

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 21, 2007

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: CONSIDERATION OF STAFF REPORT ON THE NATIONAL PARK SERVICE JONES POINT PARK REPORT AND THEIR SCHEDULE FOR RECEIPT OF COMMENTS

ISSUE: Consideration of Staff Report on the National Park Service Jones Point Park Report and their Schedule for Receipt of Comments.

RECOMMENDATION: That Council authorize the Mayor to respond on behalf of the City, to the National Park Service (NPS) draft Jones Point Park Environmental Assessment (JPP EA) and reiterate the City's position as reaffirmed at the City Council meeting on October 10, 2006 (Attachment). The Draft Environmental Assessment is scheduled to be released on June 27, 2007, with slightly longer than a 30-day NPS-set comment period that will end July 30, 2007.

BACKGROUND: At the October 10, 2006 City Council meeting Council reaffirmed the City's position on the design of Jones Point Park that was adopted by Council at its June 2005 meeting. That position, City's Alternative 1 as included in the NPS JPP EA, is the City's preferred option. Comments were submitted by the Mayor on behalf of the City by the close of the comment period ending on October 18, 2006. Since that time, NPS has been reviewing the comments received by the public and will release their draft JPP EA on June 27, 2007.

DISCUSSION: In the information provided so far by the NPS, their preferred alternative differs significantly from the City's Alternative 1, which was vetted through the public over many years. The NPS Preferred Alternative 4A is described within their press release and is discussed below:

1. The NPS Plan reduces the number of athletic fields from two full size fields (60 yards x 110 yards as shown in the City Plan) north of the Wilson bridge to one small athletic field (40 yards x 80 yards) north of the bridge and one full size athletic field (60 yards x 110 yards) south of the bridge. The overall reduction in field size from two full size fields to one full size field and one smaller field will reduce the number of youth teams that can be provided athletic field space. The City plan provided for continued growth scheduling and capacity for the future with the inclusion of two full sized fields in the park design.

2. The event lawn area continues to be used for organized sport leagues in the NPS Preferred Alternative 4A. In the City plan the area is used to create a pastoral, historical, cultural and archeologically significant area that has scheduled programs or events.

3. In the NPS plan, a parking lot consisting of 110 daily spaces is situated near the Potomac River with a cul-de-sac west of the river. The access road that is created with this alternative intrudes into the park to the riverfront. While the City plan provides as many parking spaces (110), the parking remains west of Lee Street. The City plan keeps significant green vegetative open space near the riverfront area.

4. The City continues to contend that due to the Security Threat Assessment performed by TSA and the subsequent recommendation that was accepted by the Federal and State agencies responsible for the Bridge (the same recommendation that mandated the changes to the 65% Jones Point Park Plan), that the City has lost the ability to provide parking to the public under the bridge and as such, parking underneath the bridge is not shown in the City plan. In addition, while all plans show the mandated 80 foot setback area of the bridge, the City contends that this security area is "lost to use" and mitigation for the loss should be provided to the City, as the NPS preferred alternative falls short of the parking legally required in the existing bridge settlement agreement between the City and the federal government.

Staff continues to recommend the City's Alternative 1, Scheme A, approved June, 2005, and believe that the significant differences between the City's Alternative 1 and the NPS's Alternative 4A leaves the City with a park that has substantially less value than previously agreed to by the federal government under its Woodrow Wilson Bridge Settlement Agreement. Should the final NPS decision on the Environmental Assessment recommend one small field north of the bridge and a full size field south of the bridge, then staff recommends that the City urge that the FHWA provide the equivalent of the land, design and construction for two full-sized fields within the City limits.

ATTACHMENT: October 10, 2006 Docket, "Consideration of Comments for Incorporation into Staff Report on the National Park Service 2006 Environmental Assessment of Jones Point Park".

STAFF:

Michele Evans, Deputy City Manager

Mark Jinks, Deputy City Manager

Kirk Kincannon, Director, Recreation, Parks and Cultural Activities

Rich Baier, Director, Transportation and Environmental Services

Jim Mackay, Director, Office of Historic Alexandria

Aimee Vosper, Division Chief, Park Planning, Recreation, Parks and Cultural Activities

Pamela Cressey, City Archaeologist

EXHIBIT NO. 113
10-10-06*City of Alexandria, Virginia*

MEMORANDUM

DATE: OCTOBER 5, 2006

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: CONSIDERATION OF COMMENTS FOR INCORPORATION INTO STAFF REPORT ON THE NATIONAL PARK SERVICE 2006 ENVIRONMENTAL ASSESSMENT OF JONES POINT PARK

ISSUE: Consideration of comments for incorporation into the *Staff Report on the National Park Service (NPS) 2006 Environmental Assessment of Jones Point Park*.

RECOMMENDATION: That Council:

- (1) Reaffirm its June 2005 position that the City's Alternative is the City's Preferred option;
- (2) Consider incorporating additional comments as discussed below into the *Staff Report on the National Park Service 2006 Environmental Assessment of Jones Point Park*,
- (2) Request the City Manager to send the City's written comments to the National Park Service (NPS) as the City's formal comments; and
- (3) Request the City Manager to seek further mitigation from the federal government to address the added impacts on Alexandria and its use of Jones Point Park resulting from the Woodrow Wilson Bridge homeland security constraints and restricted park use as recommended by the NPS in its preferred alternative in the 2006 Environmental Assessment of Jones Point Park.

BACKGROUND: Council received a presentation on the Jones Point Park 2006 Environmental Assessment at its September 12, 2006, legislative meeting. At that meeting, Council requested that the Mayor express the City's preliminary comments and concerns at the NPS Public Hearing on September 13, 2006. In addition, Council scheduled and held a public hearing on September 26, 2006, to provide time for additional public comment prior to Council finalizing comments at its October 10 legislative meeting. Comments must be submitted to the National Park Service prior to NPS's October 18, 2006, deadline.

On August 18, 2006, the NPS released its Jones Point Park 2006 Environmental Assessment. The NPS's preferred Alternative 4 dramatically differs from the City recommendation of Alternative 1, adopted by Council in 2005.

1. The NPS Plan reduces the number of athletic fields from two full size fields (60 yards x 110 yards as shown in the City Plan) north of the Wilson bridge to one small athletic field (40 yards x 80 yards) south of the bridge. The reduction to one field will reduce the number of youth teams that can be provided athletic field space. The City plan provided for continued growth and capacity for the future with the inclusion of two full sized fields in the park design.
2. The event lawn area continues to be used for organized sport leagues in the NPS Preferred Alternative. In the City plan the area is used to create a pastoral, historical, cultural and archeologically significant area that has scheduled programs or events.
3. Parking is reduced in the NPS plan to 81 daily spaces and an access road is created that intrudes into the park to the riverfront. While the City plan does provide for more parking spaces (110), the parking remains west of Lee Street and the City plan keeps significant green vegetative open space near the riverfront area.
4. The NPS preferred alternative provides for 159 spaces of event parking underneath the Wilson Bridge, but does not identify the specific security requirements or costs related to the parking. The City continues to contend that due to the Security Threat Assessment performed by TSA and the subsequent recommendation that was accepted by the Federal and State agencies responsible for the Bridge (the same recommendation that mandated the changes to the 65% Jones Point Park Plan), that the City has lost the ability to provide parking to the public under the bridge and as such, parking underneath the bridge is not shown in the City plan. In addition, while all plans show the mandated 80 foot setback area of the bridge, the City contends that this security area is "lost to use" and mitigation for the loss should be provided to the City, as the NPS preferred alternative falls short of the parking legally required in the existing bridge settlement agreement between the City and the federal government.
5. The community gardens are shown to be re-aligned in the NPS preferred alternative. The City plan showed no change in the location of the Community Gardens area.

Based on these differences, staff developed draft comments which are included in the attached *Staff Report* which can be included (as currently drafted, or as amended by Council at its October 10 legislative meeting) in the formal written response that the City will provide to the National Park Service prior to its October 18 deadline.

Staff continues to recommend the City's Alternative 1, Scheme A, approved June, 2005, and believe that the significant differences between the City's Alternative 1 and the NPS's Alternative 4 leave the City with a park that has substantially less value than previously agreed to by the federal government under its Woodrow Wilson Bridge Settlement Agreement. Should the final NPS decision on the Environmental Assessment recommend one small field south of the bridge, then staff recommends that the City demand that the FHWA provide the equivalent of the land, design and construction for two full-sized fields within the City limits.

Below are additional comments that identify a further shortfall in the NPS EA06, which are offered as comments that could be included within the final report, if Council so desires.

NPS Alternative 4 Parking Lot

As the bridge construction commenced, an "interim" parking lot was located in the area where the City's plan provided athletic fields, in order to minimize ecological disturbance over the phased bridge construction process. Within the NPS Alternative 4, the location of this "interim" parking lot is now used as justification for the proposed new NPS parking lot location. The City's plan designated pods of parking, west of Lee Street to minimize disturbance, and the visual impact of parking now required within the park.

ATTACHMENT: Staff Report on the National Park Service Jones Point Park 2006
Environmental Assessment: Alternative 1 and Alternative 4

STAFF:

Kirk Kincannon, Director, Recreation, Parks and Cultural Activities
Rich Baier, Director, Transportation and Environmental Services
Jim Mackay, Director, Office of Historic Alexandria
Aimee Vosper, Supervisory Landscape Architect, Recreation, Parks and Cultural Activities
Pamela Cressey, City Archaeologist

A full copy of the NPS Environmental Assessment is available for review in the City Clerk's Office.

City of Alexandria

DRAFT REPORT ON THE NATIONAL PARK SERVICE JONES POINT PARK 2006 ENVIRONMENTAL ASSESSMENT ALTERNATIVE 1 AND ALTERNATIVE 4

On August 18, 2006, the National Park Service released the Jones Point Park 2006 Environmental Assessment (JPP EA06) which included four action options and one no-build option. For the purposes of this report, only two of the five options in the JPP EA06 will be discussed. Alternative 1- Alexandria City Council's "Scheme A" dated 06/28/05 (attachment a) is reviewed, as it is the recommended alternative submitted by City Council in 2005 and, Alternative 4 - NPS Preferred Alternative- (One Multi-Use Field South of the WWB) (attachment b) is reviewed, as it is the preferred alternative in the JPP EA06 NPS report. Also included in this update is the National Park Service's *Table S-1, Summary of Impacts by Alternative* (attachment c), which does show the NPS summary for all four action alternatives that were under NPS review and consideration, as well as the no action Alternative.

The City compared the Alexandria City Council recommended park concept design shown as Alternative 1 (submitted to the National Park Service in 2005 for inclusion in the JPP EA06 process), to the National Park Service Preferred Alternative shown as Alternative 4 in the JPP EA06 document. The City recommended alternative, most closely represents the Original Jones Point Park (*65% Plan*) Concept Plan that was approved by City Council in the year 2000. The earlier *65% Plan*, was included within the 2001 or initial National Park Service Jones Point Park Environmental Assessment review document (JPP EA2001) which was signed by the NPS on September 10, 2001, and was circulated for public comment from January 2002 - February 2002. Consideration of the JPP EA2001 alternatives were halted by the Federal Government as a result of security and threat assessments performed by the Transportation Security Administration (due to the terrorist attacks of September 11, 2001).

The TSA assessment that was endorsed and accepted by FHWA, VDOT and MSHA, was a recommendation to eliminate all parking underneath the Wilson Bridge as well as eliminate all public vehicle access within 80 ft. from either side of the Wilson Bridge North and South parapet drip lines. While the concerns for public safety in relation to the TSA threat assessment of the Wilson Bridge are understandable, a significant loss of park use has occurred, and as such, the City will suffer a loss from the newly imposed requirements which have eliminated the ability to utilize the large area underneath the Wilson Bridge for daily park users, or for other parking purposes. In addition, the forced lost parking under the bridge, has resulted in additional park impacts not accounted for in the settlement agreement between the "City of Alexandria and the United States Department of Transportation." These impacts have resulted in a relocation and reconfiguration of parking for park users that will create additional impervious surface areas in the park and, has also created an additional loss of useable parkland (approx. 7 acres) from the North and South side of the Woodrow Wilson Bridge within Jones Point Park due to the 80' vehicle setback.

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CITY PREFERRED ALTERNATIVE: Given the new parameters and the required parking changes by FHWA, VDOT and MSHA, and after months of deliberation, which included work sessions, meetings and public hearings, the City preferred alternative for JPP EA06 was submitted to the National Park Service in June 2005. The City recommended concept, *Alternative 1- Alexandria City Council Recommendation Scheme A- 06/28/05* as shown in the JPP EA06, included the following major elements:

- Two large (60 yards x 110 yards) multi-purpose fields north of the Bridge
- 110 parking spaces within the park and west of Lee Street
- Historical preservation of the Shipway
- Interpretive areas and trails
- Fishing piers and riverfront access for pedestrians
- Event lawn with passive use
- Play grounds
- Multiple play courts
- Natural resource areas
- Park trails and trail connections to Mt. Vernon Trail
- Jones Point Lighthouse
- Park Office and comfort station
- Community gardens

Specifically, the City recommended plan of June 2005 includes two 110 yards x 60 yards multipurpose fields north of the Bridge. One field is oriented north/south and the other adjacent field is oriented east/west. An estimated 14,810 square feet of impact to the wetlands occur with this layout due to the access road crossing two delineated wetland areas. The field layout is outside of the newly defined wetland areas, shown on the Wetland Delineation Map in the JPP EA06. This Alternative contains 110 parking spaces, located west of the Lee Street trail, east of Royal Street and within the park.

According to the JPP EA06 for Alternative 1, three trees larger than 24 inches will be impacted with this alternative, though throughout the deliberations concerning positioning of parking within Alternative 1, it was stated that all parking configurations were conceptual, and care would be taken to ensure minimal to no tree loss (of trees larger than 24 inches) during final layout of the parking proposal. Within this Alternative, approximately 4.1 acres of forested area would be removed, most of which is currently overrun with invasive species and vines. This parking would occur on previously disturbed lands.

Under Alternative 1, the Event Lawn and Historic Interpretive areas will remain as originally designed, and will not be impacted by the placement of the fields. This Alternative does not propose parking under the bridge. Since the TSA determination on security concerns, any parking under the bridge would not be feasible for the City of Alexandria due to the expense and requirements associated with security. According to the JPP EA06, there will be little effect on soils as the grading activities will result in the placement of clean fill material on top of existing

soils, which would leave the existing soils intact. Stormwater issues are improved with the proposed drainage improvements. Stormwater quality will need to be addressed in either of the options.

NPS PREFERRED ALTERNATIVE: The *Alternative 4 - NPS Preferred Alternative- One Multi-Use Field South of the WWB* includes the following elements:

- One small 80 yards x 40 yards field, south of the Bridge
- An 81 space parking lot located within the current gravel parking lot area, close to the tot lot, ship lawn and fishing pier
- Historical preservation of the Shipway
- Interpretive areas and trails
- Fishing piers and riverfront access for pedestrians
- Event Lawn with active use
- Play Grounds
- Multiple play courts
- Natural resource areas
- Park trails and trail connections to Mt. Vernon Trail
- Jones Point Lighthouse
- Park Office and comfort station
- Reconfigured community gardens
- Special Event parking (159 spaces) under the Bridge

Alternative 4 contains one 80 yards x 40 yards south of the bridge located in the Event Lawn/Historic Interpretive area. The Event Lawn becomes a multi-functional athletic area. Approximately 15,680 square feet of wetlands will be impacted by this layout as the access road crosses two delineated areas, as well as up to 1 or more trees greater than 24 inches. A smaller forested area, approximately 2.7 acres within the park, currently overrun by invasive plant material, will be impacted by the layout. As noted above, according to the JPP EA06, there will be little effect on soils as the grading activities will result in the placement of clean fill material on top of existing soils, which would leave the existing soils intact.

Identification of archaeological resources at Jones Point Park has been adequate but work remains to be done. The environmental assessment cites the previous archaeological work and references the Jones Point Park Archaeological Preservation Plan, which indicates known and potential locations of significant resources.

The impact on the archaeological resources from activities associated with the rehabilitation and preservation of the lighthouse and D.C. cornerstone (including the demolition and rebuilding of the sea wall and vault, the reconstruction of several architectural features, landscaping, and construction of access paths for the physically challenged) has not been assessed. It is likely that these construction activities will have an impact on the potentially significant prehistoric and early historic resources that are located on the pre-1910 peninsula. As a result, archaeological

excavation will be needed in these areas prior to the construction activities. This impact should be incorporated into the analysis section of the various alternatives and should be indicated in the summary of impacts section on page S-5.

While it is correct that there has been an informal, small soccer field in the southern section, the original plan for the park called for the enhancement of the historical area by the removal of the field from this section. The Alexandria Archaeological Commission strongly supported the creation of this distinct historic area. Furthermore, the new bridge is now a city block closer to the lighthouse than the original Wilson Bridge and has a much larger footprint and pier, resulting in the entry to the southern section of Jones Point having a reduced historic character. By placing a playing field south of the new bridge, there will be a further reduction in the character of the viewshed to the lighthouse (as well as the open area adjacent to the lighthouse) and D.C. Boundary Marker as one enters the area. The southern part of Jones Point was already compromised by bridge construction, retaining the open space as passive is necessary to protect the diminished historic section of the park.

COMMONALITIES:

Both Alternatives contain the same amenities such as a comfort station, play courts, playgrounds, community gardens, fishing pier, canoe/kayak launch, recycling center, promenade, bicycle trail, boardwalk and historic interpretive elements. The JPP EA06 also indicated that these two active options, have the same impact to the runoff and storm water issues. Both of these "action alternatives" would have a beneficial, local, long-term, major effect on storm water flow in JPP by expanding the capacity of the storm drainage system to handle storms less than or equal to the 10 year storm event, reducing the potential flooding of roads. The proposed improvements of the action alternatives would not increase flooding from the Potomac River (pg. s-6 JPP EA06).

ISSUES:

Although the JPP EA06 lists that the City of Alexandria has "accepted" TSA's position on "no parking" under the bridge, in fact the City has not agreeably accepted this requirement and as such, the City believes that the position constitutes a forced modification to the settlement agreement between the "City of Alexandria and the United States Department of Transportation." The NPS preferred alternative precludes any other active use of the area under the bridge due to the "secured event parking." Given the expense and methods required to facilitate secured parking, it is staff's position that the parking use of this area is not feasible.

In NPS Alternative 4, the parking is shown significantly east of Lee Street and creates a impervious surface closer to the river front than the City's recommended Alternative 1. Alternative 4 provides for fewer parking spaces (29) and locates them further from the proposed small field. It should be noted that within the City's recommended alternative, that the NPS Alternative parking area would have been pervious playing field area which would have continued the green open space near the river. The City's Alternative requires less vehicular traffic through the park.

Staff also believes that reducing the number, size and quality of fields would also constitute a modification to the settlement agreement between the "City of Alexandria and the United States Department of Transportation" and require City of Alexandria consent. In addition, the NPS *1984 Development Concept Plan* for Jones Point Park states the following goals: 1) achieve expanded recreational opportunities, and 2) improve the quality of recreational opportunities, within Jones Point Park. Within the JPP EA 2001, two large multi use fields were designated to fulfill those goals. Currently, the City of Alexandria's Alternative 1 (JPP EA06) meets those goals. NPS Preferred Alternative 4 does not meet those goals due to the reduction in number and quality of fields.

Within the NPS JPP EA06, the Methodology/Assumptions (page 43) suggest that "JPP does not contain neighborhood and community facilities, with the exception of two community gardens and a recycling center." Staff considers recreational fields to be a "community facility" as is typically viewed by many park systems. The JPP EA06 does not include the two recreational fields as a community facility, and as such, does not address the impacts of displacement of one or more of the proposed fields. Using the NPS criteria outlined in assessment of Neighborhood and Community Facilities, which are: *(1) necessary to fulfill specific purposes identified in the establishing legislation of JPP; (2) key to the natural or cultural integrity of the park; or (3) identified as a goal in the 2001 JPP EA, or other relevant NPS planning documents* (page 45), would result in a major impact or impairment to Jones Point Park if one or more multipurpose fields were reduced in quality or quantity. In addition, the loss of one large field and the proposed existence of only one smaller field would impact approximately hundreds of Alexandria residents and eliminate a recreational amenity that currently exists. The NPS Preferred Alternative falls significantly short of meeting the Settlement Agreement and the identified and does not meet or address community recreational needs identified in the 1984 JPP Development Concept Plan.

The City's recommendation, Alternative 1, does not impact the historical and archeological areas within the park due to the location of the multi-use fields. With the field located south of the bridge in the NPS preferred alternative, this plan does not provide a relaxed, interpretive and contemplative environment for those historical and archeological areas.

CONCLUSION:

In summary, the City continues to be in support of Alternative 1, the preferred City option adopted by City Council and submitted to NPS in June of 2005. The City's plan fulfills the goals that were identified in the 1984 Jones Point Park Development Concept Plan for expanding and improving the recreational opportunities within the Park. The City's plan provides for continued growth and park capacity for the future while the NPS plan reduces the current and future recreational use capacity for the park.

Staff believes that the significant differences between the City's Alternative and the NPS Alternative leave the City with a park that has substantially less value than previously negotiated with the federal government. The City has already experienced great hardship with the major disruption of the WWB project. Staff recommends that given the conditions imposed by the NPS plan, the lost parking and lost open space via the vehicle setback, the City seek additional

mitigation and compensation from the federal government if Alternative 4 is approved.

Should the final NPS decision document on the JPP EA06 recommend one small field south of the bridge, then in order to address the fact that the NPS plan falls short of the Settlement Agreement the City takes the position that the federal government, through the Federal Highway Administration (FHWA) needs to provide the equivalent of the land, design and construction for two new full-sized fields within the City limits.

ATTACHMENTS:

- (a) Alternative 1- Alexandria City Council Recommendation Scheme A- 06/28/05
- (b) Alternative 4 - NPS Preferred Alternative- *One Multi-Use Field South of the WWB*
- (c) City of Alexandria- Action Alternatives Comparison

City of Alexandria's NPS JPP EA 2006 ACTION ALTERNATIVE COMPARISON
September 26, 2006

MAJOR EVENTS	ALTERNATIVE 1 City of Alexandria's Scheme A dated 6/28/05 Recommendation to NPS	ALTERNATIVE 2 VDOT "Access Option 5"	ALTERNATIVE 3 Based on "Alternative 2" from JPP EA dated 9/10/01	ALTERNATIVE 4 NPS Preferred Alternative - One Multi-use Field South of the WWB
Fields	Two 110x60 fields north of the bridge.	Two 110x60 fields north of the bridge- Fields are end to end.	One 110x60 field north of the bridge and one 80x40 field south of the bridge.	One 80x40 field south of the bridge.
Parking	110 spaces west of Lee Street. No special event parking under the bridge due to security concerns.	110 spaces - 72 near the water's edge and 38 spaces between the reconfigured community gardens and the western most multi-use field. 130 special event parking spaces under the bridge.	110 spaces -60 between the wooded area and the multi-use field north of the bridge and 50 spaces west of Lee Street. 130 special event parking spaces under the bridge.	81 spaces near the water located within the existing gravel parking lot, north of the bridge. 159 special event parking under the bridge.
Community Gardens	No Impact on Royal St. or Lee St. gardens	Affects approx. 170 sf of Royal St. gardens and affects approx. 11,785 sf of Lee St. garden, but reconfigured to mitigate impact.	Affects same amount of Royal St. garden as Alt. 2 and affects approx. 2,280 sf less of Lee St. garden than Alt. 2.	Affects same amount of Royal St. garden as Alt. 2 and affects approx. 1,100 sf less of Lee St. garden than Alt. 2.
Recycling Center	Included-unchanged	Included-unchanged	Included-unchanged	Included-unchanged
Comfort Station/Office playgrounds, etc.	Included-unchanged	Included-unchanged	Included-unchanged	Included-unchanged

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Event Lawn	Untouched	Untouched	Multi-use field located within event lawn	Multi-use field located within event lawn
Historic/Archeology Interpretive trail and areas	Untouched	Untouched	With field located near hist/arch elements, interpretive areas become less passive. Potential impact to DC Cornerstone interpretive line.	With field located near hist/arch elements, interpretive areas become less passive. Potential impact to DC Cornerstone interpretive line.
Stormwater/Flooding	Improvements to park improve SW issues	Improvements to park improve SW issues	Improvements to park improve SW issues	Improvements to park improve SW issues
Wetlands	Areas impacted: Approx. 14,810 sf	Areas impacted: Approx. 20,900 sf	Areas impacted: Approx. 15,953 sf	Areas impacted: Approx. 15,680 sf
Vegetation- differences only- (all options remove specific vegetation for the bridge and near the shipway)	Removes approx. 4.1 acres of forested area, much of which is overrun with invasive species, including up to 3 trees >24" dbh.*	Removes approx. 4.6 acres of forested area, much of which is overrun with invasive species including up to 1 tree >24" dbh.	Removes approx. 3.5 acres of forested area, much of which is overrun with invasive species, including up to 1 tree >24" dbh.	Removes approx. 1.7 acres of forested area, much of which is overrun with invasive species, including up to 1 tree >24" dbh.
Soils	Clean fill to be added to address any soils issues	Clean fill to be added to address any soils issues	Clean fill to be added to address any soils issues	Clean fill to be added to address any soils issues
Opportunities under the bridge	Room for recreational opportunities under the bridge	Event parking takes up available room under bridge	Event parking takes up available room under bridge	Event parking takes up available room under bridge

* As presented in the NPS document.