

Final action requiring the taking of such land must document and demonstrate that the proposed action includes all possible planning to minimize harm to the property resulting from such use. The WWB 1997 FEIS contained a complete Section 4(f) Evaluation for potential impacts to park and cultural resources, and the WWB 2000 FSEIS re-evaluated the impacts to park and cultural resources in light of changes that had occurred since 1997. Both the 1997 and 2000 EISs included a conceptual mitigation and enhancement plan for JPP.

For purposes of Section 4(f), the FHWA has determined that the consideration of various alternatives for the configuration of the parking and multi-use fields within JPP would not result in an increase in the acreage of park property that would be used for the construction of the WWB beyond what was described in the 2000 ROD. The relocation of the parking area and multi-use fields within the park is considered mitigation for park impacts from the WWB Replacement Project.

The decision regarding the configuration of the parking areas and multi-use fields within JPP would be made by the NPS in accordance with their NEPA process, and all property affected by the relocation of the parking areas and multi-use fields would remain under their jurisdiction once constructed. Therefore, implementation of the mitigation is not considered a Section 4(f) use (refer to 23 CFR 771.135(p)). Further, FHWA has preliminarily determined that changes to the conceptual mitigation and enhancement plan for JPP, that are being considered in this EA, have not substantially reduced the mitigation commitments proposed for JPP in the 2000 ROD nor substantially increased adverse impacts to JPP. Therefore, a separate Section 4(f) Evaluation is not required (see 23 CFR 771.135(m)(3)) and is not included in this EA. Once the NPS makes a final decision on the alternatives under consideration and issues a decision document, FHWA would formally re-evaluate the selected alternative in light of the conceptual mitigation enhancement plan included in the 2000 FSEIS to determine if additional NEPA work is needed.

3.0 DESCRIPTION OF ALTERNATIVES

A No-Action Alternative and five parking and access concept designs (action alternatives) were considered for JPP. The No-Action Alternative maintains existing conditions in JPP but will not be carried forward as it does not fulfill the Purpose and Need for the project (refer to Chapter 1.0 of this document), the NPS resource management goals for JPP (refer to Chapter 2.0 of this document), conditions relevant to JPP as stated in the MOA, the ROD for the WWB Replacement Project (refer to the Appendix), or the security measures recommended by the federal TSA. In this document, the No-Action Alternative is used as the baseline against which the action alternatives are compared for purposes of assessing potential environmental and community impacts.

The five action alternatives were developed to address security recommendations, minimize the potential effects of improvements to JPP, and to meet design goals in the MOA, ROD, and of the JPP Development Group comprised of the NPS, FHWA, City of Alexandria, and other stakeholders.

A. The No-Action Alternative

The No-Action Alternative maintains the two existing soccer fields located south of the WWB; therefore, no additional environmental, social, or construction impacts would be expected due to new park improvements. However, the No-Action Alternative does not address the need for improvements in JPP based on:

- The lack of a current comprehensive management plan for JPP.
- Required mitigation commitments for impacts from the WWB Replacement Project (protection of JPP resources and provision of recreational opportunities).
- Required security measures in JPP due to recommendations contained within the *Vulnerability Reduction Design Considerations for the Woodrow Wilson Bridge Replacement Project* (June 2002).

The No-Action Alternative does not fulfill the purpose for the project which is to:

- Develop a long-range plan for JPP.
- Identify desired resource conditions and visitor experiences.
- Consider feasible alternatives for future development of JPP.
- Provide educational and recreational opportunities for visitors while protecting park resources.

The No-Action Alternative does not comply with the NPS 1984 *Development Concept Plan* that outlined specific park improvements for expanded use and enjoyment of the park (refer to Chapter 2.0 of this document). The *Development Concept Plan* indicated that park improvements would be directed toward fulfilling the following overall goals:

- Provide expanded recreational opportunities for all citizens.
- Improve the quality of recreational opportunities for all citizens.
- Provide for the safety and security of all park visitors.
- Provide an opportunity for understanding the natural and historic environment of the park.

On February 9, 1999, the Alexandria City Council adopted Resolution No. 1908 that stipulates, in part, that the redevelopment of JPP would be in accordance with specific design programs developed by staff of the City of Alexandria Department of Planning and Zoning. The City Council referred to design programs such as *Design Guidelines for Jones Point Park and the Urban Deck* (City of Alexandria, December 1998) and *Historic Context and Recreation Issues for Jones Point Park, the George Washington Memorial Parkway and Urban Deck* (City of Alexandria, January 1999) that recommended replacing the two soccer fields, though not necessarily in the present location, as the bridge expands to the south.

To ensure that all improvements are aesthetically and ecologically compatible with the natural, historic and recreational resources of the park, extensive coordination has occurred between the NPS, the City of Alexandria, and the FHWA to further develop the mitigation and enhancement plan for JPP. The JPP Development Group comprised of the NPS, City of Alexandria, and other stakeholders recommended a number of key design and programmatic goals and objectives for JPP regarding cultural and natural areas, security, recreation, and circulation in the park (refer to Chapter 2.0 of this EA). The No-Action Alternative does not address the Resolution adopted by the Alexandria City Council or the park program and design elements recommended by the JPP Development Group.

The MOA contained mitigation measures that lessen the potential adverse effects on cultural, historic and archeological resources due to the WWB Replacement Project. The No-Action Alternative does not fulfill the conditions in the MOA which specifically stated that “in consultation with the NPS, the Virginia SHPO, and the City of Alexandria, the FHWA shall provide improvements within Jones Point Park to aid in the recognition of the historic past of the park and implement measures to preserve historic resources within the park.” These measures include appropriate improvements that convey the historic past of JPP, interpretations of historic activities/sites, stabilization, preservation and interpretation of the VSC shipways, restoration of the lighthouse and grounds, and other conditions (refer to the MOA in the Appendix).

The No-Action Alternative does not meet the following design goals contained in the ROD which identified enhancements to JPP to mitigate impacts from the WWB Replacement Project. In particular, the No-Action Alternative does not:

- Realign and improve the entrance drive to the park.
- Reconfigure the parking area.
- Include park improvements such as shoreline stabilization, historic preservation/interpretation, paved and unpaved trails, and other amenities.

Finally, the No-Action Alternative does not address TSA’s security recommendation to remove all parking from beneath the new WWB. For the reasons stated above, the No-Action Alternative is not being carried forward for improvements to JPP but is used as a baseline against which the following action alternatives are compared for purposes of assessing environmental and community impacts.

B. Items Common to All Action Alternatives

All action alternatives have the following items in common (only with these common actions are the alternatives complete):

- Vehicle access to the park would occur from Royal Street, which will end in a turn-around. All alternatives include an access road that connects to the proposed parking areas in JPP (the access road length varies with each action alternative). All public vehicle access and parking areas under the existing WWB would be removed and the area beneath the new WWB is proposed to be treated with a paved or some other type of impervious surface.

- Parking areas and access to recreational facilities (including fishing areas and the Mt. Vernon Trail) will be evaluated, during final design, for compliance with the Americans with Disabilities Act (ADA) and adherence to current ADA regulations.
- A secure parking entrance would be located in the vicinity of Royal Street to ensure that, during special events, vehicles can be monitored entering and exiting within the 80-foot distance surrounding the new WWB.
- Based on the current security measures implemented at other NPS properties, each action alternative could use a combination of elements for the perimeter barriers including decorative fencing, a “ha-ha” wall (depressed wall with slope), masonry piers, bollards (stationery and retractable), and landscape plantings.
- A perimeter barrier would be required south of the WWB, adjacent to the Hunting Towers parking lot circulation road. This perimeter barrier would be constructed outside of the parking lot circulation road and parallel to the 80-foot distance measured from the north and south parapet driplines of the new WWB. The perimeter barrier would then terminate at the existing boardwalk on the south side of the bridge.
- Proposed shoreline stabilization, bulkhead, tot lot, park manager’s office/comfort station, canoe/kayak launch, fishing pier, promenade/boardwalk, access road, and drainage improvements.
- Under all action alternatives, the current finishing pier would be changed to a promenade/boardwalk. Although the potential conversion of the finishing pier to a promenade/boardwalk would not prevent its use for fishing activities, two fishing piers would be provided within 200 feet of the existing fishing area, along the southeastern edge of the park. Access to fishing opportunities would be improved as the pedestrian paths and fishing piers would be designed to comply with current ADA regulations.
- Proposed drainage improvements consist of upgrading existing culverts and a new culvert installed between the existing culverts, under the proposed access road. All of the action alternatives would increase the stormwater runoff in the park as the drainage area to the culverts would be increased in size and contain more impervious area. However, the drainage improvements would expand the capacity of the storm drainage system to handle stormwater runoff and reduce the potential flooding of roads. The multi-use field would be considered for appropriate drainage enhancements.
- Access to the recycling center would be maintained and relocated to the new end of Royal Street.
- The Mt. Vernon Trail will remain a paved surface and connect to the new end of Royal Street. All other trails at this site would be paved or gravel pathways.
- In accordance with the MOA, the Jones Point Lighthouse would undergo rehabilitation of its exterior façade, including replacement of missing exterior features, repair of the exposed structural system within its interior, and the correction of projects that were previously undertaken without adherence to appropriate historic preservation standards. All work would be performed with care to minimize potential impacts to archeological resources.

- The D.C. South Cornerstone would be stabilized in accordance with the MOA. The concrete vault enclosure surrounding the cornerstone would be redesigned and replaced to keep water out of the vault and to protect the cornerstone while improving its visibility from the lighthouse yard above. Also, the retaining wall surrounding the cornerstone and lighthouse yard would be stabilized and rebuilt so that the wall and its historic appearance are restored and the lighthouse and cornerstone are provided improved long-term protection from invasive water action. Limited elements of the historic beach would be rebuilt to improve interpretation of the entire site. Efforts will be made to re-establish native wetland communities within the inner zone between the rocky bulkhead and the historic stone retaining wall. All work would be performed with care to minimize potential impacts to archeological resources.
- The Jones Point Lighthouse and D.C. South Cornerstone areas would be made physically accessible in accordance with the Architectural Barriers Act of 1968, the Americans with Disabilities Act of 1990, and the MOA.
- The area south of the WWB would be upgraded for use in cultural resource education and preservation, to facilitate management and protection of cultural resources as well as interpretation of local archeology and history to the public.
- The VSC Site would be enhanced and interpreted in accordance with the MOA and a January 2001 WWB Replacement Project treatment plan. Specifically, certain remaining elements of the VSC Site – one of the shipways and the finishing pier – are being retained and interpreted for the public as part of the overall park interpretation plan.
- Ground disturbance in known archeological sites would be avoided in accordance with the MOA and the September 2002 JPP Archaeological Preservation Plan.
- Efforts would be made to protect existing forested areas, especially large trees. Maintaining a tree canopy is important particularly for the Forest Interior Dwelling Species (FIDS) that were identified in the *Final Supplemental Jones Point Park Consolidated Natural Resources Inventory* (2000), which was completed as part of the WWB FSEIS.
- On-site wetland mitigation and tree loss replacement would be provided. Tree loss would be mitigated through additional plantings of native species. Wetland mitigation would occur at a 1:1 replacement rate.
- Jones Point Park Drive was closed in May 2006 after the opening of the WWB Outer Loop. Demolition of the existing bridge will require that access to Jones Point Park Drive only be available to the contractor and emergency equipment and personnel. Access to the southern part of the park would remain open to the public at all times.

C. Alternative 1 (*Alexandria City Council's "Scheme A" dated 6/28/05*)

Alternative 1 features access from Royal Street with two entry points leading to three parking areas. A total of 110 parking spaces would be located in the park between Royal Street and Lee Street, north of the new WWB. No additional parking would be provided under the WWB (which would require additional on-site security personnel provided by the City of Alexandria). The City of Alexandria developed this design concept as their preferred alternative (see Figure 5).

Visitors would enter JPP from Royal Street, via an access road located approximately 85 feet north of the 80-foot distance surrounding the WWB. A short entry drive, located approximately 50 feet south of the turnaround, would lead to a 26-space parking area. Another entry drive, located east of the turnaround, would lead to a second parking area. One parking area would accommodate 46 parking spaces and be located along the access road, approximately 90 feet south of the Royal Street community garden. The access road would continue further for approximately 120 feet to a 38-space parking area, located east of the existing wetlands and west of the Lee Street pathway. Visual screening is proposed to be located at the limit-of-disturbance just south of the Royal Street community garden and the Yates Gardens neighborhood.

A perimeter barrier system consisting of masonry walls and piers, bollards, a secure parking entrance, and landscape plantings would provide the required security from Royal Street at the 80-foot distance from the WWB. Together, the structural elements and landscape plantings would create an aesthetically pleasing entrance to JPP while providing the required security measures. The perimeter barrier system would parallel the 26-space parking area, the 38-space parking area, and continue north and across the Lee Street pathway. The perimeter barrier would continue east and end at a secure point in the forest.

The existing soccer fields located south of the existing WWB would be replaced with multi-use fields on the north side of the bridge. One multi-use field would be located parallel to the WWB and a second multi-use field would be placed perpendicular to the WWB, east of the first multi-use field. The westernmost multi-use field would be oriented in an east-west direction while the adjacent multi-use field would be oriented in a north-south direction. A tot lot would be sited east of the easternmost multi-use field. The tot lot would be landscaped with additional trees and plantings located between the easternmost multi-use field and the Mt. Vernon Trail.

The project includes a pedestrian pathway connecting the Mt. Vernon Trail to Royal Street. A perimeter barrier system would be added in the vicinity of the Mt. Vernon Trail. Trail users would be able to pass through the perimeter barrier system at the northeast portion of JPP. Two play courts would be located under the WWB between the park manager's office/comfort station and the proposed canoe/kayak launch. An event lawn would replace the current soccer fields south of the new bridge. This alternative contains the other items common to all action alternatives.

D. Alternative 2 (VDOT “Access Option 5” dated 9/28/04))

Alternative 2 features access from Royal Street and an access road that extends to the Potomac River and terminates at a parking area just west of the Mt. Vernon Trail. A 38-space parking area would be built on the west side of the westernmost multi-use field and a 72-space parking area would be built on the east end of the easternmost field (see Figure 6).

Visitors would enter JPP from Royal Street via an access road located approximately 200 feet north of the WWB. A perimeter barrier system potentially consisting of masonry walls and piers, bollards, a secure parking entrance, and landscape plantings would be located just south of the turnaround. These elements would provide an aesthetic gateway to JPP, welcoming users while providing the required security measures. A perimeter barrier system, with landscape plantings, is proposed to be located just south of Fairfax Street and run parallel to the new access road from Royal Street to approximately 100 feet west of the Lee Street pathway. Deciduous and evergreen trees would be planted between the perimeter barrier and access road to provide visual screening.

The access road would lead motorists to two parking areas. The road would run parallel to the south side of the Royal Street community garden, gently curve to a point east of the Lee Street pathway and run parallel to the WWB at an offset of 80 feet, ending west of the Potomac River. An approximate 50-foot-wide swath would be cleared from Royal Street to the Lee Street pathway to accommodate the new access road; however, a forested buffer located between the Yates Gardens neighborhood and the JPP access road would remain.

The access road would require extending the Lee Street community garden north to keep it the same size as the original garden. A 38-space parking area would be located approximately 160 feet east of the Lee Street pathway, north of the access road and perpendicular to the WWB. The park access road would end at a 72-space parking area located east of the easternmost multi-purpose field. The combination of the two parking areas and two multi-use fields would create a uniform southern edge to the forested area.

The existing soccer fields would be relocated north of the WWB. Two multi-use fields, located east of the parking area, would be oriented east-west, parallel to the WWB. The westernmost field would require clearing a partially forested area, while the easternmost field would be located in an existing open area.

A turnaround and 130 additional parking spaces would be located under the WWB to supplement public vehicle access and parking during special events (a total 240 parking spaces available for regular and special events). The 130 parking spaces under the WWB would only be accessible during special events and would require additional on-site security personnel provided by the City of Alexandria.

A perimeter barrier system would follow a pedestrian path to the 80-foot distance surrounding the WWB. The perimeter barrier system, with landscape plantings, would continue at the 80-foot distance from the new bridge, just southeast of the 72-space parking area.



The project includes a pedestrian pathway connecting the Mt. Vernon Trail to Royal Street. A perimeter barrier system, potentially comprised of a series of boulders and bollards, is proposed to cross the Mt. Vernon Trail to the Potomac River. Trail users would have to pass through a perimeter barrier system potentially comprised of masonry walls, piers, and bollards that would provide an aesthetically pleasing gateway to JPP. A tot lot would be located under the bridge, west of the park manager's office/comfort station. Two play courts would also be placed under the WWB between the park manager's office/comfort station and the promenade/boardwalk. An event lawn would replace the current soccer fields south of the new bridge. This alternative contains the other items common to all action alternatives.

E. Alternative 3 (*Based on "Alternative 2" from JPP EA dated 9/10/01*)

Alternative 3 features access from Royal Street by a roadway extending east of Lee Street. The access road would run south of the Royal Street community garden and shift south, ending west of the multi-use field. The access road would connect to a 50-space parking area south of the road and the 60-space parking area, located approximately 30 feet west of the multi-use field. The alignment for the access road would remain outside the 80-foot distance surrounding the WWB (see Figure 7).

Visitors would enter JPP at the end of Royal Street, leading to a turnaround located approximately 220 feet north of the WWB. From the turnaround, motorists would turn left to an access road and proceed to one of two parking areas. The entrance to the 50-space parking area would be located approximately 100 feet west of the eastern edge of the Royal Street community garden. Vehicles would exit the parking area approximately 100 feet east of Fairfax Street. The parking area would be located south of the access road with two points of ingress and one point of egress. A perimeter barrier comprised of landscape plantings is proposed to be located just south of Fairfax Street and run parallel to the new access road from Royal Street to west of the Lee Street pathway. An approximately 50-foot-wide swath would be cleared from Royal Street to the Lee Street pathway to accommodate the new access road; however, a forested buffer between the Yates Gardens neighborhood and the JPP access road would remain. Deciduous and evergreen trees are proposed be planted between the perimeter barrier and access road to provide visual screening.

The access road would wind through a forested area, cross the existing roadway extending from Lee Street, follow the southern edge of the Lee Street community garden, and end at a 60-space parking area just west of the proposed multi-use field north of the bridge. A perimeter barrier system would parallel the southern and eastern edge of the new parking area. The access road would require extending the Lee Street community garden north to keep it the same size as the original garden.

A single 110 x 60 yard multi-use field would be located east of the proposed 60-space parking area, located north of and oriented parallel to the WWB. A tot lot would be sited east of this multi-use field, north of the WWB. The tot lot would be landscaped with additional trees and plantings between the northern multi-use field and the Mt. Vernon Trail.

A reconfigured soccer field would remain in its existing location south of the WWB. This multi-use field, proposed to be 80 x 40 yards, would be oriented diagonally in a northwest/southeast direction.

A turnaround and 130 additional parking spaces would be located under the WWB to supplement public vehicle access and parking during special events (a total 240 parking spaces available for regular and special events). The 130 parking spaces under the WWB would only be accessible during special events and would require additional on-site security personnel provided by the City of Alexandria.

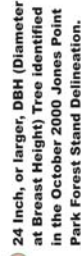
A perimeter barrier system potentially consisting of masonry piers and walls, bollards, landscape plantings, and a secure parking entrance would circle the southern edge of the turnaround at Royal Street. This perimeter barrier system would provide an aesthetically pleasing gateway to both JPP and the Mt. Vernon Trail. A masonry wall, at an offset of approximately 10 feet, is proposed to follow a pedestrian path to the 80-foot distance surrounding the WWB. Landscape plantings, incorporating a cable fence, are proposed to secure the stand-off distance, approximately 70 feet from the edge of the Mt. Vernon Trail. The landscape plantings would transition to bollards and piers at the intersections of the Lee Street pathway. East of the path, a perimeter barrier system of masonry piers and walls is proposed to transition to bollards, offset approximately 5 feet from the access road. A perimeter barrier system would surround the 60-space parking area.

The project includes a pedestrian pathway connecting the Mt. Vernon Trail to Royal Street. Users of the Mt. Vernon Trail would have to pass through a perimeter barrier system. This perimeter barrier system would resemble a gateway, potentially comprised of masonry walls, piers and bollards. This alternative contains the other items common to all action alternatives.

F. Alternative 4 (*One multi-use field south of the WWB*)

Alternative 4 features access from Royal Street via an access road extending to an 81-space parking area located just west of the Potomac River. The 81-space parking area would use the same footprint as the existing interim parking area with the access road connecting from a new turnaround at Royal Street. A multi-use field would be located south of the bridge in a similar location as the existing field (see Figure 8).

Visitors would enter JPP via Royal Street leading to a turnaround located approximately 220 feet north of the WWB. A perimeter barrier system potentially consisting of masonry walls and piers, bollards, a secure parking entrance, and landscape plantings would be located just south of the turnaround. These elements would provide an aesthetic gateway to JPP, welcoming users while providing the required security measures. A perimeter barrier system, potentially comprised of landscape plantings, would be located just south of Fairfax Street and run parallel to the new access road from Royal Street to approximately 100 feet west of the Lee Street pathway. Deciduous and evergreen trees would be planted between the perimeter barrier and access road to provide visual screening.



Alternative 2
(VDOT Access Opt. 5 - 09/28/04)

Potomac Crossing Consultants

Jones Point Park Environmental Assessment

**Alternative 2
VDOT “Access Option 5”
Dated 9/28/04**





For illustrative purposes ONLY.

Jones Point Park Environmental Assessment

Alternative 4 One Multi-use Field South of the WWB

From the turnaround, motorists would be able to reach the 81-space parking area via the access road. The road would run parallel to Royal Street community garden, gently curve to a point east of the Lee Street pathway and run parallel to the WWB at the 80-foot distance, ending west of the Potomac River. An approximate 50-foot-wide swath would be cleared from Royal Street to the Lee Street pathway to accommodate the new access road; however, a forested buffer between the Yates Gardens neighborhood and the JPP access road would remain. The access road would require extending the Lee Street community garden north to keep it the same size as the original garden.

A reconfigured soccer field would remain in its existing location south of the WWB. One multi-use field, located in a similar location as the current field, would be oriented in a northwest/southeast direction. The field would be 80 x 40 yards.

A turnaround and 159 additional parking spaces would be located under the WWB to supplement public vehicle access and parking during special events (a total 240 parking spaces available for regular and special events). The 159 parking spaces under the WWB would only be accessible during special events and would require additional on-site security personnel provided by the City of Alexandria.

South of the turnaround, a perimeter barrier system would follow a pedestrian path to the 80-foot distance surrounding the WWB. Landscape plantings are proposed to continue approximately 70 feet west of the Lee Street pathway, parallel to and at the required 80-foot distance of the new bridge. The landscape plantings would potentially transition to bollards and masonry walls and piers at the intersection of the Lee Street pathway. East of the pathway, bollards are proposed to be located parallel to the access road until just south of the parking area. Landscape plantings, incorporating a cable fence, would continue to the Mt. Vernon Trail. The landscape plantings would be briefly interrupted by a masonry wall and pier gateway with bollards, at the crossing of the pedestrian path at the tot lot. Potential bollards and masonry piers would continue across the proposed promenade/boardwalk to the Potomac River.

The project includes a connection of the Mt. Vernon Trail to Royal Street via a pedestrian pathway. Users of the Mt. Vernon Trail would have to pass through a perimeter barrier system. This perimeter barrier system would resemble a gateway, potentially comprised of masonry walls, piers and bollards. This alternative contains the other items common to all action alternatives.

G. Alternative 4A – Preferred Alternative (*Multi-use fields north and south of the WWB*)

Alternative 4A features an access road that connects with a new turnaround at Royal Street and extends to a linear 110-space parking area located just west of the Potomac River (see Figure 9). The turnaround, perimeter barrier system, secure parking entrance, and landscape plantings to be located just south of the turnaround, would be similar to Alternative 4.

From the turnaround, motorists would be able to reach the 110-space parking area via the access road. The access road would be similar in location and length to Alternative 4 and would require extending the Lee Street community garden north to keep it the same size as the original garden.

A tot-lot and an 80 x 40 yard multi-use field would be located north of the parking area and a 110 x 60 yard multi-use field would be located south of the WWB in a similar location as the existing field. A vehicle turnaround and 159 additional parking spaces to be located under the WWB, the landscape plantings, the perimeter barrier system, and connection to the Mt. Vernon Trail would be similar to Alternative 4.

4.0 AFFECTED ENVIRONMENT

A. Social and Built Environments

General and Environmental Justice Populations

U.S. Census data (2000) indicate that the City of Alexandria contained 128,283 persons, of which approximately 9% were age 65 years and over, 40% were minority, 15% were of Hispanic or Latino origin, and 9% low-income.^{1, 2} There are no environmental justice (minority or low income) populations living within JPP's project area. Although no formal study has been conducted, the NPS has observed that many users of the existing finishing piers for fishing activities include minority populations (primarily African American and Hispanic) of varied ages. By observation, retirement-aged visitors tend to use the piers for fishing during the mid-day while visitors of all ages utilize the piers during other periods.

Neighborhoods, Community Facilities, and Services

The park includes two community gardens, a recycling center, and is in close proximity to the (private) St. Mary's School, located west of Royal Street, and the Yates Gardens neighborhood, located between Fairfax Street and Lee Street. The Yates Gardens neighborhood contains single-family homes and townhouses. The existing access road to JPP is located approximately 300 feet from the closest residence in the Yates Gardens neighborhood. A recycling center is located just north of the WWB (previously located south of the bridge, but relocated during bridge construction). Approximately 80 parking spaces were located under the WWB prior to construction of the new bridge. Since construction on the new WWB, JPP visitors have been using an interim parking area located in the eastern portion of JPP.

Visitor Use and Experience

Prior to the WWB construction, JPP contained passive and active open space, forested areas, recreation trails, and parking areas. The park has forested areas, two large soccer fields, picnic areas with picnic tables, walking and biking trails, two community gardens, fishing areas, and an area previously used as a large ship dock north of the WWB along the Potomac River.

¹ <http://quickfacts.census.gov/qfd/states/51/51510lk.html>

² Minority is defined as "individual(s) who are members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic."

Woodrow Wilson Bridge Project



Total Parking Spaces: 110 (With Special Event Parking: 240)

Visual Screening

Area for Relocated Recycling Center

80-foot Stand-off Distance

Forested Wetlands

Secured Event Parking

Perimeter Barrier

80-foot Stand-off Distance

24 Inch, or larger, DBH (Diameter at Breast Height) Tree Identified in the October 2000 Jones Point Park Forest Stand Delineation.



JONES POINT PARK

Alternative 4A - Preferred Alternative
Multi-use fields north and south of WWB

Potomac Crossing Consultants

For illustrative purposes ONLY.

Jones Point Park Environmental Assessment		
Alternative 4A - Preferred Alternative Multi-use fields north and south of WWB		
June, 2007	Scale As Noted	Figure 9