

EXHIBIT NO. 1

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City of Alexandria, Virginia

MEMORANDUM

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. Smaller Deck

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
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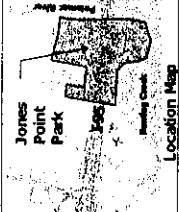
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WOODROW WILSON BRIDGE PROJECT

JONES POINT PARK



Site Plan

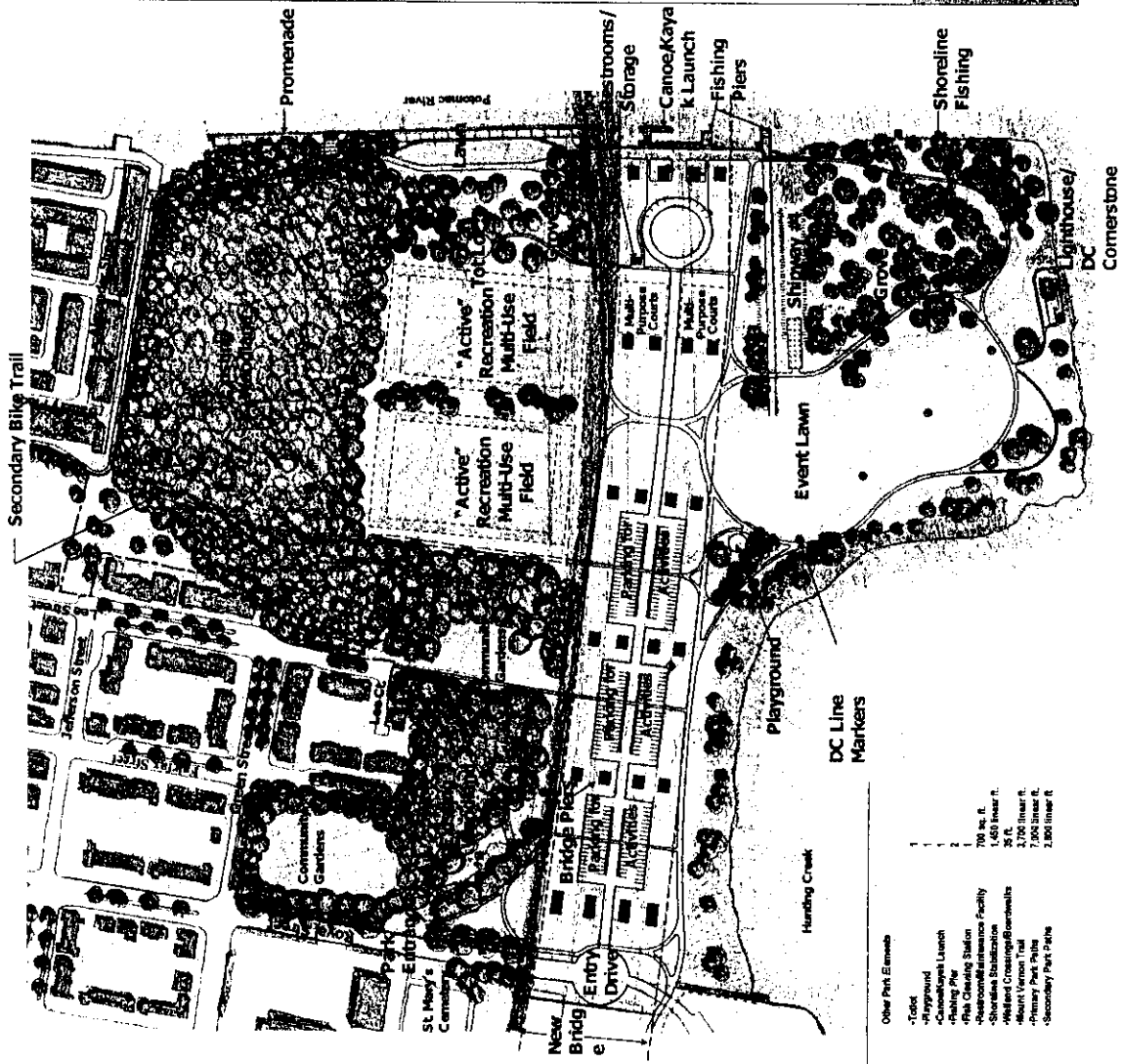


Location Map

October 19, 2000

U.S. Forest Service



Narrative
 The Jones Point Park reflects the unique character of a local neighborhood with a rich history of regional and national historic interest and significance. The redeveloping of the park will respect the existing community-oriented character, upgrading and improving current conditions, adding new amenities, and addressing current concerns. The goals of the park design program have been to create a park that:

- Retain, enhance, recreational and cultural resources and opportunities.
- Address the site and the spirit of both the Record of Decision and the Memorandum of Agreement.
- Integrate 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 resources as possible and improve its habitat quality.
- Woodland
- Wetland
- Tidal marsh and shoreline
- Woodland grove
- Crested natural area

Provide recreational amenities of both a passive and an active nature:

- Two active multi-use recreational fields
- Pathways and Trails, including the Mount Vernon Trail
- Playground and toilet
- Fishing access from the shoreline, with clearing
- Canoe/kayak park-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:

- Shoreline and District Cornerstone Marker
- Shoreline
- Fishing Pier
- Other sites and events associated with the property's pre-historic, colonial, 19th and 20th Century history

Integrate 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:

- enhanced use of existing, and provision of new, parking areas, trails, and existing utilities
- continued presence of the community gardens

Program Statistics

Area	Area (Acres)
Woodland	17 acres
Wetland	5.3 ac
Woodland (with Woodland)	3 acres
Wetlands (outside Woodland)	1.75 acres
Grass	6 acres
Multi-purpose Fields	5.75 acres
Event Lawn	1.5 acres
Shoreline	2.5 acres
Shoreline Stairs/Facility	2 acres
Lawn Promenade	4.5 acres
Shoreline	4 acres
Lighthouse	1.75 acres
Other Park Land	11 acres

Other Park Elements	Area (Acres)
-Toilet	700 sq. ft.
-Playground	1,450 linear ft.
-Canoe/Kayak Launch	36 ft.
-Fishing Pier	2,790 linear ft.
-Shoreline Stairs/Facility	2,000 linear ft.
-Shoreline Stabilization	2,800 linear ft.
-Woodland Crested/Cornerstone	
-Mount Vernon Trail	
-Primary Park Paths	
-Secondary Park Paths	



WOODROW WILSON BRIDGE PROJECT

JONES POINT PARK



Interim Park Improvements Plan

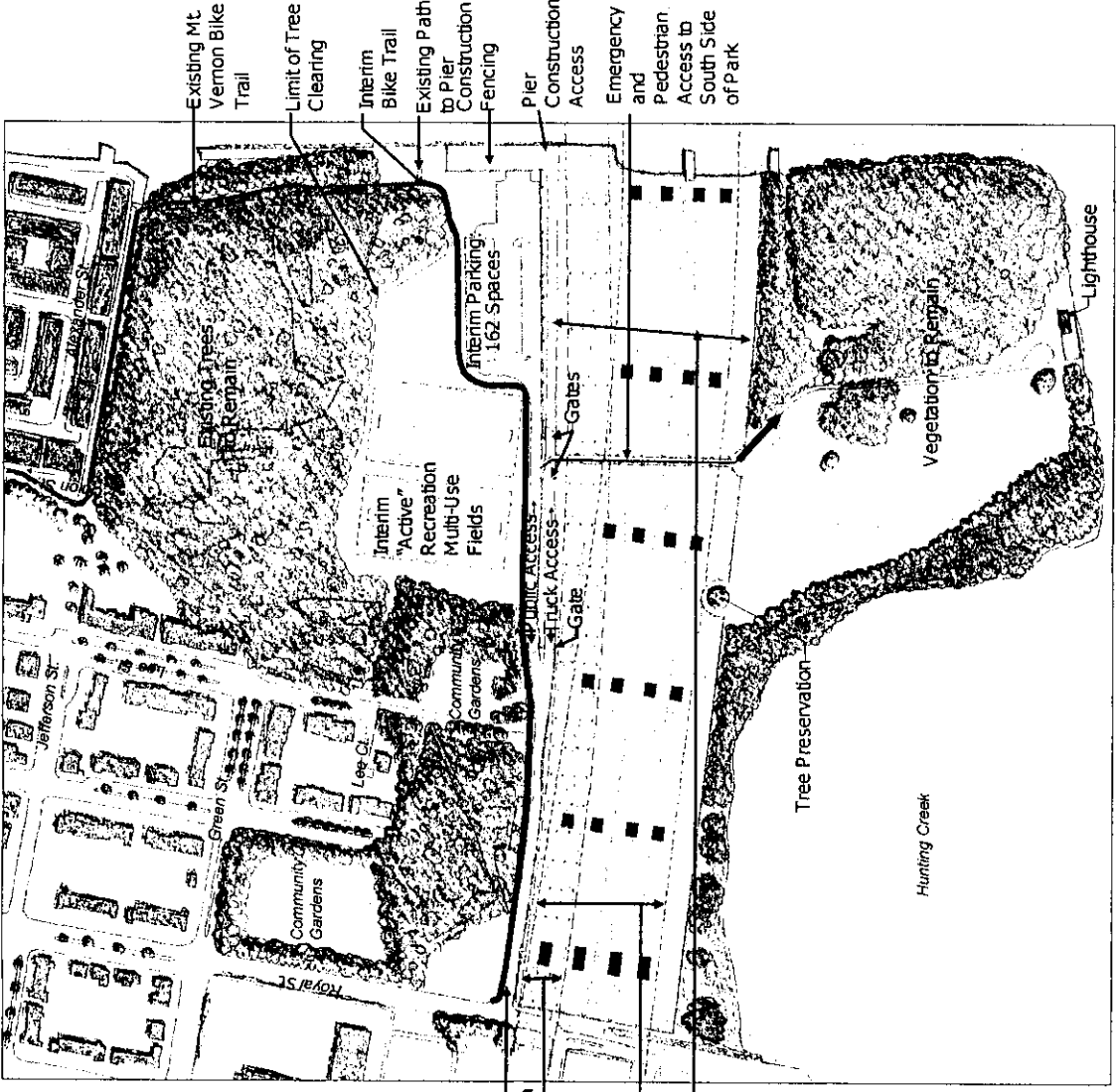
Legend

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

October 19, 2000

1987 Route 1 Interchange



Maintenance

- Construction activities associated with the new bridge will last several years.
- Maintain landscape elements that add to functional use of park area available for public use and safety concerns.
- During the project, an increase in security, for the maintenance staff.
- Generate public uses and construction activities.
- Provide replacement parking.
- Provide for the emergency access to the southern part of the park trail to the Lighthouse.
- Provide public pedestrian access to the south side of the park during hours of operation.
- Provide multi-purpose trails to City.
- Provide Mount Vernon Trail access through the park and construction area.

Program Statistics

- Construction Fees: 4,000 Interim R.
- Construction/Public Road: 740 Interim R.
- Public parking access road: 600 Interim R.
- Public Parking: 162 spaces
- Multi-Purpose Tripping fields: 2 Fields

Public/Construction Access

Existing Bridge

Proposed Bridge

Construction Fencing

Existing Mt. Vernon Trail

Limit of Tree Clearing

Interim Bike Trail

Existing Path to Pier Construction Fencing

Pier Construction Access

Emergency and Pedestrian Access to South Side of Park

Existing Trees

Interim "Active" Recreation Multi-Use Fields

Community Gardens

Interim Parking: 162 Spaces

Gates

Vegetation to Repair

Lighthouse

Tree Preservation


Hunting Creek

Jefferson St

Green St

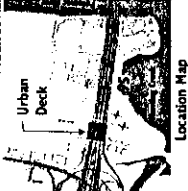
Lee Ct

Royal St




WASHINGTON STREET URBAN DECK

Smaller Deck

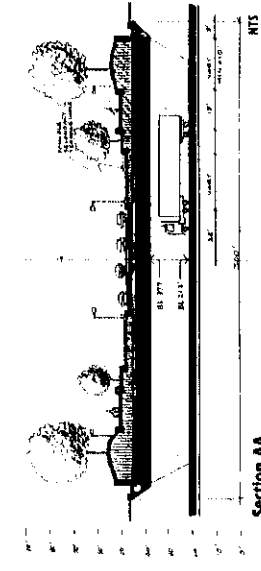
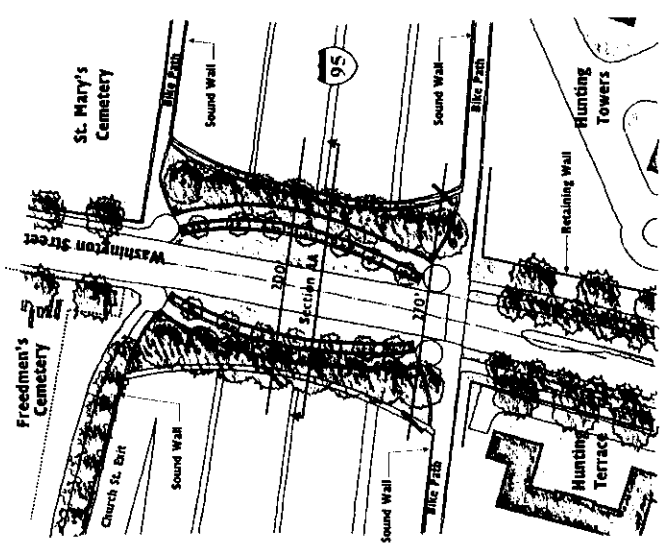
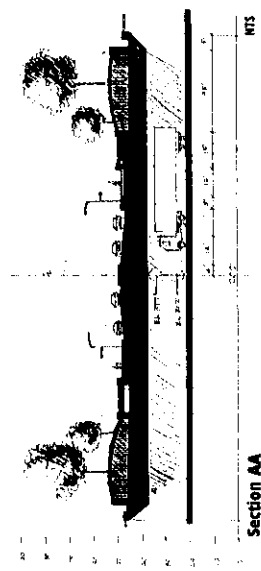
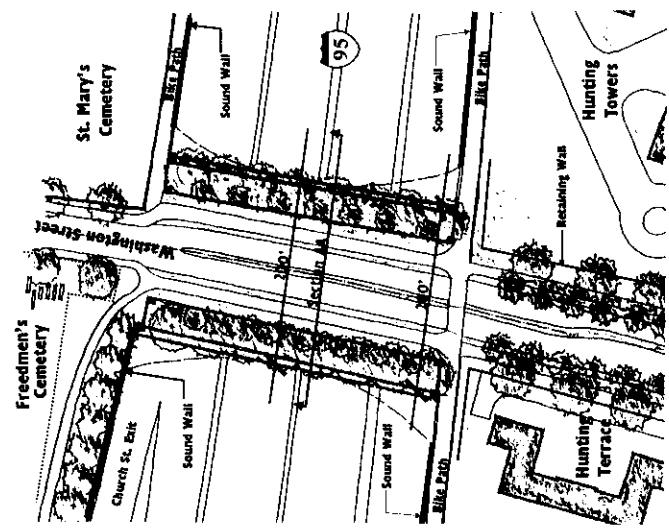


Urban Deck
Location Map

October 19, 2000



October 19, 2000



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 relating to a single final design. A smaller deck will occur as part of the 90% design phase.)

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

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



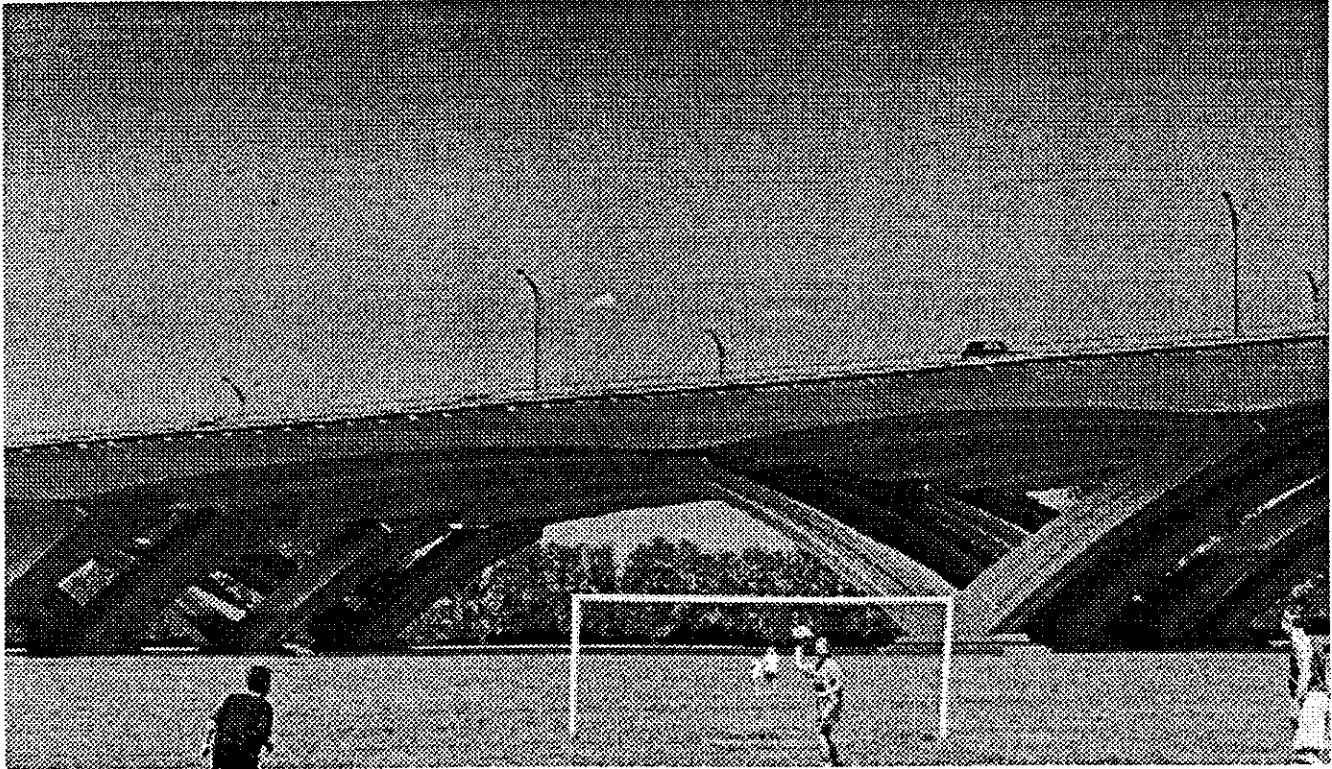
highway directional signs now visible from St. Mary's cemetery

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

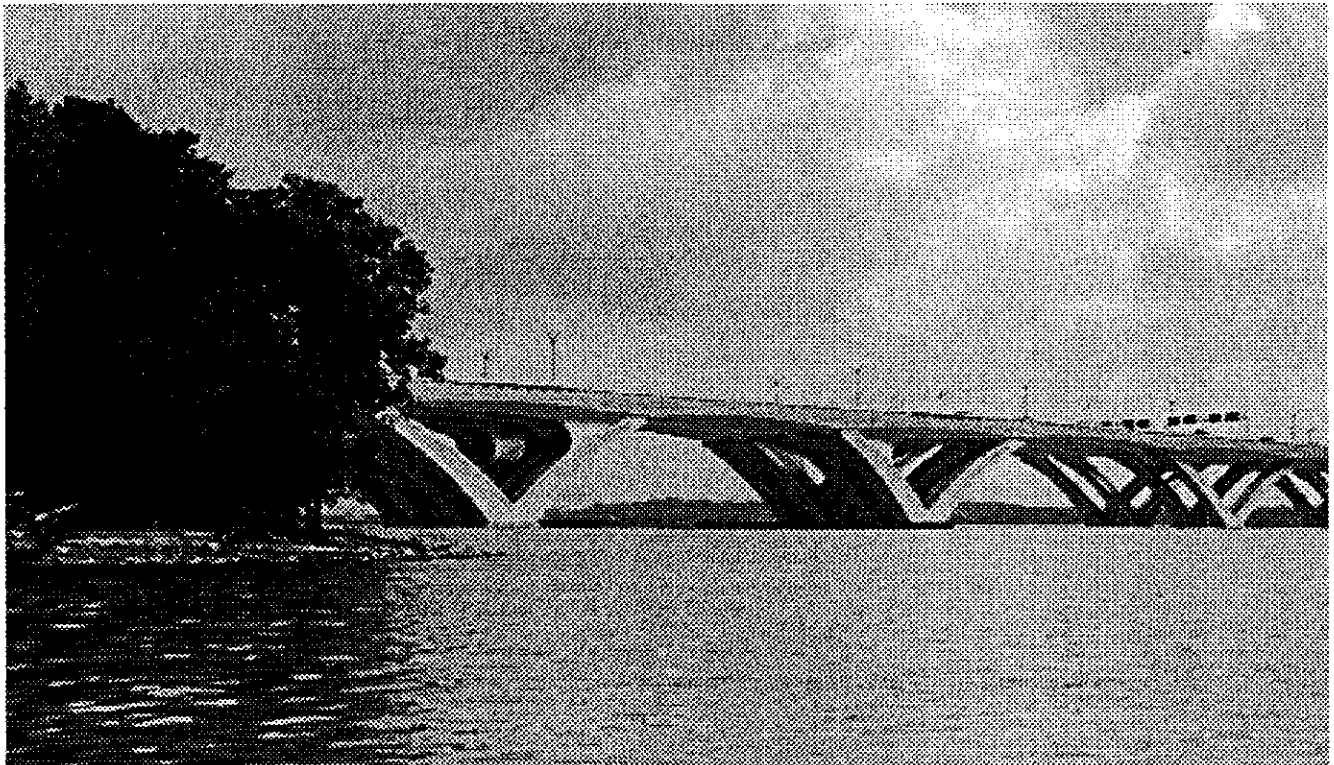
January 14, 1999

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

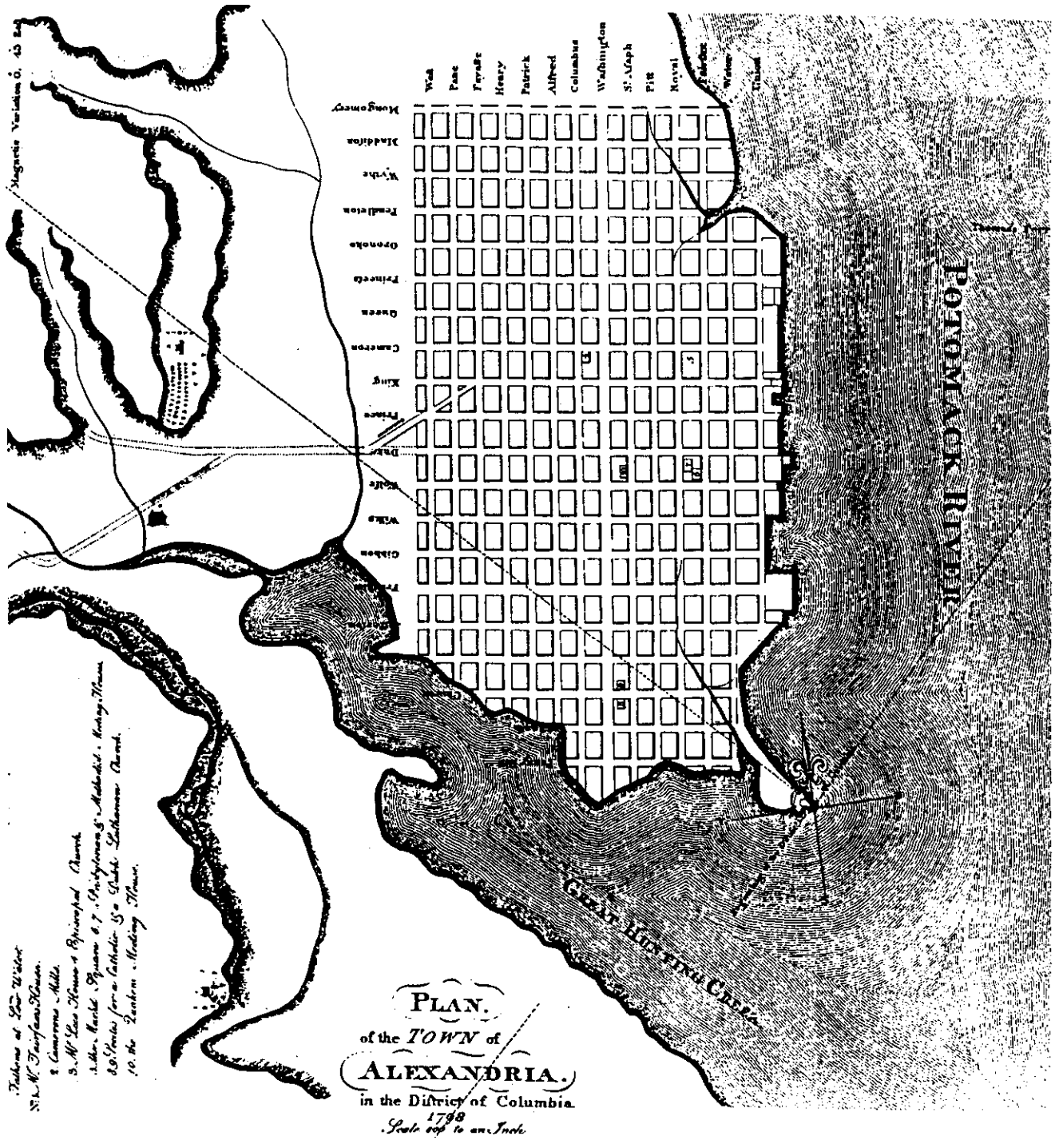


Proposed bridge as viewed from the south along the Jones Point Park shoreline

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.



1. The House of the late William
 2. The House of the late William
 3. The House of the late William
 4. The House of the late William
 5. The House of the late William
 6. The House of the late William
 7. The House of the late William
 8. The House of the late William
 9. The House of the late William
 10. The House of the late William

PLAN
 of the **TOWN** of
ALEXANDRIA.
 in the District of Columbia.
 1798
 Scale 100 to an Inch.

Excerpt from Colonel Gilpin's 1798 Map of Alexandria showing Jones 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 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.

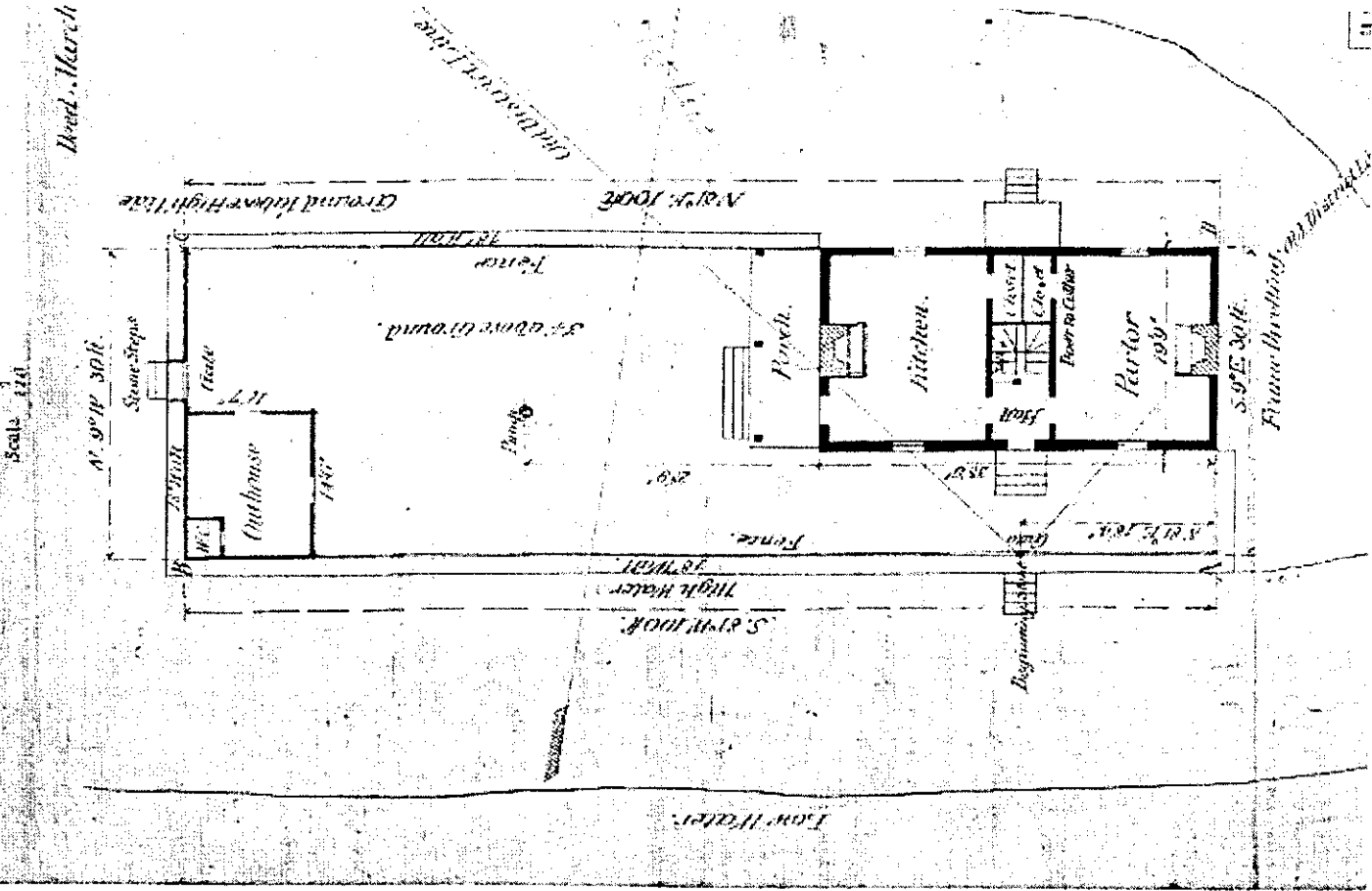
Summary

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
 Buildings Surveyed June 22/09 by Mr. John Murdoch, Asst. L. H. Engd.



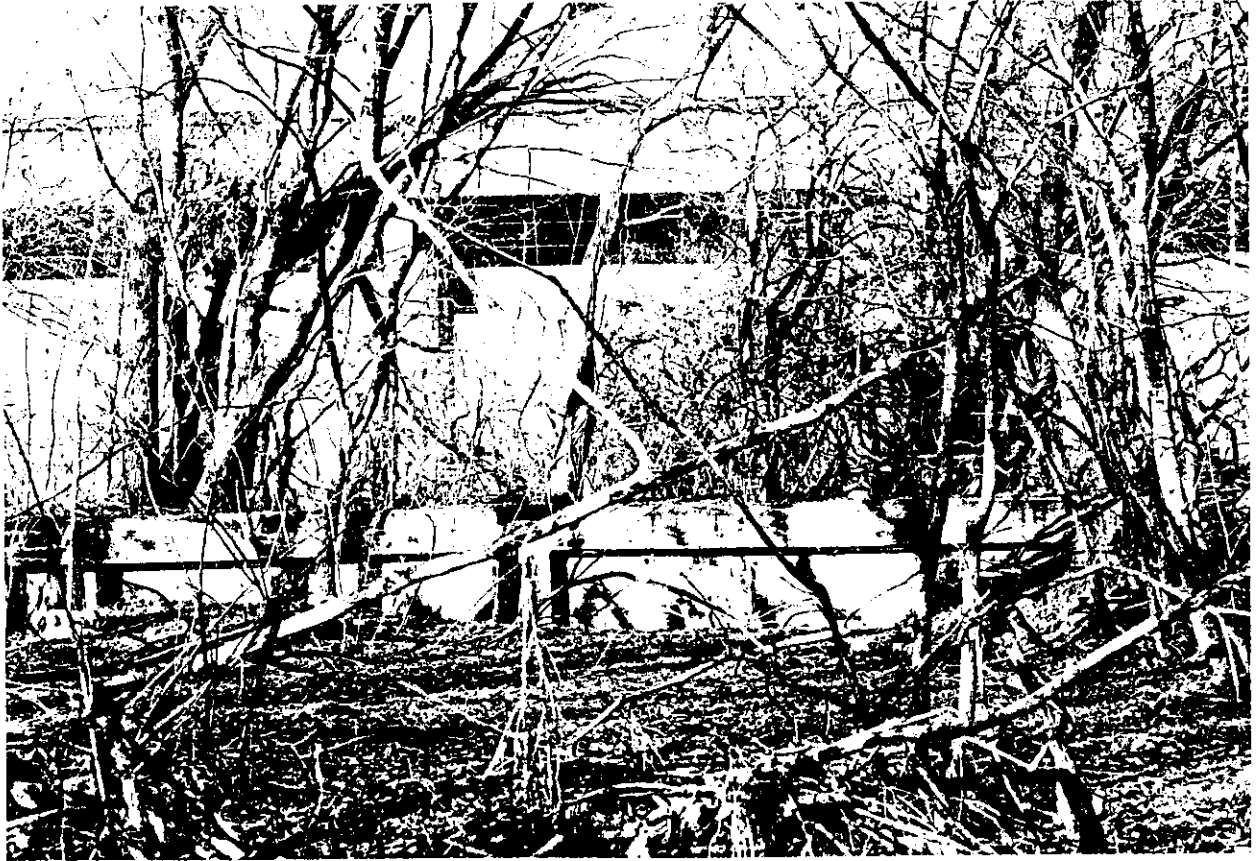
Jones Point Lighthouse - building & site survey, 1909



Jones Point Lighthouse and District of Columbia Cornerstone - 1929



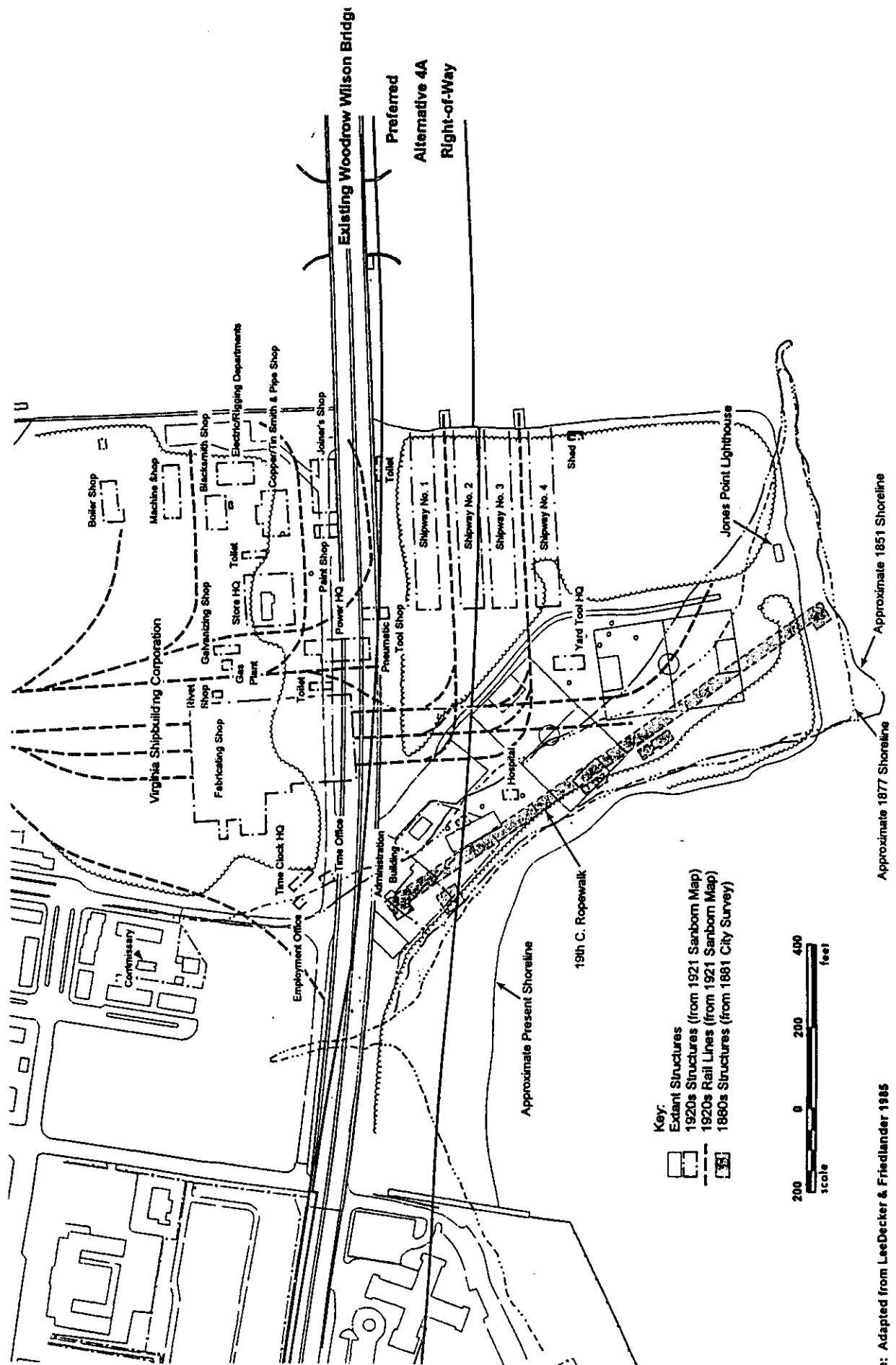
District of Columbia cornerstone alcove in lighthouse seawall and detail from river looking north



Virginia Shipbuilding Corporation shipway



Existing Seaport Foundation workshop north of bridge to be demolished



Composite of Heritage Resources in Jones Point Park

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)

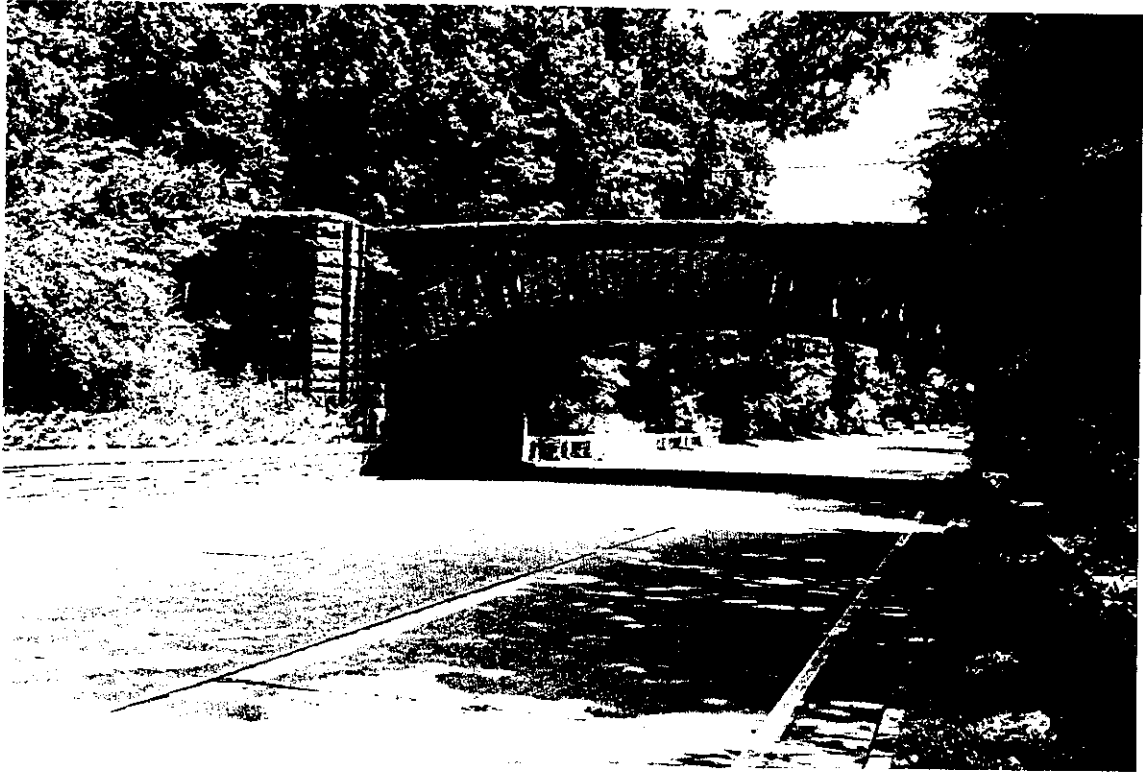
The drivers on the Beltway below must also know that they are passing under the Memorial Highway through use of the same palate of materials, signage and overall bridge form described in the Cultural Landscape Report. In addition, views of the deck-over from the south should be bermed and landscaped 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

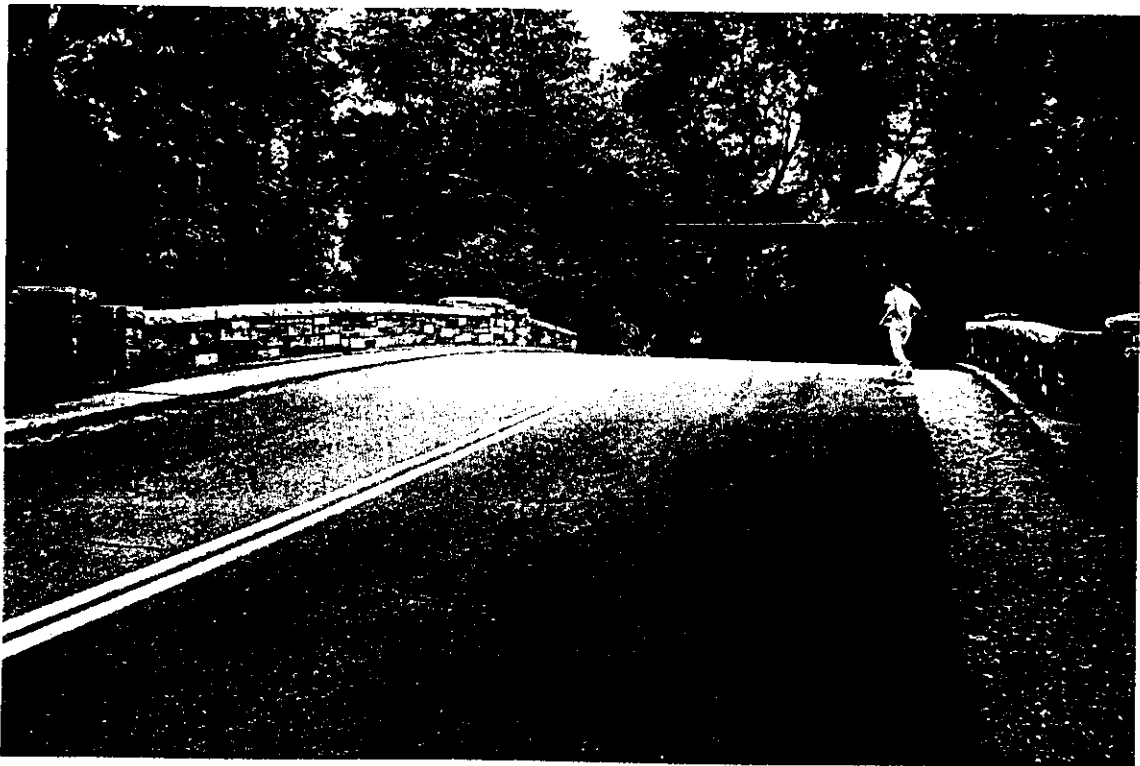
An important context for the deck-over is the adjacent historic cemeteries on the north side of the Beltway, located in what was once a high bluff looking over Hunting Creek. The scale and materials of the deck-over in this area must be compatible with the historic fencing and funerary monuments and 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

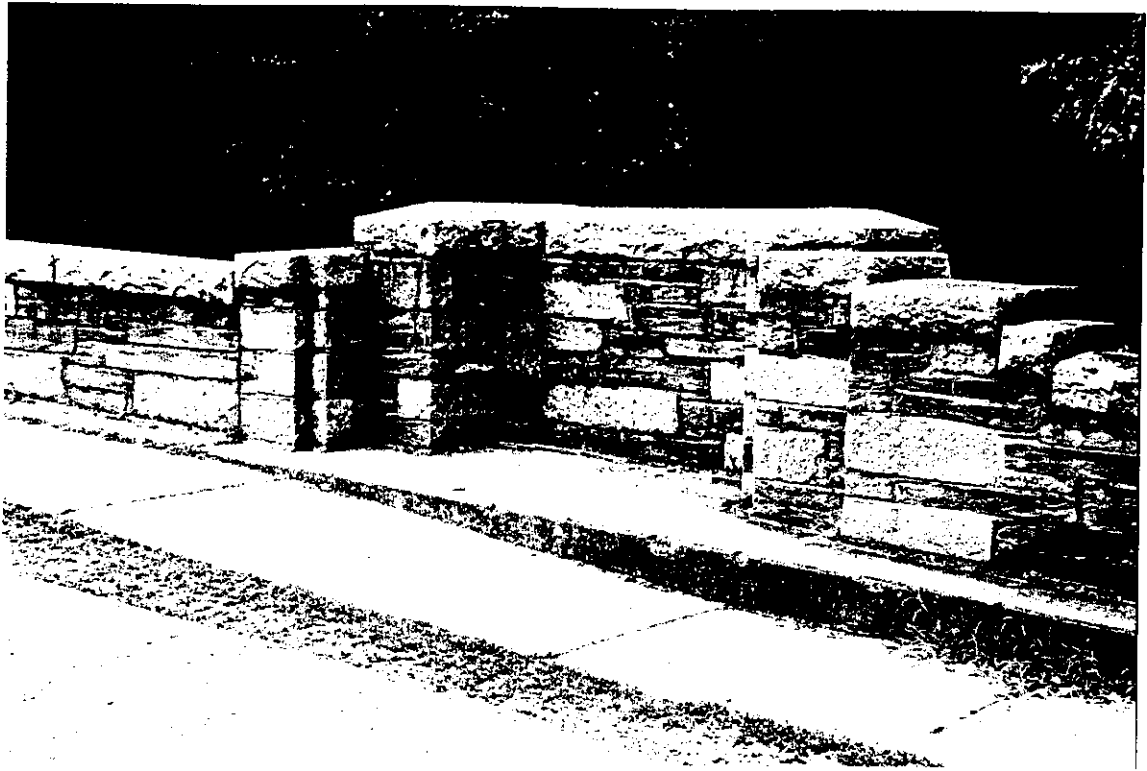
One of the most significant features of the 1929 parkway plan was a conscious attempt to define the boundaries of Old Town. The northern entrance was defined by a memorial traffic circle, constructed in 1931 but removed in 1962 as a "traffic hazard." A proposal for a similar circle at the southern boundary 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.



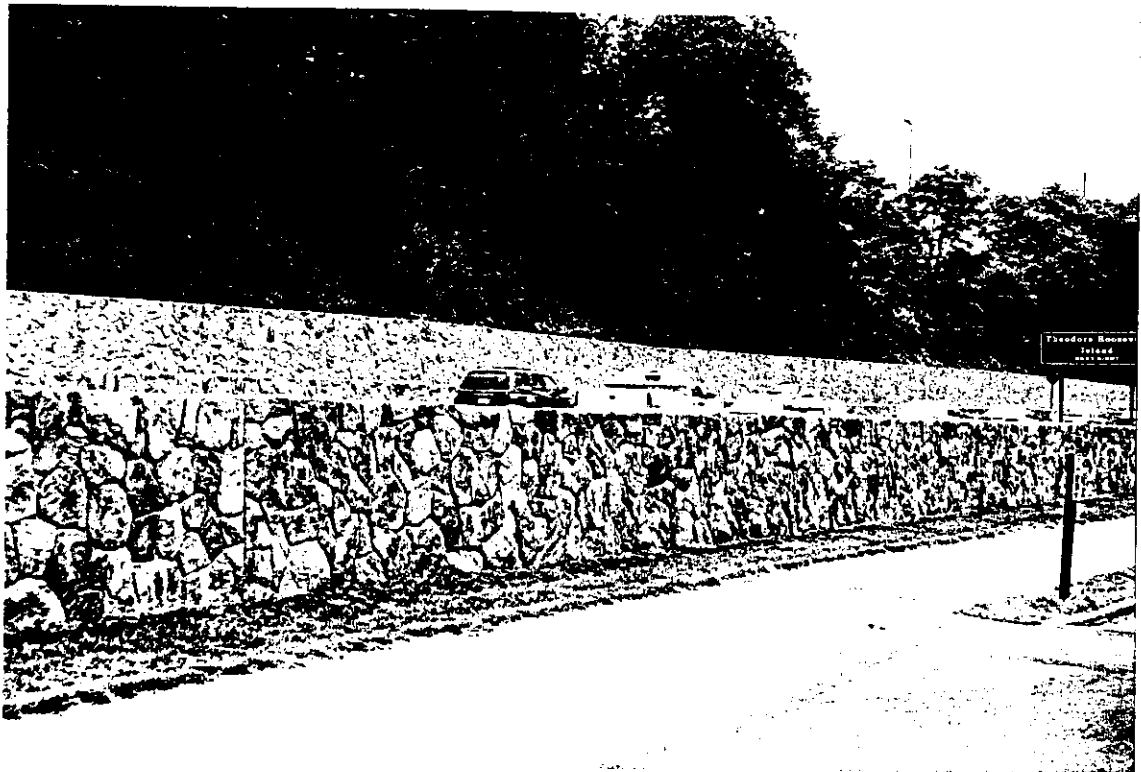
*bridge at West Boulevard over the Mount Vernon Memorial Highway
showing the segmental arch form, projecting abutments and low retaining walls*



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 on 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.

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;

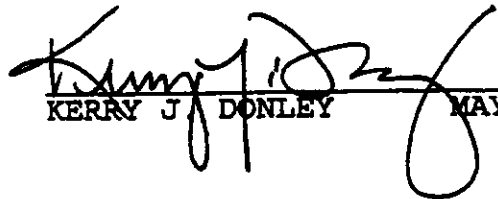
3. That the mayor be, and hereby is, authorized to execute, on behalf of the City of Alexandria, the agreement referenced in section 2;

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 Project¹ 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

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.

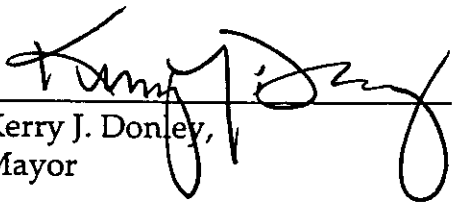
13. The parties agree that they will use their best efforts to carry out this Settlement Agreement. This Settlement Agreement shall be subject to and carried out in accordance with applicable federal law.

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.

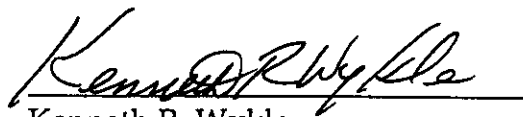
Agreed to by:

City of Alexandria, a municipal
Corporation of Virginia


Kerry J. Donley,
Mayor

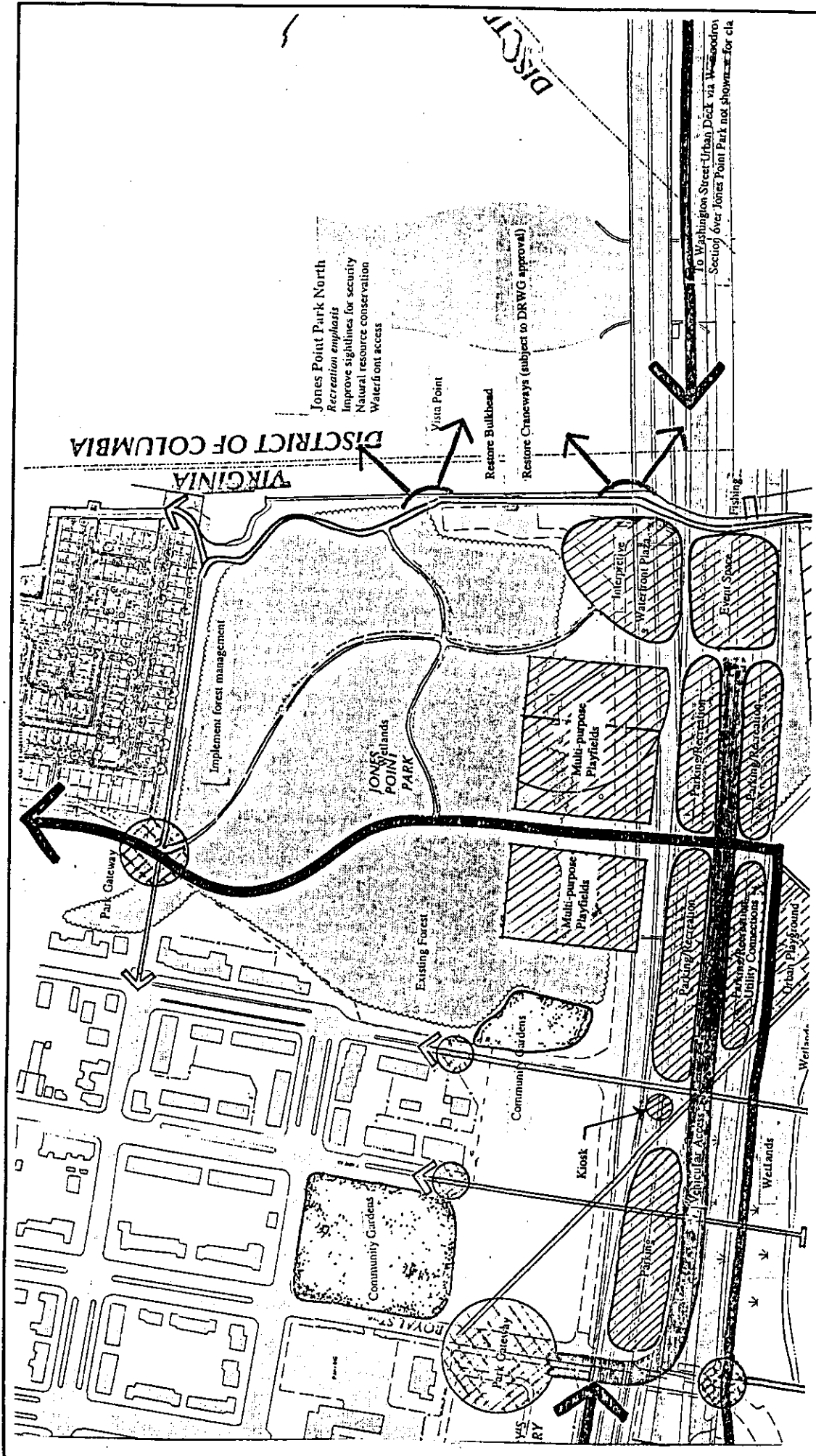
Dated: 3/1/99

The United States Department of
Transportation and the Federal
Highway Administration


Kenneth R. Wykle
Administrator
Federal Highway Administration

Dated: 3-1-99

EXHIBITS



Jones Point Park North
 Recreation emphasis
 Improve sightlines for security
 Natural resource conservation
 Waterfront access

Vista Point

Restore Bulkhead

Restore Craneways (subject to DRWG approval)

Interpretive Waterfront Plaza

Event Space

Multi-purpose Playfields

Parkway Recreation

Parkway Recreation

Community Gardens

Existing Forest

Parkway Recreation

Parkway Recreation

Urban Playground

Wetlands

Utility Connections

Wetlands

Wetlands

Wetlands

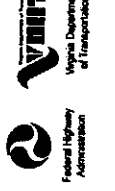
Wetlands

Wetlands

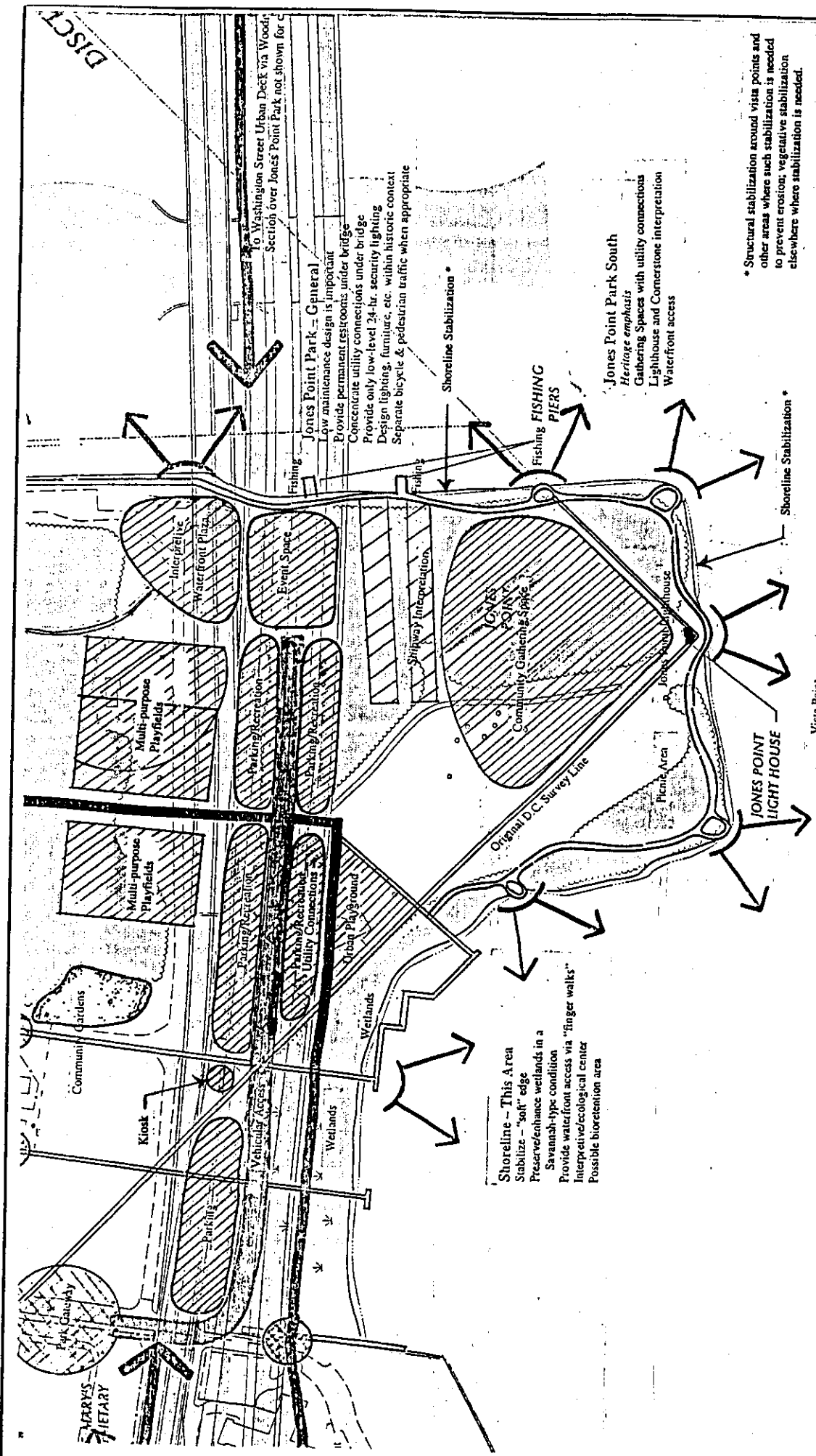
Wetlands

Wetlands

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



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






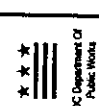
Jones Point Park - General
 Low maintenance design is important
 Provide permanent restrooms under bridge
 Concentrate utility connections under bridge
 Provide only low-level 24-hr. security lighting
 Design lighting, furniture, etc. within historic context
 Separate bicycle & pedestrian traffic when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

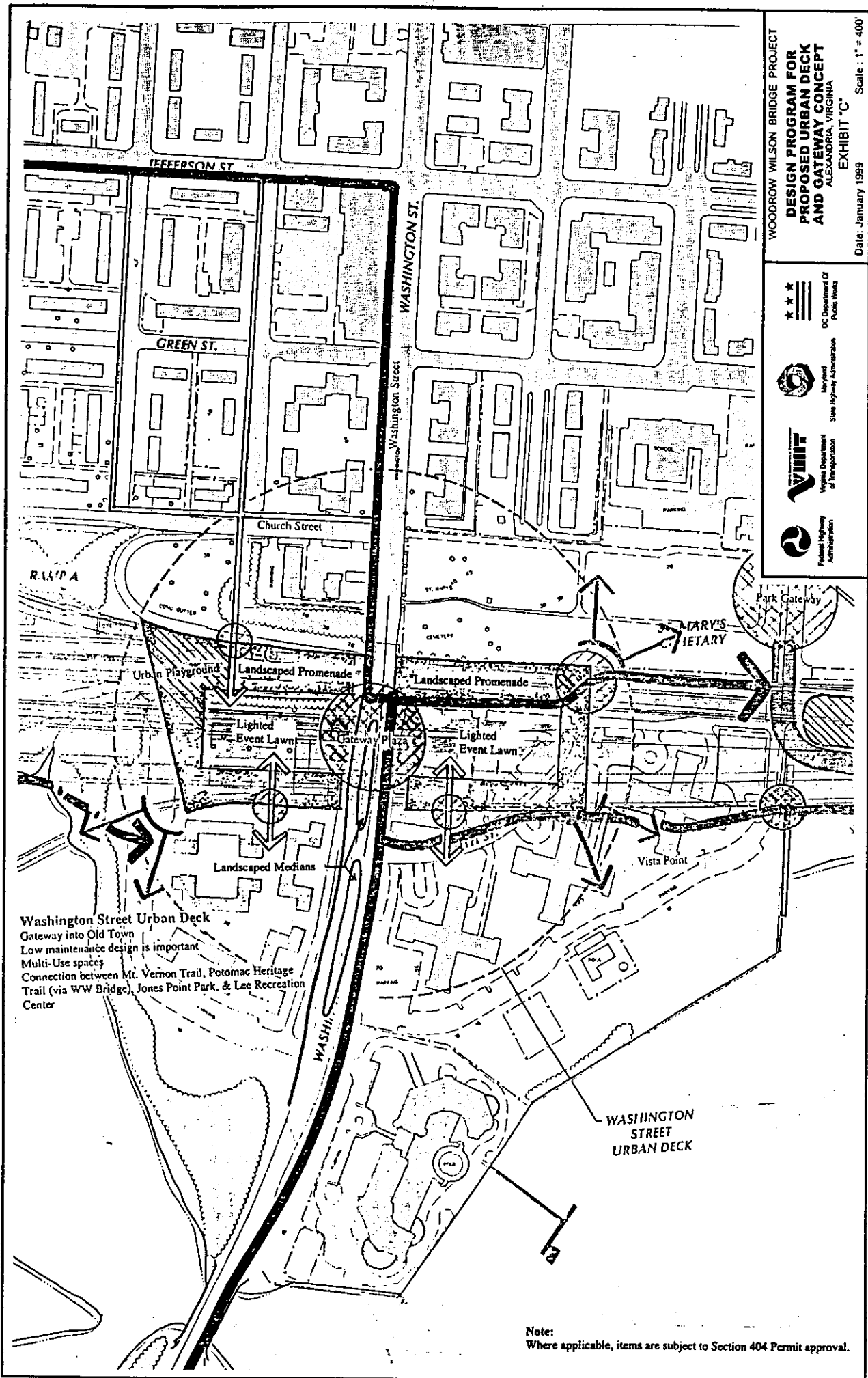
* Structural stabilization around vista points and other areas where such stabilization is needed to prevent erosion; vegetative stabilization elsewhere where stabilization is needed.

WOODROW WILSON BRIDGE PROJECT
DESIGN PROGRAM FOR JONES POINT PARK SOUTH SECTION
 ALEXANDRIA, VIRGINIA

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

Date: January 1999 Scale: 1" = 400'

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



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

WOODROW WILSON BRIDGE PROJECT
DESIGN PROGRAM FOR PROPOSED URBAN DECK AND GATEWAY CONCEPT
 ALEXANDRIA, VIRGINIA
EXHIBIT "C"
 Date: January 1999 Scale: 1" = 400'



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 <ul style="list-style-type: none"> John Geary Earl Flanagan John Evans Vacant 	Judy Gray, President, Fairfax Chamber of Commerce <ul style="list-style-type: none"> Jim Garrett 	Regional Commuter Perspective Lon Anderson, AAA <ul style="list-style-type: none"> Mantill Williams
Mayor Donley <ul style="list-style-type: none"> Lew Robinson Lillie Finklea Doug Wood Larry Robinson Vacant 	Appointed by: Kathy Snyder, President, Alexandria Chamber of Commerce <ul style="list-style-type: none"> Richard Hollis 	Env. Interest Group – Glenda Booth, Chair, Fairfax Wetland Board <ul style="list-style-type: none"> Glenda Booth
	Judy Noritake, Chair, Alex Parks & Recs Commission <ul style="list-style-type: none"> Kirk Fedder 	Bruce Dwyer, Chair, Alexandria Bicycle Study Committee <ul style="list-style-type: none"> Bruce Dwyer
		Alexandria Commission on Persons with Disabilities, Chair, Eunice Fiorito <ul style="list-style-type: none"> Tom Sachs

Jones Point Park Stakeholder Participation Panel (13 Members):

Elected Officials	Other Organizations	
Supervisor Hyland <ul style="list-style-type: none"> David Geneson Chris Lipowicz 	Friends of Jones Point <ul style="list-style-type: none"> (Ret) Adm. DeLargy 	Bruce Dwyer, Alexandria Bicycle Study Committee <ul style="list-style-type: none"> Ruth Reeder
Mayor Donley <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Julie Crenshaw 	Alexandria Commission on Persons with Disabilities, Chair, Eunice Fiorito <ul style="list-style-type: none"> Gerald Fico Agency Liaison <ul style="list-style-type: none"> Audrey Calhoun, NPS

Telegraph Road Stakeholder Participation Panel (17 Members):

Elected Officials	Other Organizations	
Supervisor Kauffman <ul style="list-style-type: none"> Ann Mullins Bill Faria Jeff Stern Michael Van Hoosier Bob Heittman 	Judy Gray, President, Fairfax Chamber of Commerce <ul style="list-style-type: none"> Ed Frye 	Regional Commuter Perspective – Lon Anderson, AAA Potomac <ul style="list-style-type: none"> Vacant
Mayor Donley <ul style="list-style-type: none"> Roger Kiper Tim Naughton Alan Rudd Donald Simpson, Sr. 	Appointed by: Kathy Snyder, President, Alexandria Chamber of Commerce <ul style="list-style-type: none"> Mark Fields 	Env. Interest Group – Bruce Parker, Chair, Mt. Vernon Group Chpt. of the Sierra Club <ul style="list-style-type: none"> Jim Wamsley Fairfax Co. Wetlands Board, Glenda Booth, Chair <ul style="list-style-type: none"> Kent Knowles
Supervisor Hyland <ul style="list-style-type: none"> Richard Hartman 	Robert Dublin, Fairfax Area Disability Services Board <ul style="list-style-type: none"> Susan Randall 	Bruce Dwyer, Chair, Alexandria Bicycle Study Committee <ul style="list-style-type: none"> Chanley Mohny

**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.

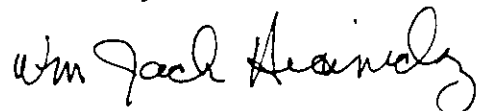
3. Jones Point - Shipyard Publication: The AAC recommends the publication of a book about the shipbuilding associated with Jones Point which represents a 20th century era continuation of Alexandria's long maritime tradition. A publication which details the maritime history as well as the people and ships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



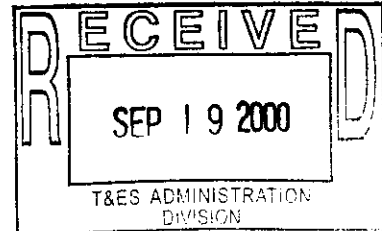
Wm. Jack Hranicky, Chair

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



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 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.

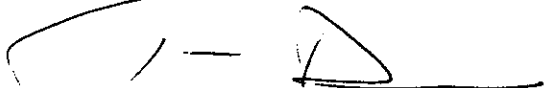
Fourth, the proposed bridge will create a substantial amount of polluted run-off into the Potomac River as petroleum products, etc. are washed from the road surface. Because of the immensity of the

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



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 attract 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 accommodate the soccer families, you would need ALOT LESS than 169 new spaces.
4. Is it 90-100 piles per support? - or ^{have} 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 launched - 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 "rape walk" or "farming"? areas. These activities - like woodchopping, laundry, play picnic, the necessary were all outdoor activities. We do not need separate interpretive panels.
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@wwbgcc.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 inhabit that area.

2. In area designated as "Preservation Area (non-tidal forested 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 PUBLIC RESTROOMS
They just create a policing + maintenance problem.
WE NEED NO NEW STRUCTURES!

4. What is this maintenance 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 maintenance to empty trash cans on a scheduled basis - as well as cleaning up dead fish as they wash upon our shores during spawning 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@wwbgcc.com or mail to:

Thanks to taking
the time to review
my concerns.

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

(87)

Barbara Lynch 815 S. Lee St. Alexandria 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 develop-
ment 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 B. Scott
703 S Union St,
Alexandria, VA

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgcc.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 committee idea
to split the fields N & S of Bridge &
limit the cutting of trees. We need the
sound barrier & save our resources.
~~When~~ When do you ever need a playing
~~field~~ 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 sham 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
203-908-0605 (w)
203-518-8315

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
OLD TOWN YACHT BASIN
506 SOUTH UNION STREET
NOT IN VIRGINIA

GALBY

LEAVE ANY RESPONSE WITH MAYOR GALBY
(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 HARTFORD LAST PROPRIETOR.

STAMP BY VERA ROLLO.
NOTED MARYLAND AUTHOR HISTORIAN
WHO LIVES IN LANHAM MD - PHONE -
IN PRINCE GEORGES DIRECTOR)
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 Cassidy

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 Hallihan

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
option would look like.

MATT ABRAMS

mjabrams@wvbafla.com.net

Please either leave this comment sheet with us tonight, e-mail to hearing@wwbgcc.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 Jones Point meeting.

Susan Bounsky
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 orioles, 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.

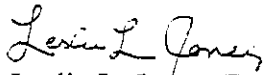
I cannot underscore enough the importance these woods have to me. I derive such pleasure from simply walking in the woods and soaking in the sounds and smells of earth and river. Occasionally I am lucky enough to share the special aspects of the woods with others. I remember with fondness pointing out 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!

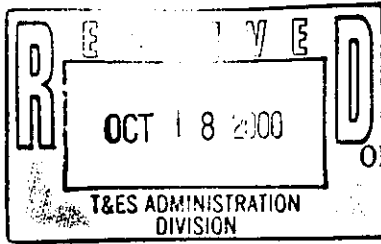
- ◆ The plan will determine the location of future development; the mix of residential and commercial zoning; the character of your neighborhood; where you work; and how you get there.
- ◆ You are cordially invited to participate in the next phase of the study to determine the routes (the "alignments"), 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.



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

Chris Reed
October 18, 2000
Page 2

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



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

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:\ADMENGP\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



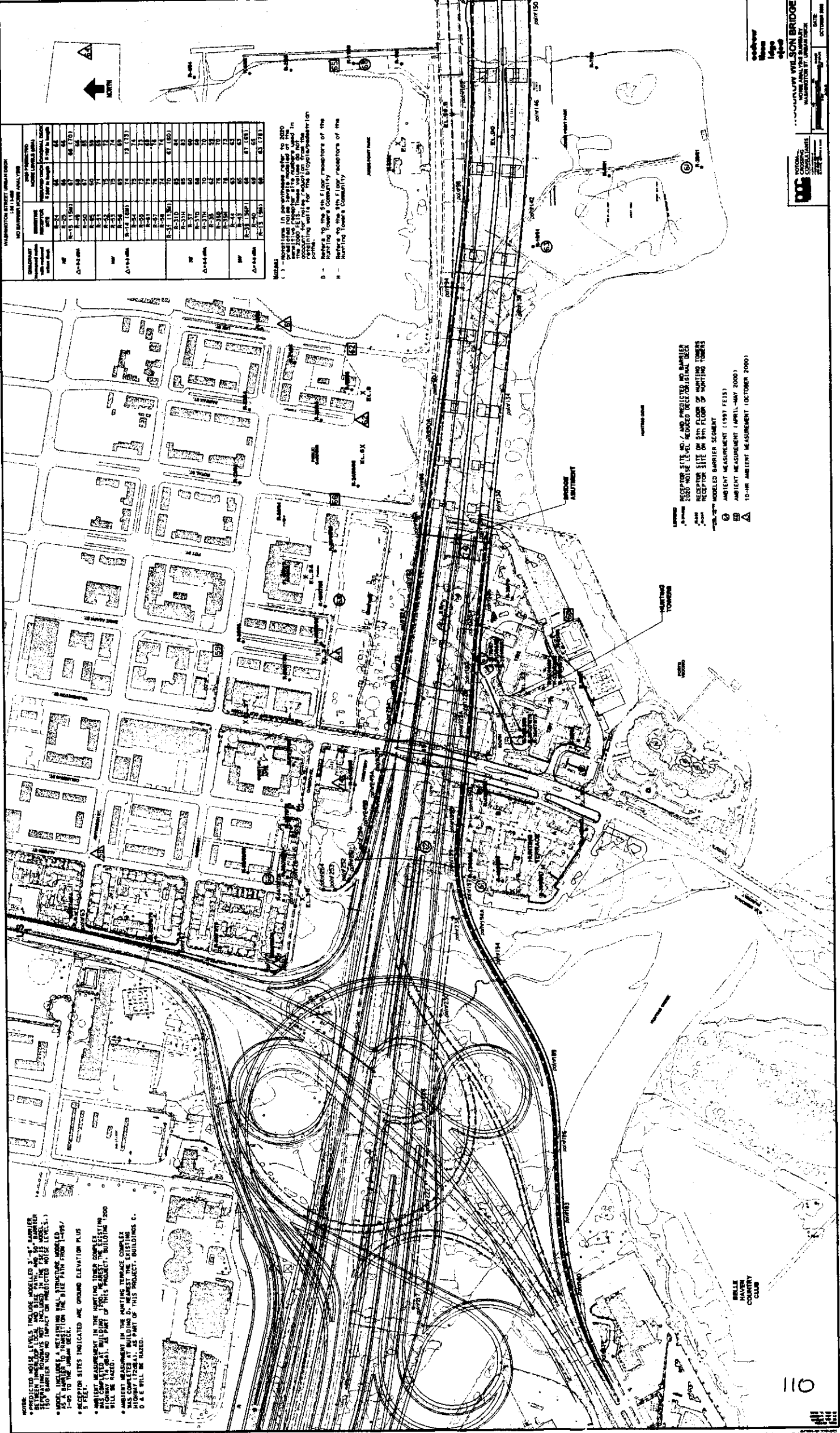
WASHINGTON STREET URBAN DECK I-95 / I-495 NO BARRIER NOISE ANALYSIS September 2000			
QUADRANT Increased noise with reduced urban deck	SENSITIVE RECEPTOR SITE (see Site Map)	2020 PREDICTED NOISE LEVELS (dBA)	
		ORIGINAL DECK ≅ 700' in length	REDUCED DECK ≅ 200' in length
NE Δ = 0-2 dBA	R-24	66	66
	R-25	66	66
	R-15 (15M)	66 (70)	67
	R-49	66	68
	R-50	65	67
NW Δ = 0-3 dBA	R-85	59	60
	R-51	69	71
	R-52	72	75
	R-53	74	75
	R-56	69	69
	R-14 (8M)	73 (73)	74
SE Δ = 0-5 dBA	R-54	74	75
	R-55	73	73
	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
SW Δ = 0-5 dBA	R-35	59	62
	R-35D	70	75
	R-35H	73	78
	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



NOTE:

- * RECEPTOR NOISE LEVELS INCLUDE MODELLED 3'-8" BARRIERS BETWEEN TRUCKS, BUSES AND BIKES FROM THE BARRIER TO THE RECEPTOR AND NOISE IS NOT EFFECTED BY THE BARRIER AND NO IMPACT ON RECEPTOR NOISE LEVELS.
- * MODEL INCLUDES A RETAINING WALL STRUCTURE MODELLED AS A BARRIER TO TRANSMITTING THE BUREAU FROM I-95 TO THE URBAN DECK.
- * RECEPTOR SITES INDICATED ARE GROUND ELEVATION PLUS 5 FEET.
- * NOISE MEASUREMENTS IN THE HUNTING TOWNS COMPLEX AND SURROUNDING AT BUILDING 1700, NEAREST THE EXISTING HIGHWAY I-95, ARE AS PART OF THIS PROJECT, BUILDING 1700 WILL BE DEMOLISHED.
- * MEASUREMENTS IN THE HUNTING TOWNS COMPLEX ARE INDICATED AT BUILDING 10, NEAREST THE EXISTING HIGHWAY I-95, AS PART OF THIS PROJECT, BUILDINGS 8, 9 & E WILL BE DEMOLISHED.

- ① RECEPTOR SITE NO. 2 AND PREDICTED NO BARRIER 2000 NOISE LEVEL REDUCED DECK/NOISIAL DECK
- ② RECEPTOR SITE ON 5TH FLOOR OF HUNTING TOWNS
- ③ RECEPTOR SITE ON 5TH FLOOR OF HUNTING TOWNS MODELLED BARRIER SEGMENT
- ④ AMBIENT MEASUREMENT (1997 FEIS)
- ⑤ AMBIENT MEASUREMENT (APRIL-MAY 2000)
- △ 15-MIN AMBIENT MEASUREMENT (OCTOBER 2000)

**WASHINGTON STATE URBAN DECK
NO BARRIER NOISE ANALYSIS**

CONTRACT	NOISE LEVELS (DAILY AVERAGE)	NOISE LEVELS (DAILY MAXIMUM)
W-22	58	64
W-23	59	65
W-13 (1700)	67	73
W-14	65	71
W-15	64	70
W-16	63	69
W-17	62	68
W-18	61	67
W-19	60	66
W-20	59	65
W-21	58	64
W-22	57	63
W-23	56	62
W-24	55	61
W-25	54	60
W-26	53	59
W-27	52	58
W-28	51	57
W-29	50	56
W-30	49	55
W-31	48	54
W-32	47	53
W-33	46	52
W-34	45	51
W-35	44	50
W-36	43	49
W-37	42	48
W-38	41	47
W-39	40	46
W-40	39	45
W-41	38	44
W-42	37	43
W-43	36	42
W-44	35	41
W-45	34	40
W-46	33	39
W-47	32	38
W-48	31	37
W-49	30	36
W-50	29	35
W-51	28	34
W-52	27	33
W-53	26	32
W-54	25	31
W-55	24	30
W-56	23	29
W-57	22	28
W-58	21	27
W-59	20	26
W-60	19	25
W-61	18	24
W-62	17	23
W-63	16	22
W-64	15	21
W-65	14	20
W-66	13	19
W-67	12	18
W-68	11	17
W-69	10	16
W-70	9	15
W-71	8	14
W-72	7	13
W-73	6	12
W-74	5	11
W-75	4	10
W-76	3	9
W-77	2	8
W-78	1	7
W-79	0	6
W-80	0	5
W-81	0	4
W-82	0	3
W-83	0	2
W-84	0	1
W-85	0	0

NOTES:

- 1 - RECEPTORS IN parentheses refer to 2000 predicted noise levels modeled at the 5th floor of the 1700 building. These are shown in the 2000 FEIS, Figure 3.14, and the accompanying noise profile for the I-95 Urban Deck.
- 2 - Hunting Towers Community receptors of the Hunting Towers Community.
- 3 - Receptor to the 5th floor receptors of the Hunting Towers Community.

WILSON WILSON WILSON BRIDGE
ARCHITECTS
1100 15TH AVENUE
SEATTLE, WA 98101

EXHIBIT NO. 2

City of Alexandria, Virginia

12
11-18-00

MEMORANDUM

DATE: NOVEMBER 15, 2000

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER

FROM:  MEG O'REGAN, DIRECTOR OF HUMAN SERVICES

SUBJECT: YOUTH POLICY COMMISSION SUPPORT OF THE RECREATIONAL ASPECTS OF THE WOODROW WILSON BRIDGE PROJECT PLANS FOR JONES POINT

At its last meeting on November 1, 2000, the Alexandria Youth Policy Commission discussed the Woodrow Wilson Bridge project's recreational plans for Jones Point Park. The Commission voted unanimously to support the recommendations for the recreational uses proposed in the design. Specifically, the members voiced their support for the maximum number of soccer fields indicated in the plan.

The Commission, which was established to make recommendations on youth issues, conducted a comprehensive review of youth services and programs. The availability of recreation programs was one of the needs identified by the Commission and was included in the findings in their 1999 Annual Report.

Through its work, the Commission identified two overarching themes that provided a framework for its recommendations: prevention and family building. The Commission believes that prevention efforts that promote youth development and help youth avoid risky behaviors are the keys to better outcomes. Recreation services and facilities provide safe and nurturing environments that promote positive development among youth.

The recommendations for the proposed recreational uses of Jones Point Park are compatible with the Commission's findings regarding the need for more recreational opportunities for youth. Additionally, the proposals are consistent with the Youth Policy and Vision statements adopted by City Council, which serve as guiding principles in analyzing and making recommendations regarding youth programs and services.

The Commission directed staff to prepare this statement for the members of City Council in preparation for the November 18 public hearing, at which time these issues will be discussed.

City of Alexandria, Virginia

12
11-18-00

MEMORANDUM

DATE: NOVEMBER 16, 2000

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*

FROM: SANDRA WHITMORE, DIRECTOR OF RECREATION, PARKS AND CULTURAL ACTIVITIES *SW*

SUBJECT: ATHLETIC FIELDS AT JONES POINT PARK

Several questions were posed at the November 14 work session on Jones Point Park. We have responded to them below.

Size of the fields - We have talked with Roger Courtenay, who is the principal with EDAW, the landscape architecture firm hired by Potomac Crossing to design Jones Point Park, about reducing the overall area necessary for the fields but keeping their dimensions at 365 x 225 feet, which are appropriate for soccer, field hockey and lacrosse. By reducing the run out areas around the fields themselves, EDAW can move the western boundary of the area of the fields 40 feet to the east and the northern boundary 20 feet to the south. This would preserve vegetation on the west side of the proposed area that the Yates Garden neighbors believe is critical. It would also save 20 feet of vegetation on the north.

Water impacting the fields - Concerns were voiced that the area planned for the fields is under water a great deal of time. EDAW reports that the present grade of the area where the fields will be built is 5 feet, and that the design for the fields raises the grade to 10 feet. Since the 100-year flood plain in this area is 11 feet, EDAW believes that the fields will not be impacted by water except in very extreme conditions. Moreover, adequate drainage will be installed to insure that the fields are playable.

Control of the fields - Neighbors have expressed some concern that the City would not have the ability to control the use of the fields since they are on National Park Service land. We have raised this issue with representatives of the Park Service and have been assured that the City will be able to apply our current permitting system to the new fields. This will enable us to require all teams using the fields to obtain a permit from the City, and to provide priority to Alexandria teams when issuing these permits. This, together with the need to allow adequate time for these fields to rest, will reduce substantially, if not eliminate, the ability of teams from outside the City to use the fields.

If you would like additional information, please call me at (703) 838-4842.

MEMORANDUM

DATE: NOVEMBER 16, 2000

TO: COUNCILMAN WILLIAM D. EUILLE

THROUGH: ROSE WILLIAMS BOYD, DIRECTOR ^{Rb}
CITIZEN ASSISTANCE

FROM: SANDRA WHITMORE, DIRECTOR ^{SW}
RECREATION, PARKS AND CULTURAL ACTIVITIES

SUBJECT: JONES POINT PARK
(COUNCIL REQUEST #00-129E)

This is in response to your request for staff to respond to an email from Teresa Miller, President of Yates Gardens Civic Association, concerning Jones Point Park.

Ms. Miller is concerned that by clearing the vegetation necessary to build the proposed fields at Jones Point Park, the City will take away a natural sound barrier that shields the area from the rattle of truck convoys and gear shifting that shakes the ground. The proposed plan does require the clearing of four acres which cover a combination of 65 year-old trees and other vegetation, much of which is invasive and not native to the area. This area is necessary to build two much needed athletic fields to be used for soccer, football, lacrosse and field hockey. Some of the clearing is necessitated in order to provide for proper grading, drainage and irrigation work. After the fields are built, additional native trees and under story will be replanted around the perimeter of the fields. As to the noise issue, the noise experts hired by the Potomac Crossing Consultants, as well as the City, agree that with the plan to leave a 100-foot buffer between the fields and the homes on Lee Street, the noise differential is negligible.

Ms. Miller states that the Bald Eagle as well as other water birds need shoreline for foraging and nesting. The consultants have done a two year study of this area and found no nesting areas for water birds in Jones Point Park. They did find Eagles nesting at Rosalie Island and have changed the proposed designs for that area so as not to disturb the nesting areas. In addition, the shoreline is not being disturbed.

Another issue is that Jones Point Park has not been adequately maintained and if fields are built a maintenance program needs to be a part of the project's plan. The Department of Recreation, Parks and Cultural Activities agrees and will work cooperatively with the National Park Service to develop a comprehensive maintenance plan. This opportunity to renovate the park with non-City dollars is an opportunity to design the program components to be as easily and cost-effectively maintained as possible. John Parsons, of the National Park Service, on a recent tour of Jones Point Park told Ms. Miller and others that the National Park Service (NPS) had turned over the care of the park to the City 15 years ago, when City residents did not think the NPS was taking adequate care of the park. During the tour

he said he has not found many areas to criticize besides the overgrowth of invasive species, which was a continuing problem in many NPS parks, and erosion problems. The Recreation Department staff takes exception to the example of GW Middle School as how poorly fields are managed. The fields the City takes care of at GW are adjacent to the Braddock Road project and have been heavily impacted by the construction activity at that site. The Department has not scheduled softball or baseball games there for the last few years, but did schedule football practice and games there this fall. There are trash cans on site and a schedule for regular garbage pick up. Benches are not provided at many of our fields.

Ms. Miller continues to say that the proposal drafted by Parks and Recreation endorses a secondary bike trail. As a point of clarification, the proposal was drafted by the Potomac Crossing Consultants with input by many City Departments, Commissions and Committees. The secondary bike trail was a part of the design at the urging of both the Bicycle Study Committee and the Alexandria Police Department. The Bicycle Study Committee believes that by providing a secondary route through the park, the bikers interested in speed would not create conflicts with recreational riders using the Mt. Vernon Trail near the river. The Alexandria Police Department believes that having more activity in the northern area of the park will discourage vagrants or other unwanted activity in this isolated area.

Ms. Miller's e-mail also states that on page 7 of the docket item a putt-putt golf course, a driving range, and a roller blade park, are proposed. Ms. Miller was reading from an attachment to the October 24th docket item. This attachment from the Park and Recreation Commission was dated October 10, 1998 and the beginning paragraph states "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 Commission. 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." These activities were discarded early in the process and are not part of the design Council is now considering.

The issue of safety of the children playing in the area during construction is a primary concern of the City and the interim plan is to have all activities north of the bridge with fencing shielding the public from the construction area.

In the last paragraphs of the e-mail, Ms. Miller urges the City to conduct independent noise studies. That is currently being done. She also asks that the City delay the decision regarding the proposed plans until after the bridge is built. This project is under the control of the U.S. Department of Transportation, the Maryland Department of Transportation, and the Virginia Department of Transportation. The City has been told that the final designs for Jones Point Park will need to be made at the front-end of the project, not delayed until after the bridge construction is completed.

The City staff believe the proposed plan offers a variety of cultural and historic programs, natural resource opportunities, as well as active and passive recreation for all of residents of Alexandria.

If you have further questions, please contact me at (703) 838-4842.

cc: The Honorable Mayor and Members of City Council
Philip Sunderland, City Manager

File, 11/10/00, 2:19 pm



City of Alexandria, Virginia

301 King Street, Suite 2300

Alexandria, Virginia 22314




William D. Euille
Member of Council

Office (703) 751-7970
Home (703) 836-2680
Fax (703) 751-8846
wmeuille@wdeuille.com

MEMORANDUM

TO: Philip G. Sunderland, City Manager

FROM: Bill Euille 

DATE: November 10, 2000

RE: Jones Point Park

CITY MANAGER'S OFFICE
ALEXANDRIA, VA
2000 NOV 10 P 3:19

Attached is an e-mail from Teresa Miller, President of Yates Gardens Civic Association concerning Jones Point Park. Would you please have staff look into the situation and prepare a response to Ms. Miller?

Thank you for your attention to this matter.

NOV 10 2000 P 4:13

uille

Richard W. Miller [rmillerco@erols.com]
Wednesday, November 01, 2000 12:57 PM
Councilman Bill Euille
Jones Point

Subject:

November 1, 2000

Dear Councilman Bill Euille,

A \$19 million proposal introduced last Tuesday before City Council asks that two regulation size athletic fields be built behind the community gardens near the 800 block of Lee Street on Jones Point Road where the Seaport Foundation is now. Each regulation field is 120 feet by 240 feet, with 200 feet in between the two fields. Over 4.1 acres of 80 year old trees will have to be cut to accommodate two soccer fields. Although many of them are deciduous trees, the enormity of acreage their roots and limbs cover year round, provide a natural sound barrier to the rattle of truck convoys and gear shifting that shakes the ground and wakes us up at 3:30 a.m.

The American Bald Eagle, listed under the Endangered Species Act, as well as Blue Heron, Egret and Oriole birds need undisturbed shoreline for foraging and nesting. These wildlife are seen daily in the trees that are to be cut. Before construction of the Woodrow Wilson Bridge, two additional acres of trees will have to be removed south of where the bridge is now. This is over six acres of trees that will be taken down at Jones Point if this proposal regarding two athletic fields is passed.

The other issue the council will need to consider if these trees are cut is the operation and maintenance of these fields. It has been well documented through photographs and personal testimony that Parks and Recreation has not maintained Jones Point Park as agreed to in the lease agreement with the National Park Service. If these fields are built a maintenance program must be maintained to keep the exotic vegetation and poison ivy away that now cover this area.

All one has to do is look at the fields at GW Middle School, that Parks and Recreation now manages, to see how poorly Jones Point will be maintained. Broken glass, too few trashcans, dirty garbage, no benches to sit on and grass that is not watered will be within 150 feet of our homes.

This proposal drafted by Parks and Recreation also endorses a secondary bike path being proposed 150 feet from the homes in the 800 block of Lee Street, which the citizens of Yates Gardens understandably think is a bad idea. This proposal is available on the city's web site. See Jones Point Park improvements in the docket of the Council meeting held October 24. The report states (page 7) that in the future Jones Point might contain a putt-putt golf course, a driving range, a roller blade-skate board park, beach volley ball, year round tennis courts, and a fenced-in dog area with a sanitary waste disposal facility.

In other words, some creative city staff members envision Jones Point as the future Coney Island on the Potomac.

The Yates Gardens Civic Association has voted to oppose these changes. In the next few weeks our neighborhood will work hard as a community in public meetings and at the City Council to prevent 4.1 acres of trees from being cut at Jones Point near the Seaport Foundation site. These trees serve as a natural sound barrier from truck and future construction noise on the Woodrow Wilson bridge.

Two athletic fields within 150 feet of our homes (mainly for soccer) will bring further traffic, noise and congestion during a time when our neighborhood is going to be besieged by the daily pounding of pylon riving on the Woodrow Wilson bridge and truck construction convoys traveling to Jones Point. While two fields are well intended, placing

Children near a bridge under construction is a hazard, safety risk and a liability to the city.

Our neighborhood of 4,000 citizens is being asked to endure many things during construction of the Woodrow Wilson bridge. Cutting 80 year old trees that now provides a natural sound barrier, flood plain and wildlife habitat is not necessary to build the bridge. If these trees are to be cut, independent noise studies should be conducted to determine the impact cutting these trees will have on our neighborhood.

With over 35 parks now used in our city, and plans for soccer fields at Eisenhower Valley and Potomac Yards, we urge you to stop the cutting of the trees that serve as a natural sound barrier from plane, truck and construction noise. These decisions can wait until after the bridge is built.

I look forward to talking with you about this matter.

Sincerely,

Teresa Whisenant Miller

President, Yates Gardens Civic Assn.

703-519-7267

City of Alexandria, Virginia

12
11-18-00

MEMORANDUM

DATE: NOVEMBER 10, 2000

TO: COUNCILMAN WILLIAM D. EUILLE

THROUGH: ROSE WILLIAMS BOYD, ^{RB}DIRECTOR
CITIZEN ASSISTANCE

FROM: SANDRA WHITMORE, ^{SW}DIRECTOR
RECREATION, PARKS AND CULTURAL ACTIVITIES

SUBJECT: JONES POINT PARK
(COUNCIL REQUEST #00-122E)

This is in response to your request for an inventory of our City-wide parks system with locations, numbers of users, and field use with special reference to Jones Point Park.

Attached is a listing of the City parks, highlighting the field usage numbers for Fall 2000 (Attachment 1). Jones Point Park currently has two small athletic fields which have been used during the fall season for the Department of Recreation, Parks and Cultural Activities soccer program. They have held approximately 225 games and practices on those fields during the fall.

Also attached are guidelines for field size from the American Soccer Association and the National Federation of State High School Associations (Attachments 2 and 3).

If you have any questions, please feel free to call me at (703) 838-4842.

Attachments: 1) City of Alexandria - Park Operations - Field Chart - Fall (July - November) Season 2000
2) American Soccer Association Field Guidelines
3) Court and Field Diagram Guides for Soccer, Football, Field Hockey, and Lacrosse from the National Federation of State High School Associations

cc: The Honorable Mayor and Members of City Council
Philip Sunderland, City Manager

City of Alexandria - Park Operations Division - Field Chart - Fall (July-Nov) Season -2000

Park	Dimension	Field Type	Overlay	Phys. Ed. Classes	School Athletics	Department Use	Resting Season
J. Adams School	60'	Baseball	Soccer 60 x 100yd	M-F School	No	Baseball 20 gm-prtc Soccer 55gm-prtc	
Ben Brenman	75 x 120 yd	Soccer	No	No	No	40 gm	
Ben Brenman	60'	Baseball	No	No	No	Baseball 38 gm/prtc	
Ben Brenman	65'	Softball	Soccer 40 x 80 yd	No	No	Soccer 135 gm-prtc	
A. L. Boothe	65'	Softball	Soccer 100 x 60 yd	M-F School	No	Soccer 80 gm	
Braddock # 1 *	60'	Baseball	Ft Ball	M-F School	No	Football - 40 prtc	
Braddock # 2	60'	Baseball		M-F School	No		
Braddock # 3	60'	Baseball		M-F School	No		
Braddock # 4	60'	Baseball		M-F School	No		
C. Barrett School	50'	Baseball	Soccer 30 x 60 yd	M-F School	No	Baseball 8 gm Soccer 120 prtc	
Chinquapin # 1	40 x 80 yd	Soccer	No	No	No	10 gm	
Chinquapin # 2	30 x 60 yd	Soccer	No	No	No	100 prtc	
Chinquapin # 3	40 x 80 yd	Soccer	No	No	No	85 gm/prtc	
Chinquapin # 4	40 x 80 yd	Soccer	No	No	No	120 gm/prtc	
Chinquapin # 5	35 x 60 yd	Soccer	No	No	No	85 gm/prtc	
Chinquapin # 6	55 x 120 yd	Soccer/Ft Ball	No	M-F School	Fresh, JV, Var. Ft. Ball, Band		
T. C. W. Practice							
Fort Ward	66 x 120 yd	Soccer	No	M-F School	No	Soccer 40 gm	
Four Mile # 1	90'	Baseball	No	No	Yes	45 gm	

M-F School = Phys. Ed. Classes when school is in session

prtc = practices

gm = games

Park	Dimension	Field Type	Overlay	Phys. Ed. Classes	School Athletics	Department Use	Resting Season
Four Mile # 2	65'	Softball	No	No	Yes	53 gm- prtc	
Four Mile # 3	60'	Baseball	Soccer 50 x 70 yd	No	No	32 gm- prtc	
Four Mile # 4	60 x 120 yd	Soccer	No	No	No	Under Renovation	Fall 2000
Hammond School lo	54 x 120 yd	Soccer	No	No	No	130 gm - prtc	
Hammond School up	62 x 120 yd	Soccer/ Ft. Ball	No	M-F School	No	165 gm - prtc	TBA
G. W. School	60 x 120 yd	Ft. Ball Soccer	No	M-F School	No	Football 40 gm Soccer 40 prtc	TBA
P. Henry School up	50 x 100 yd	Soccer	No	M-F School	No	110 prtc	
P. Henry School Lo	60'	Baseball	No	M-F School	No	51 gm	
Hensley # 1	65'	Softball	No	No	No	adult-116 gm	
Hensley # 2	65'	Softball	No	No	No	adult-116 gm	
Hensley # 3	65'	Softball	No	No	No	adult-116 gm	
Hensley # 4	50 x 100 yd	Soccer	No	No	No	adult-125 gm	
J. Houston School	100 x 50 yd	Soccer	No	M-F School	No	60 prtc	
M. Howard School # 1	60'	Softball	Fld Hockey 60 x 100 yd	M-F School	Varsity & JV Field Hockey		
M. Howard School # 2	60'	Softball		M-F School	Yes		

M-F School = Phys. Ed. Classes when school is in session

prtc = practices gm = games

Park	Dimension	Field Type	Overlay	Phys. Ed. Classes	School Athletics	Department Use	Resting Season
Lee # 1	60'	Baseball	Soccer 45 x 85 yd	No	No	Soccer 30 gm	
Lee # 2	60'	Baseball		No	No	16 gm - prtc	
Lockett	65'	Softball	No	No	Yes	adult-116 gm	
G. Mason School	60'	Baseball	Soccer 50 x 100 yd	M-F School	No	Baseball 15gm/ prtc Soccer 200 prtc	
Maury School	60'	Baseball	No	M-F School	No	Baseball 6gm Soccer 80 prtc	
Jones Point - #1	40 x 80 yd	Soccer	No	No	No	120gm - prtc	
Jones Point #2	45 x 85 yd	Soccer	No	No	No	105 gm - prtc	
Polk School Upper	60'	baseball	Soccer 40 x 80 yd	M-F School	No	Baseball 20 gm Soccer 110 prtc	
Polk School Lower	30 x 60	Soccer	No	M-F School	No	150 prtc	
Ramsey School	60'	Baseball	No	M-F School	No	resting	Const.
Simpson Field Little	60'	Baseball	No	No	No	146 gm/prtc	
Simpson Big	90'	Baseball	No	No	No	72 gm/prtc	
Stevenson Square	60'	Baseball	Soccer 40 x 80 yd	No	No	baseball 45 gm/ prtc Soccer 30 gm	
Mt Vernon School	50'	Baseball	Soccer 30 x 60	M-F School	No	Soccer 200 gm/ prtc	
Potomac Yards - 1	50 x 100 yd	Soccer/Ft.Ball	No	No	No	Resting New	2000
Potomac Yards - 2	50 x 100 yd	Soccer/Ft.Ball	No	No	No	Resting New	2000

M-F School = Phys. Ed. Classes when school is in session

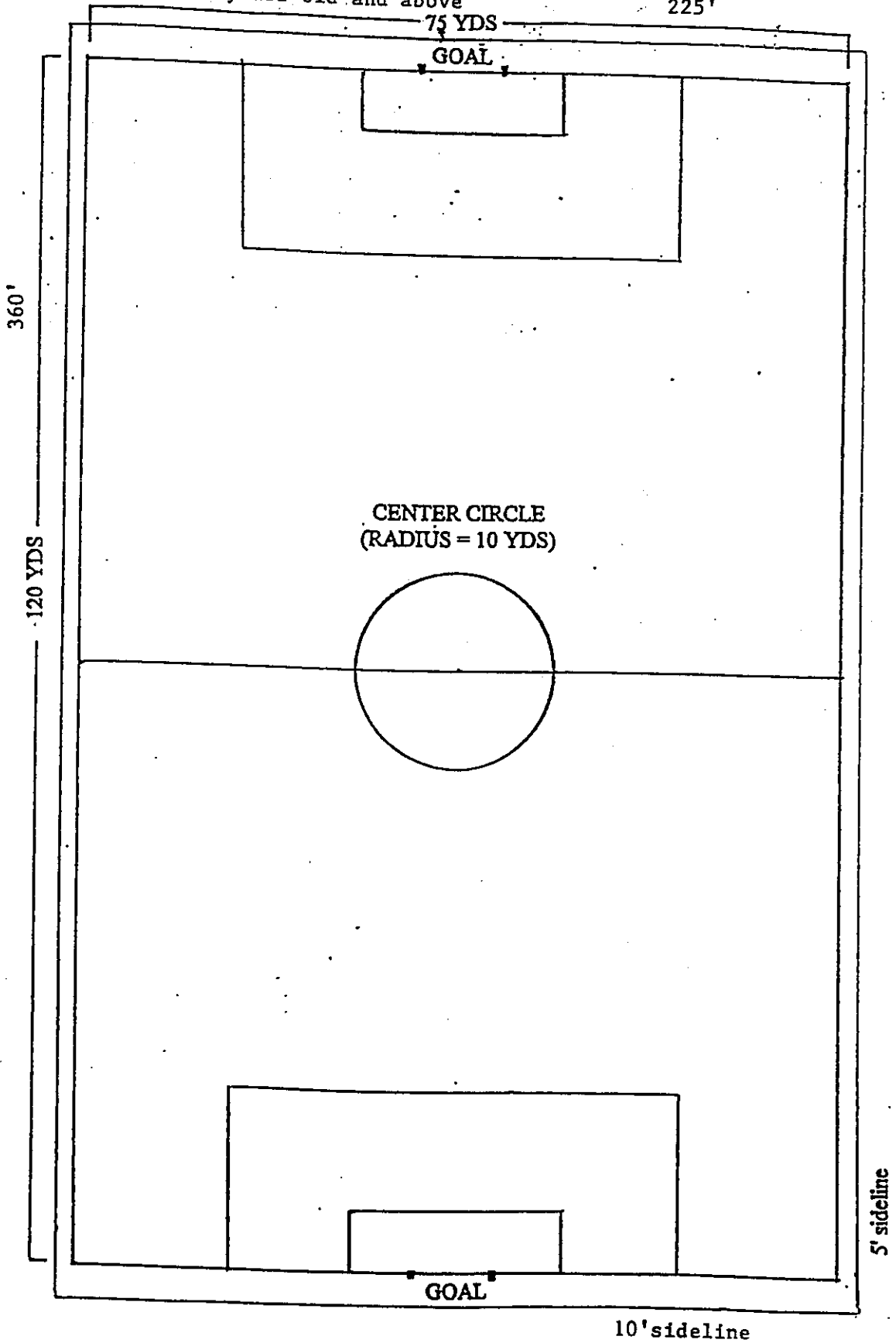
prtc = practices gm = games

AMERICAN SOCCER ASSOCIATION FIELD GUIDELINES
ASA SELECT and ADULT TEAMS

(Field Size 75x120 yards)

Select-12 years old and above

225'



NATIONAL FEDERATION
**COURT AND FIELD
DIAGRAM GUIDE**



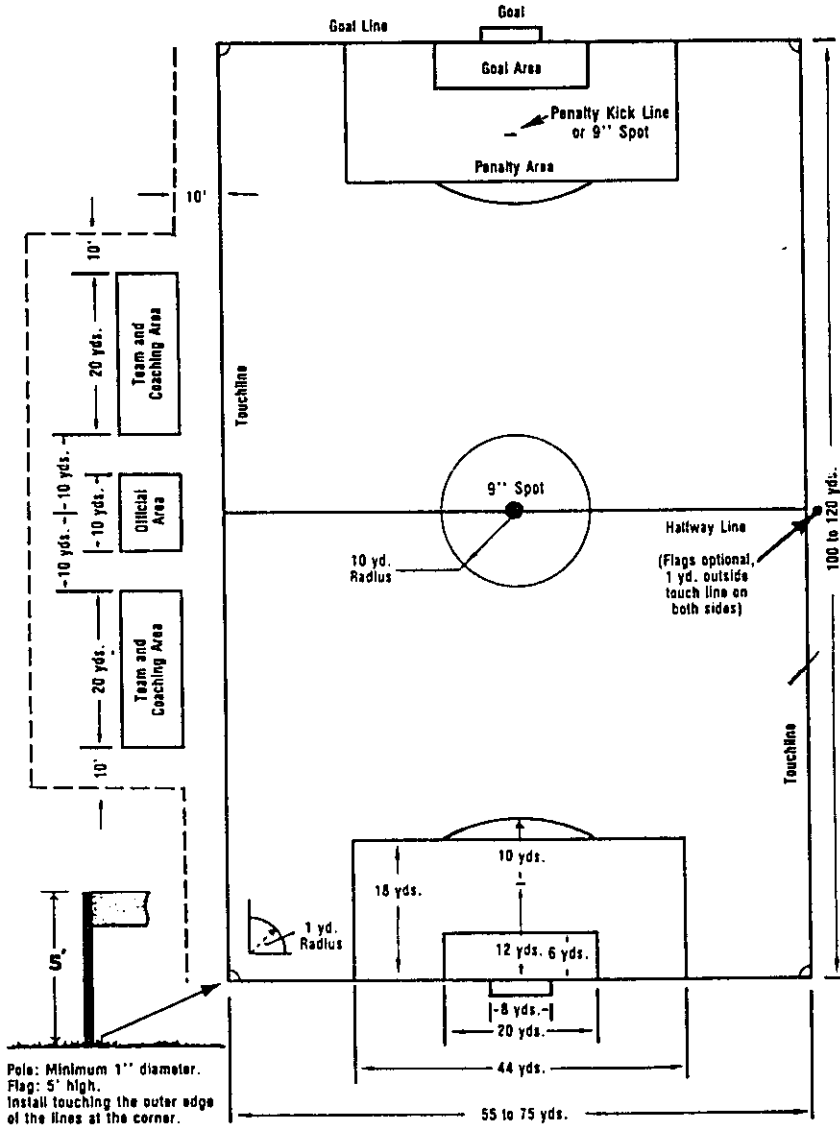
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John Gillis, Editor
National Federation Publications

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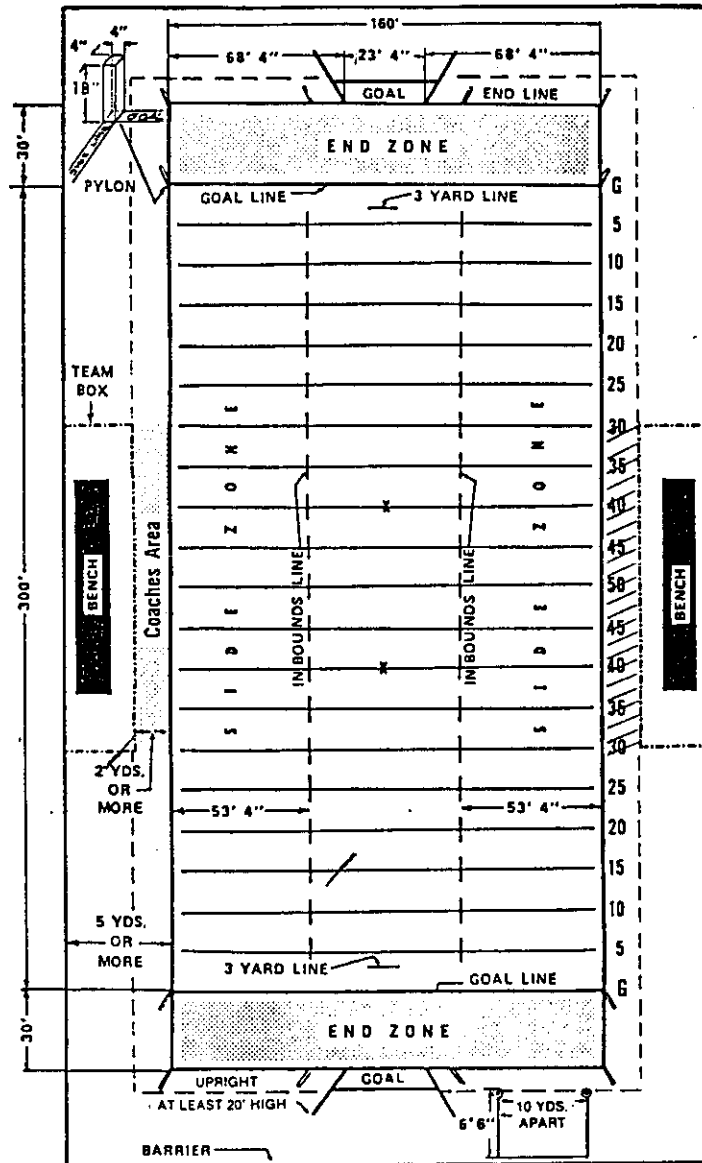
Published by the
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OF STATE HIGH SCHOOL ASSOCIATIONS**

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FAX: 816/464-5571

SOCCER



FOOTBALL



Note: Both team boxes may be on one side between the two 45- and 20-yard lines. End lines and sidelines should be at least 4 inches wide. Other field dimensions should be 4 inches wide.

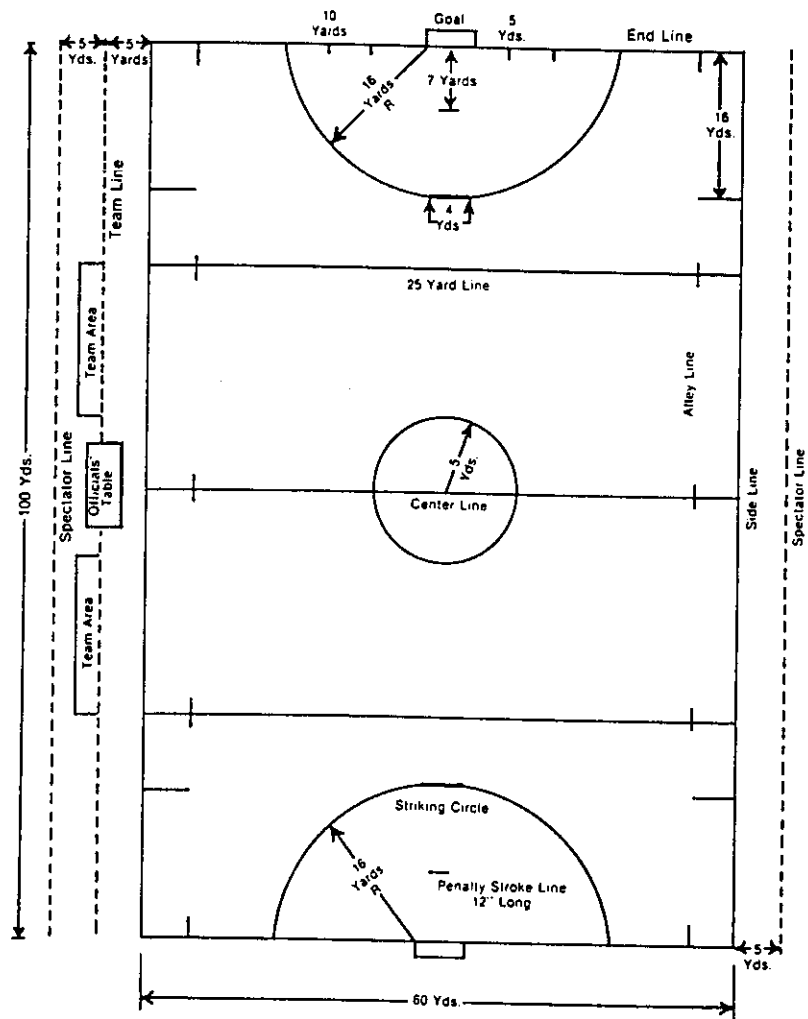
Note: Recommend the area between team boxes and sidelines be solid white or marked with diagonal lines.

Note: Inbounds lines should be 24" long and 4" wide.

Note: Recommend the field slope from center to each sideline at 1/4-inch per foot.

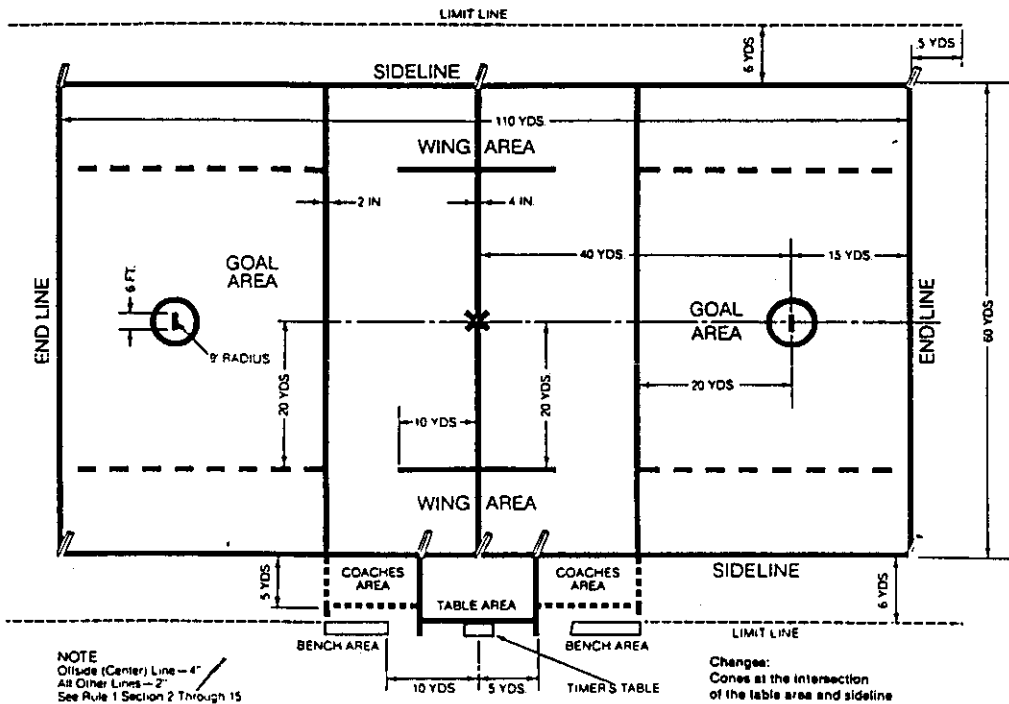
Note: A 4-inch wide broken restraining line may be put around the entire field, 2 or more yards from boundaries.

FIELD HOCKEY



LACROSSE

1993 The Lacrosse Field of Play



For more information regarding lacrosse, contact:

The Lacrosse Foundation
113 West University Parkway
Baltimore, Maryland 21210
Telephone: (410) 235-6882
FAX: (410) 366-6735

Rose, 11/2/00, 4:10 p.m.



City of Alexandria, Virginia

*301 King Street, Suite 2300
Alexandria, Virginia 22314*



*William D. Euille
Member of Council*

*Office (703) 751-7970
Home (703) 836-2680
Fax (703) 751-8846
wmeuille@wdeuille.com*

MEMORANDUM

TO: Philip G. Sunderland, City Manager
FROM: Bill Euille (32)
DATE: November 2, 2000
RE: Jones Point Park

CITY MANAGER'S OFFICE
ALEXANDRIA, VA
2000 NOV -2 P 3 29

Would you please provide Council with an inventory of our City-wide parks system with locations, numbers of users, and field use with special reference to Jones Point Park?

Thank you for your attention to this matter.

703-751-7970
11/2/00 4:18

"Home Town of George Washington and Robert E. Lee"

12
11-18-00

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 6, 2000

TO: COUNCILWOMAN JOYCE WOODSON

THROUGH: ROSE WILLIAMS BOYD, DIRECTOR *RWB*
CITIZEN ASSISTANCE

FROM: SANDRA WHITMORE, DIRECTOR *SW*
RECREATION, PARKS AND CULTURAL ACTIVITIES

SUBJECT: JONES POINT QUESTIONS
(COUNCIL REQUEST #00-132W)

This is in response to your request for information relating to the plans for Jones Point Park. Following is an item-by-item response to your questions:

Soccer:

Has the number of non-resident participants in the Alexandria Soccer Association changed?

Staff checked again with Alexandria Soccer Association and the total non-resident players for the 2000 season, including both house league and traveling league, is 125, not 80. They had not included the traveling league numbers in their original report to staff. Thus, only 10% of the children participating in ASA are non-residents.

Noise:

A. *How does the current level of noise compare to the projected level of noise with the bridge and the fields?*

Staff contacted William Bowlby, of Bowlby and Associates, Inc., the noise experts retained by the City, regarding your questions on the noise issue. Their response is attached (Attachment). In this correspondence, the consultant indicates that it is possible that there "may be a reduction of the bridge structurally-radiated noise with the proposed structure of the new bridge due to a reduction of the expansion joints and higher structure than the current bridge."

B. *Information on the effect of prolonged exposure to the worst noise levels on children.*

The noise experts included a response to this question as well. (See Attachment) They indicate that the predicted noise levels do not cause severe impacts and do not pose a risk to children. They also indicate that conversation at normal tones will be difficult.

Trees:

A. *What defines natural versus invasive trees?*

In general, tree species that occurred here prior to European settlement are described as native. Most of the local habitats have been greatly modified over the years through the process of community building and consist almost entirely of introduced species from the tall fescue lawns to the Japanese Azaleas and Norway Maple trees. Many species have become “naturalized” - they reproduce and survive year to year, but are not native. Examples of these familiar, but not native, species are Queen Anne’s Lace and English Ivy.

Less than 5% of the City, such as areas in Jones Point Park, Dora Kelley Nature Trail, and Chinquapin Park, remain in a fairly good natural state. These areas are being degraded by a handful of aggressive introduced tree species that are considered invasive. The worst tree invasive species include White Mulberry, Callery Pear (Bradford Pear), Paulownia, Siberian Elm, Tree-of-Heaven, and the Norway Maple. Sawtooth Oak potentially could devastate our local oak species if it continues to be planted in the landscapes.

In addition, there are invasive plants which are aggressive competitors with native plants. They have few natural controls such as insects and disease that keep them in balance, thus they out-compete native growth for nutrients and water. They shade and replace the shrubs and young trees of the natural forest under-story and climb and eventually kill mature trees. These vines change the open forests into dense monocultures, eliminating the diverse varieties of plants and trees needed by birds and other wildlife to provide food and shelter through each of the seasons.

If the trees are not natural to the area, how did they get there?

Many plant species have been either purposely introduced for horticultural (Norway Maple), agricultural (Sawtooth Oak), or industrial (White Mulberry) purposes; accidentally introduced as “stowaways” among a ship’s cargo; or introduced in ballast dumped along the shore. Once established on this continent species are further spread by birds, squirrels, water flow and other natural means. In the case of invasive plants and vines they may have crept into the park from nearby residential properties. English Ivy, Porcelain Berry, Kudzu, and Periwinkle are some of the most invasive plants in our area.

- B. *How many acres of trees will be removed - in total - as a result of the bridge, including the construction of the soccer fields?*

The woodland estimated to be removed for the construction of the soccer fields is 4 acres, the woodland area for interpretation of the shipways is .65 acres for a total of 4.65 acres. The acreage of woodland estimated to be removed for the bridge is 4.15 acres of wooded area, plus 1.85 acres of scrub brush for a total of 6.0 acres removed as a result of the bridge. Thus, the total acreage of trees and brush removed for the bridge construction, fields, and shipways interpretation will be 10.65 acres.

Fields:

- A. *Why must the fields be so large?*

The fields were sized to accommodate soccer players twelve years of age and over as well as field hockey, lacrosse, and football.

Aren't the outside parameters of the largest potential sized field larger than a football field? (75x125yds)

Yes, the field size, 75x125 yards, is larger than a football field which is 120x50 yards.

- B. *What is the overall plan for athletic fields in Alexandria?*

The plan for athletic fields in the City is to continue to irrigate existing playing fields so that quality turf can be maintained. Currently irrigation at the Chinquapin fields is being installed, and if money is available irrigation will also be installed at Patrick Henry, John Adams and Stevenson this spring. This will complete the irrigation project for all major fields, but money will continue to be budgeted for the smaller fields, such as the one at George Mason School. In the spring of 2001, we will have access to the two interim fields at Potomac Yard that will add to our inventory, but we will also lose fields at Hammond Middle School and George Washington Middle School during their renovations. It is anticipated that the construction of the fields, that will be a part of the mitigation for fields that were planned on the urban deck, will be at least three years away. After those fields are built, we do not see any additional opportunities for new athletic field space. In order to keep our fields in safe playing conditions, it is planned to take at least three fields out of play for two seasons each year to reseed and allow the turf to regenerate.

- C. *What is the ratio of fields square footage per capita in Arlington and Alexandria (since Arlington's 50 fields were used as a comparison, and Arlington is a much larger land mass with at least 60,000 more residents.)*

Arlington has approximately 1,545,210 square feet of athletic field space and 189,010

residents providing each resident with 8.18 square feet of space. Alexandria has 892,485 square feet of athletic fields (including the Potomac Yard fields) and a population of 121,700 providing 7.3 square feet of space per resident. Therefore, in comparison, Arlington has .88 additional square feet for each resident.

D. *Does Arlington have 50 soccer fields or 50 athletic fields?*

Arlington's inventory of athletic fields includes their soccer fields. Arlington considers soccer, lacrosse, field hockey and football all as athletic fields, as does Alexandria.

E. *What are the various sizes for athletic fields: adult and youth soccer, lacrosse, football?*

Soccer fields - American Soccer Association field sizes are:

Youth 12 and over and Adults = 75 x 125 yards

Youth 10 and under = 40 x 80 yards

Virginia High School standards range from 55-75 yards x 100-120 yards.

Lacrosse Fields = 60 x 110 yards

Football Fields = 50 x 120 yards

Field Hockey Fields = 60 x 100 yards

Maintenance:

A. *What is the current maintenance budget for Jones Point Park?*

The approximate current maintenance budget for Jones Point Park is \$130,000.

B. *What is the projected maintenance budget for Jones Point Park?*

The projected maintenance budget (in current dollars) for Jones Point Park is based on the following breakdown:

1. Athletic fields open space playing area maintenance cost per acre: \$14,000-22,000
2. Non-athletic field open space area maintenance cost per acre: \$5,000-18,000
3. Low maintenance open space area maintenance cost per acre: \$1,500- 3,600

Total projected maintenance budget: \$380,000

C. *How would eliminating the fields or eliminating one field affect the budget?*

The projected maintenance cost with all athletic fields eliminated would be \$290,000. The projected maintenance cost with one field eliminated would be \$345,000.

D. *With the level of moisture in the ground, is an irrigation system necessary?*

The athletic fields at Jones Point Park will be built approximately five feet higher than the existing ground level. This raising and crowning of the athletic field area is standard practice in the construction of quality athletic areas and provides proper drainage for the fields. The use of irrigation allows for better care and upkeep of these heavily used athletic areas and will ensure the areas receive water during critical periods of growth.

Stakeholders Task Force:

I would like the minutes and all written material produced by the stakeholder's task force including the final report.

This material is quite lengthy. It is available at the Potomac Crossing Consultants office at 1800 Duke Street. They have public hours on Fridays from 10:00 a.m. - 4:00 p.m. or by appointment. Their phone number is (703) 519-9800. Information on the stakeholders process is also on their website at www.wilsonbridge.com. Once into their website go to "Get Involved".

If you have further questions, please call me at (703) 838-4842.

Attachment: November 28, 2000 letter from William Bowlby to Bill Skrabak

cc: The Honorable Mayor and Members of City Council
Philip Sunderland, City Manager
Rich Baier, Director, Transportation and Environmental Services

City of Alexandria, Virginia
EMAIL MEMORANDUM

DATE: November 17, 2000 03:29:20 PM
TO: Rose Boyd/Alex@Alex
FROM: Sandra Whitmore
SUBJECT: Jones Point Questions

For processing as a Council Request - see below.

----- Forwarded by Sandra Whitmore/Alex on 11/17/2000 03:29 PM -----

Internet Message

DATE: November 16, 2000 04:49:28 PM
TO: Sandra Whitmore@Alex
FROM: MIME:council-woodson@home.com
SUBJECT: Jones Point Questions

Sandra, ..

I don't need this information by Saturday, so don't worry about the timing. I spoke to a soccer parent (no longer in the league) who mentioned that there were many more than the 80 non-resident participants a few years ago. More like 200 in their estimation. Has this changed or are they wrong?

Noise:

- a.. How does the current level of noise compare to the projected level of noise with the bridge and the fields?
- b.. I would like information on the effect of prolonged exposure to the worst noise levels on children – I am risk adverse.

Trees:

- a.. What defines natural versus invasive trees? If the trees are not natural to the area, how did they get there?
- b.. How many acres of trees will be removed - in total – as a result of the bridge, including the construction and the soccer fields?

Fields:

- a.. Why must the fields be so large? Aren't the outside parameters of the largest potential sized field larger than a football field? (75yds x 125yds)
- b.. What is the overall plan for athletic fields in Alexandria?

c.. What is the ratio of fields square footage per capita in Arlington and Alexandria (since Arlington's 50 fields were used as a comparison, and Arlington is a much larger land mass with at least 60,000 more residents.)

d.. Does Arlington have 50 soccer fields, or 50 athletic fields?

e.. What are the various sizes for athletic fields: adult & youth soccer, lacrosse, football?

Maintenance:

a.. What is the current maintenance budget for Jones' Point?

b.. What is the projected maintenance budget for Jones' Point?

c.. How would eliminating the fields, or eliminating 1 field affect the budget?

d.. With the level of moisture in the ground, is an irrigation system necessary?

Stakeholders Task Force:

a.. I would like the minutes and all written material produced by the stakeholder's task force including the final report.



EXHIBIT NO. 4

Yates Gardens Civic Association

Alexandria ■ Virginia

12
11-18-00

November 17, 2000

Kerry J. Donley, Mayor
Alexandria City Council
301 King Street
Alexandria, VA 22314

Re: Yates Gardens Association's opposition to the inclusion of two regulation size soccer fields north of the Wilson Bridge as part of the Jones Point Park development plan

Dear Gentle Council Members:

I am writing this letter to record the Yates Gardens Association's opposition to the inclusion of two regulation size soccer fields and a secondary bike path north of the Wilson Bridge as part of the Jones Point Park-Wilson Bridge redevelopment plan.

We ask the Alexandria City Council (the "Council") to hold its final approval of these two soccer fields and secondary bike trail until the Council can definitively determine the harm that local residents within Yates Gardens will experience as a result of the Wilson Bridge project (the "Project"). At a minimum, Council should not accede to the plan without verifying the impact that the increased noise, traffic and pollution will have on the citizens of Yates Gardens and the surrounding community.

As City Council is no doubt aware, the City of Alexandria (the "City") brought suit against the federal government in 1998 to prevent the federal government from "push[ing] through a predetermined result without providing itself or the public sufficient information to understand the consequences of its action." (See City of Alexandria's Amended Complaint for Declaratory and Injunctive Relief (hereinafter, "Complaint") ¶ 10, Attachment No. 1.) The City brought this suit as its local residents' champion to preserve the historic character of the homes in and around Yates Gardens and to mitigate the effects of the Wilson Bridge project on its local citizens. (See copy of Complaint ¶ 79, Attachment No. 1, and copy of Settlement Agreement ¶ 3, Attachment No. 2.) The City's complaint painted a

dire picture of the Project's impact on Alexandria's local residents. The "Project is expected to last five to ten years. During that time, traffic from construction congested Beltway will back up onto already congested local streets, and motorists seeking to avoid the delays will detour through the residential neighborhoods of Alexandria" (see Complaint ¶ 32, Attachment No. 1).

"The construction traffic will cause widespread deterioration of local roads, and increase air pollution from dust and noise . . . noise from these activities and operations will severely harm city residents and neighborhoods" (Complaint ¶ 33, Attachment No. 1). "The harmful effects of construction will extend throughout the night. Nighttime construction activities will inflict substantial noise, light, and vibration impacts on Alexandria and will disrupt previously quiet residential neighborhoods. Nighttime construction also will extend the harmful effects of traffic congestion well beyond the daytime hours, creating a nearly 24-hour congestion problem in Alexandria" (Complaint ¶ 34, Attachment No. 1).

The City charged, correctly, that the federal government was rushing to complete a poorly conceived twelve-lane bridge project without considering alternatives that would have a reduced impact on Alexandria's local residents. (Complaint ¶ 79, Attachment No. 1.)

The City agreed to settle its dispute with the federal government on March 1, 1999. While the City acquiesced to the federal government's desire to build a twelve-lane bridge, the City secured for its residents a monetary package that the City was to use to "reduce to the extent feasible the effects of the Project on the City and its citizens." (See Settlement Agreement ¶ 3, Attachment No. 2.)

Thus, the neighborhood of Yates Gardens was surprised and dismayed to find that, as an attachment to the settlement agreement, the City of Alexandria proposed to include multipurpose soccer fields in Jones Point Park north of the Wilson Bridge that would necessitate stripping away a large tract of trees. Many of us within Yates Gardens were nonplussed as to why the City of Alexandria would include soccer fields as part of a settlement agreement designed to mitigate the impacts of the bridge's construction on Alexandria's residents local to the Wilson Bridge.

Phil Sunderland had an answer for us on November 9, 2000, during a meeting of the Old Town Civic Association. Mr. Sunderland, who signed the complaint on the City of Alexandria's behalf, stated that the City incorporated the soccer fields into the settlement agreement because he and city officials honestly and in good faith assumed at the time he signed the settlement agreement that the inclusion of the soccer fields would have no adverse impact on City residents local to the Project.

We believe that the attached petition, with our three hundred (300) signatures opposing the soccer field and Wilson Bridge Project, adequately rebuts Mr. Sunderland's assumption. (See Yates Neighborhood Association petitions, Attachment No. 3.)

For the same reason that the City brought its suit against the federal government -- to prevent the federal government from implementing a predetermined result without sufficient study and analysis -- Yates Gardens asks the City Council to withhold its approval of the clearing of trees north of Wilson Bridge until the full impact of the bridge's construction on the City's residents local to the Wilson Bridge is known.

Given that one of the City's stated purposes in the lawsuit was to mitigate the adverse impact of the Project on Alexandria's residents local to the Wilson Bridge -- along with environmental protection and historical preservation but not expansion of recreational facilities -- Yates Gardens Association believes that the City Council should resist the temptation to use settlement monies to construct soccer fields that citizens local to the Project oppose and where serious questions remain about their potentially adverse impact on local residents.

City residents local to the Project accept that the Project is coming. All we ask is that the City not make the Project's adverse impact worse by implementing a plan about which there remain many important questions regarding how the soccer fields and bike path inclusion would adversely impact local residents.

These outstanding issues include to what extent the trees act as a noise buffer between the Wilson Bridge project and the Yates Gardens residents; the environmental impact of razing the ground to accommodate the soccer fields on the natural flood plain that protects Yates Gardens residents from Potomac River overflow; and the increased noise and other attendant problems caused by the building of a regional soccer facility open to residents not just of Alexandria but to the counties surrounding Alexandria, including Maryland's Prince George's County.

THE TREES' VALUE AS NOISE ABATEMENT

Yates Gardens Association believes that Alexandria's decision to raze the 4.1 acres (178,596 square feet) of trees north of the Wilson Bridge will reduce the noise and pollution buffer between the Wilson Bridge Project and the Yates Gardens residents. On this there is no disagreement. Even Dr. William Bowlby, the Alexandria City's recently hired noise expert, concedes that these trees provide at least some noise buffer. The question is the extent to which these trees act as a noise retardant. Dr. Bowlby, during the City Council's November 14, 2000, working session, stated that preliminarily he believed that the noise retardant quality of these trees was de minimis. Dr. Bowlby readily concedes, however, that his findings are merely preliminary. The City of Alexandria hired him just a week before the City Council working session.

Dr. Bowlby states that it is his expectation that he will prepare a report for the City. However, he has not prepared this report as of today. The Yates Gardens Association has had no opportunity to review Dr. Bowlby's report and its conclusions and to verify that it is based upon correct factual assumptions. At this point, Dr. Bowlby has not provided the City with his final expert opinion.

JONES POINT AS A NATURAL FLOOD PLAIN

To date, the City has conducted no study as to how most of the Wilson Bridge deforestation and the crowning of the land on which the proposed soccer fields will sit will affect the Jones Point park's natural flood plain quality. In light of Yates Gardens Association testimony in public hearings that the river frequently overflows into this area, and that this area naturally protects the houses along Lee Street, and that Jones Point's flood plain effect protects the houses on Lee Street from Potomac River overflow, it seems incumbent upon the City to study how the razing of the trees and crowning of the soccer fields will affect the park's continued ability to absorb the Potomac River's regular overflow.

JONES POINT PARK AS A REGIONAL SOCCER FACILITY

Finally, the City of Alexandria has not addressed how to regulate Jones Point Park's soccer facility use. Yates Gardens Association believes that Jones Point Park soccer facility will, once built, become a mecca for soccer teams, not just from other areas of Virginia but also from Maryland.

In order to build its soccer facility, because there is no serious discussion of Alexandria's purchase of this land, the City would have to extend its 1985 National Park Service license to include the 4.1 acres of trees north of the Wilson Bridge. (See 1985 National Park Service/City of Alexandria License, Attachment No. 4.)

As part of Alexandria's U.S. Park Service Jones Point Park license modification, the National Park Service will require the City to agree that in managing the park it will not discriminate in the use of the park on the basis of residence. Indeed, the United States Constitution's Privileges and Immunities Clause contained in Article IV prohibits states and the federal government from discriminating against foreign residents. The Equal Protection Clause prohibits the federal government from discriminating on the basis of residence. See generally Tuner v. Whitsall, 334 U.S. 350, 385 (1948); Supreme Court of Virginia v. Friedman, 487 U.S. 59 (1988).

This nondiscrimination provision is memorialized in the National Park Service/City Jones Point Park 1985 license. The license states that "Jones Point Park shall be open to the public without regard to residency." See 1985 National Park Service/City of Alexandria License, Attachment 4, ¶ 8.

To date, the City's Parks and Recreation Department has failed to publish a plan to regulate the proposed soccer facility's use so that its plan will not run afoul of the law or its contractual obligations under its National Park Service license.

Until the City publishes a plan subject to public comment, Yates Gardens Association fears that the proposed soccer facility will draw large numbers of residents from other jurisdictions. Several of the counties immediately surrounding Alexandria do not have a soccer facility with two adjacent regulation size soccer fields. Arlington County, Loudoun County, and Maryland's Prince George's County all lack regulation size soccer facilities in which two soccer games could occur simultaneously. (See Margaret

Hodges Affidavit, Attachment No. 5.) Yates Gardens Association's members are concerned that without a clear City Park and Recreation Department regulation plan that has been reviewed and approved by the City Attorney, it cannot assure residents of Yates Gardens that use of the proposed facility would be adequately regulated.

In conclusion, Yates Gardens Association asks the City to postpone its decision whether to approve the inclusion of the two soccer fields and the secondary bike trail until City staff has answered the concerns of the City's residents local to the Project. We do not oppose expanding the City's soccer facilities in general. Rather, we believe it would be a cruel irony if the City were to use funds earmarked for the Project's adverse impact mitigation to construct soccer facilities that would further erode the quality of life for the residents local to the Bridge.

Very truly yours,

YATES GARDENS ASSOCIATION

By: *R. Scott Oswald, Jr.*

R. Scott Oswald

RSO/rfv

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

CITY OF ALEXANDRIA, VIRGINIA
301 King Street
Alexandria, Virginia 22314

Plaintiff,

v.

RODNEY E. SLATER, SECRETARY,
U.S. DEPARTMENT OF TRANSPORTATION,
400 Seventh Street, S.W.
Washington, D.C. 20590

KENNETH R. WYKLE, ADMINISTRATOR,
FEDERAL HIGHWAY ADMINISTRATION,
400 Seventh Street, S.W.
Washington, D.C. 20590

and

FEDERAL HIGHWAY ADMINISTRATION,
400 Seventh Street, S.W.
Washington, D.C. 20590

Defendants.

Civil Action No. 98-0251-SS

FILED

APR 03 1998

AMENDED COMPLAINT FOR DECLARATORY AND INJUNCTIVE RELIEF

Plaintiff, for its Complaint, avers as follows:

Nature of the Action

1. This action challenges the decision of Defendants Rodney E. Slater, Kenneth R. Wykle, and the Federal Highway Administration (hereinafter collectively "FHWA") to approve a massive \$1.6 billion highway project (the "Project") through the historic City of Alexandria,

Virginia (“Alexandria”). FHWA made that decision without adequately analyzing how the Project will harm the environmental and historic resources of Alexandria, and without adequately exploring how the harmful effects of the Project could be minimized, or avoided entirely. For nearly 10 years, FHWA has pursued, with single-minded determination, its preconceived “solution” for the real and imagined ills of the Woodrow Wilson Bridge and associated portions of the Capital Beltway (the “Beltway”). However, hundreds of pages of studies and reports cannot disguise the fact that FHWA has fallen far short of its statutory obligation to make well-informed decisions, particularly when its action will have such significant and damaging consequences.

2. The Project approved by FHWA will replace the single six-lane, 90-foot-wide Woodrow Wilson Bridge (the “Bridge”) with two side-by-side drawbridges carrying 12 lanes of traffic. The total width of the two spans as they cross the Potomac River will approach 300 feet, more than three times the width of the current crossing. The Bridge’s 12 lanes will be physically divided into “express” and “local” lanes, separated by a median, with two of the express lanes being dedicated for HOV (high occupancy vehicle) usage. The new crossing will rise to 70 feet above the Potomac River, 20 feet higher than the current Bridge, and will run for over a mile. All told, the Project crossing will loom over Alexandria’s historic waterfront and will erode its unique character.

3. The Project also calls for the complete reconstruction of a five mile stretch of the Beltway, running from Telegraph Road in Alexandria to Maryland Route 210. The Project essentially will double, from six to 12, the number of lanes along this portion of the Beltway. These lanes also will be divided into “express” and “local” lanes, with shoulders provided on each

side of each set of lanes. Further, the four interchanges that fall within the Project corridor, at Telegraph Road and U.S. Route 1 in Virginia and at Interstate 95 and Route 210 in Maryland, will be completely redesigned, reconstructed, and enlarged. In Virginia, separate ramps will be constructed at the U.S. Route 1 Interchange to provide direct access between the Project's HOV and express lanes and U.S. Route 1.

4. Construction and operation of the Project will have severe, permanent harmful effects on the people, resources and character of Alexandria. The Project corridor runs through a densely populated portion of "Old Town" Alexandria, a National Historic Landmark known for its priceless historic resources and its preservation of a vibrant residential and commercial community extending across two centuries of our Nation's history. Construction of the Project will take at least five (and up to ten) years and will severely disrupt daily life in Alexandria. The Project will require the demolition of several residential apartment and commercial buildings, resulting in the displacement of hundreds of households and numerous businesses. Substantial additional areas will be required for right-of-way throughout the Project corridor, as the current roadway is expanded from 175 feet at its widest point, to more than 425 feet west of the U.S. Route 1 Interchange. Long-term operation of the Project will result in increased noise and air pollution, as the number of vehicles traveling through Alexandria in the Project corridor each day more than doubles, from the current level of 150,000-160,000 to 300,000.

5. The Nation's environmental and historic preservation laws--including Sections 176(c) and 304(a)(1) of the Clean Air Act ("CAA"), 42 U.S.C. §§ 7506(c), 7604(a)(1); the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4321 *et seq.*; Sections 106 and 110 of the National Historic Preservation Act ("NHPA"), 16 U.S.C. §§ 470f, 470h-2(f); and Section 4(f)

of the Department of Transportation Act ("Section 4(f)", 49 U.S.C. § 303--were enacted to ensure that federal agencies carefully evaluate the effects of their proposals before committing to any course of action with potentially damaging effects on environmental and historic resources. That evaluation process includes considering whether there are alternatives that would accomplish the agency's goal with less harm. In this case, FHWA has failed to make many of the threshold determinations required by the statutes listed above before any action may be taken. FHWA, in fact, is trying to delay making many of those determinations until later while moving forward with its Project now.

6. Specifically, FHWA consistently has refused to identify fully or to account adequately for the harm that will befall Alexandria. FHWA has tailored its environmental and historic review processes narrowly, to support its predetermined preferences, and has omitted serious consideration of alternatives to substantial portions of the Project. FHWA has not publicly considered any alternative for more than two-thirds of the Project--the huge traffic interchanges and approach roadways on either side of the Bridge. Since as early as 1991, FHWA has simply matched the same predetermined set of interchanges with different bridge "alternatives." Thus, FHWA has no idea whether, how, or to what extent the harmful effects of approximately two-thirds of the Project might be reduced.

7. FHWA also unlawfully constricted its review of alternatives by only giving meaningful consideration to those alternatives that included 12 lanes of traffic through the Project corridor. This purported need for 12 lanes was "justified" primarily by FHWA's unsupported assumption that the Beltway outside the Project corridor will someday be expanded from eight to 10 lanes. Based on this unfounded assumption, FHWA refused to evaluate fully any Bridge

alternatives with fewer than 12 lanes, even while admitting that without an expanded Beltway, alternatives with fewer than 12 lanes would meet the realistic traffic needs within the Project corridor and could reduce the harm to Alexandria. Moreover, without fully evaluating any alternative with fewer than 12 lanes, FHWA had no means of weighing the marginal transportation benefits of wider alternatives against their additional environmental, social, and financial costs.

8. In addition to avoiding entirely some of its statutory obligations, FHWA has delayed compliance with other statutory obligations beyond the point at which compliance realistically could have any meaningful effect. For example, FHWA still has not completed the identification and evaluation of historic resource impacts in Alexandria, and will not do so until the Project design is nearly complete. By then, it will be far too late to implement meaningful measures to avoid or minimize this harm. Similarly, FHWA has postponed its efforts to identify ways to minimize the harmful impacts of the huge new interchanges until the design process is well underway. This delayed-analysis approach thwarts the purposes of NEPA, the NHPA, and Section 4(f), which require a federal agency to analyze fully the effects of a proposed action and to explore alternatives that may cause less harm before making any decision that will commit the agency to a particular course of action.

9. In sum, FHWA has neglected to: (1) make an adequate determination that the Project will conform with applicable air quality standards under Section 176(c) of the CAA; (2) take a “hard look” at the environmental impacts of a reasonable range of alternatives under NEPA; (3) fully take into account the effect of the Project on historic resources, as required by Section 106 of the NHPA; (4) take those actions necessary to minimize harm to National Historic

Landmarks, as required by Section 110(f) of the NHPA; and (5) identify parks and historic resources that may be directly or constructively used by the Project, and determine whether there are feasible and prudent alternatives that would avoid or minimize harm to those properties, as required by Section 4(f).

10. FHWA's failure to satisfy its statutory obligations is particularly egregious because the purpose of the Project--the replacement of the existing Bridge and the improvement of transportation within the Project corridor--does not require the massive Project approved by FHWA. Alexandria, which will be affected by the Project more than any other jurisdiction in the Washington metropolitan area, does not challenge the need to replace the existing Bridge. Alexandria does challenge FHWA's determination to push through a predetermined result without providing itself or the public sufficient information to understand the consequences of its action. Alexandria, in particular, and the public, in general, are entitled to a thorough and meaningful effort by FHWA to ensure that it makes a well-informed decision. Such an effort has not been made.

11. Because of FHWA's failure to satisfy its statutory obligations, Alexandria requests declaratory and injunctive relief preventing FHWA from taking any further action on the Project until it has carefully and thoroughly evaluated the impacts of, and alternatives to, the Project, as required by the CAA, NEPA, the NHPA, and Section 4(f).

Jurisdiction and Venue

12. This action arises under Sections 176(c) and 304(a)(1) of the Clean Air Act; the National Environmental Policy Act; Sections 106 and 110 of the National Historic Preservation

Act; Section 4(f) of the Department of Transportation Act; and the Administrative Procedure Act (“APA”), 5 U.S.C. § 551 et seq.

13. This Court has jurisdiction over this action pursuant to 28 U.S.C. §§ 1331 and 1361. Declaratory relief is authorized by 28 U.S.C. §§ 2201-2202.

14. Venue is proper pursuant to 28 U.S.C. § 1391(e).

The Parties

15. Alexandria is an incorporated municipality in the Commonwealth of Virginia with approximately 117,000 residents and a land area of approximately 15.75 square miles, located along the western shore of the Potomac River in Virginia. Alexandria is governed by a seven-member City Council, including an elected Mayor, and is administered by a City Manager, who is appointed by the City Council. In the Alexandria charter, the Virginia General Assembly has delegated to the City all powers pertinent to the conduct of a city government whose exercise are, in the opinion of the City Council, necessary or desirable to promote the health, safety and general welfare of Alexandria residents. In recognition of the City’s unique historic, architectural, and cultural resources, the General Assembly also has provided special powers to the City that are to be exercised for the protection and preservation of these resources, including a mandate not to allow any of those resources to be lost or threatened with loss.

16. Defendant Slater is named in his official capacity as Secretary of the United States Department of Transportation. The Secretary is responsible for the administration, operations, and activities of the Department of Transportation, including the Federal Highway Administration, and for the agencies’ compliance with federal laws, including Section 176(c) of the CAA, NEPA, Sections 106 and 110(f) of the NHPA, and Section 4(f).

17. Defendant Wykle is named in his official capacity as Administrator of the Federal Highway Administration. The Administrator is responsible for the administration, operations, and activities of the Federal Highway Administration, and for the agency's compliance with federal laws, including Section 176(c) of the CAA, NEPA, Sections 106 and 110(f) of the NHPA, and Section 4(f).

18. Defendant Federal Highway Administration is an administration of the United States Department of Transportation and is responsible for the review, approval, and authorization of federal-aid highway programs and projects such as the Woodrow Wilson Bridge Project. The Federal Highway Administration is subject to the requirements of Section 176(c) of the CAA, NEPA, Sections 106 and 110(f) of the NHPA, and Section 4(f).

General Averments

A. Alexandria is an Exceptional National Historic Resource.

19. Alexandria is one of America's most historic cities. Its original town lots were laid out in 1749. Alexandria has served as a regional financial, commercial, and transportation center for over two centuries. Thousands of resources associated with our Nation's history, including residences, commercial buildings, churches, and cemeteries, have been preserved by Alexandria's strict architectural and demolition standards. Today, Alexandria is both a vibrant residential and commercial community and a living historic resource that attracts thousands of visitors from all over the United States and foreign countries every year.

20. Alexandria contains an area, comprising nearly 100 blocks in the oldest part of the City, that has been listed on the National Register of Historic Places as an "extremely important" and well-preserved urban area that provides a sense of an early town environment in Virginia.

This National Register Historic District contains many structures with important historical associations, including three individually-designated National Historic Landmarks: Gadsby's Tavern (frequented by George Washington); Christ Church (where George Washington's and Robert E. Lee's families worshiped); and the Franklin and Armfield slave traders' office. The Project will run directly through the southern portion of the National Register Historic District, requiring the destruction of untold archaeological resources and threatening the deterioration of many historically significant structures through increased traffic, noise, vibration, and air pollution.

21. The National Register Historic District also contains seventeen properties listed individually on the National Register of Historic Places and over four thousand other individual historic resources that contribute to the overall character of Alexandria.

22. Washington Street, as it passes through Alexandria, is part of the George Washington Memorial Parkway, a property that is also listed on the National Register of Historic Places. The Parkway is significant as the first parkway constructed and maintained by the Federal government and as the first such roadway that was explicitly commemorative in both its name and function. In 1929, the City of Alexandria entered into an agreement with the Federal government to maintain the buildings fronting on Washington Street as part of the memorial character of the Parkway. Because of this agreement, the garden apartments that abut Washington Street were reviewed at the time of their construction by the National Capital Park and Planning Commission and approved as contributing to the memorial character of the Parkway.

23. Alexandria also contains a smaller Historic District, comprising approximately 25 square blocks in the center of the historic portion of Alexandria, that has been designated as a

National Historic Landmark. The Project will pass within a few blocks of this National Historic Landmark District. National Historic Landmarks are those resources that possess “exceptional” value for commemorating or illustrating the history of the United States, and they are afforded heightened protections under federal law to preserve their exceptional historic character. Those resources are to be protected not only from direct impacts, but also from indirect effects on their character from factors such as traffic, noise, and light.

24. The Alexandria National Historic Landmark District is one of the finest early cityscapes in the United States. It contains one of the largest concentrations of eighteenth and early nineteenth century architecture in the nation, including many outstanding examples from the Federal period.

25. The unique character of Alexandria has been preserved through strict architectural and demolition standards. Historic preservation efforts in Alexandria date back at least to the 1920s, and a locally-designated historic district was established in 1946 to preserve the character of Alexandria. This local district was the third locally-designated historic district established in the United States, and its creation predated the enactment of the National Historic Preservation Act by twenty years. Alexandria has established design guidelines to control development in its historic district and to protect its historic resources. Today, this locally-designated historic district generally coincides with the National Register Historic District.

26. Alexandria is not, however, a “history theme park” filled with historic museum houses. Thousands of individuals live and work within the portion of Alexandria known as “Old Town.” These individuals have made significant personal commitments and invested substantial resources to preserve their historic homes and the commercial buildings in which their businesses

are located. Many individuals have voluntarily placed easements on the structures they own to preserve the structures' historical integrity and character.

27. Jones Point Park, located immediately under the Bridge's approach spans, is one of the most popular parks in Alexandria. It is also an historic space that contains a rich collection of resources that reflect the diversity of Alexandria's and the Nation's history. Most apparent are the Jones Point Lighthouse and the District of Columbia South Cornerstone, both properties listed on the National Register of Historic Places. Less apparent, but equally significant, Jones Point Park contains numerous archaeological resources dating from prehistoric periods to the current century, including several sites related to the Virginia Shipbuilding Company, which occupied Jones Point during World War I. Many of these resources may lie directly in the footprint of FHWA's Project.

28. Jones Point Park serves as a recreational resource for thousands of residents and visitors. It provides open space in an otherwise dense urban setting, and allows access to the Potomac River. Jones Point Park also contains more formal recreational facilities that are used by thousands each year.

29. Other resources that lie in or adjacent to the path of the Project include the historic St. Mary's Cemetery and Freedmen's Cemetery, located at the intersection of the Beltway and Washington Street. The precise boundaries of the Freedmen's Cemetery have not yet been determined by FHWA. The agency failed even to acknowledge its existence throughout much of the NEPA compliance process. The Freedmen's Cemetery is eligible for the National Register of Historic Places and may contain hundreds, if not thousands, of graves of escaped or freed slaves

who died in the area during the Civil War. The Freedmen's Cemetery may be harmed by the Project, particularly because its precise boundaries have not yet been identified by FHWA.

30. Alexandria today reflects a healthy but very delicate balance between the demands and effects of local and regional growth and the preservation of the resources and character that reflect the historical experiences of the Alexandria community. Decades of effort have produced this balance and fostered Alexandria's rich legacy. The Project approved by FHWA now threatens to destroy this delicate balance.

B. The Woodrow Wilson Bridge Project Will Have Devastating Effects on the People and Resources of Alexandria.

31. As described above, the Project, with its huge drawbridges, expansive roadways, and sprawling interchanges, will constitute an enormous intrusion into the historic residential and commercial community of Alexandria, both during and after construction.

32. Construction of the Project is expected to last five to 10 years. During that time, traffic from a construction-congested Beltway will back up onto already congested local streets, and motorists seeking to avoid the delays will detour through the residential neighborhoods of Alexandria.

33. Construction traffic will cause widespread deterioration of local roads and increase air pollution from dust and noise. Vibration from construction activities and from the operation of heavy equipment and construction vehicles will threaten fragile historic resources. Noise from these activities and operations will severely harm city residents and neighborhoods. In addition, Alexandria will be required to incur substantial additional costs to maintain infrastructure that will

deteriorate as a result of construction traffic and activities. Alexandria also will be required to allocate additional resources to manage congestion and related problems.

34. The harmful effects of construction will extend throughout the night. Nighttime construction activity will inflict substantial noise, light and vibration impacts on Alexandria and will disrupt previously quiet residential neighborhoods. Nighttime construction also will extend the harmful effects of traffic congestion well beyond the daytime hours, creating a nearly 24-hour congestion problem in Alexandria.

35. Construction will impair access to local businesses proximate to the Project area and may threaten their survival. Even if access to these businesses is preserved, the prolonged disruption and inconvenience associated with construction will severely jeopardize their operations.

36. The Project will replace the approaches to the current Bridge within Jones Point Park with an entirely new elevated roadway requiring almost 16 acres of right-of-way in the Park--representing approximately 30% of the Park's total acreage, and 6.8 acres more than the current roadway's right-of-way in the Park. This larger approach roadway not only will significantly reduce the area within the Park that is available for recreational use, but also will cast an immense shadow over much of the Park and its users. During the five to 10 years of construction, access to the Park will be severely limited, if not entirely eliminated. Moreover, construction activities threaten to damage or destroy valuable archaeological and historic resources on Jones Point. The Project also will demolish the historic Virginia Ship Building Corporation headquarters building and an historic mid-19th century ropewalk in the Park.

37. The Project will damage the character and integrity of numerous other historic resources in Alexandria, including the St. Mary's Cemetery, the Jones Point Lighthouse, the D.C. South Cornerstone, many historic structures in the vicinity of the Beltway, and, potentially, the Freedmen's Cemetery. The Project even may destroy portions of the St. Mary's and Freedmen's Cemeteries, depending upon their precise boundaries (the identification of which FHWA has unlawfully failed to complete). Other harms to historic resources will result from increased noise, vibration, and visual effects, as well as decreased air quality.

38. The Project will demolish and not replace four apartment buildings in Alexandria in order to widen the Beltway as it runs through Old Town. This will cause the loss of approximately 330 moderate-income dwelling units and the displacement of about the same number of households. FHWA arbitrarily dismissed viable alternative configurations that would not require the demolition of 265 of those units.

39. The Project will demolish a hotel and a business college, which together employ over 150 individuals, in order to reconstruct the Telegraph Road interchange. These displacements will have a harmful effect on the economy of Alexandria, as well as the livelihoods of the 150 displaced employees. FHWA's refusal to consider any different interchange designs foreclosed the opportunity to identify alternatives that would avoid or mitigate these harmful impacts.

40. The Project will demolish two commercial properties containing about 10 businesses that employ approximately 230 individuals in order to expand the Beltway in the vicinity of Washington Street in Alexandria. These displacements also will have a harmful effect on the economy of Alexandria and on the livelihoods of the 230 displaced employees. FHWA's

refusal to consider different lane configurations for the Beltway approaches foreclosed the opportunity to identify alternatives that would avoid or mitigate these impacts.

41. The Project will allow at least an additional 140,000 vehicles (nearly twice the current number)--and likely tens of thousands more--to pass through Alexandria on the Beltway every day. The expansion of the Bridge and the adjacent portions of the Beltway will result in a permanent increase in noise in the vicinity of the Project corridor and may contribute to further long-term deterioration in air quality. The Project will destroy scarce parklands and recreational areas, particularly at Jones Point Park. The Project also will destroy at least 36 acres of wetlands and other waters of the United States protected under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act.

42. Construction of the Project will cause years of harmful effects from construction noise, traffic, vibration and air pollution on the fragile historic resources in Alexandria. Project-related construction also threatens to disturb the historic St. Mary's and Freedmen's Cemeteries.

43. Long-term operation of the Bridge and Beltway will perpetuate and exacerbate such harms. Huge new Bridge approach spans will loom over the historic lighthouse and District of Columbia South Cornerstone located in Jones Point Park. Moreover, while the existing Bridge already impinges visually on the National Register Historic District, the two replacement bridges endorsed by FHWA are higher and wider than the existing Bridge and will intrude even further into the historic character of Alexandria. The Project planned by FHWA, with its increased traffic, noise, and air pollution and large, imposing structures, also will seriously threaten the integrity and historical character of the National Historic Landmark District.

44. FHWA's Project will profoundly and adversely alter the historic residential and commercial character of Alexandria. The people and resources of Alexandria, as well as the thousands of visitors each year who enjoy this historic jewel, will be harmed as a result of FHWA's Project. No other jurisdiction will be so significantly affected. Five to 10 years of construction, followed by untold decades of increased traffic, noise, and pollution, will substantially and permanently diminish the quality of life and historic character of Alexandria.

Specific Averments and Counts

45. Result-oriented, flawed reports, studies, and findings cannot disguise the fact that FHWA has not developed sufficient, accurate and reliable information to support its decision to proceed with the Project.

Count I

**FHWA Violated Section 176(c) of the Clean Air Act
by Approving the Project Without a Proper Conformity Analysis,
a Violation Which Is Actionable under the Administrative Procedure Act**

46. Plaintiff incorporates herein by reference all of the foregoing averments.

47. Section 176(c) of the Clean Air Act provides that no federal agency may "engage in, support in any way or provide financial assistance for, license or permit, or approve" any activity that does not conform to an applicable State Implementation Plan ("SIP") for the implementation, maintenance, and enforcement of national ambient air quality standards. 42 U.S.C. § 7506(c)(1). Section 176(c) further specifies that "[n]o Federal agency may approve, accept or fund any transportation plan, program or project unless such plan, program or project has been found to conform" to any applicable SIP. 42 U.S.C. § 7506(c)(2).

48. The regulations implementing the Section 176(c) conformity mandate likewise provide that a positive conformity determination is required before a Federal agency may approve, fund or implement a transportation project. 40 C.F.R. § 93.102(a)(1)(iii).

49. The air quality “conformity” mandate in Section 176(c) of the Clean Air Act applies in areas that are not in attainment of the national ambient air quality standards for any of the pollutants covered by the standards. 42 U.S.C. § 7506(d).

50. Because the National Capital Region, in which the Project is to take place, has not attained the national ambient air quality standards for low-level ozone and carbon monoxide, FHWA may not support or approve any activity with respect to the reconstruction or replacement of the Bridge until a positive “conformity determination” has been made.

51. The National Capital Region Transportation Planning Board (“TPB”) of the Metropolitan Washington Council of Governments is the metropolitan planning organization for the National Capital Region. The TPB is responsible under the Clean Air Act for making conformity determinations concerning activities occurring within the National Capital Region that affect air quality.

52. On or about May 13, 1996, David S. Gendell, Regional Administrator for Region 3 of FHWA, requested that the TPB “determine regional air quality conformity” for a replacement to the current Bridge. Mr. Gendell requested that the TPB analyze whether a Bridge replacement with 12 lanes, but “opening . . . with only 10-lanes until the conditions for multi-modal, regional travel are reached,” would satisfy the conformity requirement, “based on [the assumption of] a one-way trip toll of \$1.00 and \$1.50.”

53. At FHWA's request, the TPB performed a conformity analysis for a "new 10 lane facility with either a \$1.00 or \$1.50 toll each way." Based on its draft analysis, the TPB determined that if it were to revise its twenty-year transportation plan for the National Capital Region, referred to as the Constrained Long Range Plan ("CLRP"), to include a 10-lane Bridge with a \$1.00 or \$1.50 toll, the CLRP would conform with the applicable SIP--meaning that the projected air quality in the National Capital Region would be in compliance with the applicable air quality standards.

54. The TPB issued its draft conformity assessment for a 10-lane Bridge alternative with a \$1.00 or \$1.50 toll on July 17, 1996. This assessment: (1) only addressed a project with 10 lanes of traffic, and did not address the additional two lanes that Mr. Gendell had stated would be constructed as part of the Project; (2) did not address the interchanges that FHWA's NEPA documentation stated were a necessary part of the Project; and (3) analyzed a Bridge replacement only with \$1.00 and \$1.50 tolls, but not with other tolls or no tolls.

55. At the TPB's September 18, 1996 meeting, Mr. Ronald F. Kirby, Director of Transportation Planning for the TPB, acknowledged that the July 17, 1996 conformity assessment for a 10-lane Bridge could not be used to support anything but a 10-lane Bridge. Mr. Kirby also acknowledged that the TPB did not analyze air emissions from the interchanges that would be part of the Project because FHWA had not asked the TPB to do so. Mr. Kirby further acknowledged that the July 17, 1996 conformity assessment could not be used to support a significantly different Bridge project than the one assumed in the analysis.

56. The TPB approved the July 17, 1996 conformity assessment at its September 18, 1996 meeting.

57. On or about October 25, 1996, Mr. Gendell requested that the TPB “amend the region’s Transportation Improvement Program (TIP) [the six-year transportation plan for the National Capital Region] and Constrained Long Range Plan (CLRP) to include the preferred alternative for the Woodrow Wilson Bridge improvements.” Mr. Gendell described this “preferred alternative” as “two side-by-side, 70 foot-clearance drawbridges on the current alignment, along with associated interchange improvements.” Mr. Gendell requested that the TIP be revised to include a description of the Project as “[r]eplacement and widening to provide for 12 lanes (10 lanes for general purpose travel with 2 future lanes for HOV/Transit).”

58. On or about December 18, 1996, the TPB proposed a resolution to amend the TIP and CLRP to include the “preferred alternative” to replace the Bridge as described by Mr. Gendell in his October 25, 1996 letter and solicited comment on this proposal. That resolution incorporated specific language describing the preferred alternative as “[r]eplacement and widening” of the Woodrow Wilson Bridge “to provide for 12 lanes (10 lanes for general purpose travel with 2 future lanes for HOV/Transit).”

59. On or about January 15, 1997, the TPB approved an amended resolution adding the “preferred alternative” -- as described by Mr. Gendell in his October 25, 1996 letter -- to the TIP and CLRP. Despite the fact that the “preferred alternative,” as described by Mr. Gendell, was for construction of a 12-lane bridge, the TPB's resolution stated that the air quality conformity assessment for the Bridge replacement was “confined to a ten-lane bridge or tunnel with a \$1.00 toll in each direction.”

60. On or about May 12, 1997, the United States Environmental Protection Agency (“EPA”) notified FHWA of its concerns about the air quality conformity assessment used to

support the January 15, 1997 addition of the Project to the TIP and CLRP. Among other things, EPA stated that “[t]he analysis does not address the full scope of the project,” because it addressed only a 10-lane Bridge, rather than the 12-lane Project which FHWA was planning and which had been added to the TIP and CLRP. EPA also noted that the conformity assessment was deficient because the Project’s interchanges were “left out of the analysis.” Moreover, EPA expressed its concern that while the conformity analysis assumed tolls for the Bridge replacement, there was no evidence that tolls were to be used on the Bridge.

61. On or about June 12, 1997, the TPB proposed its annual revisions for the TIP and accompanying revisions for the CLRP. In so doing, it again analyzed the conformity of a 10-lane Bridge replacement assuming a \$1.00 or \$1.50 toll and excluding any effects of the Project interchanges.

62. On or about July 16, 1997, the TPB approved the revised TIP and CLRP. This time, the TIP and CLRP revisions described the Bridge replacement as “[r]eplacement and widening to provide for 10 lanes.”

63. On November 25, 1997, the FHWA issued a ROD announcing its “Selected Alternative,” i.e., the Project, to replace the current six-lane Woodrow Wilson Bridge.

64. The FHWA violated Section 176(c) of the Clean Air Act and the regulations promulgated thereunder by supporting and approving the Project, which includes a 12-lane replacement Bridge, significant reconstruction of four interchanges, and no specified tolls, although the conformity analysis was for a 10-lane Bridge, without any consideration of interchanges, and with \$1.00 or \$1.50 tolls.

65. FHWA's support and approval of the Project without a proper conformity analysis was arbitrary, capricious, an abuse of discretion, and otherwise not in accordance with law. Accordingly, FHWA should be enjoined from all activities in connection with the Project until such time as FHWA has complied fully with Section 176(c) of the Clean Air Act. Unless FHWA is so enjoined, Plaintiff and its residents will be irreparably harmed.

66. FHWA's violation of Section 176(c) and the regulations thereunder is actionable under the Administrative Procedure Act. 42 U.S.C. §§ 701-706.

Count II

FHWA Violated Section 176(c) of the Clean Air Act by Approving the Project Without a Proper Conformity Analysis, a Violation Which Is Actionable as a Citizen Suit Claim

67. Plaintiff incorporates herein by reference all of the foregoing averments.

68. Section 304(a)(1) of the Clean Air Act authorizes "citizen suits" against persons, including government entities, who violate "an emission standard or limitation . . ." under the Act. 42 U.S.C. § 7604(a)(1)(A).

69. Because Section 176(c) of the Clean Air Act, which specifically includes Sections 176(c)(1) and 176(c)(2) of the Clean Air Act, constitutes an "emission standard or limitation" under the Clean Air Act, FHWA's violation of Section 176(c) is actionable under the citizen suit provision of the Act.

70. Because the regulations promulgated to implement Section 176(c) of the Clean Air Act, which are codified at 40 C.F.R. Part 51, Subpart T and 40 C.F.R. Part 93, Subpart A, constitute and include "emission standards or limitations" under the Clean Air Act, FHWA's violation of those regulations is actionable under the citizen suit provision of the Act.

71. The City provided sixty days notice of FHWA's violation of Section 176(c) of the Clean Air Act and the regulations thereunder to the EPA, the FHWA violator, and the State(s) in which the violation has occurred and is occurring, pursuant to 42 U.S.C. § 7604(b)(1)(A).

72. Pursuant to Section 304(a)(1)(A) of the Clean Air Act's citizen suit provision, FHWA should be enjoined from all activities in connection with the Project until such time as FHWA has complied fully with Clean Air Act Section 176(c) and the regulations thereunder. Unless FHWA is so enjoined, Plaintiff and its citizens will be irreparably harmed.

Count III

FHWA Violated NEPA by Failing to Take a "Hard Look" at the Environmental Consequences of the Project

73. Plaintiff incorporates herein by reference all of the foregoing averments.

74. NEPA requires federal agencies to take a "hard look" at the environmental consequences of their proposed actions and a reasonable range of alternatives to such actions. In particular, Section 102(2)(C) requires federal agencies to prepare an Environmental Impact Statement ("EIS") for every "major Federal action[] significantly affecting the quality of the human environment." 42 U.S.C. § 4332(2)(C). An EIS should be a "detailed" statement that discloses the environmental impacts of the proposed federal action and alternatives to that proposed action.

75. Under Section 102(2)(C), an agency must identify and evaluate reasonable alternatives to the proposed action that will avoid or minimize the adverse effects of the action on the human environment. This comparison of alternatives is the "heart" of an EIS, and must sharply define the issues and provide a clear basis for a choice among options by the decision

maker. Section 102(2)(E) requires federal agencies to “study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources.” 42 U.S.C. § 4332(2)(E).

76. An agency’s EIS must identify and evaluate the direct, indirect, and cumulative effects of the agency’s proposed action and the alternatives to that action. 40 C.F.R. § 1502.16.

77. In preparing an EIS, an agency must ensure that high quality information is available to the decision maker and the public before any decision is made or action is taken. Assumptions must be spelled out, inconsistencies explained, methodologies disclosed, contradictory evidence rebutted, record references solidly grounded, guesswork eliminated, and conclusions supported in a manner capable of being understood.

78. The FHWA proposal to replace the Woodrow Wilson Bridge is a major federal action significantly affecting the human environment. Consequently, FHWA was required to prepare an EIS on its proposal, and to take a “hard look” at its environmental consequences, and the consequences of a reasonable range of alternatives, before making any decision to proceed.

A. FHWA unlawfully tailored its NEPA process to support certain pre-determined conclusions.

79. FHWA has consistently refused to give meaningful consideration to any alternative that does not meet certain predetermined, arbitrary specifications: at least 12 lanes of traffic, with HOV lanes and an express/local separation, and massive rebuilt interchanges. Instead, FHWA has engaged in a shell game, constantly switching off various “alternatives” for the design of the bridge structure to divert attention from the fact that no meaningful consideration has been given to a river crossing of less than 12 lanes or the impacts of, or alternatives to, other fundamental

elements of the Project (such as the interchange designs, and the numbers of lanes and lane configurations). Consequently, FHWA has not provided a clear picture of the entire Project, how it will harm the environment, or how much of that harm might be reduced through the pursuit of less damaging alternatives.

80. Ever since it published a Draft Environmental Impact Statement/Section 4(f) Evaluation in 1991 ("1991 DEIS"), FHWA has refused to evaluate fully any Bridge alternative that did not include at least 12 lanes (including two HOV lanes) and an express/local separation--even if alternatives with fewer lanes and without such separation could satisfy the realistic transportation needs within the Project corridor. FHWA also has refused to consider any alternatives to the single set of interchange and approach designs that it devised without adequate public review or participation.

81. FHWA's publication of the January 1996 Supplemental Draft Environmental Impact Statements/Section 4(f) Evaluation ("January 1996 SDEIS")--billed as a "stand-alone" document intended to "allow[] for the clear documentation of the alternatives development process"--provided only a cursory discussion of alternatives consisting of fewer than 12 lanes, no discussion of alternatives to FHWA's one set of interchange and approach designs, and little on how FHWA developed those designs.

82. FHWA's July 1996 SDEIS--which presented two "high bridge" alternatives--and its Final Environmental Impact Statement ("FEIS") (published in September 1997) simply reaffirmed FHWA's predetermined preferences. Although the July 1996 SDEIS purportedly presented two additional river crossing alternatives, that document provided no new information to support a meaningful consideration of alternative numbers of lanes or lane configurations, and

no new information on the impacts of, and alternatives to, the non-river crossing aspects of the Project.

83. When FHWA issued its November 25, 1997 Record of Decision ("ROD") endorsing a 12-lane Project, with HOV lanes and an express/local separation, after considering only a narrow, pre-determined set of alternatives, FHWA violated NEPA's command to take a "hard look" at the environmental consequences of a reasonable range of alternatives to its proposed action.

B. FHWA unlawfully relied on an assumption that the Beltway will be expanded to ten lanes.

84. FHWA's review of alternatives was based in large measure on the unlawful and unfounded assumption that the Beltway will be expanded to 10 lanes outside the Project corridor and that two of those lanes will be dedicated to HOV usage, even though the Beltway currently has only eight lanes and no HOV lanes, and no expansion beyond the current configuration has been proposed or approved in any regional transportation plan. Based on this unsupported assumption, FHWA only considered those Bridge alternatives that would "match" an expanded ten-lane Beltway. Thus, FHWA required that all alternatives include at least 12 lanes--eight general purpose lanes and two HOV lanes to match the purported future Beltway configuration, plus two auxiliary (merge) lanes. None of the alternatives studied in the 1991 DEIS, and none studied in sufficient detail in the January 1996 and July 1996 SDEISs, included lane configurations with fewer than 12 lanes or without HOV lanes.

85. FHWA also refused to give meaningful consideration to any alternative that did not include the physical separation of express and local traffic. In justifying the purported need

for an express/local separation, FHWA primarily cited safety concerns related to traffic operations on a 12-lane roadway. Thus, the purported need for an express/local separation stems directly from the purported need for a 12-lane configuration, which, in turn, is based on FHWA's faulty Beltway assumption.

86. FHWA's contention that Virginia and Maryland are "committed" to adding HOV lanes to the Beltway, or that those plans are reflected in the region's long range transportation plan (the CLRP), is not supported in the Administrative Record.

87. At the time FHWA made the ten-lane Beltway assumption, prior to the publication of the 1991 DEIS, an expansion of the Beltway to 10 lanes was not contemplated in any of the region's transportation plans. As late as the publication of the January 1996 SDEIS, neither the CLRP nor the short range transportation plan (the TIP) contained any recommendation for such an expansion. Even when FHWA issued the ROD in November 1997, an expansion of the Beltway was referenced in the CLRP only for "study" purposes--not as an official plan or proposal--and was not included in the TIP at all.

88. FHWA's contention in the FEIS that the Beltway will be expanded appears to rest solely on the Beltway Major Investment Studies ("Beltway MIS") currently underway in Maryland and just completed in Virginia. However, the Beltway MISs do not support FHWA's ten-lane Beltway assumption. As of the date of FHWA's issuance of the ROD, the Maryland study was incomplete: no formal recommendation had been made with respect to the Beltway. The Virginia Beltway MIS simply recommended further study of several alternatives, including HOV on the Beltway. Thus, neither MIS supports FHWA's contention that Virginia and Maryland were "committed" to the expansion of the Beltway.

89. FHWA has even acknowledged in the January 1996 Transportation Technical Report that “[w]ith no improvement to [the] Beltway, a ten lane crossing is sufficient.” Thus, FHWA’s own analysis indicates that a ten lane crossing is sufficient.

90. Five of the six citizen Work Groups formed by FHWA to evaluate alternatives expressed opposition to the inclusion of HOV lanes in the Project. Those groups expressed concern about the vastly increased size of the Project interchanges, made necessary by the construction of dedicated HOV ramps, and the significantly greater environmental harms that would result. Nevertheless, despite this near-unanimous opposition to HOV, FHWA arbitrarily refused to consider non-HOV alternatives in its NEPA analysis because of its unshakable, but unsupported, assumption that the Beltway will be expanded to 10 lanes, including dedicated HOV lanes, outside the Project corridor.

91. Because of the absence of support for FHWA’s ten-lane Beltway assumption, FHWA’s refusal to give meaningful consideration to alternatives with fewer than 12 lanes and/or without HOV lanes was arbitrary and capricious.

92. Similarly, FHWA’s refusal to give meaningful consideration to alternatives without an express/local separation was based in part on its Beltway expansion assumption. Specifically, the purported “need” for an express/local separation was based on safety concerns associated with a 12-lane configuration, as well as the need for “compatibility with regional transportation plans.” However, in light of the absence of support for FHWA’s contention that Virginia and Maryland are committed to expanding the Beltway, and its arbitrary refusal to consider alternatives with less than 12 lanes, FHWA’s resulting decision to consider only those alternatives with an express/local separation was arbitrary and capricious. Moreover, because none of the region’s transportation

plans suggested that an express/local configuration was planned or under study for the Beltway, FHWA's insistence on considering only alternatives that would be compatible with such a configuration was arbitrary and capricious.

C. FHWA unlawfully refused to identify or evaluate alternatives to two-thirds of the Project.

93. Since 1991, FHWA has refused to give adequate, public consideration to alternatives for approximately two-thirds of the Project. Instead, FHWA has narrowly focused on only the river crossing portion of the Project. Although the Project extends from Telegraph Road in Virginia to Maryland Route 210, a distance of approximately five miles, FHWA has never identified or evaluated in its NEPA documentation any alternative alignments, configurations, or designs for the Beltway approaches and interchanges, which constitute approximately 3.8 miles, or 76%, of the Project corridor. The single set of interchange and approach designs identified in the 1991 DEIS has not changed substantially since that time.

94. The proposed interchange improvements were determined by FHWA in a largely closed-door process. The public was given little role in the interchange design process. FHWA's decisions concerning interchange designs were purportedly based on detailed traffic and engineering studies conducted to determine "the best interchange configurations with the most efficient traffic operations and least physical impacts." FEIS at 2-19. However, the contents and conclusions of those studies, as well as the various alternatives considered internally by FHWA, were not made available to the public as part of the NEPA process, and thus were not a proper basis for FHWA's decision. Nor was the public given a meaningful opportunity to comment on any of the alternative designs. Although citizen "Interchange Work Groups" were formed in

Virginia and Maryland and met on a number of occasions to discuss interchange designs, those groups ultimately played a very limited role in a process controlled by FHWA to support its preferred result. Moreover, the alternatives purportedly considered by the Interchange Work Groups were not described in detail in FHWA's NEPA documentation, nor made available to the general public, thus preventing the public, and FHWA itself, from comparing the merits of the various alternatives as part of the NEPA process.

95. The discussion of "Interchange Options" in the NEPA documentation is extremely limited. Although NEPA requires federal agencies to compare and disclose relative harms in order to keep the public fully informed and allow the agency to make a well-informed choice among alternatives, FHWA's NEPA documentation does not contain any information comparing the relative environmental impacts of the various interchange configurations allegedly considered internally by FHWA. Moreover, FHWA has not provided adequate information concerning the potential impacts of the single set of interchange designs that it has assumed from the outset. For example, FHWA has made little, if any, effort to identify archaeological resources that may be destroyed by the construction of the Project's interchanges and Beltway approaches. In addition, the absence of detailed, three-dimensional drawings and information on road profiles, contours, and grades foreclosed an adequate evaluation of interchange impacts. Instead of providing detailed information on the Project interchanges, FHWA has focused narrowly on the river crossing portion of the Project.

96. As a result of FHWA's internal decisions concerning interchange designs, as well as its arbitrary decision to require HOV lanes and an express/local separation in the Project, the configurations of the Telegraph Road and Maryland Route 210 interchanges were, in FHWA's

words, “identical for all the river crossing alternatives,” and the U.S. Route 1 and I-295 interchanges were “the same for each of the river crossing alternatives, except for Alternative 5 (Southern High Bridge) . . .” FEIS at 2-20. Neither FHWA nor the public was given an opportunity to compare the environmental consequences of FHWA’s proposed interchange and approach configurations with other alternative configurations that would have accomplished FHWA’s project purpose, possibly with less harm to the environment.

97. Although FHWA claims that it eventually will develop specific detailed designs for each interchange that include “refinements . . . to reduce or avoid adverse environmental impacts,” NEPA requires that, before making a final decision, a federal agency must identify and assess “reasonable alternatives to proposed actions that will avoid or minimize adverse effects . . . upon the quality of the human environment.” 40 C.F.R. § 1500.2(e); see also id. § 1502.1 (EIS must identify alternatives which avoid or minimize harm). An EIS also not only must discuss “reasonable alternatives” to the proposed action, but must include “appropriate mitigation measures not already included in the proposed action or alternatives.” Id. § 1502.14(f). In this case, FHWA presented no alternatives whatsoever to the proposed interchanges in its NEPA documentation--much less alternatives that would avoid or minimize environmental harm. Moreover, FHWA’s promise to design “refinements . . . to reduce or avoid adverse environmental impacts” at some later date did not satisfy NEPA’s command. FHWA was required to identify ways to avoid, minimize, or mitigate the harms of its Project before it issued the ROD, and its failure to do so violated NEPA and prevented FHWA from making a well-informed decision.

D. FHWA failed to fully and adequately identify the environmental effects of the Project.

98. FHWA failed adequately to identify and evaluate the direct, indirect, and cumulative effects of the Project on air quality; noise; traffic, including traffic safety and traffic capacity; waters of the United States under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act; historic resources, including both historic structural and archaeological resources; and parks and recreational resources. For example, with respect to air quality, FHWA failed to identify and evaluate the ground-level ozone air emissions associated with the Project's interchanges and 12-lane Bridge span, among other things.

99. FHWA also unlawfully deferred consideration of a number of significant Project issues, such as the placement of bridge piers, the final size and configuration of the interchanges, whether access would be provided to Eisenhower Valley, and whether the Church Street exit would be closed, as well as the identification and assessment of historic resource impacts, until later in the Project design process. With respect to historic resources in particular, FHWA has not completed the process of identifying historic properties affected by the Project in order to evaluate and disclose fully the environmental effects of the Project on those properties. NEPA requires that all such affected resources be identified and evaluated fully before FHWA may give its approval to the Project. As a result of delaying consideration of these issues and impacts, FHWA was unable to take related effects into account in its decisionmaking process.

100. FHWA also failed adequately to identify and evaluate the full range of construction impacts associated with the Project and its alternatives. The absence of information on potential construction impacts, and how they differ among Project alternatives, hindered the ability of

FHWA, other agencies, and the public to judge the relative merits of the Project alternatives. For example, the decade-long construction period will require numerous temporary bridges and roads, and detours onto local roadways. FHWA has not provided any assessment of those traffic impacts, either on the Beltway itself or on local roadways. In addition, FHWA has not clarified several important issues, such as the location of construction staging areas, that will have a significant effect on the nature and extent of the Project's harmful effects. By deferring such issues, FHWA was unable fully to evaluate the harmful effects of the Project alternatives, or to assess potential mitigation measures, before making its final decision.

E. FHWA's issuance of a Record of Decision was unlawful because it did not reflect a "hard look" at the consequences of the Project.

101. In light of FHWA's failure to adequately evaluate a reasonable range of alternatives, its reliance on unfounded assumptions to justify its selection of alternatives, and its failure to identify and evaluate the full range of environmental impacts associated with the Project and its alternatives, FHWA's decision in the ROD to approve the Project was arbitrary, capricious, an abuse of discretion, and otherwise not in accordance with law. Accordingly, FHWA should be enjoined from all activities in connection with the Project, including approving, funding, or implementing the Project, until such time as FHWA has complied fully with NEPA. Unless FHWA is so enjoined, Plaintiff and its residents will be irreparably harmed.

Count IV

FHWA Violated Section 106 of the NHPA by Not Fully Taking Into Account the Effect of the Project on Historic Resources

102. Plaintiff incorporates herein by reference all of the foregoing averments.

103. Section 106 of the National Historic Preservation Act, 16 U.S.C. § 470f, requires that before approving the expenditure of any federal funds on an “undertaking,” the head of the relevant federal agency must “take into account the effect of the undertaking” on any property that is included in or eligible for inclusion in the National Register of Historic Places.

104. Section 106, and the implementing regulations adopted by the Advisory Council on Historic Preservation (“ACHP”), are designed to identify and resolve conflicts between historic preservation concerns and the needs of federal undertakings. This goal is accomplished primarily through the consultation process among the proponent federal agency, the State Historic Preservation Officer (“SHPO”), the ACHP, local governments, and other interested agencies, organizations, and individuals that are likely to have knowledge of or concerns with historic properties in the Project’s area of potential effects.

105. Before a decision may be made, or an action taken, by a federal agency that may have an effect on protected historic resources, the federal agency must accomplish several tasks. First, the agency must determine the area in which the undertaking may cause changes in the character or use of historic resources (the area of potential effects, or “APE”). Second, the agency must identify any historic properties within the APE that are listed on or eligible for listing on the National Register. Third, the agency must determine whether the proposed undertaking will have any effect on the identified historic resources, and whether any such effect will be adverse. Fourth, if any adverse effects are found, the agency must consult with the SHPO, and possibly the ACHP, to seek ways to avoid or reduce the effects on historic resources. Finally, either the parties participating in the consultation will enter into a Memorandum of Agreement (“MOA”) documenting their agreement on how to take into account the effects of the

undertaking, or the agency will notify the ACHP that no agreement can be reached and provide the ACHP an opportunity to comment.

106. The Project constitutes an undertaking subject to the requirements of Section 106. Consequently, FHWA was required to complete all of the foregoing steps before giving its approval to the Project. FHWA has not satisfied this obligation.

A. FHWA unlawfully short-circuited the Section 106 process to support its predetermined objectives.

107. FHWA has published a series of reports over the years purportedly documenting its compliance with Section 106. However, as with the NEPA process, FHWA has consistently manipulated the Section 106 process to support its predetermined objectives, regardless of the harm the Project will inflict on Alexandria's valuable historic resources. The stack of flawed studies and reports produced by FHWA over the past six years cannot hide the fact that FHWA has not taken into account the effect of its undertaking on historic resources. In fact, FHWA has not completed the procedures--including defining an appropriate APE, identifying the historic resources within the APE, and evaluating the Project's effects on those resources--that must be fulfilled before FHWA can approve the expenditure of any federal funds on the Project. Under the terms of the MOA circulated by FHWA purportedly to "complete" the Section 106 process, the satisfaction of many of FHWA's identification and evaluation obligations was deferred for months, and possibly years, after FHWA's November 1997 approval of expenditures on the Project.

108. FHWA's earliest efforts, documented in the 1991 DEIS, consisted of only a cursory discussion of historic resources. The 1991 DEIS provided little information on the nature

or extent of the resources that might be affected by the Project, the effects that could be expected, or anticipated mitigation measures.

109. In comments submitted to FHWA after publication of the 1991 DEIS, the ACHP stated that FHWA's Section 106 compliance efforts did not reveal a "clear linear progression of compliance" with the Section 106 regulations, and recommended that steps be taken to remedy the omissions. Significantly, the ACHP noted that FHWA had not even identified the Project's APE, which was a prerequisite to evaluating the Project's effects on historic resources.

110. FHWA next attempted to satisfy its Section 106 obligations in the January 1996 SDEIS and the accompanying Cultural Resources Technical Report. FHWA made numerous errors in the identification of historic resources in the January 1996 documents, including overlooking significant resources that contribute to the overall historic character of the Alexandria Historic Districts, and performing inadequate testing for archaeological resources. The January 1996 documents also failed to assess potential impacts to other significant properties within the Historic Districts; relied upon inadequate techniques and incomplete information to assess potential visual, noise, air, and traffic impacts; neglected to consider construction impacts; and failed to fully assess archaeological impacts.

111. Following publication of the January 1996 documents, the Maryland and Virginia SHPOs voiced concerns about the adequacy of, and withheld their concurrence with, key aspects of FHWA's Section 106 compliance efforts. Both SHPOs requested further investigations to determine the full nature and extent of the Project's effects on historic resources.

B. Faced with continued criticism of its section 106 efforts, FHWA arbitrarily limited its compliance obligations.

112. In response to this continued criticism, FHWA published yet another set of Section 106 documents on January 27, 1997. In those documents, FHWA sought to reduce the Project's APE in an arbitrary and transparent attempt to limit its identification obligations to those areas in which it already had performed limited studies. Thus, the APE came to be not the area where effects might be felt, but the area where FHWA chose to assess effects. The revised APE is not supported by existing information on historic properties potentially affected by the Project, and its boundaries appear to be arbitrary lines drawn without reference to the historic resources potentially affected by the Project. For example, the APE boundary is drawn arbitrarily through the center of several sensitive cemeteries in a large collection of cemeteries that may be eligible for the National Register.

113. FHWA's identification efforts also remained incomplete in the January 1997 documents. FHWA again failed to identify all of the contributing resources within the Historic Districts; provided incomplete information with respect to those resources it did identify; and failed to include sufficient information concerning the Historic Districts as a whole.

114. FHWA omitted the Freedmen's Cemetery from its January 1997 documentation, even though the Cemetery is clearly eligible for the National Register, is located within the APE, and was known to FHWA at that time. FHWA had even conducted a remote sensing study of the suspected location of the Freedmen's Cemetery in January 1997 and had determined a high likelihood of burials on the site. Nevertheless, FHWA failed to list the Cemetery among the historic properties affected by the Project, even though Project plans at that time clearly foresaw

impacts to the Cemetery. In fact, the January 1997 materials contained no discussion of archaeology, calling for a delay of such consideration until after a Project decision already had been made.

115. The January 1997 documents also contained vague and incomplete information on the nature of potential effects on historic resources. In fact, FHWA proposed to put off many important Project decisions--the project's actual footprint, location of construction staging areas, etc.--until the "design phase," which will occur well after the Section 106 process is required to be completed.

116. FHWA again failed to satisfy its Section 106 obligations with an April 1997 "Historic Resources Identification and Evaluation Report." As demonstrated in a report prepared by Alexandria's historic preservation staff, and submitted to FHWA in May 1997, the identification document produced by FHWA was rife with inaccuracies and omissions, including: identifying several streets that do not exist; identifying twentieth century structures as dating from the early or mid-nineteenth century; and identifying several non-existent structures that, if they did exist, would be located in the middle of an on-ramp to the Beltway. The April 1997 document also omitted any reference to archaeological resources in Alexandria, despite the Project's likely adverse effects on such resources.

C. Unable to satisfy its Section 106 obligations in a timely manner, FHWA next unlawfully chose to defer its compliance to a later date.

117. Without attempting to satisfy fully its Section 106 obligations before making a decision or to remedy the deficiencies in its previous compliance efforts--and despite Alexandria's continued efforts to advise FHWA of those deficiencies and to recommend appropriate repairs--

FHWA sought to wind up its Section 106 process by circulating an MOA for comment on August 19, 1997. That MOA, which was finalized on October 16, 1997, is based on an unlawfully narrow and arbitrary APE, which excludes from FHWA's analysis significant historic resources that may be adversely affected by the Project.

118. The MOA also attempts to defer FHWA's statutory obligation to fully identify and assess impacts to historic resources, despite FHWA's November 1997 approval of the expenditure of federal funds on the Project. Under the MOA, FHWA is not required to complete its identification and assessment efforts until the Project is well underway, when it will be too late to take any adverse effects into account in the Project's design and construction. Prior to the November 1997 issuance of the ROD approving the expenditure of federal funds on the Project, FHWA had made almost no effort to identify or assess potential impacts to archaeological resources in the Project's APE and had acknowledged that it was required to complete significant additional identification and evaluation of structural historic resources in Alexandria. Until those efforts have been concluded, FHWA cannot have taken into account the full effects of the Project on historic resources. However, those efforts will not be finalized until the Project design is nearly complete and FHWA has little flexibility to avoid adverse effects.

119. The MOA also severely restricts public input into the Section 106 process. Although FHWA invited Alexandria, the National Trust for Historic Preservation, and several citizens organizations to participate in the process as consulting parties, and to sign the MOA, Alexandria is given only a limited role--and the other consulting parties are given no role whatsoever--in the further identification, evaluation, and mitigation processes established under the MOA. Because much of FHWA's compliance with Section 106 has been postponed until

after execution of the MOA, FHWA has effectively excluded the public from meaningful participation in the Section 106 process for the Project.

120. The MOA provides that “any rights and responsibilities assigned to a specific party herein shall be voided if that party does not sign the [MOA].” Thus, Alexandria and the other “concurring parties” were faced with the choice of either signing the MOA in spite of its legal deficiencies or forfeiting their limited rights to participate in the design review process established under the MOA. As the community that will bear most of the harms of the Project, Alexandria could not forego any opportunity to affect the design of the Project. The City therefore signed the MOA, subject to a reservation of all its legal rights. Alexandria’s execution of the MOA did not constitute an endorsement of FHWA’s Section 106 compliance efforts.

121. The historic resource agencies, including the ACHP, were faced with a similar dilemma. The ACHP and the SHPOs had consistently criticized FHWA’s efforts and disagreed with its conclusions. Nevertheless, in late summer 1997, the historic resource agencies were faced with the reality that an MOA potentially provided the only means by which numerous important, but so far overlooked, historic resources in Alexandria would be taken into account-- even if well after FHWA’s approval of the expenditure of federal funds. Without their participation in an MOA, the ACHP and the SHPOs would have no effective opportunity to monitor FHWA’s ongoing treatment of historic resources. Thus, the ACHP and the SHPOs also signed the legally flawed MOA.

122. FHWA’s failure to comply with its Section 106 obligations prior to the issuance of the ROD was arbitrary, capricious, an abuse of discretion, and otherwise not in accordance with law. Accordingly, FHWA should be enjoined from all activities in connection with the Project

until FHWA has complied with Section 106. Unless FHWA is so enjoined, Plaintiff and its residents will be irreparably harmed.

Count V

**FHWA Violated Section 110(f) of the NHPA by Failing to Take the Actions
Necessary to Minimize Harm to the National Historic Landmark District**

123. Plaintiff incorporates herein by reference all of the foregoing averments.

124. Section 110(f) of the NHPA, 16 U.S.C. § 470h-2(f), requires that federal agencies, “to the maximum extent possible,” undertake any planning and actions necessary to minimize harm to any National Historic Landmark that may be directly and adversely affected by a federal undertaking.

125. Section 110(f) is applicable to FHWA’s Project because the Project will have direct, adverse effects on the character of Alexandria’s National Historic Landmark District as a whole, as well as on individual contributing resources within the Historic District. Nevertheless, FHWA has failed to undertake meaningful efforts to identify historic resources that might be affected by the Project, to determine how those resources might be affected, or to design adequate mitigation measures to reduce the adverse effects. FHWA also has failed to consider a reasonable range of alternatives to the Project, including alternatives that would have less impact on the National Historic Landmark District. Without such efforts, FHWA cannot have undertaken, to the “maximum extent possible,” all planning and actions necessary to minimize harm to this National Historic Landmark.

126. FHWA’s failure to undertake, to the maximum extent possible, such planning and actions as necessary to minimize harm to Alexandria’s National Historic Landmark District was

arbitrary, capricious, an abuse of discretion, and not otherwise in accordance with law.

Accordingly, FHWA should be enjoined from all activities in connection with the Project until FHWA has complied fully with Section 110(f). Unless FHWA is so enjoined, Plaintiff and its residents will be irreparably harmed.

Count VI

FHWA Violated Section 4(f) of the DOT Act by Failing to Undertake All Possible Planning to Minimize Harm to Parks and Historic Properties

127. Plaintiff incorporates herein by reference all of the foregoing averments.

128. Section 4(f) of the Department of Transportation Act provides that the Secretary of Transportation may not approve a transportation project using publicly-owned parkland or recreation areas, or land of an historic site of national, state, or local significance, unless:

- (1) there is no feasible and prudent alternative to the use of such land; and
- (2) the project includes all possible planning to minimize harm to the park, recreation area, or historic site resulting from the planned use.

The use of Section 4(f) properties must be avoided unless “unique problems,” truly unusual factors, or cost or community disruption of extraordinary magnitudes makes the selection of alternative routes imprudent, or if such alternatives are not feasible “as a matter of sound engineering.” Moreover, even if there are no prudent and feasible alternatives to the proposed use, the project still must include “all possible planning” to minimize harm to Section 4(f) properties.

129. The requirement to engage in “all possible planning” to minimize harm to Section 4(f) properties necessitates that FHWA balance the total harm caused by each alternate route that will affect Section 4(f) properties, and select the option that does the least harm. The

Secretary also must document all measures that will be taken to minimize harm to Section 4(f) properties.

130. Thus, to comply with Section 4(f) before approving the Project, the FHWA was required to develop sufficient information to understand which properties protected by Section 4(f) would be used by the various Project alternatives and which alternative would avoid or cause the least harm to such properties, and to plan appropriate measures to minimize that harm, including avoiding the use of individual historic properties where possible. Such information should have included a complete identification of parklands, recreational resources, and historic sites in the Project area, and an understanding of how the Project would affect each.

A. FHWA's Project will require the use of numerous, significant Section 4(f) properties in Alexandria.

131. Under Section 4(f), a project can require the use of a protected site either directly or constructively. Direct use occurs when a project will physically encroach upon or destroy a protected site. Constructive use occurs when the proximity of a project will cause impacts that will substantially impair the value of the protected site in terms of its significant features, attributes, or uses.

132. As approved by FHWA, the Project will require the direct use of at least the following sites protected by Section 4(f): the Alexandria National Register Historic District; Jones Point Park; the George Washington Memorial Parkway; the Virginia Shipbuilding Company; the Robert E. Lee Recreation Center; and potentially, the Freedmen's Cemetery, St. Mary's Cemetery, and numerous archaeological sites located in the vicinity of the Project's proposed

footprint. The Project will encroach upon physically or destroy at least portions of each of these sites.

133. The Project also will require the direct use of a number of additional properties whose historic status FHWA has unlawfully refused to recognize or evaluate. These properties, including, without limitation, Hunting Towers and Hunting Terrace, are eligible for the National Register as properties that contribute to the significance of the National Register Historic District. FHWA has refused to acknowledge the historic significance of these properties, and has not referred the issue of their historic significance to the Keeper of the National Register, pursuant to 36 C.F.R. §§ 63.2, 63.4(c), and 800.4(c).

134. In addition, the Project will require the constructive use of the following sites, among others, which are protected under Section 4(f): the Alexandria Historic Districts; the Jones Point Lighthouse; the District of Columbia South Cornerstone; the Freedmen's Cemetery; the St. Mary's Cemetery; Jones Point Park; and the Robert E. Lee Recreation Center. These properties will suffer constructive use through adverse visual intrusion, noise, vibration, increased traffic congestion, and restriction of access, all of which will substantially impair the properties' significant features, attributes, or uses.

135. The Project also will require the constructive use of properties whose historic status FHWA unlawfully has failed to recognize or evaluate, including Hunting Towers, Hunting Terrace, portions of Yates Gardens, St. Mary's Middle School, and a collection of a dozen historic cemeteries, including, among others, the Bethel, St. Paul's, Methodist Protestant, Alexandria National, Presbyterian, Home of Peace, Penny Hill, Union (Washington Street Methodist), and Agudas Achim Cemeteries. These properties will suffer constructive use though

adverse visual intrusion, noise, vibration, increased traffic congestion, and restriction of access, all of which will substantially impair the properties' significant features, attributes, or uses.

B. FHWA did not engage in all possible planning to minimize the Project's harm to Section 4(f) properties.

136. The Section 4(f) components of the 1991 DEIS, the January and July 1996 SDEISs, the FEIS, and the ROD did not adequately identify or assess the recreational and historic value of the parklands and historic properties affected by the Project, nor did they describe adequate planning efforts to minimize likely harmful effects.

137. FHWA's failure to consider alternative configurations for the Project's interchanges and Beltway approaches demonstrates inadequate planning to minimize impacts to Section 4(f) properties. A Project with a narrower footprint would require less land within Jones Point Park and would have fewer adverse effects on historic properties; and a smaller interchange at U.S. Route 1 certainly would minimize, and might make it possible to avoid entirely, any impacts to the Lee Recreation Center. Yet, the principal features of the interchanges were decided upon long ago, and no meaningful consideration was given to altering those features in order to minimize harm to Section 4(f) properties.

138. FHWA's Section 4(f) analysis did not appropriately consider the constructive use of Section 4(f) properties. While FHWA acknowledges that this Project will require the direct use of Section 4(f) lands, its failure also to consider the constructive use of protected properties impeded its ability to conduct all possible planning to minimize harm to Section 4(f) lands. For example, while FHWA's Section 4(f) analysis purportedly considered impacts to the Alexandria Historic District, that discussion focused nearly exclusively on the actual use of Jones Point Park

and specific properties contained therein. Yet, FHWA did not even consider the constructive use of those portions of Jones Point Park which are outside the boundaries of the actual Project footprint.

139. FHWA did not adequately address the potential construction impacts to Section 4(f) lands, particularly Jones Point Park. Five to 10 years of construction in and around Jones Point Park may totally deprive Alexandrians of the use of this park. FHWA's Section 4(f) Evaluation did not adequately address how such impacts could be avoided or minimized to the maximum extent possible. Despite the clear impact that a construction project of this magnitude will have on Alexandria and its protected resources, FHWA has not provided a description of how it will mitigate the construction impacts of this Project, but instead has relied upon vague generalities, self-serving resolutions, and assumptions that other agencies will conduct appropriate mitigation to counter any construction impacts. This approach does not satisfy FHWA's Section 4(f) obligations.

C. FHWA unlawfully deferred the full identification and evaluation of Section 4(f) properties that will be used by the Project.

140. FHWA's decision to defer its analysis of a number of significant elements of the Project until after the issuance of the ROD, in fact, made it impossible for FHWA to comply with its Section 4(f) obligations to identify and assess the potential harm to Section 4(f) properties, to adopt feasible and prudent alternatives to the use of Section 4(f) properties, and, where applicable, to engage in all possible planning to minimize harm to such properties. FHWA unlawfully deferred both the full identification of historic properties and the determination of whether the Project will require the direct or constructive use of those properties. Without final

determinations identifying all historic properties, FHWA's conclusion that all historic properties will be avoided, or that harm to those properties will be minimized, was inherently arbitrary. Approval of an MOA under Section 106 of the NHPA does not obviate FHWA's obligations under Section 4(f), nor does it insulate FHWA from the requirement to comply in a timely manner with Section 4(f).

141. Moreover, because the identification and assessment of historic properties was deferred, issues about the National Register eligibility of certain properties, including Hunting Towers, Hunting Terrace, and portions of Yates Gardens, were not addressed with the Keeper of the National Register before the ROD was issued. Given that at least one of the buildings in the Hunting Towers complex will be demolished and other buildings within Hunting Towers, Hunting Terrace, and Yates Gardens will suffer constructive use impacts, the deferral of these eligibility issues prevented FHWA from complying with its Section 4(f) obligations.

142. Similarly, FHWA's issuance of the ROD when a number of significant issues affecting the design and construction of the Project were still outstanding also made the necessary planning to minimize harmful effects impossible. At the time that the ROD was issued, the following changes to the Project or related issues were under consideration: closing the Church Street exit; an interchange modification to provide additional access to Eisenhower Valley; designing the Project interchanges to incorporate vehicle storage; further consideration of proposed changes to the interchange configurations at U.S. Route 1 and Maryland Route 210; and addressing the elimination of the temporary Washington Street bridge during construction. Each of these issues, individually and when taken with other elements of the Project, would affect the nature and extent of the impacts to Section 4(f) properties. With the configuration, and in

some cases the existence, of important elements of the Project undecided, FHWA could not have satisfied its duties pursuant to Section 4(f).

143. Even FHWA's purported efforts to mitigate adverse effects to Section 4(f) properties have been limited to "conceptual" plans for modifications to Jones Point Park, the Lee Recreation Center, and the Alexandria Historic District. These plans do not provide sufficient detail to ensure that all possible planning to minimize harm to Section 4(f) lands has been undertaken.

144. FHWA's failure to engage in all possible planning to minimize harm to parklands and historic properties prior to the issuance of the ROD was arbitrary, capricious, an abuse of discretion, and otherwise not in accordance with law. Accordingly, FHWA should be enjoined from all activities in connection with the Project until FHWA has complied with Section 4(f). Unless FHWA is so enjoined, Plaintiff and its residents will be irreparably harmed.

Conclusion

145. FHWA has manipulated the environmental and historic resource review processes under the CAA, NEPA, the NHPA, and Section 4(f) in an attempt to lend credibility to its predetermined "solution" for the problems of the Woodrow Wilson Bridge corridor. FHWA has repeatedly thwarted the purposes of those statutes, which require federal agencies to develop sufficient information concerning the harmful effects of their actions before making final decisions. In this case, FHWA had decided from the outset what it intended to do, and it never seriously undertook to identify reasonable alternatives to its preferred course of action or to determine whether the harmful effects of the Project could be minimized through the pursuit of such

alternatives. Despite all of its “studies” and “reports,” FHWA has never taken a “hard look” at the consequences of its action.

Relief

WHEREFORE, Plaintiff respectfully requests that this Court grant the following relief.

1. Declare that Defendants Slater, Wykle, and Federal Highway Administration have not complied with the requirements of Section 176(c) of the CAA, NEPA, Sections 106 and 110(f) of the NHPA, and Section 4(f), with respect to the Project, and that Defendants shall be required to do so before any further planning, financing, contracting, procurement, design, engineering or construction related to the Project occurs.

2. Grant injunctive relief invalidating the Federal Highway Administration’s November 25, 1997 Record of Decision approving the Project and all other agreements and/or approvals related to the Project, and ordering Defendants Slater, Wykle, and Federal Highway Administration to refrain from undertaking, sponsoring, or funding any further planning, financing, contracting, procurement, design, engineering, construction, or other activity related to the Project, and ordering Defendants to direct the Virginia Department of Transportation, the Maryland State Highway Administration, the District of Columbia Department of Public Works, and all other agents, representatives, or grantees of Defendants to refrain from undertaking, sponsoring, or funding any further planning, financing, contracting, procurement, design, engineering, construction, or other activity related to the Project, until Defendants have complied with the requirements of Section 176(c) of the CAA, NEPA, Sections 106 and 110(f) of the NHPA, and Section 4(f).

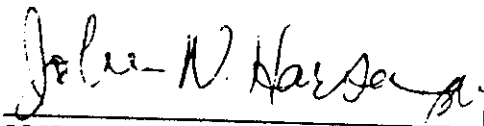
3. Award Plaintiff the costs of this action, including attorneys’ fees.

4. Grant such other relief as the Court deems just and proper.

Dated: April 3, 1998

Respectfully submitted,

Counsel for City of Alexandria, Virginia:



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(D.C. Bar #316315)

BRENDA MALLORY
(D.C. Bar #395260)

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Of Counsel:

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Alexandria, VA 22314
(703) 838-4433

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 Project¹ 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

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.

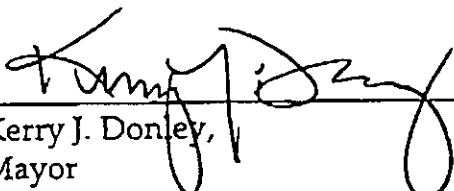
14. Each party to this Settlement Agreement shall bear its own costs and attorneys' fees with respect to the Action and all of the claims settled by this Agreement.


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

The United States Department of Transportation and the Federal Highway Administration

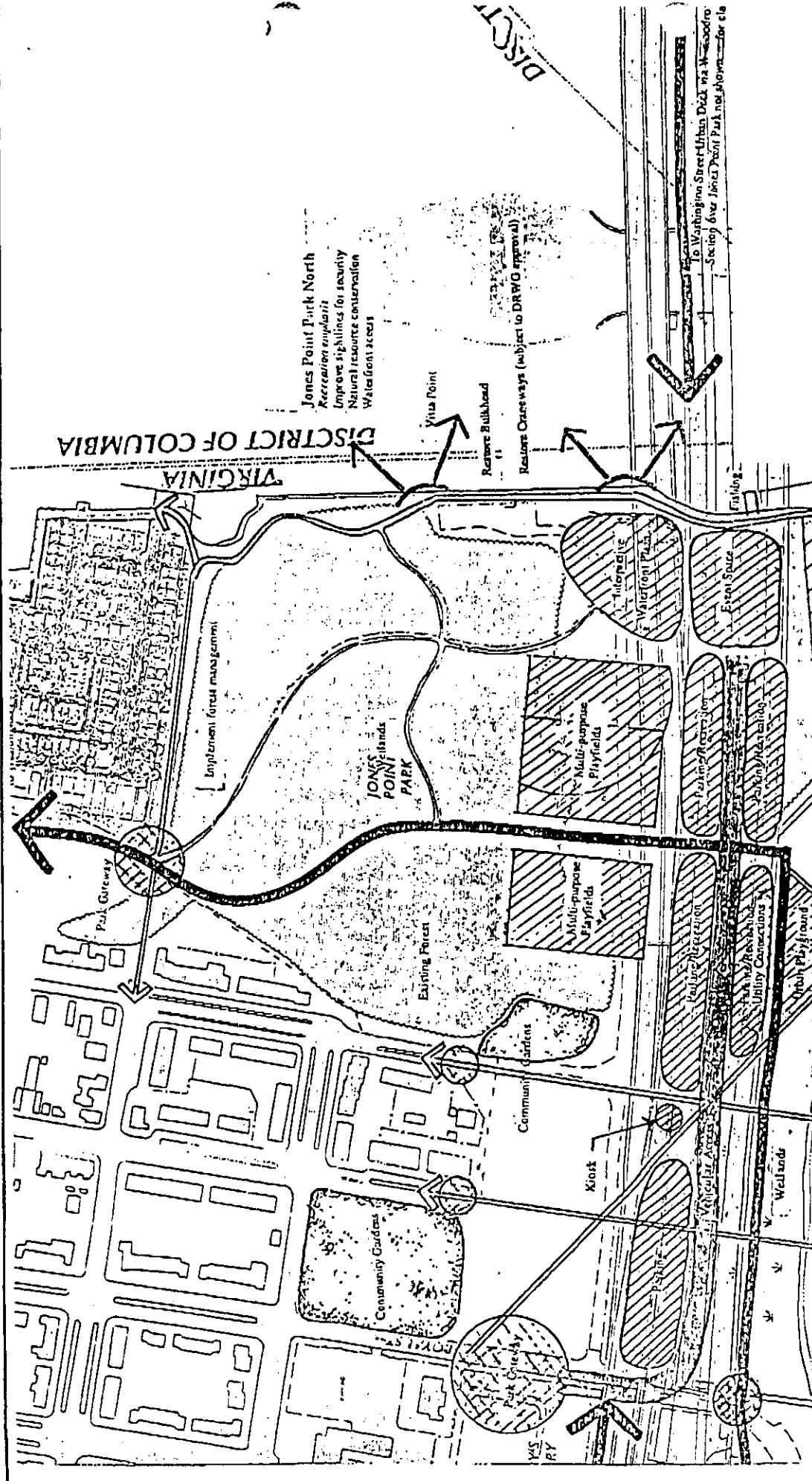

Kerry J. Donley,
Mayor


Kenneth R. Wykle
Administrator
Federal Highway Administration

Dated: 3/1/99

Dated: 3-1-99

EXHIBITS



DISTRICT OF COLUMBIA
 VIRGINIA

Jones Point Park North
 Recreation amenities
 Improve sightlines for security
 Natural resource conservation
 Waterfront access

Vista Point
 Reserve Pathhead
 Reserve Coureways (subject to DRWD approval)

Multi-purpose Playfields
 Village Plaza
 Water Fountain
 Green Space

Multi-purpose Playfields
 Community Gardens
 Public Playground

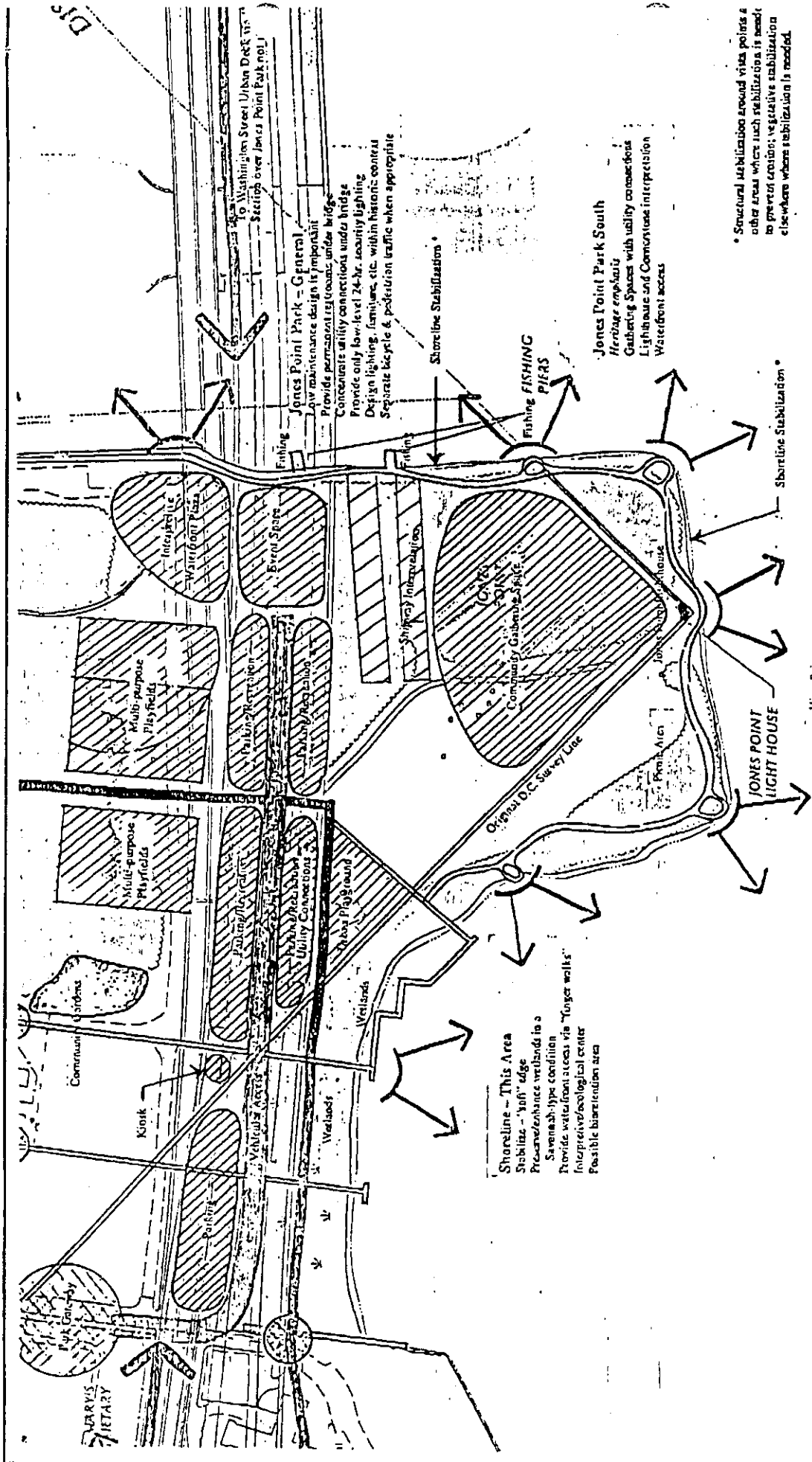
To Washington Street Urban Deck via Woodrow Wilson Bridge
 Section over Jones Point Park not shown for clarity

DISCT

WOODROW WILSON BRIDGE PROJECT
 DESIGN PROGRAM FOR
 JONES POINT PARK
 NORTH SECTION
 ALEXANDRIA, VIRGINIA
 Date: January 1999
 EXHIBIT 'A' Scale: 1" = 40'

VDOT
 Virginia Department of Transportation
 DC Department of Public Works
 DC Department of Public Works
 DC Department of Public Works

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



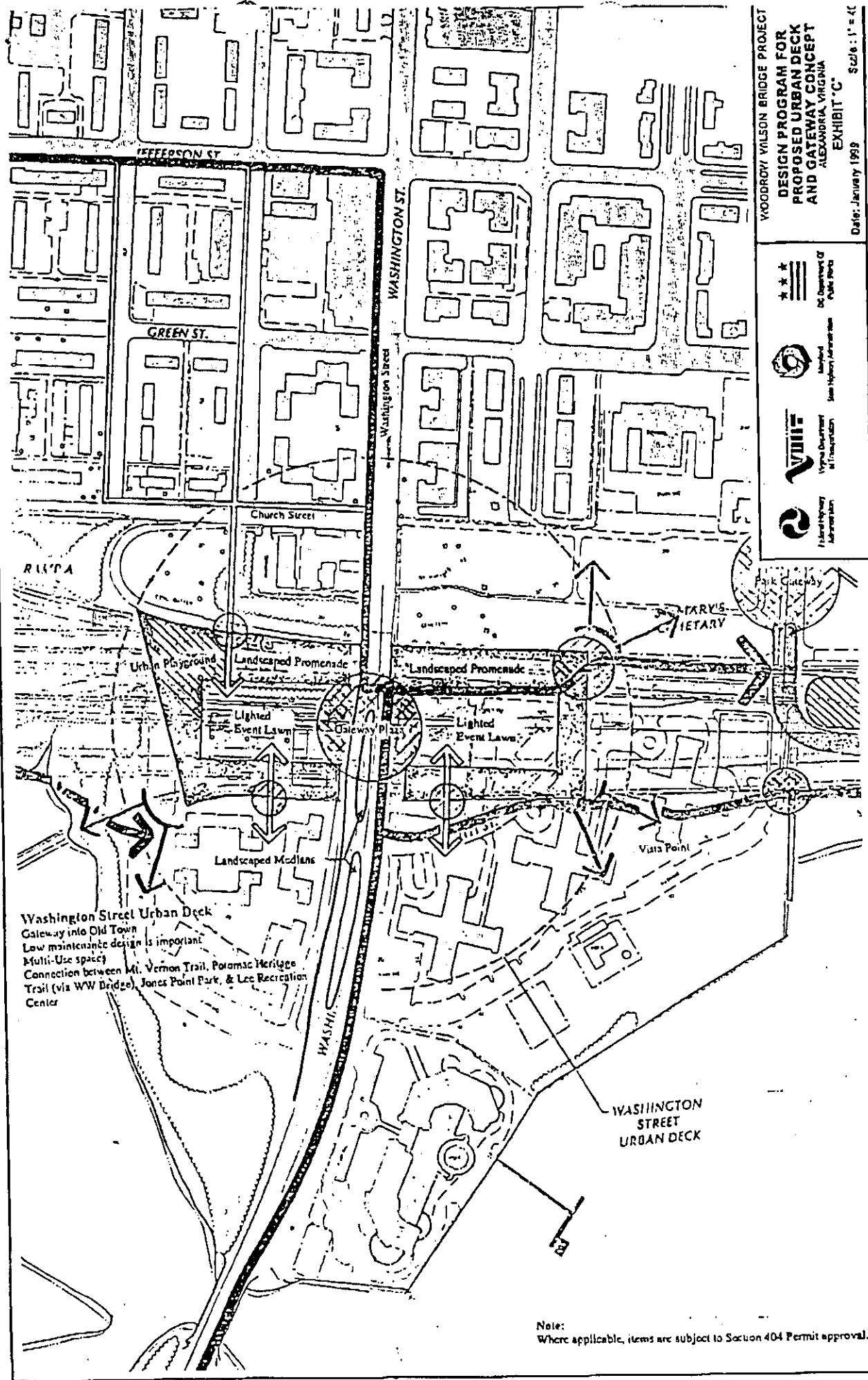
Jones Point Park - General
 Provides permanent structures, utility bridge
 Provides only low-level 24-hr. security lighting
 Design lighting, furniture, etc. within historic context
 Separate bicycle & pedestrian traffic when appropriate

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

Structural Stabilization around vista points & other areas where such stabilization is needed to prevent erosion; vegetative stabilization else where where stabilization is needed.

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

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



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

WOODROW WILSON BRIDGE PROJECT
**DESIGN PROGRAM FOR
 PROPOSED URBAN DECK
 AND GATEWAY CONCEPT**
 ALEXANDRIA, VIRGINIA
EXHIBIT 'C'
 Date: January 1999 Scale: 1" = 40'

DC Department of Public Works
 Virginia Department of Transportation
 Landmarks Heritage Administration

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



United States Department of the Interior

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

L30(N2R-LUCE)

30 SEP 1985

Ms. Vola Lawson
City Manager
City of Alexandria
Alexandria, Virginia 22315

Dear Ms. Lawson:

Permission has been requested by the City of Alexandria for a 25-year permit to enable the City to develop, manage, and maintain Jones Point Park upon parkland of U.S. Reservation 404V, Section 1, in Alexandria, Virginia.

In accordance with 16 United States Code, Sections 5 and 79, and National Park Service implementing regulations, Title 36, Code of Federal Regulations, Part 14, permission is granted to occupy said parkland to develop, operate, and maintain Jones Point Park for a period of 25 years. Consistent with the implementing regulations, no interest granted shall be greater than this permit (complete with enclosed conditions entitled "Enclosure 1, Permit Conditions, Permit Numbered ~~67800-0993~~ 67800-0993, which is revocable at the discretion of the Regional Director, National Capital Region, National Park Service.

Land ownership shall be retained by the Federal Government. Further, the National Park Service will retain responsibility and management for the two community garden plots, the Lighthouse, and the District of Columbia Boundary Marker.

The City of Alexandria and the National Park Service have jointly prepared a "Development Concept Plan and Environmental Assessment for Jones Point Park." The plan and assessment were approved by Alexandria City Council on February 12, 1985, and by the National Capital Planning Commission on August 1, 1985.

The proposed development and use of this parkland will be in accord with the City of Alexandria/National Park Service "Development Concept Plan and Environmental Assessment", dated April 1984, as amended, affixed to and a part of this permit (Attachment 1). Any deviation, modification or amendment to

this by the City of Alexandria must be approved by the Regional Director, National Capital Region, prior to its implementation upon permitted parklands.

Permission for the occupancy of Jones Point Park by the City of Alexandria will commence on October 1, 1986, and expire on September 30, 2011.

Notice of any decision to revoke or surrender this permit shall be made in writing 90 days prior to the effective date of revocation or abdication.

Sincerely,

Regional Director, National Capital Region

Enclosures

ACCEPTED AND AGREED to this

4th day of November, 1986

By: William M. Nelson

Title: City Manager

Approved as to form:

Robert S. Kennedy
City Attorney

UPON THE ACCEPTANCE OF THE CONDITIONS CONTAINED IN THIS PERMIT, INDICATED BY THE APPROVAL OF THE PERMITTEE IN THE SPACE PROVIDED, AND THE RETURN OF THE DUPLICATE COPY PROPERLY EXECUTED TO THIS OFFICE, THIS LETTER BECOMES A PERMIT FOR THE WORK DESCRIBED. RETURN SIGNED COPY TO:

LAND USE COORDINATION
NATIONAL CAPITAL REGION
NATIONAL PARK SERVICE
1100 OHIO DRIVE, S.W., ROOM 201
WASHINGTON, D.C. 20242

Enclosure 1

Permit Conditions, Permit Number 6:800:0193

1. The City of Alexandria, hereinafter referred to as the permittee, agrees to be fully responsible for development, management, maintenance, performance, use and safety for the area within Jones Point Park, except for the community garden plots, the Lighthouse, and the District of Columbia Boundary Marker. During the development and use of this parkland, as provided in the "Development Concept Plan and Environmental Assessment", hereinafter referred to as the Plan, the permittee shall:

- a) Consolidate parking under the Woodrow Wilson Bridge, off of National Park Service property, and restore four asphalted areas on the parklands to grass, one area to be partly a multi-use recreation area for such activities as volleyball and horse shoes. Consolidated parking under the Woodrow Wilson Bridge will be for park and recreation use and will not be used by the permittee for uses such as storage of goods and materials or parking of City vehicles such as sanitation trucks or buses, but may be used for peripheral parking.
- b) Convert the seawall to a pedestrian walkway, with space provided for large vessel docking.
- c) Cooperate with Cook Inlet Region, Inc., Anchorage, Alaska, owners of the Ford Plant located at the northern boundary of Jones Point Park, to allow completion by Cook Inlet Region, Inc., of a waterfront loop bicycle trail as detailed in the provisions of an "Agreement to Exchange Easements" between Cook Inlet Region, Inc., and the United States of America, dated February 1986", Attachment Number 2.
- d) Establish waterfront and woodland foot trails.
- e) Restore the wood-decked pedestrian walkway over existing Royal Street sewer outflow.
- f) Remove the chain-link fencing on the northern park boundary and retain the fencing along the western boundary adjacent to the community gardens.
- g) Additionally, the permittee will consider:
 - 1) Installing floating docks and ladders on the existing seawall to accommodate small visiting recreation boats on a short-term basis.
 - 2) Improving the main entrance of the park to make the entrance safer.

- n) Furthermore, the City Council has accepted the interim use of the Park Police Training Center by the Park Police until September 30, 1986. After September 30, 1986, the building will be used only for park purposes; the specific use shall be approved by the Alexandria City Council and the National Park Service.
- 1) We note that the proposed tot lot and additional memorial to Margaret Brent have been dropped from the plan.
2. The permittee agrees to provide emergency vehicular access for fire and safety to the Jones Point Lighthouse. Vehicular access may be a combined bicycle/emergency vehicle pathway; construction material shall be sufficient to support emergency vehicles.
3. Scheduled activities and special uses of Jones Point Park will be controlled by the permittee. The National Park Service shall be allowed use of the facilities at Jones Point Park without any fees or charges for special events, volunteer services, and other National Park Service programs. Such National Park Service use will be coordinated in advance with the permittee.
4. The permittee shall cooperate with the National Park Service and any other permittee(s) the National Park Service authorizes to preserve, repair, and interpret the Jones Point Lighthouse or Boundary Marker. No financial commitment is necessary.
5. All archeological resources shall remain property of the National Park Service. Any archeological investigations, surveys, digs, or other archeological activities must be approved in writing by the National Park Service prior to the start of such activities.
6. Until concurrent police jurisdiction is established, all law enforcement will remain the responsibility of the National Park Service. Thereafter, responsibility for law enforcement shall be jointly held by the permittee and the National Park Service.
7. Location, design and construction of all facilities in Jones Point Park must be approved by the National Park Service. If, after a period of 45 days from receipt of design and construction drawings, the National Park Service has not provided comment to the permittee, the permittee may assume approval and proceed with facility construction.
8. Jones Point Park shall be open to the public without regard to residency. User fees may be levied in accordance with the permittee's established Policies and Regulations Governing the Use of Public Park Facilities and Equipment.

AFFIDAVIT

I, Margaret Hodges, living at 830 South Lee Street, Alexandria, Virginia, 22314, having been duly sworn, depose and say as follows:

1. On Thursday, November 9, I spoke with Ron Mapp, Recreation Specialist of the Loudoun County Park and Recreation Department. Mr. Mapp stated that Loudoun County has no regulation size soccer fields under Loudoun County government control.
2. On November 9, 2000, I spoke with David Green, of Arlington County's Sports Division. Mr. Green stated that Arlington County has no adjacent regulation size soccer fields within the county.
3. On November 9, 2000, I spoke with Hugh Covington, Prince George's County's Sports Office. He stated that Prince George's County has no adjacent regulation size soccer fields within the county.

Margaret Hodges
Signature

Signed and sworn before me this 16th day of November 2000 in the City of Alexandria.

Nicole K. Wong
Notary Public

November 16, 2000
Date

My commission expires: 12/31/00

November 11, 2000

12

11-18-00

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

Dear Council Members:

We understand that Federal money is available for the City of Alexandria to ease the terrible impact the city will suffer during construction of the Wilson Bridge. We see this as an opportunity, a chance to recover the burial ground of our African-American ancestors.

We support the Friends of the Freedmen's Cemetery's request to dedicate a small portion (about \$2M) of the Federal contribution to purchase and preserve this land as a memorial park. This will help rectify the mistakes of the past 130 years—mistakes that have nearly erased the memory of the 1,700 African American souls interred in the burying ground.

We are aware that other groups will be there in force to lobby for historical and recreational funds. Therefore, we ask that you consider the significance of this request, since the Freedmen's Cemetery is scheduled to become a part of the Alexandria Historical Trail and the Virginia State African-American Historical Trail. Imagine the impression, however, upon visitors to the site when they find the memorial sandwiched between a 45-foot tall sound barrier, a gas station and an office building built over most of the graves.

We pray for your support, and we thank you in advance.

May God Bless You All,



Jeffery Simons
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

Dear Council Members:

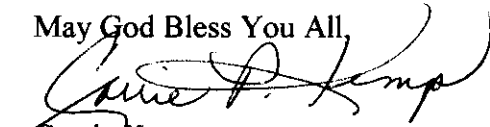
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May God Bless You All,



Corrie Kemp
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
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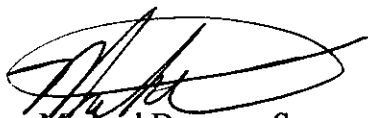
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May God Bless You All,



Michael Dawson, Sr.
RUSSELL TEMPLE C.M.E Church

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Marie Manning
RUSSELL TEMPLE C.M.E Church

November 11, 2000

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May God Bless You All,


Suzette Manning
RUSSELL TEMPLE C.M.E Church

November 11, 2000

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May God Bless You All,



Rosalie Arrington
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

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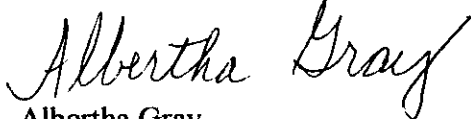
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May God Bless You All,



Albertha Gray
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
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301 King Street
Alexandria, VA 22314

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May God Bless You All,



Doris Thorne
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
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May God Bless You All,


Jannie Emery
RUSSELL TEMPLE C.M.E. Church

November 11, 2000

Alexandria City Council
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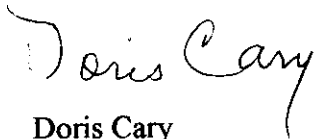
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Doris Cary
RUSSELL TEMPLE C.M.E Church

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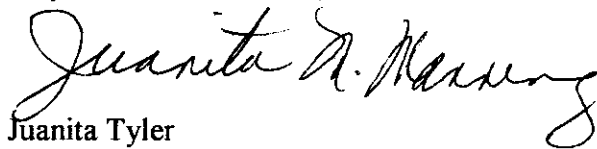
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May God Bless You All,

A handwritten signature in black ink that reads "Juanita Tyler". The signature is written in a cursive, flowing style.

Juanita Tyler
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
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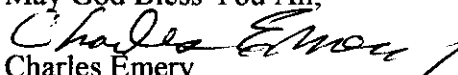
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Charles Emery
RUSSELL TEMPLE C.M.E Church

November 11, 2000

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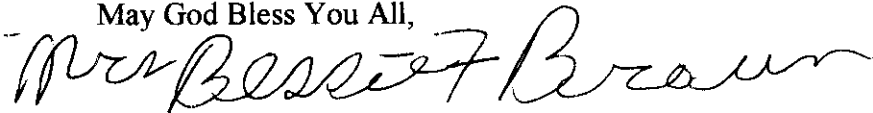
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May God Bless You All,

A handwritten signature in cursive script that reads "Mrs Bessie Brown". The signature is written in black ink and is positioned to the left of the typed name.

Bessie Brown
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
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Alexandria, VA 22314

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May God Bless You All,

Eloise Madison
RUSSELL TEMPLE C.M.E Church

A handwritten signature in cursive script that reads "Eloise Madison".

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

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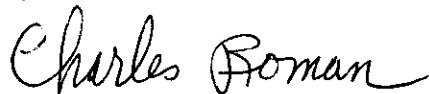
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May God Bless You All,

A handwritten signature in cursive script that reads "Charles Roman".

Rev. Charles Roman, Pastor
RUSSELL TEMPLE C.M.E Church

November 11, 2000

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May God Bless You All,


Ossie Spivey
RUSSELL TEMPLE C.M.E Church

November 11, 2000

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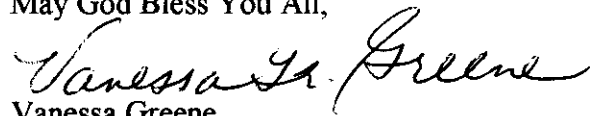
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May God Bless You All,



Vanessa Greene
RUSSELL TEMPLE C.M.E Church

November 11, 2000

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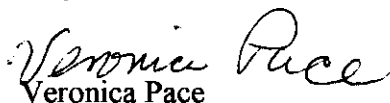
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Veronica Pace

RUSSELL TEMPLE C.M.E Church

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May God Bless You All,



Gerri Hogan

RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

Dear Council Members:

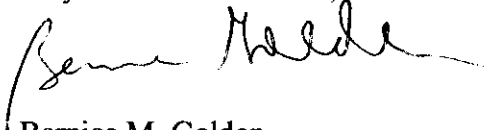
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May God Bless You All,



Bernice M. Golden
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

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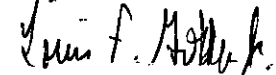
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Louis Golden
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

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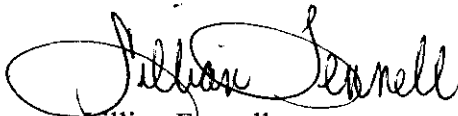
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May God Bless You All,

A handwritten signature in cursive script that reads "Lillian Fennell". The signature is written in black ink and is positioned above the printed name.

Lillian Fennell
RUSSELL TEMPLE C.M.E Church

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

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May God Bless You All,


Robin Schofield
RUSSELL TEMPLE C.M.E Church

11/15/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

Dear Council Members,

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Miss Fenderson
227 So Fayette St
Alexandria, Va.*

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

11/15/00

Dear Council Members,

We understand that Federal money is available for the City of Alexandria to ease the terrible impact the city will suffer during construction of the Wilson bridge. We see this as an opportunity, a chance to recover the burial ground of our African-American ancestors.

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Queen Gilbert
1212 Franklin St*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

11-15-00 Doris Rieley - 2110 S Lowell St, Apt, VA 22204

11/15/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Verna W. Henderson
634 So. Fayette St.
Alexandria, VA 22314*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

11/15/00

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May God Bless you all,

Robert Mollard
6 2 9 14 10/2000

November 11, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

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May God Bless You All,



Ann Smalls
RUSSELL TEMPLE C.M.E Church

12
11-18-00

Sent to CC, CM, T&ES

RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET



FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

Telephone message: Call 703-8384500

We support the Friends of the Freedmen's Cemetery's request to dedicate a small portion (about \$2M) of the Federal contribution to purchase and preserve this land as a memorial park. This will help to rectify the mistakes of the past 130 years that have nearly erased the memory of the 1,700 African-American souls interred in the cemetery.

This message can also be used for a email message and letter to City Council.

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

Pansy McCray Freedomway Baptist Church

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

M PANSY MCCRAY
2203 2ND ST N APT 2
ARLINGTON, VA 22201

FAX: 703-838-6433

Email:

**Mayor Kerry J. Donley
Vice Mayor Bill C. Cleveland
Councilwoman Claire M. Eberwein
Councilman William D. Euille
Councilwoman Redella S. Fepper
Councilman David G. Speck
Councilwoman Joyce Woodson**

**mayoralx@aol.com
billclev@home.com
vote4eberwein@aol.com
wmeuille@wdeuille.com
delpepper@aol.com
dspeck@aol.com
council-woodson@home.com**



Sent to CC, CM, TRES

11/11/2000



October 28, 2000

MEMORANDUM FOR:

FROM: Friends of the Freedmen's and Contraband's Cemetery

We are so happy today to bring you the good news -- Federal money is available for the City of Alexandria to ease the hardships that we'll suffer during construction of the Wilson bridge!

This is the opportunity the Friends of the Freedmen's Cemetery has been praying for -- the chance to recover the burial ground where our African-American ancestors lie beneath a gas station and office building.

But this is our last chance. This money will NOT be spent on the Freedmen's Cemetery without support from our African-American community. Therefore, we ask that everyone PLEASE take the time to write, or email, or phone the City Council. For your convenience we have attached copies of a sample letter, and email and telephone messages.

Request that a small portion (about \$2M) of the Federal contribution be set aside to purchase and preserve this land as a memorial park. This will help to rectify the mistakes of the past 130 years that have nearly erased the memory of the 1,700 African-American souls interred in the cemetery.

But most important, if you can, PLEASE ATTEND the City Council public hearing on Saturday, November 18th. Your presence will ensure that some Federal money will be spent for the Cemetery. (We assure you other interested groups will be t here in force to lobby for their concerns!)

Please remember the money is there and will not come out of City funds or your taxes. Only we -- the citizens -- can make the restoration of the Freedmen's Cemetery happen.

Write: Alexandria City Council, Suite 2300, 301 King Street, Alex, VA 22314

Call: 703-838-4500 FAX: 703-838-6433

email: Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	billclev@home.com
Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delperpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

Williamson Baker Shop

2000/11

Kim C. Williams 528 N. Potomac

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

Dear Council Members,

We understand that Federal money is available for the City of Alexandria to ease the terrible impact the city will suffer during construction of the Wilson bridge. We see this as an opportunity, a chance to recover the burial ground where our African-American ancestors.

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We pray for your support, and we thank you in advance.

May God Bless you all,

Michael Wilson 5840 Cameron Run Hwy. Alex VA 22308

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

11/11/00

Dear Council Members,

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We pray for your support, and we thank you in advance.

May God Bless you all,

Karen T. Chandler
520 S. Payne St
Alexandria VA

11/11/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

Louis N. Dabbs
1116 Queen St. Alex VA 22314
703-548-4506

11/11/2000

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Howard Regent
3913 Charles Ave
ALEXANDRIA, VA 22305*

11/11/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Dennis Rice
Rice Co Barber Shop
1028 Moore St
Alex VA 22314*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Michelle Baldwin
250 S. Whiting Street, #807
Alexandria, VA 22304*

11/11/2000

11-11-2008

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Vernonia Cadson
3607 Sherwood Ln. #204
Alex. Va. 22309*

11/11/2000

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Jacquelyn Perry
3810 Saramie Pl. #D
Alexandria, VA 22309*

11/10/2000

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Bernice Miller
706 So Fayette St #21
703-548-1806*

11/10/02

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

Senja Carter

573 S. Fayette St

Alex

Nov. 11, 2005

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

Lela R. Scott
2610 Foundry Way
Apt. #303
Alexandria, VA 22314



11/11/2000

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

Dear Council Members,

We understand that Federal money is available for the City of Alexandria to ease the terrible impact the city will suffer during construction of the Wilson bridge. We see this as an opportunity, a chance to recover the burial ground where our African-American ancestors.

We support the Friends of the Freedmen's Cemetery's request to dedicate a small portion (about \$2M) of the Federal contribution to purchase and preserve this land as a memorial park. This will help to rectify the mistakes of the past 130 years—mistakes that have nearly erased the memory of the 1,700 African-American souls interred in the burying ground.

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Everett Williams
431 South Columbus St.
Alexandria, Va.
Nov. 10, 00*

11-10-00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

Sheila Tack
#13 N. Peyton St
A1st VA 22314

11/11/2000

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

Mr. + Mrs. Keith + Tarsha Sittou

914 Gibbon Street

Alex, Va. 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Carole Webster
624 N. Alfred St.
Alex., Va. 22314
11/11/2000*

11/11/2000

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Annetta Beatty
233 S. Jenkins St.
Alex, Va. 22304
703-751-5193*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Glenn Callaway
1212 Colonial Ave.
Alex. Va 22314
11/11/2000*

*Saint Joseph Catholic Church
11/11/02*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Monika Wilson #33
7947 Richmond Hwy
Alex VA 22306*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

*Maria Callaway 11/11/00
917 Wolfe Street
Alexandria, Va 22314*

Saint Joseph Catholic Church
11/11/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

Doris E Hughes #2
1512 Commonwealth Ave
Alexandria, VA 22301

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

Dear Council Members,

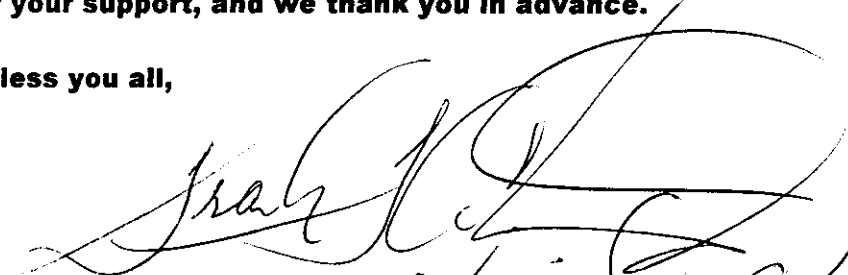
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We pray for your support, and we thank you in advance.

May God Bless you all,


1212 Colonial Park
Alex. Va
22314
11/20/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

11/11/00
W. J. ... #12
714 S. Fayette St
Alexandria VA
22314

St. Joseph Church
11/11/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

Theola + Patricia Lee
714 South Fayette St.
Alex. Va. 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

*USA Abetelton
1204 S Washington
Alex VA
89249
11/10/2002*

11/10/2020

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

Patricia Cunningham
820 First St.
Alexandria Va
22314

11/11/2008

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

Stars Hair Palace
Nubiana
Ann Gilmore
316 N Henry St
Alex, VA 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

*Delores A. Jones
504 N. Columbus St
Alexandria VA 22314
November 11, 2008*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

*Jan E. Lee
519 S. Fayette St.
Alex, Va.
11/11/00*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

*Billie Jean Morris
233 Lynnhaven Dr
Alexandria, VA 22305
703-836-0205
11-11-00*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

*Rev Lewis Elliott Jr
301 Westmond Dr
Alex, Va 22305
Nov-11-00*

11/10/00

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

*Ira F. Bracey
1204 Rowan St.
Alexandria Va
22314*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

11/10/00

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May God Bless you all,

William F. Gray

*3609 Drews Ct.
Alexandria, VA*

November 16, 2000

*Sent to CC, CSM,
T&S*

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

Lillie Spencer
Lillie Spencer
Retired Senior Citizen



JAMES JOHNSON
1206 COLONIAL AVE
ALEX, VA 22306

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

James Johnson

436 No. Peyton St.
Alex, VA 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

Dear Council Members,

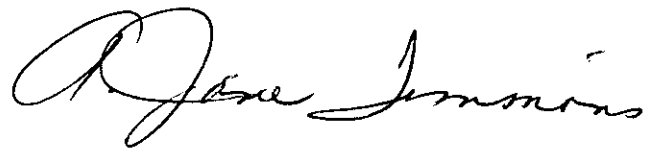
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May God Bless you all,



Charles F. Funderburk
436 N. Peyton St.
Alex, Va 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We are aware that other groups will be there in force to lobby for historical and recreational funds. Therefore, we ask that you consider the significance of this request, since the Freedmen's Cemetery is scheduled to become a part of the Alexandria Historical Trail and the Virginia State African-American Historical Trail. Imagine the impression, however, upon visitors to the site when they find the memorial sandwiched between a 45-foot tall sound barrier, a gas station and a office building built over most of the graves.

We pray for your support, and we thank you in advance.

May God Bless you all,

Charles F. Funderburk

514 So. Alfred St
Alex, VA 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,

Mary E Stater

300 Weythe St.
Alex, VA 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,



667 So Fayette St
Alexia 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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We pray for your support, and we thank you in advance.

May God Bless you all,

Janette Sade

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

*710 South Fayette St. #12
Alexandria, VA 22314*

Dear Council Members,

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We pray for your support, and we thank you in advance.

May God Bless you all,

Mary McLaughlin

623 N. Alfred St.
Alex, VA 22314

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

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May God Bless you all,



Sent to CC, CM, T&ES

Nov. 13, 2000

Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314

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We pray for your support, and we thank you in advance.

May God Bless you all,

C. A. Funn Sr. - Acting President - The Society For The
Preservation of African-Amer. Heritage

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

11/13/2000

Telephone message: Call 703-8384500

We support the Friends of the Freedmen's Cemetery's request to dedicate a small portion (about \$2M) of the Federal contribution to purchase and preserve this land as a memorial park. This will help to rectify the mistakes of the past 130 years that have nearly erased the memory of the 1,700 African-American souls interred in the cemetery.

This message can also be used for a email message, letter or Fax to City Council.

Bernice R. & Thomas H. Lee, 5045-Pitt St.

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	billclev@home.com
Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

October 28, 2000

MEMORANDUM FOR:

FROM: Friends of the Freedmen's and Contraband's Cemetery

We are so happy today to bring you the good news – Federal money is available for the City of Alexandria to ease the hardships that we'll suffer during construction of the Wilson bridge!

This is the opportunity the Friends of the Freedmen's Cemetery has been praying for – the chance to recover the burial ground where our African-American ancestors lie beneath a gas station and office building.

But this is our last chance. This money will NOT be spent on the Freedmen's Cemetery without support from our African-American community. Therefore, we ask that everyone PLEASE take the time to write, or email, or phone the City Council. For your convenience we have attached copies of a sample letter, and email and telephone messages.

Request that a small portion (about \$2M) of the Federal contribution be set aside to purchase and preserve this land as a memorial park. This will help to rectify the mistakes of the past 130 years that have nearly erased the memory of the 1,700 African-American souls interred in the cemetery.

But most important, if you can, PLEASE ATTEND the City Council public hearing on Saturday, November 18th. Your presence will ensure that some Federal money will be spent for the Cemetery. (We assure you other interested groups will be t here in force to lobby for their concerns!)

Please remember the money is there and will not come out of City funds or your taxes. Only we – the citizens – can make the restoration of the Freedmen's Cemetery happen.

Write: Alexandria City Council, Suite 2300, 301 King Street, Alex, VA 22314

Call: 703 -838-4500 FAX: 703-838-6433

email: Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	billclev@home.com
Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delperpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

Telephone message: Call 703-8384500

11-13-2000

We support the Friends of the Freedmen's Cemetery's request to dedicate a small portion (about \$2M) of the Federal contribution to purchase and preserve this land as a memorial park. This will help to rectify the mistakes of the past 130 years that have nearly erased the memory of the 1,700 African-American souls interred in the cemetery.

This message can also be used for a email message, letter or Fax to City Council.

Gladyce L. Tancil *6505 Hampton Road*
Alexandria VA 22306

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	billclev@home.com
Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

11-13-2000

Telephone message: Call 703-8384500

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This message can also be used for a email message, letter or Fax to City Council.

.....*Clarence L. Cooper - 415 S. Royal St.*.....

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

.....

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

Mayor Kerry J. Donley	mayoralx@aol.com
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Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

**RESTORE FREEDMEN'S CEMETERY
1201 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

Telephone message: Call 703-8384500

November 13, 2000

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This message can also be used for a email message, letter or Fax to City Council.

Lillie Finkler 1210 Franklin St

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	billclev@home.com
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Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delperpe@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

Telephone message: Call 703-8384500

13 Nov 2000

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Matthe SunnHaykins

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

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Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

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Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delperpe@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

Telephone message: Call 703-8384500

11-13-00

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This message can also be used for a email message, letter or Fax to City Council.

Ethel S. Underwood
.....
.....

Sample letter and email information:

*5300 Holmes Run Parkway #411
Alexandria, Va. 22304*

If you use the sample letter please date, sign your name, title and organization

.....
**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	bilclev@home.com
Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Eulle	wmeulle@wdeulle.com
Councilwoman Redella S. Pepper	delpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

11-14-2000

**Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

Dear Council Members,

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We pray for your support, and we thank you in advance.

May God Bless you all,

*Rev. Dr. Lloyd O. Roberts
for Ebenezer Baptist Church*

Sent to CC, CU, TRES

RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET



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THE MEMBERS OF:
EBENEZER BAPTIST CHURCH

909 Queen Street
Alexandria, VA 22314
703/683-1473

Rev. Dr. Lloyd S. Roberts	11/12/00
Carl Young	11/12/2000
Rev. Mark S. Golden, D. Min.	11-12-2000
Min. Eugene McKerrin, Jr.	
Phenoxis H. Cooper	11-12-00
Stephens	11-12-00
Wynn Davis	11-12-00
David W. Saunders	11-12-00
David W. Thomas	11-12-2000
Adell Johnson	11-12/2000
Charlene L. Cooper	11-12-2000
WILLIE J. WHITLEY JR.	11/12
Henry Williams	11/12/00
Cathy Hest	11/12/00

Maudie E Jones

Bernice Williams

Betty J. Palmer

Pearl Rahming

Julia Burns

Jackie Dorman

Ruth Graham

~~Edna~~

Wilma Loneloe

Daisy M. Day

Baller Zuber

Louise Elliott

Irma Curtis

Fredrick R. Jones

Erie Jones

Sallie Beyer

Marcella Thaxter

Elma Gallaway

Jan M. Price

JAMES M. CHANDLER

JAMES H. STANFIELD SR

Willie Cables - 11-12-2008

3

EBENEZER BAPT. CHURCH
909 QUEEN STREET
ALEXANDRIA, VA 22314

Umar Dublin - 11-12-00

Mildred Woodard 11/12/00

Paula J. Ferguson 11/12/00

Jane M. Hobbs 11-12-00

David Frazier 11-12-00

Lillie MacLennan 11-13-00

Elizabeth Harris 11-14-00

Lorraine Tate 11/12/00

Barbara Repls 11-12-00

Sylvia Brown 11-12-00

Jim Brown 11-12-00

John Morgan 11-12-00

Alice Proctor 11-12-00

Mamie Morgan 11-12-00

Wynne Calbert 11-12-00

Ralph Power 11-12-00

Robert Penhollow 11-12-00

Martha Seel 11-12-00

Terrey Johnson 11-12-00

Ruby G. H. Strick 11-12-2000

EBENEZER BAPT. CHURCH
909 QUEEN STREET
ALEXANDRIA, VA 22314

L. Lee Johnson JR.	11-12-00
Lillian R Williams	11-12-00
Booise R Williams	11-12-00
Barbara L. Roberts	11-12-00
Gennie D. Ivey	11-12/00
Hattie M. Darning	11/12/00
Alice Sykes	11/12/00
Ruth Bowling	11/12/00
Sharon L. Whiteley	11/12/00
Lilla Charity	11/12/00
Robert Stewart	11/12/00
Margaret E. Carter	12-0-0
Ethel Chandler	11-12-03
Mark Smith	11/12/06
John R. Smith	11/12/00
Sharon J. Johnson	11/12/00
Geneva Wright	11/12/2000
Lena Wormeier	11/12/2000
Luella Hall	11/12/2000
Charles Hall	11/12/2000
Junior Lee	11/12/2000

EBENEZER BAPT. CHURCH
909 QUEEN STREET
ALEXANDRIA, VA 22314

Valencia Sanders

William E. Lewis

Mrs + Mrs Jesse Jennings

Janet L. Timberlake

John Baker

Anna Fitzgerald

Verlene Gregory

Greddie Hill

Ethel L. Hill

Lula B. Vaughn

Janet Timberlake

John Ambler

Tiffany H. Lewis

Janna O. Anderson

Sent To CC, CM T+ES
[Redacted]

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

Telephone message: Call 703-8384500

We support the Friends of the Freedmen's Cemetery's request to dedicate a small portion (about \$2M) of the Federal contribution to purchase and preserve this land as a memorial park. This will help to rectify the mistakes of the past 130 years that have nearly erased the memory of the 1,700 African-American souls interred in the cemetery.

This message can also be used for a email message, letter or Fax to City Council.

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

.....
Louise Fenzel 322 E. Howell Ave 11/16/00
.....

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

- | | |
|--|---------------------------------|
| Mayor Kerry J. Donley | mayoralx@aol.com |
| Vice Mayor Bill C. Cleveland | billclev@home.com |
| Councilwoman Claire M. Eberwein | vote4eberwein@aol.com |
| Councilman William D. Euille | wmeuille@wdeuille.com |
| Councilwoman Redella S. Pepper | delpepper@aol.com |
| Councilman David G. Speck | dspeck@aol.com |
| Councilwoman Joyce Woodson | council-woodson@home.com |

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

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Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

*Alice L. Thompson 324 E. Howell Ave Alex VA
Parker-Gray Alumni Assoc. Pres. 11/15/00 2230*

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	billclev@home.com
Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

**RESTORE FREEDMEN'S CEMETERY
1001 SOUTH WASHINGTON STREET**

FOR YOUR CONVENIENCE, IF YOU PREFER TO USE SAMPLES

Telephone message: Call 703-8384500

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This message can also be used for a email message, letter or Fax to City Council.

Sample letter and email information:

If you use the sample letter please date, sign your name, title and organization

Margaret Bass 324 East Howell Ave. 11/15/02

**City Council Address: Alexandria City Council
Suite 2300
301 King Street
Alexandria, VA 22314**

FAX: 703-838-6433

Email:

Mayor Kerry J. Donley	mayoralx@aol.com
Vice Mayor Bill C. Cleveland	billclev@home.com
Councilwoman Claire M. Eberwein	vote4eberwein@aol.com
Councilman William D. Euille	wmeuille@wdeuille.com
Councilwoman Redella S. Pepper	delpepper@aol.com
Councilman David G. Speck	dspeck@aol.com
Councilwoman Joyce Woodson	council-woodson@home.com

12
 11-18-00

Yates Gardens Association Petition

We the undersigned oppose the cutting of 4.1 acres of trees to be used for athletic fields at Jones Point Park.

The size of this land is equivalent to 11 of the soccer fields now used at Jones Point.

**We also oppose the bike path that runs behind the 800 block of Lee Street
 150 feet from homes.**

Cutting these fields will erode our neighborhood's natural sound barrier protecting us from the truck and bridge construction noise.

Name	Address	Email	Phone Number
Elizabeth Allen	205 Jefferson Street		703-549-0999
John M. Nutter	212 Jackson St		703-549-1311
John D. ...	609 S. Fairfax		703-548-4307
Kenya ...	210 ... St.		703-548-1023
Hymie ...	202 Jefferson St.		703-549-5799
...	211 Green St		703-519-6282
...	722 ... St		703-549-0885
...	221 Green St		703-683-4932
...	217 GREEN ST	imwdspring.com	703-549-3919
Katherine Abramowitz	822 South Royal St.	KpaKpe.az	703-549-0409
Yvonne Weight	700 West S. Lee St		703-549-2074
Richard J. Arley	920 S. Fairfax St.		703-548-3920
...	821 S. LEE ST	sigfic@AOL.COM	703-549-0246
William ...	616 S. Pitt St.	bill-murray@home.com	703-549-3027
Bessy ...	810 S. Lee St.		703-519-0771
Valerie ...	829 So. Lee St		703-548-4579
Bill ...	827 So ROYAL ST		703-548-9441
John O'Connell	215 GREEN ST.		703-548-9107
JANE O'CONNELL	215 GREEN ST.		703-548-9107
Mary ...	616 S. Pitt St		703-549-3027

Yates Gardens Association Petition

We the undersigned oppose the cutting of 4.1 acres of trees to be used for athletic fields at Jones Point Park.

The size of this land is equivalent to 11 of the soccer fields now used at Jones Point.

**We also oppose the bike path that runs behind the 800 block of Lee Street
150 feet from homes.**

Cutting these fields will erode our neighborhood's natural sound barrier protecting us from the truck and bridge construction noise.

Name	Address	Email	Phone Number
Mirabeth Howard	111 E. Cleveland Ave.		703-548-2818
Calvin H. Hester	829 So. Lee St	—	703 548 5124
Tara Moran	206 JEFFERSON ST		703 683-1735
Gina Moran	206 Jefferson St		703-683-1735
Michelle Smith	202 Jefferson St		703 549 5799
Tara Moran	206 JEFFERSON ST		703 683-1735
Kevin Moran	"		"
Carroll Johnson	832 S. Lee St.		703-836-3237
Chris Johnson	832 S. Lee St	CHRS@DARYL.COM	703-836-3237
M.A. Adams	833 S. Fairfax St.		" 548-9953
Theresa Pearson	833 S. Fairfax St.		" 548-9853
Nancy O'Connor	212 Green St		683-1937
Martin O'Connor	212 Green St.		" "
Margaret Heger	830 S. Lee ST		836-0968
William G. Gresham	815 S Lee		548-2891
Robert Gresham	"		548 2891
Bob B. B.	820 S. Lee St.		836 2001
J.P. Jamell	801 S. FAIRFAX ST	lafargo@701.com	(703)683-8520
Darcy L. Nelsen	314 Circle Hill Rd		703 548 1234
John Hester	700 Lee St		703 548 1234

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Name	Address	Email	Phone Number
Debra Miller	808 S. Lee St	R.MILLER@	703-519-7267
J. Debra Miller	808 S Lee St	dorndr.com	703-519-1000
	514 S Lee St		
	518 S Lee St		
			" " "
	550 S Lee St		
	510 S Lee St		
Theresa E. Skan	826 S Lee St		703-548-6709
Jane Mann	831 S Lee St	elaine.mann@h	703-548-3500
Jane Mann	131 S Lee St		836-3500
Jane Mann	327 S Lee St		548-3327
Kay Downey	823 S Lee St		836-2227
Margaret Howard	829 S Lee St		836-3370
Margaret Surisley	804 S Lee St	VIAGGITT@	703-548-1007
Mary Hartung	802 S Lee St	h.a. federals	com 548-7218
John R. Hartung	802 S Lee St		548-7218
	805 S Lee St	JGross@	703-548-1007
Ben Brown	810		550
Sarah K. K...	812 S Lee	548-2990	

Yates Gardens Association Petition

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Name	Address	Email	Phone Number
Chloe Harrison	914 South Fairfax St		
Herbert Harrison	914 South Fairfax St		
Allan B. Buford	811 South Lee St.		703-548-3380
Sally Buford	811 South Lee St		703-548-3380
Michael Saut	202 Jefferson St		(703) 549-5799
Janice Lambert	919 S Lee Street		703 683 8299
CATHERINE KINNEY	913 S LEE ST		713 292-3550
MICHAEL LAMBERT	919 S. LEE ST		71683-8299
Sandra Greer Sullivan	910 S Fairfax St		703-836-1666
Alexandra Buford	811 South Lee St.		703-548-3380
Peter Buford	811 South Lee St.		703-548-3380
Brian Buford	811 South Lee St.		703-548-3380
Susan Oswald	828 S. Lee St.		
Tod Sullivan	910 S Fairfax St		703 836 1666
Elena Boley	822 S. Lee St		703 549 2013
Scott Oswald	828 S. Lee St	RSW@Oswald.com	703/739-7723

Yates Gardens Association Petition

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from the truck and bridge construction noise.**

Name	Address	Email	Phone Number
Linda Ingelme	422 N Wilson	CORNALEXKODIA	2991-9215
Shane Platt	103 Cameron News	SCANNPLATT@ iname.com	578-6722
Howard Pyle	125 North Lee Street	howard @hpyle.net	799-0727
Merwin Stott	114 Prince Street	scottprince@world net.com	549-9120
Rollie Bannerman	3 Wilkes St.	mproeue@aol.com	683-9434
Brian Buzzell	1 Wilkes St	brian.buzzell@home.com	
Dennis Kux	125 Duke St	denniskux@aol.com	830-3398
Nancy McKendree	205 Wolfe St		(703)836-2193
John McKENDREE	205 Wolfe St	JOHN_MCKENDREE@ MSN.COM	(703)836-2193
Joan Venikos Haza	44 Wolfe Street		(703)684-5875
Geddy Hazzem	44 Wolfe St		(703)684-5875
Kellean Griffin	329 South Lee St.	khgriffin@att.net	703-739-0707
SERITA SCHOTTA	204 PRINCE ST.		(703)548-9850
Jud Bunkle	207 FRANKLIN ST	JTBUNKLE@2K.NET	549-0536
RAYMOND SIDORSKY	111 PRINCE ST.	SIDORSKY @ ICPENER.NET	703-549-7437
AYLLIS SIDORSKY	111 PRINCE ST.	"	"
Reed Eifen	1124 Prince Street	eifenundreed@ FC13.COM	703.548.5011
Charles Schotta	104 Prince St	Schotta@verizon	703 548-7896
Judy May	20771 Columbus St.	jmay@erols	703 683-6943
Yvonne Wright	735 S. Lee St	75507-2243	703-549-2074
	Alex. 22314	a@compuserve.com	

Got Her @ Park (Jones Point)

Yates Gardens Association Petition

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Name	Address	Email	Phone Number
Barbara Kilgallen	512 S. See St		703 549-2980
Jean Mabuchi	209 Jefferson St		705 683-6593
Kate Cameron	801 Duke		703 836-1131
John C. Yum	511 South Lee St.		703-683-2439
John Tully	511 S. Lee St		" "
Wesley Lane	403 Franklin St		703 519 9579
Ernie E. Fane	703 FRANKLIN ST		703 519 9579
E. M. DeLaney	2219 Woodson Rd		703 329 1382
John Hunt	6045 Edgewood Terrace		703-324-7494
Terah Lyons	419 WOLFE ST.		703 836 8336
Cedric S. Hester	311 S St Agatha St		(703) 836-2592
Bruce Tiller	8215 Doctor Clark Ct.		(703) 619-0910
Donald Fawcett	6220 Ardmore Rd		(703) 329-1083
James Morrison	3812 Woodlawn St. ALA	MORRIS @ TWT mobile.com	703-212-7137
Suzanne Wallace	3812 Woodlawn St.		(703) 212-7137
Norah T. Woods	711 S. Fairway St.		(703) 683-5519
Ann C. Anderson	3225 Saint Elizabeth St		(703) 518-6179
St. Jennifer	2322 W. Alfred St.		703 739 4314
Phil Chandler	723 S Fayette St.		703-519-9233
Arnold Hunt	216 Prince St.	arnold@historical.com	703/684-9459

Gotten @ Jones Point itself

**Yates Gardens Association
Petition**

We the undersigned oppose the cutting of 4.1 acres of trees to be used for athletic fields at Jones Point Park.

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Name	Address	Email	Phone Number
Karen L. Marshall	1403 Bell St. Alex		703 799 1230
James L. Love	5700 Sycamore Ct		703 799 3300
Robert C. Love	815 South 7th Ave		549 7500
Ashley Brown	828 South P.H		549-6406
BABY CHUTE	916 Cameron St.		703 836 5685
KATHERINE ABRAMOVITZ	822 So. Royal St		703 549 6409
KATHRYN KEANY	1406 DADE LA		703 799 7828
P. Marguerite Wyle	320 N. Alfred St Alex		703-683-4065
Capital shoe	8312 Simsburg Place		703 799 9478
Kay Barton	918 Pine Road		703 760 3513
JIM GEIST	2625 Grovelan St.		703 76 54963
JUDITH TERRIS	318 S Fairfax St		703 549 8331
Janeline Harris	323 So. St. Anthoni		703 578-2400
Mary Killeen	8215 Doctor Creek Ct		703 619 1096
Mary Milensky	1015 Queen St		703-739-2425
Elizabeth W. H.	816 Dolce St		703-518-4887
Barb McCutchen	115 Harvard St		703-654-3412
Bernbert Mueller	1204 S Wash. St Alex		703-548-1259
CY PHILLIPS	4118 S. 36TH ST/MLLIMAN	LAWRENCE ENVIRONMENT	703-933-9176

LAWRENCE.COM

12
11-18-00

November 13, 2000

To: Mayor Donley and Members of City Council

From: Kirk S. Fedder, Vice Chair, Parks and Recreation Commission

Re: Design plans for Jones Point Park

Dear Mayor Donley:

Regrettably I will be out of town on November 11th and will be unable to address the Council regarding the proposed design plans for Jones Point Park. To be succinct, I personally and wholeheartedly support the plans reviewed and approved by the Commission in toto. While it is regrettable that trees will be removed to facilitate this plan, the benefits are significant and undeniable. As you are well aware Alexandria has too few fields in its inventory, which prevents them from being rotated in and out of use causing our fields to suffer the stress of overuse. Accordingly, I believe that it is of the utmost importance that two full size multi-use fields are placed at Jones Point Park.

Furthermore, it is important that they are located adjacent to each other on the north side of the completed bridge. It is physically and aesthetically preferable to separate the active recreation space from the passive recreation space. This eliminates the intrusions on quiet passive enjoyment of the park and allows parents to supervise several children who may be playing on different fields and the adjacent playground at the same time. In addition, having adjacent fields greatly facilitates maintenance at considerably less cost.

I appreciate your attention to this issue, and I hope that you will approve the plans as approved by the Commission. Thank you very much.

Very truly yours,



Kirk S. Fedder
113 West Maple Street
Alexandria, Va. 22301



Yates Gardens Civic Association

Alexandria ■ Virginia

Teresa Whisenant Miller, President ■ 808 S. Lee Street ■ (703) 519-7267

12
11-18-00

Dear Mayor,

I want to thank you for how fair you handled the Council work session on Jones Point. Your comments about the size of the soccer fields were very considerate of our neighborhood.

I have always admired how you can handle any situation with laughter and great joy for your job as Mayor. I think that watching you on Council invoke the institutional memory of issues and recall one can see why we should never have term limits! Your seasoned approach

(over)

to everything you do comes thru
and gives everyone a bit of pride
in knowing you are our Mayor.

Although I have worked in
the past with other candidates,
because we wanted Old Town
issues heard, I have always
been proud that you were our
Mayor and set the standard of
civility on the Council.

I hope you will come to visit
Jones Point before the December vote.
My neighbors would like (no more than 3)
to take you on a tour.
I look forward to working with you
on the Woodrow Wilson Bridge Task Force & finding
some harmony for our end of town. Warmest regards,
Terese Miller

SAINT MARY'S CATHOLIC CHURCH
310 DUKE STREET
ALEXANDRIA, VIRGINIA 22314

12
11-18-00

November 17, 2000

Alexandria City Council
301 King Street, Suite 2300
Alexandria, Virginia 22314

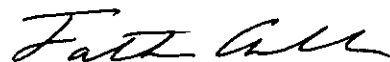
Dear Members of the Alexandria City Council:

During November of each year we celebrate the Feast of All Souls and are prompted to remember our beloved dead.

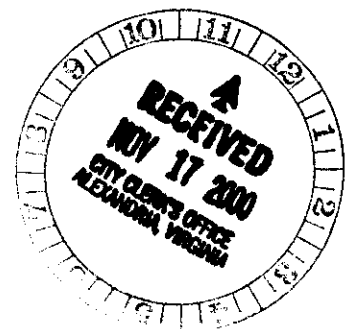
In this light, we support the efforts of the Friends of Freedmen's Cemetery to remember the souls who are interred in Freedmen's Cemetery.

God bless all of you in this noble work.

Sincerely in Our Lord,



Reverend Robert E. Avella
Pastor



PHONE-O-GRAM[®]

for: *CC*

12
11-8-00

From *Beatrice McGuire* Company _____

City *1014 Wilkes St. Alex.* Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message *Please use money for Friedman's Cemetery.*

Date *11/17* Time *12:35* Taken by *Kef*

Action Wanted _____

Action Taken _____

12
11-18-00



Beverly I Jett
11/17/2000 09:10 AM

To: Susan K Seagroves/Alex@Alex
cc:
Subject: Freedmen's Cemetery/WW Bridge

For 11/18/00 Council Meeting.
----- Forwarded by Beverly I Jett/Alex on 11/17/2000 09:12 AM -----



MIME:Adele@aapa.org
g
11/16/2000 04:49 PM

To: Beverly I Jett@Alex
cc: tmw@his.com @ INTERNET
Subject: Freedmen's Cemetery/WW Bridge

Dear MS. Jett;

I am the current VPof Friends of Alexandria Archaeology. Along with the rest of the Board, I would like to urge the city to take the opportunity that the replacement of the Woodrow Wilson bridge offers to protect and restore Freedman's Cemetery as the Friends of Freedman's Cemetery has requested.

I hope the city will take this opportunity to protect this piece of our history and to correct an apparent past oversight that let this land pass into inappropriate usage, i.e., a gas station.

Secondly, I hope the city will not sacrifice trees for soccer fields or express lanes. The trees in Jones Point offer a good sound barrier between residents and construction of the WW bridge. The removal of the wetlands under the shadow of the new bridge already significantly reduces wetlands in our city. We should not compound this damage by eliminating the trees north of the existing bridge. If there must be two supersized soccer fields, let's locate them in a place where they will have better access than Jones Point. I hope you will take these statements into account at this Saturday's City Council meeting.

Sincerely, Adele Dunne

City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

Time: [Thu Nov 16, 2000 13:48:25] IP Address: [216.164.128.5]

12

11-18.00

First Name: Susan
Last Name: Browning
Street Address: 800 Hermitage Court
City: Alexandria
State: VA
Zip: 22302
Email Address: ttfn@erols.com

I would like to express my support for the athletic fields at Jones Point. I feel strongly that we do not provide enough field already and the loss of any athletic field would impede our ability to provide adequate services to our children in Alexandria.

Comments: I see no reason why any resident of Alexandria would not like to have these beautiful fields as part of their backyard.

I hope that you and the City Council will support these facilities for our children as you would facilities for recreation and animals.

Respectfully,

Susan Browning

12

11-18-00



Beverly I Jett
11/17/2000 09:09 AM

To: Susan K Seagroves/Alex@Alex
cc:
Subject: Support Friends of Freedman's Cemetery

For 11/18/00 docket folder. City Council has received it looks like.
----- Forwarded by Beverly I Jett/Alex on 11/17/2000 09:10 AM -----



MIME:tmw@his.com
11/16/2000 03:11 PM

To: mayoralx@aol.com @ INTERNET, billclev@home.com @ INTERNET,
vote4eberwein@aol.com @ INTERNET, wmeuille@wdeuille.com @
INTERNET, delpepper@aol.com @ INTERNET, dspeck@aol.com @
INTERNET, council-woodson@home.com @ INTERNET, Beverly I
Jett@Alex

cc:
Subject: Support Friends of Freedman's Cemetery

Enclosed is a PDF document which I am forwarding. In case you have trouble with PDF files here is text.
Tom Witte

=====

Dear Honorable Mayor and Council Members, The Friends Of Alexandria Archaeology (FOAA) is a not-for-profit volunteer organization formed to support Alexandria Archaeology. As such we support the city in its mission to "search, study and share" it's buried treasures by hosting educational opportunities, providing scholarships to the City's archaeology summer camp, and by assisting with all aspect of the City's archaeology including copublishing the monthly newsletter, Volunteer News, which reaches over 500 readers.

[image 1] [image 2] As the president of FOAA, my board of directors and members asked me to represent to you, their desire that the city support the Friends of Freedman's Cemetery in removing the buildings on Freedman's Cemetery, (image 1) and restoring the site to a more respectful usage, like St Mary's Cemetery (image 2).

We hope you will take the opportunity, the replacement of the Woodrow Wilson bridge offers, to protect this piece of our history and to correct an apparent past oversight that let this land pass into inappropriate usage. T.M. Witte

President of the Friends Of Alexandria Archaeology
P.O. Box 21475 Alexandria, VA 22320-2475

URL <http://homepage.mac.com/foaa/>

=====

12
11-18-00

810 South Lee Street
Alexandria, VA 22314
November 14, 2000

Mayor Kerry Donley
City Hall
Alexandria, VA 22314

Dear Mayor Donley:

I am writing to voice my objection to the proposed plans for the development of Jones Point Park. In particular I object to the cutting of over 4 acres of wooded habitat and the proposal to develop two international size soccer fields on the site.

As a resident of the Yates Garden community immediately adjoining the park and the Woodrow Wilson Bridge, I believe that this community already suffers more than it's fair share of the noise and disruption due to traffic the proposed development will bring. Not only will we have to contend with six years of bridge construction, and the permanent increase in noise, air and traffic pollution a twelve lane bridge will cause, we now have to battle our own city government to prevent additional denigration of a residential area vital to the diversity of this city.

More than most other areas of Old Town, the Yates Garden Community has sheltered families and growing children. The destruction of woodland that can be a barrier to the added noise and pollution of a much larger bridge is detrimental to the community and to the individuals who live in the immediate area.

Plans to increase use of the park may have been conceived with good intentions but benefits of such a use will not necessarily be enjoyed by Alexandria residents. The size of the athletic fields proposed will attract regional users to a residential neighborhood. The interests of the Alexandria business community already cause its residents to suffer unduly from busloads of tourists and packs of weekend bicyclists. Maintaining Alexandria as an attractive place to live and not just to visit requires more careful consideration of plans for the development of Jones Point park.

Sincerely,



Bessy Kong

PHONE-O-GRAM®

for: Council

12
11-18-00

From MaryAnn Rozzell Company (City employees)

City 3422 Barley Dr. Fairfax Area Code 22031 Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message In support of funding for maintaining the Freedmen's Cemetery

Date 11/16 Time 4:30 Taken by S

PHONE-O-GRAM®

for: CC

12
11-8-00

From Beatrice McGuire Company _____

City 1014 Wilkes St. Alex. Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message Please use money for Freedman Cemetery.

Date 11/17 Time 12:35 Taken by Kef

Action Wanted _____

Action Taken _____

*Handed out (Andrew
macedonald)*

12
11-18-00

Richard M. Mitchell
805 King Street, 4th Floor
Alexandria, Virginia 22314
(703) 356-0316

November 1, 2000

Ms. Nancy Gloman
Chief, Division of Endangered Species
U.S. Fish and Wildlife Service
1849 C Street, N.W.
Washington, DC 20240

Dear Ms. Gloman:

I, Richard M. Mitchell submit this petition to the U.S. Fish and Wildlife Service under Section 553(e) of Title J, United State Code, to emergency list the upper tidal Potomac River population of the northern water snake (*Nerodia sipedon*) as endangered. This Distinct Population Segment of *Nerodia* is only found in brackish marshes on the Virginia side of the Potomac River between Arlington and Quantico (Mitchell 1994).

The limited range of this unique population of the northern water snake has already been severely reduced by intensive habitat modification and rapid residential and commercial development in Northern Virginia are further destroying its existing fragmented habitat.

Recent surveys (Beers and Mitchell 2000) have shown this unique population of snakes to be rare with only small distinct populations (demes) existing separated by long distances due to severe habitat fragmentation. Proposed Federal Projects (Woodrow Wilson Bridge improvement and National Harbor construction) and ongoing Federal Projects (Army Corps of Engineers channel maintenance dredging and spoil dumping and Dalecarlia Water Treatment facility operations) will further threaten the existence of these small, fragmented populations of *Nerodia* to a point where extinction is imminent.

I, Richard M. Mitchell therefore petition the U.S. Fish and Wildlife Service to emergency list as endangered, this unique and Distinct Population Segment of water snake, since the threats to its continued existence are severe and irreversible.

Sincerely,

Richard M. Mitchell

A Petition to Emergency List a Distinct Population Segment of the Northern Water Snake, *Nerodia sipedon*, between Arlington and Quantico, Virginia on the Potomac River

The northern water snake, *Nerodia sipedon*, is widely distributed in eastern North America from southern Canada to the Gulf of Mexico and west to eastern Colorado. It is found in a wide variety of habitats in Virginia including lakes, ponds, rivers, freshwater and tidal creeks, swamps, and freshwater and brackish marshes. It is inconspicuous in habitats with emergent aquatic vegetation although basking individuals are occasionally seen on warm, sunny days. *Nerodia sipedon* is a predator of fish and amphibians although other prey types are sometimes taken (Mitchell 1994).

Nerodia sipedon is a heavy-bodied snake with a rounded, chunky head and it is often confused in Virginia with the venomous cottonmouth, *Agkistrodon piscivorus*. The dorsum of the body and tail has a variable number of complete, closely spaced dark crossbands anteriorly. These crossbands break up at about midbody to form a series of rectangular, alternating mid-dorsal and lateral blotches. The body color is brown to gray with varying amounts of red, yellow, or white. The dorsal blotches and crossbands vary in color from solid black to reddish brown with black borders and the venter is a creamy yellow (Mitchel 1994).

A unique upper tidal Potomac River population, a variant of the northern water snake, is only known to occur in brackish marshes on the Virginia side of the Potomac River between Arlington and Quantico. This preference for the Virginia shoreline (south) may be due to the benefit of the morning sunlight and more rapidly moving water resulting from the proximity of the channel to the Virginia shoreline. They prefer densely-covered portions of the Potomac River, itself, where there are overhanging branches, or dead trees in the water. They lie motionless on procumbent limbs, and when approached, immediately fall into the water and disappear (Beers and Mitchell 2000).

With few exceptions the dorsal pattern of *Nerodia sipedon* is similar throughout Virginia with one such exception being this unique Potomac River population. These snakes are dark brown dorsally, are nearly patternless and are white or creamy colored ventrally. In a series of 46 juveniles from a patterless female, a majority, 69.6%, exhibited no pattern while 30.4% did. It has been observed that this lack of a pattern makes individuals of the Potomac River “less conspicuous in the turbid water than banded forms. (Bulmer 1985).” (Mitchel 1994)

The variation contained within this unique population’s appearance may increase its ability to inhabit areas with a wider spectrum of turbidity. The patternless individuals of the unique Potomac River population of *Nerodia* may have a distinct advantage over other populations of *Nerodia* that exhibit a pattern that may make them more visible to predators and prey in turbid conditions.

Presently, there are three federally-listed species of *Nerodia*: *erythrogaster*; *fasciata taeniata*; and *harteri paucimaculata*. In 1977, the U.S. Fish and Wildlife Service (Service) determined the Atlantic salt marsh snake, *Nerodia fasciata taeniata*, to be a threatened species. This action was

taken because of the threats of habitat modification and resulting hybridization. This rare snake had a small range within which there was a very limited amount of habitat remaining due to intensive draining and development.

In 1986, the Service determined the Concho water snake, *Nerodia harteri paucimaculata*, to be a threatened species. Habitat of the Concho water snake was affected by four large mainstream reservoirs which reduced stream flow. The loss of flow reduced suitable habitat for this snake and also for the fish upon which it fed. Such habitat fragmentation reduced the amount of available habitat and it restricts genetic interchange between populations.

The Service (1997) determined threatened species status for the copperbelly water snake, *Nerodia erythrogaster neglecta*, in the northern portion of its range. The drainage, damming and diversion of streams and rivers, and residential and commercial development of its habitat disrupted and fragmented the distribution of the copperbelly water snake. With this increased commercial and residential development, there is increased sedimentation and contamination from runoff. Runoff may change hydrological characteristics and plant succession, as well as reduce the numbers of amphibians and fish used by this snake as food.

In recent years, residential and commercial development along the Potomac River from Arlington to Quantico has dramatically reduced the available habitat for this unique population of northern water snake. Associated with this development is the resultant sedimentation and pollution from runoff. The limited range of the unique population of the northern water snake has already been severely reduced by intensive habitat modification including the Key Bridge, Roosevelt Bridge, Arlington Memorial Bridge, George Mason Bridge, the metro and railway bridges, Ladybird Johnson Park with its heavily used, manicured shoreline and high-traffic associated parking lots and pathways, Gravelly Point boat launch and its parking lot, Ronald Reagan Washington National Airport, the marina, restaurant and manicured shoreline and fields at Daingerfield Island, the urbanized waterfront of the City of Alexandria and its power plant that discharges heated water and Woodrow Wilson Bridge. Additionally the heavily traveled George Washington National Parkway with its manicured border reduces available habitat and impedes safe access to suitable habitat inland for the snake. A paved bike path slices through its remaining habitat further exposing the snake to harassment and harm.

Also the current deposition of flocculent and sediment and the current and future habitat destruction resulting from water treatment and sewage treatment facility operations, bridge and road construction and bridge demolition, land development, channel dredging and spoil disposal in the upper tidal Potomac River further jeopardize the continued existence of this unique population of the northern water snake.

Recent surveys of the upper tidal Potomac River (from Chain Bridge to Dyke Marsh) and its associated estuaries (Accotink and Pohick Bays) have documented the severe habitat fragmentation and the reduction of prey (amphibians and fish) for this unique population of snakes. Only two small disjunct populations (demes) of this snake were sighted in the 21 miles of habitat surveyed (Beers and Mitchell 2000). This new information demonstrates that this population of snakes faces imminent extinction due to severe habitat loss and the possibility of

genetic isolation. Therefore, the emergency listing of this Distinct Population Segment of the northern water snake as endangered is warranted.

Under Section 4(a) of the Act, the five criteria used in the determination whether a species is "Endangered or Threatened" are addressed:

A. The present or threatened destruction, modification, or curtailment of its habitat or range:

A Distinct Population Segment of the northern water snake, *Nerodia sipedon*, is only known to occur on the Virginia side (southern shoreline) of the Potomac River from Arlington to Quantico. This unique population is only found in brackish marshes in the upper tidal Potomac River on the Virginia side. Salinity most likely limits its southern range to Quantico. It prefers heavily wooded areas of the river with overhanging limbs or submerged trees on which to bask. During a recent survey (Beers and Mitchell 2000) only two demes were seen, one below Chain Bridge (across from Fletcher's Boat House) and the other at the mouth of Pohick Creek (where it enters into Pohick Bay). Only three individuals were observed in each deme. These demes are separated from one another by a distance of 20 nautical miles of shoreline.

The present operation of the Dalecarlia Water Treatment facility run by the U.S. Army Corps of Engineers (Corps) has had a drastic effect on the habitat between Little Falls and Georgetown. Up to 725 million gallons of water a day are pumped into the Dalecarlia Reservoir and stored. To make it potable, the water is treated by sedimentation and coagulation, chlorinated and filtered. Coagulation is accomplished by adding alum (aluminum sulfate) and the resulting flocculate and fine sediments settle to the bottom of settling ponds where the flocculent and sediment are routinely flushed back into the Potomac River. An average of 117,000 lbs. of flocculent and sediment accumulate each day in the settling ponds in the spring of the year and are periodically flushed into the Potomac.

Gene Mueller, in his Weekend Fishing Report (Washington Times, August 18, 2000) writes: "In the District, the waters from Fletcher's Boat House downstream toward town have not been the best bass producers this week and much of that can be blamed on the flushing-out of the Dalecarlia Reservoir just above Fletcher's, which dumps a muddy substance into the river and the results are that fish leave for a time." Sutherland (1999), in a Report of Panel Recommendations on the Washington Aqueduct Sediment Discharges discussed the adverse impacts from sediment deposition on aquatic fauna and flora. Studies have shown (Klauda et al 1987) that alum harmed the eggs, larvae and juveniles of anadromous fish and increased egg mortality rates.

Sedimentation may change hydrologic characteristics and plant succession as well as reduce the numbers of amphibians and fish used by this snake as food. In a recent survey of the herpetofauna of the upper tidal Potomac River (Beers and Mitchell 2000), it was noted that the area from Chain Bridge to Key Bridge was devoid of any

submerged aquatic vegetation beds (SAV) and there was a lack of small bait fish and minnows. It is our conclusion that the release of effluents by the Washington Aqueduct system has severely reduced the prey base for this unique population of *Nerodia* and severely degraded its habitat.

The limited range of the unique population of the northern water snake has already been severely reduced by intensive habitat modification including the Key Bridge, Roosevelt Bridge, Arlington Memorial Bridge, George Mason Bridge, the metro and railway bridges, Ladybird Johnson Park with its heavily, used, manicured shoreline and high-traffic associated parking lots and pathways, Gravelly Point boat launch and its parking lot, Ronald Reagan Washington National Airport; the marina, restaurant and manicured shoreline and fields at Daingerfield Island, the urbanized waterfront of the City of Alexandria and the power plant that discharges heated water and Woodrow Wilson Bridge. Additionally the heavily traveled George Washington National Parkway with its manicured border reduces available habitat and provides an impediment to safe access to suitable habitat inland for the snake. A bike path slices through its remaining habitat further exposing the snake to harm and harassment. (See map of area).

The entire Virginia shoreline from Key Bridge to Mt. Vernon has been severely altered. This section of the river parallels the George Washington National Parkway. The Parkway's manicured border has reduced available habitat and is a barrier to snakes. Most of the shoreline has been rip-rapped with concrete blocks and stone to prevent shoreline erosion. Much of the vegetation along the shoreline has been removed, especially dead and overhanging trees which these snakes bask upon. Invasive species, especially Kudzu, *Pueraria lobata*, have taken over certain portions of the shoreline.

This snake's habitat has been severely fragmented, thus preventing any gene flow among the small, isolated demes. This was observed in a recent survey conducted in the upper tidal Potomac River and associated estuaries. Only three snakes were observed in each of two demes and these two demes were a distance of 20 nautical miles apart.

Sedimentation, usually resulting from commercial and residential development, bridge and road construction and agricultural activities may change hydrologic characteristics and plant succession. It also reduces the aquatic vegetation cover utilized by these snakes as well as reduces the numbers of amphibians and fish upon which this snake feeds.

The recent Potomac River Federal Navigation Project Maintenance Dredging by the Corps of the Potomac River (Alexandria Waterfront and Hunting Creek Bay and Mattawoman Bay) and the dumping of the spoil into Gunston Cove will further adversely modify the habitat of this Distinct Population Segment of *Nerodia*. According to the Finding of No Significant Impact (FONSI) by the Corps dated August 5, 1999 a total of 7 miles of channel was to be dredged and 564,000 cubic

yards of material was to be removed and dumped into the river downstream. Thus the turbidity of the water was increased and any toxins that had settled out were disturbed and released back into the river. The SAV beds in close proximity of these dredge sites were also disturbed or destroyed. The dredge released large amounts of sediment into the river that will be deposited further down stream, thus further reducing already limited existing habitat for the snake.

B. Overutilization for commercial, recreational, scientific, or educational purposes:

There is no evidence that this population of *Nerodia* has been reduced in numbers due to overutilization for commercial, recreational, scientific, or educational purposes. Due to the adult snakes resembling the venomous cottonmouth, boaters, fishermen and hikers could intentionally harm this snake (although the northern limit of *Agkistrodon piscivorous* is significantly further South). Any scientific collecting could seriously impact these already small and fragmented demes of this unique snake; especially if adults were removed from the population.

C. Disease or predation:

There are no reports in the literature of disease or predation affecting this snake, although it has been poorly studied. Snakes are known to be infested with several types of intestinal parasites. Also this stretch of the Potomac River has large numbers of raccoons and foxes which do prey upon amphibians, reptiles and their eggs and young.

D. The inadequacy of existing regulatory mechanism:

Existing regulatory mechanisms are inadequate because this severely endangered distinct population segment of the northern water snake has not been recognized and protected as endangered under the laws of the Commonwealth of Virginia or the United States. Additionally, despite federal ownership of a large portion of the land occupied by this species, the habitat of the species has been and continues to be adversely modified.

E. Other natural or manmade factors affecting its continued existence:

There are in excess 1,000 acres of freshwater tidal wetlands and SAV systems contiguous to the Woodrow Wilson Bridge improvement project site. On the Virginia side of the Potomac River, the largest area of undeveloped terrestrial habitat is along the George Washington Memorial Parkway including the area of Dyke Marsh. The proposed construction of the bridge and associated 12-lane highway will bisect Hunting Bay and Hunting Creek, destroying additional wetland habitat which most likely is inhabited by this unique snake.

Dredge, fill, construction and demolition of the bridge have and will release large amounts of sediment into the river which will be distributed by current and tide. Dyke Marsh lies directly below the existing bridge and could be severely impacted by sedimentation. The associated SAV beds in the Hunting Bay and in the coves around Dyke Marsh will be impacted. Thus this population of water snakes will be further threatened by the proposed highway and bridge construction and demolition.

SUMMARY

This Distinct Population Segment of the northern water snake is only found in brackish marshes on the Virginia side of the Potomac River between Arlington and Quantico. It faces the possibility of extinction throughout its limited range and needs immediate federal protection. Much of its original habitat has been destroyed by rapid commercial and residential development, bridge and road construction, and shoreline improvement (removal of vegetation) and stabilization (rip-rapping). Maintenance dredging and spoil dumping and the operation of water and sewage treatment plants have and are continuing to increase sedimentation and the release of effluents, thus destroying this snake's aquatic vegetation cover (SAV) and prey base (amphibians and fish) and otherwise adversely modifying its habitat. Proposed projects (Woodrow Wilson Bridge Improvement and the National Harbor development) will further reduce or degrade its already severely limited and fragmented habitat and further reduce its prey base.

Presently, only a few isolated demes with very low numbers of individuals exist. This isolation prevents any genetic flow between these small demes and could reduce the snake's genetic viability. Based on the above factors the petitioner requests the Service to emergency list this Distinct Population Segment of *Nerodia* as endangered in order to prevent its imminent extinction from the wild.

Litarature

Beers, J. M and R. Mitchell. A Herpetofaunal Survey of the Upper Tidal Potomac River and its Associated Estuaries. (In Manuscript Form) 15 pp. 2000.

Klauda, R. J., R. E. Palmer and D. M. Baudler. Effects of acidic episodes in Lyons Creek Maryland on survival of the eggs and larvae of blue back herring and American shad. Johns Hopkins University Press. 1987.

Mitchell, J. C. The Reptiles of Virginia. Smithsonian Institute Press. 1994.

Mueller, G. Gene Mueller's Weekend Fishing Report. *The Washington Times* Page B9. Friday, August 8, 2000.

Sutherland, D. W. Washington Aqueduct Sediment Discharges. Report of Panel Recommendations. 1999.

U.S. Army Corps of Engineers. Finding of No Significant Impact. Potomac River Federal Navigation Maintenance Dredging. Baltimore, MD. August 5, 1999.

U.S. Fish and Wildlife Service. Listing of the Atlantic Salt Marsh Snakes as Threatened. 42FR229:60743-60745. 1977.

U.S. Fish and Wildlife Service. Determination of *Nerodia harteri paucimaculata* (Concho Water Snake) to be a Threatened Species 51FR170:31412-31422. 1986.

U.S. Fish and Wildlife Service. Determination of Threatened Status for the Northern Population of the Copperbelly Water Snake. 62FR19:4183-4192. 1997.

Submitted this first day of November, 2000 by

Richard M. Mitchell, Ph.D.
805 King Street
Suite 400
Alexandria, VA 22314
(703) 356 – 0316

Historic Alexandria Resources Commission 12
11-18-00

Alexandria, Virginia

*Box 178, City Hall
Alexandria, Virginia 22313**(703) 838-4554*

November 18, 2000

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

Dear Mayor Donley and City Council Members:

I appreciate the opportunity to make a few brief comments on behalf of the Historic Alexandria Resources Commission. As you know, HARC submitted to the Mayor and City Council in September a detailed review and recommendations on the proposed plans for Jones Point Park and the Washington Street Deck. We have limited our comments to issues relating to the preservation and interpretation of historic resources, recognizing that Council must also take into consideration other issues, such as environmental and recreational concerns outside the purview of HARC. We do not think these are necessarily competing interests and all must be taken into account in reaching a decision. I hope you will consider the detailed recommendations in our September letter as you deliberate on these plans. Today I will just summarize a few key concerns of HARC.

First, we recommend approval of the historic resources plan for Jones Point Park. We believe that the plan provides an appropriate conceptual framework for the treatment and interpretation of the historic and cultural resources in the Park. The separation of active and passive uses of the Park will contribute to the preservation and interpretive opportunities for these resources, which are primarily in the southern, less developed area. As we have noted, we hope that approval of the plan will be conditioned on specific requirements for further review and approval of the details of the plan as it is developed. In order to have meaningful input, this review should be ongoing and not just take place when the formal approval of the 90% design drawings is required. We are pleased that the staff report recognizes this need, and especially that a proposal for creating a specific process for input into the historic resources plans by the Office of Historic Alexandria, HARC, the Archeological Commission, and other concerned citizens and groups is being developed. We urge that this forum be established as soon as possible.

Second, we support the smaller deck as more appropriate to the historic character of Washington Street and the Historic District. In addition, we believe that the smaller deck is preferable for ensuring the preservation and appropriate memorialization of the Freedmen's Cemetery. Approval of plans for the deck should include the requirement that its design include

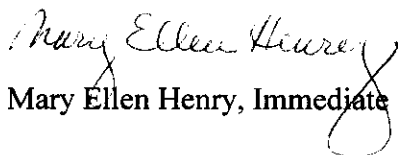
improvements to the cemetery site. It is crucial that approval of the plans for the deck also include the requirement for continuing input on the design by the city staff and interested citizens.

We are disappointed that the staff report does not discuss the possibility of removing the gas station and other commercial property from the cemetery site, which has been recommended by several groups. As has been noted, the reduction in costs for the smaller deck versus the deck originally planned could make funds available for this purpose. Since the deck was a key element of the settlement of the City's lawsuit, the City should ensure that the savings from the reduced cost for a smaller deck should be committed to additional mitigation of the adverse effects of the new bridge. In addition to improvements to Freedmen's Cemetery, our letter discusses other mitigation measures that should be considered. Although the amount of these savings is not yet known, we urge the Council to make this a term of the proposed amendments to the settlement agreement that will be required if the smaller deck is approved.

As noted in our letter, we recommend that approval of the plans at this stage include a commitment from the bridge planners that adequate funding will be available to complete the plans as approved. We are concerned that without this commitment, a lack of funding may be cited as a reason for subsequent limitations on the scope or quality of the project. The staff report notes these concerns and indicates that the staff will follow through on the suggestions made by HARC and other groups. Addressing this issue as a follow-up to approval of the plans may not be sufficient. The best time for the City to obtain such a commitment is now, when your approval is necessary for the project to proceed and cost overruns for other aspects of the project have not yet occurred.

We commend the staff report, which provides a clear summary of the issues under consideration and a fair synthesis of the many comments received from citizens and city advisory groups such as HARC. HARC supports the recommendation that you approve the plans, with the conditions noted. Our Commission has been concerned throughout the planning for the bridge about its adverse effects on Alexandria's historic and cultural resources and quality of life in general. We urge the Council to continue its efforts to ensure these adverse effects are minimized and stand ready to provide any advice and support that we can.

Sincerely,



Mary Ellen Henry, Immediate Past Chair

cc: Philip Sunderland, City Manager

Testimony on Item 12, City Council Public Hearing, November 18, 2000

Mayor Donley and members of Council,

I am Katy Cannady. I reside at 20 East Oak Street. Our docket item refers to "mitigation," which to me implies the righting of wrongs or at least relief for those who have been wronged. I have two suggestions about how we can do that.

First there is the matter of the 1,700 souls laid to rest in Freedmen's Cemetery in the 1860's. When those people were buried, they weren't considered full citizens of Alexandria. Today we live in a different era, but if matters were judged by how we've treated the dead of Freedmen's Cemetery, we still don't consider them citizens. We've allowed some of their grave sites to be paved over and until the recent addition of the State historical marker, there was no permanent reminder for anyone of their presence or the part they played in Alexandria's history.

We must do better now. The first Federal dollars we receive must be spent to reclaim all of Freedmen's cemetery and to treat all of this land as the resting place of honored dead. It must be a place that each of us can visit when we want to reflect quietly in a peaceful setting on our history, our relationships with one another, and our future.

Aside from the Freedmen's cemetery issue, we also need to bring as much mitigation or relief as we possibly can to the people of south Old Town. These are the people who are going to live daily with all the inconvenience, noise, dust, and traffic created by a major construction enterprise, one which can go day and night for a period of ten years. I think it's going to be like the building of the great pyramids, only automated, and so nosier.

Yet the city staff's plan for Jones Point Park contains nothing for the specific needs of these near neighbors to the park. Instead the staff actually proposes to tear out four and one half acres of mature trees to make way for a set of very large athletic fields. We should always think long and hard about removing mature trees anywhere, but to remove them in Jones Point Park is particularly egregious.

We know some trees will eventually have to be removed from Jones Point for construction of the big bridge. No more trees than those should be removed until the bridge is completed. Thank you.



EXHIBIT NO. 7

12
11-18-00

City of Alexandria, Virginia

Department of Recreation, Parks and Cultural Activities
1108 Jefferson Street
Alexandria, Virginia 22314-3999



Sandra Whitmore
Director

Park and Recreation Commission

(703) 838-4343
Fax (703) 838-6344

November 15, 2000

The Honorable Kerry Donley
Vice Mayor William Cleveland
Councilman William Euille
Councilwoman Redella Pepper
Councilman David Speck
Councilwoman Joyce Woodson
Councilwoman Claire Eberwein

Re: Jones Point Park

Dear Mayor and Council Members:

I am writing to share with you the views of the Park and Recreation Commission on several items related to the design of new Jones Point Park. We believe that though this park will suffer on many fronts during the many years of construction, it has the potential to be one of the crown jewels of Alexandria's park system at the end of that process. We eagerly look forward to that day and it is with that in mind that we offer our views.

In general, the design of Jones Point has proceeded in a direction that is quite compatible with early guidelines the Commission submitted to the project. We fully understand and accept that there are competing demands for the use of this park. These important program elements include active recreation, historic resource preservation and natural resource conservation. The importance and parameters of each of these program elements has become more clear as field investigations have moved forward during the last year. This process of discovery has resulted in the design we all now have in front of us. The Park and Recreation Commission believes that the importance of each of these elements has significant community benefit and that they are close to being equally compelling in nature. We also know that Jones Point cannot fully meet all the needs of each of these program categories but we believe that this preferred design represents the best effort to do as much as is realistically possible. Each interest represented here loses a little and yet stands to gain a great deal.

As it is the role of this Commission to address primarily the recreational components of the design we will restrict our comments to just that. Our several items of concern are outlined below.

Celebrating Alexandria's 250th Anniversary
1749 - 1999

The Athletic Fields: 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 Stakeholders Panel (which I served on as the representative of this Commission) debated this at length because it would necessitate some tree removal, they finally endorsed this current configuration. In fact, it now appears that any location for the athletic fields will necessitate some tree removal because they will be larger size fields (for competition for teams 12 years and older) that are appropriately crowned and irrigated. This is the size and quality of fields that the City desperately needs. Our commissioners are in agreement that most often heard complaint about Alexandria's recreational facilities is the poor condition of our fields. If we do not construct these with engineered fill that will drain and dry quickly, if we do not irrigate during dry summer months, and if we do not have enough fields to rest some for a season now and again then we will always have second class fields. We can and should do better here at Jones Point Park while we have the opportunity.

The Commission strongly believes the fields must be located together and to the north of the new bridge as the preferred plan indicates. The long-term utility of the fields and our 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 activity, in one location north of the bridge. This leaves the portion of the park south of the bridge for passive park uses. This is appropriate as the southern part of the park contains the highest concentration of important historic resources (the lighthouse and D.C. cornerstone) that will become the featured cultural resources of the park. We feel very strongly that an athletic field should not compromise the design of the park around these historic features. One of the design parameters for this park from the beginning was the expression of the D.C. boundary line in the park, a real or imagined line from the corner stone that a visitor could follow through the park and visualize it crossing the river. An athletic field in the southern part of the park would make that impossible and that would result in a loss of the best opportunity to express the real meaning of Jones Point.

The Bike Trail: The new configuration of the Mount Vernon Trail goes a long way toward addressing issues of various user and resource conflicts. Though we think this represents a pretty good solution, we still strongly believe that there ought to be a secondary "higher speed" route through the wooded section of the park for two reasons. First, speed is the primary factor in virtually all trail conflicts, that is, the frequent encounters of slow moving path users and those that move quite quickly. Jones Point will certainly face these types of conflicts more than other locations on the Mt. Vernon Trail. We need to be able to have an alternative, more direct route for higher speed bike traffic and should not foreclose this option. We have heard from some neighboring homeowners with yards 150' to 200' distant from the trail that they anticipate noise from the trail users. The Commission understands that having a home located next to Jones Point provides enormous benefits to those homeowners, but that such adjacency does not confer the right to unnecessarily limit the public use of the public land in Jones Point that belongs to every citizen of this city.

Second, we have concerns about the large block of dense woods and undergrowth in this park with no access. There are clear signs of on-going transient habitation in this section of the park. We believe more traffic on bike and foot, along with the ability for bike police to patrol is very desirable for safety in this section of the park. The path can

and should be designed with minimal environmental impacts. There is no reason not to provide safe and controlled access for citizens to go into and experience the woods in the park.

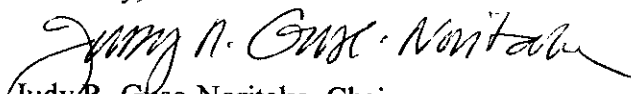
Site Circulation: We have some concerns about the major path circulation in the southern part of the park. As currently shown, the drawings indicate a trail wide enough for vehicular access looping through the event lawn and just north of the lighthouse. We think this particular path is very disruptive to the open space and duplicative in function. We suggest that emergency and handicapped access be accomplished on the path at the perimeter of the area. If this means that path should be designed wider or with a different surface, then those accommodations should be made. The lawn area between the lighthouse and the foot print of the new bridge should remain as open and passive as possible.

The Urban Deck: As far as the Urban Deck is concerned, we know that as the archeological investigation and the subsequent design have progressed it has become very clear that this area cannot accomplish all that was originally envisioned. The design constraints for both the physical bridge requirements and the recreational components are too great. In the end we believe that the appropriate deference to and treatment of the Freeman's Cemetery is the most compelling site design concern, by far. Coupled with dimensional constraints for the bridge deck above and tunnel below the deck, it is very clear that the Urban Deck should not even attempt to incorporate the athletic fields promised in the R.O.D. Any fields that would be possible would not meet the needs that the City has for regulation competition use. Therefore, we think a narrower Washington Street Corridor should be designed, with the financial saving going to the purchase of athletic fields in another location in the City. We feel very strongly that the City still should receive these two fields as promised in the R.O.D. and as part of the court settlement. It is entirely feasible to have that happen within the parameters of this project.

The smaller Washington Street deck ought to be a little more spacious on the east side where the primary trail use occurs. Though symmetry is often desirable in fairly formal locations like this one, a larger deck at the east could provide a unique design opportunity at this entrance to the City and more room for the growing trail use in this region.

We appreciate this opportunity to voice our position on this important recreational resource. We care deeply about the final outcome of this park and will continue to work between now and its final construction to make it the best park in the City.

Sincerely,


Judy R. Guse-Noritake, Chair
Park and Recreation Commission

FRIENDS OF ALEXANDRIA ARCHAEOLOGY

November 15, 2000

12
11-18-00

Dear Honorable Mayor and Council Members,

The Friends Of Alexandria Archaeology (FOAA) is a not-for-profit volunteer organization formed to support Alexandria Archaeology. As such we support the city in its mission to "search, study and share" it's buried treasures by hosting educational opportunities, providing scholarships to the City's archaeology summer camp, and by assisting with all aspect of the City's archaeology including copublishing the monthly newsletter, *Volunteer News*, which reaches over 500 readers.

As the president of FOAA, my board of directors and members asked me to represent to you, their desire that the city support the Friends of Freedman's Cemetery in removing the buildings on Freedman's Cemetery, (image 1) and restoring the site to a more respectful usage, like St Mary's Cemetery (image 2).



Image 1



Image 2

We hope you will take the opportunity, the replacement of the Woodrow Wilson bridge offers, to protect this piece of our history and to correct an apparent past oversight that let this land pass into inappropriate usage.

Sincerely,

T.M. Witte
President of the Friends Of Alexandria Archaeology
P.O. Box 21475 Alexandria, VA 22320-2475
URL <http://homepage.mac.com/foaa/>

- cc:
- Mayor Kerry J. Donley
 - Vice Mayor William C. Cleveland
 - Councilwoman Claire M. Eberwein
 - Councilman William D. Euille
 - Councilman David G. Speck
 - Councilwoman Joyce Woodson
 - City Clerk



Alexandria Archaeological Commission
America's First Archaeological Commission



November 16, 2000

The Hon. Kerry J. Donley
Members of City Council
City Manager
City Hall
300 King Street
Alexandria, Virginia 22314

Dear Mayor Donley:

At a meeting held on November 15, 2000, the Alexandria Archaeological Commission (AAC) discussed, among other items, the impact of the Woodrow Wilson Bridge construction on the Freedmen's Cemetery and proposed mitigation for the cemetery. The AAC believes that the Freedmen's Cemetery is an important historic resource which must be preserved and memorialized in an appropriate manner. The AAC therefore endorses the proposal by the Friends of the Freedmen's Cemetery to restore the cemetery as part of the mitigation from the Woodrow Wilson Bridge construction.

Excavations at the Freedmen's Cemetery have revealed that significantly more of the cemetery remains intact than was previously realized. Acquiring the adjacent land parcels, which until approximately 50 years ago were part of the cemetery property, would restore the cemetery to much of its original size and help preserve the remaining burials. More importantly, acquisition of the former cemetery properties would reunite the African-American families and other former slaves buried on the properties. Creation of a memorial park would preserve the site in a scenic, contemplative environment that respects the final resting place of over 1700 persons who have too easily been forgotten in the past but who can be remembered and respected as City residents and citizens in the future. At the same time, a memorial park would reflect the historic character of the Parkway, provide a fitting gateway into the City, and enhance the visual approach to both the Freedmen's and St. Mary's Cemeteries. Preservation and restoration of the Freedmen's Cemetery is an appropriate and worthwhile use for mitigation from the Woodrow Wilson Bridge construction.

Therefore, the AAC believes that the cemetery would best be preserved and memorialized by: 1) using mitigation funds to acquire the gas station and office lot properties adjacent to the cemetery, which were once part of the Freedmen's Cemetery, and demolish the existing above-ground structures and remove, if appropriate, the underground storage tanks; and 2) re-establishing the cemetery parcel as a memorial park honoring the over 1700 former enslaved African-American men, women, and children interred there.

For these reasons, the AAC endorses the proposal by the Friends of the Freedmen's Cemetery to restore the cemetery as part of the mitigation from the Woodrow Wilson Bridge construction. Your consideration of these matters is appreciated.

Sincerely,

Mark Fields, Chairman
Alexandria Archaeological Commission

Alexandria Archaeology Museum 105 North Union Street Alexandria, Virginia 22314

703/838-4399 Fax 703/838-6491

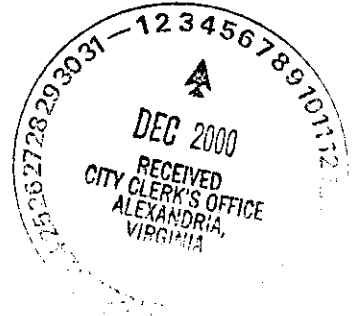
EXHIBIT NO. 10

YVONNE DEBRUYN WEIGHT
Attorney at Law

cc [initials]
Rec'd -
PF. 11/18/00
12
11-18-00

221 South Fayette Street
Alexandria, Virginia 22314
(703) 548-6600 Facsimile: (703) 548-6603

December 1, 2000



The Honorable Kerry J. Donley
Suite 2300, City Hall
301 King Street
Alexandria, VA 22314

Kerry
Dear Mayor Donley:

When I addressed you at the public hearing earlier this month, I referred to certain maps and Tables in the Environmental Impact Statements prepared for the Woodrow Wilson Bridge project.

Enclosed with this letter are some copies of the following:

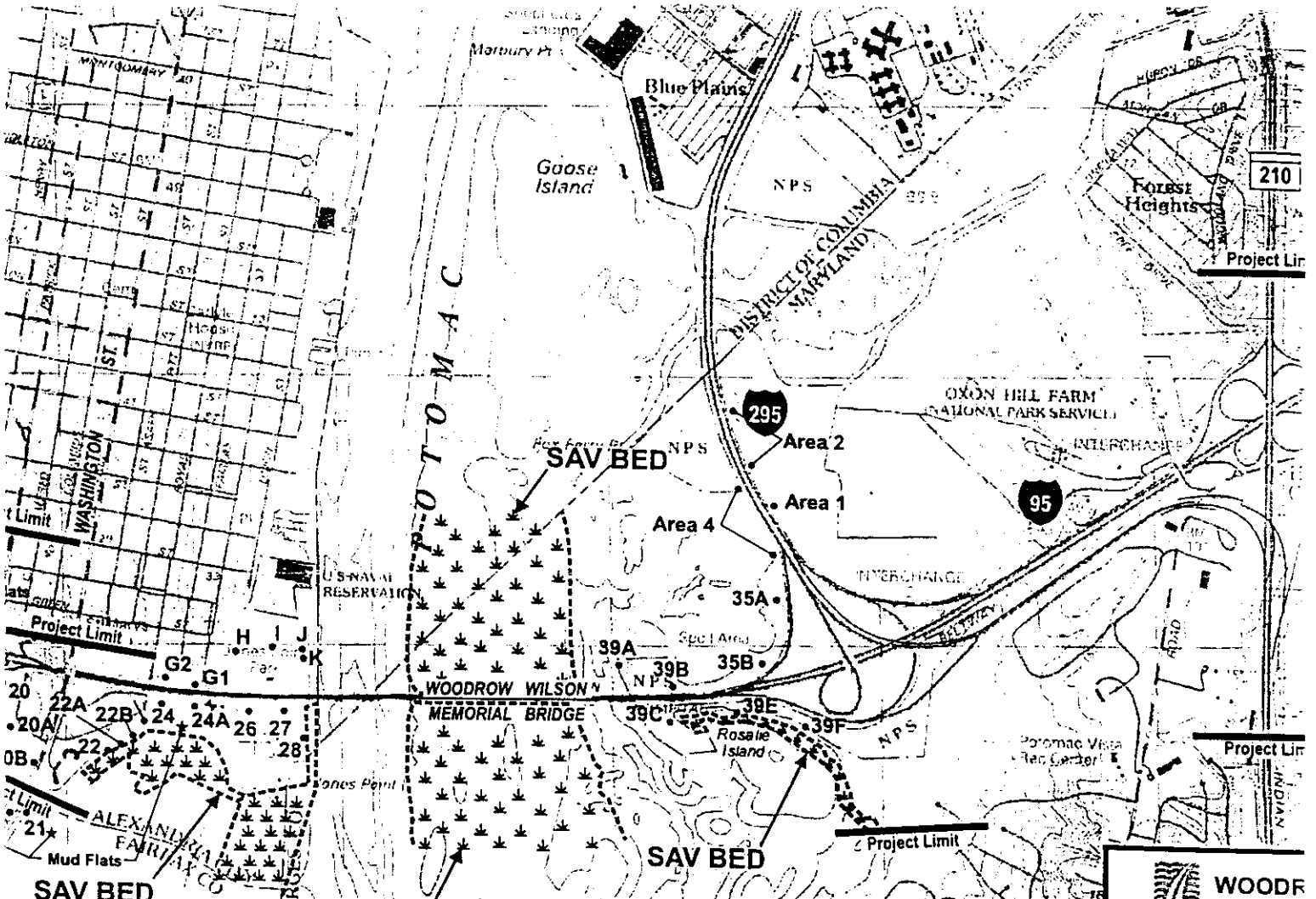
1. A Wetland Map, in which the areas north of the bridge are delineated G 1, G 2, H, I, and J. (Obviously, with such a scale, it is difficult to precisely pinpoint the locations referred to.)
2. A Table, giving a summary of Vegetated Wetlands within the Project Area, showing dominant vegetation, soils, and hydrology, which is the means by which wetlands are identified.
3. A portion of the EIS discussing the Wildlife and habitat in the area of the bridge, in which it is noted that "The forest stands (at Jones Point Park) north of the Beltway were the least disturbed and were higher in quality than those south of the Beltway."

Sincerely,

Yvonne
Yvonne DeBruyn Weight

YDW/kmf
Enclosure

Pls. an interesting article from the P. etc!



Legend	
35A	FEIS Identified Wetland Locations
G, AREA 1	Wetlands Identified Since FEIS
	Submerged Aquatic Vegetation
	Mud Flats
Basemap Source: U.S.G.S. - Alexandria, VA-DC-MD, 1994 - Anacostia, DC-MD, 1979	

	WOODR
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	Wa Includi
	Date December, 19

Table 3-17: Birds Observed Since the 1997 FEIS within the Project Area

Common Name	Scientific Name	Common Name	Scientific Name
Common Loon	<i>Gavia immer</i>	Rock Dove	<i>Columba livia</i>
Horned Grebe	<i>Podiceps auritus</i>	Great Horned Owl	<i>Bubo virginianus</i>
Double-crested Cormorant	<i>Phalacrocorax auritus</i>	Short-eared Owl	<i>Asio flammeus</i>
Green Heron	<i>Butorides virescens</i>	Chimney Swift	<i>Chaetura pelagica</i>
Black-crowned Night Heron	<i>Nycticorax nycticorax</i>	Belted Kingfisher	<i>Ceryle alcyon</i>
Black Vulture	<i>Coragyps atratus</i>	Red-bellied Woodpecker	<i>Melanerpes carolinus</i>
Turkey Vulture	<i>Cathartes aura</i>	Northern Flicker	<i>Colaptes auratus</i>
Tundra Swan	<i>Cygnus columbianus</i>	Great-crested Flycatcher	<i>Myiarchus crinitus</i>
Wood Duck	<i>Aix sponsa</i>	Eastern Kingbird	<i>Tyrannus tyrannus</i>
American Wigeon	<i>Anas americana</i>	Warbling Vireo	<i>Vireo gilvus</i>
American Black Duck	<i>Anas rubripes</i>	Red-eyed Vireo *	<i>Vireo olivaceus</i>
Canvasback	<i>Aythya valisineria</i>	Fish Crow	<i>Corvus ossifragus</i>
Redhead	<i>Aythya americana</i>	Purple Martin	<i>Progne subis</i>
Bufflehead	<i>Bucephala albeola</i>	Tree Swallow	<i>Tachycineta bicolor</i>
Common Goldeneye	<i>Bucephala clangula</i>	Brown Creeper	<i>Certhia americana</i>
Hooded Merganser	<i>Lophodytes cucullatus</i>	Blue-gray Gnatcatcher	<i>Poliopitila caerulea</i>
Red-breasted Merganser	<i>Mergus serrator</i>	Cedar Waxwing	<i>Bombycilla cedrorum</i>
Common Merganser	<i>Mergus merganser</i>	Northern Parula *	<i>Parula americana</i>
Osprey	<i>Pandion haliaetus</i>	Yellow-rumped Warbler	<i>Dendroica coronata</i>
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Blackpoll Warbler	<i>Dendroica striata</i>
Northern Harrier	<i>Circus cyaneus</i>	Yellow Warbler	<i>Dendroica petechia</i>
Sharp-shinned Hawk	<i>Accipiter striatus</i>	American Redstart *	<i>Setophaga ruticilla</i>
Cooper's Hawk	<i>Accipiter cooperii</i>	Ovenbird *	<i>Seiurus aurocapillus</i>
Red-shouldered Hawk	<i>Buteo lineatus</i>	Common Yellowthroat	<i>Geothlypis trichas</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>	White-throated Sparrow	<i>Zonotrichia albicollis</i>
American Kestrel	<i>Falco sparverius</i>	Indigo Bunting	<i>Passerina cyanea</i>
Peregrine Falcon	* <i>Falco peregrinus</i>	Red-winged Blackbird	<i>Agelaius phoeniceus</i>
American Coot	<i>Fulica americana</i>	Brown-headed Cowbird	<i>Molothrus ater</i>
Killdeer	<i>Charadrius vociferus</i>	Orchard Oriole	<i>Icterus spurius</i>
Laughing Gull	<i>Larus atricilla</i>	Baltimore Oriole	<i>Icterus galbula</i>
Herring Gull	<i>Larus argentatus</i>	American Goldfinch	<i>Carduelis tristis</i>
Caspian Tern	<i>Sterna caspia</i>		
Forster's Tern	<i>Sterna forsteri</i>		

* Forest Interior Dwelling Birds (FIDB) as designated by MDNR (Chesapeake Bay Critical Area Commission 1986)

Table 3-15: Summary of Vegetated Wetlands within Project Area (continued)

Wetland ID	Approx. Size Hectares (acres)	Cowardin Class ³	Dominant Vegetation		Soils	Hydrology	Principal Function(s) ²
			Scientific Name	Common Name			
E	0.05 (0.12)	PEM1A	<i>Juncus effusus</i> <i>Typha latifolia</i> <i>Eleocharis rostellata</i> <i>Cephalanthus occidentalis</i> <i>Liquidambar styraciflua</i> <i>Betula nigra</i>	soft rush cattail spike rush buttonbush sweet gum river birch	Mixed Alluvial gleyed or low chroma colors	inundated saturated in upper 12" drift lines sediment deposits	GR/D FA S/TR
G1	0.01 (0.03)	PFO1A	<i>Acer rubrum</i> <i>Platanus occidentalis</i> <i>Rosa multiflora</i> <i>Toxicodendron radicans</i>	red maple sycamore multi-flora rose poison ivy	mapping unavailable disturbed soils reducing conditions	saturated in upper 12"	FA S/TR
G2	0.08 (0.20)	PFO1E	<i>Acer rubrum</i> <i>Platanus occidentalis</i> <i>Rosa multiflora</i> <i>Toxicodendron radicans</i>	red maple sycamore multi-flora rose poison ivy	mapping unavailable disturbed soils reducing conditions	water marks drift lines	GR/D FA
H	0.19 (0.46)	PFO1C	<i>Acer rubrum</i> <i>Platanus occidentalis</i> <i>Salix nigra</i> <i>Cornus amomum</i> <i>Toxicodendron radicans</i>	red maple sycamore black willow silky dogwood poison ivy	mapping unavailable gleyed or low chroma colors	inundated saturated in upper 12" water marks drainage patterns	GR/D PE
I	2.28 (5.64)	PFO1C	<i>Acer rubrum</i> <i>Acer negundo</i> <i>Cornus amomum</i> <i>Phragmites australis</i>	red maple box elder silky dogwood common reed	mapping unavailable gleyed or low chroma colors	inundated saturated in upper 12" water marks drift lines	FA S/TR NR WH
J	0.03 (0.08)	PFO1E	<i>Acer rubrum</i> <i>Platanus occidentalis</i> <i>Acer negundo</i> <i>Cornus amomum</i>	red maple sycamore box elder silky dogwood	mapping unavailable gleyed or low chroma colors	saturated in upper 12" drift lines sediment deposits drainage patterns	FA S/SS S/TR
K	0.02 (0.04)	PEM2T	<i>Pontederia cordata</i> <i>Sagittaria latifolia</i> <i>Peltandra virginica</i>	pickerelweed arrowhead arrow arum	mapping unavailable sulfidic odor gleyed or low chroma colors	infrequent inundation from high tide and flows of the	SS S/TR

Notes for previous table:

For purposes of description, wetlands have been grouped with similar wetlands based on classification, size and landscape position.

Key to Function symbols: GR/D- groundwater recharge/discharge; FA-floodflow alteration; S/SS-sediment/shoreline stabilization; S/TR-sediment/toxicant retention; NR-nutrient removal; PE-production export; F/SH-fish and shellfish habitat; WH-wildlife habitat; and VQ/A-visual quality and aesthetics. For more information on functions and functional assessment procedures, see the FEIS.

Explanation of Cowardin Classifications:

Nontidal Wetlands: PEMIC - Palustrine, emergent, persistent, seasonally flooded

PSS1B - Palustrine, scrub shrub, broadleaf deciduous, saturated

PFO1A - Palustrine, forested, broadleaf deciduous, temporary

PFO1C - Palustrine, forested, broadleaf deciduous, seasonally flooded

PFO1E - Palustrine, forested, broadleaf deciduous, seasonal saturated

Tidal Wetlands:

PEMIR - Palustrine, emergent, persistent, seasonal tidal

PEMIT - Palustrine, emergent, persistent, semipermanent tidal

PEM2T - Palustrine, emergent, non-persistent, semipermanent tidal

PSS1R - Palustrine, scrub shrub, broadleaf deciduous, seasonal tidal

PFO1N - Palustrine, forested, broadleaf deciduous, regular tidal

PFO1R - Palustrine, forested, broadleaf deciduous, seasonal tidal

PFO1S - Palustrine, forested, broadleaf deciduous, temporary tidal

PFO1T - Palustrine, forested, broadleaf deciduous, semipermanent tidal

Riverine:

R1FL - Riverine, tidal, flat

R1US - Riverine, tidal, unconsolidated shore

R1OW/UB - Riverine, openwater/unconsolidated bottom (Potomac River)

3.5 Other Special Aquatic Sites

In addition to the tidal and nontidal wetland areas summarized in Table 3-15, the 1997 FEIS also identified the presence of submerged aquatic vegetation (SAV) within the project area. The extent of SAV shown in the Potomac River and Smoots Cove in Figure 3-19 of the 1997 FEIS was based on the 1995 Virginia Institute of Marine Science (VIMS) annual SAV monitoring surveys. In its determination issued on May 15, 1997, the USACOE took jurisdiction over the SAV within the project area as depicted in the 1997 FEIS. This determination expires December 31, 1999, and is currently being reauthorized.

With the reauthorization, the USACOE, in concert with the National Marine Fisheries Service (NMFS), US Fish and Wildlife Service (USFWS) and Maryland Department of the Environment (MDE), based the boundary on the VIMS 1999 surveys as well as more detailed field verification being undertaken by USGS personnel and USACOE staff. Reviews of the 1999 aerial photographs and field visits by the USGS verify precursory assumptions that the resource is considerably increased from that identified in 1995. Based on these reviews, the 160 hectares (395 acres) of SAV shown in the 1997 FEIS appears to have increased to 255 hectares (631 acres) which represents an increase of 37 percent within the same study area. Other increases in SAV coverage have been observed throughout the upper tidal Potomac River Basin. In addition to shifts in bed locations and species, a notable dominance of the non-native hydrilla (*Hydrilla verticillata*) has been replaced with a greater diversity of species adding to the overall value of the resource for aquatic organisms. Seven different species of SAV were observed during ground truthing within the project area, see Table 3-6. Figure 3-11 illustrates the aerial extent of SAV in the project area.

Table 3-16: Submerged Aquatic Vegetation Species Observed within the Potomac River SAV

Common Name	Scientific Name
Hydrilla	<i>Hydrilla verticillata</i>
Eurasian watermilfoil	<i>Myriophyllum spicatum</i>
Wild celery	<i>Vallisneria americana</i>
Coontail	<i>Ceratophyllum demersum</i>
Naiad	<i>Najas minor</i>
Naiad	<i>Najas guadalupensis</i>
Water stargrass	<i>Heteranthera dubia</i>

Wildlife and Habitat

terrestrial and aquatic habitats and wildlife species observed or potentially occurring adjacent to the Woodrow Wilson Bridge were identified and described in the 1997 FEIS, Section 3.7.5. In the proposed project area, additional wildlife habitat exists along I-295 north of Oxon Cove in the District of Columbia and along MD 210 south of I-95/495 in Maryland. In Virginia, the expanded project area includes wildlife habitat along Cameron Run. These habitats and the potential wildlife species are similar to those previously described in the 1997 FEIS. However, additional information has been gathered and studies conducted since completion of the 1997 FEIS. Forest delineations (FSD) were conducted at Jones Point Park, Rosalie Island, the I-295 interchange, and the MD 210 interchange to specifically document forest resources, target priority forest stands, and calculate forest impacts. Additional wildlife observations were conducted by the project team during new field studies, and bird sightings, recorded over many years of field observation by noted bird experts, were obtained and included in the document. Lists of these newly observed bird, mammal, and reptile species are provided in Table 3-17, Table 3-18, and Table 3-19.

The Jones Point Park FSD identified six forest stands, all belonging to a mixed mesophytic deciduous forest community. Forest land at Jones Point Park is generally characterized by mixed hardwood trees of uneven age with a dense understory comprised of many exotic, invasive shrub and understory species. Dominant canopy species throughout the site include silver maple (*Acer saccharinum*), green ash (*Fraxinus pennsylvanica*), box elder (*Acer negundo*), and red maple (*Acer rubrum*). Common understory species include multiflora rose (*Rosa multiflora*), silky dogwood (*Cornus amomum*), box elder (*Acer negundo*), honeysuckle (*Lonicera japonica*), English ivy (*Hedera helix*), poison ivy (*Toxicodendron radicans*) and porcelain berry (*Ampelopsis repipedunculata*). Many specimen trees with a diameter of 76.2 centimeters (30 inches) or greater were identified within the park, the largest ones scattered throughout the open areas of the park. Most large trees are silver maples (*Acer saccharinum*) with lesser numbers of red maples (*Acer rubrum*), sycamore (*Platanus occidentalis*), cottonwood (*Populus deltoides*), and elm (*Ulmus sp.*). The forest stands north of the Beltway were the least disturbed and were higher in quality than those south of the Beltway. The forest stand that lies within the alignment of the proposed Woodrow Wilson Bridge is dominated by silver maple (*Acer saccharinum*) in the canopy. The stand is bisected by hiking trails and historic shipways and has been disturbed from foot traffic and human debris. However, it does contain ten large trees and provides habitat for resident birds, small mammals, reptiles, and amphibians.

total 2.7 hectares (6.7 acres). This additional clearing would result from creation of and the preservation of historic shipways.

Removal of forest would create a reduction in the availability of upland and wetland for wildlife species. While highly motile species such as most mammals and birds direct impacts from clearing of forested areas, most displaced individuals would not survive, as they would presumably be forced into already occupied and defended t competition for resources and predation pressures would be extremely high. Less r such as amphibians and reptiles, would be impacted directly by clearing and grubbing areas. Additionally, more roadways adjacent to remaining forested areas would likelihood of wildlife/vehicle collisions.

Forest clearing impacts would most likely affect more common wildlife species adapted to forest stands and edges, as proposed project-related impacts would be to smaller, isolated forest stands. These more common and widespread species could include squirrels, groundhogs, rabbit, raccoons, opossums, robins, doves, wrens, chickadees, titmice, woodpeckers, various sparrows, box turtles, black rat snakes, and red-backed salamanders. Area sensitive species, such as Forest Interior Dwelling Birds (FIDB), would not be expected to inhabit the forest stands impacted because of their relatively small size. However, these forested areas could be impacted during migration. Many of these migratory songbirds are considered Migratory Landbirds (NML), or birds that breed in North America and undertake long migrations from tropical wintering areas in Central and South America. NML populations are in declining trends in recent years primarily because of habitat losses on the breeding grounds. However, recent studies have also shown that habitat loss along major migration routes could be contributing to losses of these species. One of the major migration flyways is the Seaboard of North America, including the project area. Forest losses within the project area would reduce the availability of "stop-over" habitat for these migratory species. In summary, forest clearing would result in a reduction in the densities of wildlife populations and could contribute to a decline in species diversity in the project area.

In order to minimize impacts to wildlife, Best Management Practices, including temporary construction measures, would be used during forest clearing. Examples of BMPs to be used include limiting clearing to only that required for construction, minimizing disturbance during the breeding season of most terrestrial vertebrates (May-August), and providing reforestation of temporary construction areas.

Mitigation for forest clearing impacts in Maryland would be implemented in accordance with the provisions of Forest Conservation Act and Reforestation Law. Natural Resource Article 26 of the state funded projects and Maryland's Chesapeake Bay Critical Area Protection Law. The law requires transportation projects that impact 0.4 hectares (one acre) or more of forested land to replace the lost forest resources at a 1:1 ratio. Within the Critical Area, forest habitat cleared within a 30.5-meter (100-foot) buffer would be replaced at a 3:1 ratio while forest cleared elsewhere in the Critical Area would be replaced at a 1:1 ratio. No statewide forest laws exist in Maryland. Provisions of the Chesapeake Bay Preservation Act regulate forest clearing within the project area. A 100-foot (100-foot) buffer along tributary streams, however, the Woodrow Wilson Bridge

Table 3-15: Summary of Vegetated Wetlands within Project Area (continued)

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			Scientific Name	Common Name			
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G1	0.01 (0.03)	PFO1A	<i>Acer rubrum</i> <i>Platanus occidentalis</i> <i>Rosa multiflora</i> <i>Toxicodendron radicans</i>	red maple sycamore multi-flora rose poison ivy	mapping unavailable disturbed soils reducing conditions	saturated in upper 12"	FA S/TR
G2	0.08 (0.20)	PFO1E	<i>Acer rubrum</i> <i>Platanus occidentalis</i> <i>Rosa multiflora</i> <i>Toxicodendron radicans</i>	red maple sycamore multi-flora rose poison ivy	mapping unavailable disturbed soils reducing conditions	water marks drift lines	GR/D FA
H	0.19 (0.46)	PFO1C	<i>Acer rubrum</i> <i>Platanus occidentalis</i> <i>Salix nigra</i> <i>Cornus amomum</i> <i>Toxicodendron radicans</i>	red maple sycamore black willow silky dogwood poison ivy	mapping unavailable gleyed or low chroma colors	inundated saturated in upper 12" water marks drainage patterns	GR/D PE
I	2.28 (5.64)	PFO1C	<i>Acer rubrum</i> <i>Acer negundo</i> <i>Cornus amomum</i> <i>Phragmites australis</i>	red maple box elder silky dogwood common reed	mapping unavailable gleyed or low chroma colors	inundated saturated in upper 12" water marks drift lines	FA S/TR NR WH
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K	0.02 (0.04)	PEM2T	<i>Pontederia cordata</i> <i>Sagittaria latifolia</i> <i>Peltandra virginica</i>	<u>pickerelweed</u> <u>arrowhead</u> <u>arrow arum</u>	mapping unavailable sulfidic odor gleyed or low chroma colors	infrequent inundation from high tide and floods of the	SS S/TR NR

Restoring an Urban

A Public-Private Partnership to Redeem Olms

By PAMELA FERDINAND
Special to The Washington Post

BOSTON—The tall stalks and fluffy tan bonnets of an insidious herbaceous grass called phragmites invade the Muddy River. A parade of honey locust trees with long silvery limbs trespasses on Franklin Park. And relentless knotweed plants, buckthorn and ailanthus trees ambush riverbanks and fields.

Like a dusty family heirloom, Boston's renowned Emerald Necklace, the oldest public park system in the country, has lost its manicured luster to decades of benign neglect and overuse. Its rambling meadows, stone bridges, quiet pathways and ponds still provide a restorative retreat in the midst of a bustling city. But the pastoral landscape that famed architect Frederick Law Olmsted so deliberately constructed to appear natural has evolved into a true wilderness, with invasive plant species treading on carefully cultivated vegetation and accidental trees spoiling well-orchestrated vistas.

Now, for the first time in nearly 100 years, the necklace's woodlands and waterways are being restored in keeping with Olmsted's pioneering vision. As part of a multimillion-dollar effort, public agencies and private groups together are working on plans to dredge the silt-filled Muddy River and proceed with what amounts to the monumental weeding of a spectacular urban garden.

The Emerald Necklace, as designed by Olmsted between 1878 and 1896, spans six parks and related waterways over five miles from the Back Bay along the Charles River to the Boston neighborhood of Dorchester. The largest green space is Franklin Park, whose 500 acres feature a golf course and native New England woodlands, while Jamaica Pond, a 60-acre kettle hole formed by an ancient glacier, is often referred to as "the jewel."

Already, hundreds of trees and shrubs have been planted and pruned, rose aficionados are identifying 800 rose bushes with 100 different varieties in the Back Bay Fens, and a new boardwalk allows visitors to walk around Ward's Pond for the first time in a generation. More than \$2 million has been spent on halting erosion at Jamaica Pond and restoring several bridges, and plans are being drawn up to determine what else it will take to recover all that

has been lost.

"Over time, the focus of horticulture was lost in the historic landscape," said Justine Liff, Boston's commissioner of parks and recreation. "The magnificence of the Emerald Necklace has to do with the last 100 years. The work we want to do now will restore it to its original glory and sustain it for another 100."

"People appreciate its greenness," she added, "but they don't understand it's an art form."

Recently ranked as having one of the top urban park systems in the nation by the Trust for Public Land, Boston is experiencing something of a green-space revolution with the rehabilitation of its Harbor Islands and plans to reclaim 27 acres of open space after the city's main highway is moved underground. But Boston is not alone.

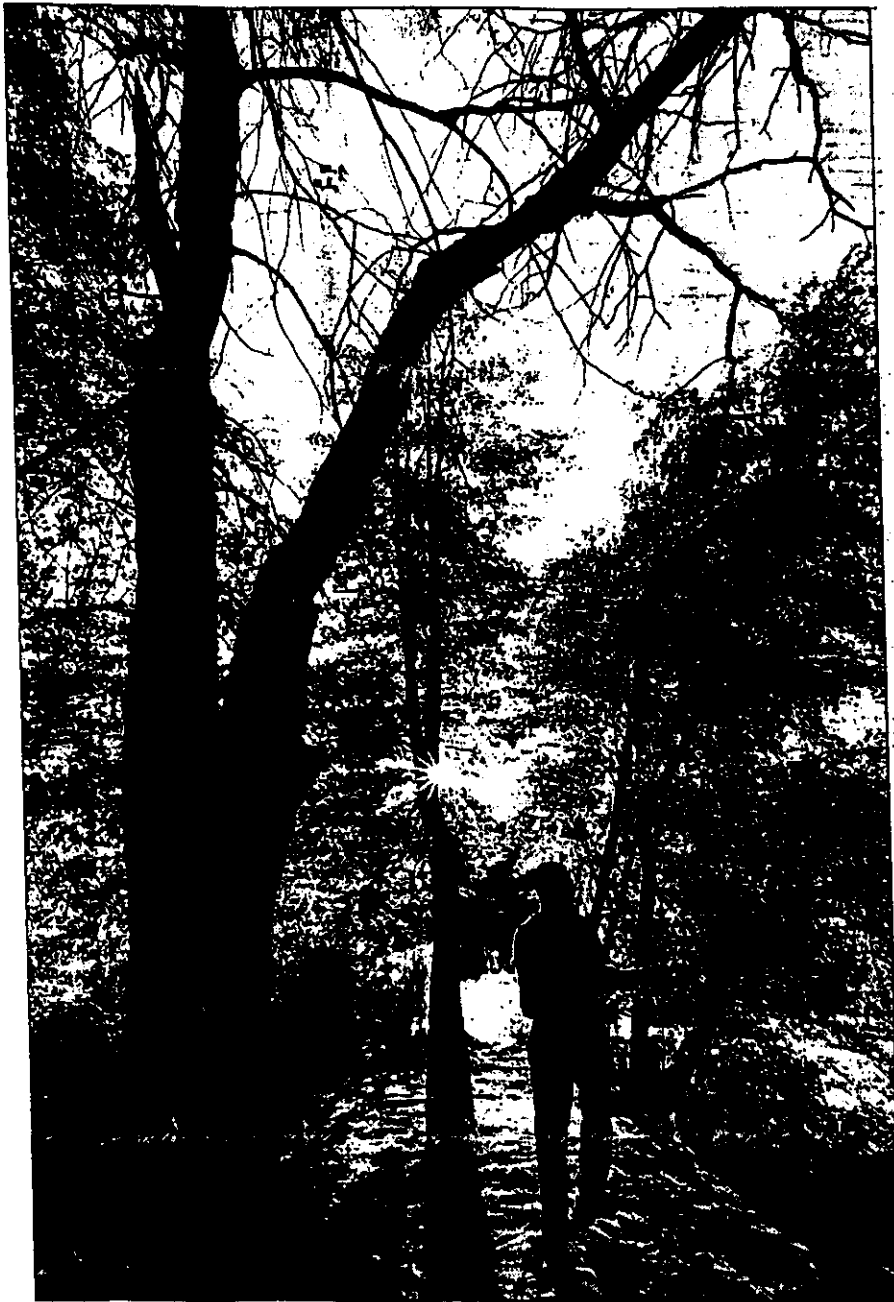
Nationwide, urban parks are on the upswing as more and more people return to live downtown. In 1998, Americans passed \$4 billion worth of parks bonds and tax referendums, and President Clinton recently signed an Interior Department bill that gives the urban park and recreation recovery plan \$30 million a year for the next five years. Such is the surge in the number of parks being constructed or restored in urban centers from Seattle to Louisville and even Baltimore (which has completed the first leg of its Gwynns Falls trail) that some informed observers compare it to the City Beautiful movement of the last century.

"Urban parks are coming back, along with the cities that surround them," said Peter Harnik, a Washington-based consultant to the trust and the author of "Inside City Parks."

Olmsted, who created the first park systems and green ways, is often a key piece of the recovery equation. His firm was involved in the design of nearly 5,000 projects in 45 states and several countries, including the revamped Central Park in Manhattan and the U.S. Capitol grounds. Boston, the last great system he designed and was closely involved in supervising, was remarkable for its series of connected spaces and preserved waterways, according to Charles Beveridge, series editor of Olmsted's papers at American University and the author of "Frederick Law Olmsted: Designing the Landscape."

Necklace's Sheen

ed's Vision in Boston Leads a Comeback of City Parks



BY DOMINIC CHAVEZ—BOSTON GLOBE

Jorge Reyes of Dorchester, Mass., looks for fishing spot in Franklin Park, the largest green space in Boston's Emerald Necklace, now part of a multimillion-dollar restoration plan.

"In many ways, an Olmsted landscape, when properly maintained, was supposed to be something where you didn't notice the details. Likewise, people assume in an Olmsted park that what they see was what was intended," Beveridge said. "It's only when you get

an experience of a park where the right work has been done to recover the original feeling, you realize what a tremendous difference there is between benign neglect and the intended condition."

The Emerald Necklace is no exception, and reversing the decline in the

"skeleton" of the park system—in other words, the trees, shrubs and plants that frame each landscape and provide a focal point for views—is considered critical to its restoration. For the sake of authenticity, city landscape architects have scoured manuscripts at Olmsted's former home and office in nearby Brookline and searched historical photographs for clues.

Fortunately for them, the Olmsted firm was known for its elaborate working drawings with detailed grading plans and profiles, diagrams and planting lists. His drawings for the Boston public park system, according to one account, totaled more than 1,200.

Old photographs, for instance, show rhododendrons and hanging ivy dripping out of crevices in one side of the stone Ellicott Arch in Franklin Park, one of the many pedestrian tunnels Olmsted created under carriage trails. The modern intruders were recently cut down, and the original plantings will again take root, said Scott Roe, assistant project manager for historic parks in Boston. However, city landscape architects have no records to divine what Olmsted intended for the other side of the arch, leaving it to their educated imaginations.

"The plans were usually well done, but he had a lot of faith in the gardeners," Roe said. "He'd say, 'This is the planting list,' but he'd let them put the plants where they chose."

Test areas have been roped off with orange-tipped stakes for markers where new plants have been put in and some trees will be cut down, but much of the restoration work will feature understory growth and go largely unnoticed by the public. Nor will every aspect of recovering the Emerald Necklace result in an exact replica of Olmsted's work, Roe and others said. Certain plants will no longer thrive in some of the changed environments, and parts of the necklace have been paved over or developed since his time.

"We're restoring it so that it is true to the vision of Olmsted, but recognizing that we are in the 21st century and that, over time, that landscape has changed and our needs have changed," said Simone Auster, executive director of The Emerald Necklace Conservancy.

To which, Beveridge surmised, Olmsted would say were he still alive: "It's about time."

November 18, 2000 Public Comments: URBAN DECK PROPOSAL
City Council, Alexandria, Virginia
November 18, 2000

**A Promise Betrayed:
the Chopping of the Promised Land
of the Wilson Bridge Project
Washington Street Urban Deck**

The current moves to shorten or delete the long proposed Washington Street Urban Deck represents a **betrayal** of the communities nearest to the to be widened I-495 (and co-signed as I-95, in the wake of the mid 19~~7~~0s cancellation of planning for a through DC I-95), which officials from the Wilson Bridge Project had long **promised** to Alexandria. Either proposal, the pair of 200 foot overpasses "Greetings" and "Streetscape", or the entirely deleted deck featured in the new animations of the I-495 approach to the new Woodrow Wilson Bridge shown at the November 9, 2000 VDOT Public Showing of the Route 1 interchange plans, represents the wrong direction for this Project. Not only do they endorse the deletion of long promised new open green space for noise abatement for the communities with indisputably the greatest need for environmental mitigation, *those nearest to the highway*

An Acclaimed Highway Mitigation Design Feature

The Urban Deck, otherwise known as a freeway lid or freeway lid, is a highly acclaimed highway design feature won by communities around the world in humanizing highways for communities as required in built up areas. The proposals to shorten or eliminate the urban deck *fly in the face of overwhelming popular opinion*, that if you are going to have to have that coveted piece of urban railway or highway, that it is preferably to have the thing buried. Communities work for getting these highway design features; nowhere do they push to have them deleted in favor of an exposed highway. None would call out for removing the roof of D.C.'s 3rd Street Tunnel, hence leaving an open trench I-395 crossing the National Mall. A 14 year controversy, between the initial 1971 proposal for a 14 lane open cut I-90 extension through Mercer Island, to a 1985 agreement for a 10 lane version with long cut and cover sectioned designed to ultimately preserve open

green space in relatively crowded Mercer Island. Ultimate design not only one of form, but of functionality. As a major interstate highway, I-90 had to allow a wide variety of trucking, including HAZMATs. Therefore, the I-90 Mercer Island Tunnels would be designed and constructed with a state of the art ventilation and fire suppression system. Mobilized citizen concern made it politically impossible for highway planning authorities to shorten or delete the park-covered cut and cover tunnel sections, replacing them with uncovered, up-encased highway.

<http://arts.endow.God/pub/Design95/pda/inter.htm>
<http://www.donnaonat.com/mercerisland.htm>

Another such project is Charlestown, Massachusetts' Route 1 City Square/Tunnel.

<http://www.bryant-engrs.com/projects/citysqr.html>

There are currently popular movements to bury existing depressed open freeways, such as New Haven, Connecticut I-95, 350 foot and 500 foot decks proposed for improving water front access.

www.state.ct.us/dot/bureau/pp/docs/envir/nhh/nhhesview.htm

Cincinnati, Ohio, I-71 Fort Washington Way

www.fww2000.com/
http://enquirer.com/editions/2000/02/01/loc_deal_revives_deck.html

I-405 in Portland, Oregon, for reclaiming 26 downtown blocks in what is currently vacant air space over the I-405 freeway.

The "Bridge the Divide and Cap I-405 Vision Study" details concepts of how to recapture some of the 38 blocks bulldozed in 1965 for the construction of the open cut 6 lane I-405 freeway. The result is projected to lead to: 1,000 housing units for 2,000 residents; 650,000 square feet of commercial space, generating 1800 permanent new jobs; 2,200 parking spaces; six acres of parks; two acres of indoor recreational uses and 50,000 square feet for civic/exhibition space.

<http://www.aslaoregon.org/centennl/405.html>

http://www.asla.org/centennial/OR_I405C.htm

<http://www.oregonlive.com/todaysnews/9807/st070309.html>

<http://www.seattlep-i.com/neighbors/judkins/bg1.html>

<http://www.oregonlive.com/todaysnews/9810/st100619.html>

<http://www.ci.portland.or.us/mayor/press/I405rpt.htm>

<http://local.portland.citysearch.com/story/990405katz.html>

Go to any of these places to see for yourselves, to hear the sounds of children playing and birds singing. Contrast this with a conventional open highway. The current proposal before the Alexandria City Council flies in the face of developments elsewhere. It would be akin to proposing that the 3rd Street Tunnel be built not as a tunnel but as an open trench as it crosses the Mall (indeed, that would be one of the original 1955 proposals).

Alexandria must not give up its promised and acclaimed mitigation for those living the closest to the highway.

Misrepresenting the Issues of Noise: the shell-game of just what is the “original” version of the Urban Deck: Sunderland Report Page 10; Attachment 10

Proponents of denying the Alexandria communities their long promised mitigation for the oncoming Woodrow Wilson Bridge Project play a multiple bait and switch with their assertion that reducing or eliminating the urban deck would have “little or no effect upon noise” for Alexandria communities. They do this with misleading the public about the noise issue by not comparing the decks they claim to set out to compare. They claim to compare their “Greetings” and “Streetscape” concepts with the “original” design:

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 by the Woodrow Wilson Bridge Project Team, which analyzed noise levels through the year 2020 at various receptors 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 0-3 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 0-5 decibels." Studies have shown that the human ear does not detect changes in noise levels which are three decibels or less.

Though the issue being presented – the difference between the “Greetings” and “Streetscape” rump decks and the “original” or 1997 design, the noise report (attachment 10) does **not** compare the “original” or the 1997 deck design, which was roughly 1,100 feet long, but rather the shortened 700 foot design that first appeared in the December 22, 1999 Draft Supplemental EIS. As this interim design differs from the “original” 1997 design with the deletion of 50% of its square footage to the east of Washington Street, it was the first design to completely remove the portion of the urban deck that was to extend alongside both the remaining two Hunting Towers, hence leaving the nearest tower, as well as about half of the southernmost tower completely exposed to a widened Beltway which would be about 20 feet away. By contrasting this late 1999 design with the two new proposals (“Greetings” and “Streetscape”), while essentially mislabeling the late 1999 design with the 1997 1,100 foot design with a chart of relative noise differences that clearly states it compares the new proposals with a 700 foot deck, proponents of virtually eliminating the urban deck understate the noise differences. Indeed, the planners are downplaying the noise issue, paying insufficient respect to the reality that noise travels up.

<http://www.djc.com/special/design95/10002599.htm>

Incidentally, the 1999 700 foot design was never presented before the SPP.

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 measures 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..

The area is a gateway to Alexandria, to Virginia and the Old Confederacy It is the most built up area along the Beltway in Virginia or Maryland. It most certainly would be a candidate as an unusual circumstance worthy of justifying additional monetary costs.

A Complete Lack of Imagination: Pollution Containment

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

This is entire amount of words, and by extension thought, apparently given by the official planners with regard to vehicular air pollution. Representing an encasement of the segment of the I-495 Capital Beltway that passes through its most built up areas, the urban deck by its inherent nature would trap vehicular pollution, and preventing it from permeating the adjoining neighborhoods. The sole exception to this general rule would be possible concentrations at its east and west portals. However, the extent that this would be a problem, or even if it would be a problem at all, would relay to no small extent upon the ventilation system. A well-designed ventilation system would avoid this problem by collecting traffic pollution, and dispersing it, as done quietly with the I-90 tunnel-ways in East Seattle and Mercer Island.

An even better scenario would take this general technology further, by equipping a long Washington Street Urban deck with a ventilation system fitted with filtration equipment, perhaps employing electro-static technology. Such systems, which exploit his intrinsic environmental advantage of encased bellow ground road tunnel ways, are increasingly becoming the norm throughout the industrialized world, including Europe and Japan. Just recently in Australia, Sydney residents successfully persuaded their

parliament to approve a bill mandating this equipment's installation in Sydney's current under construction cross-town highway tunnel project. Given this area's significance, this would be a very strong candidate for this more environmentally advanced highway design approach. There is no good reason why Virginia should lag behind the rest of the world.

The Convoluted Logic behind the Chopped Deck “Greetings” and “Streetscape” proponents:

The reasoning behind the proposals to chop the deck presented in the Sunderland report is convoluted and illogical for denying the deck for reasons that would also deny their proposals, to a near equal or even greater degree.

It states that the deck would have to be raised to accommodate ventilation equipment (exhaust fans, presumably ceiling mounted), hence relegating the Parkway to be somewhat depressed as it crossed the deck), and thereby leading to the October 20, 2000 City Manager Sunderland report's conclusion: we, therefore, do not recommend the larger deck. This conclusion is then buttressed by the observation that “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. Ironically then, these statements are followed with the “Greetings” and “Streetscape”, both of which flank the portion of Washington Street that crosses the Beltway with a raised berm that also results in Washington Street **being depressed relative to the raised deck surface, and both of which would be accompanied by high vertical sound walls.** While eliminating the deck would eliminate its 24 foot increase to the project's vertical profile, this would be replaced with vertical sound walls at least 17 feet high, if not higher. Furthermore, while there would be only a 6-10 difference in the vertical profile (such as where viewed against the backdrop of the 8 story high Hunting Towers), the chopped deck proposals would likely require sound walls where NONE are required for a longer deck, such as the Church Street area, including Freedman's Cemetery

It sanctions the decisions to eliminate open green deck space based upon leaps of logic, e.g. a previously proposed recreation field on the deck is somehow re-judged to be unfeasible or impossible, hence that portion of the deck gets deleted, without any regard to using that deckage for passive

recreational uses. Proponents of chopping the deck disregard that this place is a Gateway, into Alexandria, into Virginia, and hence the U.S. South, disregarding the potential here not only for adequate noise abatement for a pedestrian promenade with a view of Jones Point Park, the Potomac River, as now being envisioned for New York City's West Side Miller Highway along Manhattan island's western shore between 72nd and 47th Streets, complete with a design with a covered tunnel-way that rises up, with its cover extending a 4-6 degree grade to meet its northern portal, as would a Washington Street Urban Deck.

www.pb4d.com/projects/highways/miller/maerials/maerials.htm
www.pb4d.com/projects/highways/miller/maerials/13f-opa.jpg

It sanctions entire questionable chains of decisions that, even if a questioning of an earlier decision would call a string of later decisions into question.

The portion of the deck to the west of Washington Street gets deleted because of an objection to a proposed soccer field's northern goalpost being too close to Freedman's Cemetery. Yet this happens because the field is turned to a north-south axis from its previously proposed east-west axis- this occurring because of the mysterious early 1999 decision to delete the canted western edge of the deck, so deleting 44,000 square feet of deck near the Church Street exist. No explanation for this is given.

Proponents of the chopped deck proposals utterly ignore the benefits of underground construction to adjacent property values and by extension property taxes. It would seem that chopped deck proponents are ignorant of the vast drop in property values in Manhattan at 96th Street where the railroads transition from tunnel to berm, with property values being higher where the road is buried.

**October 20, 2000 Report misrepresents the SPP:
they actually REJECTED the current proposal on
August 26, 2000**

It disregards, indeed, states **outright misstatements of fact** with regards to the SPP (Stakeholder's Participants Panel), stating (at p. 10) that the "Urban Deck Stakeholder Panel, as a group, has not been presented with the plans

for the smaller deck because they have not met. This is an absolutely misleading, if not outright false statement: the Route 1/Urban Deck SPP met on August 26, 2000, where Wilson Bridge Project officials presented both the “Greetings” and “Streetscape” proposals to **the SPP**, which, after hearing the comments of the public, **overwhelmingly rejected the concept of shortening the deck**. Indeed, it should be noted that the Wilson Bridge Project [www.wilsonbridge.com] site’s SPP chronicles [as of this writing], without any claims to the contrary, simply omits this piece of information about the August 26, 2000 SPP meeting’s findings.

Remember, this IS Alexandria’s Millennial Gateway:

With attention focused upon the bridge itself, insufficient thought has been given to the approaches, indeed, there has been no design competition at all for the approaches.

The view that a shortened deck would somehow better represent the historical context of Alexandria as reflected by the various Alexandria commissions is preposterous. **Are we to suppose that an open 12 lane freeway more represents the area’s history than open green space?**

Therefore, I implore the Alexandria City Council to reject the proposals for a shorter deck that further exposes Hunting Towers to more noise, including both the “Greetings” and “Streetscape” proposals, as well as the 700 foot design unveiled in 1999, which was never itself presented to the SPP separately.

Indeed, the Urban Deck **MUST** at least be extended to its original length or greater; it should **DEFINITELY** be extended fully east of Hunting Towers as per the original consideration of 1994-95, some 100 feet or so east of the traditional design exclusively shown from 1995 or 1996 to 1999. The issue of profile, is a red herring given the likely presence of high vertical sound walls without the deck, that this profile would be viewed against the backdrop of Hunting Towers, as well as the undeniable need for sound abatement for Hunting Towers. As per the Miller Highway proposal in New York City, this would make an excellent viewing promenade, regardless of assertions that fail to recognize this, as those presented to the public at the September 6, 2000 meeting.

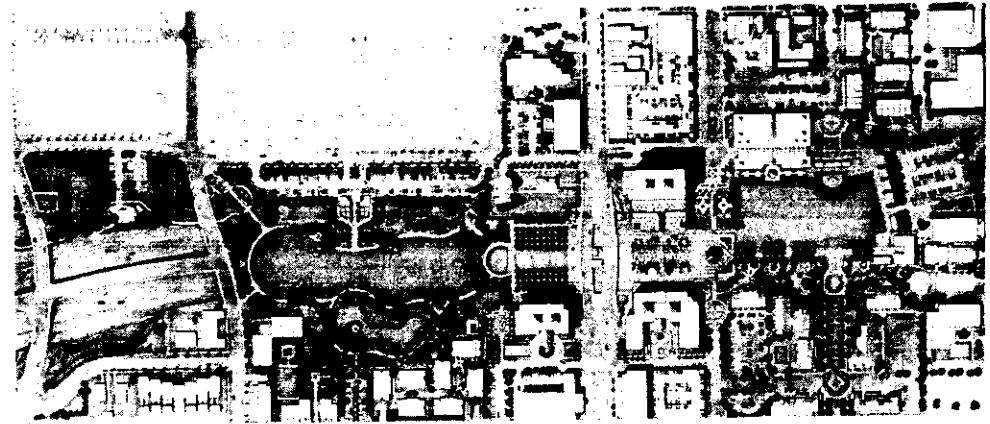
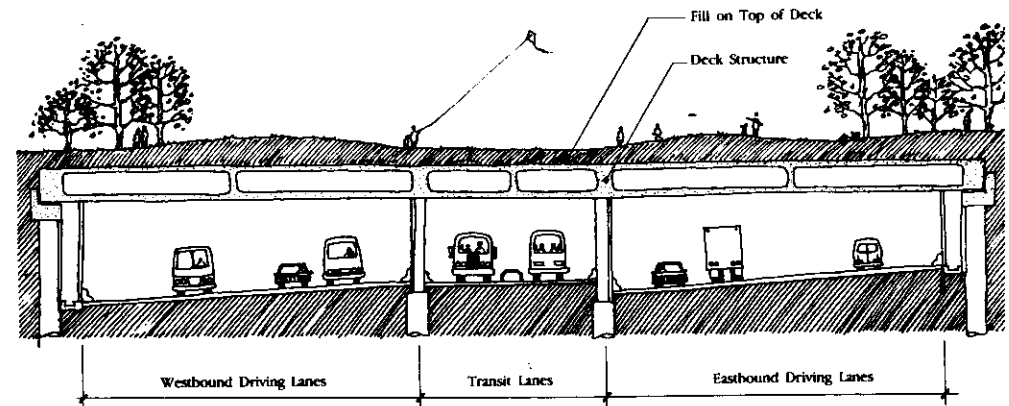
introduced into a historic district. The zoning for the Warehouse District in Cleveland requires developers to hold the street wall to a height determined by the average of existing buildings in the block and set all higher towers back 50 feet. This setback also has the effect of separating the tower from the space of the street, making it seem less intrusive [134].

Having buildings hold the street line also makes it possible for cities to require continuous retail frontages on selected streets. Successful retailing seems to require an uninterrupted sequence of storefronts along a street; if the continuity is broken, business suffers. Guidelines can also require continuity of midblock pedestrian connections, or continuous routes for pedestrian bridges and tunnels.

Entrances and exits for parking and service are important street design issues; if they are located badly they can have a big negative impact on traffic.

In Cleveland the downtown urban design guidelines also identify significant locations where exceptional buildings ought to break free of the building matrix and be designed as towers, such as sites at the end of vistas which need some kind of vertical emphasis. Other significant locations are shown by setback lines to be the place for a required public open space.

Guidelines and regulations can help shape the contributions to the city made by private investors. There are some urban design problems, however, that can only be solved by direct public investment. As discussed in chapter 8, limited-access highways and railway viaducts have had profoundly destructive side effects in cities, fragmenting and blighting neighborhoods and districts at the same time that they help the growth of industry and commercial centers. One design solution, putting railways and highways underground, is obviously very expensive, but the increased property values can pay off in downtown locations. The classic example is the underground railway tunnel that runs from Grand Central Station in New York City northward along elegant and expensive Park Avenue. When the railway emerges at Ninety-Seventh Street and becomes an elevated line on a stone-and-steel trestle, there is an immediate and drastic drop-off in property values. Decking the railway line in



135, 136. Section and plan of a deck over a freeway in Phoenix, Arizona, that prevents an important part of the city from being split apart by the highway. The urban designers are HNTB.

Boston's Back Bay district has had a strong effect on restoring the area. Freeway Park in Seattle is an example of a deck introduced over an expressway to help bridge the gap the highway created in the fabric of the city. A more recent instance is the deck over the freeway at Central Avenue in Phoenix [135, 136].

Where viaducts cannot be buried or decked, the best design solutions keep development away from the highway or railway and treat viaducts as if they were natural formations, analogous to rivers or ridge lines, with landscaped buffer zones along each side. Where the highway must be introduced into the midst of a city center or urban neighborhood, the better solution seems to be to drop the highway

Instead, I implore the Alexandria City Council to pursue Alexandria's traditional yet dormant planning for monumental gateway traffic circles at its northern and southern Alexandria in this instance by working for a rejection of the existing design plans for the I-495/Route 1 interchange, a design more appropriate for Springfield than Old Town, and hence, work for the adaptation of the Alexandria Orb design.

Thank You

Douglas A. Willinger
Takoma Park Highway Design Studio
www.highwaysandcommunities.com

**STATEMENT OF POSITION OF ALEXANDRIA LITTLE LEAGUE
IN SUPPORT OF THE CONSTRUCTION OF ATHLETIC FIELDS
AT JONES POINT PARK**

The Alexandria Little League submits this statement of position in support of the proposal to construct athletic fields at Jones Point Park. We offer this statement on behalf of the children and families of Alexandria Little League who participate in, and benefit from, the athletic programs offered by the various sports leagues operating in our City. Sports programs promote for our children wholesome activities in which to develop positive skills and habits that they will carry with them throughout their lives, including physical fitness, teamwork, competitive spirit and the value of hard work, and good sportsmanship. In order to promote these qualities, the athletic leagues serving our children must have access to adequate fields and facilities for games and practices. The proposed Jones Point athletic fields are essential to meeting these objectives.

In this past year, Alexandria Little League served the needs of approximately 400 children, ages 8 through 16, playing in five divisions of baseball. Games were played in both spring and fall leagues operating from March through October. In addition, the City's Recreation Department met the needs of younger children playing at the t-ball and coach pitch levels. In all there are over 600 children playing baseball and softball in Alexandria. Based on the success of Alexandria Little League's first year in association with Little League Baseball International we anticipate that the baseball program in our City will only grow.

In the spring season, for example, children participating in the Alexandria Little League played baseball on 32 teams. During the season, each team typically played two games each week and practiced on two days per week. Over the course of a season, a field site is required for hundreds of games and practices. Other sports have similar needs. The baseball seasons overlap with fall and spring soccer seasons and also with the seasons for lacrosse, which enjoys rapidly growing popularity. We are gratified by the success of all these programs and the demand that Alexandria's families have shown for their children to participate in them.

As a by-product of the successful sports experience that our leagues offer to Alexandria's children, the demand for athletic fields for games and practices outstrips the supply. Since space for our children to play on safe and suitable fields is limited, each league engages in an unhealthy competition for fields. The City's duty to provide quality practice and game fields is made even more challenging by its obligation to meet the needs of the many adult recreational leagues which vie for time on many of the same fields used by our youth. If this need is to be met, the City must move forward on the proposal to construct athletic fields in the renewed Jones Point Park.

For many years, Jones Point Park has served as the site for youth soccer matches and practices. If Jones Point were to be lost as a site for soccer and other sports, the City will aggravate an existing shortage of fields. The City's Recreation Department already faces a difficult task in meeting the demands placed on it for adequate practice locations. We simply cannot afford to lose this opportunity to construct two full-sized, multipurpose athletic fields. Alexandria has too little land to pass up this opportunity.

There are some who say that there is no need to replace the existing fields that are now available for use as athletic fields at Jones Point. Some claim that the new fields in the West End, at Cameron Station, or planned fields at Potomac Yards, can meet the existing and future needs. These claims are incorrect. First, these claims ignore the need to distribute fields geographically to make practice and game locations accessible to all children. Second, these claims ignore the growth in Alexandria which itself imposes the demands for new fields at both Cameron Station and Potomac Yards. Finally, these claims ignore the existing use of Jones Point for children's athletics and the loss of this essential space if appropriate replacement fields are not constructed.

It also is suggested by some that children's athletics can be played on event fields. This proposal ignores the safety hazard to children and the potential liability associated with play on unsuitable fields. Event fields become rutted and lack turf. It is impossible to maintain such fields in a condition that is appropriate for sports to be played upon them safely.

Life is about choices. All Alexandria residents made a choice to live here, and for good cause. The attraction to living in Alexandria is undeniable. We are minutes from our Nation's capital, but enjoy our own City with many of the benefits of a small hometown-- a place to raise a family. Families need the City to provide resources such as the athletic fields at Jones Point Park. However, it is not only families that benefit. Every Alexandria resident enjoys the benefits of such athletic fields and the positive impact the fields will have on the image of our community and the value that is placed on living in Alexandria.

Respectfully submitted,

Board of Directors
Alexandria Little League

November 18, 2000

The Old Town Civic Association

Docket Item #12
November 18, 2000 Public Hearing

POST OFFICE BOX 21333
ALEXANDRIA, VIRGINIA 22320-2333

Woodrow Wilson Bridge
Jones Point/Urban Deck

At the outset, let me state that I have read the 110 page October 20 Report that was presented to Council; I am also one of your appointees to the Jones Point Stakeholder Panel and have closely followed the discussions that have addressed this subject. It is our understanding that as part of the City's settlement of its litigation against the federal government the City negotiated for a number of mitigation measures to address some of the losses that the community would sustain as a result of the construction's affect on Jones Point and the adjoining communities. These mitigation measures were aspirational in nature and it was the task of the Design Center to take those stated goals and formulate an appropriate design.

Although well-intended, the proposed alternatives do not adequately address the concerns or the needs of the community. I am, therefore, appealing to those of you that consider yourselves among the "enlightened" and suggest that we make no "interim" construction of athletic fields and that we wait until the bridge construction is completed so that we can better determine what Jones Point park will accommodate for active and passive recreation. The fact of the matter is that notwithstanding the best efforts of the City and it citizens, the WWB construction will leave us with a significantly reduced Jones Point Park. Accordingly, we need to scale back our expectations. Although we will be deprived of the fullest use of the Park during the construction, by waiting we can more accurately determine what trees and vegetation need to be removed and what noise mitigation measures may be required.

I have also heard from a number of our members who have expressed a concern that part of the reason for the placement of 2 athletic fields to the North of the existing bridge is to provide for staging of storage of construction equipment. Admittedly I was surprised to hear of this possibility inasmuch as everything I had read or heard was concerned solely

with the implementation of the mitigation measures negotiated by the City. I contacted Norine Walker, Project Manager of the WWB Design Center and was assured that all staging on the site would be limited to that area underneath the existing bridge. Regardless of what position Council takes on this item, I would urge you to satisfy yourselves that any areas of active or passive use do not become staging areas for construction.

Another concern is City's goal of keeping Jones Point open during construction. Although I have not seen the specifics of the plan that would accomplish this goal, we have serious reservations about our ability to safely accommodate recreational usage and construction activity. If you build the fields now, people will use them, and people and construction equipment do not mix well. Even if there are adequate barriers between the construction and recreation usage, the fact is that construction traffic would use many of the same access roads.

If, for some reason, the City believes that it is unable or unwilling to delay construction of the athletic fields, we ask you to consider the construction of only 1 field north of the bridge, but of a size that is appropriate for use by children. We do not need, nor can we accommodate, a full size field at this location.

Finally, we embrace the concept of the smaller urban deck and ask that part of the savings realized be earmarked for the acquisition of land and preservation of the Freedman's Cemetery.

Mark S. Feldheim
President, OTCA

POINTS FOR NOV 18TH HEARING

DOCKET ITEM 12

Good morning, my name is Phill Bradbury, and I speak for the owners and residents of Porto Vecchio. We appreciate this opportunity to express our concerns. It is clear that the City Council is listening to its community, and we have a common goal to achieve the best results for our City. In the interests of time, I will focus on the single issue which impacts near term decisions, and reserve other concerns for later opportunities.

The immediate concerns center on the consequences of noise mitigation on the visual appearance of the southern end of our City, and how these impacts are affected by decisions on the Urban Deck. We recognize the need to make trade-off between aesthetic impacts and noise, and want to be sure that decision makers have all the necessary data upon which to base their decisions.

- Statements made at the Design Hearing indicate the possibility of noise barriers over 20ft above the Beltway for the entire length from the Potomac shore to Freedmen's cemetery. This would impact substantially on the visual appearance of the southern end of our City. Final decisions on the Urban Deck should not be made until this aspect has been more thoroughly examined.
- Examination should include at least the following:
 - Noise analysis at various locations, including upper floors of Hunting Towers and Porto Vecchio, with and without barriers included (there appears to be no current baseline measurements for Porto Vecchio)
 - Noise mitigation by use of sound absorbing construction materials in the retaining walls, medial barriers and the road-bed itself, as suggested by Councilwoman Pepper at the Work Session
 - Impact of different assumptions of size and shape of Urban Deck
 - Consideration of individual property noise mitigation for properties impactedThe goal should be to minimize the visual intrusiveness of the barriers, while observing code requirements, and good acoustical practice
- We note that there are thoughts of enhancing recreation resources elsewhere in the City, using funds available from reducing the size of the Urban Deck. Can the City Attorney confirm that the Settlement Agreement permits such usage? Or would such savings merely be returned to the Project, which is desperately short of funds? In this context, it would seem appropriate to consider the Urban Deck as an impact mitigator, whether or not it is a good platform for recreation fields.
- If the Deck is reduced, then as criteria for use of cost savings are developed, we would advocate a requirement that expenditure relating to mitigation of impacts close to the project be given significant priority over other potential uses of these funds.

**Draft Verbatim Transcript
of City Council Comments following
the Woodrow Wilson Bridge Public Hearing
Saturday, November 18, 2000 Public Hearing Meeting**

* * * * *

12. Public Hearing on the Report on the Woodrow Wilson Bridge Project Plans for Jones Point Park and the Urban Deck.

Pepper: One of the things that the City Manager has offered us is an opportunity to come into and talk to staff about any questions that we have. As you know, we're not voting today. We are going to be voting in December, I guess it is. In any event, so, one of the things that I would certainly like to have researched and ready for my interview would be some kind of discussion about where else we might put soccer fields. If we are, the two soccer fields that we were going to put on the urban deck, they're going somewhere else, could we possibly add one or two more that would be at Jones Point could we also add them there. What would be the kind of problems?

Mayor: There's probably some room at Cameron Station.

Pepper: I think we've used every inch of Cameron Station. But in any event,

Mayor: Well, there could be more.

Pepper: Well, okay. Anyway, what I wanted to say was I think that that's something that we really do need to explore. My idea of having the soccer field go east/west doesn't seem to work out in terms of the light, the sun that gets into everybody's eyes and so forth. So, I would like to see that. Also, the other one question I had is we have our own expert that's going to be telling us a little bit about noise, but I thought I heard a reference to the fact that some of the neighbors there had some kind of an authority or expert, well, I would like to see the two of them get together and talk about the same set of facts so that there's a little credibility here. And, so that our neighbors go away feeling like they understand and that we're all talking about the same things.

Mayor: Thank you, Del. Bill Bowlby who actually gave us a brief presentation the other night is also here and would like to spend a little bit of time talking about the noise issue and then after his presentation we might have some brief discussion, but we will close the public hearing and recess.

Bowlby: Addressed the Council with respect to noise.

* * * * *

Speck: Mr. Mayor.

Mayor: Mr. Speck.

Speck: A couple of comments just to because I would like to avail myself of the staff meeting to probe some of these issues a little bit more, but by way of telling you what I'm going to be looking at, I just a couple elements of my thinking. There are two principles that are really kind of governing my reaction. Number one, it is that there are two fields there now, and I think that there should continue to be two fields. The question is where and what size. The second principle is that if I have a choice between more or less deforestation, I prefer less. The question is whether those two principles conflict with each other. And, part of what I would like to look at is the issue of field size because I was getting all of these different dimensions and trying to figure out what fits and what doesn't. Clearly the current proposed field size gives you the ability to play all sports at all levels. And, I agree that there should be one of those without any question. The smaller field size in looking at the different particularly the min/max on soccer and the different dimensions is a field that is substantially smaller in square footage, 180 x 330 or 60 yards by 110 gives you soccer at a larger field, field hockey and lacrosse. It doesn't give you football or the adult-regulation size field. So, but the difference in square footage is 21,000 square feet. I mean it's almost a half acre between the proposed field size of 75 x 120 vs something slightly smaller. So that's one of the things that I want to look at and that, of course, has some implication to the second point which is where does the field fit other than on the north side. And, what I would like to know there and I think Claire had the other night made a very good point about the importance of this separation of passive and active. What I really want to kind of understand better because I've had several conversations with different people in various responsibilities as it relates to parks and other matters, is whether the consequence of an active field, a smaller active field in the event lawn is that bad? Or, whether when you go from what you regard from the ideal perfect location of two fields side by side on the north side that the alternative while not perfect is not disastrous, or where you are in between those. And finally is this field direction east/west vs north/south. My observation is that and this is the winter sun so its lower, but that the sun as it's both rising and setting is really passing to our south so that a north/south field in some ways may have a more difficult time with sun then an east/west. And, that's you know I'm moving well beyond my level expertise, but I'm standing in my office which has a southern exposure realizing that I'm getting a lot of sun coming from the south not from the east and west. So, those are the things that I really want to explore with you and

see whether these alternatives create any opportunity for discussion. Thank you.

Mayor: Okay.

Euille: Mr. Mayor.

Mayor: Mr. Euille.

Euille: Yes, I agree with Councilman Speck in terms of the questions he raised for you know for our consider, for staff to prepared when we come in shortly for meetings and interviews with them regarding this issue. **First of all, I want to state for the record, and as I've said to all of the e-mails and inquiries received from the Soccer Association parents, I fully support the need for more soccer fields, multi-use fields period in this City.** The real question for me at hand is where do we place these fields. I'm certainly supportive of continuing either smaller fields or at least one large field some where in the area of Jones Point, but I'm not ready to move in that direction just yet until some of the concerns and questions that have been raised today and that I have are addressed. Overall, safety certainly is of significance. Safety before, during and after construction is something that I think we need to have answered before we make a commitment to say that yes, we're going to have fields, athletic fields at this site. The other question is in terms of interim use of fields, can we use as have been suggested some fields elsewhere within the City. Looking at the inventory that I had requested that staff was so kind to prepare for us there are about 20 soccer fields, there are 20 baseball fields, there are 9 softball fields, there are 4 or 5 maybe football fields and we heard concerns today that we need more football fields. But, what's not clarified in the column that says overlays is you know where is says no whether, I assume the no response means that there presently is no overlay, but the question I have is can there be overlays and we need to be looking at that because the answer is, I think, we can find and identify some other field uses to satisfy whatever sport it is. So, I want that addressed and the size of the fields, of course, and I got lost in some of this information in terms of how you look at these sheets, it's yards, it's square feet, it needs to be consistent. Environment protection itself is certainly of importance. The impact of the construction program that it's going have on the neighborhood in terms of additional parking, the staging areas and the like. And, I'm in the construction business. I do a lot of work for the Federal government and I can tell you that as a contractor when you go in and you know what work needs to be performed, you go out to the site and you identify areas where you ideally you would like to stage, but I can tell you that the government makes that final determination in terms of the staging. I mean they're not going to let you stage just because you want to be there or it's convenient, but you are going to stage where they have identified for you. You may work out a compromise and one of the compromises is well whatever you destroy you remove then you must

go on the project until the construction is complete and then you restore it almost to its original condition. While if you pull out aging trees, it's impossible to restore it to its original condition. You can put new fresh trees in there. It's going to take awhile to grow back to the height and size and everything else. Again, that needs to be addressed. The use of funds from the deck. I thought we had our hands on potentially what we could and could not do with these funds, but apparently that's still up in the air and to me that's significant in terms of before we commit to fields here, fields there, whether we do and certainly we're all supportive of the cemetery and we're going to do that. But, you know, I think we need to know the availability of funds and how we can utilize those funds. Whether we can use them for interim use at some other site that's not adjacent or abutting the Woodrow Wilson Bridge project so that it can be utilized in some other part of the City. And the last thing I think we need to have and this has come up several times today, is regulation. In terms of staffing and scheduling, I mean let's say that this was all said and done and we agree that there's going to be whatever it's one fields, two fields whatever at Jones Point Park, and I've raised this question of concern for many years since I've been on Council about all of our parks. In terms of staffing, scheduling field use and everything else because even at Cameron Station right now there's problems in the fields. Fields are being used by groups that shouldn't be there. They're being mismanaged, mishandled. Unless we have a planned program and know what we are going to do and how we are going to manage these fields, it's just wasting time, we're wasting money. The other thing is parking. We've gone from a 160 some parking spaces to 200 and some parking spaces. The concern I have is with larger fields I'm not sure if you know we're not inviting a situation of having more parking or the need for more parking then what's even planning. And then overall, I know this is something that's going to get addressed, is maintenance. Who is responsible for the maintenance. You know, how are we going to pay for it. I just see perhaps down the road, again once this is all completed, that you know we're having trouble trying to maintain our existing inventory of fields. You know I'm really concerned about whether or not we are going to be able to do that at Jones Point Park.

Mayor: Well, first off, we need to, we've got a lot of other issues that we got to deal with and so I'm gonna sort of put an end to it. We're going to recess right now. First of all, I'm going to make two quick comments. Number one, I got to respond to Bill. Bill, you know, remember a few years back we strengthened actually the permitting process and so actually you can call a cop now and get kicked off a field. So we actually have a little bit more strength behind managing our fields from a permit point of view then we did in the past and that was an action taken by the last Council.

Pepper: This is a Federal park.

Mayor:

Pardon me. Well, I know, but we're managing it. First off, I want to thank the citizens who came out for a very civil and appropriate public hearing. Somewhat different from the open mike session that you heard earlier today. This is the kind of way we should debate our issues, sound, reasoned and respectful of everybody including those of you who are taking opposing sides who are sitting in the audience and us up here. And, so I thank you for that because that's the way government and that's the way our hearing process should be conducted and everybody did a real good job. Just in closing about the fields. We've got about two fields here, but we have a major field deficit in this City and some of the Soccer Association folks who talked, they raise an important point and that is a lot of our fields are overplayed and to a certain degree they are dangerous for our youngsters and they are dangerous for the adults who play on them as well. And, I want to leave you with one thought because also a couple of speakers, Mr. MacDonald, in particular, criticized the Council because of lack of planning and, criticized the City because of lack of planning, and quite frankly, he's wrong. I am going to give you a case in point where adequate planning was done and it works and that's Cameron Station. The fields out there at Cameron Station are wonderful. Baseball fields, and we do have overlays on some of those fields, but we got to get away from doing that because we overuse the fields. But at any rate, I was out at Cameron Station watching my daughter play soccer not too long ago and for the first time ever when we were leaving the field did I have the opportunity to have citizens from another jurisdiction comment that that's the best playing field in Northern Virginia, and that's because we did it, and we did it right. And a lot of what we have been doing in the past because we overused the fields, we've used them for dual purposes. We've had not enough fields and so we can not take them and let them lay fallow for a season and regenerate. You know, quite frankly, we have been our own worst enemy in the way we've used our fields in the past. Not only do we need two fields at Jones Point, the debate I think is going to be alignment and size. Not only do we need two fields at Jones Point, we need more fields citywide period. And, they should be located in my way of thinking throughout the City. This is a major park, a major destination for all Alexandrians to use and it should have a variety of amenities. And on that note, again, I want to thank the citizens. We're going to close the public hearing. We're going to meet with staff and examine a lot of the other issues that were brought up today, noise and many among them. Council will take this matter up for final consideration in December. Again, I want to thank you for coming. We are going to break now. It is five minutes of three. Council will reconvene at 3:20 p.m. Twenty five minutes for lunch guys. We'll reconvene at 3:20 for the balance of the session. Thank you very much.

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