
C. NPS Responses to City of Alexandria's "List of Conditions" for Alternative 1

The following contains NPS responses to eight conditions requested of Audrey Calhoun, former George Washington Memorial Parkway Superintendent, by City of Alexandria Council members during the City's public hearing on JPP improvements in late October 2005.

1. The NPS needs to mitigate the loss of trees on-site.

The National Park Service (NPS) goal will be to replace the loss of trees over 10 inch DBH by per caliper inch replacement on-site with trees of the same or similar native species.

2. The Council requests that the NPS help mitigate parking loss.

The NPS will not be able to help with mitigating parking loss that may result from the selected alternative in the EA.

3. The Council requests that the NPS lobby the federal TSA to change its mind on security plans for the bridge.

As a federal agency, the NPS is not permitted to conduct lobbying activities. However, the NPS will work with TSA, as needed, to determine validity of security needs in the context of similar bridge improvements.

4. The Council requests that the NPS work with the City to provide noise buffer (trees) for the neighborhood.

The NPS will help to provide a noise buffer of trees for the neighborhood (perhaps from the mitigation in Item 1, above), but this is contingent on archeological findings in this area.

5. The Council requests to review final plans and develop long-range plan for use of the recreational fields.

Field use plans can be developed by the City of Alexandria and presented to the George Washington Memorial Parkway for approval.

6. If the NPS plan for JPP improvements does not show parking capacity for 110 cars then the NPS must come back to the Council before a final decision has been made.

The City of Alexandria will be notified through the draft EA.

7. The Council requests that any parking facility must be "all green" to the extent possible.

The NPS is committed to making any parking areas as "all green" as possible.

8. The project must mitigate access to the river so that public can get there (roadway access or carts to help people carry their goods).

The existing Mt. Vernon Trail, and proposed trails in the park, should serve this purpose.