

	Chesapeake Street Alignment	E. Market Street Alignment
ADA Accessibility	No identified Issues with ADA Accessibility in feasibility study	Trail as identified in the feasibility study would not meet ADA requirements. Would need to be reconfigured which may add additional cost. Users would have to navigate from bridge landing at Wool Factory up a steep incline to access the larger transportation network through Broadway.
Trail Connectivity	Connect to Rivanna Trail at Riverview Park. Facilitates a trail loop across bridge to Old Mills Trail	Connects to Rivanna Trail at Wool Factory. Facilitates a trail loop across bridge to Old Mills Trail, but would require some additional on-road travel to travel from Riverview Park to Wool Factory
Utility Impacts	RWSA wastewater interceptor runs through this area. Project would have to be constructed to avoid existing infrastructure	RWSA infrastructure does not present an obstacle at this location.
Floodplain/Resiliency	Feasibility study estimates that this alignment would be 40' above normal water levels/15' above 100-year floodplain; full analysis would have to be conducted early in the engineering process to determine any potential impacts that would need to be mitigated.	Feasibility study estimates that this alignment would be 25' above normal water levels/1' above 100-year floodplain; full analysis would have to be conducted early in the engineering process to determine any potential impacts that would need to be mitigated; also states that this location is likely to have greater impact on floodway.
Neighborhood Impacts	Existing parking shortage at Riverview Park already adds stress to existing neighborhoods.	Existing concerns about vehicular traffic accessing the Wool Factory site down E. Market Street. Bridge location could compound existing issues; Mitigation measures could be implemented to reduce impacts, but would need to be considered beyond the scope of the bridge project itself.
Park Impacts	Existing parking shortage at Riverview Park could be further compounded; Desire for park to remain in a natural state and not be over-recreated; Would require the removal of some of the existing vegetation and "open" up the park more. Buffering and landscaping could be implemented as part of project to provide some mitigation of potential impacts.	Would not impact Riverview Park directly
Visual Impact	Would be located on a more open stretch of the river. Would have more significant impact on the visual experience of being on the River at this location. Could be a pro or a con.	Located near a bend in the river that would not be as visible along the river corridor. Less visual impact.
Environmental/Water Quality	Streambank restoration project planned near this location, but would not directly interfere. No identified sensitive ecological areas.	Litter maintenance may be more challenging due to a pier located on the "sediment" island that will be more challenging to access. No identified sensitive ecological areas.
Water Safety/Recreational Use of River	Both projects would disrupt recreational use of river during construction; no piers directly in water to present obstacles that would have to be navigated around for recreational water uses.	Both projects would disrupt recreational use of river during construction; no piers directly in water to present obstacles that would have to be navigated around for recreational water uses.
Transit Access	Existing access is already in closer proximity to this landing location; network is more conducive to facilitation transit access near this site in the future.	Existing access is slightly farther away from this existing landing site; narrow street indicates that there is less likelihood that transit could provide future access in close proximity to this landing site.
Parking availability	Parking capacity is an existing issue at this site already; additional parking on the Pantops side of the river could help alleviate parking demand at Riverview Park, as well as improving transit access at the site; mitigation needs to be considered regardless of the location of this project.	10 spaces designated for recreational users; abundant off-peak hour parking available at this site.
Economic development	Bridge does not connect directly to employment centers or retail/service establishments in Woolen Mills.	Bridge connects directly to employment centers and retail/service establishments at the Wool Factory development site.
Network Connectivity	Connects to Chesapeake Street, which has a continuous sidewalk on one side of the road into the downtown Charlottesville area; no designated bike infrastructure.	Would provide connectivity through a public use easement through the Wool Factory development site or up E. Market Street; no dedicated bike/ped infrastructure in the near vicinity.
Project Cost	~\$11.3 million	~\$15.3 million