



George Washington Memorial Parkway  
Virginia

**George Washington Memorial Parkway**

**Arlington County and Vicinity Non-Motorized  
Boathouse Facility**

**Environmental Impact Statement**

**Final Public Scoping Analysis Report**

August 2016

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# **INTRODUCTION AND GUIDE**

## **INTRODUCTION**

Pursuant to the National Environmental Policy Act (NEPA), its implementing regulations, and National Park Service (NPS) guidance on meeting the it's NEPA obligations, George Washington Memorial Parkway (the park) must assess and consider comments submitted during the public scoping period for the Arlington County and Vicinity Non-Motorized Boathouse Facility Environmental Impact Statement (EIS). This report describes how NPS considered public comments and provides responses to those comments.

Following the release of the notice of intent (NOI) to prepare an EIS, a 90-day public comment period was open between July 2, 2012, and September 30, 2012. This public comment period was announced on the park website (<http://parkplanning.nps.gov/arlingtonboathouse>), through mailings sent to interested parties, elected officials, and appropriate local and state agencies, and through press releases. Information about the project was made available through several outlets, including NPS Planning, Environment, and Public Comment (PEPC) website at <http://parkplanning.nps.gov/arlingtonboathouse>. After reviewing the project information, the public was encouraged to submit comments regarding the purpose and need and proposed actions through NPS PEPC website, or by postal mail sent directly to the park.

## **PUBLIC COMMENT MEETINGS**

A public open-house meeting was held on July 24, 2012 to present the project, provide an opportunity to ask questions, and facilitate public involvement and community feedback on the proposed Arlington County and Vicinity Non-Motorized Boathouse Facility. The public meeting was held from 6:30 p.m. to 8:30 p.m., on July 24, 2012 at Washington and Lee High School, 1301 North Stafford Street, Arlington, VA 22201.

The public meeting was held to commence the public involvement process and to obtain community feedback on the purpose and need and proposed actions of the Arlington County and Vicinity Non-Motorized Boathouse Facility. Release and availability of project information, as well as public meetings, were advertised as described in the "Introduction" section above.

A total of 63 attendees signed in during the meeting. The meeting was an open house format where attendees had the opportunity to ask questions and observe informational displays illustrating the study area, the purpose, need, preliminary alternatives, and the NEPA process. The open house format allowed the attendees to submit comments, and discuss issues with the project team in small groups. NPS gave a presentation with an overview of the project mid-way through the open house.

Comment sheets were available at the sign-in table. Attendees could fill out the forms and leave them with the NPS at the meeting or mail them to the park at any time during the public comment period. Those attending the meetings were also given a copy of a newsletter sent to the park's mailing list, which provided additional information about the NEPA process, background regarding the project, and how to comment on the project, including directing comments to the NPS Planning, Environment, and Public Comment (PEPC) website at <http://parkplanning.nps.gov/arlingtonboathouse>. Public comments received are detailed in the following sections of this report.

## METHODOLOGY

During the scoping period for the draft EIS, 104 pieces of correspondence were received. Correspondences were received by one of the following methods: email, hard copy letter via mail, comment sheet submitted at the public meetings, or direct entries into the Internet-based PEPC system by the commenter. Letters received by email or through the postal mail, as well as the comments received from the public meetings, were entered into the PEPC system for analysis. Each of these letters or submissions is referred to as a correspondence.

Once all the correspondences were entered into PEPC, each was read, and specific comments within each correspondence were identified. A total of 462 comments were derived from the correspondences received. Each comment recorded on flipcharts at the public meetings described above was counted as a separate comment.

In order to categorize and address comments, each comment was given a code to identify the general content of a comment and to group similar comments together. A total of 35 codes were used to categorize all of the comments received on the draft plan/EIS. An example of a code developed for this project is *AL6000 Action Alternative 1: Lower Key Bridge*. In some cases, the same comment may be categorized under more than one code, reflecting the fact that the comment may contain more than one issue or idea.

During coding, comments were also classified as substantive or non-substantive. A substantive comment is defined in the 2011 NPS Director's Order 12 Handbook as a comment that does one or more of the following (Director's Order 12, Section 4.6A):

- Question, with a reasonable basis, the accuracy of information presented in the EIS;
- Question, with reasonable basis, the adequacy of the environmental analysis;
- Present reasonable alternatives other than those presented in the EIS; and/or
- Cause changes or revisions in the proposal.

As further stated in Director's Order 12, substantive comments "raise, debate, or question a point of fact or policy. Comments in favor of or against the proposed action or alternatives, or comments that only agree or disagree with NPS policy, are not considered substantive." All comments were read and considered and will be used to help create the final plan/EIS. Typically, only those comments considered to be substantive are analyzed for creation of concern statements. This process is described below.

Under each code, all substantive comments were grouped by similar themes, and those groups were summarized with a concern statement. For example, under the code *AL4000 - Alternatives: New Alternatives Or Elements*, one concern statement identified was, "Commenters provided suggestions on what the proposed boathouse facility should include, what it should provide visitors, and how it should operate. Suggestions include: staying open for 18 hours a day, providing storage for boats, bicycle racks, lockers, showers, a foot washing station, storage for boats and shells, lessons offered, restrooms, potable water, food concessions or vending machines, and outdoor hoses for washing boats." This concern statement captured many comments. Following each concern statement are one or more "representative quotes," which are comments taken from the correspondence to illustrate the issue, concern, or idea expressed by the comments grouped under that concern statement.

# GUIDE TO THIS DOCUMENT

This report is organized as follows:

**Content Analysis Report:** This is the basic report produced from PEPC that provides information on the numbers and types of correspondences and comments received, organized by code and by various demographics. The first section is a summary of the number of correspondences that contain comments for each code and the percentage of correspondences that contain comments under those codes. For example, it states that code *AL6000 Action Alternative 1: Lower Key Bridge* appears in 11 correspondences. This means that 11 correspondences addressed meat handling and donation. Those 11 correspondences also likely addressed other issues, and those comments were categorized under different codes, which is why the total number of correspondences in this table is not the same as the number of correspondences received.

Data are then presented about the correspondence by type (i.e., amount of emails, letters, etc.); amount received by organization type (i.e., organizations, governments, individuals, etc.); and amount received by state and country.

**Concern Response Report:** This report summarizes the substantive comments received during the public scoping period. These comments are organized by codes and further organized into concern statements. Representative quotes are then provided for each concern statement so that a response can be developed or comments can be incorporated or addressed in the NEPA document. NPS typically does not respond to substantive comments submitted during public scoping, because these comments are considered in the NEPA document itself.

**Appendix 1 – Correspondence List:** This appendix cross-references the unique tracking number assigned to each piece of correspondence and the corresponding commenter name.

**Appendix 2 – Index by Organization Type Report:** This appendix provides a listing of all groups that submitted comments, arranged and grouped by the following organization types (and in this order): businesses, county government agencies, federal government agencies, non-governmental agencies, town or city government agencies, and unaffiliated individuals. The commenters or authors are listed alphabetically, along with their correspondence number and the codes of their comments, organized under the various organization types. Correspondence identified as N/A represents unaffiliated individuals.

**Appendix 3 – Index by Code Report:** This appendix lists the commenters or authors (identified by organization type) that commented on the various topics, as identified by the codes used in this analysis. The report is listed by code, and under each code is a list of the authors who submitted comments categorized in that code, and their correspondence numbers. Correspondence identified as N/A represents unaffiliated individuals.

**Appendix 4 – Copies of Letters from Agencies, Organizations, and Businesses:** This appendix contains copies of correspondences received from agencies, organizations, businesses, etc., excluding those received from individual commenters (non-affiliated individuals).

# CONTENT ANALYSIS REPORT

## CORRESPONDENCE DISTRIBUTION BY CODE

Code	Description	# of Correspondences	% of Correspondences
AE22000	Affected Environment: Visitor Use	1	0.22%
AL1000	Alternatives: Elements Common To All Alternatives	4	0.87%
AL10000	Action Alternative 5: Daingerfield Island	21	4.55%
AL10100	Action Alternative 5: Support Daingerfield Island	4	0.87%
AL10200	Action Alternative 5: Oppose Daingerfield Island	6	1.30%
AL1100	Alternatives: Elements Common To All Alternatives (Non-Substantive)	3	0.65%
AL11000	Alternatives: Key Bridge Locations (General)	24	5.19%
AL11500	Alternatives: Key Bridge Locations (General) (Non-Substantive)	36	7.79%
AL4000	Alternatives: New Alternatives Or Elements	73	15.80%
AL5100	Alternatives: Support No Action	4	0.87%
AL5200	Alternatives: Oppose No Action	9	1.95%
AL6000	Action Alternative 1: Lower Key Bridge	4	0.87%
AL6100	Action Alternative 1: Support Lower Key Bridge	9	1.95%
AL6200	Action Alternative 1: Oppose Lower Key Bridge	2	0.43%
AL7000	Action Alternative 2: Upper Key Bridge	4	0.87%
AL7100	Action Alternative 2: Support Upper Key Bridge	6	1.30%
AL7200	Action Alternative 2: Oppose Upper Key Bridge	2	0.43%
AL8000	Action Alternative 3: Combination Upper and Lower Key Bridge	8	1.73%
AL8100	Action Alternative 3: Support Combination Upper and Lower Key Bridge	16	3.46%
AL8200	Action Alternative 3: Oppose Combination Upper and Lower Key Bridge	1	0.22%
AL9000	Action Alternative 4: CSX/14th Street Bridge	24	5.19%
AL9100	Action Alternative 4: Support CSX/14th Street Bridge	5	1.08%
AL9200	Action Alternative 4: Oppose CSX/14th Street Bridge	7	1.52%
CC1000	Consultation and Coordination: General Comments	5	1.08%
MT1000	Miscellaneous Topics: General Comments	5	1.08%

Code	Description	# of Correspondences	% of Correspondences
ON1000	Other NEPA Issues: General Comments	2	0.43%
PN1000	Purpose And Need: Planning Process And Policy	1	0.22%
PN3000	Purpose And Need: Scope Of The Analysis	5	1.08%
PN8000	Purpose And Need: Objectives In Taking Action	1	0.22%
PO4000	Park Operations: Impact Of Proposal And Alternatives	3	0.65%
TQ1-48320	1. If you intend to use such a facility, what would your requirements be?	85	18.40%
TQ2-48320	2. Do you have any concerns regarding the preliminary alternatives and propose site locations?	75	16.23%
VE4000	Visitor Experience: Impact Of Proposal And Alternatives	4	0.87%
VS4000	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives	2	0.43%
VU4000	Visitor Use: Impact Of Proposal And Alternatives	1	0.22%
<b>TOTAL</b>		<b>462</b>	<b>100%</b>

*Note: Because correspondences likely contain comments that are coded under several different codes, the total number of correspondences in this table is not an accurate representation of the actual amount of correspondences received. This is explained further in the “Guide to this Document” section.*

## DISTRIBUTION BY CORRESPONDENCE TYPE

Type	# of Correspondences	% of Correspondences
Web Form	85	81.73%
Park Form	15	14.42%
Letter	3	2.88%
E-mail	1	0.96%
<b>Total</b>	<b>104</b>	<b>100.00%</b>

## DISTRIBUTION BY ORGANIZATION TYPE

Organization Type	# of Correspondences	% of Correspondences
Business	2	1.92%
County Government	2	1.92%
Federal Government	1	0.96%
Non-Governmental	2	1.92%
Town or City Government	1	0.96%
Unaffiliated Individual	96	92.31%
<b>Total</b>	<b>104</b>	<b>100.00%</b>

## DISTRIBUTION BY STATE

State	# of Correspondences	% of Correspondences
VA	92	88.46%
DC	4	3.85%
Unknown	4	3.85%
MD	3	2.88%
CA	1	0.96%
<b>Total</b>	<b>104</b>	<b>100.00%</b>

## DISTRIBUTION BY COUNTRY

Country	# of Correspondences	% of Correspondences
USA	104	100%
<b>Total</b>	<b>104</b>	<b>100%</b>

# CONCERN RESPONSE REPORT

*George Washington Memorial Parkway  
Arlington County and Vicinity Non-Motorized Boathouse Facility EIS  
2012 Public Scoping Newsletter  
Report Date: 10/17/2012*

## ***AE22000 - Affected Environment: Visitor Use***

**Concern ID:** 40724

**CONCERN STATEMENT:** One commenter inquired about how the projected use of the rowing facility compare with the existing uses.

**Representative Quote(s):** **Corr. ID:** 99 **Organization:** *Not Specified*

**Comment ID:** 299287 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Compared to the other uses of the GWMP facilities (the Mount Vernon Trail, athletic fields, boat ramps, etc.), how does the projected use of the rowing facility compare with the extant uses?

## ***AL1000 - Alternatives: Elements Common to All Alternatives***

**Concern ID:** 40725

**CONCERN STATEMENT:** One commenter suggested that the proposed sites may not have a need for a boathouse facility.

**Representative Quote(s):** **Corr. ID:** 33 **Organization:** Chesapeake Paddlers Association

**Comment ID:** 299731 **Organization Type:** Unaffiliated Individual

**Representative Quote:** A general concern is the continued focus on a "boathouse facility" when it is not clear that most of the proposed sites have a need for an actual boathouse.

**Concern ID:** 40726

**CONCERN STATEMENT:** Commenters suggested that the proposed boathouse facility should not exclude powerboats, stating that there is room for both powerboats and non-powered boats to operate safely in the areas proposed.

**Representative Quote(s):** **Corr. ID:** 68 **Organization:** *Not Specified*

**Comment ID:** 299970 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Powerboaters far outnumber non motorized boaters. The acute lack of powerboat docking facilities in all of Washington are obvious. Unlike non powerboats, many powerboats are on the river all year long and to a large extent at night enjoying the Washington DC waters of the Potomac river. There is absolutely no reason not to allow and include powerboats in the proposals. The question must be asked why are powerboaters being excluded?

**Corr. ID:** 68

**Organization:** *Not Specified*

**Comment ID:** 299974

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The waterfront at Georgetown is one of the prime, if not the prime destination spots on the Potomac river for powerboats. We believe that the river and the waterfront should be shared by all, and not restricted in any manner. The park is for the preservation and benefit of all of the public. There is absolutely no reason to limit the area in question to non powerboats. Powerboats do not have any special needs or requirements. Furthermore, there is no safety issue regarding power and non power boats co-existing. There is obviously much room available for powerboat docking alongside crewboats and rowboat docking.

**Concern ID:**

40727

**CONCERN  
STATEMENT:**

One commenter asked if access to the water would be from a dock or a gradual sloping portion of the river.

**Representative Quote(s):**

**Corr. ID:** 78

**Organization:** *Not Specified*

**Comment ID:** 299765

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Would access to the water be from a dock or a gradual sloping portion of the river?

**Concern ID:**

40728

**CONCERN  
STATEMENT:**

One commenter suggested that models of the proposed boathouse facilities should be provided to the public in order to understand the size and scope of each proposed facility and location.

**Representative Quote(s):**

**Corr. ID:** 80

**Organization:** *Not Specified*

**Comment ID:** 299740

**Organization Type:** Unaffiliated Individual

**Representative Quote:** I would benefit from seeing models or mock-ups of the proposed boat house at each of the locations to understand the size and scope of what is proposed for each site. Visual approximations and devices would be very beneficial. Various different sizes of boat houses on each site (large facility vs just docks and ramp). Impact based on each size of boat house would be greatly beneficial to evaluate each site.

**Concern ID:**

40729

**CONCERN  
STATEMENT:**

One commenter expressed concerns about accessing the proposed locations from the George Washington Parkway, stating that emergency vehicles would only be able to access the locations from one direction on the Parkway.

**Representative Quote(s):**

**Corr. ID:** 80

**Organization:** *Not Specified*

**Comment ID:** 299738      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I would be concerned about any of the options being only accessible from the GW parkway northbound. As many going to Roosevelt Is can attest, getting on and off the parkway with little to no exit and on ramp space can be difficult especially with a boat on the car. Also, it could be difficult to get emergency vehicles to locations only accessible from one way on the parkway.

### ***AL10000 - Action Alternative 5: Daingerfield Island***

**Concern ID:** 40730

***CONCERN  
STATEMENT:***

Commenters suggested that the conditions at Daingerfield Island are too rough and dangerous for non-motorized boats, especially for novice users. Other concerns for this location include poor access, proximity to the airport, lack of available vehicle parking, potential impacts to a riparian woodland, and possible conflicts with motorboats and sailboats.

**Representative Quote(s):** **Corr. ID:** 45      **Organization:** W-L Crew Alumni Association

**Comment ID:** 300249      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Also, if multiple schools want to dock around the same time, a line cannot easily form in such unprotected areas like Dangerfield Island and Gravelly point because of wakes from powerboats or the need to move out of their way.

**Corr. ID:** 59      **Organization:** *Not Specified*

**Comment ID:** 300060      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I do not recommend or support alternatives 4 & 5 due to their location on the river (more open, rough water in spring, lots of motorboats) and poor access (especially site 4 only from GW parkway northbound close to exit lanes for 14th St Br./ site 5 also only accessed by vehicle from Parkway - high school kids driving there?!!!) Site 5 is in Alexandria and this is about an Arlington boathouse - ACR has boathouse in Old Town. )

**Corr. ID:** 80      **Organization:** *Not Specified*

**Comment ID:** 299735      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I am concerned that Alt. 5 and possibly 4 are too close to the airport. I bike down there and the fumes from the jets is overwhelming. The jets are also noisy. I would also be concerned that the river is too wide, choppy and tidal at 4 and 5 to easily put non-motor boats into the river.

**Corr. ID:** 89      **Organization:** Potomac Boat Club

**Comment ID:** 299413      **Organization Type:** Non-Governmental

**Representative Quote:** The Daingerfield Island Site is unacceptable as a site for the Arlington County and Vicinity Non-Motorized Rowing Facility for all the same reasons as described above for the CSX/14th Street Bridge Site.

The Daingerfield Island Site has one additional disadvantage over the 14th Street Bridge Site: crews rowing out of the Daingerfield Island Site would be subject to

possible collisions with sailboats and motorboats using the existing Daingerfield Island facilities. I think: it would be hazardous to high school rowers to locate their rowing facilities close to facilities serving motorboat operators who are unfamiliar with the sport of rowing. Motorboat users seldom have any knowledge of rowing and often exhibit little comprehension of the effects that motorboat wakes have on small boats and racing shells. I think that locating a rowing facility close to a powerboat facility would increase the likelihood of a fatal accident involving a motorboat and high school rowers.

Concerning sailboats, rowing shells have to move in straight lines, whereas sailboats tend to zigzag and often appear unpredictable in their movements. These conflicting traffic patterns would likely result in collisions between high school rowers and sailboats.

**Corr. ID:** 93                      **Organization:** Potomac River Sports Foundation

**Comment ID:** 299383        **Organization Type:** Unaffiliated Individual

**Representative Quote:** Both Alternatives 4 and 5 already host active, unrelated public use, such as powerboat launching, sailing, dining, field sports, and plane-watching. These activities already create parking challenges (since most park users to these locations arrive by private car or truck), making the introduction of another set of users ill advised. Our goal is to increase access to the river and not adding more surface parking on the riverfront taking away existing greenspace.

**Corr. ID:** 98                      **Organization:** *Not Specified*

**Comment ID:** 299297        **Organization Type:** Unaffiliated Individual

**Representative Quote:** Construction of a boathouse at the Daingerfield Island site in Alexandria would destroy a riparian woodland. This is completely unacceptable.

**Concern ID:** 40731

**CONCERN STATEMENT:** One commenter suggested that the Daingerfield Island location may be preferable because it accesses a larger, more open portion of the river.

**Representative Quote(s):** **Corr. ID:** 78                      **Organization:** *Not Specified*

**Comment ID:** 299763        **Organization Type:** Unaffiliated Individual

**Representative Quote:** Sites 4 & 5 seem to offer access to a larger more open portion of the river. This would appeal to a larger number of water enthusiasts.

**Concern ID:** 40732

**CONCERN STATEMENT:** The City of Alexandria opposes constructing a boathouse facility at Daingerfield Island due to the amount of existing or planned launching sites in the area.

**Representative Quote(s):** **Corr. ID:** 104                      **Organization:** City of Alexandria

**Comment ID:** 299206        **Organization Type:** Town or City Government

**Representative Quote:** One of the alternative locations for this facility is Daingerfield Island, and we appreciate the prospect of the federal government investing further in Alexandria's Waterfront. As you are aware, the Dee Campbell Rowing Facility, owned and operated by the Alexandria City Public Schools (ACPS), is currently located at the foot of Madison Street in the Waterfront

planning area. Also, there are currently several launching sites, existing or planned, in the area for non-motorized water vehicles. The City does not see the appropriateness of siting another boathouse in the area, driven solely by school related purposes, but the concept of creating expanded opportunities for non-motorized water vehicles serving a variety of public needs such as rowing, canoeing and kayaking is aligned with the goals of the Waterfront Small Area Plan.

**Concern ID:**

40733

**CONCERN  
STATEMENT:**

Commenters (without identifying a specific proposed alternative) suggested that constructing a boathouse facility near Key Bridge is optimal due to: safe access to the river, proximity to the Metro stop, bus routes, and bike trails, potential for incorporating educational programs, shorter commutes for local rowing teams, the safe conditions of the waterway, and proximity to the Potomac National Heritage Trail.

**Representative Quote(s):**

**Corr. ID:** 35

**Organization:** *Not Specified*

**Comment ID:** 299845

**Organization Type:** Unaffiliated Individual

**Representative Quote:** In addition, the Rosslyn site is accessible by the wonderful bike trails here, which are great for both bikers and runners.

**Corr. ID:** 45

**Organization:** W-L Crew Alumni Association

**Comment ID:** 300250

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Placing the boathouse in Rosslyn also allows shorter commutes for local rowing teams, which will extend and be complicated by rush hour return traffic the farther away from the schools the boathouse is placed.

**Corr. ID:** 45

**Organization:** W-L Crew Alumni Association

**Comment ID:** 300251

**Organization Type:** Unaffiliated Individual

**Representative Quote:** I strongly support the construction of a bi-level boathouse at the Rosslyn location. As mentioned above, it provides the best, safest access to the river, allowing teams and local water sports enthusiasts easy access to a potentially hazardous river. The Rosslyn site also increases the ease of access for local teams and community members as well as maximizing educational opportunities.

Locating a boat house in Rosslyn enables access by all five key modes of Arlington transportation: bus, rail, bike, foot, and car. People are often discouraged from taking advantage of recreational opportunities because of minor inconveniences. As we all know, transportation in the metro area can be difficult: trains get overcrowded, roads can jam, and parking can be hard to find. A Rosslyn site allows participants to adjust their travel plans according to knowledge of these realities and will encourage use of the boat house facilities. This incentive is rendered less and less effective the farther the boat house is located from the nexus of the Rosslyn metro station, and could prevent residents without cars from accessing the facilities. The site also maximizes the educational potential of the site.

**Corr. ID:** 56

**Organization:** Chesapeake Paddlers Association

**Comment ID:** 300071      **Organization Type:** Unaffiliated Individual

**Representative Quote:** A launch site (or sites) directly accessing the upriver portion of the Potomac would be safer and far more convenient for myself (I am a fairly experienced kayaker) and, more importantly, for more inexperienced people embarked in canoes, kayaks, and stand-up paddleboards.

**Corr. ID:** 60      **Organization:** *Not Specified*

**Comment ID:** 300058      **Organization Type:** Unaffiliated Individual

**Representative Quote:** The best sights are closer to Key Bridge. As the options go below Memorial Bridge you increase the occurrence of rough water and windy conditions. If indeed you want to encourage novice rowing for people with disabilities and at risk youth you need to consider the safety of the water conditions and the likelihood that people will actually be able to get out on the water. The water is definitely safer upstream of Roosevelt Bridge.

**Corr. ID:** 67      **Organization:** Washington Lee Crew

**Comment ID:** 300000      **Organization Type:** Unaffiliated Individual

**Representative Quote:** A boathouse in Arlington would also cut spending on bus transportation. During a typical practice, Arlington rowers spend anywhere from thirty minutes to an hour going through rush hour traffic in Georgetown on the bus ride home. Not having to navigate through Washington DC to get home would cut this time almost in half. This would reduce the amount of money that is typically spent on bus drivers and transportation.

**Corr. ID:** 90      **Organization:** Monday Properties

**Comment ID:** 299396      **Organization Type:** Business

**Representative Quote:** As you may be aware, there is a critical shortage of active recreational opportunities in Rosslyn that will only grow as the area continues to transform itself from what has traditionally been "Arlington's Downtown" into a vibrant mixed-use community with more residents. A boathouse would therefore be a vital recreational amenity for residents and visitors. It would also help connect Rosslyn with the Potomac River, which have historically been divided by I-66 and the Parkway. Significantly, the Gravelly Point and Daingerfield Island locations already provide a means of accessing the river in the form of motorized boat launches. Currently, Rosslyn has no such access for boats of any kind.

More importantly, Rosslyn is also an ideal location for the boathouse because of proximity to the area's robust transit system, particularly the Metro. By contrast, the sites outside of Rosslyn do not have such convenient access to transit, and visitors will therefore mostly be forced to arrive by car. Placing the boathouse in Rosslyn would therefore maximize the means by which visitors could access the facility and serve the greatest number of people.

**Corr. ID:** 93      **Organization:** Potomac River Sports Foundation

**Comment ID:** 299370      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Alternatives 3 - 1 are also preferable in terms of the intended use of the site, namely for river access for non-motorized rowing and canoeing craft. This section of the Potomac River is within a designated "no wake" zone which helps to limit conflict between motorized and non-motorized users. The high Palisades upstream provide considerable protection from winds, especially southerly winds in the spring that can make the wider, downstream portions of the

Potomac unsafe for rowing and canoeing, especially for school-age participants and those with physical limitations. Racing courses for canoe and rowing races have been located in this section of the Potomac for more than 150 years and are actively used today. In fact, the National Park Service's design for the recently completed Georgetown Waterfront Park across the river from this location pays homage to the long history of rowing and canoeing in this very segment of the river and its design was shaped to accommodate park visitors interested in watching organized crew races.

Finally, we note that Alternatives 3 - 1 would offer additional forms of access to features co-located at this site. From an historical perspective, the Captain John Smith Chesapeake National Historic Trail passes through the tidal Potomac at this location, tracing the voyages 400 years ago of the first European settlers to this part of the New World. The new Management Plan for the Trail calls for new access to the Chesapeake and these needs could be met in part with a new facility in Rosslyn and its tidal tributaries. A boathouse facility, particularly as envisioned in Alternative 3 as a split or hybrid facility, would provide space for Trail interpretation and some additional visitor services.

**Corr. ID:** 93                      **Organization:** Potomac River Sports Foundation

**Comment ID:** 299371            **Organization Type:** Unaffiliated Individual

**Representative Quote:** These sites are also adjacent to the Potomac National Heritage Trail and similarly offer the opportunity to integrate additional trail user facilities, e.g., public restrooms, and interpretation information for Trail users. Mount Vernon Trail cyclists might also benefit from improved support at the upper portion of Alternative 3 (or Alternative 2) with participation by NPS and Arlington County in designing that service. The Rosslyn shoreline location (Alternatives 3 - 1) would be ideal for providing access to environmental stewardship programs and nature centers for environmental and wildlife study. It could also serve as launching point for clean-up and riverfront restoration projects by community or environmental groups such as the Potomac Conservancy and Potomac Riverkeeper. Current river access for study and related programs is extremely limited.

**Concern ID:** 40734

**CONCERN STATEMENT:** One commenter noted that selection of an alternative near Key Bridge could have impacts on erosion, and that appropriate mitigation methods should be identified in the EIS.

**Representative Quote(s):** **Corr. ID:** 29                      **Organization:** Citizen

**Comment ID:** 299628            **Organization Type:** Unaffiliated Individual

**Representative Quote:** Alternatives 1-3 seem like they would also have impacts from increased erosion (to soils, surface water), so appropriate mitigation methods should be identified in the document for these resources.

**Concern ID:** 40735

**CONCERN STATEMENT:** One commenter suggested that if a site near Key Bridge is selected, a native vegetation reintroduction program would be beneficial since the area is heavily infested with invasive species. The same commenter stated that there are no notable trees in the area that would need protection.

**Representative Quote(s):** **Corr. ID:** 44 **Organization:** Sierra Club - Mount Vernon Group

**Comment ID:** 300239 **Organization Type:** Unaffiliated Individual

**Representative Quote:** While construction of a boathouse facility on either (or both) of the two Rosslyn sites would require some tree removal, there are no notable trees in either location.

**Corr. ID:** 44 **Organization:** Sierra Club - Mount Vernon Group

**Comment ID:** 300243 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Another reality about these two areas is that they are heavily infested with invasive species such as kudzu and English ivy. We recommend that any facilities installed here be accompanied by a major effort to reintroduce native species.

**Concern ID:** 40737

**CONCERN  
STATEMENT:**

One commenter suggested that constructing the proposed boathouse facility near Key Bridge would overcrowd the area due to the limited space available, and suggests that a boathouse across the river in Georgetown would satisfy the needs of Arlington users. Other commenters expressed concerns related to access to the Key Bridge sites, impacts to the diverse vegetation and wildlife corridor in the area, impacts to the visual quality of the area, and potential for further unwanted development in the area.

**Representative Quote(s):** **Corr. ID:** 29 **Organization:** Citizen

**Comment ID:** 299627 **Organization Type:** Unaffiliated Individual

**Representative Quote:** However, traffic around the Key Bridge may also have adverse impacts from increased use for alternatives 1-3, specifically exiting and entering the G.W. Parkway northbound.

**Corr. ID:** 64 **Organization:** Chesapeake Paddlers Association (CPA) - Potomac River Access Task Force

**Comment ID:** 300039 **Organization Type:** Unaffiliated Individual

**Representative Quote:** CPA would argue against the construction for another large boathouse at NMBZ-Rosslyn Sites 1-3. These lot along Sites 1-3 already occupy extremely constrained space. As justification, CPA argues that the proposed development for up to 4 boathouses along the NMBZ-Georgetown Waterfront should satisfy the needs for sculler/rowers and clubs. Therefore, a proposal to construct a 5th boathouse at Sites 1-3 along Rosslyn/Roosevelt Island would only further aggravate and limit member/visitor access by the general public. Our members have routinely reported frustration at obtaining access during their visits to DC, often discouraging further visits.

**Corr. ID:** 97 **Organization:** Virginia Native Plant Society

**Comment ID:** 299305 **Organization Type:** Unaffiliated Individual

**Representative Quote:** The Virginia Native Plant Society would strongly oppose alternatives 1, 2, and 3 which are near Theodore Roosevelt Island and Key Bridge. Those areas are part of the Potomac Gorge, a continuous area along the Virginia side of the Potomac River which according to NPS's own literature "is one of the county's most biologically diverse areas, home to more than 1,400 plant species" and "30 distinct natural vegetation communities, several of which are globally rare

and imperiled." While that particular part of the gorge area under consideration has been allowed to deteriorate, it is still part of a unique area with a historic viewshed, which should not be allowed to be developed. Rather it should be protected and restored.

The National Park Service mission is to preserve unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. Please reconsider the inclusion of these three alternatives.

**Corr. ID:** 98

**Organization:** *Not Specified*

**Comment ID:** 299296

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The alternatives that propose a boathouse and/or docks upstream from Theodore Roosevelt Island will create a visual eyesore for people using the Potomac Heritage Trail, Key Bridge and Theodore Roosevelt Island.

These alternatives are completely inappropriate for a National Park. They will surely create an impetus for further development in this environmentally sensitive area, especially if NPS complies with further "directions" or requests from Congressional appropriations committees.

**Corr. ID:** 101

**Organization:** *Not Specified*

**Comment ID:** 299225

**Organization Type:** Unaffiliated Individual

**Representative Quote:** I have personal reservations about the proposed plans for the Roslyn waterfront. The shoreline is completely undeveloped there and is a perfect corridor for wildlife between the Roosevelt Bridge and Great Falls and even beyond. I would prefer to leave the Virginia side of the river as undisturbed as possible.

**Concern ID:**

40738

**CONCERN  
STATEMENT:**

One commenter stated that the Chesapeake Bay Yacht Club Association has already passed a motion to allow powerboat docking on the DC side of the river, in direct opposition to the proposed non-motorized boathouse facility near the Key Bridge. Although outside the scope of the EIS, this commenter suggested the selected site include powerboat dockage.

**Representative Quote(s):**

**Corr. ID:** 68

**Organization:** *Not Specified*

**Comment ID:** 299975

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The Chesapeake Bay Yacht Club Association has already passed a motion to allow powerboat docking on the DC side of the river, in direct objection and opposition to your non powerboat proposed area by the key bridge. We now propose that at minimal cost and great benefit, that the plans for the zone in question include dockage for powerboats We do not propose or request any other special needs such as electric, fuel, pumpout, or any structures- just an environmental friendly simple dock capable of handling power and non powerboats alike. As the largest stakeholder and user of the potomac river and the georgetown and arlington waterfront area, we request and expect to be included in any further discussion and planning.

**Concern ID:** 40739

**CONCERN STATEMENT:** One commenter asked if the Key Bridge location(s) are chosen, would that combine the NPS, FHW and Arlington County properties.

**Representative Quote(s):** **Corr. ID:** 82 **Organization:** *Not Specified*

**Comment ID:** 299693 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Is the upper location to combine NPS, FHW, and Arlington Co properties?

#### ***AL4000 - Alternatives: New Alternatives or Elements***

**Concern ID:** 40740

**CONCERN STATEMENT:** Commenters provided suggestions on what the proposed boathouse facility should include, what it should provide visitors, and how it should operate. Suggestions include: staying open for 18 hours a day, providing storage for boats, bicycle racks, lockers, showers, a foot washing station, storage for boats and shells, lessons offered, restrooms, potable water, food concessions or vending machines, and outdoor hoses for washing boats.

**Representative Quote(s):** **Corr. ID:** 1 **Organization:** *Not Specified*

**Comment ID:** 298977 **Organization Type:** Unaffiliated Individual

**Representative Quote:** rental concession.  
minor food (vending) concession.

**Corr. ID:** 1 **Organization:** *Not Specified*

**Comment ID:** 273515 **Organization Type:** Unaffiliated Individual

**Representative Quote:** 18 hours a day operation.

**Corr. ID:** 2 **Organization:** *Not Specified*

**Comment ID:** 273518 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Yes. Easy access for storage of boats as well as pickup/drop-off of boats. Sufficient size to avoid a long waiting list.

**Corr. ID:** 3 **Organization:** *Not Specified*

**Comment ID:** 298968 **Organization Type:** Unaffiliated Individual

**Representative Quote:** -Bike racks - and place them right out front, don't hide racks off to the side where thieves are out of the general view.

**Corr. ID:** 3 **Organization:** *Not Specified*

**Comment ID:** 298967 **Organization Type:** Unaffiliated Individual

**Representative Quote:** -Both drinking fountains AND a spigot for a dog bowl.

**Corr. ID:** 3 **Organization:** *Not Specified*

**Comment ID:** 298966 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Restrooms.

**Corr. ID:** 3                      **Organization:** *Not Specified*

**Comment ID:** 298970      **Organization Type:** Unaffiliated Individual

**Representative Quote:** -An outdoors foot-washing station.

**Corr. ID:** 3                      **Organization:** *Not Specified*

**Comment ID:** 273520      **Organization Type:** Unaffiliated Individual

**Representative Quote:** -Useful business hours. In other words, be open when people actually want to go on the river. I suggest March-October open 30 minutes before sunrise to until 30 minutes after sundown. Reason is, the BEST time to get on the river is NOT the middle of the day, especially in (hot) summer. If the boathouse opens at 11 AM and closes at 5 PM that really dampers usage - why bother?

**Corr. ID:** 4                      **Organization:** *Not Specified*

**Comment ID:** 273528      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I currently use Thompson Boat Center and would like to see similar infrastructure at an Arlington facility: bicycle racks, access to public transit, and indoor area for lessons and, compared to TBC, increased availability of day lockers and showers for patrons.

**Corr. ID:** 9                      **Organization:** Potomac Pedalers Touring Club,  
Sailing Club of Washington

**Comment ID:** 273569      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Launch, docking, and storage facilities for sailboats.

**Corr. ID:** 12                      **Organization:** *Not Specified*

**Comment ID:** 273575      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Easy access for all potential users  
Affordable for entire community  
Lessons/Instruction for any interested community member- must be able to swim-  
(for safety purposes)

**Corr. ID:** 16                      **Organization:** *Not Specified*

**Comment ID:** 299085      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Vending machines or the possibility of food service (such as food trucks) would also be handy.

**Corr. ID:** 28                      **Organization:** *Not Specified*

**Comment ID:** 274525      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I would use the boating facility if there is an adult rowing program (skulls, pairs, 8s, etc.)

**Corr. ID:** 35                      **Organization:** *Not Specified*

**Comment ID:** 274628      **Organization Type:** Unaffiliated Individual

**Representative Quote:** 1. Storage and launching for crew boats. That means for our local high school teams, so we need safe accessible open water in the winter and spring.

**Corr. ID:** 40

**Organization:** BABA - Baltimore Area Boardsailors Assn.

**Comment ID:** 299929

**Organization Type:** Unaffiliated Individual

**Representative Quote:** 7) Outside hose facilities for washing off sails and boards (similar to what exists at the Airport sailing marina now).

**Corr. ID:** 73

**Organization:** *Not Specified*

**Comment ID:** 299883

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The new boathouse needs rest rooms, storage lockers for each program for life vests, megaphones, slings, spare parts, etc. and electrical outlets to charge equipment. The boathouse needs an ergometer room for teaching and for training when not on the water. It would be nice to have at least a minimal weight room, and a room for yoga, exercises, and team meetings (i.e., at least 3 separate multiuse rooms). Water fountains and drink machines too.

**Concern ID:**

40742

**CONCERN  
STATEMENT:**

Commenters suggested that the selected alternative provide suitable access from public transit, walking and biking trails, have adequate parking areas, and be accessible for handicapped visitors. Some commenters also stated that the site should have a grassy area to set-up equipment, as well as adequate trailer access.

**Representative Quote(s):**

**Corr. ID:** 1

**Organization:** *Not Specified*

**Comment ID:** 298979

**Organization Type:** Unaffiliated Individual

**Representative Quote:** truck access for competitive shells.

**Corr. ID:** 4

**Organization:** *Not Specified*

**Comment ID:** 273529

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Accessibility to potential users, particularly users without an automobile, is a key concern of mine.

**Corr. ID:** 7

**Organization:** *Not Specified*

**Comment ID:** 273539

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The site should be easily accessible to public transit.

**Corr. ID:** 14

**Organization:** *Not Specified*

**Comment ID:** 273585

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Would want access for 2 kayaks to be able to park car and walk kayaks to a suitable launch point at the river (a ramp or a dock, ramp might be better).

**Corr. ID:** 16

**Organization:** *Not Specified*

**Comment ID:** 299082

**Organization Type:** Unaffiliated Individual

**Representative Quote:** For a rental facility, the location should be near transit (especially Metrorail stations) and easily accessible from bike/ped facilities (including the Mount Vernon trail), if possible

**Corr. ID:** 16                      **Organization:** *Not Specified*

**Comment ID:** 299083        **Organization Type:** Unaffiliated Individual

**Representative Quote:** Locating a Capital Bikeshare station nearby would increase accessibility.

**Corr. ID:** 32                      **Organization:** Potomac Heritage Trail Association

**Comment ID:** 299712        **Organization Type:** Unaffiliated Individual

**Representative Quote:** Ideally the trail route could be incorporated into the site plan in an attractive manner, providing for a magnificent gateway to this segment of the trail.

**Corr. ID:** 33                      **Organization:** Chesapeake Paddlers Association

**Comment ID:** 299719        **Organization Type:** Unaffiliated Individual

**Representative Quote:** I would be willing to pay a fee for a parking sticker that would identify me as a boater and would allow me to park near the launch site.

**Corr. ID:** 37                      **Organization:** *Not Specified*

**Comment ID:** 274633        **Organization Type:** Unaffiliated Individual

**Representative Quote:** Being able to access the site safely and to have sufficient space for the number of rowing teams using the facility.

**Corr. ID:** 38                      **Organization:** Baltimore Area Boardsailing Association (BABA)

**Comment ID:** 274713        **Organization Type:** Unaffiliated Individual

**Representative Quote:** 2) Grassy area to rig and set-up equipment.

**Corr. ID:** 40                      **Organization:** BABA - Baltimore Area Boardsailors Assn.

**Comment ID:** 276701        **Organization Type:** Unaffiliated Individual

**Representative Quote:** 1) Parking close to launch site. We need to carry our equipment from the car to the launch...the shorter the distance, the better.

**Corr. ID:** 40                      **Organization:** BABA - Baltimore Area Boardsailors Assn.

**Comment ID:** 299923        **Organization Type:** Unaffiliated Individual

**Representative Quote:** 2) Grassy rigging area next to launch. We need some space to rig sails, install fins on the boards, etc. This doesn't have to be an overly large area...z 30'x30' patch of grass would be sufficient. It is important, however, that it be grassy...otherwise boards and sails could sustain damage, especially if there is only a concrete area to rig.

**Corr. ID:** 41                      **Organization:** *Not Specified*

**Comment ID:** 279145        **Organization Type:** Unaffiliated Individual

**Representative Quote:** Since I am in my late 60's, I would want the facility to be well suited to older residents who have some mobility limitations.

**Corr. ID:** 72

**Organization:** Washington Kayak Club

**Comment ID:** 299906

**Organization Type:** Unaffiliated Individual

**Representative Quote:** If it's not feasible to have parking right next to the launch site, a good alternative would be an area near the launch site big enough for a few kayakers to park briefly while unloading, before driving to the parking lot and walking back. If the Park Service fears that non-paddlers will fill the lot, charging a small fee for parking would deter casual users -- and help pay for the project. The fee could be collected via EZ-Pass or some other automated system, so that no parking lot attendant is needed.

**Corr. ID:** 73

**Organization:** *Not Specified*

**Comment ID:** 299880

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Trailering is a major concern of mine. The current parking lot at the Roosevelt Island area cannot accommodate a crew trailer, which is longer than a tractor trailer, and cannot be turned around in the current parking lot, even if there were no cars there. A new entrance and egress design is needed. One of the many short-comings of the Thompson's boat center is the failure of the NPS to adequately provide for all the trailering that takes place there?roadways are too narrow, arcs too small, and space is inadequate. Trailers also need adequate access to the boathouse for loading and off-loading. In the peak season, the Spring, the NPS should expect 5 or 6, perhaps 8-10, trailers at the same time, at least six or more weekends.

**Corr. ID:** 79

**Organization:** *Not Specified*

**Comment ID:** 299742

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Wheelchair access. It would be vital to me for the site; docks and amenities be fully wheelchair accessible.

**Concern ID:**

40743

**CONCERN  
STATEMENT:**

Commenters made suggestions on the types of uses that should be allowed at the proposed boathouse facility, such as: kayaking, paddleboarding, canoeing, windsurfing, and camping. Some commenters suggested that the boathouse facility provide rentals (canoes, kayaks, paddleboards, pedal-powered paddlers, sailboats). One commenter suggested that the area adjacent to the boathouse facility prohibit jet-skis and speed boats.

**Representative Quote(s):**

**Corr. ID:** 3

**Organization:** *Not Specified*

**Comment ID:** 298969

**Organization Type:** Unaffiliated Individual

**Representative Quote:** -Kayaks that can be rented for \$20 per hour. Not everyone owns a kayak.

**Corr. ID:** 10

**Organization:** *Not Specified*

**Comment ID:** 273571

**Organization Type:** Unaffiliated Individual

**Representative Quote:** - A substantial percentage of the facility dedicated to reasonably priced, hourly or daily rentals of canoes and kayaks of various sizes, along with paddles & life vests

- Readily available parking for cars and bikes

**Corr. ID:** 11                      **Organization:** *Not Specified*

**Comment ID:** 273574      **Organization Type:** Unaffiliated Individual

**Representative Quote:** 1. Kayaks must be permitted

**Corr. ID:** 13                      **Organization:** *Not Specified*

**Comment ID:** 273577      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I would like to use the facility to rent and launch stand up paddleboards and kayaks.

**Corr. ID:** 16                      **Organization:** *Not Specified*

**Comment ID:** 273595      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I would be interested in a boathouse that offered rentals (e.g. of kayaks and canoes). There is no place in Arlington to rent a kayak. However, I think that demand exists, or could be created, for a rental location in Arlington.

**Corr. ID:** 19                      **Organization:** *Not Specified*

**Comment ID:** 273638      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I would like to have rental canoes and kayaks with bathrooms and snacks available.

**Corr. ID:** 20                      **Organization:** Ode Street Tribune

**Comment ID:** 299094      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Given Rosslyn's strong cycling tradition, the facility should also offer pedal-powered paddlers.

**Corr. ID:** 21                      **Organization:** *Not Specified*

**Comment ID:** 299099      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I would love if there were small sailboats available for rent - perhaps 420s or FJs or Flying Scots. It would be a great way to get people interested in the water in a variety of ways, not just through kayaking or powerboating.

**Corr. ID:** 25                      **Organization:** Independent Paddler

**Comment ID:** 299551      **Organization Type:** Unaffiliated Individual

**Representative Quote:** A "paddlers only" approach would significantly alleviate crowding and demand on the DC side.

**Corr. ID:** 36                      **Organization:** PHTA; W-L Crew Alumni

**Comment ID:** 274630      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Shells for rent.

**Corr. ID:** 57                      **Organization:** Chesapeake Paddlers Association

**Comment ID:** 300068      **Organization Type:** Unaffiliated Individual

**Representative Quote:** It would be wonderful to have a primitive campsite.

**Corr. ID:** 84

**Organization:** *Not Specified*

**Comment ID:** 299661

**Organization Type:** Unaffiliated Individual

**Representative Quote:** - area waters prohibited for use by jet-skis and speed boats,

**Corr. ID:** 84

**Organization:** *Not Specified*

**Comment ID:** 299677

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Question: would small sailboats such as Lasers be permitted to

use the facility? Also, would there be from a gradual cement ramp to allow a launch? or is the scope of the proposed facility strictly limited to watercraft smaller than sailboats?

**Corr. ID:** 84

**Organization:** *Not Specified*

**Comment ID:** 299676

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Question: will SUP (stand up paddlers) and windsurfers be permitted to use the facility in addition to rowers and paddlers?

I would hope the answer is yes, since they are alternate forms of non-motorized watercraft.

Or is the site intended solely for canoes, rowboats, kayaks?

**Concern ID:**

40744

**CONCERN  
STATEMENT:**

Commenters provided suggestions on the design of the boathouse facility, suggesting that it be built with "green" design standards, that it account for a 20 year growth potential, that the building footprint be approximately 14,000 - 15,000 square feet, and that it be integrated into the landscape. Other commenters made suggestions regarding the design of the launch sites, suggesting that they be easily accessible from the parking area and include an extendable dock, a sandy beach for kayakers to launch from, and a floating dock.

**Representative Quote(s):**

**Corr. ID:** 25

**Organization:** Independent Paddler

**Comment ID:** 299569

**Organization Type:** Unaffiliated Individual

**Representative Quote:** a graded gravel path/ incline from the existing parking lot would be desired, both cost effective and easily maintained.

**Corr. ID:** 26

**Organization:** *Not Specified*

**Comment ID:** 274512

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Safe, "state of the art" boathouse type facilities including green building design and operations is a priority; as is public transportation and sufficient parking.

**Corr. ID:** 29

**Organization:** Citizen

**Comment ID:** 274534

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Normally, we drive our double kayak to Roosevelt Island parking lot, so a walkable put-in ramp or set of docks would be enough for us.

**Corr. ID:** 33                      **Organization:** Chesapeake Paddlers Association

**Comment ID:** 299723           **Organization Type:** Unaffiliated Individual

**Representative Quote:** Adequate parking for car-top boaters and a floating dock or sandy beach for launching are all that is required.

**Corr. ID:** 33                      **Organization:** Chesapeake Paddlers Association

**Comment ID:** 274614           **Organization Type:** Unaffiliated Individual

**Representative Quote:** As such, what I need the most are low-tech launch areas along with parking dedicated to non-motorized boaters.

**Corr. ID:** 38                      **Organization:** Baltimore Area Boardsailing Association (BABA)

**Comment ID:** 299912           **Organization Type:** Unaffiliated Individual

**Representative Quote:** Could an area (alcove) be constructed with a "flooring" (better suited for launching/walking/wading into the water) that is recessed from the main river to allow for a sloped access/launch area and still be protected by small jetties?

**Corr. ID:** 72                      **Organization:** Washington Kayak Club

**Comment ID:** 299908           **Organization Type:** Unaffiliated Individual

**Representative Quote:** A sandy beach is the ideal launch site for kayakers; a dock would be the second choice; the worst option for kayakers is a concrete ramp, because it scratches the bottom of kayaks.

**Corr. ID:** 88                      **Organization:** *Not Specified*

**Comment ID:** 299595           **Organization Type:** Unaffiliated Individual

**Representative Quote:** If regattas might be operated or launched need ability to extend portable docking to triple normal capacity

**Corr. ID:** 96                      **Organization:** Arlington County

**Comment ID:** 299321           **Organization Type:** Unaffiliated Individual

**Representative Quote:** Boathouse Site and Design Features

- Size: The boathouse footprint should be approximately 14,000 to 15,000 square feet and have an outdoor footprint of approximately 5,000 square feet. Paths will be needed from the base of the pedestrian bridge and the Roosevelt Island parking lot to provide ADA access to the facility.

**Corr. ID:** 96                      **Organization:** Arlington County

**Comment ID:** 299327           **Organization Type:** Unaffiliated Individual

**Representative Quote:** - Design: The key design goals for the boathouse are for the facility to be fully integrated into the landscape and functionally efficient. Importantly, the facility should have a context sensitive design in terms of building scale, orientation and selection of materials. Construction materials should be compatible with materials currently found along the shoreline and contextual colors should be used in order to minimize the contrast against the natural environment. Design elements such as a vegetated roof, use of green materials on the exterior walls, and abundant natural lighting will not only result in a sustainable facility but one that is also nearly "invisible" as it blends seamlessly into the natural environment. The Arlington Boathouse Foundation's architect, Richard Williams,

has developed a concept to demonstrate what this might look like (see attached). The County believes Mr. Williams' concept demonstrates the type of integrated facility that should be considered for the Lower Key Bridge site.

**Corr. ID:** 101

**Organization:** *Not Specified*

**Comment ID:** 299221

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The boathouse should be built with a 20 year growth potential in mind. Number of boats in the three (or four counting D.J.O'Connell's program) Arlington High School rowing teams, plus a reasonable number of rental craft coaching launches and boats for public programs.

**Concern ID:**

40745

**CONCERN  
STATEMENT:**

One commenter provided suggestions on what types of equipment the boathouse facility should be able to accommodate, specifically for three high school rowing programs.

**Representative Quote(s):**

**Corr. ID:** 96

**Organization:** Arlington County

**Comment ID:** 299324

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Configured to accommodate three mature high school rowing programs and a robust community rowing and paddling program, the facility will house approximately 24 kayaks, 10 canoes, 44 single shells, 12 double shells, 14 fours/quads, and 30 eights. Of these totals, fully mature programs for the high school programs will utilize at least 4 single shells, 4 doubles, 12 fours and 20 eights. A significant amount of equipment would be shared across programs, maximizing cooperation and coordinated use of the facility. These estimates would need to be finalized during the facility design process.

**Concern ID:**

40746

**CONCERN  
STATEMENT:**

Commenters provided suggestions for other aspects of the boathouse facility such as: requiring dogs to be on-leash, providing environmental and regional educational opportunities to visitors, and providing a space for spectators to watch events.

**Representative Quote(s):**

**Corr. ID:** 1

**Organization:** *Not Specified*

**Comment ID:** 298978

**Organization Type:** Unaffiliated Individual

**Representative Quote:** educational opportunities about river ecosystem. educational opportunities about history of river and region and role of river parking.

**Corr. ID:** 3

**Organization:** *Not Specified*

**Comment ID:** 298972

**Organization Type:** Unaffiliated Individual

**Representative Quote:** -if you must charge a fee, keep it small. College students could be one of the user groups and they ain't rich. Also, if any Arlington taxes are used for building and upkeep, give a discount to anyone with a drivers license address in Arlington, so we don't have to pay twice to use this.

**Corr. ID:** 3

**Organization:** *Not Specified*

**Comment ID:** 298971

**Organization Type:** Unaffiliated Individual

**Representative Quote:** -Dogs required to be on leashes.

**Corr. ID:** 36

**Organization:** PHTA; W-L Crew Alumni

**Comment ID:** 299867

**Organization Type:** Unaffiliated Individual

**Representative Quote:** 3. Space for spectators. Suggest possibly looking at the installation of rough spectator seating upriver of Key Bridge, on the bank.

**Concern ID:**

40747

**CONCERN  
STATEMENT:**

One commenter asked if there will be a need for dredging the river to be fully functional on the Virginia side of the river.

**Representative Quote(s):**

**Corr. ID:** 92

**Organization:** citizen

**Comment ID:** 299387

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Has the analysis explored the needs for dredging and adjustments for the river to be fully functional on that side?

**Concern ID:**

40748

**CONCERN  
STATEMENT:**

Commenters suggested that other locations should be considered for the boathouse facility, such as the Pentagon Lagoon area, Columbia Island Marina, Long Park, and near Old Town Alexandria. One commenter suggested that since Virginia already has some boathouses, consideration should be given to locating this boathouse facility on the Washington D.C. side of the river.

**Representative Quote(s):**

**Corr. ID:** 25

**Organization:** Independent Paddler

**Comment ID:** 299571

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Given the general access of Columbia Island, its parking, and general facilities, and the fact that the current launching ramp often gets overcrowded due to the various demands of both paddlers and powerboaters, and commercial tourboats like the "DC Duck", a ramp dedicated to the paddlers would ease the demand of not only Columbia Island powerboat slip holders, but other facilities like Thompsons boathouse.

**Corr. ID:** 51

**Organization:** Second Half Rally Meetup Group

**Comment ID:** 300089

**Organization Type:** Unaffiliated Individual

**Representative Quote:** We would love to have a new Potomac River public access near Old Town Alexandria. There is a long stretch of scenic river in that area, but no public access for kayaks. As kayakers, we can only paddle 6-8 miles roundtrip, so we need launch spots that will get us close enough to the nice areas for an enjoyable three-hour paddle.

**Corr. ID:** 57

**Organization:** Chesapeake Paddlers Association

**Comment ID:** 300069

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Since Gravelly Point and Columbia Island Marina are already available on the VA side, it would be best if the new site was on the DC side or very easy to access from the DC side.

**Corr. ID:** 76

**Organization:** Not Specified

**Comment ID:** 299771      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Wonder about evaluating Long Park in Arlington, which has great capacity for parking as a potential site.

**Corr. ID:** 98      **Organization:** *Not Specified*

**Comment ID:** 299298      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Any EIS should evaluate a site near the Columbia Marina in D.C. or Arlington. This area is already developed.

**Corr. ID:** 99      **Organization:** *Not Specified*

**Comment ID:** 299259      **Organization Type:** Unaffiliated Individual

**Representative Quote:** What issues prevented the Columbia Island Marina from being considered as an alternative site? The Columbia Island Marina should be included in an analysis. While the earlier documents (provided for reference) indicated that rowers didn't find the marina to be an ideal site, considering the potential impacts on the greater numbers of other users of the GWMP and Mount Vernon Trail, it should be considered.

**Corr. ID:** 101      **Organization:** *Not Specified*

**Comment ID:** 299222      **Organization Type:** Unaffiliated Individual

**Representative Quote:** A boathouse on the Potomac north would be best sited in the Pentagon Lagoon area. That area was considered in the past. Why is that area out of consideration?

**Corr. ID:** 101      **Organization:** *Not Specified*

**Comment ID:** 299227      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Why is the Pentagon Lagoon site not under consideration? This is protected water (minimal flooding and ice damage considerations) with a marina already in place at the site. There are plenty of rowing programs in marinas in other areas of the country with few problems. Entrance and egress to the river itself is the only challenge here, but few accidents have been reported approaching the bridge that carries the parkway over the lagoon entrance.

**Concern ID:** 40749

**CONCERN STATEMENT:** [One commenter suggested that EIS process that began in the late 1990s be restarted by an open consideration of the alternatives and in consideration of the other planning efforts that are/will be occurring in the same location.](#)

**Representative Quote(s):** **Corr. ID:** 99      **Organization:** *Not Specified*

**Comment ID:** 299269      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I think that the proposal to construct a boathouse for rowing activities is overly specific and will serve to inappropriately allocate scarce resources towards one recreational activity. Given the marked increase in use of the MVT, the Environmental Impact Statement process that was begun in the late 1990's seems to be woefully out of date and the process should be restarted by an open consideration of the alternatives and in consideration of the other planning efforts that are/will be occurring in the same location. Restarting the EIS process looking at the alternatives proposed 10 years ago unfairly gives priority to a process

where the goal was to identify a site for a boathouse in Arlington. The real challenge is to identify the best way to support the multiple uses of the northern portion of the GWMP.

**Concern ID:** 40750

**CONCERN STATEMENT:** One commenter suggested that the NPS should run the mooring facility, while a non-NPS entity operates the restrooms, ticketing, parking, and other aspects of the boathouse facility.

**Representative Quote(s):** **Corr. ID:** 31 **Organization:** Rosslyn Bid, Urban Design Committee  
**Comment ID:** 299640 **Organization Type:** Business

**Representative Quote:** d. It seems that a concept of having the NPS run the mooring facility on NPS land with a private, or non-NPS entity operate the restroom, ticketing, parking, historic and ecological narratives aspects, to name a few, on private or County property, would address numerous concerns in addressing the allocation of responsibility and liability.

#### ***AL6000 - Action Alternative 1: Lower Key Bridge***

**Concern ID:** 40751

**CONCERN STATEMENT:** One commenter suggested that if the Lower Key Bridge alternative is selected, reconstruction of the pedestrian/cyclist bridge would be required, which would impose impacts on cyclists. However, a different commenter suggested that if boat storage is available at the Lower Key Bridge site, then construction of a second pedestrian bridge over the parkway would not be necessary.

**Representative Quote(s):** **Corr. ID:** 41 **Organization:** *Not Specified*  
**Comment ID:** 299964 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Having boat storage at the lower site eliminates the need for construction of a second pedestrian bridge over the parkway so that boats could be carried to and from the water.

**Corr. ID:** 99 **Organization:** *Not Specified*  
**Comment ID:** 299283 **Organization Type:** Unaffiliated Individual

**Representative Quote:** The lower Key Bridge site would seem to require reconstruction of the pedestrian/cyclist bridge, an activity that would have significant impacts on cyclists using the Custis and Mount Vernon Trails.

**Concern ID:** 40752

**CONCERN STATEMENT:** One commenter suggested that a reinforced green roof should be used for the boathouse facility, which would provide direct access from the pedestrian overpass to the waterfront and the Potomac Heritage Trail, and would provide a connection between the Mount Vernon and the Potomac Heritage trails.

**Representative Quote(s):** **Corr. ID:** 96 **Organization:** Arlington County

**Comment ID:** 299334      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Waterfront Park: Under the above referenced concept, a reinforced green roof would be used for the facility that would provide direct access from the pedestrian overpass to the waterfront and the Potomac Heritage Trail. This has the added benefit of providing a waterfront park open to public use in an area that is currently unused while also providing a more substantial connection between the Mount Vernon and the Potomac Heritage trails over what exists today. Such a design would benefit all GWMP users, not only those utilizing the facility for boating.

**Concern ID:** 40753

**CONCERN  
STATEMENT:**

One commenter suggested that the boathouse facility at the Lower Key Bridge location should be sited within the existing tree line so as to preserve the current tree-lined shore, that the fixed portion of dock should be located just inside the shoreline (with removable floating docks that extend into the water), and that supplemental plantings could reinforce the existing character of the locale.

**Representative Quote(s):** **Corr. ID:** 96      **Organization:** Arlington County

**Comment ID:** 299333      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Location and View Sheds: This concept takes advantage of the approximately twenty foot drop from the Parkway elevation to the Potomac River at the Lower Key Bridge site. By taking advantage of this existing topography and the existing stone wall alongside the Parkway, the building's visual impact as viewed from the Parkway would be negligible. Equally as important is the view shed from the Georgetown waterfront, and therefore the building should be sited within the existing tree line so as to preserve the current rocky, tree-lined shore. The fixed portion of dock should be located just inside the shoreline, with removable floating docks that extend into the water. Additionally, there is the potential to add supplemental plantings that will reinforce the existing character by incorporating plantings of native lowland hardwood species compatible with the forested land on Theodore Roosevelt Island.

**AL7000 - Action Alternative 2: Upper Key Bridge**

**Concern ID:** 40754

**CONCERN  
STATEMENT:**

One commenter suggested that selection of the Upper Key Bridge alternative would create additional congestion adjacent to the site.

**Representative Quote(s):** **Corr. ID:** 99      **Organization:** Not Specified

**Comment ID:** 299282      **Organization Type:** Unaffiliated Individual

**Representative Quote:** The upper Key Bridge site access would present additional congestion at an intersection that is currently problematic. The access would appear to use the existing curb cut to the immediate left of the Custis crossing of Lynn. It is unclear if the ongoing design efforts in the Lynn-Lee area include this proposed project.

**Concern ID:** 40755

**CONCERN STATEMENT:** Commenters suggested that selection of the Upper Key Bridge alternative would require an additional pedestrian bridge be constructed over the George Washington Parkway for rowers and paddlers crossing between the boathouse facility and the launching sites.

**Representative Quote(s):** **Corr. ID:** 89 **Organization:** Potomac Boat Club

**Comment ID:** 299408 **Organization Type:** Non-Governmental

**Representative Quote:** One drawback of adopting the Upper Key Bridge Site is that it would require that an additional and fairly substantial pedestrian bridge be constructed over the GW Parkway to accommodate rowers and paddlers carrying shells, kayaks and canoes between the facility and launching docks located on the Rosslyn shoreline. Also, rowers and paddlers would be inconvenienced by having to carry boats a considerable distance up and down the hill below Rosslyn before and after practices. This could be quite challenging for some students of marginal strength who could experience some difficulty carrying the shells up the hill after a strenuous practice.

**Corr. ID:** 93 **Organization:** Potomac River Sports Foundation

**Comment ID:** 299369 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Alternative 2, while found to be feasible in the Service's earlier feasibility study of alternatives, is less desirable in our view due to the need for a new, second overpass pedestrian bridge that would allow rowing and paddling boats to be transported over the Parkway to a shoreline launching dock.

### ***AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge***

**Concern ID:** 40756

**CONCERN STATEMENT:** Commenters preferred selection of Alternative 3 due to the favorable water conditions, the available space for storing boats, and the existing multimodal access to the sites.

**Representative Quote(s):** **Corr. ID:** 37 **Organization:** Not Specified

**Comment ID:** 299884 **Organization Type:** Unaffiliated Individual

**Representative Quote:** We believe that option 3, using the upper and lower sites at that location, would provide the safest alternative for everyone using the facility. Because the location offers the most alternatives for safe access to the site, the people using the boathouse and its facilities, as well as motorists using the nearby roads, would have the best chance to arrive and, if needed, park safely.

**Corr. ID:** 44 **Organization:** Sierra Club - Mount Vernon Group

**Comment ID:** 300236 **Organization Type:** Unaffiliated Individual

**Representative Quote:** This splitting of a river access facility between the two locations - though counterintuitive at first glance - makes a great deal of sense upon further reflection. The upper site is geographically tied to Rosslyn with its excellent Metro accessibility, major roadways, good bicycle routes, and extensive pedestrian facilities. Rosslyn has many parking garages available for paddlers and rowers who choose to drive to this location. Plus, Rosslyn itself is a major urban area with

many high rise offices and apartments used by a growing population. The upper site could be used to house the primary structure of the boathouse where users would arrive. Thus bicycle and motorized vehicle parking would all occur on this level, thus minimizing paddler and rower usage of the limited parking available along the parkway near Roosevelt Island. It appears that the only elements of the boathouse that would be constructed beneath the existing pedestrian bridge and on the shoreline would be the canoe, kayak, and rowing shell storage structure plus the floating dock need to launch and recover the boats.

**Corr. ID:** 89

**Organization:** Potomac Boat Club

**Comment ID:** 299397

**Organization Type:** Non-Governmental

**Representative Quote:** My primary comment is that of the action alternatives proposed, only Action Alternative

Three--Combination Upper and Lower Key Bridge, which combines Action Alternatives One and Two--would (1) provide a safe rowing environment for novice Arlington County rowers and paddlers, and (2) provide the additional functions necessary to adequately support scholastic and public boathouse programs. The primary benefits of locating a boathouse facility in Rosslyn are (1) environmental conditions are much better for safe rowing and paddling; (2) high school and novice rowers and paddlers would be practicing in closer proximity to other boathouses along the Potomac near Georgetown, from which they could receive assistance in the event of an emergency; and (3) commuting conditions and commuting times would be much better for Arlington residents accessing the facility.

**Corr. ID:** 93

**Organization:** Potomac River Sports Foundation

**Comment ID:** 299368

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The Rosslyn location would provide access to the boathouse for those on foot or bicycle and connects with major regional public transit stops in Rosslyn via the existing Custis Trail extension over the existing existing bike and pedestrian bridge that crosses the George Washington Memorial Parkway. Thus, Alternatives 3 and 1 would make the best use of existing access infrastructure to get users to and from the facility without adding additional vehicles to the GWMP.

**Corr. ID:** 95

**Organization:** Arlington County Park and Recreation Commission

**Comment ID:** 299353

**Organization Type:** Unaffiliated Individual

**Representative Quote:** We have reviewed the initial information provided regarding action alternatives. Upon initial review we believe two alternatives have higher merit: Alternative 1, Lower Key Bridge and Alternative 3, Combination Upper & Lower Key Bridge. Both provide space for this purpose in an area of the Potomac River and are safer since they are protected from windy, open-water conditions. They also provide a public non-motorized boat launch north of existing launches at Gravelly Point and Daingerfield Island.

**Corr. ID:** 96

**Organization:** Arlington County

**Comment ID:** 299308

**Organization Type:** Unaffiliated Individual

**Representative Quote:** After reviewing the five Action Alternatives presented in the EIS, Arlington County prefers the following Action Alternatives: 1.) Lower Key Bridge; and 3.) Combination Upper & Lower Key Bridge. These two alternatives provide storage of the boats along the river, which is critical for rowers

to efficiently access the river, and these alternatives will provide access to a section of the Potomac River most suitable for rowing as it is calmer and has less motorized boating conflicts than the other Alternatives presented in the EIS.

**Concern ID:** 40757

**CONCERN STATEMENT:** One commenter provided suggestions for modifying Alternative 3, such as including a low-profile side facility for onsite storage of motor launches and fuel to ensure enhanced rescue capabilities.

**Representative Quote(s):** **Corr. ID:** 89 **Organization:** Potomac Boat Club

**Comment ID:** 299400 **Organization Type:** Non-Governmental

**Representative Quote:** Additionally, I strongly recommend that Action Alternative Three be expanded to include a low-profile side facility for onsite storage of motor launches and fuel to ensure water rescue for students and novice rowers and paddlers using the proposed boathouse. Nobody wants to read stories in The Washington Post "Metro Section" about novices or students drowning because a motorized rescue boat could not be quickly accessed. To assume that novices and students (1) "will always do what they are supposed to do" and not leave the dock without a coaching motor launch, and (2) 'will always launch in safe conditions" is to be irresponsible and short-sighted. The County and the NPS need to recognize the need for rescue capabilities under urgent circumstances and necessary safety measures for people who may not always act with the best judgment. This requires the presence of sufficient motorized launches necessary to support safe rowing and boating programs operating from the boathouse.

#### ***AL9000 - Action Alternative 4: CSX/14th Street Bridge***

**Concern ID:** 40758

**CONCERN STATEMENT:** Commenters suggested that selection of Alternative 4 would be inappropriate due to the lack of access from public transportation, poor safety conditions for non-motorized use, existing overcrowding at the site, and noise from the airport.

**Representative Quote(s):** **Corr. ID:** 27 **Organization:** Not Specified

**Comment ID:** 274518 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Concerned about the alternative sites located outside of Rosslyn. Access to good public transit, particularly Metro, is key.

**Corr. ID:** 32 **Organization:** Potomac Heritage Trail Association

**Comment ID:** 274601 **Organization Type:** Unaffiliated Individual

**Representative Quote:** I believe that from a rower's perspective the sites downriver, such as Gravelly Point and Daingerfield Island, are much too exposed to wind, wave action and wake from motorized boats, to viable.

**Corr. ID:** 51 **Organization:** Second Half Rally Meetup Group

**Comment ID:** 300088 **Organization Type:** Unaffiliated Individual

**Representative Quote:** If parking solutions are available, the only alternative that seems unattractive is Gravelly Point near the airport. It's already crowded with

bikers, hikers, cars, and people playing soccer and spending the day on weekends. The airplane noise and rough water from large boats is also a problem in that area. Please do NOT build a new facility at Gravelly Point.

**Corr. ID:** 63

**Organization:** Potomac Boat Club; W-L High School crew alumnus

**Comment ID:** 300045

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The proposed sites at Daingerfield Island and Gravelly Point are inappropriate and dangerous to the watercraft which would use this facility. The freeboard on a rowing shell is about 8 inches, on a canoe -- about 14 inches. These downriver sites are on a portion of the Potomac that frequently has wind-driven waves in excess of 8 inches. There is no speed limit for powerboats in this area (unlike the Key Bridge locations), so they can produce wake waves in excess of two feet. In addition, rowing shells without a coxswain depend on the rower in the bow to steer and keep a lookout. Since he/she is facing aft, his view is limited to what can be seen in a small rearview mirror attached to a headband. High speed boat traffic, water skiing, etc. greatly complicates this person's task. Under any circumstances, having traffic with vastly different speeds in the same space is hazardous. So, these locations would be unusable in even breezy conditions and on warm weather weekends, when there is a lot of powerboat traffic.

**Corr. ID:** 89

**Organization:** Potomac Boat Club

**Comment ID:** 299398

**Organization Type:** Non-Governmental

**Representative Quote:** The rough water conditions and the lack of speed limits for motorboats at Action Alternative Site Four, the CSX114th Street Bridge Site, and at Action Alternative Site Five, the Daingerfield Island Site, would pose a significant danger to inexperienced rowers and paddlers.

**Corr. ID:** 89

**Organization:** Potomac Boat Club

**Comment ID:** 299412

**Organization Type:** Non-Governmental

**Representative Quote:** Noise from aircraft taking off and landing at Reagan National Airport near the CSX114th Street Bridge Site and the Daingerfield Island Site would likely damage the hearing of people who spend much time using facilities at either of those sites. I have spent my rowing years almost exclusively upstream of Memorial Bridge and believe that I have impaired hearing caused by aircraft using the Potomac River as a flight path to and from the airport. Students using rowing facilities at the CSX/14th Bridge Site and the Daingerfield Island Site would be much closer to aircraft flying at lower altitudes and subject to noise from aircraft both landing and taking off-when aircraft are most noisy and can cause the most severe damage to hearing.

**Concern ID:**

40759

**CONCERN  
STATEMENT:**

One commenter suggested that selection of Alternative 4 would be appropriate because of its locations (upstream of the Blue Plains Water Treatment facility), because it is located in an open section of the river, and because it has open fields for rigging boats.

**Representative Quote(s):** **Corr. ID:** 40 **Organization:** BABA - Baltimore Area Boardsailors Assn.

**Comment ID:** 299932 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Of these, Gravelly Point would be preferred because it is upstream of Blue Plains Water Treatment, has parking already, is in an open section of the river, has open fields (for rigging) already established, can be most easily conformed to our needs.

**Concern ID:** 40760

**CONCERN STATEMENT:** One commenter questioned whether the inlet at Roaches Run would be able to support the boathouse facility.

**Representative Quote(s):** **Corr. ID:** 99 **Organization:** Not Specified

**Comment ID:** 299263 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Would the inlet at Roaches Run be able to support the facility? Could a low boathouse be placed to the south of the Mount Vernon Trail (to the east of the navigation facility near the portable latrines)?

### ***CC1000 - Consultation and Coordination: General Comments***

**Concern ID:** 40761

**CONCERN STATEMENT:** Commenters stated that there was insufficient information on which to comment during the public scoping process, with some commenters stating that the public scoping meetings were disappointing and that more detailed diagrams are needed.

**Representative Quote(s):** **Corr. ID:** 9 **Organization:** Potomac Pedalers Touring Club, Sailing Club of Washington

**Comment ID:** 273570 **Organization Type:** Unaffiliated Individual

**Representative Quote:** I see virtually no information describing the proposal. I am concerned that comments are being solicited without anything specific to comment on.

**Corr. ID:** 33 **Organization:** Chesapeake Paddlers Association

**Comment ID:** 274615 **Organization Type:** Unaffiliated Individual

**Representative Quote:** As mentioned, below, in my comments, it is impossible to know what my concerns might be regarding the preliminary alternatives as the Park Service has provided the public with almost no information whatsoever about them other than the very inexact site locations described in the EIS Scoping Newsletter.

**Corr. ID:** 33 **Organization:** Chesapeake Paddlers Association

**Comment ID:** 299739 **Organization Type:** Unaffiliated Individual

**Representative Quote:** We needed a diagram of each site depicting the layout and acreage and a description of what the existing proposal was for each area.

**Corr. ID:** 33 **Organization:** Chesapeake Paddlers Association

**Comment ID:** 299736 **Organization Type:** Unaffiliated Individual

**Representative Quote:** The "public scoping" meeting held at Washington-Lee High School was a real disappointment because of the lack of information available about the prior plan being re-examined or even geographic representations of the sites under consideration.

**Concern ID:** 40762

**CONCERN STATEMENT:** One commenter stated that the NPS will need to provide the Federal Consistency Determination (FCD) with 19 copies of the NEPA document, and that the reviewing agency should be allowed 60 days to review it.

**Representative Quote(s):** **Corr. ID:** 91 **Organization:** Department of Environmental Quality

**Comment ID:** 299392 **Organization Type:** Federal Government

**Representative Quote:** In order to ensure an effective coordinated review of the environmental document and FCD, we will require 19 copies of the EIS and FCD when they are published. This submission may include 4 printed copies and 15 CDs, or 4 printed copies and an electronic copy available for download at a web site or ftp site. The document should include a U.S. Geological Survey topographic map as part of its information.

**Corr. ID:** 91 **Organization:** Department of Environmental Quality

**Comment ID:** 299391 **Organization Type:** Federal Government

**Representative Quote:** We recommend, in the interests of an effective review, that the FCD be provided with the NEPA document and that 60 days be allowed for review, in keeping with the Federal Consistency Regulations (see section 930.41 (a)). Section 930.39 of these Regulations, and Virginia's Federal Consistency Information Package (available at <http://www.deg.virginia.gov/Portals/OIDEQ/EnvironmentalImpactReview/FederalConsistencyManual1.7.27.11.pdf>) give content requirements for the FCD.

**Concern ID:** 40763

**CONCERN STATEMENT:** One commenter suggested that the NPS interview the coaches and users of Thompson Boat Center to identify inferior/inadequate features that should not be repeated in the Arlington design.

**Representative Quote(s):** **Corr. ID:** 73 **Organization:** Not Specified

**Comment ID:** 299891 **Organization Type:** Unaffiliated Individual

**Representative Quote:** The NPS should interview the coaches/users of Thompsons to identify the MANY inferior/inadequate features that should not be repeated in the Arlington design.

### **ON1000 - Other NEPA Issues: General Comments**

**Concern ID:** 40764

**CONCERN STATEMENT:** One commenter suggested that an EIS should not be required for this boathouse facility proposal.

**Representative Quote(s):** **Corr. ID:** 84 **Organization:** Not Specified

**Comment ID:** 299675 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Good grief!! The EPA needs to do an environmental impact study (EIS) for such a small project? I understand that there are laws, policies, and procedures, but this seems crazy to me. What environmental impact could the EPA anticipate for this project? Why do we need EIS caused by building a small building which houses non-motorized boats? Also, I doubt that rowers, paddlers, cannoers, or kayakers would harm or jeopardize the environment of the river. This is a good example of a "government gone wild". Hopefully, there are no "plundering plovers" (birds) for the EPA to consider.

### ***PN1000 - Purpose and Need: Planning Process and Policy***

**Concern ID:** 40765

***CONCERN  
STATEMENT:***

One commenter stated that the Congressional authorizing committees for the NPS (including the Committee on Natural Resources of the U.S. House of Representatives) have not recommended any appropriations or NPS actions regarding a boathouse facility and that the NPS has no appropriated funds to pay for any EIS for the proposed boathouse facility.

**Representative Quote(s):** **Corr. ID:** 98 **Organization:** *Not Specified*

**Comment ID:** 299292 **Organization Type:** Unaffiliated Individual

**Representative Quote:** It is important to recognize that the Congressional authorizing committees for NPS (including the Committee on Natural Resources of the U.S. House of Representatives) have not recommended any appropriations or NPS actions regarding an Arlington Boathouse. The authorizing committees have not held any public hearings on this matter. All of this has come from the House Appropriations Committee. This committee is not an appropriate source for a Congressional action or for the basis of any NPS actions. NPS' Congressional authorizing committees are the only appropriate sources for such actions.

Some of the \$600,000 that Congress appropriated for the environmental assessment may remain. However, none of these funds can support the Environmental Impact Statement (EIS) that NPS is presently preparing. The funds were directed specifically for an Environmental Assessment (EA). NPS cannot legally use these funds to prepare an EIS.

I hope that this explanation will settle this issue. NPS has no appropriated funds to pay for any EIS for an Arlington boathouse. NPS' Congressional authorizing committees have not requested either an environmental assessment or an EIS.

**Corr. ID:** 98 **Organization:** *Not Specified*

**Comment ID:** 299288 **Organization Type:** Unaffiliated Individual

**Representative Quote:** A major concern is that the National Park Service (NPS) is conducting this Environmental Impact Statement process because NPS and a consultant (EDAW/RKK) incorrectly attributed a so-called "request" or "direction" to the United States Congress. This is unfortunate, and indeed, inexcusable.

**Corr. ID:** 98 **Organization:** *Not Specified*

**Comment ID:** 299289 **Organization Type:** Unaffiliated Individual

**Representative Quote:** It is important to recognize that the U.S. Congress made no such request or direction. On July 8, 1998, the Committee on Appropriations of the United States House of Representatives issued Report 105-609 (105th Congress, Second Session). The Committee Report states on page 37-38: "In order to narrow the remaining sites for a proposed boathouse in Arlington County, the committee directs the National Park Service to complete a study of sites in Arlington County, including Columbia Island and Theodore Roosevelt Island, to determine the feasibility of constructing a boathouse at either of these locations, and to recommend which site is the preferred alternative."

The House of Representatives Committee on Appropriations is not the "United States Congress". It is only one committee of many within the Congress. Further, the Committee did not and does not have the authority to "direct" NPS to take any action.

Congressional committee reports do not have the force of law. The President does not sign these reports. While a federal administrative agency, such as NPS, may consider a "direction" in a committee report to be a request, the request is only by a committee. The request was not one of the entire United States Congress.

NPS therefore could have, and should have, disregarded this so-called "direction". The Committee on Appropriations exceeded its authority. Because of the separation of powers mandated by the U.S. Constitution, neither Congress nor any of its committees can "direct" the President to do anything that is not included in actual legislative language.

### ***PN3000 - Purpose and Need: Scope of the Analysis***

**Concern ID:** 40766

***CONCERN  
STATEMENT:***

Commenters suggested that this planning effort and EIS be integrated into other planning processes, such as the 14th Street EIS, the Long Bridge Park connection to the GWMP, improvements to the trail around the south end of the Columbia Island lagoon, traffic safety improvements along the GWMP, improvements to rowing facilities in the District, and the Gravelly Point improvement plans.

**Representative Quote(s):** **Corr. ID:** 39

**Organization:** *Not Specified*

**Comment ID:** 299914

**Organization Type:** Unaffiliated Individual

**Representative Quote:** The NPS should consider consolidating the Gravelly Point and non-motorized boathouse studies to ensure an integrated review of the issues.

**Corr. ID:** 99

**Organization:** *Not Specified*

**Comment ID:** 299270

**Organization Type:** Unaffiliated Individual

**Representative Quote:** Integration of studies - How will these alternatives, and the decision processes associated with this effort be integrated into other assessments that are considering long term plans and improvements? This includes, but is not limited to. the 14th Street EIS, the Long Bridge Park connection to the GWMP, improvements to the trail around the south end of the Columbia Island lagoon, traffic safety improvements along the GWMP, improvements to rowing facilities in the District, and the Gravelly Point improvement plans. This evaluation and planning effort should be integrated into a comprehensive study on the portion of

the Potomac that borders the District of Columbia and Arlington County (and potentially portions of Alexandria, Prince Georges County, Fairfax County and Montgomery County). Such a comprehensive study would integrate all river and shoreline users and would result in the most integrated process.

**Concern ID:** 40767

**CONCERN STATEMENT:** One commenter suggested that the EIS analyze new and conflicting uses on the river, such as an increase in the use (and anchoring of) larger motorized boats, and increased use of paddle boards and kayaks.

**Representative Quote(s):** **Corr. ID:** 26 **Organization:** *Not Specified*

**Comment ID:** 299597 **Organization Type:** Unaffiliated Individual

**Representative Quote:** Since your earlier work, there has been new and conflicting use on the river which needs to be re-assessed, maybe through a user survey or EIS pubic input/focus groups. Increase in the use and anchoring of large motor boats since 2004 with Georgetown commercial and waterside park development, as well as increased use of paddle boards and small plastic kayaks make for a crowded river at times -- particularly summer weekends are two examples.

**Concern ID:** 40768

**CONCERN STATEMENT:** One commenter suggested that cycling access, cycling safety, traffic flow, and amenities be analyzed in the EIS.

**Representative Quote(s):** **Corr. ID:** 39 **Organization:** *Not Specified*

**Comment ID:** 299919 **Organization Type:** Unaffiliated Individual

**Representative Quote:** My primary use of the park is cycling, so would request the cycling access, safety, traffic flow, and amenities be fully considered in this study.

### ***PN8000 - Purpose and Need: Objectives in Taking Action***

**Concern ID:** 40769

**CONCERN STATEMENT:** One commenter stated that an indirect result of bringing more visitors to the river for non-motorized boating recreation could be improvements to the water quality of the Potomac River.

**Representative Quote(s):** **Corr. ID:** 44 **Organization:** Sierra Club - Mount Vernon Group

**Comment ID:** 300237 **Organization Type:** Unaffiliated Individual

**Representative Quote:** The quality of water in the Potomac River is a major concern. Despite improvements made under the Clean Water Act and many local initiatives to clean up streams in the Potomac River watershed, much still needs to be done. The fact that only a small percentage of the regional population has a personal connection to the region's waterways compounds the problem. Getting more people connected to the river is important in the effort to help improve the

river's quality. Increased non-motorized recreation on the Potomac is a key to this effort.

#### ***PO4000 - Park Operations: Impact of Proposal and Alternatives***

**Concern ID:** 40770

***CONCERN  
STATEMENT:***

Commenters stated that park management and operations could experience adverse impacts due to the cost of construction and maintenance, and asked how the funding would be provided and how the additional maintenance costs associated with the boathouse facility could affect other GWMP activities.

**Representative Quote(s):** **Corr. ID:** 25 **Organization:** Independent Paddler

**Comment ID:** 299550 **Organization Type:** Unaffiliated Individual

**Representative Quote:** All the proposals are cost intensive...requiring significant construction.

**Corr. ID:** 99 **Organization:** *Not Specified*

**Comment ID:** 299286 **Organization Type:** Unaffiliated Individual

**Representative Quote:** There will be significant operations and maintenance expenses if any of the alternatives are selected and constructed. What is the estimate of those costs? How will funding of the operations and maintenance of the facilities be provided? How would the additional maintenance costs associated with the boathouse facility affect other GWMP activities, such as maintenance and improvements on other facilities?

**Concern ID:** 40771

***CONCERN  
STATEMENT:***

One commenter suggested that park management and operations could be impacted by traffic and parking problems.

**Representative Quote(s):** **Corr. ID:** 29 **Organization:** Citizen

**Comment ID:** 299630 **Organization Type:** Unaffiliated Individual

**Representative Quote:** I can see, however, that the site could be a victim of its own success if traffic and parking overflows the current facilities at the Roosevelt Island or other park locations.

#### ***VE4000 - Visitor Experience: Impact of Proposal and Alternatives***

**Concern ID:** 40772

***CONCERN  
STATEMENT:***

Commenters were concerned about impacts to visitor experience, such as impacts to the Mount Vernon Trail and other cycling access issues, impacts to scenic landscapes, and impacts to the Potomac Heritage National Scenic Trail.

**Representative Quote(s):** **Corr. ID:** 9 **Organization:** Potomac Pedalers Touring Club, Sailing Club of Washington

**Comment ID:** 298717      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Comments: I am concerned about potential impact on the bicycling paths, and on the beauty and unspoiled views along the river.

**Corr. ID:** 32      **Organization:** Potomac Heritage Trail Association

**Comment ID:** 299711      **Organization Type:** Unaffiliated Individual

**Representative Quote:** My principal concern about the Key Bridge site is that the route of Potomac Heritage National Scenic Trail not be disrupted or blocked.

**Corr. ID:** 39      **Organization:** *Not Specified*

**Comment ID:** 274794      **Organization Type:** Unaffiliated Individual

**Representative Quote:** The Draft EIS needs to fully describe and consider the impacts to the flow, access, and safety for Mount Vernon Trail and connecting trails for cyclists and runners, and also needs to be coordinated with the proposed improvements at Gravelly Point.

**Corr. ID:** 99      **Organization:** *Not Specified*

**Comment ID:** 299256      **Organization Type:** Unaffiliated Individual

**Representative Quote:** I am a frequent user of the Mount Vernon Trail and my use of that asset could be impacted by the construction of a rowing facility at several of the sites.

#### ***VS4000 - Visitor Conflicts and Safety: Impact of Proposal and Alternatives***

**Concern ID:** 40773

**CONCERN STATEMENT:** One commenter suggested that any need to carry rowing shells over a bridge across the George Washington Memorial Parkway in order to access the water is an invitation for conflicts with automobile traffic below and should be avoided if at all possible.

**Representative Quote(s):** **Corr. ID:** 102      **Organization:** *Not Specified*

**Comment ID:** 299217      **Organization Type:** Unaffiliated Individual

**Representative Quote:** Although both Key Bridge locations provide similarly vastly reduced safety concerns regarding on the water activity compared to the other two proposed locations, any need for rowing shells to be carried on a bridge across the GW Memorial Parkway in order to access the water is an invitation for conflicts with automobile traffic below and should be avoided if at all possible. Despite their coxswain's efforts, teenagers don't always pay attention, especially if they are tired. A rower who misjudges the toss of a water bottle to a friend carrying a rowing shell may wind up startling a driver on the GW Parkway below with potential vastly negative outcomes for cars traveling on a curve at 40 miles per hour. If a bridge does need to be built in order for rowers to carry their rowing shells to the docks, the bridge should be built with higher than normal sides (5 foot or greater) to avoid these potential issues.

***VU4000 - Visitor Use: Impact of Proposal and Alternatives***

**Concern ID:** 40774

**CONCERN STATEMENT:** One commenter asked if certain vehicles would be restricted from entering the locations of Alternatives 4 and 5 due to the requirement for vehicles to turn around to enter or exit those locations.

**Representative Quote(s):** **Corr. ID:** 99 **Organization:** *Not Specified*

**Comment ID:** 299271 **Organization Type:** Unaffiliated Individual

**Representative Quote:** As access to the CSX and the Roosevelt Island sites is only available from the northbound lanes of the GWMP, what will the impact be on traffic because of the requirement for vehicles to turn around to enter or exit the considered facilities? Will this require restrictions for certain vehicles (such as trucks with boat trailers turning at DCA or crossing the bridge into Georgetown)? Given the fact that the GWMP is a major commuter route for the area, what will the impact on that roadway?

## APPENDIX 1: CORRESPONDENCE LIST

Correspondence ID	Name
1	Dobson, Eric
2	Watson, Gregory J
3	Walter, Charles
4	Low, Sarah A
5	N/A, N/A
6	N/A, N/A
7	N/A, N/A
8	Kennett, Allison
9	Trueworthy, Ron
10	Herickhoff, John
11	Wickens, Justin
12	Hammond, Patricia S
13	Joslin, Charles
14	Cole, J
15	Wallis, Lars
16	Baker, Gavin
17	alexander, brooke
18	Bres, Dana
19	Wean, Tyler
20	Galbi, Douglas
21	Engel, Lauren M
22	Christensen, Peter
23	Evensen, Peter B
24	Benson, Frank H
25	Stevens, Brian E
26	Levi, Jerilyn M
27	N/A, N/A
28	N/A, N/A
29	Martin-McNaughton, Jamie
30	Sa, Tony S
31	Esselburn, Robert K
32	Francke, Frederic B
33	Green, Susan
34	Pallas, Harriett H
35	Sterett, Susan M
36	Lynch, James P
37	Geiger, Susan
38	Murawski, Edwin P
39	Nelson, Lowell
40	Leyden, James
41	Swennes, Robert H
42	Goodman, Jack
43	Amel, Dean F
44	Amel, Dean F
45	W, Jack
46	Anderson, Carl W
47	Kay, Paul
48	Sharp, Erin M
49	Cajati, Peggy
50	Minovi, Babak
51	N/A, N/A
52	Jenkins, Patricia L

Correspondence ID	Name
53	White II, John D
54	shively, roxanne
55	Jolly, Bruce O
56	Haberlein Jr., Charles R
57	Blankinship, Brian
58	Blount, Tom L
59	Meyers, Faith M
60	Grainger, JoAnn C
61	L, Laura
62	Janson, Fieke
63	Beckner, Richard B
64	Manalo, Dom J
65	M, Nick
66	N/A, N/A
67	Janson, Emily E
68	N/A, N/A
69	Towle, Madeline L
70	Cauffman, Stephen A
71	Miller, Derek H
72	Stephens, Andy
73	Shuster, Ken
74	Steigler, Denise
75	N/A, N/A
76	Alexander, Brooke
77	n/a, n/a
78	Murawski, Edwin P
79	Ciotto, Rosemary
80	Clark, Thomas
81	Lawler, Mary Anne
82	Herring, Kay
83	Packard, Will
84	n/a, n/a
85	Orrick, Margie
86	Rhoads, Richard R
87	Brown, Eric
88	Herring, Kay
89	Anderson, Carl W
90	McGeorge, Andrew
91	Irons, Ellie L
92	Spiliotopoulos, Deborah
93	Meyers , Erik J
94	Woodbury, Laura T
95	Holland, Paul
96	Donnellan, Barbara M
97	Lawler, Mary A
98	Berne, Bernard H
99	Bres, Dana
100	Nielsen, Marty
101	N/A, N/A
102	Keeley, Joe
103	Robinson, Carole
104	Young, Rashad M

## **APPENDIX 2: INDEX BY ORGANIZATION TYPE REPORT**

### **Index By Organization Type (10/17/2012)**

#### **Business**

Monday Properties - 90; AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive).

Rosslyn Bid, Urban Design Committee - 31; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements.

#### **County Government**

Arlington County - 96; AL4000 - Alternatives: New Alternatives Or Elements. AL6000 - Action Alternative 1: Lower Key Bridge. AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Arlington County Park and Recreation Commission - 95; AL10200 - Action Alternative 5: Oppose Daingerfield Island. AL7200 - Action Alternative 2: Oppose Upper Key Bridge. AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . AL9200 - Action Alternative 4: Oppose CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

#### **Federal Government**

Department of Environmental Quality - 91; CC1000 - Consultation and Coordination: General Comments.

#### **Non-Governmental**

Arlington Boathouse Foundation, President - 103; AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge .

Potomac Boat Club - 89; AL10000 - Action Alternative 5: Daingerfield Island . AL11000 - Alternatives: Key Bridge Locations (General). AL5200 - Alternatives: Oppose No Action. AL6000 - Action Alternative 1: Lower Key Bridge. AL7000 - Action Alternative 2: Upper Key Bridge. AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge .

#### **Town or City Government**

City of Alexandria - 104; AL10000 - Action Alternative 5: Daingerfield Island . MT1000 - Miscellaneous Topics: General Comments.

#### **Unaffiliated Individual**

BABA - Baltimore Area Boardsailors Assn. - 40; AL10100 - Action Alternative 5: Support Daingerfield Island. AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge . AL9100 - Action Alternative 4: Support CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Baltimore Area Boardsailing Association (BABA) - 38; AL10100 - Action Alternative 5: Support Daingerfield Island. AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL9100 - Action Alternative 4: Support CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

CPA - 54; AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

CPA - Chesapeake Kayak Assn. Washington Kayak - 58; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Chesapeake Paddlers Association - 33; AL1000 - Alternatives: Elements Common To All Alternatives. AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. CC1000 - Consultation and Coordination: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 56; AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 57; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Chesapeake Paddlers Association (CPA) - Potomac River Access Task Force - 64; AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Citizen - 29; AL10000 - Action Alternative 5: Daingerfield Island . AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge . PO4000 - Park Operations: Impact Of Proposal And Alternatives. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Independent Paddler - 25; AL1100 - Alternatives: Elements Common To All Alternatives (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. PN3000 - Purpose And Need: Scope Of The Analysis. PO4000 - Park Operations: Impact Of Proposal And Alternatives. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Ode Street Tribune - 20; AL10200 - Action Alternative 5: Oppose Daingerfield Island. AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL6200 - Action Alternative 1: Oppose Lower Key Bridge. AL7100 - Action Alternative 2: Support Upper Key Bridge. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9200 - Action Alternative 4: Oppose CSX/14th Street Bridge . MT1000 - Miscellaneous Topics: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ1-48320 - If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

PHTA; W-L Crew Alumni - 36; AL10200 - Action Alternative 5: Oppose Daingerfield Island. AL4000 - Alternatives: New Alternatives Or Elements. AL9200 - Action Alternative 4: Oppose CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Potomac Boat Club; W-L High School crew alumnus - 63; AL10000 - Action Alternative 5: Daingerfield Island . AL4000 - Alternatives: New Alternatives Or Elements. AL6100 - Action Alternative 1: Support Lower Key Bridge. AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Potomac Heritage Trail Association - 32; AL10000 - Action Alternative 5: Daingerfield Island . AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge . MT1000 - Miscellaneous Topics: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. VE4000 - Visitor Experience: Impact Of Proposal And Alternatives.

Potomac Pedalers Touring Club, Sailing Club of Washington - 9; AL4000 - Alternatives: New Alternatives Or Elements. CC1000 - Consultation and Coordination: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. VE4000 - Visitor Experience: Impact Of Proposal And Alternatives.

Potomac River Sports Foundation - 93; AL10000 - Action Alternative 5: Daingerfield Island . AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL5200 - Alternatives: Oppose No Action. AL7000 - Action Alternative 2: Upper Key Bridge. AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Second Half Rally Meetup Group - 51; AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Sierra Club - Mount Vernon Group - 44; AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . PN8000 - Purpose And Need: Objectives In Taking Action. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Urban Forestry Commission of Arlington - 43; TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Virginia Native Plant Society - 97; AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Virginia Scholastic Rowing Association - 53; AL10000 - Action Alternative 5: Daingerfield Island . AL4000 - Alternatives: New Alternatives Or Elements. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

W-L Crew Alumni Association - 45; AL10000 - Action Alternative 5: Daingerfield Island . AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

W-L Crew Boosters - 50; AL6100 - Action Alternative 1: Support Lower Key Bridge. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge .

WL High School parent - 48; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Washington Kayak Club - 72; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Washington Kayak Meetup Group - 69; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Washington Lee Crew - 67; AL11000 - Alternatives: Key Bridge Locations (General). AL6100 - Action Alternative 1: Support Lower Key Bridge. AL9000 - Action Alternative 4: CSX/14th Street Bridge . AL9200 - Action Alternative 4: Oppose CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Washington-Lee Crew Boosters - 62; AL4000 - Alternatives: New Alternatives Or Elements. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Washington-Lee H.S. Crew (alumni) - 94; AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

Yorktown High School Crew - 70; AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what woul. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

citizen - 92; AL4000 - Alternatives: New Alternatives Or Elements. TQ2-48320 - 2. Do you have any concerns regarding the prelimin.

N/A - 1; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ1-48320 - If you intend to use such a facility, what would y. 2; AL4000 - Alternatives: New Alternatives Or Elements. AL6100 - Action Alternative 1: Support Lower Key Bridge. AL7100 - Action Alternative 2: Support Upper Key Bridge. AL9200 - Action Alternative 4: Oppose CSX/14th Street Bridge . MT1000 - Miscellaneous Topics: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ1-48320 - If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 3; AL10200 - Action Alternative 5: Oppose Daingerfield Island. AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ1-48320 - If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 4; AL4000 - Alternatives: New Alternatives Or Elements. AL6100 - Action Alternative 1: Support Lower Key Bridge. AL7100 - Action Alternative 2: Support Upper Key Bridge. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 5; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would y. 6; AL6200 - Action Alternative 1: Oppose Lower Key Bridge. AL7200 - Action Alternative 2: Oppose Upper Key Bridge. AL9100 - Action Alternative 4: Support CSX/14th Street Bridge . TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 7; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would y. 8; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would y. 10; AL4000 - Alternatives: New Alternatives Or Elements. AL6100 - Action Alternative 1: Support Lower Key Bridge. AL7100 - Action Alternative 2: Support Upper Key Bridge. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 11; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL5200 - Alternatives: Oppose No Action. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 12; AL4000 - Alternatives: New Alternatives Or Elements. AL5200 - Alternatives: Oppose No Action. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 13; AL10000 - Action Alternative 5: Daingerfield Island . AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ1-48320 - If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 14; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL5200 - Alternatives: Oppose No Action. AL6100 - Action Alternative 1: Support Lower Key Bridge. AL7100 - Action Alternative 2: Support Upper Key Bridge. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 15; AL10000 - Action Alternative 5: Daingerfield Island . AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 16; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL5200 - Alternatives: Oppose No Action. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ1-48320 - If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 17; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ1-48320 - If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 18; AL5100 - Alternatives: Support No Action. PN3000 - Purpose And Need: Scope Of The Analysis. TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 19; AL4000 - Alternatives: New Alternatives Or Elements. AL9100 - Action Alternative 4: Support CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 21; AL10200 - Action Alternative 5: Oppose Daingerfield Island. AL4000 - Alternatives: New Alternatives Or Elements. AL6100 - Action Alternative 1: Support Lower Key Bridge. AL7100 - Action Alternative 2: Support Upper Key Bridge. AL8200 - Action Alternative 3: Oppose Combination Upper and Lower Key Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would y. TQ1-48320 - If you intend to use such a facility, what would y. TQ2-48320 - 2. Do you have any concerns regarding the prelimin. 22; AL10100 - Action Alternative 5:

Support Daingerfield Island. AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 23; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 24; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 26; AL10000 - Action Alternative 5: Daingerfield Island . AL1100 - Alternatives: Elements Common To All Alternatives (Non-Substantive). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge . PN3000 - Purpose And Need: Scope Of The Analysis. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 27; AL10000 - Action Alternative 5: Daingerfield Island . AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 28; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 30; AL5100 - Alternatives: Support No Action. MT1000 - Miscellaneous Topics: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 34; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. 35; AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 37; AL4000 - Alternatives: New Alternatives Or Elements. AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would. 39; AL4000 - Alternatives: New Alternatives Or Elements. PN3000 - Purpose And Need: Scope Of The Analysis. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. VE4000 - Visitor Experience: Impact Of Proposal And Alternatives. 41; AL10000 - Action Alternative 5: Daingerfield Island . AL1100 - Alternatives: Elements Common To All Alternatives (Non-Substantive). AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL6000 - Action Alternative 1: Lower Key Bridge. AL7000 - Action Alternative 2: Upper Key Bridge. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would. VS4000 - Visitor Conflicts And Safety: Impact Of Proposal And Alternatives. 42; AL10000 - Action Alternative 5: Daingerfield Island . AL8000 - Action Alternative 3: Combination Upper and Lower Key Bridge . AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 46; TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 47; AL10000 - Action Alternative 5: Daingerfield Island . AL4000 - Alternatives: New Alternatives Or Elements. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 49; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 52; AL11000 - Alternatives: Key Bridge Locations (General). AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 55; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 59; AL10000 - Action Alternative 5: Daingerfield Island . AL6100 - Action Alternative 1: Support Lower Key Bridge. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge . AL9000 - Action Alternative 4: CSX/14th Street Bridge . TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 60; AL11000 - Alternatives: Key Bridge Locations (General). TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 61; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. 65; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 66;

AL10200 - Action Alternative 5: Oppose Daingerfield Island. AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL9200 - Action Alternative 4: Oppose CSX/14th Street Bridge. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 68; AL1000 - Alternatives: Elements Common To All Alternatives. AL11000 - Alternatives: Key Bridge Locations (General). AL5100 - Alternatives: Support No Action. CC1000 - Consultation and Coordination: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 71; AL4000 - Alternatives: New Alternatives Or Elements. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 73; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge. CC1000 - Consultation and Coordination: General Comments. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 74; AL4000 - Alternatives: New Alternatives Or Elements. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge. AL9000 - Action Alternative 4: CSX/14th Street Bridge. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 75; AL4000 - Alternatives: New Alternatives Or Elements. AL5200 - Alternatives: Oppose No Action. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 76; AL4000 - Alternatives: New Alternatives Or Elements. 77; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). 78; AL1000 - Alternatives: Elements Common To All Alternatives. AL10000 - Action Alternative 5: Daingerfield Island. AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge. 79; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). AL4000 - Alternatives: New Alternatives Or Elements. 80; AL1000 - Alternatives: Elements Common To All Alternatives. AL10000 - Action Alternative 5: Daingerfield Island. AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge. 81; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). ON1000 - Other NEPA Issues: General Comments. 82; AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL8100 - Action Alternative 3: Support Combination Upper and Lower Key Bridge. 83; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). 84; AL10100 - Action Alternative 5: Support Daingerfield Island. AL4000 - Alternatives: New Alternatives Or Elements. AL9100 - Action Alternative 4: Support CSX/14th Street Bridge. ON1000 - Other NEPA Issues: General Comments. 85; AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL5200 - Alternatives: Oppose No Action. 86; AL5200 - Alternatives: Oppose No Action. 87; AL11500 - Alternatives: Key Bridge Locations (General) (Non-Substantive). 88; AL4000 - Alternatives: New Alternatives Or Elements. 98; AL10000 - Action Alternative 5: Daingerfield Island. AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL5100 - Alternatives: Support No Action. AL9200 - Action Alternative 4: Oppose CSX/14th Street Bridge. PN1000 - Purpose And Need: Planning Process And Policy. TQ1-48320 - 1. If you intend to use such a facility, what would. 99; AE22000 - Affected Environment: Visitor Use. AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL6000 - Action Alternative 1: Lower Key Bridge. AL7000 - Action Alternative 2: Upper Key Bridge. AL9000 - Action Alternative 4: CSX/14th Street Bridge. PN3000 - Purpose And Need: Scope Of The Analysis. PO4000 - Park Operations: Impact Of Proposal And Alternatives. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. VE4000 - Visitor Experience: Impact Of Proposal And Alternatives. VU4000 - Visitor Use: Impact Of Proposal And Alternatives. 100; AL11000 - Alternatives: Key Bridge Locations (General). TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 101; AL10000 - Action Alternative 5: Daingerfield Island. AL11000 - Alternatives: Key Bridge Locations (General). AL4000 - Alternatives: New Alternatives Or Elements. AL9000 - Action Alternative 4: CSX/14th Street Bridge. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. 102; AL10000 - Action Alternative 5: Daingerfield Island. AL9000 - Action Alternative 4: CSX/14th Street Bridge. TQ1-48320 - 1. If you intend to use such a facility, what would. TQ2-48320 - 2. Do you have any concerns regarding the preliminary. VS4000 - Visitor Conflicts And Safety: Impact Of Proposal And Alternatives.

## APPENDIX 3: INDEX BY CODE REPORT

Code	Description	Organization	Corr. ID
AE22000	Affected Environment: Visitor Use	N/A	99
AL1000	Alternatives: Elements Common To All Alternatives	Chesapeake Paddlers Association	33
		N/A	68
			78
			80
AL10000	Action Alternative 5: Daingerfield Island	Citizen	29
		City of Alexandria	104
		Potomac Boat Club	89
		Potomac Boat Club; W-L High School crew alumnus	63
		Potomac Heritage Trail Association	32
		Potomac River Sports Foundation	93
		Virginia Scholastic Rowing Association	53
		W-L Crew Alumni Association	45
		N/A	13
			15
			26
			27
			41
			42
			47
			59
			78
			80
			98
			101
			102
AL10100	Action Alternative 5: Support Daingerfield Island	BABA - Baltimore Area Boardsailors Assn.	40
		Baltimore Area Boardsailing Association (BABA)	38
		N/A	22
			84
AL10200	Action Alternative 5: Oppose Daingerfield Island	Arlington County Park and Recreation Commission	95
		Ode Street Tribune	20
		PHTA; W-L Crew Alumni	36

Code	Description	Organization	Corr. ID
		N/A	3
			21
			66
AL1100	Alternatives: Elements Common To All Alternatives (Non-Substantive)	Independent Paddler	25
		N/A	26
			41
AL11000	Alternatives: Key Bridge Locations (General)	CPA	54
		Chesapeake Paddlers Association	56
		Chesapeake Paddlers Association (CPA) - Potomac River Access Task Force	64
		Citizen	29
		Monday Properties	90
		Potomac Boat Club	89
		Potomac River Sports Foundation	93
		Sierra Club - Mount Vernon Group	44
		Virginia Native Plant Society	97
		W-L Crew Alumni Association	45
		Washington Lee Crew	67
		Yorktown High School Crew	70
		N/A	13
			35
			41
			52
			60
			68
			82
			85
			98
			99
			100
			101
AL11500	Alternatives: Key Bridge Locations (General) (Non-Substantive)	Baltimore Area Boardsailing Association (BABA)	38
		Chesapeake Paddlers Association	33
			56
		Chesapeake Paddlers Association (CPA) - Potomac River Access Task Force	64
		Monday Properties	90
		Ode Street Tribune	20

Code	Description	Organization	Corr. ID
		Potomac Heritage Trail Association	32
		Potomac River Sports Foundation	93
		Rosslyn Bid, Urban Design Committee	31
		Virginia Native Plant Society	97
		WL High School parent	48
		Yorktown High School Crew	70
		N/A	3
			5
			8
			11
			13
			14
			16
			17
			22
			23
			24
			26
			27
			41
			52
			55
			65
			66
			73
			77
			79
			81
			83
			87
AL4000	Alternatives: New Alternatives Or Elements	Arlington County	96
		BABA - Baltimore Area Boardsailors Assn.	40
		Baltimore Area Boardsailing Association (BABA)	38
		CPA	54
		CPA - Chesapeake Kayak Assn. Washington Kayak	58
		Chesapeake Paddlers Association	33
			57

Code	Description	Organization	Corr. ID
		Chesapeake Paddlers Association (CPA) - Potomac River Access Task Force	64
		Citizen	29
		Independent Paddler	25
		Ode Street Tribune	20
		PHTA; W-L Crew Alumni	36
		Potomac Boat Club; W-L High School crew alumnus	63
		Potomac Heritage Trail Association	32
		Potomac Pedalers Touring Club, Sailing Club of Washington	9
		Rosslyn Bid, Urban Design Committee	31
		Second Half Rally Meetup Group	51
		Sierra Club - Mount Vernon Group	44
		Virginia Scholastic Rowing Association	53
		W-L Crew Alumni Association	45
		Washington Kayak Club	72
		Washington Kayak Meetup Group	69
		Washington-Lee Crew Boosters	62
		Yorktown High School Crew	70
		citizen	92
		N/A	1
			2
			3
			4
			5
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Code	Description	Organization	Corr. ID
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			76
			78
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			80
			82
			84
			85
			88
			98
			99
			101
AL5100	Alternatives: Support No Action	N/A	18
			30
			68
			98
AL5200	Alternatives: Oppose No Action	Potomac Boat Club	89
		Potomac River Sports Foundation	93
		N/A	11
			12
			14
			16
			75

Code	Description	Organization	Corr. ID
			85
			86
AL6000	Action Alternative 1: Lower Key Bridge	Arlington County	96
		Potomac Boat Club	89
		N/A	41
			99
AL6100	Action Alternative 1: Support Lower Key Bridge	Potomac Boat Club; W-L High School crew alumnus	63
		W-L Crew Boosters	50
		Washington Lee Crew	67
		N/A	2
			4
			10
			14
			21
			59
AL6200	Action Alternative 1: Oppose Lower Key Bridge	Ode Street Tribune	20
		N/A	6
AL7000	Action Alternative 2: Upper Key Bridge	Potomac Boat Club	89
		Potomac River Sports Foundation	93
		N/A	41
			99
AL7100	Action Alternative 2: Support Upper Key Bridge	Ode Street Tribune	20
		N/A	2
			4
			10
			14
			21
AL7200	Action Alternative 2: Oppose Upper Key Bridge	Arlington County Park and Recreation Commission	95
		N/A	6
AL8000	Action Alternative 3: Combination Upper and Lower Key Bridge	Arlington County	96
		Arlington County Park and Recreation Commission	95
		Potomac Boat Club	89
		Potomac River Sports Foundation	93
		Sierra Club - Mount Vernon Group	44

Code	Description	Organization	Corr. ID
		Washington-Lee H.S. Crew (alumni)	94
		N/A	37
			42
AL8100	Action Alternative 3: Support Combination Upper and Lower Key Bridge	Arlington Boathouse Foundation, President	103
		Ode Street Tribune	20
		Potomac Boat Club	89
		Potomac Heritage Trail Association	32
		Virginia Scholastic Rowing Association	53
		W-L Crew Boosters	50
		Washington-Lee Crew Boosters	62
		Washington-Lee H.S. Crew (alumni)	94
		N/A	35
			37
			41
			42
			47
			59
			74
			82
AL8200	Action Alternative 3: Oppose Combination Upper and Lower Key Bridge	N/A	21
AL9000	Action Alternative 4: CSX/14th Street Bridge	BABA - Baltimore Area Boardsailors Assn.	40
		Citizen	29
		Potomac Boat Club	89
		Potomac Boat Club; W-L High School crew alumnus	63
		Potomac Heritage Trail Association	32
		Potomac River Sports Foundation	93
		Second Half Rally Meetup Group	51
		Virginia Scholastic Rowing Association	53
		W-L Crew Alumni Association	45
		Washington Lee Crew	67
		N/A	13
			26
			27
			41
			42
			47

Code	Description	Organization	Corr. ID
			59
			73
			74
			78
			80
			99
			101
			102
AL9100	Action Alternative 4: Support CSX/14th Street Bridge	BABA - Baltimore Area Boardsailors Assn.	40
		Baltimore Area Boardsailing Association (BABA)	38
		N/A	6
			19
			84
AL9200	Action Alternative 4: Oppose CSX/14th Street Bridge	Arlington County Park and Recreation Commission	95
		Ode Street Tribune	20
		PHTA; W-L Crew Alumni	36
		Washington Lee Crew	67
		N/A	2
			66
			98
CC1000	Consultation and Coordination: General Comments	Chesapeake Paddlers Association	33
		Department of Environmental Quality	91
		Potomac Pedalers Touring Club, Sailing Club of Washington	9
		N/A	68
			73
MT1000	Miscellaneous Topics: General Comments	City of Alexandria	104
		Ode Street Tribune	20
		Potomac Heritage Trail Association	32
		N/A	2
			30
ON1000	Other NEPA Issues: General Comments	N/A	81
			84
PN1000	Purpose And Need: Planning Process And Policy	N/A	98
PN3000	Purpose And Need: Scope Of The Analysis	Independent Paddler	25

Code	Description	Organization	Corr. ID
		N/A	18
			26
			39
			99
PN8000	Purpose And Need: Objectives In Taking Action	Sierra Club - Mount Vernon Group	44
PO4000	Park Operations: Impact Of Proposal And Alternatives	Citizen	29
		Independent Paddler	25
		N/A	99
TQ1-48320	1. If you intend to use such a facility, what woul	Arlington County	96
		Arlington County Park and Recreation Commission	95
		BABA - Baltimore Area Boardsailors Assn.	40
		Baltimore Area Boardsailing Association (BABA)	38
		CPA	54
		CPA - Chesapeake Kayak Assn. Washington Kayak	58
		Chesapeake Paddlers Association	33
			56
			57
		Chesapeake Paddlers Association (CPA) - Potomac River Access Task Force	64
		Citizen	29
		Independent Paddler	25
		Ode Street Tribune	20
			20
		PHTA; W-L Crew Alumni	36
		Potomac Boat Club; W-L High School crew alumnus	63
		Potomac Heritage Trail Association	32
		Potomac Pedalers Touring Club, Sailing Club of Washington	9
		Second Half Rally Meetup Group	51
		Sierra Club - Mount Vernon Group	44
		Urban Forestry Commission of Arlington	43
		Virginia Native Plant Society	97
		Virginia Scholastic Rowing Association	53

Code	Description	Organization	Corr. ID
		W-L Crew Alumni Association	45
		WL High School parent	48
		Washington Kayak Club	72
		Washington Kayak Meetup Group	69
		Washington Lee Crew	67
		Washington-Lee Crew Boosters	62
		Washington-Lee H.S. Crew (alumni)	94
		Yorktown High School Crew	70
		N/A	1
			1
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Code	Description	Organization	Corr. ID
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			102
TQ2-48320	2. Do you have any concerns regarding the prelimin	Arlington County	96
		Arlington County Park and Recreation Commission	95
		BABA - Baltimore Area Boardsailors Assn.	40
		Baltimore Area Boardsailing Association (BABA)	38
		CPA	54
		CPA - Chesapeake Kayak Assn. Washington Kayak	58
		Chesapeake Paddlers Association	33
			56
			57
		Chesapeake Paddlers Association (CPA) - Potomac River Access Task Force	64
		Citizen	29
		Independent Paddler	25
		Ode Street Tribune	20
		PHTA; W-L Crew Alumni	36

Code	Description	Organization	Corr. ID
		Potomac Boat Club; W-L High School crew alumnus	63
		Potomac Heritage Trail Association	32
		Potomac Pedalers Touring Club, Sailing Club of Washington	9
		Potomac River Sports Foundation	93
		Second Half Rally Meetup Group	51
		Sierra Club - Mount Vernon Group	44
		Urban Forestry Commission of Arlington	43
		Virginia Native Plant Society	97
		Virginia Scholastic Rowing Association	53
		W-L Crew Alumni Association	45
		WL High School parent	48
		Washington Kayak Club	72
		Washington Kayak Meetup Group	69
		Washington Lee Crew	67
		Washington-Lee Crew Boosters	62
		Washington-Lee H.S. Crew (alumni)	94
		Yorktown High School Crew	70
		citizen	92
		N/A	2
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Code	Description	Organization	Corr. ID
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			100
			101
			102
VE4000	Visitor Experience: Impact Of Proposal And Alternatives	Potomac Heritage Trail Association	32
		Potomac Pedalers Touring Club, Sailing Club of Washington	9
		N/A	39
			99
VS4000	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives	N/A	41
			102
VU4000	Visitor Use: Impact Of Proposal And Alternatives	N/A	99

## **APPENDIX 4: COPIES OF LETTERS FROM AGENCIES, ORGANIZATIONS, AND BUSINESSES**



OFFICE OF THE CITY MANAGER

301 King Street, Suite 3500  
Alexandria, Virginia 22314-3211

RASHAD M. YOUNG  
City Manager

703.746.4300  
Fax: 703.838.6343

September 25, 2012

Mr. Jon James  
Acting Superintendent  
George Washington Memorial Parkway  
700 George Washington Memorial Parkway  
McLean, VA 22101

Dear Superintendent James:

Thank you for the opportunity to comment on the Arlington County and Vicinity Non-motorized Boathouse Facility Environmental Impact Statement (EIS). One of the alternative locations for this facility is Daingerfield Island, and we appreciate the prospect of the federal government investing further in Alexandria's Waterfront. As you are aware, the Dee Campbell Rowing Facility, owned and operated by the Alexandria City Public Schools (ACPS), is currently located at the foot of Madison Street in the Waterfront planning area. Also, there are currently several launching sites, existing or planned, in the area for non-motorized water vehicles. The City does not see the appropriateness of siting another boathouse in the area, driven solely by school related purposes, but the concept of creating expanded opportunities for non-motorized water vehicles serving a variety of public needs such as rowing, canoeing and kayaking is aligned with the goals of the Waterfront Small Area Plan.

On a related subject, an investment that the City believes would also align itself with Waterfront improvements now occurring and proposed along the Potomac River would be a new Master Plan for Daingerfield Island. As Alexandria has expressed in the past, we would welcome the opportunity to collaborate with the National Park Service on such an effort. Daingerfield Island is indeed an asset to the City and to the entire Metropolitan Area. We believe that, with implementation of a relevant Master Plan, Daingerfield Island will be an even stronger regional asset that complements the revitalization of Jones Point Park, the Alexandria Waterfront, The Wharf in Southwest D.C., The Yards in Southeast D.C., and Georgetown Waterfront Park. Further, the City believes this master planning process will be especially important as the Gen-On facility eventually moves toward redevelopment, with the closing of that plant scheduled for October 1, 2012.

Mr. Jon James, Acting Superintendent  
George Washington Memorial Parkway  
September 25, 2012  
Page 2

We thank you in advance for your consideration of our comments, and welcome the opportunity to talk with you about them further.

Sincerely,



Rashad M. Young  
City Manager

cc: Mark Jinks, Deputy City Manager  
Richard Baier, Director, Transportation and Environmental Services  
Faroll Hamer, Director, Planning and Zoning  
James Spengler, Director, Recreation, Parks and Cultural Activities  
Karl Moritz, Deputy Director, Planning and Zoning  
Jack Browand, Division Chief, Recreation, Parks and Cultural Activities  
Laura Durham, Open Space Coordinator, Recreation, Parks and Cultural Activities  
Nancy Williams, Principal Planner, Planning and Zoning



September 4, 2012

Mr. Thomas Sheffer, Park Planner  
George Washington Memorial Parkway Headquarters  
700 George Washington Memorial Parkway  
Turkey Run Park  
McLean, VA 22101

Dear Mr. Sheffer,

The following comments are submitted regarding the Arlington County and Vicinity Non-Motorized Boathouse Facility Environmental Impact Statement. For the reasons stated below, Monday Properties strongly supports the Rosslyn site alternatives identified in the Environmental Impact Statement (EIS) Public Scoping Newsletter.

By way of background, Monday Properties is the owner of multiple commercial properties in Rosslyn, including 1812 North Moore, a LEED Platinum office building currently under construction that will be the tallest building the Washington, DC region. As a proud corporate citizen of Rosslyn, Monday is excited that the National Park Service has restarted the EIS process to evaluate site locations for a new boathouse facility on the Potomac.

As you may be aware, there is a critical shortage of active recreational opportunities in Rosslyn that will only grow as the area continues to transform itself from what has traditionally been "Arlington's Downtown" into a vibrant mixed-use community with more residents. A boathouse would therefore be a vital recreational amenity for residents and visitors. It would also help connect Rosslyn with the Potomac River, which have historically been divided by I-66 and the Parkway. Significantly, the Gravelly Point and Daingerfield Island locations already provide a means of accessing the river in the form of motorized boat launches. Currently, Rosslyn has no such access for boats of any kind.

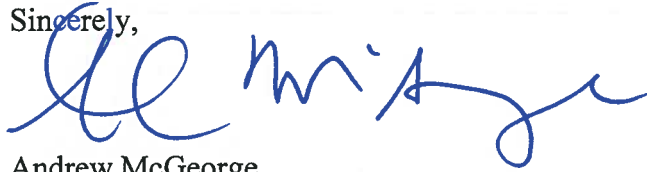
More importantly, Rosslyn is also an ideal location for the boathouse because of proximity to the area's robust transit system, particularly the Metro. By contrast, the sites outside of Rosslyn do not have such convenient access to transit, and visitors will

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therefore mostly be forced to arrive by car. Placing the boathouse in Rosslyn would therefore maximize the means by which visitors could access the facility and serve the greatest number of people.

We appreciate your careful consideration of these points as you move forward with the EIS process.

Sincerely,

A handwritten signature in blue ink, appearing to read 'A. McGeorge', written in a cursive style.

Andrew McGeorge  
Director



September 28, 2012

Mr. Jon James  
Superintendent  
George Washington Memorial Parkway  
National Park Service  
Turkey Run Park  
McLean, VA 22101

**Attn: Arlington County and Vicinity Non-Motorized Boathouse Facility Environmental Impact Statement**

Dear Superintendent James:

Thank you for giving Arlington County the opportunity to provide comments for the Arlington County and Vicinity Non-Motorized Boathouse Facility Environmental Impact Statement (EIS).

Arlington County is pleased to support the efforts of the National Park Service (NPS) to identify a preferred site for construction of an environmentally sustainable public boathouse facility for non-motorized boats along the Virginia shoreline within the George Washington Memorial Parkway (GWMP). The County appreciates the significant natural, historic and scenic resources of the Potomac River and is interested in working with the NPS to find the best site for the boathouse which will have the least impact on these resources.

After reviewing the five Action Alternatives presented in the EIS, Arlington County prefers the following Action Alternatives: 1.) Lower Key Bridge; and 3.) Combination Upper & Lower Key Bridge. These two alternatives provide storage of the boats along the river, which is critical for rowers to efficiently access the river, and these alternatives will provide access to a section of the Potomac River most suitable for rowing as it is calmer and has less motorized boating conflicts than the other Alternatives presented in the EIS. Due to the limited size and constraints of the Key Bridge site, the County also supports developing an additional public boat launch site in a different area along the river sometime in the future to more fully accommodate the recreational needs of the general public in the region seeking to access the River via paddle boards, canoes, and kayaks.

The County has identified a number of general requirements for the boathouse to be able to meet the projected use by the high schools and public rowing. These requirements are listed below by topic:

### Boathouse Purpose

The boathouse would serve as the home for Arlington County's three public high school rowing programs. In addition, the facility would be used to provide instructional, community and recreational rowing opportunities for the general public. The anticipated activities at the boathouse include practices, training, rowing camps, recreational rowing and community programming. The County does not envision competitive events being hosted at the boathouse.

### Boathouse Site and Design Features

- Size: The boathouse footprint should be approximately 14,000 to 15,000 square feet and have an outdoor footprint of approximately 5,000 square feet. Paths will be needed from the base of the pedestrian bridge and the Roosevelt Island parking lot to provide ADA access to the facility.
- Estimated Boat Storage Needs: The following table represents an estimate of the boat storage needs for the facility, taking into consideration the facility size restrictions inherent in the Lower Key Bridge site. Configured to accommodate three mature high school rowing programs and a robust community rowing and paddling program, the facility will house approximately 24 kayaks, 10 canoes, 44 single shells, 12 double shells, 14 fours/quads, and 30 eights. Of these totals, fully mature programs for the high school programs will utilize at least 4 single shells, 4 doubles, 12 fours and 20 eights. A significant amount of equipment would be shared across programs, maximizing cooperation and coordinated use of the facility. These estimates would need to be finalized during the facility design process.

Rowing Groups	Approx. Number of Participants	Kayaks/ Canoes	Singles	Doubles	Fours/ Quads	Eights	Launches
Wakefield H.S.	20	-	4	2	5	1	-
Washington-Lee H.S.	110-120	-	-	-	3	8	-
Yorktown H.S.	120 - 130	-	-	-	3	8	5
Public Rowing	Capacity to be determined based on facility design	24/10	40	10	3	-	-
<b>Total</b>		<b>34</b>	<b>44</b>	<b>12</b>	<b>14</b>	<b>17</b>	<b>5</b>

- Design:** The key design goals for the boathouse are for the facility to be fully integrated into the landscape and functionally efficient. Importantly, the facility should have a context sensitive design in terms of building scale, orientation and selection of materials. Construction materials should be compatible with materials currently found along the shoreline and contextual colors should be used in order to minimize the contrast against the natural environment. Design elements such as a vegetated roof, use of green materials on the exterior walls, and abundant natural lighting will not only result in a sustainable facility but one that is also nearly “invisible” as it blends seamlessly into the natural environment. The Arlington Boathouse Foundation’s architect, Richard Williams, has developed a concept to demonstrate what this might look like (see attached). The County believes Mr. Williams’ concept demonstrates the type of integrated facility that should be considered for the Lower Key Bridge site.
- Location and View Sheds:** This concept takes advantage of the approximately twenty foot drop from the Parkway elevation to the Potomac River at the Lower Key Bridge site. By taking advantage of this existing topography and the existing stone wall alongside the Parkway, the building’s visual impact as viewed from the Parkway would be negligible. Equally as important is the view shed from the Georgetown waterfront, and therefore the building should be sited within the existing tree line so as to preserve the current rocky, tree-lined shore. The fixed portion of dock should be located just inside the shoreline, with removable floating docks that extend into the water. Additionally, there is the potential to add supplemental plantings that will reinforce the existing character by incorporating plantings of native lowland hardwood species compatible with the forested land on Theodore Roosevelt Island.
- Waterfront Park:** Under the above referenced concept, a reinforced green roof would be used for the facility that would provide direct access from the pedestrian overpass to the waterfront and the Potomac Heritage Trail. This has the added benefit of providing a waterfront park open to public use in an area that is currently unused while also providing a more substantial connection between the Mount Vernon and the Potomac Heritage trails over what exists today. Such a design would benefit all GWMP users, not only those utilizing the facility for boating.
- Function of Upper Key Bridge Site:** Under the scenario envisioned in Alternative 3, Arlington County is interested in utilizing a portion of the land uphill from the GWMP and north of Lee Highway for additional space for a facility to support the function of the boathouse on the lower Key Bridge site and provide additional facilities for all trail users. Should the County be able to utilize the “Upper Key Bridge” site for recreational purposes in the future, we would envision having a building at this site with amenities that would include, but not be limited to, office and meeting space, restrooms, locker rooms, and an exercise room.
- Motorized Boats and Fuel Storage:** For safety reasons, the schools require a motorized “chase” boat for their crew programs so there needs to be a few small motorized boats stored at the boathouse site and a need for a small fire rated storage facility for the boat

engines. Fuel can be brought to the site by the coaches if storage of small fuel containers cannot be accommodated at the site.

#### Boathouse Operations

- Hours of Operation: The season for rowing is generally from the first weekend in February through the first weekend in December, weather permitting. The hours of operation for the boathouse would be from one-half hour before sunrise to one-half hour after sunset, which is typical of Arlington County's parks. All boats would be required to be off the water at sunset.

Peak usage is assumed to be during the spring high school rowing season between the hours of 2:30 pm and 5:30 pm. The County anticipates that between school use and club use, rowing activities at the boathouse would occur every day of the week during the rowing season.

- Parking for Boathouse Users: One of the advantages of Alternatives 1 and 3 is the proximity to transit and off-site parking facilities. Participants should be encouraged to either park in Rosslyn and walk to the facility, use public transit (Metrorail or bus), or alternate means of transportation. For those who choose to drive to the facility, Rosslyn has almost 700 on-street metered parking spaces and a variety of public parking garages available every day of the week and at night and weekends which can be utilized by rowing participants. Due to the parking constraints in this area, we would expect parking at the facility to be restricted to short-term parking for loading and unloading equipment when necessary. The specific restrictions and the process required for approval of short-term parking should be clearly defined in the Operations Guidelines for the facility, such as those developed for Thompson's Boat Center.

We believe approval of a non-motorized boathouse facility in Arlington County will provide an important regional asset to relieve current congestion at other boating facilities in the region and provide access for boaters and trail users that is complimentary to other activities in the immediate area. Should Alternative 1 or Alternative 3 be approved, we look forward to working in partnership with you on the development of a comprehensive and detailed conceptual site plan to bring this vision to a reality that meets our shared goals of preservation, education and recreational access to a great natural resource – the Potomac River.

Sincerely,



Barbara M. Donnellan  
County Manager

August 28, 2012

Superintendent  
Attn: Arlington Boathouse EIS  
George Washington Memorial Parkway  
700 George Washington Memorial Parkway  
Turkey Run Park Headquarters  
McLean, VA 22101

Dear Mr. James,

I strongly recommend the Action Alternative #3 Combination Upper & Lower Key Bridge in the five proposed "Action Alternatives" of the Environmental Impact Statement (EIS) for Arlington County and Vicinity Non-Motorized Boathouse Facility. This combination offers the best access options for non-motorized boats on the upper Potomac River.

Both Key Bridge sites provide access to a portion of the Potomac River protected from motorboat traffic by an established "no-wake" zone and sheltered from the stronger wind and wave action downstream at the Action Alternative #4 and #5 sites. The upper and lower Key Bridge sites offer the most transportation options for access by METRO, bike, pedestrian and car. With an earth-sheltered structure for boat storage tucked into the hillside under the pedestrian bridge, and support functions located near the upper end of the pedestrian bridge, the combination offers the best option to accommodate the most people with the least shoreline impact.

I have spent my life enjoying and appreciating the many benefits of water near my home. I spent many happy hours in and on the lakes of Washington State. I did see the deterioration of water quality in Lake Washington and did applaud the efforts of the 1960's to clean the water. Moving to Arlington in the late 1960's I saw the signs and smells of the polluted Potomac and applauded the efforts to clean it. I do not, however, believe this effort is complete. I do believe the statements in the *National Park Service 1989 Special Study Non-motorized boating in the Potomac and Anacostia Rivers, Washington, D.C.*: "By encouraging more public use of the rivers, especially among high school and college students, the National Park Service will not only help accommodate a popular recreational activity today, but will also help build an increasing awareness of the role of rivers in the city as part of an educational process. Exposing today's students to the beauty of our rivers encourages them to work in the future for the preservation and protection of these river resources for generations to come."

As Arlington residents, my two children had the good fortune to be able to row in their public high school, then college and beyond. Since Charlie Butt started the sport of rowing at Washington-Lee in 1949, and teams were begun at Wakefield and Yorktown high schools, many Arlington students have learned the values of rowing. Many of these students have remained Arlington residents or have returned to make their home here. They would very much like the opportunity to continue rowing. Many of their parents are now rowing and/or paddling. These are life-long sports that could easily be accommodated in an Arlington Community Boathouse located near the many modes of transportation in Rosslyn.

Identification of a preferred site for construction of an environmentally sustainable public boathouse facility for non-motorized boats along the Virginia shoreline has been thoroughly studied and documented. The *1993 Arlington County Riverfront Inventory and Analysis*, prepared in cooperation with the National Park Service, identified existing and potential access opportunities. In 2002 the National Park Service released the *Facility & Site Analysis for a Boathouse on the Potomac River in Arlington County and Vicinity*. This process continues with the 2012 re-initiation of the 2004 EIS and presents exciting possibilities for connecting our community to the vast open spaces of the Potomac River.

Sincerely,



Carole Robinson

Arlington Boathouse Foundation, President



**ARLINGTON COUNTY  
PARK AND RECREATION COMMISSION**  
2100 Clarendon Boulevard, Suite 414  
Arlington, Virginia 22201



September 27, 2012

Mr. Jon James, Acting Superintendent  
Attn: Arlington Boathouse EIS  
George Washington Memorial Parkway  
700 George Washington Memorial Parkway  
Turkey Run Park Headquarters  
McLean, VA 22101

Dear Mr. James:

Thank you for the opportunity to comment on scoping for the *Arlington County and Vicinity Non-Motorized Boathouse Facility EIS*. I am writing to you as Chair of the Arlington County Park and Recreation Commission, a citizen-based advisory commission reporting to the Arlington County Board. As stated in your Summer 2012 newsletter, "The construction of a boathouse facility is ... needed to increase access along the Virginia shoreline for non-motorized water-based recreational activities on the Potomac River and to alleviate pressure on other area boathouses, which are currently at maximum capacity." We agree.

Establishing a public boathouse for non-motorized craft on the Virginia side of the Potomac would fill significant education-related and public gaps in water-based recreational access from the Arlington shoreline. There are three public and one private high school in Arlington County. Presently these teams must cross the Potomac River to train in and compete from facilities "currently at maximum capacity." Travel to facilities outside of Arlington County also raises safety, parking, and environmental issues. From a general public access perspective formal launch sites for kayaks and canoes from the Arlington shore also are limited.

We have reviewed the initial information provided regarding action alternatives. Upon initial review we believe two alternatives have higher merit: Alternative 1, Lower Key Bridge and Alternative 3, Combination Upper & Lower Key Bridge. Both provide space for this purpose in an area of the Potomac River and are safer since they are protected from windy, open-water conditions. They also provide a public non-motorized boat launch north of existing launches at Gravelly Point and Daingerfield Island.


The other three appear to have flaws. Alternative 2, Upper Key Bridge alone, provides only limited space. Alternative 4, CSX/Gravelly Point and Alternative 5, Daingerfield Island would

launch high school crews onto an open area of the Potomac River subject to high winds. In addition, Daingerfield Island already houses the Potomac River Sailing Association and their busy training and competition schedule. There would likely be significant conflict at times with high school crews.

As a Commission, we do have concerns associated with the construction of the boathouse facility. Our colleagues on the Arlington County Urban Forestry Commission captured these general thoughts, and specifically with regard to tree canopy, in their letter. However, despite the potential loss of natural resources, we recognize the value of bringing additional recreational paddlers and rowers to the river to experience the natural setting and environmental benefits of the Potomac.

We appreciate the opportunity to comment as well as the good working relationship between your staff Arlington County's Department of Parks and Recreation. We look forward to reviewing and commenting on the DEIS when it is published.

Sincerely,

A handwritten signature in black ink that reads "Paul Holland". The signature is written in a cursive, slightly stylized font.

Paul Holland  
Chair  
Arlington County Park and Recreation Commission

Cc: Arlington County Board  
Cc: Brian Stout, Federal Liaison



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

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Douglas W. Domenech  
Secretary of Natural Resources

David K. Paylor  
Director

(804) 698-4000  
1-800-592-5482

June 27, 2012

Superintendent  
George Washington Memorial Parkway  
National Park Service  
Turkey Run Park  
McLean, Virginia 22101

RE: National Park Service: Notice of Intent to Prepare an Environmental Impact Statement on a Proposed Boat-house Facility for Non-Motorized Boats, George Washington Memorial Parkway (Federal Register, volume 77, number 123, dated June 26, 2012, pages 38077-38078)

Dear Sir or Madam:

We have read the above-referenced Notice of Intent (hereinafter "the Notice") regarding the preparation of an Environmental Impact Statement (EIS) for a boat-house facility to be constructed along the Potomac River.

### PROJECT DESCRIPTION

According to the Notice, the National Park Service ("Park Service") is seeking scoping comments as it prepares an EIS to identify a preferred site on the Virginia shoreline of the Potomac River for construction of an environmentally sustainable facility for non-motorized boats. Four sites, all within the George Washington Memorial Parkway, are under consideration. Two of these sites are downstream of the Key Bridge. A third site is near Gravelly Point and the 14<sup>th</sup> Street Bridge. The fourth site is on Daingerfield Island. The boat house and related amenities (including floating docks; see Notice, page 38077, centre column) are intended to enhance public waterfront access in the vicinity of Arlington County for non-motorized recreational activities. (Notice, page 38078, left column).

## **NATIONAL ENVIRONMENTAL POLICY ACT - ENVIRONMENTAL REVIEW**

The roles of the Virginia Department of Environmental Quality (DEQ) in relation to the proposed project are as follows. First, DEQ's Office of Environmental Impact Review (OEIR) will coordinate Virginia's review of the EIS and comment to the Park Service on behalf of the Commonwealth. A similar review process will pertain to the Federal Consistency Determination (FCD) (next heading). If the FCD is provided as part of the EIS, there can be a single review.

## **FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT**

Pursuant to the Coastal Zone Management Act of 1972, as amended, federal activities affecting Virginia's coastal resources or coastal uses must, to the maximum extent practicable, be consistent with the Virginia Coastal Zone Management Program (VCP) (see section 307(c)(1) of the Act and the *Federal Consistency Regulations*, 15 CFR Part 930, subpart C, sections 930.30 *et seq.*). The Park Service must provide a consistency determination which includes an analysis of the proposed activities in light of the enforceable policies of the VCP (first enclosure) and a commitment to comply with the enforceable policies. In addition, we invite your attention to the advisory policies of the VCP (second enclosure). As indicated, the FCD may be provided as part of the EIS or independently, depending on the Park Service's preference. We recommend, in the interests of an effective review, that the FCD be provided with the NEPA document and that 60 days be allowed for review, in keeping with the *Federal Consistency Regulations* (see section 930.41(a)). Section 930.39 of these *Regulations*, and Virginia's *Federal Consistency Information Package* (available at <http://www.deq.virginia.gov/Portals/0/DEQ/EnvironmentalImpactReview/FederalConsistencyManual.7.27.11.pdf>) give content requirements for the FCD.

## **PROJECT SCOPING AND AGENCY INVOLVEMENT**

While this Office does not participate in scoping efforts beyond the advice given herein, other agencies are free to provide scoping comments concerning the preparation of the NEPA document. Accordingly, we are sharing our response to the Notice with selected state and local Virginia agencies which have responsibilities bearing on the proposed action. These are likely to include the following (note: starred (\*) agencies administer one or more of the enforceable policies of the VCP):

### **Department of Environmental Quality:**

- Office of Environmental Impact Review
- Northern Regional Office\*
- Division of Air Program Coordination\*
- Division of Land Protection and Revitalization (formerly Waste Division)

### **Department of Conservation and Recreation:**

- Division of Stormwater Management\*
- DSM –Local Implementation\*
- Division of Planning and Recreation Resources

Department of Game and Inland Fisheries\*  
Marine Resources Commission\*  
Department of Historic Resources  
Northern Virginia Regional Commission  
Arlington County.

In order to ensure an effective coordinated review of the environmental document and FCD, we will require 19 copies of the EIS and FCD when they are published. This submission may include 4 printed copies and 15 CDs, or 4 printed copies and an electronic copy available for download at a web site or ftp site. The document should include a U.S. Geological Survey topographic map as part of its information.

If you have questions about the environmental review process or the federal consistency review process, please feel free to call me at (804) 698-4325 or John Fisher at (804) 698-4339.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ellie L. Irons".

Ellie L. Irons, Program Manager  
Environmental Impact Review

Attachments

cc: Dell Cheatham, DEQ-NRO  
Kotur S. Narasimhan, DEQ-DAPC  
G. Stephen Coe, DEQ-DLPR  
Roberta Rhur, DCR  
Amy M. Ewing, DGIF  
Tony Watkinson, VMRC  
Roger W. Kirchen, DHR  
G. Mark Gibb, NVRC  
Barbara Donellan, Arlington County



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF ENVIRONMENTAL QUALITY

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Douglas W. Domenech  
Secretary of Natural Resources

David K. Paylor  
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### Attachment 1

### **Enforceable Regulatory Programs comprising Virginia's Coastal Zone Management Program (VCP)**

- a. **Fisheries Management** - The program stresses the conservation and enhancement of finfish and shellfish resources and the promotion of commercial and recreational fisheries to maximize food production and recreational opportunities. This program is administered by the Marine Resources Commission (VMRC); Virginia Code 28.2-200 to 28.2-713 and the Department of Game and Inland Fisheries (DGIF); Virginia Code 29.1-100 to 29.1-570.

The State Tributyltin (TBT) Regulatory Program has been added to the Fisheries Management program. The General Assembly amended the Virginia Pesticide Use and Application Act as it related to the possession, sale, or use of marine antifoulant paints containing TBT. The use of TBT in boat paint constitutes a serious threat to important marine animal species. The TBT program monitors boating activities and boat painting activities to ensure compliance with TBT regulations promulgated pursuant to the amendment. The VMRC, DGIF, and Virginia Department of Agriculture Consumer Services (VDACS) share enforcement responsibilities; Virginia Code 3.2-3904 and 3.2-3935 to 3.2-3937.

- b. **Subaqueous Lands Management** - The management program for subaqueous lands establishes conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, tidal wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards established by the Department of Environmental Quality (DEQ). The program is administered by the Marine Resources Commission; Virginia Code 28.2-1200 to 28.2-1213.
- c. **Wetlands Management** - The purpose of the wetlands management program is to preserve wetlands, prevent their despoliation, and accommodate economic development in a manner consistent with wetlands preservation.
- (1) The tidal wetlands program is administered by the Marine Resources Commission; Virginia Code 28.2-1301 through 28.2-1320.
- (2) The Virginia Water Protection Permit program administered by DEQ includes protection of wetlands --both tidal and non-tidal; Virginia Code §62.1-44.15:5 and Water Quality Certification pursuant to Section 401 of the Clean Water Act.

Attachment 1 continued

Page 2

- d. Dunes Management - Dune protection is carried out pursuant to The Coastal Primary Sand Dune Protection Act and is intended to prevent destruction or alteration of primary dunes. This program is administered by the Marine Resources Commission; Virginia Code 28.2-1400 through 28.2-1420.
- e. Non-point Source Pollution Control – (1) Virginia's Erosion and Sediment Control Law requires soil-disturbing projects to be designed to reduce soil erosion and to decrease inputs of chemical nutrients and sediments to the Chesapeake Bay, its tributaries, and other rivers and waters of the Commonwealth. This program is administered by the Department of Conservation and Recreation; Virginia Code 10.1-560 et seq..  
  
(2) Coastal Lands Management is a state-local cooperative program administered by the DCR's Division of Chesapeake Bay Local Assistance and 84 localities in Tidewater (see i) Virginia; Virginia Code §10.1-2100 –10.1-2114 and 9 VAC10-20 et seq.
- f. Point Source Pollution Control - The point source program is administered by the State Water Control Board (DEQ) pursuant to Virginia Code 62.1-44.15. Point source pollution control is accomplished through the implementation of:
  - (1) the National Pollutant Discharge Elimination System (NPDES) permit program established pursuant to Section 402 of the federal Clean Water Act and administered in Virginia as the Virginia Pollutant Discharge Elimination System (VPDES) permit program.
  - (2) The Virginia Water Protection Permit (VWPP) program administered by DEQ; Virginia Code §62.1-44.15:5 and Water Quality Certification pursuant to Section 401 of the Clean Water Act.
- g. Shoreline Sanitation - The purpose of this program is to regulate the installation of septic tanks, set standards concerning soil types suitable for septic tanks, and specify minimum distances that tanks must be placed away from streams, rivers, and other waters of the Commonwealth. This program is administered by the Department of Health (Virginia Code 32.1-164 through 32.1-165).
- h. Air Pollution Control - The program implements the federal Clean Air Act to provide a legally enforceable State Implementation Plan for the attainment and maintenance of the National Ambient Air Quality Standards. This program is administered by the State Air Pollution Control Board (Virginia Code 10-1.1300 through §10.1-1320).
- (i) Coastal Lands Management is a state-local cooperative program administered by the DCR's Division of Chesapeake Bay Local Assistance and 84 localities in Tidewater, Virginia established pursuant to the Chesapeake Bay Preservation Act; Virginia Code §10.1-2100 –10.1-2114 and Chesapeake Bay Preservation Area Designation and Management Regulations; Virginia Administrative Code 9 VAC10-20 et seq.



## COMMONWEALTH of VIRGINIA

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Secretary of Natural Resources

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### Attachment 2

### Advisory Policies for Geographic Areas of Particular Concern

- a. Coastal Natural Resource Areas - These areas are vital to estuarine and marine ecosystems and/or are of great importance to areas immediately inland of the shoreline. Such areas receive special attention from the Commonwealth because of their conservation, recreational, ecological, and aesthetic values. These areas are worthy of special consideration in any planning or resources management process and include the following resources:
  - a) Wetlands
  - b) Aquatic Spawning, Nursery, and Feeding Grounds
  - c) Coastal Primary Sand Dunes
  - d) Barrier Islands
  - e) Significant Wildlife Habitat Areas
  - f) Public Recreation Areas
  - g) Sand and Gravel Resources
  - h) Underwater Historic Sites.
- b. Coastal Natural Hazard Areas - This policy covers areas vulnerable to continuing and severe erosion and areas susceptible to potential damage from wind, tidal, and storm related events including flooding. New buildings and other structures should be designed and sited to minimize the potential for property damage due to storms or shoreline erosion. The areas of concern are as follows:
  - i) Highly Erodible Areas
  - ii) Coastal High Hazard Areas, including flood plains.
- c. Waterfront Development Areas - These areas are vital to the Commonwealth because of the limited number of areas suitable for waterfront activities. The areas of concern are as follows:
  - i) Commercial Ports
  - ii) Commercial Fishing Piers
  - iii) Community Waterfronts

Although the management of such areas is the responsibility of local government and some regional authorities, designation of these areas as Waterfront Development Areas of Particular Concern (APC) under the VCRMP is encouraged.

Designation will allow the use of federal CZMA funds to be used to assist planning for such areas and the implementation of such plans. The VCRMP recognizes two broad classes of priority uses for waterfront development APC:

- i) water access dependent activities;
- ii) activities significantly enhanced by the waterfront location and complementary to other existing and/or planned activities in a given waterfront area.

#### **Advisory Policies for Shorefront Access Planning and Protection**

- a. Virginia Public Beaches - Approximately 25 miles of public beaches are located in the cities, counties, and towns of Virginia exclusive of public beaches on state and federal land. These public shoreline areas will be maintained to allow public access to recreational resources.
- b. Virginia Outdoors Plan - Planning for coastal access is provided by the Department of Conservation and Recreation in cooperation with other state and local government agencies. The Virginia Outdoors Plan (VOP), which is published by the Department, identifies recreational facilities in the Commonwealth that provide recreational access. The VOP also serves to identify future needs of the Commonwealth in relation to the provision of recreational opportunities and shoreline access. Prior to initiating any project, consideration should be given to the proximity of the project site to recreational resources identified in the VOP.
- c. Parks, Natural Areas, and Wildlife Management Areas - Parks, Wildlife Management Areas, and Natural Areas are provided for the recreational pleasure of the citizens of the Commonwealth and the nation by local, state, and federal agencies. The recreational values of these areas should be protected and maintained.
- d. Waterfront Recreational Land Acquisition - It is the policy of the Commonwealth to protect areas, properties, lands, or any estate or interest therein, of scenic beauty, recreational utility, historical interest, or unusual features which may be acquired, preserved, and maintained for the citizens of the Commonwealth.
- e. Waterfront Recreational Facilities - This policy applies to the provision of boat ramps, public landings, and bridges which provide water access to the citizens of the Commonwealth. These facilities shall be designed, constructed, and maintained to provide points of water access when and where practicable.
- f. Waterfront Historic Properties - The Commonwealth has a long history of settlement and development, and much of that history has involved both shorelines and near-shore areas. The protection and preservation of historic shorefront properties is primarily the responsibility of the Department of Historic Resources. Buildings, structures, and sites of historical, architectural, and/or archaeological interest are significant resources for the citizens of the Commonwealth. It is the policy of the Commonwealth and the VCRMP to enhance the protection of buildings, structures, and sites of historical, architectural, and archaeological significance from damage or destruction when practicable.