



FAIRFAX COUNTY PARK AUTHORITY



M E M O R A N D U M

TO: Chairman and Members
Park Authority Board

VIA: Kirk W. Kincannon, Executive Director

FROM: David Bowden, Director
Planning and Development Division

DATE: December 6, 2018

Agenda

**Planning and Development Committee
Wednesday, December 12, 2018 – 6 p.m.**

Boardroom – Herrity Building

Chairman: Ken Quincy

Vice Chair: Michael Thompson

Members: Linwood Gorham, Ronald Kendall, Maggie Godbold; Jim Zook

1. Fairfax County Solar Power Purchase Agreement Services Request for Proposal and Potential RECenter Sites (with presentation) – Information*
2. Northern Virginia Training Center Site Redevelopment - Information*
3. Infrastructure Projects Updates (with presentation) – Information*
4. Blake Lane School Site – School Development – Information*
5. Monthly Contract Activity Report – Information*

*Enclosures



If accommodations and/or alternative formats are needed, please call (703) 324-8563. TTY (703) 803-3354

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December 12, 2018

INFORMATION – (with presentation)

Fairfax County Solar Power Purchase Agreement Services Request for Proposal and Potential RECenter Sites

The Board of Supervisors adopted the Fairfax County Operational Energy Strategy on July 10, 2018. The intended purpose of the Energy Strategy is to ensure energy and resource efficiency are explicitly considered, examined, and executed throughout all county government operations and decision-making. The Energy Strategy promotes cost-effective, energy-efficient, innovative technologies, and an energy conscious culture that encourages strategic decisions with regard to energy consumption. The reduction in energy use will help mitigate escalating energy costs and promote a “greener” future for the county. Energy efficiency, conservation, renewable innovation, and education are key elements of the Energy Strategy because of their potential to reduce overall energy demand, costs, and consumption.

In order to move toward achieving the Energy Strategy goals, a Countywide Request for Proposal (RFP) for Solar Power Purchase Agreement Services is being developed. It is desirable that all county agencies that manage building and parking lot facilities include select facilities in the RFP in order to improve the interest in the solicitation by offerors and thereby gain favorable proposal submittals. Staff will present an overview of the RFP initiative and potential RECenter sites that could be included in the RFP.

ENCLOSED DOCUMENTS:

None

STAFF:

Kirk W. Kincannon, Executive Director
Aimee L. Vosper, Deputy Director/CBD
Sara Baldwin, Deputy Director/COO
David Bowden, Director, Planning & Development Division
Janet Burns, Senior Fiscal Manager, Financial Management Branch
Barbara Nugent, Director, Resource Management Division
Cindy Walsh, Director, Park Services, Division
Todd Brown, Director, Park Operations Division

INFORMATION

Northern Virginia Training Center Site Redevelopment (Braddock District)

On November 20, 2018, the Board of Supervisors approved a Comprehensive Plan Amendment for the former Northern Virginia Training Center (NVTC) and State Police site, located at 9001 Braddock Road (Tax Map Parcels 69-1 ((1)) 34 and 34A) (Attachment 1). Erickson Living, who purchased a portion of the NVTC property from the Commonwealth of Virginia in November 2017, proposes to build a Continuing Care Facility with independent and assisted living components. The subject property is in an area of Fairfax County that is not exempt from Virginia Code 15.2-2303.4 pertaining to certain conditional residential rezoning proffers.

In December 2017, the Braddock District Supervisor's office established a community task force to identify the community's concerns and desires regarding redevelopment of the site to inform the Plan Amendment. After meeting for six months, the task force made a set of recommendations including the language for 4 to 6 acres of recreational use to encompass all-abilities recreation use and inter-generational gathering space. Ultimately, staff's recommendations were generally the same except for the acreage range; these components are reflected in the adopted Comprehensive Plan text.

The Board of Supervisors will be voting on a Zoning Ordinance Amendment to establish a new zoning district, Continuing Care Facility (CCF), on December 4, 2018. Should the CCF Ordinance be approved, the 2016 proffer law that restricts the negotiation of proffers would not apply to a rezoning filed under the CCF district, as the district is considered a non-residential use.

Erickson Living plans to file their rezoning application in early December 2018 under the new CCF designation, and the proposal will include a 20,000 square foot indoor recreational facility. Although the task force and staff's recommendations ultimately did not include the provision of indoor recreational space at this location, such a facility would benefit the Braddock District. Ownership and operation of the facility is in the very early stages of discussion. Park staff is exploring the financial feasibility of this facility, including potential uses and ownership.

Based on Erickson Living's development schedule staff anticipates that Erickson's zoning action will go to Planning Commission public hearing in June 2019. Supervisor Cook's office is hosting two community meetings in December 2018 and February 2019 to allow Erickson Living will to present their development plans to the community. Staff will be in attendance to listen and follow up on any questions. Discussions on the

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construction, ownership, and maintenance of the facility, including any potential county partnerships with the Park Authority, will begin in early January 2019 as staff begins the zoning application evaluation. Staff plans to come back to the Park Authority Board with a status update in February 2019.

ENCLOSED DOCUMENTS:

Attachment 1: Site Location Plan

STAFF:

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CURRENT PLAN AND PROPOSED CHANGE

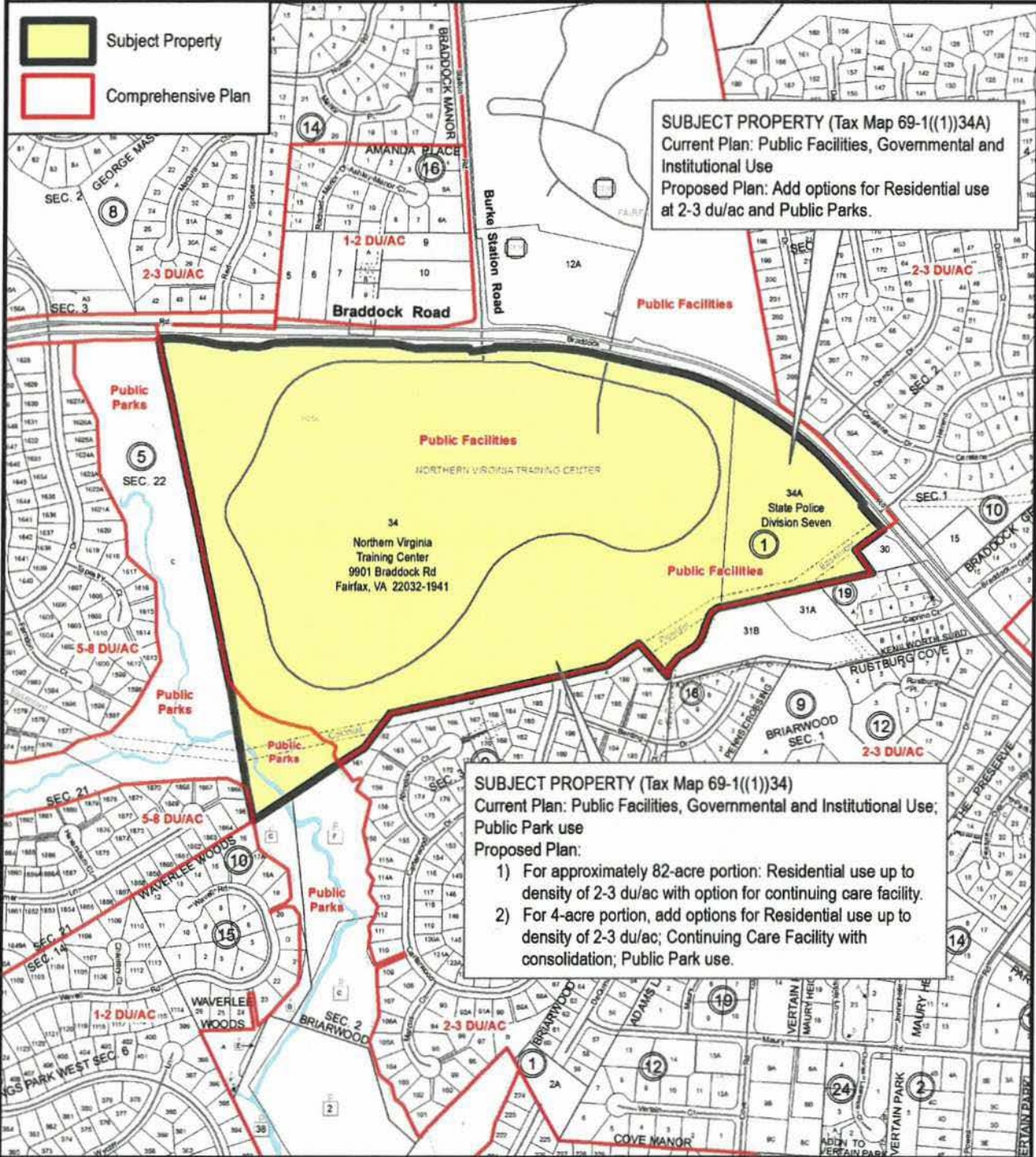
PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

**ITEM:
PA 2017-III-P1**

-  Subject Property
-  Comprehensive Plan

SUBJECT PROPERTY (Tax Map 69-1((1))34A)
 Current Plan: Public Facilities, Governmental and Institutional Use
 Proposed Plan: Add options for Residential use at 2-3 du/ac and Public Parks.

SUBJECT PROPERTY (Tax Map 69-1((1))34)
 Current Plan: Public Facilities, Governmental and Institutional Use; Public Park use
 Proposed Plan:
 1) For approximately 82-acre portion: Residential use up to density of 2-3 du/ac with option for continuing care facility.
 2) For 4-acre portion, add options for Residential use up to density of 2-3 du/ac; Continuing Care Facility with consolidation; Public Park use.



600 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
 PARCEL INFORMATION CURRENT TO AUGUST 2018



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INFORMATION

Infrastructure Projects Affecting Parkland Update

Staff is continuing to monitor ongoing transportation projects that will impact parkland throughout the county (Braddock Road Improvements, Fairfax County Parkway Widening/Shirley Gate Extension, I-495 Express Lanes Expansion, I-66 inside 495, I-66 outside 495, Route 7 Widening, and Route 29 Widening). Staff is also continuing to monitor one stormwater management project (Huntington Levee) and a Dominion Energy electric utility project in Tysons that may have impacts on parkland. Continued engagement with the Park Authority Board includes regular progress updates on the status, benefits, and park impacts of these projects, which are at various stages of planning, design, and construction as follows:

Braddock Road Improvements (Braddock District)

Fairfax County Department of Transportation (FCDOT) is proposing upgrades to improve multimodal traffic flow on Braddock Road between the I-495 and Guinea Road for the following (Attachment 1):

- Improved bus service
- Bicycle and pedestrian access and connections
- Intersection improvements

Design is expected to continue through 2019 with construction projected to start in 2021 and finish by 2024. The current concept plan shows an upgraded intersection at Danbury Forest/Wakefield Chapel, stormwater ponds, shared use trail on both sides of Braddock Road with new access ramps down to the Gerry Connolly Cross County Trail (GCCCT) and an underpass along Accotink Stream Valley that will impact parkland. Park users will benefit from the new shared use trail and up to three new pedestrian overpasses, which will provide new park trail access opportunities including new access ramps to the GCCCT and pedestrian crossings of Braddock Road including a new GCCCT underpass.

FCDOT is showing most of the road and trail improvements occurring within existing right-of-way (ROW). However, the grading may extend beyond the existing ROW, into road frontage along Wakefield, Lake Accotink, Accotink Stream Valley, Canterbury Woods, Howery Field, and Long Branch Steam Valley Parks. While the extent of the grading will ultimately be determined by final engineering of the chosen concept, these parks may experience direct impacts of lost land, vegetation and habitat; increased

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storm water discharge; and wildlife habitat quality impacts along the road frontage. Staff is monitoring the project progress to address potential impacts.

Fairfax County Parkway Popes Head Road Intersection Improvements & Shirley Gate Extension (Braddock and Springfield Districts)

Virginia Department of Transportation (VDOT) and Fairfax County Department of Transportation (FCDOT) have initiated a project to expand the Fairfax County Parkway from Ox Road to Route 29 (Attachment 2). Still in the conceptual phase, this project is intended to reduce traffic congestion on the parkway by increasing throughput with improvements that include:

- An additional lane in each direction
- Upgraded intersections
- Intersection improvements for Popes Head Road
- New entrance to Patriot Park/Shirley Gate Extension
- Non-motorized transportation facilities
- Upgraded shared use path on both sides of the Parkway

Currently, VDOT is showing most improvements occurring within existing ROW. However, the grading and sound wall design has not been considered yet. Additionally, the Shirley Gate Extension is planned to cross the east side of Patriot Park with part of the Popes Head Road interchange occurring in the southeast side of the park. Patriot and Piney Branch Stream Valley Parks will experience direct impacts of lost land, cultural resources, vegetation and habitat; increased storm water discharge; and wildlife habitat quality impacts along the road frontage. The extent of the grading will ultimately be determined by final engineering of the chosen concept. Staff is monitoring the project progress and working with VDOT and FCDOT to address potential impacts. Design is expected to begin in fall 2018 with construction extending from summer 2019 into 2023.

I-495 Express Lanes Expansion (Dranesville District)

Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration, has initiated a study to evaluate an extension of the I-495 Express Lanes for approximately three miles north from the Dulles Toll Road to the George Washington Memorial Parkway. VDOT is currently preparing an Environmental Assessment (EA) to assess and document potential environmental impacts associated with the project. The study area includes approximately three miles along the Capital Beltway between the VA 267 interchange and the George Washington Memorial Parkway (GWMP) interchange (Attachment 3). Improvements would also extend approximately 1,800 feet south along the GWMP and up to the Maryland state line and the American Legion Bridge to tie into the existing medians.

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The preliminary scope of the project is broad and not well defined. It is perceived that the project will require land acquisition for right-of-way purposes, including three parks: Scotts Run Nature Preserve, Timberly Park, and McLean Hamlet Park.

No work is scheduled yet for the I-495 Express Lanes Extension project; however, future coordination will further define the specific project limits, potential impacts to parkland, possible acquisition needs, and required mitigations.

I-66 Inside the Beltway (Providence District)

Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) have two concurrent projects to expand I-66 as a multimodal corridor to improve traffic flow on I-66 (Attachment 4). The I-66 Inside the Beltway Project is based on recommendations from the June 2012 Final Report of the I-66 Multimodal Study, stretches west from the D.C. line to I-495, with a wide range of improvements that include:

- Improved bus and train service
- Bicycle and pedestrian access and connections
- Tolling in both directions during peak periods only, with HOV-3+ vehicles riding for free
- Eastbound lane additions
- Consideration of future widening

Tolling began on December 4, 2017, and work on the eastbound widening is underway with frequent nighttime road closures. Currently, VDOT is showing almost all improvements occurring within existing ROW. However, the grading and sound wall design have not been finalized yet and could result in relocation of a portion of the Northern Virginia Regional Park Authority's (NOVA Parks) Washington & Old Dominion (W&OD) Trail into Idylwood Park adjacent to I-66 and I-495. This could affect trees in Idylwood Park along I-495 that are already impacted by invasive vines, providing an opportunity for invasive removal. In addition, there may be an opportunity to collaborate with NOVA Parks for a VDOT funded project to re-route the W&OD through Idylwood Park, providing a better trail connection within the park and eliminating a steep section of the W&OD. A potential 30-plus foot high sound wall at this intersection may have significant visual and user impacts at Idylwood Park. Staff is monitoring the project progress to address potential impacts (Attachment 5).

I-66 outside the Beltway (Braddock, Providence, Springfield, and Sully Districts)

The second VDOT I-66 expansion project stretches west from I-495 to Haymarket to provide the following improvements (Attachment 6):

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- Three regular lanes in each direction
- Two express lanes in each direction
- High-frequency bus service with predictable travel times
- Enhanced commuter Park and Ride lots
- Direct access between the express lanes and new or expanded commuter lots
- Multi-use trail along I-66

These improvements will provide new travel choices while enhancing transportation safety and travel reliability. To achieve these goals, the project includes widening the roadway; adding a parallel multi-use trail, ramps, and trail connections; rebuilding bridges to accommodate the wider roadway; and upgrading interchanges. Most of the proposed improvements including multi-use trail construction will occur within VDOT's existing ROW and will be funded as part of the overall I-66 multi-modal highway improvement project. The project is considering three trail connections proposed to be built on Random Hills Park, Ellanor C Lawrence Park (ECLP), and Cub Run Stream Valley parks adjacent to I-66 that could be executed by Park Authority staff if requested.

The Fairfax County Board of Supervisors has endorsed the preferred concept and VDOT's contractors have begun work at various points along the route, including at ECLP. Planning for the multiuse trail is still in the scoping phase.

Potential impacts to parkland are summarized by park below:

Random Hills Park Trail Connection to I-66/Route 50 Interchange

The Park Authority has provided the required federal concurrence of minimal impact under the Federal Transportation Act, Section 4(f) for VDOT to utilize approximately 0.1 acres from Random Hills Park for the eastbound I-66 travel lane expansion. The proposed trail crossing of the ramp connecting to the park is very steep and close to several townhomes and may not be feasible. At staff's suggestion, VDOT is considering routing the trail along the ramp and across the park to Random Hills Road. VDOT is also considering a tunnel under the ramp for a pedestrian crossing. Staff will continue to work with transportation officials to design the most feasible trail alignment and minimize impacts to parkland.

Ellanor C. Lawrence Park

Route 28 improvements over the last ten years have replaced numerous traffic signals with grade-separated interchanges between Centreville and Route 7 to improve traffic flow along this limited access highway. The I-66/Route 28 interchange in Centreville, at the Braddock and Walney Roads traffic light near the eastern entrance to Ellanor C. Lawrence Park (ECLP), plus the traffic light at the western entrance (athletic field complex) of ECLP, still create major traffic flow constraints. VDOT's plans include multiple grade-separated flyovers to move traffic to and from I-66 at Route 28. This includes creating an interchange at Braddock/Walney Road over Route 28; removing

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the stoplight and park entrance at the ECLP western park entrance from Route 28; and replacing the western entrance to the ball fields from a reconstructed Poplar Tree Road, which will be extended over Route 28 to Stonecroft Boulevard. Construction has begun on the extension of Poplar Tree Road and the new access road to the athletic fields at ECLP, which is scheduled to be completed with the Walney/Braddock/Route 28 interchange by fall 2020. Staff is working with VDOT to provide upgrades to the athletic field parking lot as ECLP as well. When this phase is completed, the contractor will move on to the I-66/Route 28 interchange.

VDOT designs show that all proposed work will remain within VDOT's ROW (except for the new park access road, which is a benefit to the park). Therefore, the Park Authority has provided the required federal concurrence of minimal impacts under Federal Transportation Act Section 4(f) for the project as currently proposed.

Park Authority staff continues to coordinate with VDOT concerns regarding addressing the extensive pedestrian circulation needs in the area and minimizing any impacts to a large significant Civil War earthwork on VDOT ROW adjacent to the Braddock Road interchange loop and adjacent to a portion of ECLP. Staff has also requested a trail connection across Route 28 on the Braddock/Walney Interchange to provide a vital link in the planned West County Trail (WCT) that is part of the Fairfax County Trails Plan. The Poplar Tree Extension may also provide a missing road crossing and trail section for the WCT. This project is funded by a combination of federal, state, local, and private funds.

Cub Run Stream Valley Park

At Cub Run Stream Valley Park, a potential long trail section is proposed outside of the right-of-way on an existing sewer easement adjacent to Cub Run Stream Valley Park, which will provide another vital link in the WCT. While the sewer main is a suitable trail alignment, no trail easement currently exists on the sewer line that is located on private land between Route 29 and Cub Run Stream Valley Park. Additionally, a steep slope from Route 50 into the stream valley will require some detailed engineering or an alternative route through the existing private commercial property to connect to the stream valley trail.

Route 29 Widening (Springfield & Sully Districts)

Virginia Department of Transportation (VDOT) has initiated a project to widen Route 29 from Union Mill Road to Buckleys Gate Drive (Attachment 7). An additional lane in both directions will be added, going from four lanes to six. The project is intended to alleviate major bottlenecks on Rt. 29 during AM and PM peak hours. The traffic light at the intersection with Stringfellow/Clifton Roads creates queueing issues.

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VDOT is currently in the design phase of the project, which will include public meetings in fall 2018 and a design public hearing in winter 2018/2019. Current VDOT design includes a fee taking of up to two acres on the north side of Rt. 29 and the east side of Stringfellow Road. VDOT is considering purchasing stormwater management credits in lieu of building a stormwater facility or building a stormwater pond that will impact park property. The widening will also require permanent maintenance easements. Portions of the existing Willow Pond Trail that meander through the proposed right-of-way would be removed. The trail would be connected to a new 10' wide shared use path to be installed along Rt. 29. The park's natural resources would be impacted by the project, including temporary and permanent habitat loss should VDOT decide to pursue construction of a stormwater facility on park property.

The Park Authority is working with VDOT on right-of-way acquisition from Willow Pond Park, as well as mitigation and design strategies to reach preliminary concurrence of minimal impact to park and recreation resources, as required for federally funded projects under the Federal Transportation Act Section 4(f).

Route 7 Widening (Dranesville and Hunter Mill District)

VDOT is nearing completion of the planning phase for widening Route 7 from Tysons to Reston Avenue (Attachment 8). The project will add an additional lane in each direction, provide multi-use trails on both sides of the road, upgrade all intersections, and address flooding conditions near Colvin Run Mill. This project will also impact significant wetland and stream resources on parkland requiring restoration and mitigation. Impacts will occur to Colvin Run Mill Historic Site, Difficult Run Stream Valley, the GCCCT, Rails to River Trail (RRT), and Great Falls Nike Park. The design addresses uncontrolled stormwater runoff and flooding issues via the rerouting of Colvin Run and raising the bridge over Difficult Run, with trail rerouting and improvements. Cross agency county staff have coordinated to comprehensively identify potential park impacts and impacts to natural and cultural resources on this project, as well as mitigation opportunities by VDOT.

The Park Authority has negotiated mitigation and design strategies with VDOT to reach preliminary concurrence of minimal impact to park and recreation resources as required for federally funded projects under the Federal Transportation Act Section 4(f). As currently designed, the project will avoid impacts to Colvin Run Mill (CRM), mill head race, the Miller's House, General Store, associated features, or operations at Colvin Run Mill via shifting most of the impacts to the south side of Route 7. VDOT will avoid impacts to playing fields or other facilities at Great Falls Nike Park. Proposed mitigation will include:

- Archaeology conducted on impacted features
- Provision of interpretive signs

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- Realignment of the impacted sections of the Rails to River Trail
- Replacement of the Park Authority's impacted existing trailhead/maintenance entrance and parking with a minimum of three parking spaces along Carpers Farm Way
- Colvin Run Stream relocation with Corps of Engineers specified channel design
- Rehabilitation of any temporary impacts to natural resources
- Utilization of native plants
- Invasive plant management in impacted areas
- Replacement of all impacted park signage and fences
- Head and tail race culverts adequately sized to pass flow volume necessary for all Colvin Run Mill operations (3000 gpm)
- At grade signalized pedestrian crossing at the intersection of Carpers Farm Way and Route 7
- Realignment of GCCCT with suitable connection to Rails to River Trail crossing of Carpers Farm Way and grade-separated GCCCT natural surface trail pedestrian/equestrian crossing of Route 7 under Difficult Run Bridge
- All impacted pedestrian ways reconstructed to ADA standards
- Management of storm water so that there is no increase in flooding potential or degradation on parkland downstream

Staff will continue to participate in the VDOT design process to monitor and address park impacts.

Huntington Levee (Mount Vernon District)

Huntington Park is a 22.5-acre local park, located along the south bank of Cameron Run between Telegraph Road and Route 1. Recurring flooding of the Huntington communities prompted a flood control study by the United States Army Corps of Engineers (USACE) that recommended the construction of a levee parallel to Cameron Run mostly within Huntington Park to protect the Huntington area. Staff participated in the project meetings through the design phase from 2013 to final design approval on August 17, 2016. Construction mobilization began onsite in February 2017 and construction began in March for the levee, which will extend through the center of Huntington Park, including two sluice gates, a pump station with spillway, and an open space retention area that will take up much of the park (Attachment 9).

Impacted park facilities include an unscheduled diamond field, playground, basketball court, trails, and open space that are currently subjected to damage from flooding during major storm events. The overall use of Huntington Park will be substantially converted to a stormwater control facility; however, the large grass open retention area may be used for informal recreation activities when it is dry. Additionally, a major trail

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shown on the County Comprehensive Trails Plan Map along Cameron Run will be built on top of the levee, as well as a trail around the perimeter of the park that will connect to adjoining sidewalks in the neighborhood. Staff continues to work with the Department of Planning and Zoning (DPZ) and applicants proposing developments on both ends of the levee to connect the trail atop the levee with adjoining communities.

To offset the loss of the playground in Huntington Park, the Department of Public Works and Environmental Services (DPWES) replaced the small aging playground at Farrington Park with a modern playground and tot lot structures as well as new benches, picnic tables, and fence. Park staff is working in partnership with DPWES staff to fund the trails in Huntington Park through a combination of project funding and proffer funding specified for trail improvements at Huntington Park. Staff also identified suitable park sites for reforestation to replace approximately ten acres of forest that will be cleared from Huntington Park to construct the levee and associated stormwater facilities. Offsite reforestation of an equal amount of parkland will mitigate the loss at Huntington Park and be funded by DPWES, who will receive stormwater credits. Four of these sites have been planted or are undergoing invasives management by DPWES. Additionally, Park Authority staff is working with DPWES Urban Forest Management and Stormwater Management staff to address the large number of trees that have died due to Emerald Ash Borer in Huntington Park. Under a maintenance agreement between the Park Authority and DPWES, the levee and related facilities encompassing most of the park will be the maintenance responsibility of DPWES. Project is currently in construction with an anticipated completion date in winter 2019.

Electrical Transmission Line Utility Project (Providence)

Dominion Energy has the need for a new 230kV line from the Idylwood Substation to the Tysons Substation in order to meet demand needs projected based on the development activity in Tysons (Attachment 10). Park Authority staff and Park Authority Board representatives participated in a series of stakeholder focus groups held by Dominion that looked at both underground and overhead alignment options. Dominion also submitted a written request to the Park Authority requesting additional information on several of the proposed routes and their impacts on park property. As a result of Dominion's analysis on the proposed routes and feedback from stakeholders, Underground Option 5 was identified as the preferred route and was submitted to the SCC for review. In April 2018, Park Authority staff was asked by the County Attorney's Office to conduct a review of the alignments that Dominion did not ask for specific feedback on in their written request, which includes Underground Option 1, Underground Option 4, Underground Option 5, Underground Option 6, and Underground Option 7 and provide the response in a letter to the SCC. Of these options, Underground Option 6 would have the most impact and would not likely be supported by the Park Authority as it has major impacts on the Park at Tysons II.

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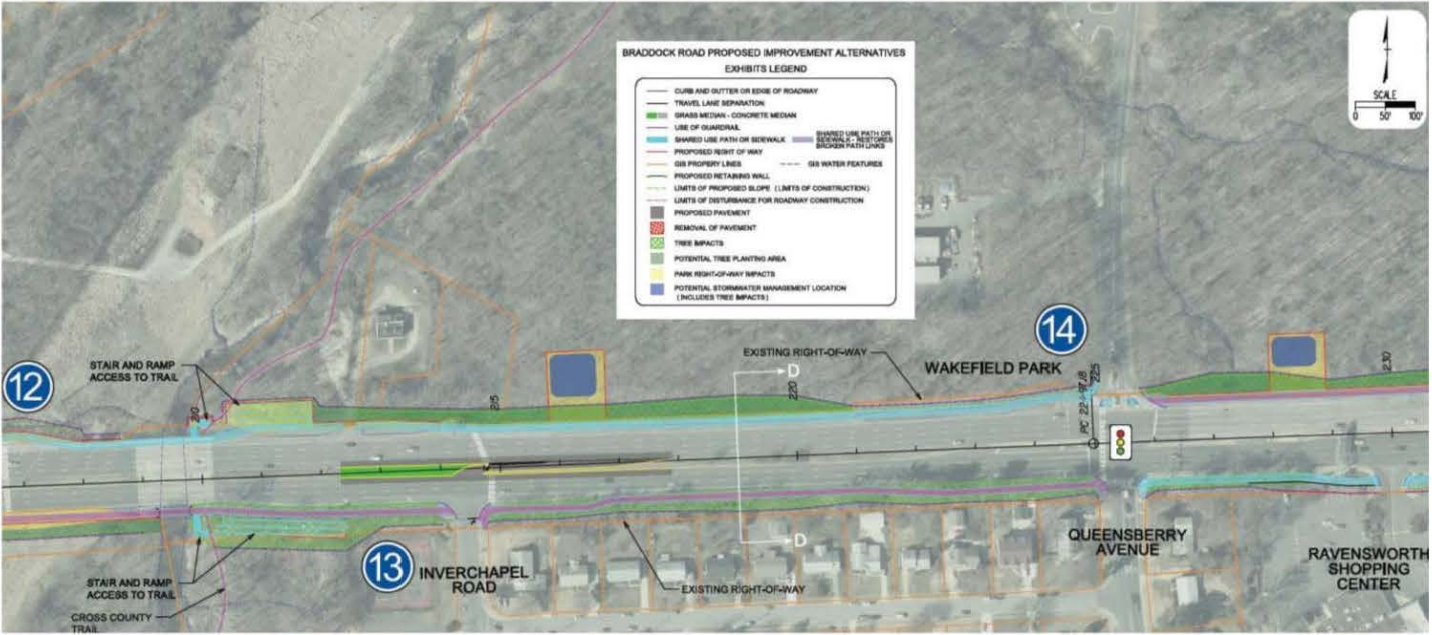
Underground Option 5, the preferred option, would have minimal impact on Fairfax County Park Authority property; the potential impacts are at the southwest corner of Idylwood Park, adjacent to the W&OD Trail. Underground Option 5 would be collocated with various existing transmission lines and road right-of-way for the entirety of the route's 4.3 miles. Within the first mile, the route is co-located with the NOVA Parks' W&OD Trail. The W&OD right-of-way abuts Idylwood Park in this location and there may be minor impacts to trees in the park that are located along the shared boundary. No cultural resource issues have been identified with this park, as the land area has been previously disturbed. It is anticipated that the SCC will make a decision by January 2019, with easement acquisition beginning in early to mid-2019. Construction is anticipated to start at the end of 2019 with the in-serve date for the project anticipated to be no later than June 2022. Park Authority staff continues communication with Dominion regarding the project status, impacts to Idylwood Park, and any changes to the route alignment that may impact other parkland.

ENCLOSED DOCUMENTS:

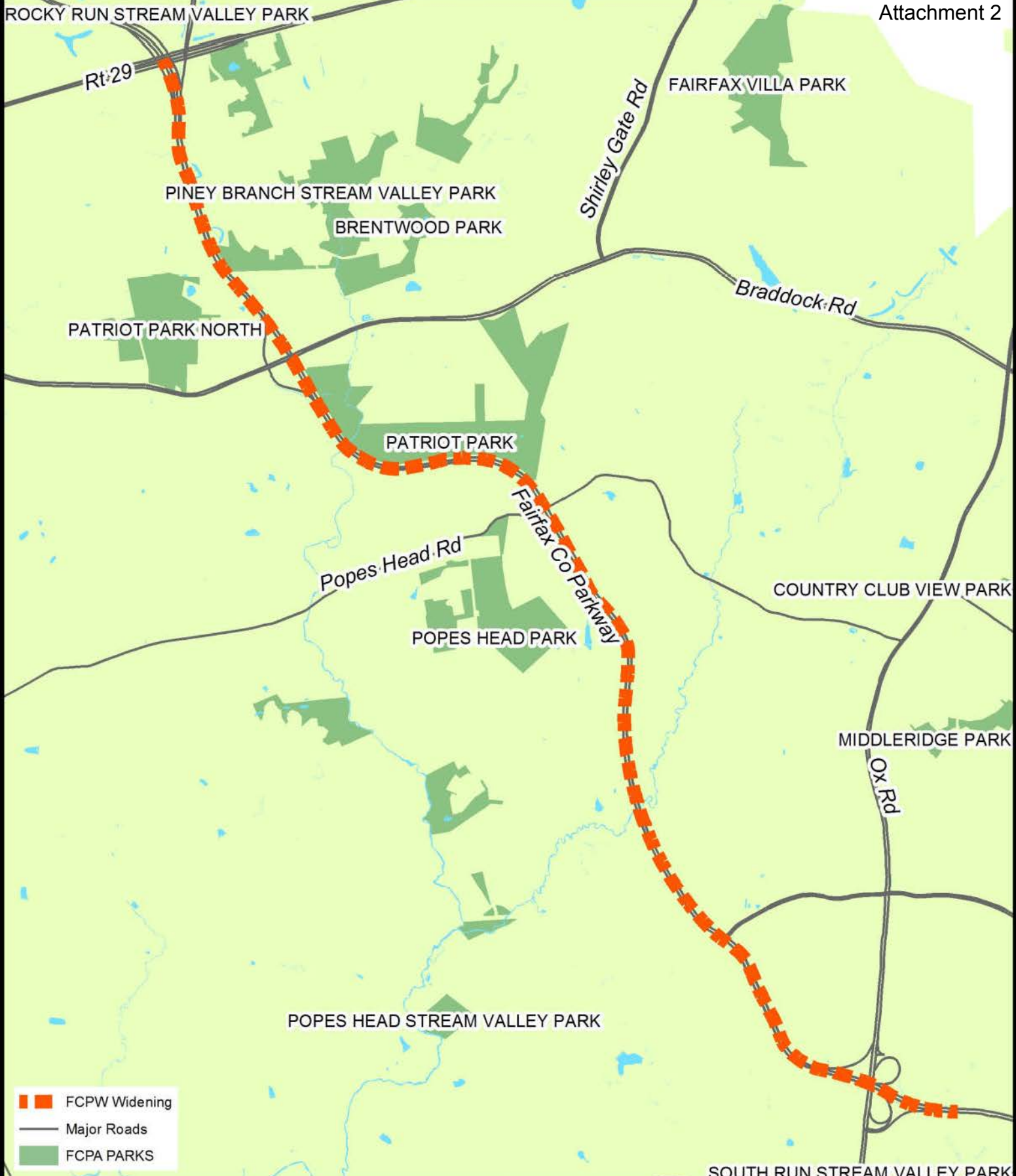
Attachment 1: Braddock Road Improvements
Attachment 2: Fairfax County Parkway Widening & Shirley Gate Extension
Attachment 3: I-495 Express Lanes Expansion
Attachment 4: I-66 Project Areas
Attachment 5: I-66 Inside/I-495 Interchange Project Area Map
Attachment 6: I-66 Outside I-495 Project Maps
Attachment 7: Route 29 Widening
Attachment 8: Route 7 Widening Project Maps
Attachment 9: Huntington Levee Map
Attachment 10: Electrical Transmission Line Utility Project




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Andy Galusha, Park Planner, Park Planning Branch







-  FCPW Widening
-  Major Roads
-  FCPA PARKS



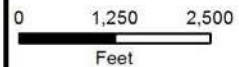
**FAIRFAX COUNTY
PARK AUTHORITY**

12055 Government
Center Parkway, Suite 406
Fairfax, VA 22035-1118

PROJECT AREA

FAIRFAX COUNTY PARKWAY WIDENING

FAIRFAX CO VA

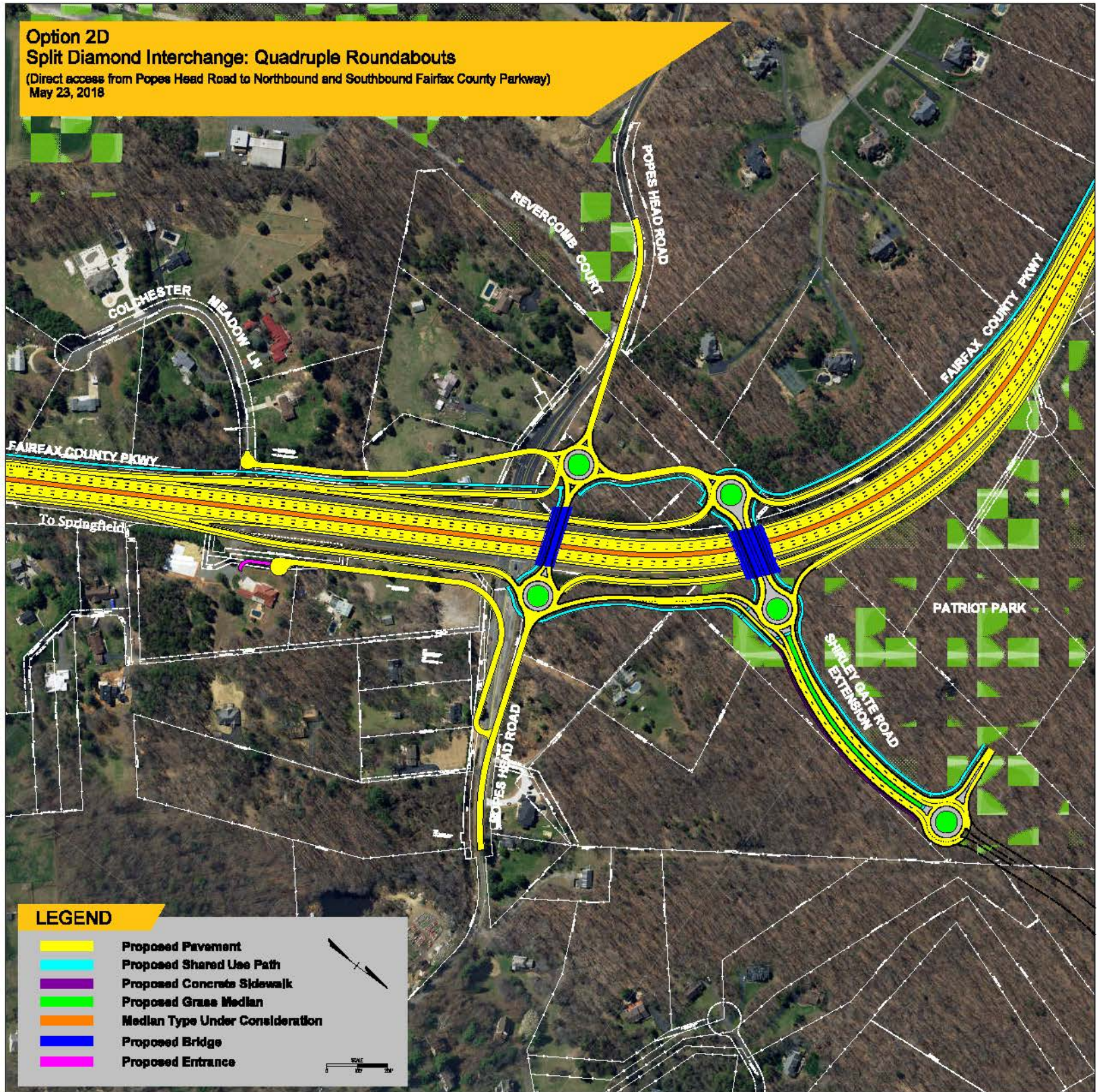


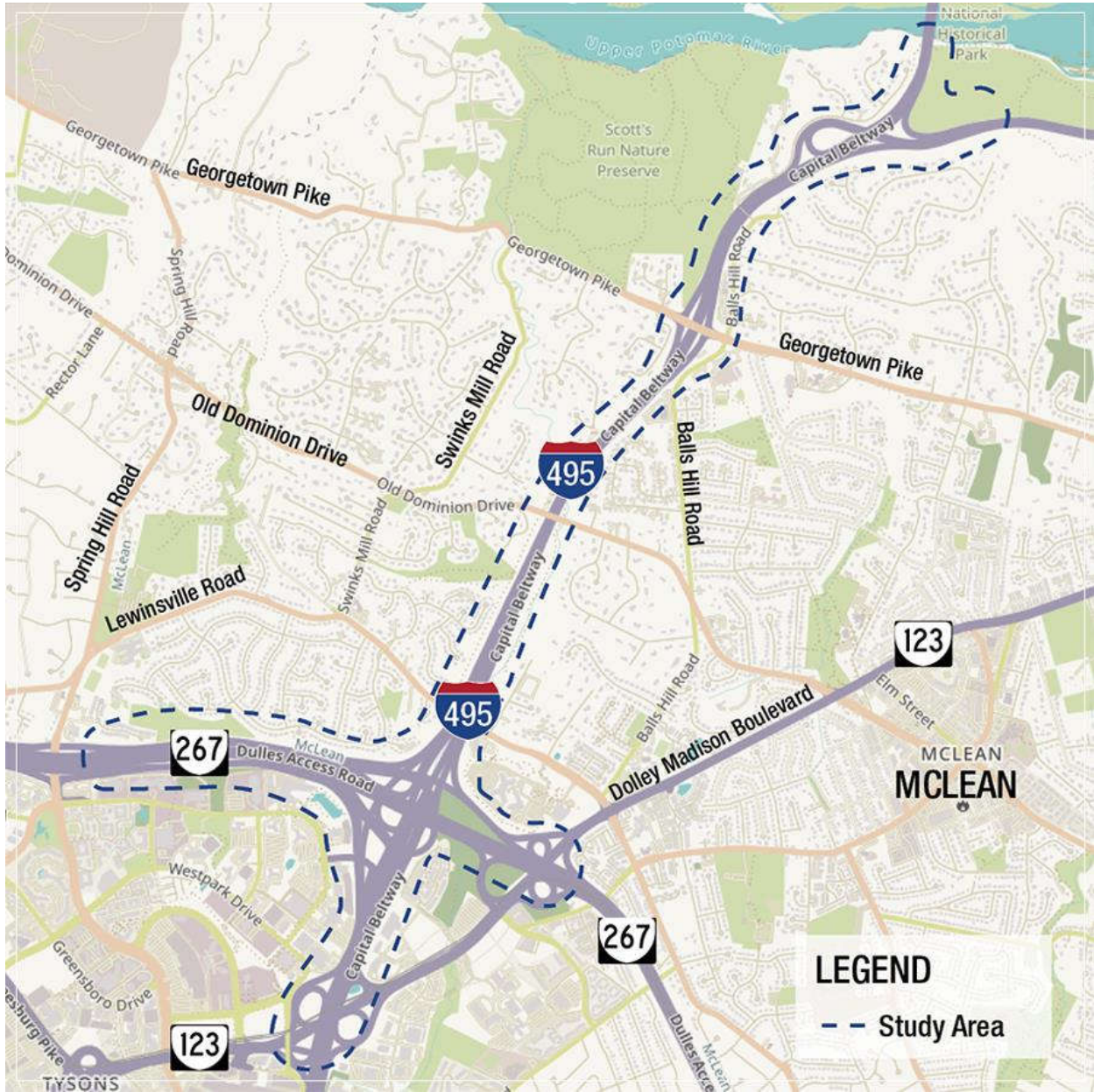
2018 August 20

Option 2D

Split Diamond Interchange: Quadruple Roundabouts

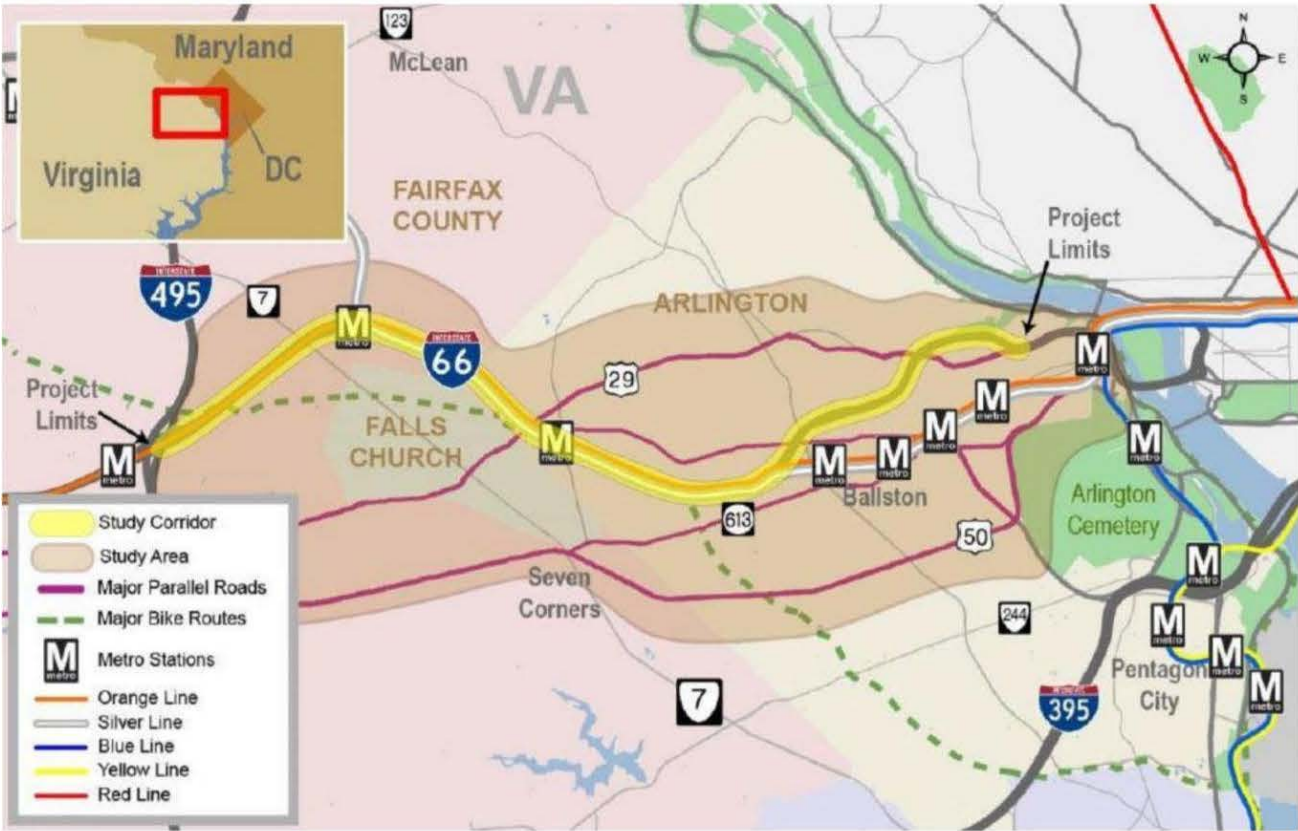
(Direct access from Popes Head Road to Northbound and Southbound Fairfax County Parkway)
May 23, 2018



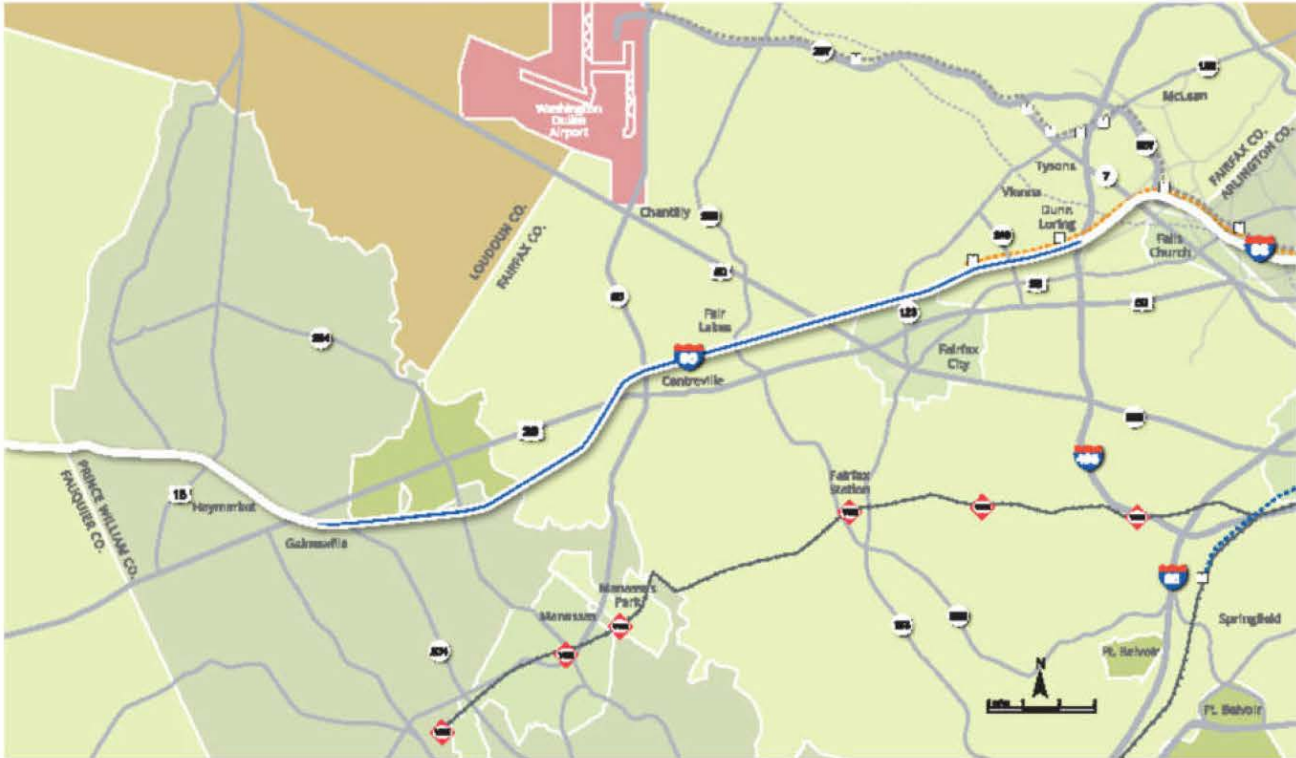


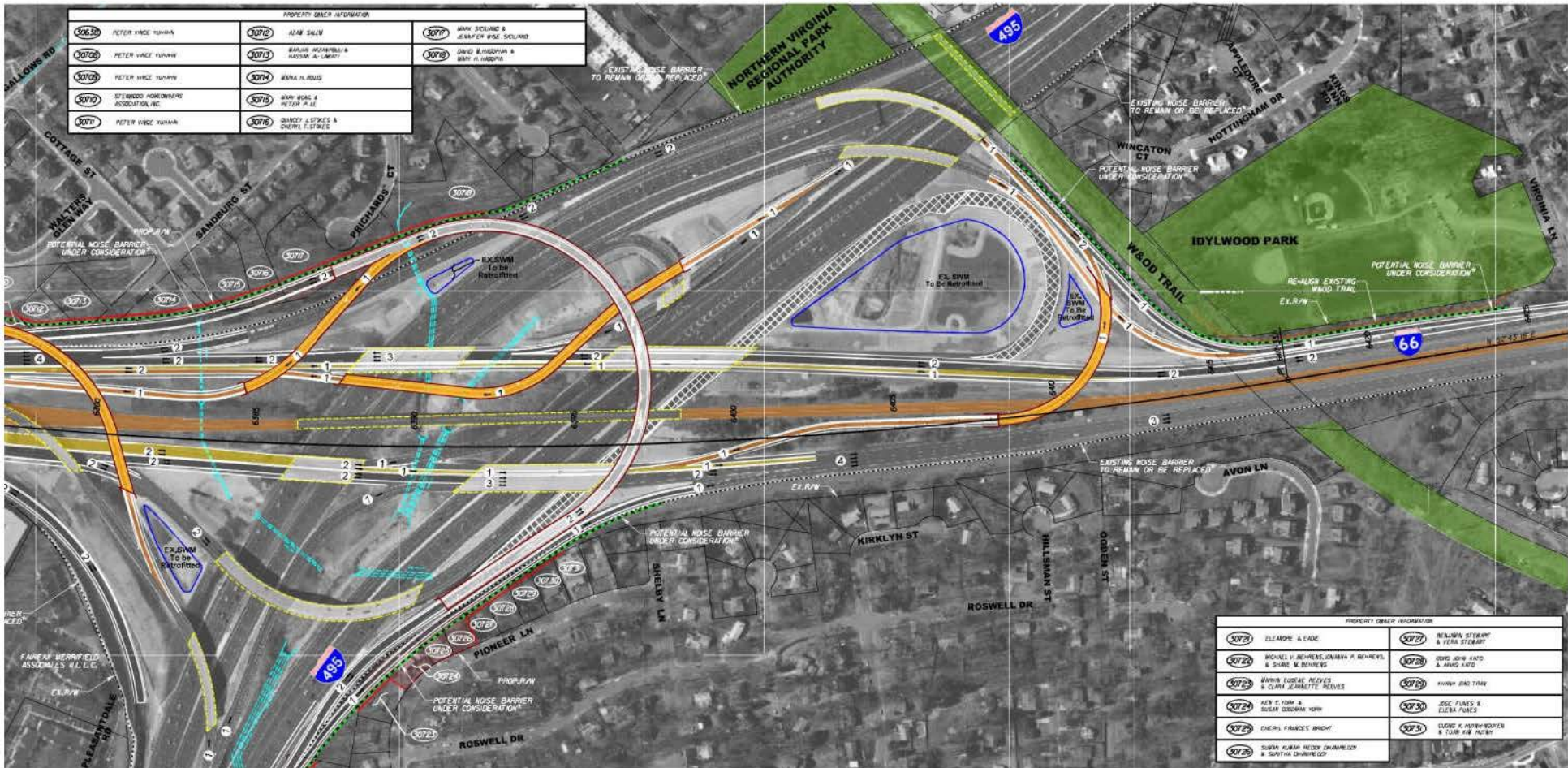
I-495 Express Lanes Northern Extension

Project Area I-66 Inside the Beltway



I-66 Outside the Beltway Project Area: I-495 to Gainesville (University Boulevard)





FORMATION ONLY (MAY 12, 2015)
 (Y 19, 2015)

ALTERNATIVE 2B
 SHEET 7 OF 7

Project Location

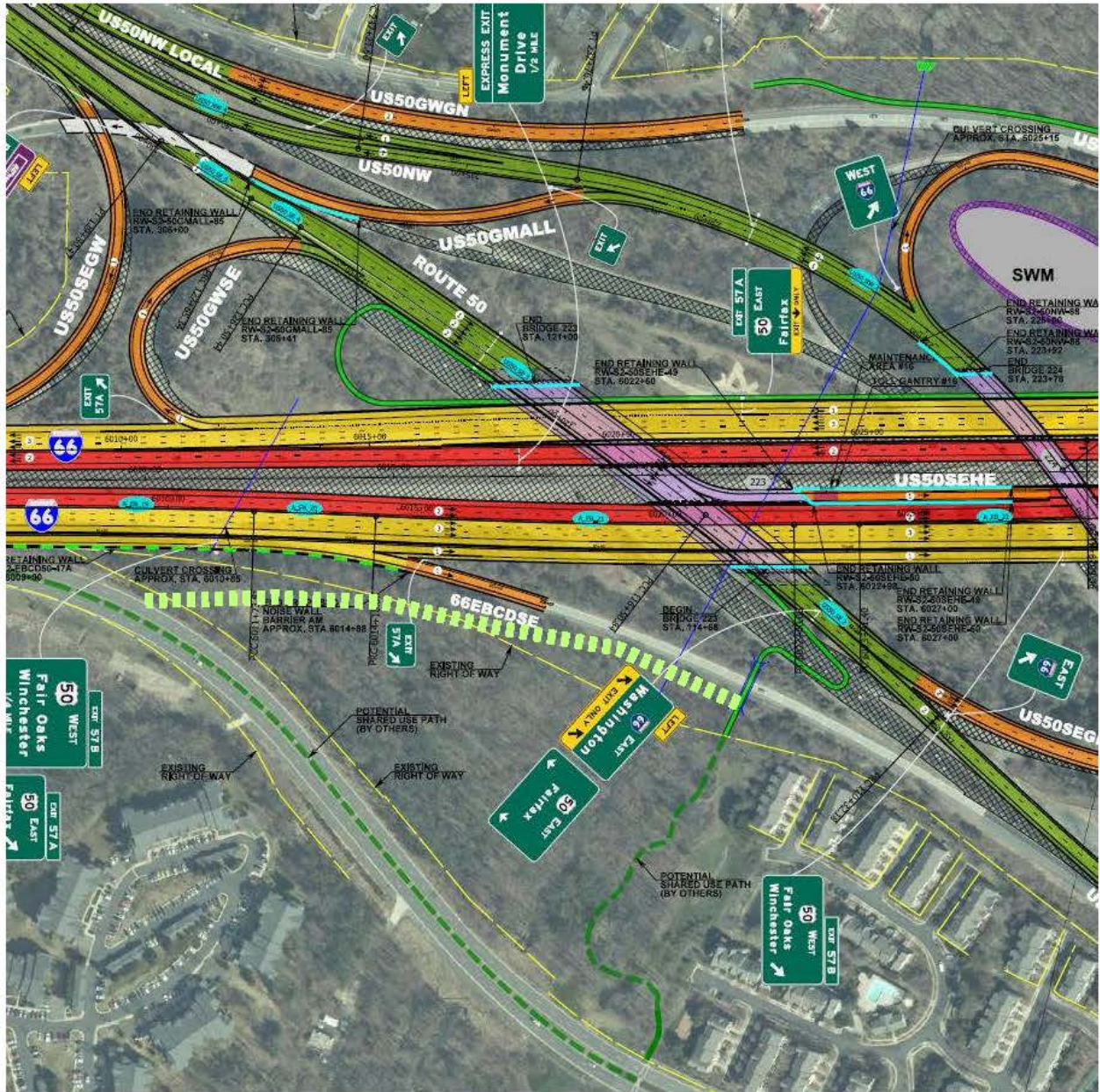
North Arrow & Scale

Multimodal Solutions 495 to Haymarket

I-66 CORRIDOR IMPROVEMENTS

SEGMENT 3 - PRELIMINARY ALTERNATIVE

I-66 Outside - Random Hills Park



I-66 Outside - Ellanor C. Lawrence Park - I66/Rt 28/Braddock/Walney Interchange

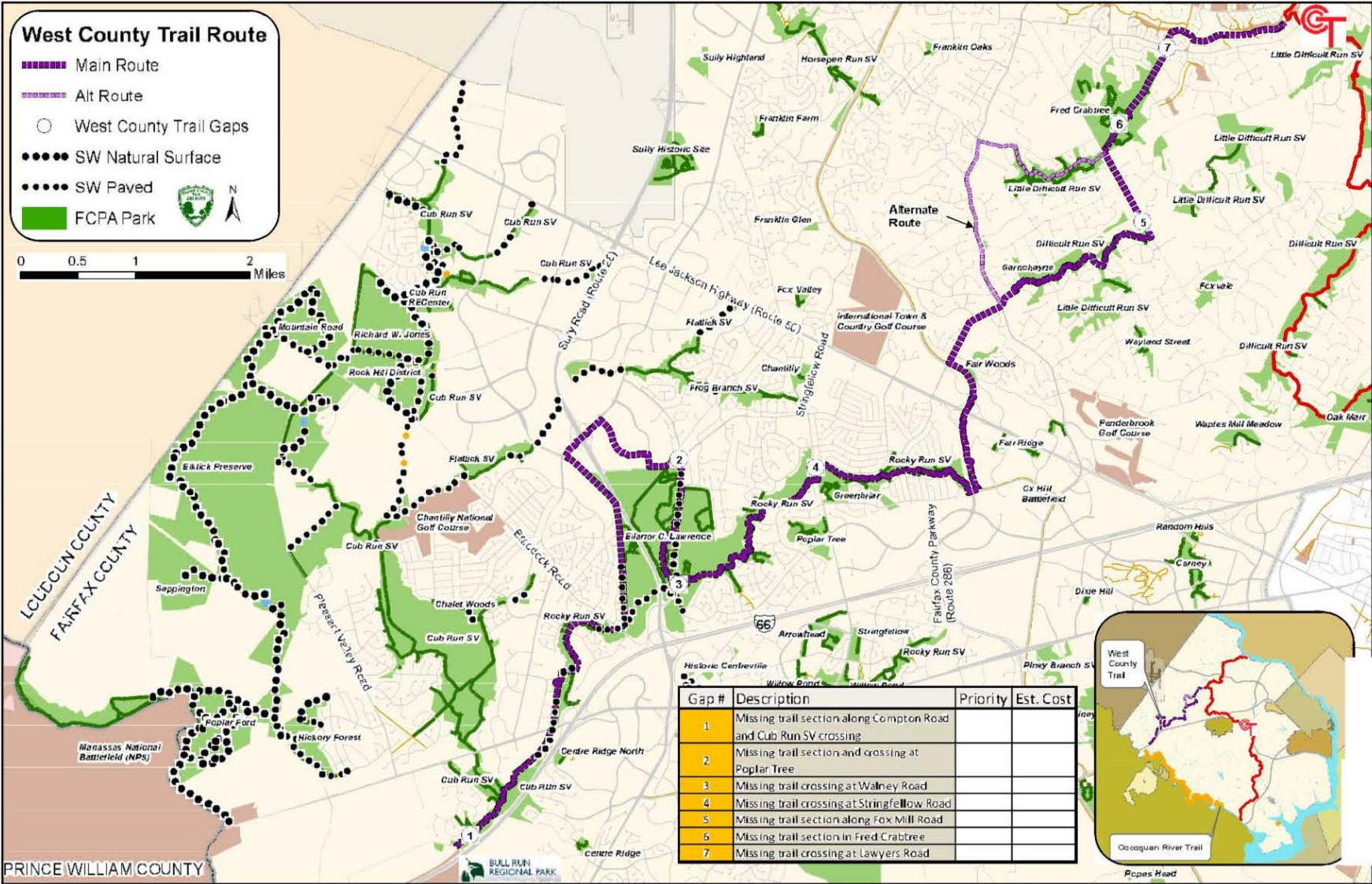


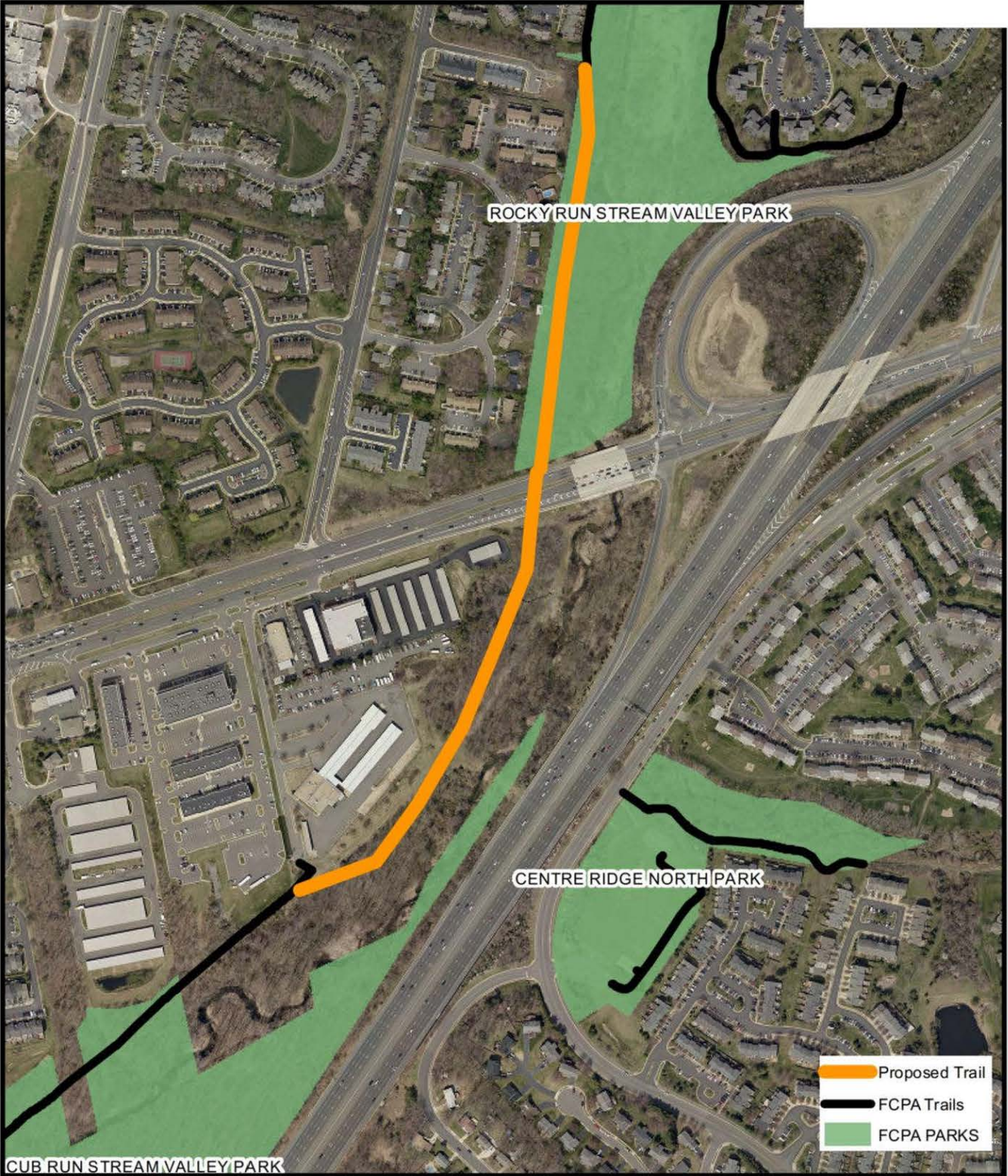
I-66 Outside - Ellanor C. Lawrence Park - Poplar Tree Extention, New Access Road



I-66 Outside - Ellanor C. Lawrence Park - New Access Road Continued








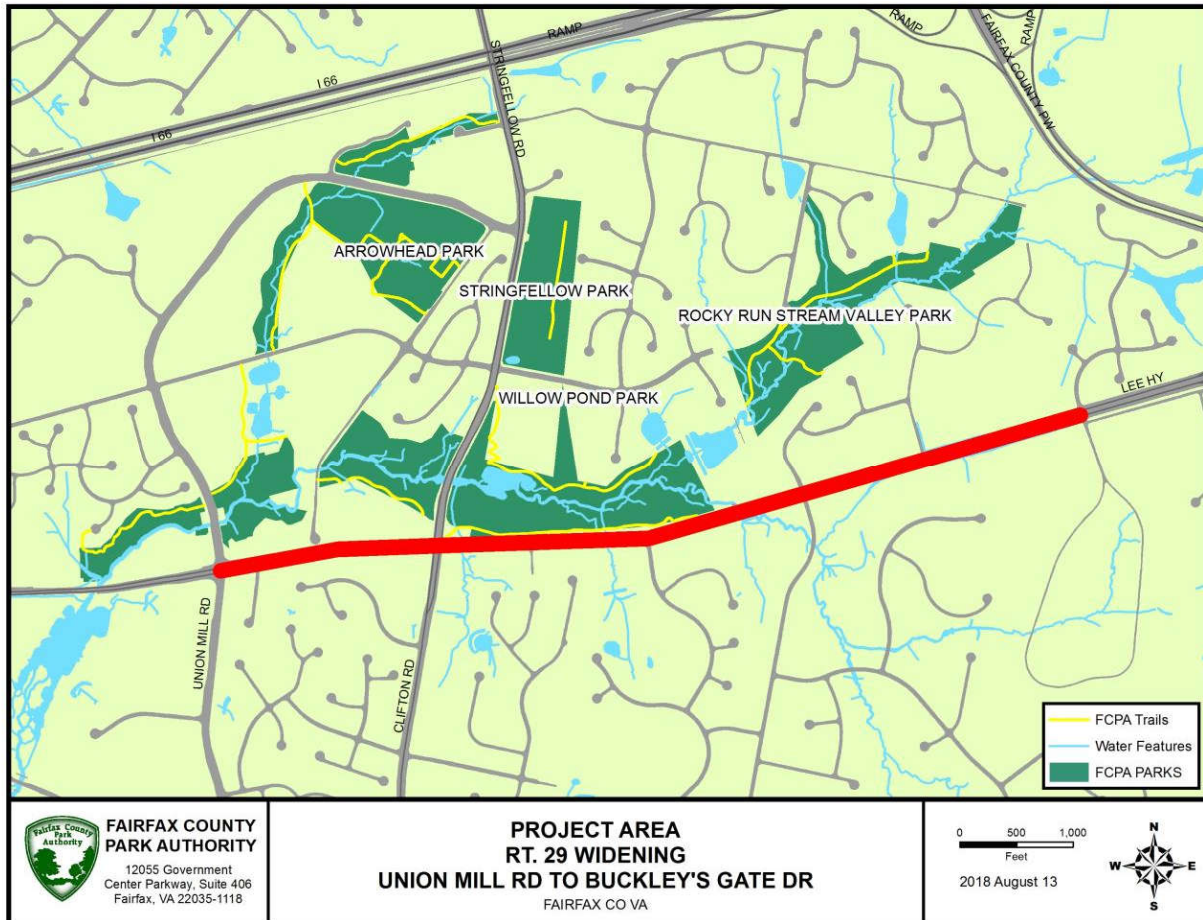

**FAIRFAX COUNTY
PARK AUTHORITY**
12055 Government
Center Parkway, Suite 406
Fairfax, VA 22035-1118

WEST COUNTY TRAIL
I-66 WIDENING
FAIRFAX CO VA

0 200 400
Feet

DRAFT
1 October 2015





Preliminary Design Showing 2:1 Slopes & Permanent Easements

Notes Regarding the BMP Pond on Parcel 0053 10 D:

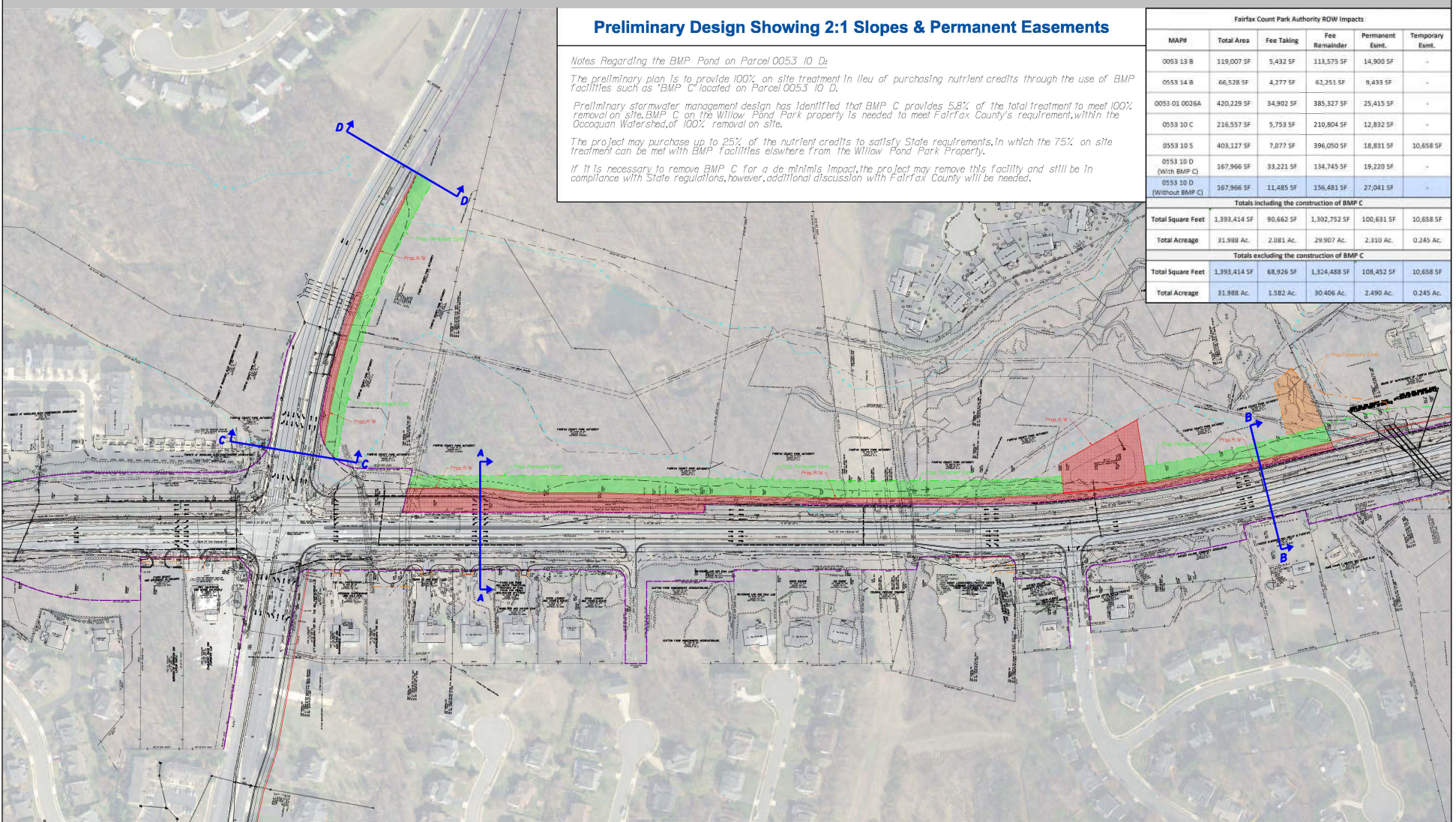
The preliminary plan is to provide 100% on site treatment in lieu of purchasing nutrient credits through the use of BMP facilities such as "BMP C" located on Parcel 0053 10 D.

Preliminary stormwater management design has identified that BMP C provides 5.8% of the total treatment to meet 100% removal on site. BMP C on the Willow Pond Park property is needed to meet Fairfax County's requirement, within the Occoquan Watershed, of 100% removal on site.

The project may purchase up to 25% of the nutrient credits to satisfy State requirements, in which the 75% on site treatment can be met with BMP facilities elsewhere from the Willow Pond Park Property.

If it is necessary to remove BMP C for a de minimis impact, the project may remove this facility and still be in compliance with State regulations, however, additional discussion with Fairfax County will be needed.

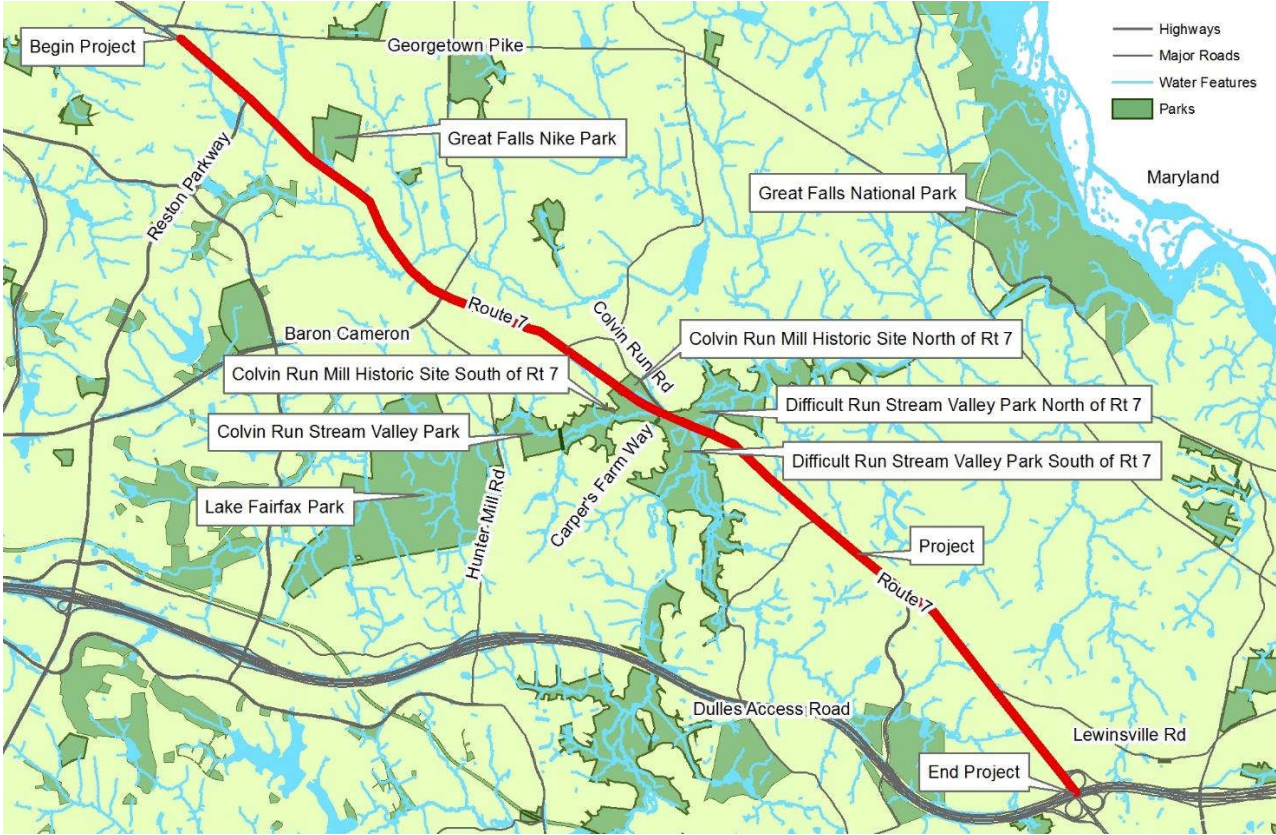
Fairfax County Park Authority ROW Impacts					
MAPI	Total Area	Fee Taking	Fee Remainder	Permanent Emnt.	Temporary Emnt.
0053 13 B	119,007 SF	5,432 SF	113,575 SF	14,900 SF	-
0053 14 B	66,528 SF	4,277 SF	62,251 SF	9,433 SF	-
0053 01 0026A	420,239 SF	34,902 SF	385,327 SF	25,415 SF	-
0053 10 C	216,557 SF	5,753 SF	210,804 SF	12,832 SF	-
0053 10 S	403,127 SF	7,077 SF	396,050 SF	18,831 SF	10,658 SF
0053 10 D (With BMP C)	167,966 SF	33,221 SF	134,745 SF	19,220 SF	-
0053 10 D (Without BMP C)	167,966 SF	11,485 SF	156,481 SF	27,041 SF	-
Totals including the construction of BMP C					
Total Square Feet	1,393,414 SF	90,662 SF	1,302,752 SF	100,631 SF	10,658 SF
Total Acreage	31.988 Ac.	2.081 Ac.	29.907 Ac.	2.310 Ac.	0.245 Ac.
Totals excluding the construction of BMP C					
Total Square Feet	1,393,414 SF	68,926 SF	1,324,488 SF	108,452 SF	10,658 SF
Total Acreage	31.988 Ac.	1.582 Ac.	30.406 Ac.	2.490 Ac.	0.245 Ac.

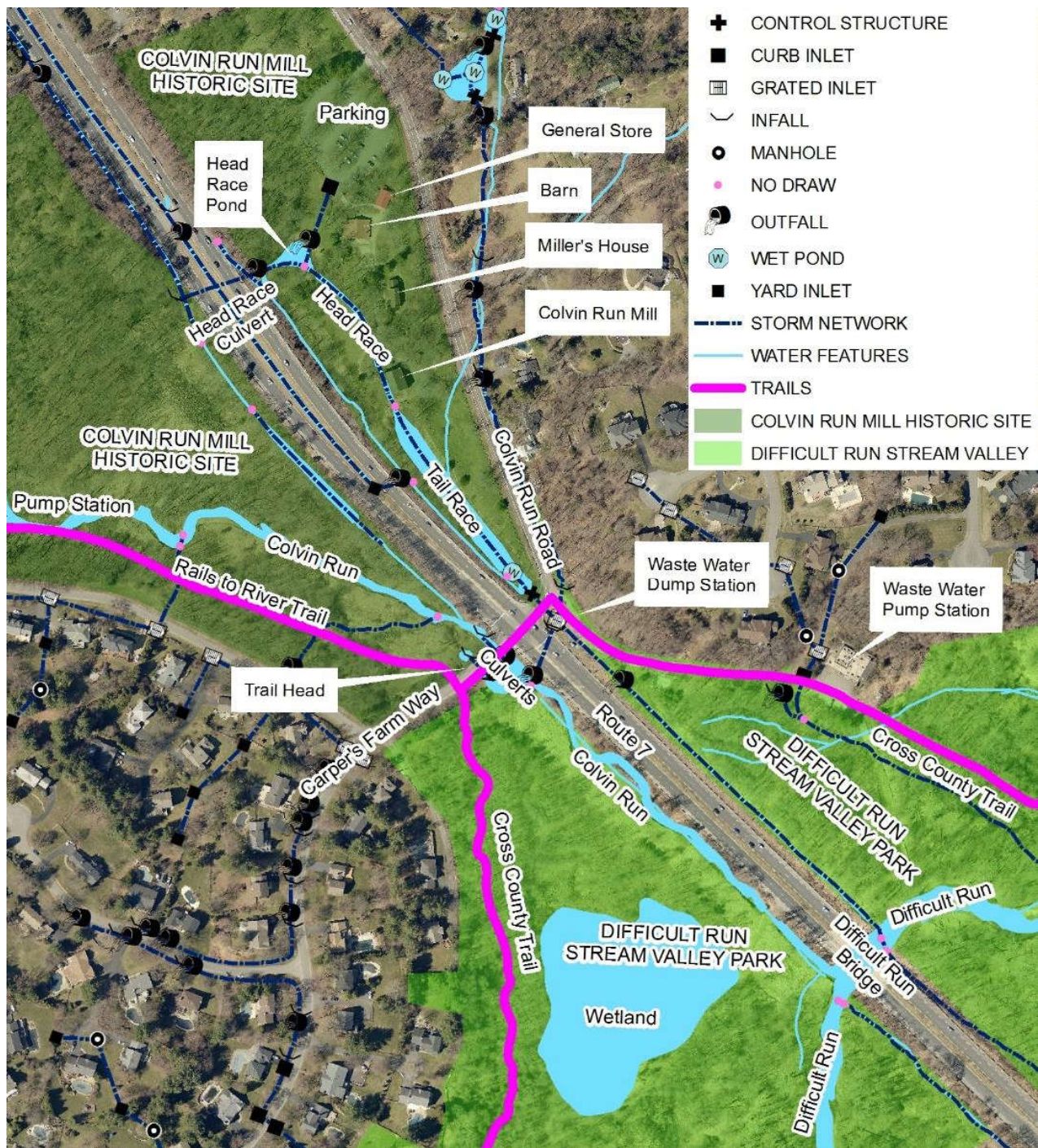


Design Team

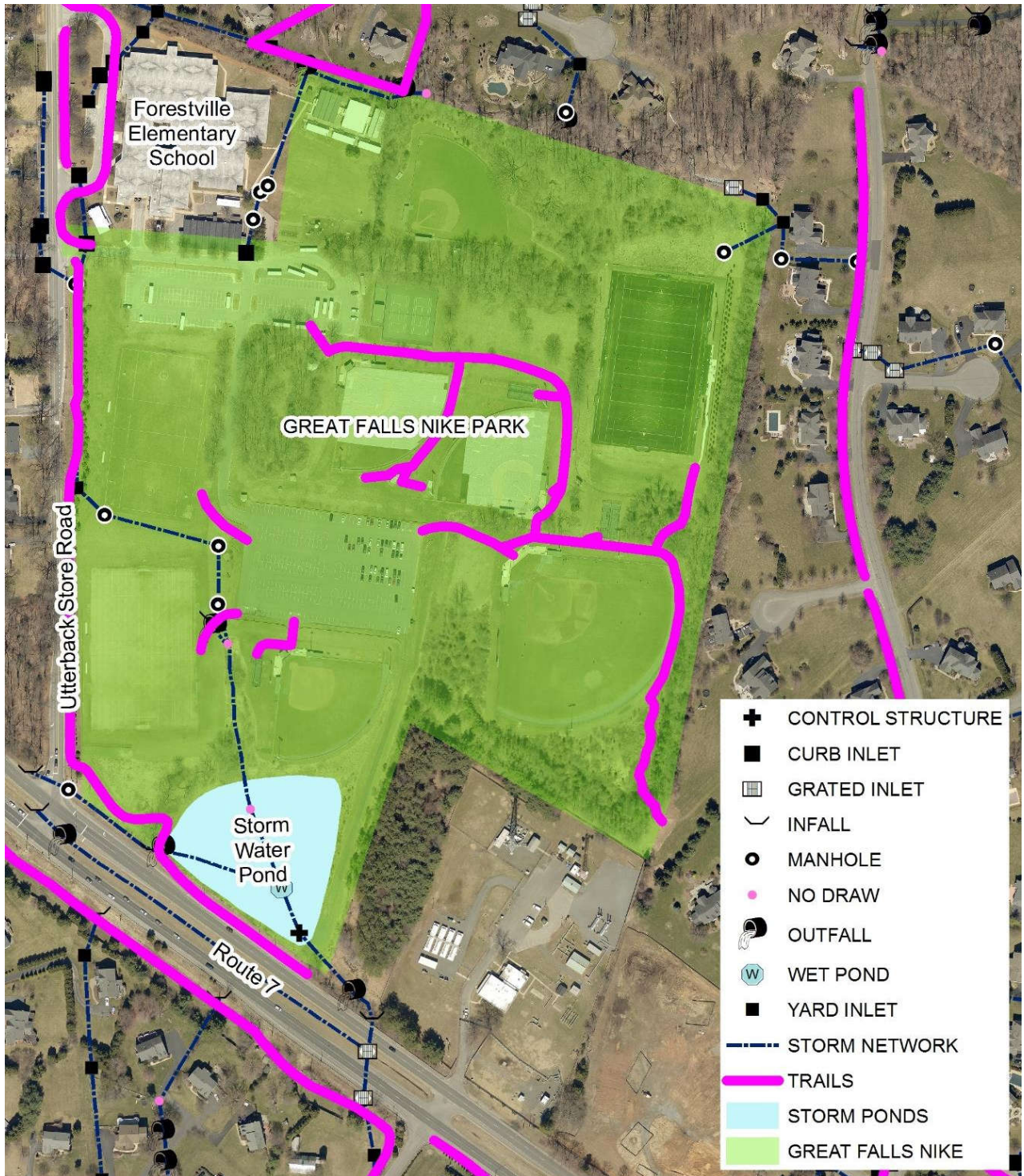
RINKER DESIGN ASSOCIATES

VDOT Route 7 Widening Project





Colvin Run Mill Historic Site & Difficult Run Stream Valley at Route 7 Map

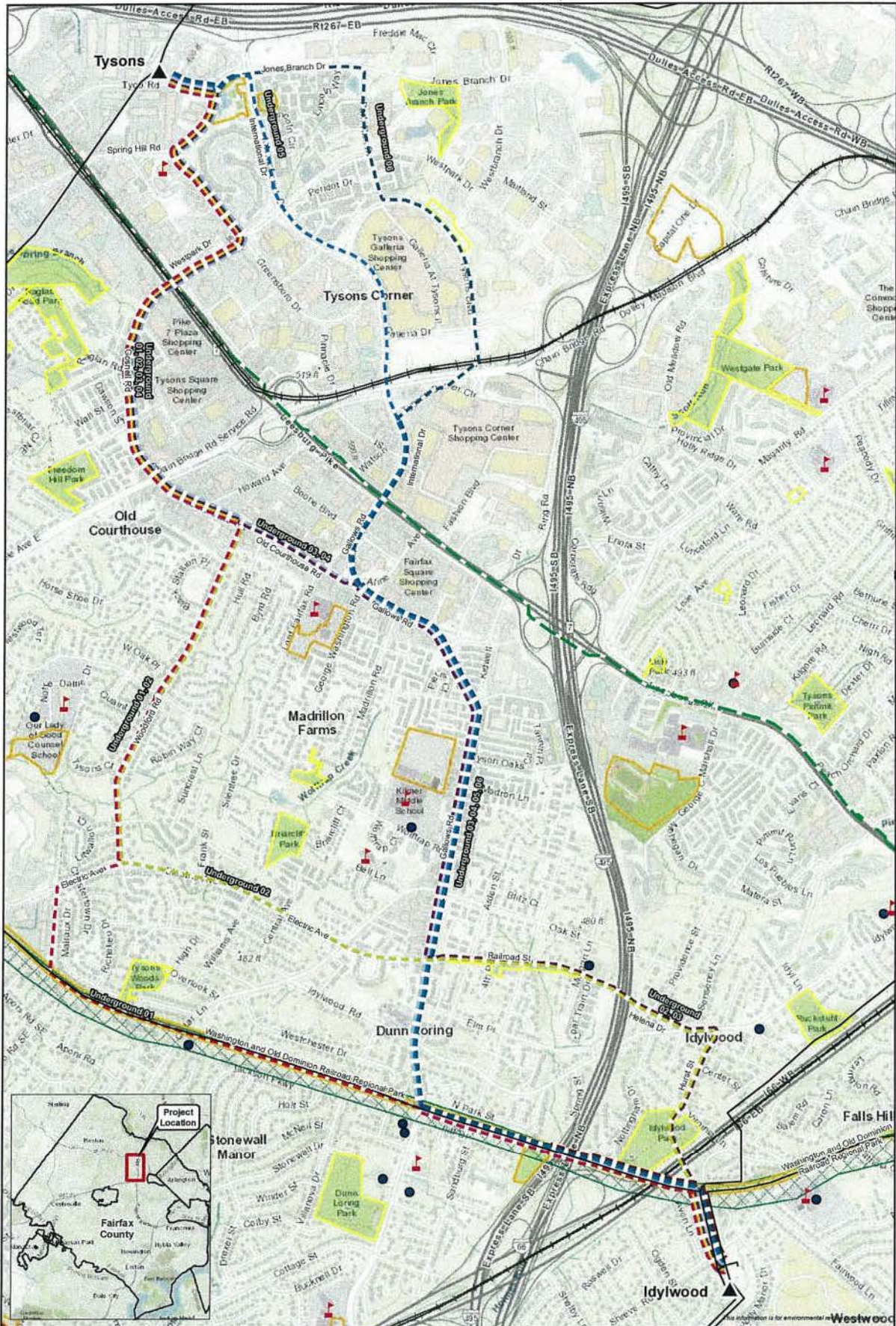


Great Falls Nike Park Map

Huntington Levee – Project Update

Huntington Levee Project Overview



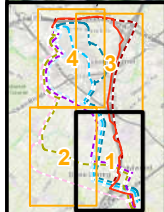
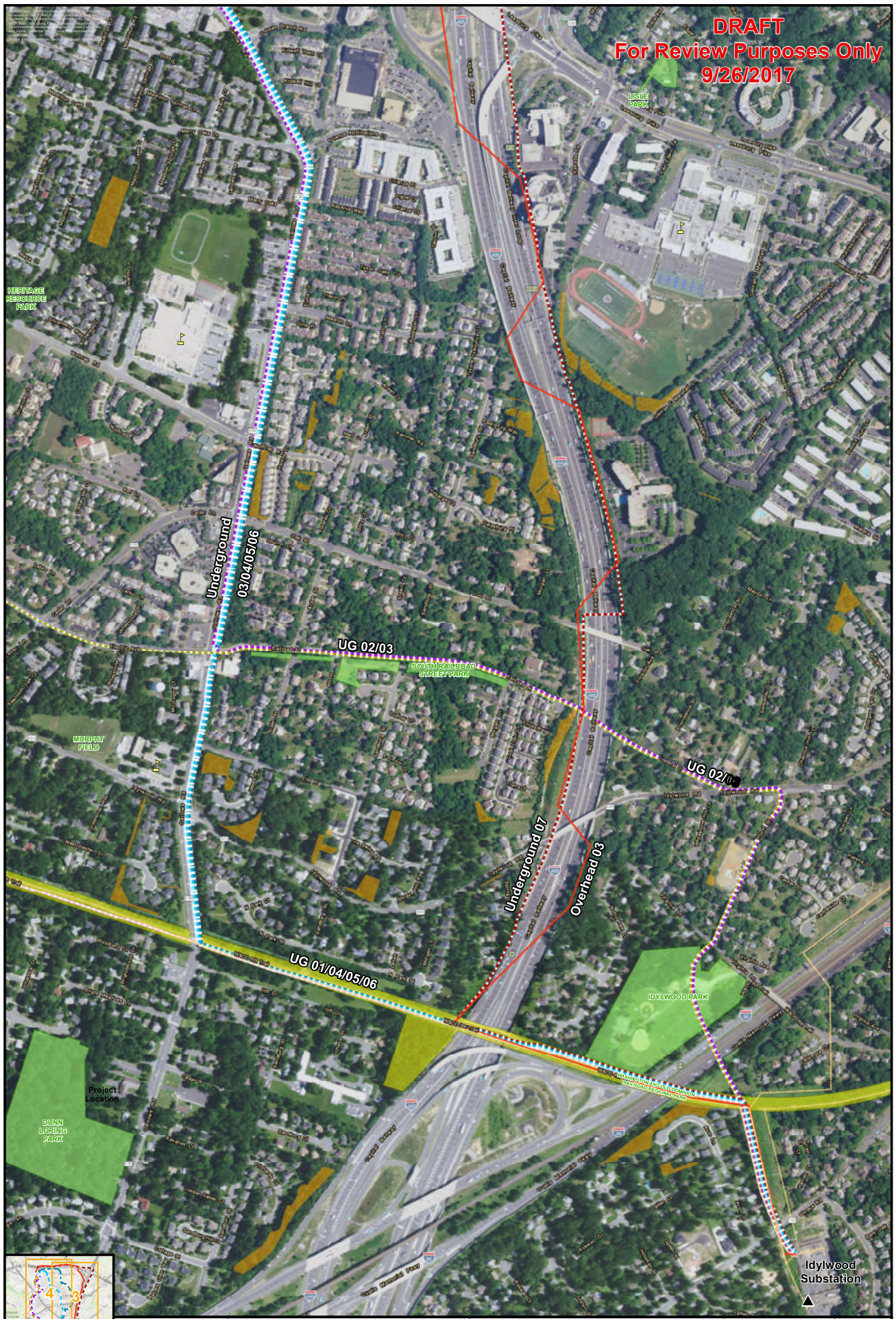


- Proposed Route (Underground 05)
- Underground Alternative 01
- Underground Alternative 02
- Underground Alternative 03
- Underground Alternative 04
- Underground Alternative 06
- ▲ Existing Substation
- Existing Dominion Transmission Line
- Railroad
- Natural Gas Pipeline
- Architectural Resource
- Fairfax County Park
- Recreation Area
- + School
- Church



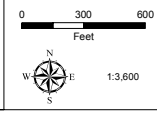
Attachment II.A.2
Idylwood to Tysons Project
Fairfax County, Virginia





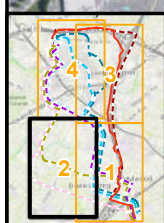
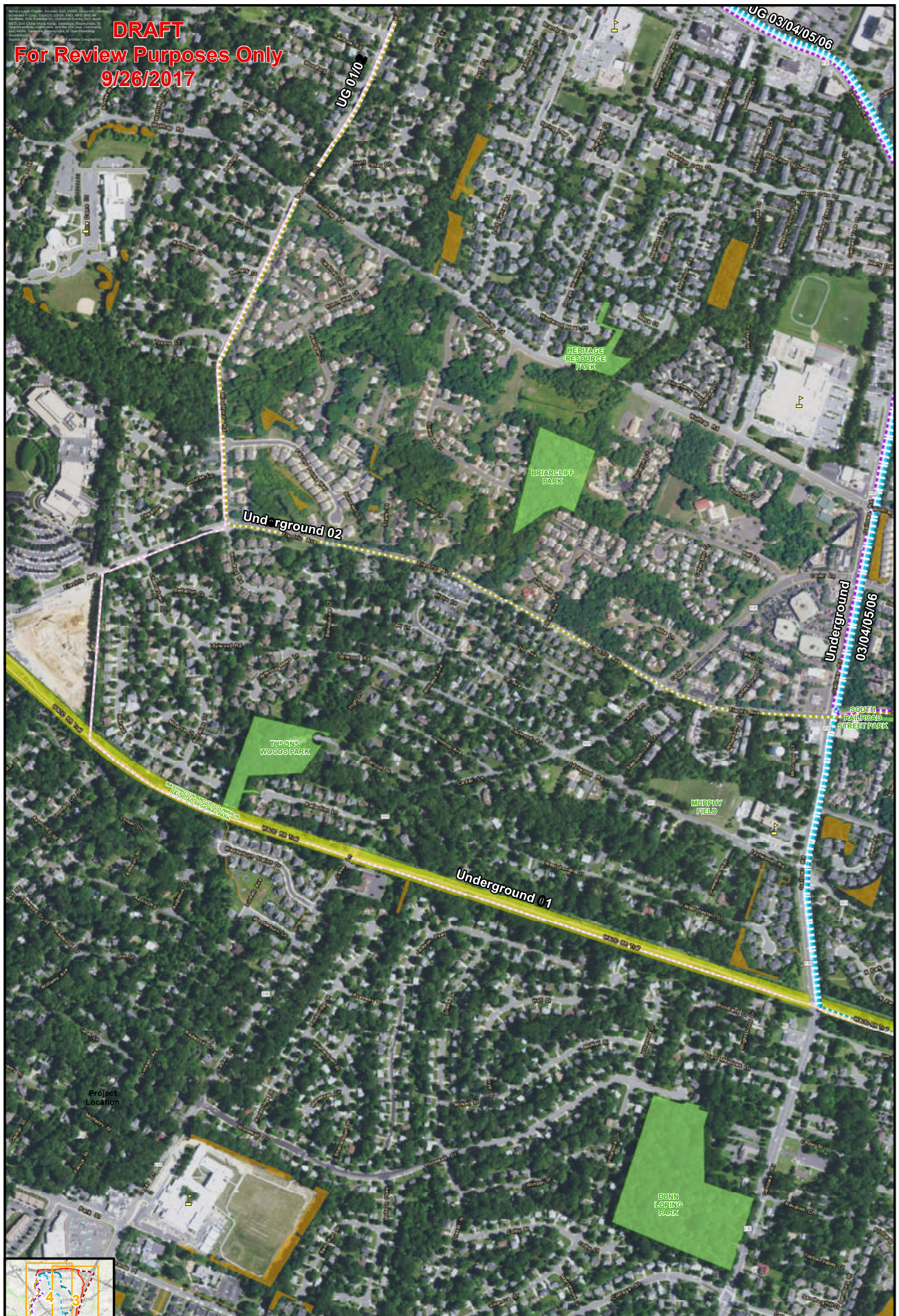
Detailed Route Overview Map Set
Idylwood to Tysons Project
 Fairfax County, Virginia
 Page 1 of 4

- ▲ Existing Substation
- ▲ School
- Underground 01
- Underground 02
- Existing Dominion Transmission Line
- Underground 03
- Underground 04
- Underground 05
- Underground 06
- Underground 07
- Overhead 03
- Fairfax County Conservation Easement
- Fairfax County Park
- Washington and Old Dominion Railroad Regional Park



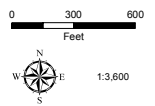
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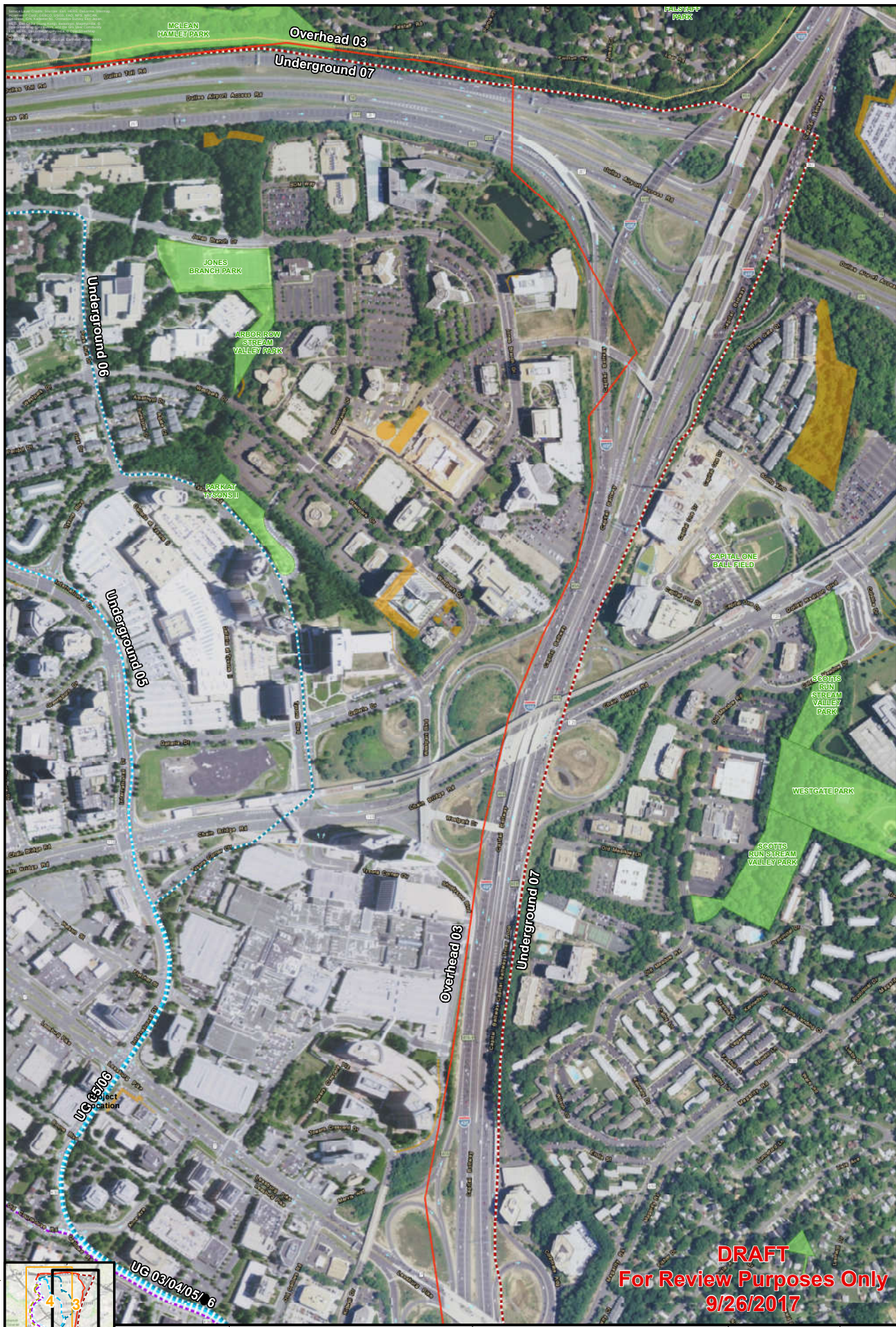
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For Review Purposes Only
9/26/2017



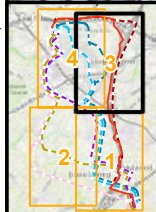
Detailed Route Overview Map Set
Idylwood to Tysons Project
Fairfax County, Virginia
Page 2 of 4

- ▲ Existing Substation
- Existing Dominion Transmission Line
- ▲ School
- Underground 01
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- Underground 04
- Underground 05
- Underground 06
- Underground 07
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- Fairfax County Conservation Easement
- Fairfax County Park
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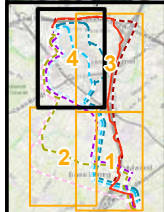
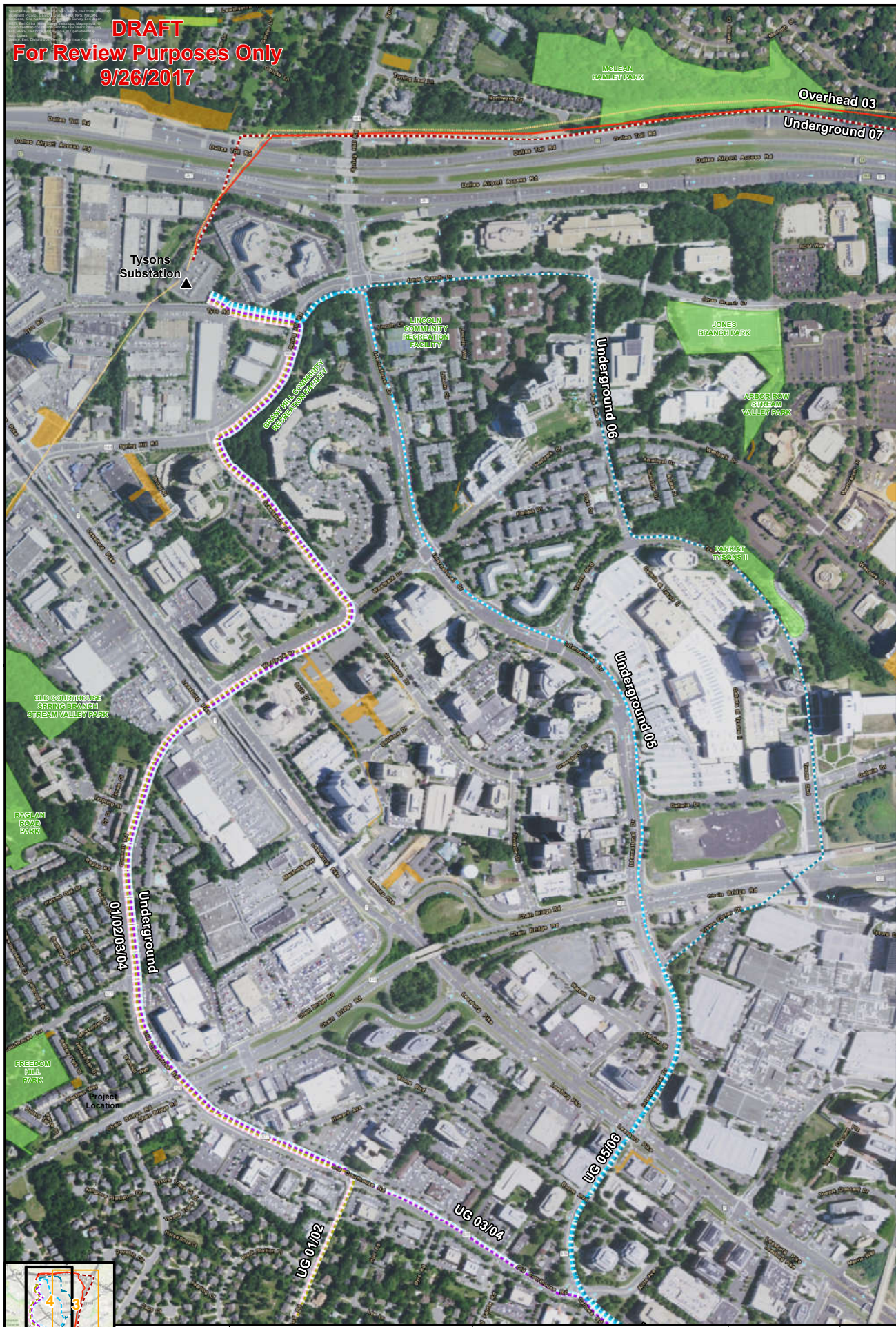


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For Review Purposes Only
9/26/2017



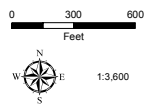
	Detailed Route Overview Map Set Idylwood to Tysons Project Fairfax County, Virginia Page 3 of 4	Existing Substation Existing Dominion Transmission Line School	Underground 01 Underground 02 Underground 03 Underground 04 Underground 05 Underground 06 Underground 07	Overhead 03 Fairfax County Conservation Easement Fairfax County Park	 1:3,600
		<small>FILE: M:\Cleared\FD08\mchmond_AUG152017\08\Open_Visual_DGM_IDV1_Overview_Data_Overview_Map_Set.mxd REVISED: 09/20/2017 SCALE: 1:3,600 when printed @ 22 x 34</small>		<small>DRAWN BY: 0231</small>	

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For Review Purposes Only
9/26/2017



Detailed Route Overview Map Set
Idylwood to Tysons Project
 Fairfax County, Virginia
 Page 4 of 4

- ▲ Existing Substation
- Existing Dominion Transmission Line
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- Fairfax County Conservation Easement
- Fairfax County Park



Board Agenda Item
January 9, 2019

INFORMATION

Blake Lane School Site Park Proposed Elementary School Development (Providence District)

Blake Lake School Site (SS) Park is a ten-acre park located at the intersection of Blake Lane and Bushman Drive in the Oakton area of the Providence Supervisory District. The Park Authority currently operates and maintains park facilities on the site through an Interim Use Agreement with the Fairfax County Board of Supervisors. The park was master planned in 1986 and developed with several non-lighted, small sized, natural turf rectangular athletic fields, gravel parking and trails. The master plan was revised in 1999 to include an off-leash dog area (OLDA) and the OLDA was subsequently installed (Attachment 1).

The history of the property acquisition dates to 1977 when the property was originally deeded to Fairfax County Public Schools (FCPS) from a private developer for use as the East Blake Lane Elementary School site. The Park Authority entered an Interim Use Agreement with FCPS in 1979 for an interim use park as the property was not needed for a school at that time. Over the years, the Park Authority has worked with local community groups to develop recreational facilities based on the interim use of the property as a park. FCPS transferred ownership of the property to Board of Supervisors in 2006 and the Park Authority has continued to operate and maintain the property as a park through the current Interim Use Agreement with Board of Supervisors due to expire in 2019.

FCPS recently indicated its need to develop a new elementary school in the Oakton area to alleviate overcrowding in schools in the area as well as accommodate future growth in the area. FCPS has identified the Blake Lane School Site Park as its preferred location to develop a new elementary school. Per the Interim Use Agreement with the Board of Supervisors should the county desire to use the property for other purposes than a park the county may do so at any time during the term of this Agreement. The Providence District Supervisor has indicated agreement for locating the new elementary school on the property.

FCPS plans to begin design of the new elementary school in early 2019 with an anticipated opening date in 2021. Concurrently with the design process FCPS will pursue transfer of ownership of the property from the Board of Supervisors to FCPS. The FCPS design process will include community input opportunities as well as a required public hearing by the Board of Supervisors for the transferring of ownership. FCPS has indicated a willingness to work with park staff for inclusion of new

Board Agenda Item
January 9, 2019

recreational opportunities typically associated with elementary school use and potential development of additional park facilities on the property.

A community meeting hosted jointly by the Providence District Board of Supervisors representative and School Board member to discuss development of the elementary school is planned for early 2019. Staff will participate in the community meeting as well as work with FCPS for inclusion of park and recreation facilities in the development of the school. Staff will update the Park Authority Board as development of the school advances.

ENCLOSED DOCUMENTS:

Attachment 1: Blake Lane School Site Park

STAFF:

Kirk W. Kincannon, Executive Director
Sara Baldwin, Deputy Director/COO
Aimee L. Vosper, Deputy Director/CBD
David Bowden, Director, Planning and Development Division
Todd Brown, Director, Park Operations Division
Andi Dorlester, Manager, Park Planning Branch
Suzie Batista, Senior Planner, Park Planning Branch

BLAKE LANE SCHOOL SITE

10033 Blake Lane, Oakton - Maintenance Area 1 - Providence District
Level 3's - Fields 1, 2 & 3



Field Information

- 1 - 141' x 195' Grass
- 2 - 75' x 141' Grass
- 3 - 75' x 141' Grass

Committee Agenda Item
December 12, 2018

INFORMATION

Monthly Contract Activity Report

The Monthly Contract Activity Report lists all contract activities in support of the Capital Improvement Program (CIP) authorized during November 2018 in value over \$100,000. The report lists professional services and construction activities to include awards made via competitive bidding as well as awards made through the use of open-ended contracts. An activity is reported when procurement begins and is listed on the report until a Notice to Proceed (NTP) is issued.

ENCLOSED DOCUMENTS:

Attachment 1: Monthly Contract Activity Report

STAFF:

Kirk W. Kincannon, Executive Director
Sara Baldwin, Deputy Director/COO
Aimee L. Vosper, Deputy Director/CBD
David Bowden, Director, Planning and Development Division
Paul Shirey, Manager, Project Management Branch

December 12, 2018

Professional Services:					
Project Name	Firm Name	Amount	Funding Source	Scope of Services	NTP
Sully Historic Main House	Samaha	\$127,492.44	PR-000076-004	Design and Construction Administration Services	11/1/18
Sports Complex Feasibility and Market Study	TBD	\$300,000		Consultant services to prepare a Feasibility and Market Study for potential sports complex/facilities development to support sports tourism in Fairfax County	TBD