemetery. We also urge that any cost saving resulting from reducing the size of the Deck should be applied to additional mitigation of the adverse effects of the Project.

I. Recommendations Concerning Appropriate Mitigation for the Adverse Effects to Alexandria Historic Resources

The Project will cause substantial adverse effects to Alexandria historic and cultural resources. Numerous historic features found in Jones Point Park will be lost, destroyed, or damaged. Most of the remains of the Virginia Shipbuilding Company ("VSC"), which are the only **in situ** evidence of Alexandria's shipbuilding history, will be demolished or buried under the bridge. For example, the VSC administration building and foundations of other buildings, three of the four shipways, and the finishing piers will be either destroyed or buried. At least one prehistoric site as well as an 18th-early 19th century soil layer will be destroyed. In addition to these specific losses, the replacement bridge will obliterate the relationship among the various features of the historic landscape. The massive size of the bridge and resultant increased noise and traffic and diminished environmental quality will also adversely affect the experience and enjoyment of the historic character of Jones Point Park, as well as other locations in the Historic District, particularly along the waterfront.

The Proposal does include a number of features that mitigate the adverse effects of the Project, such as interpretive treatments of historic resources that will remain after construction of the replacement bridge. Other mitigation efforts that have or will be undertaken include excavation and artifact recovery of archeological resources, and documentation of historic or archeological features that will be destroyed. Given the very substantial adverse effects, however, we do not think that the Proposal provides sufficient mitigation measures to meet the obligations of the National Historic Preservation Act and the 1997 Memorandum of Agreement under Section 106 of that Act. We are also concerned that the Project team appears to have conflated activities associated with the identification and evaluation of historic and archeological resources with necessary mitigation efforts. The obligation to identify and evaluate affected resources is separate from the requirement to minimize or mitigate adverse effects. These activities should not be considered mitigation, nor should the associated costs be allocated to funds budgeted for mitigation.

We recommend that approval of the Proposal be contingent on a specific commitment of additional mitigation efforts. We understand that City staff have discussed with the Project team

some additional steps that should be considered. In particular, it has been suggested that a substantial publication on the history of the shipbuilding industry in Alexandria be produced. We endorse this proposal as appropriate mitigation for the loss of most of the extant features of the VSC and resultant obliteration of the last physical evidence of this important part of the City's past. We also recommend that consideration be given to expanding the interpretive plan to additional sites in the Historic District, particularly along the waterfront. We have been informed that the Project team has resisted suggestions that mitigation efforts should include improvements to historic resources outside of the immediate construction area. We disagree with this limitation, since adverse effects of the Project are not limited to these areas but will also occur wherever the bridge can be seen, heard, smelled, or felt. Moreover, we understand that mitigation efforts for loss of wetlands and diminished water quality may take place entirely outside of Alexandria because of insufficient opportunities for mitigation within the immediate vicinity of the bridge, and that recreational facilities may be provided in other areas of the City to provide mitigation for the loss of playing fields at Jones Point Park. Mitigation for the substantial adverse effects to Alexandria historic resources should not be limited to the immediate area of the bridge if other opportunities to provide enhancements to the Historic District will make possible a level of mitigation more appropriate to the very substantial adverse effects of the Project.

II. Recommendations Concerning Jones Point Park

In general, we believe that the preliminary plans shown in the Proposal provide an appropriate conceptual framework for the treatment and interpretation of the historic and cultural resources remaining in Jones Point Park after the completion of the Project. The opportunity is presented to improve public understanding and appreciation of the significance of the historic features within the Park. In order to capitalize on this potential, the cultural resources plan should be further developed with appropriate substance and content so that all of the stories revealed in the history of Jones Point can be told. As currently presented, the Proposal is so preliminary and lacking in detail about specific treatments and interpretation of the historic resources in the Park, that it is essential for City Council and staff, especially the Office of Historic Alexandria, to be consulted and approve the plans as they develop, and to provide continuing opportunity for citizen input. Approval of the Proposal at this stage should be conditioned on specific requirements for further review and approval of the details of the plan for the treatment and interpretation of the historic and cultural features of Jones Point as they are developed.

We have the following particular concerns about several aspects of the Proposal that should be taken into account in the approval process.

- The District of Columbia south boundary stone. Because of its national significance, this is clearly one of the most important historic resources in the Park and its treatment and interpretation must reflect that. It does not appear at this stage that the Project team has given the boundary stone an appropriate level of emphasis.

- Virginia Shipbuilding Company. The plans for the treatment and interpretation of the VSC shipway and finishing pier are of great importance since these features will be the only remaining evidence of VSC and will be unique in Alexandria as examples of the City's shipbuilding history. The current plans are too preliminary to evaluate whether these historic resources will be treated appropriately.

- The Lighthouse. We are concerned that all feasible measures be taken to protect and preserve the Lighthouse during construction, including continuing efforts to measure and evaluate the effects of construction activities on the structure. The Project plans for treatment and interpretation of the Lighthouse need further explication and refinement. We recommend that consideration be given to providing sufficient improvements to the structure that it can be opened for occasional public visitation.

- We have been informed that the preliminary cost estimate for the Proposal exceeds the amount of funds budgeted by the Project for Jones Point Park improvements. Development of more refined estimates apparently is underway. Council should ensure that adequate Project funding is committed for plans as approved, so that lack of funding will not be cited as a reason for subsequent limitations on the scope or quality of the plans.

- We understand that once the Project is completed, the expense of maintaining Jones Point Park (as well as the Washington Street Deck and the Freedmen's Cemetery) will be the responsibility of the City. We strongly believe that the historic and cultural resource features presented in the Proposal are of great value to the public and should not be reduced or shortchanged due to concerns about future maintenance costs. In order to ensure that the value and importance of the historic and cultural resources are taken into account, we recommend that the Office of Historic Alexandria be a full participant in deliberations and decisions concerning the long-term costs and funding for maintaining these resources. We further recommend that consideration be given to the possibility of using Project funds available for mitigation efforts to establish a trust fund to be available for long-term maintenance and care for the cultural and historic resources and the interpretive elements described in the Proposal.

- We are pleased that the Proposal shows that public access to Jones Point Park will be preserved during the construction period. Council should require that this access be maintained throughout. We were surprised to learn during the conclusion of the oral presentation by the Project team on August 14 that they intend to seek a permanent easement of fifty feet on both sides of the new bridge. To the best of our knowledge, this proposed easement has never been previously disclosed to the public and we are concerned that granting such an easement will interfere with the long-term use and preservation of Jones Point Park. We recommend that Council seek further explanation of the need for this easement and how it will affect the Park and resist the granting of any easement greater than absolutely necessary for public safety.

III. Recommendations Concerning the Washington Street Deck and Freedmen's Cemetery

The Proposal for the Washington Street Deck includes concept plans for a "maximum" Deck and two alternatives for a "minimum" Deck. We believe that the minimum Deck concept is preferable from the perspective of preserving and protecting historic resources. The minimum Deck is more appropriate to the historic character of Washington Street as the Mount Vernon Memorial Highway. Moreover, it eliminates the encroachment of recreational facilities abutting the Freedmen's Cemetery and would provide better opportunities for the interpretation and proper memorialization of the Cemetery.

HARC very strongly supports efforts to minimize the adverse effects of the Project on Freedmen's Cemetery and recommends that approval of the plans for the Deck include measures to ensure that there will be improvements to the Cemetery site, allow increased access, and provide for appropriate memorialization and interpretation of its history and significance. The information presented in the Proposal is insufficient to evaluate whether the Project plans for the treatment and interpretation of the Cemetery are adequate. We recommend that consideration be given to using Project funds available for mitigation to condemn the commercial properties that encroach on or abut the Cemetery site so that the entire site can be preserved as an appropriate memorial.

The Deck Proposal has been presented as a preliminary concept and further review and approval should be required. The minimum Deck Proposal includes a "Greeting" alternative and a "Streetscape" alternative. The concept sketches do not provide an adequate basis for recommending a preference between the two alternatives. Because of the significance of this site as the entrance to Alexandria and the Historic District we request that HARC and other interested citizen groups and individuals be given an opportunity for comment when the design has been developed further.

If the minimum Deck is selected, there will be significant cost savings to the Project, even after provision of an alternative site for recreational facilities. We strongly recommend that approval of the Deck be contingent on a commitment that any cost savings resulting from reducing the size of the Deck should be applied to additional mitigation of the adverse effects of the Project on Alexandria's cultural, recreational, and environmental resources. Without this commitment, the value of the City's settlement of its lawsuit will be substantially reduced. We have mentioned above several possible enhancements to cultural and historic resources to which such funds could be applied.

Thank you for your consideration of our comments. As you know, the preservation and use of Jones Point Park, Washington Street, and the Freedmen's Cemetery are of vital interest to Alexandria citizens and we hope that these interests will be paramount in the approval process for the Proposal. As we have mentioned above, it is very important that approval of the Proposal be conditioned on a continuing obligation for meaningful input by City staff and citizens, with

appropriate approvals of specific elements, throughout the entire process of further developing the plans and accomplishing the actual work.

Sincerely,

Elaine L. Johnston, Chair

cc: Philip Sunderland, City Manager
Rich Baier, Director, Transportation and Environmental Services
Jean Federico, Director, Office of Historic Alexandria
Sandra Whitmore, Director, Parks and Recreation
James Dorsch, Chair, Waterfront Committee
Judy Guse-Noritake, Chair, Parks and Recreation Commission
Wm. Jack Hranicky, Chair, Alexandria Archaeological commission
Thomas Hulfish III, Chair, Board of Architectural Review, Old and Historic District
Robert Montague, Chair, Historical Restoration and Preservation Commission
Thomas Tyler, Chair, Environmental Policy Commission

Friends of the Freedmen's Cemetery
638 North Alfred Street
Alexandria, Virginia 22314
freedmen@juno.com

September 4, 2000

The Honorable Kerry J. Donley
Mayor
301 King Street, Room 2300
Alexandria, Virginia 22314

Dear Mr. Euille:

With the upcoming discussion of the conceptual plan for the "minimum" Urban Deck option, the Friends of the Freedmen's Cemetery would like to express our views of the new proposal. We are very grateful that City Council immediately recognized the value of the cemetery as an important spiritual, historical and archaeological site and has supported its preservation thus far.

Our approach to each deck plan has been to examine any potential adverse impacts upon the cemetery. Even greater than our wish to commemorate the site has been our concern that the extant graves not be destroyed, disturbed, built over or overshadowed. As the cemetery had been largely forgotten, we feel a powerful responsibility to represent the silent multitude interred there—and their descendants, most yet unknown.

As you probably know, the Friends of the Freedmen's Cemetery opposed the northward extent of the "maximum" deck option because, even if it did not directly encroach upon burials, it would constrict the narrow VDOT-owned portion of the cemetery to no more than forty feet wide. This could force the future memorial, interpretive markers, and walking paths to be placed atop graves—a condition which we are striving to avoid at all costs. In addition, the maximum deck, with its playing field, would require light poles, steel netting, high walls, and a buffer of trees which would cast a permanent shadow over and otherwise visually impact the cemetery.

The Friends of the Freedmen's Cemetery would be very pleased with a deck which extends to the maximum possible distance east and west and the least possible north and south, while supporting passive recreation and reducing the noise and visual intrusion of the Beltway.[1] However, we understand that, without the originally intended active uses on the deck, City Council may consider the costs of construction and maintenance substantial enough to outweigh any benefits. It is understandable and commendable that you, our leaders, would to see to it that any resultant cost savings inherent in a smaller deck would be applied to the provision of amenities elsewhere.

If you do agree upon a smaller deck, we ask that you insist that some of these cost savings be devoted to the acquisition of the Mobil gas station at 1001 South Washington Street and the two-story office structure behind it at 714 Church Street. Once this is achieved, the cemetery can be returned to an approximation of its original state. Ironically, before the Federal Highway Administration was aware

of the Freedmen's Cemetery, the Mobil gas station, at least, was to be taken by eminent domain to serve the needs of the Woodrow Wilson Bridge construction. When informed of the extent of the burying ground, the FHWA properly decided to avoid any impacts upon the parcel, but dropped acquisition plans.

The idea to condemn the properties is not ours alone, but has been brought up by members of the Historic Alexandria Resources Commission. We are gratified that our fellow citizens share our concern for the preservation of the site. In addition, conversations with some residents of the adjacent neighborhood suggest to us that they would appreciate the creation of such a green space to make up for open space lost from a "shrinking" deck.

Various figures have been thrown around regarding the cost savings in "shrinking" the deck. The difference between the two options is somewhere between twenty and forty million dollars. The Mobil gas station is assessed at $1,001,400 and was last purchased in March of this year for $1,076,500. The office building is assessed at $610,000 and was recently offered for sale, unsuccessfully. A federal-state expenditure of two million dollars would probably be sufficient to compensate the landowners and carry out demolition and underground gas tank removal. The costs involved in the memorialization and interpretation of the cemetery have already been accounted for as a separate item in the estimated project budget.

We see several advantages to our proposal.

First, the restoration of the land to its original state will rectify a half-century-old wrong. It was a former City Council, during the final days of racial segregation, which permitted the rezoning and development of the burying ground. Returning the site to an appropriate, park-like space will demonstrate proper respect for the formerly enslaved African Americans interred there and for their descendants.

Second, in light of the scaled-back deck, the provision of adjacent green space will help mitigate the visual intrusion of the bridge and highway improvements *at the point of construction* and not at some remote, unrelated site. A passive recreation space on the existing grade will avoid the considerable construction costs and long-term structural maintenance costs of providing it on a larger, concrete superstructure.

Third, a restored cemetery would balance Saint Mary's Cemetery across the street, contributing to the gateway character of the southern entrance to Old Town and to the memorial character of the George Washington Memorial Parkway as it passes through the historic district. It is our understanding that the present Mobil gas station is considered a non-complying use under the zoning ordinance—i.e., that it is grandfathered, but, if discontinued or vacant for a period of time, would be prohibited thereafter. If the City has thus expressed a determination to gradually remove garish service stations from the Parkway in Old Town, here is an opportunity to achieve, in part, such an end.

Fourth, the proposed bridge will create a substantial amount of polluted run-off into the Potomac River as petroleum products, etc. are washed from the road surface. Because of the immensity of the

bridge, such run-off will not be drained, collected and treated. Instead, Potomac Crossing Consultants are devising clean water mitigation methods to be applied elsewhere. Our proposal includes the removal of the underground gas storage tanks at the Mobil station. After forty-five years of use for automobile fueling and repair, the Mobil property has undoubtedly experienced some contamination by petroleum and MTBE and other additives. The removal of underground storage tanks and any contaminated soil would result in cleaner run-off and groundwater, which deposit any pollutants into Hunting Creek. This solution would improve water quality *adjacent to the bridge*, supplementing any water quality mitigation measures implemented upstream or down.

With either Urban Deck option, our main concern is, again, the physical and visual impacts upon the Freedmen's Cemetery. We have not been supplied with adequate information about the proposed height of any walls which will separate the cemetery from the deck and the I-95 roadway and will serve as structural supports, safety barriers and sound barriers. With the smaller deck option, the sound barriers would have to continue closer toward Washington Street and would thus adjoin the cemetery on the south. We have been told that such a sound barrier could be as tall as 42 feet above the I-95 road surface—meaning a wall looming about 20 feet over the tiny strip of the cemetery which is now in public hands! We want more detail on this matter from Potomac Crossing Consultants. As you can imagine, this condition would be outrageous—unless, of course, the publicly-owned portion of cemetery were expanded substantially northward, as we suggest, away from such a wall.

The agencies and political leaders behind the Woodrow Wilson Bridge project are undoubtedly pleased at the prospect of scaling back the proposed Urban Deck. As you have supported us in the past, we pray that you will do your utmost to protect the Freedmen's Cemetery and to support our proposal to restore the cemetery and retain, in spirit and in effect, the amenities for which City Council so vigorously bargained.

On behalf of the Friends of the Freedmen's Cemetery,

Timothy J. Dennée,
member of the Board of Directors

City of Alexandria, Virginia
Alexandria Environmental Policy Commission
P. O. Box 178
Alexandria, Virginia 22313

ALL-AMERICA CITY 1985 1964

September 8, 2000

Hon. Mayor, Members of City Council, and City Manager
Alexandria City Hall, Room 2300
301 King Street
Alexandria, VA 22314

Re: Proposed Jones Point Park and Washington Street Urban Deck Plans

Dear Mr. Mayor, Members of City Council, and City Manager Sunderland:

The Environmental Policy Commission (EPC) is pleased to submit comments on the Jones Point Park and Washington Street Urban Deck Plans, as presented by the Woodrow Wilson Bridge Center on August 14, 2000 at the Lee Center.

The Woodrow Wilson Bridge (WWB) Project will impact Alexandria's environmental quality more than that of any other jurisdiction. The City will bear the brunt of the burdens from a project that will meet the "greater needs" of the entire region. The project is inevitable, but to best mitigate these impacts we must ensure that the plans for its completion include the maximum practical environmental protection and enhancement, and that such plans are fully executed, rather than ignored and changed to cut costs or save time. Alexandrians care deeply about their environment and want to ensure that this apparently necessary burden is nonetheless part of a livable, high-quality project.

The EPC forwards the following recommendations and comments on the plans presented for the Jones Point Park and the Urban Deck:

Jones Point Park

1. The EPC recommends a final plan that, to the maximum extent possible, preserves and enhances the natural, cultural, and recreational resources of Jones Point Park.
2. Given the City's critical lack of woodlands, habitat, and green space with mixed vegetation, the plan should preserve the existing trees north of the new bridge by extending the proposed "passive recreation grove" westward, rather than clearing the existing forest for playing fields for soccer and other field sports. To meet the City's recreational needs, the multi-use "event lawn" south of the new bridge should be graded and improved so that it can be available as a "playing field" when not being used for a specific event.

If the City must instead cut down trees north of the new bridge in order to build a playing field, there should be no more than one "multi-use playing field" north of the new bridge, and any such field should lie parallel and adjacent to the bridge in order to reduce its footprint and minimize the destruction of trees and habitat. The two proposed "playing fields" would sacrifice too much natural forest, which is an even more limited resource in the City than playing fields, and even more difficult and less likely to be developed elsewhere.

3. Storm water runoff from the elevated portion of the WWB above Jones Point Park should not be allowed to enter the park, wetland areas, or the Potomac River without some treatment (e.g., oil/water separation, BMP). Storm water from roads often contains elevated levels of petroleum products and other chemicals used in vehicles.

4. A catastrophic spill over Jones Point Park, if allowed to flow uncontrolled into the park, could cause irreparable environmental damage, or even worse, injury to park users. The plan for hazardous material spills on the WWB, including the delineated duties of relevant agencies, should state specific methods for preventing acute (imminent or short-term) environmental damage or human injury in the event of a catastrophic spill (e.g., gasoline tanker spill).

5. Any funding shortfalls in the bridge construction should not be used as an excuse to scale back or change the plans for Jones Point Park. Among other things, City officials and the WWB planners should address the following questions:
   - To what degree must the final Jones Point Park plan be implemented? (In other words, how can it be required rather than simply forwarded as an expendable option?)
   - What will the penalties be if the plan is not met? (Can the City negotiate assurances that needed environmental enhancements and safeguards will be implemented?)
   - Who will fund operation and maintenance (O&M) costs of the bridge and of the required mitigation structures and activities?
   - Who will be responsible for the funding and ongoing O&M costs of this park?
   - Are there other costs for which the City might become responsible?

6. The EPC continues to support a vibrant, well-developed trail network in Alexandria. The "Potential Path" shown on the Recreation Resources Plan map and opposed by the Stakeholder Panel, however, may not warrant development given the countervailing environmental considerations. The potential loss of trees, impact on wetlands and wildlife, risk of degradation by misuse, and availability of other paths through and to the park may outweigh its benefits as a constructed boardwalk and developed trail. Additional research into the benefits and impacts of such development should be undertaken prior to any approval of such a path.

Washington Street Urban Deck

1. The EPC recommends the "Streetscape" version of the Urban Deck Minimum Scheme. The City should use the cost savings from implementing the Minimum Scheme (as agreed to in the law suit settlement) to purchase land designated for open space. Such open space would preferably be "natural" open space that would expand existing natural areas or create new ones, rather than simply more non-native grass to mow with no accompanying habitat benefits.
2. The Urban Deck, which will be the southern "gateway" into Alexandria and an important new vegetated area, should be planted with native trees and other native vegetation. Native vegetation will not only require less maintenance and chemical use by the City, but will also enhance the value of the urban deck for passive recreation and as quality wildlife habitat.

If you have any questions, please contact me at (202) 662-8516 during the day or the EPC Secretary, Kenyon Larsen, at (703) 461-2448.

Sincerely,

Tom Tyler
Chair

cc: Richard Baier, Director of Transportation & Environmental Services
Sandra Whitmore, Director of Recreation, Parks & Cultural Affairs
City Planning Director
Planning Commission Chair
EPC Members

ATTACHMENT 8

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK

COMMENT SHEET

SEPTEMBER 6, 2000

Comments:

1. What improvements will be made to fishing piers? The fishermen are the most careless of our the park users. The less you do to attrack them the cleaner the park will be
2. What is the actual area of trees that will be removed to build the two soccer fields north of the bridge
3. If the interim parking is only to accommode the soccer families, you would need ALOT LESS than 169 new spaces
4. Is it 90-100 piles per support? - or were we given mis-information?
5. Fenced off tree preservation area appears to have the south bridge span going directly over it.

— Re Cultural Resource Plan

1. why build a monument - much less two - interpretive panels for an early 20th century shipway which was a failure & went bankrupt. How many ships were ever launch — and why remove the most pleasant stand of trees (locally known as "the Avenue") to this concrete monument to failure?
2. why an interpretive panel for "rope walk" & "farming" areas. These activities - like woodchopping, laundry, play picnic, the necessary were all outdoor activities. We do not need separate interpretive panals.
3. why not have all playgrounds in one area - to better serve families with different age children - and NOT too close to the water.
4. why ONLY two soccer fields?

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK

COMMENT SHEET

SEPTEMBER 6, 2000

Comments:

Natural Resource Area:

1. why not clear out underbrush on southern edge of park to provide a view of the tidal marsh. This would also deter the area to the usual vagrants that inhabind that area.

2. In area designated as "Preservation Area (non-tidal forrested wetland) which is actually a swamp - you have indicated that it is to remain "untouched". Yet, there appears to be a path going through it on the west side. Why?

2. Why not put some of these newly found dollars into restoring the pearl of the park - the lighthouse? It would be just a drop in the bucket compared to the monies squandered on features that none of the citizens want.

3. WE DO NOT WANT ANY PUBIC RESTROOMS They just create a policing & maintenace problem. WE NEED NO NEW STRUCTURES!

4. What is this maintenace building to be sited on the river's edge adjacent to the lighthouse?

5. What you are showing us is only 65% of the complete plan. What are you NOT SHOWING us?

6. What the park needs is maintence to empty trash cans on a scheduled basis - as well as cleaning up dead fish as they wash upon our shores during spawnin season. It's our last piece of natural wood area in the City. Let's keep it that way

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

Thanks to taking the time to review my concerns.

87

Barbara Lynch 815 S. Lee St. Alex 22314 703/548-7201

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET
SEPTEMBER 6, 2000

Comments:

Please add appropriately subdued lighting along the bike path ~~the~~ along the river through the heavily wooded area and immediately adjacent to Ford's landing.

With the development of Ford's landing and prospective development of the Backyard Boats site the area around Jones Point Park is becoming heavily settled. People do use the path at night to walk dogs. Please, let's get some lights before someone gets attacked in this area.

Douglas A. Scott
703 S. Union St.
Alexandria, Va.

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK

COMMENT SHEET

SEPTEMBER 6, 2000

Comments:

You should follow the Parks committe idea to split the fields N & S of Bridge & limit the cutting of trees. We need the sound barrier & save our resources. When do you ever need a playing field & large open park space simultaneously?

Thanks for keeping us informed.

Keep the beach areas please.

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET
SEPTEMBER 6, 2000

Comments:

The project as it is currently proposed is nothing short of a political scam on the part of city council. NO REGARD has been given to the citizens of OLD TOWN.

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET

SEPTEMBER 6, 2000

Comments:

What are the projections for how many people will use the park after construction on an annual basis

- for sports
- for passive recreation
- to fish
- etc
- city events

by use

How many people use the park today?

What are the peak uses? now - after

What is the usage pattern? now - after

P.S. I have little faith that you'll answer this - let alone answer it well. Call me if I should feel otherwise.

Dean Millot
218 S. Royal St.
Alexandria VA 22314
703-908-0605 (w)
703-518-8315

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET

SEPTEMBER 6, 2000

Comments: FROM JOHN CHAPMAN GACETA
OLD TOWN YACHT BASIN
506 SOUTH UNION STREET
NOT IN VIRGINIA.

LEAVE ANY RESPONSE WITH MAYOR OF ALEX (SO CALLED)

QUESTION

WHO REALLY OWNS JONES POINT PARK - THE RIGHT ANSWER IS NOT US PARK SERVICE - FED GOVT - OR CITY OF ALEXANDRIA.

THE CORRECT ANSWER IS IN THE BOOK HENRY HARFORD LAST PROPRIETOR OF MD. BY VERA ROLLO.
NOTED MARYLAND AUTHOR HISTORIAN WHO LIVES IN LANHAM MD - PHONE - IN PRINCE GEORGES DIRECTORY
301-577-2436

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET

SEPTEMBER 6, 2000

Comments: I've been coming to Wilson Bridge meetings for years. I've yet to hear any enthusiasm for an Urban Deck of any size. Why can't we have an option with no urban deck and at least discuss it.

Katy Cannady

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET

SEPTEMBER 6, 2000

Comments:

1. Please "stake off" the 4.1+ acres for the public to view prior to the Public Hearing. Visual impact upon surrounding areas - Yates Garden

2. Use murals on noise and retaining walls to soften impact of such structures.

Terry Halliban

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET
SEPTEMBER 6, 2000

Comments:

Not enough discussion on alternative options for urban deck + roadbed. Could not cover urban deck + Jones Pt. Park in one session. Would propose another session to cover just urban deck questions. Hope no decision would be made until further discussion. Also, need schematics of what options would look like.

MATT ABRAMS
mjabrams@hotmail.com

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET

SEPTEMBER 6, 2000

Comments:

- Please note most strongly that we are not interested in Jones Pt. Park becoming a flashy destination point. It should be a relatively calm, reasonable place.

- It is massively unreasonable to suggest that you do not know how many people will come to the new park; clearly estimates can be provided to the public. Please do so.

Thank you very much.

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET
SEPTEMBER 6, 2000

Comments:
WHERE CAN WE RESIDENTS (100'S) WHO WILL BE RELOCATED, TO MAKE WAY FOR OUR BEAUTIFUL NEW BRIDGE, GO TO FIND OUT INFORMATION ON WHEN THE RELOCATIONS WILL BE STARTING. NEWSPAPER? PUBLIC MEETINGS? RENTAL OFFICE? SENATORS? ...

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK
COMMENT SHEET
SEPTEMBER 6, 2000

Comments:

Please send me the graphics/diagrams distributed at the Jone Point meeting.

Susan Bourasky
1250 S. Washington Street
#821
Alexandria, VA 22314
(703) 535-1560

Thank you!

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

CITY OF ALEXANDRIA INFORMATIONAL MEETING ON JONES POINT PARK AND WASHINGTON STREET DECK

COMMENT SHEET

SEPTEMBER 6, 2000

Comments: Strongly oppose Any Change to Jones Point that will increase density of population and magnitude of noise.

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgec.com or mail to:

Ms. Norine Walker
Woodrow Wilson Bridge Center
1800 Duke Street, Suite 200
Alexandria, VA 22314

September 7, 2000

Re: Effect of Wilson Bridge Reconstruction on Jones Point Park

Dear Wilson Bridge Committee:

I am writing to express my vehement opposition to the cutting and "cleaning up" of the stands of hardwood trees in and adjacent to Jones Point Park in order to facilitate the reconstruction of the Wilson Bridge.

I am a resident of south Old Town and live within close walking distance of the Park. I walk to the Park a minimum of four days a week. I use and enjoy all areas of the Park, but my special pleasure is the heavily wooded areas parallel to the existing bridge. These woods are a wonderful and completely unique retreat.

When I enter the woods, I feel as if I am far from a densely populated urban area. The trees are alive with birdsong and insects. The forest floor is moist and spongy from the detritus of the surrounding trees and plant life. The earth smells rich and healthy and is a welcome respite from the hot, hard pavement we walk on the rest of the day. The woods are not large, but because they are so unique to the immediate area, the "naturalness" is heavily concentrated. I am constantly amazed how this small, ecologically diverse patch of woods is such an effective buffer from the crash of humanity that is literally just above it.

I have seen a tremendous array of wildlife in the woods and along the river shore: birds, including nesting oriels, towhees, several species of vireos and warblers; bats; beaver; numerous types of butterflies (including the spectacular black swallowtail) and moist-ground dwelling beetles by the dozens. In addition, the woods have a changing array of wildflowers and flowering shrubs. Perhaps if I was a professional biologist, I might think this area quite ordinary in a biological sense, but to me—and I am sure dozens of other visitors—the woods of Jones Point Park are an extraordinary treasure.

I cannot underscore enough the importance these woods have to me. I derive such pleasure from simply walking in the woods and soaking in the sounds and smells of earth and river. Occasionally I am lucky enough to share the special aspects of the woods with others. I remember with fondness pointing out an active vireo nest to a pair of young boys who proceeded to sit mesmerized watching the vireo pair fly back and forth to feed their young.

Similarly, I cannot overly emphasize how it is the denseness of the woods, its very unkemptness, which makes it what it is. The woods simply would not be woods if they were to be thinned or "cleaned-up." We are lucky to have a smattering of beautiful parks in the area with lawns and recreational fields. But parklands with mowed grass and the occasional tree are a far cry from the woods of Joint Point. To change the character of the woods by thinning or extensive

maintenance would eliminate much of its effectiveness as a buffer and, I'm sure, would greatly reduce the wonderful array of flora and fauna.

I implore you to keep the unique hardwood woods of Jones Point unchanged. The loss of the woods would strike a deep personal loss to me and would certainly diminish the appeal of this area as a place for me to call home. Thank you for considering my opinion.

Sincerely,

Leslie L. Jones, Esq.
905 S. Washington St. #219
Alexandria, VA 22314

matt abrams <mjabrams@bellatlantic.net> on 09/07/2000 11:31:53 AM

To: hearing@wwbgec.com
cc:

Subject: Urban Deck

In reiteration of the discussion I had with Tom Heil following last evening's meeting, it would be useful to hold another informational session at some point to cover plans for the twin decks and accessory structures on Washington Street. South Washington Street is the gateway to Old Town from Mt. Vernon, yet there was little discussion yesterday of the visual impacts of the various proposals on those traveling south to north.

The conceptual sketches were beautifully done, but we need more visual material from a southern perspective to illustrate, e.g., the height and extent of the projected retaining walls along So. Washington Street and around the perimeter of the two decks; the effects of elevating the So. Washington St. roadbed, including grading and landscaping plans; and the overall visual impact of the plan as one travels north from Mt. Vernon to Old Town. In the absence of such information, it is impossible to effectively comment on the concepts under study.

Thanks for your help.

Matt Abrams
(202) 822-0707

"Sandra Welch" <shwelch@home.com> on 09/08/2000 10:19:50 AM

To: <hearing@wwbgec.com>
cc:

Subject: Comments/questions

Hello,
Thank you for the opportunity to learn more about the WW Bridge project at the hearing Wednesday night.

This project is going to significantly affect me since I live at 204 Green Street.

I am very concerned about the current plan to cut down the trees and establish two soccer fields.

Once this forested area is gone, we know it'll never be replaced. As a community we need to carefully weigh the importance of preserving our wooded areas compared to the importance of athletic fields.

I understand the need for public recreation areas for our youth. But I seriously question the need for and degree of useage of two soccer fields at Jones Point. I walk in the park almost every day year round. I see very little useage of the existing playing field.

Could you provide our community with statistics on the actual use of the existing fields? Are they fully utilized? How many days are they actually scheduled? Are there groups who get turned away because they are occupied? Are the other playing fields in Alexandria fully booked? Who is actually using these fields now?

Some actual statistics on the current and projected useage would help us better understand your recommendation that the need for soccer fields is greater than the need for all citizen's enjoyment of walking past beautiful trees.

I look forward to your reply.

Sandra Welch
204 Green St.

shwelch@home.com

- Sandy Welch.vcf

Tmbarksdl@aol.com on 09/11/2000 09:14:34 PM

To: ken_quincy@hotmail.com, twhipple@erols.com
cc: hearing@wwbgec.com

Subject: Beltway Rail Meetings

Attached, a reminder.
Tom Barksdale

- BWrl912.doc

Fairfax Coalition for Smarter Growth Sponsors:

TOWN MEETINGS
On
Virginia's Proposed Beltway Rail System

THE POSSIBLE ALTERNATIVE TO A 12-LANE BELTWAY

SEPTEMBER 12 AND 26, 2000
Woodburn Elementary School, Annandale, VA 7:30 PM – 9:30 PM
From the intersection of Gallows Rd. and I-495: one-quarter mile inside the Beltway on Gallows Rd.

Public hearings on a plan to construct a rail line in the Virginia Beltway corridor are about to get underway!

- **The plan will determine the location of future development; the mix of residential and commercial zoning; the character of your neighborhood; where you work; and how you get there.**

- You are cordially invited to participate in the next phase of the study to determine the routes (the "alignments"), the technology, and the impact on your neighborhood of this major investment in NOVA's transportation future.

- The Virginia Department of Rail and Public Transportation (DRPT) is ready for public review of a preliminary study of a range of alternative routes and rail technologies.

The DRPT study was initiated by Del. David Albo (42nd District). **The Fairfax Coalition for Smarter Growth is sponsoring two public meetings with Del. Albo to allow more in-depth discussion of the proposals, especially for those communities most directly affected by Beltway Rail—or its alternative, Beltway widening.** The meetings on September 12th and 26th at the Woodburn Elementary School will host Corey Hill, Project Director, who will present the study and hold a dialogue with the audience.

Please plan to attend and discuss a project that will determine your level of traffic congestion, your property values, and your family's quality of life! Attend one or both of our meetings on the 12th and 26th. We hope to foster a continuing dialogue, with each session setting the stage for more in-depth discussion at the next. You can prepare for any of the meetings by going to DRPT's web site at www.beltwayrail.org or checking our web site at www.smartergrowth.org for previous studies and information.

Come and be a part of the decision-making process. It's your community!

For more information, contact Tom Barksdale at (703) 876-4665 E-mail: Tmbarksdl@aol.com or Regina Porzio (703) 698-0066 E-mail: rporzio@compuserve.com.

RECEIVED
OCT 18 2000
T&ES ADMINISTRATION DIVISION

OFFICE OF THE CITY MANAGER
301 King Street, Suite 3500
Alexandria, Virginia 22314-3211

Philip Sunderland
City Manager

(703) 838-4300
Fax: (703) 838-6343

October 18, 2000

Chris Reed
Potomac Crossing Consultants
1800 Duke Street Suite 200
Alexandria VA 22314

Dear Chris:

The City of Alexandria staff has reviewed the report entitled Phase II Archaeological Testing and Determination of Eligibility Documentation for Submittal to the Keeper of the National Register as well as the Treatment Plan document. I am enumerating our comments below.

1. We concur that the shipyard site should be determined eligible.

2. We concur that the site will suffer adverse effects from the bridge project.

3. We concur that the site should have education and interpretation as mitigation for these adverse effects, including at least partial exposure of one shipway.

4. We concur that interpretive signs and trail system should be established on Jones Point for the shipyard and other resources.

5. We concur that electronic information would be useful for public knowledge of Jones Point and shipyard history. Yet, we doubt the practicality of electronic kiosks on-site due to maintenance needs. We recommend that electronic information be prepared and then placed on the City or NPS web site and linked together. Brochures distributed at the park and signs could provide the web address.

6. There needs to be a stated treatment for the large metal artifacts which currently can be viewed on the surface of the site today. This treatment should protect the objects and also not pose safety risks to park users.

7. We find that the adverse effect on the shipyard is great. In essence, all the character-defining elements of the site except one shipway will be destroyed or

continued in their buried state. Thus, the opportunity for public interpretation of the site as a whole is greatly diminished. With the construction of the new bridge, individuals will not be able to sense the spatial patterning and expansiveness of the historic site, or have an experience of the past. The one shipway will not be able to convey the significance of what happened at the site or evoke the World War I era and the thousands who labored there. It also seems doubtful that the one shipway will sufficiently educate the public about Alexandria's important maritime heritage and shipbuilding tradition or Jones Point's strategic role in navigation and defense. We recommend, therefore, two additional mitigation treatments:

- A public book with photographs written by a professional writer on Jones Point archaeology and history with contextual information about the City's maritime heritage and shipbuilding tradition.

- An interpretive sign system along the Alexandria waterfront which is compatible and connects with the interpretive trail proposed for Jones Point. These signs should also be compatible in design with the City's waterfront signs.

8. We recommend that you retain professional consultants who can develop an Interpretive Plan for Jones Point for all the mitigation, including interpretation of the shipyard. This plan should be compatible with the active and passive park and wetlands functions and provide methods for educating the public regarding the significance of the area's heritage. These methods should be practical and meaningful.

Today, it is possible to walk Jones Point with a map and photographs and experience the significance of the Virginia Shipbuilding Corporation from the cultural landscape. It is our hope that the bridge project, with appropriate mitigation, will not appreciably reduce the public's ability to appreciate the shipyard's significance and Alexandria's maritime heritage.

Sincerely,

Philip Sunderland
City Manager

Woodrow Wilson Bridge Project

POTOMAC CROSSING CONSULTANTS

MEMORANDUM

Date: October 3, 2000

To: Tom Heil

From: Jim Zito

Subject: Woodrow Wilson Bridge
Noise Evaluation
Original Washington Street Urban Deck vs. Current Washington Street Urban Deck

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This memorandum documents the results of the 2020 traffic noise analysis completed for comparing noise level differences between the Washington Street Urban Deck originally proposed in the 1997 FEIS vs. the currently proposed (shorter) Washington Street Urban Deck.

The original Washington Street Urban Deck model for noise analyses was approximately 700' in length and 700' in width covering an area approximately 250 feet east of Washington Street to almost 450 feet west of Washington Street. The four quadrants surrounding the intersection of I-95 and Washington Street were evaluated. Beginning in the northeast quadrant predicted noise levels range from 65 to 66 decibels at residences along St. Asaph Street and St. Mary's School; in the northwest quadrant predicted noise levels range from 69 to 74 decibels including the Guston Hill Apartments and residences along Church Street; in the southeast quadrant predicted noise levels in Hunting Towers range from 59 to 67 decibels at the ground floor and in the southwest quadrant, predicted noise levels range from 63 to 67 decibels for residences in Hunting Terrace.

The current Washington Street Urban Deck model for noise consists of a deck 200' in length centered about Washington Street. The resulting predicted 2020 design year noise levels in the northeast quadrant range from 66 to 68 decibels; in the northwest quadrant noise levels range from 71 to 79 decibels; in the southeast quadrant predicted noise levels range at the ground floor of the Hunting Towers from 62 to 70 decibels; and in the southwest quadrant of Hunting Towers predicted noise levels range from 65 to 68 decibels.

In short, with the reduced length of the Washington Street Urban Deck, noise levels are predicted to increase 0 to 3 decibels on the north side of I-95 with the exception of Freedman Cemetery that receives an increase of 10 dbA . On the south side of I-95, noise levels are predicted to increase from 0 to 5 decibels. Reference the attached tables and exhibit for receptor locations and 2020 predicted noise levels for the original deck and the reduced deck.

JAZ/sms
K:\ADMENG\PROJECTS\197-73\NOISE\deckmem.doc

cc: John Gerner, FHWA
Chris Reed, VDOT
Gene McCormick, PCC
David Wallace, PCC
Kevin Hughes, PCC
Marvin Harris, PCC

WASHINGTON STREET URBAN DECK
I-95 / I-495
NO BARRIER NOISE ANALYSIS

September 2000

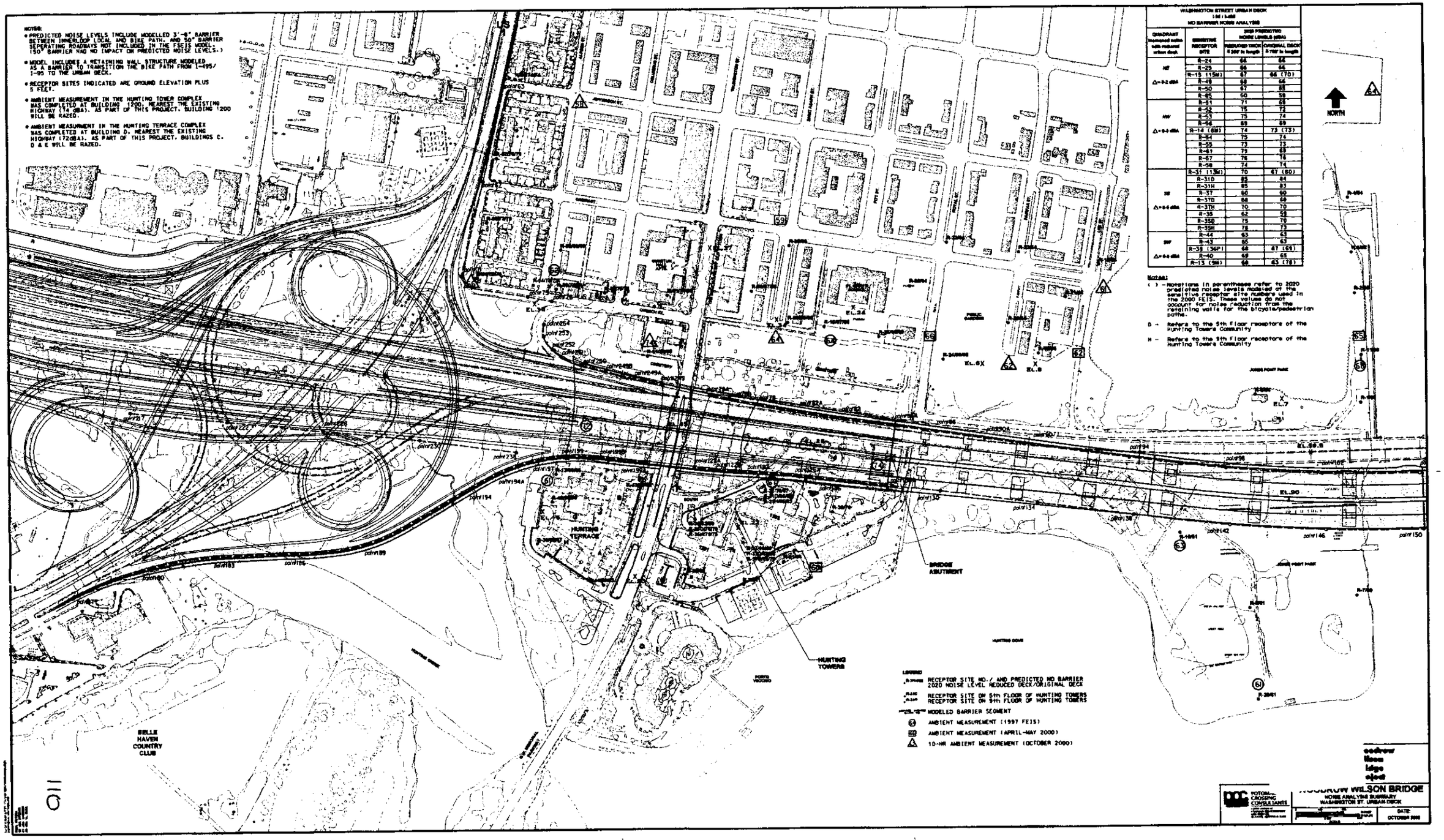
QUADRANT Increased noise with reduced urban deck	SENSITIVE RECEPTOR SITE (see Site Map)	2020 PREDICTED NOISE LEVELS (dBA)	
		ORIGINAL DECK ≅ 700' in length	REDUCED DECK ≅ 200' in length
NE Δ = 0-2 dBA	R-24	66	66
	R-25	66	66
	R-15 (15M)	66 (70)	67
	R-49	66	68
	R-50	65	67
	R-85	59	60
NW Δ = 0-3 dBA	R-51	69	71
	R-52	72	75
	R-53	74	75
	R-56	69	69
	R-14 (8M)	73 (73)	74
	R-54	74	75
	R-55	73	73
SE Δ = 0-5 dBA	R-31 (13M)	67 (80)	70
	R-31D	84	85
	R-31H	83	85
	R-37	60	60
	R-37D	68	68
	R-37H	70	70
	R-35	59	62
	R-35D	70	75
	R-35H	73	78
SW Δ = 0-5 dBA	R-44	63	63
	R-43	63	65
	R-39 (36P)	67 (69)	68
	R-40	65	69
	R-13 (9M)	63 (78)	68

Notes:

( ) ==> *Notations in parentheses refer to 2020 predicted noise levels modeled at the sensitive receptor site numbers used in the 2000 FSEIS. These values do not account for noise reduction from the retaining walls for the bicycle/pedestrian paths.*

D ==> *Refers to the 5th Floor receptors of the Hunting Towers Community*

H ==> *Refers to the 9th Floor receptors of the Hunting Towers Community*



NOTES:

- PREDICTED NOISE LEVELS INCLUDE MODELLED 3'-6" BARRIER BETWEEN INNERLOOP LOCAL AND BIKE PATH, AND 50" BARRIER SEPERATING ROADWAYS NOT INCLUDED IN THE FSEIS MODEL. (50" BARRIER HAD NO IMPACT ON PREDICTED NOISE LEVELS.)
- MODEL INCLUDES A RETAINING WALL STRUCTURE MODELED AS A BARRIER TO TRANSITION THE BIKE PATH FROM I-495/I-95 TO THE URBAN DECK.
- RECEPTOR SITES INDICATED ARE GROUND ELEVATION PLUS 5 FEET.
- AMBIENT MEASUREMENT IN THE HUNTING TOWER COMPLEX WAS COMPLETED AT BUILDING 1200, NEAREST THE EXISTING HIGHWAY (74 dBA). AS PART OF THIS PROJECT, BUILDING 1200 WILL BE RAZED.
- AMBIENT MEASUREMENT IN THE HUNTING TERRACE COMPLEX WAS COMPLETED AT BUILDING D, NEAREST THE EXISTING HIGHWAY (72dBA). AS PART OF THIS PROJECT, BUILDINGS C, D & E WILL BE RAZED.

WASHINGTON STREET URBAN DECK
1-95 / I-495
NO BARRIER NOISE ANALYSIS

QUADRANT (measured noise with reduced urban deck)	SENSITIVE RECEPTOR SITE	2020 PREDICTED NOISE LEVELS (dBA) REDUCED DECK ≤ 200' in length	2020 PREDICTED NOISE LEVELS (dBA) ORIGINAL DECK ≤ 700' in length
NE	R-24	66	66
	R-25	66	66
	R-15 (15M)	67	66 (70)
Δ=0-2 dBA	R-49	68	66
	R-50	67	65
	R-65	60	59
NW	R-51	71	69
	R-52	75	72
	R-53	75	74
	R-56	69	69
Δ=0-3 dBA	R-14 (8M)	74	73 (73)
	R-54	75	74
	R-55	73	73
	R-61	79	69
	R-67	76	76
	R-58	74	74
SE	R-31 (13M)	70	67 (60)
	R-31D	85	84
	R-31H	85	83
	R-37	60	60
	R-37D	68	68
Δ=0-4 dBA	R-37H	70	70
	R-35	62	59
	R-35D	75	70
	R-35H	78	73
SW	R-44	63	63
	R-43	65	63
Δ=0-5 dBA	R-39 (36P)	68	67 (69)
	R-40	69	65
	R-13 (9M)	68	63 (78)

Notes:

( ) - Notations in parentheses refer to 2020 predicted noise levels modeled at the sensitive receptor site numbers used in the 2000 FEIS. These values do not account for noise reduction from the retaining walls for the bicycle/pedestrian paths.

D - Refers to the 5th Floor receptors of the Hunting Towers Community

H - Refers to the 9th Floor receptors of the Hunting Towers Community

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