

Planning District: Pohick

ID# 8 Theme: Facility Reinvestment Park: Burke Lake Appropriate for
Topic: Maintenance Planning District: Pohick GPGC Action?

Comment: Please make sure that the services that are advertised are truly available. In the past three years, and on four diferent dates, the train at Burke Lake Park has not been available for riding due to it being broken down. This is very important to us because our children used to ride this train and now when they visit us, they want their children to ride it too.

Response: The Burke Lake train was recently restored and replacement of the track is underway. Both should address cited issue.

Action: No further action required.

ID# 73 Theme: Service Delivery Park: Appropriate for
Topic: Fields, athletic Planning District: Pohick GPGC Action?

Comment: I think it is important that you think about new ways to do things and potential ways to leverage other activities of government. It is critical that we bring additional rectangular fields, diamonds and courts online to support our communities. From a youth perspective, the demand continues to grow. Your own research shows that supply is still low compared to demand and that this will only grow. The pressure of youth sports will continue to put pressure on the need for adult space. We need to look to put fields and courts on the tops of buildings. The county should look at every building and parking structure that is planned and determine if there are options for fields and courts. The next time that a VRE or metro parking structure is built, there should be a field or courts on top. Many fire houses have public meeting rooms and the parking to support them. Why not put a basketball court on top of the building? These types of facilities help address the reality that much of the land in Fairfax County has been developed and what is left is often cost prohibitive. Looking at areas like Tysons, this approach could also allow Fairfax County to be at the cutting edge of the creation of a new type of sports facility. Imagine putting rectangular fields on the tops of the a series of parking structures around the Tysons malls. This would allow tournaments and other activities to come to the county and play in a single complex but would also bring families into all the shops, restaurants, and hotels. What parent wouldn't take there 10 or 15 year old soccer player into the mall during the five hour wait between games or out to dinner after the last game of the day. But even on a smaller scale, thoughtful design ahead of time can bring fields and courts into areas that currently are difficult to provide more services to. Putting covered and lit basketball courts and tennis courts on strip malls, office buildings, and public facilities like libraries, police stations, schools, and even on the tops of a Supervisor's office makes a tremendous amount of sense. I would assume that this same approach could be taken to increase the number of playgrounds in the county. Something which your numbers say is needed as well.

Response: Acknowledged. The Park Authority continually seeks creative and innovative methods of improving service levels, including many of the methods included in this comment. Within existing parkland, opportunities are sought where playing fields can

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be converted to synthetic turf and field lighting added that can increase the amount of game and practice time that can be scheduled. In the review of development plans, the Park Authority seeks appropriate contributions from developers that help address facility and land needs. An example is the Jennings Toyota rezoning and special use applications (RZ 2010-LE-005 / SE 2010-LE-009). The developer has committed to construct a synthetic turf rectangular field with lighthouse and dedicate the land to the Park Authority. The developer has also committed to sharing parking from the site of the future car dealership to serve the field. Public improvement projects are also viewed towards achieving multiple purposes such as the proposed commuter parking facility planned in Springfield. Serving as a commuter parking lot and bus facility, the top level of the structure is currently planned with an athletic field and other recreational amenities. In a broader scope, changes to the County's Comprehensive Plan increasingly add support to the Park Authority's efforts. In June 2010, the Comprehensive Plan Amendment that addresses the Tyson's Corner area specifically speaks to innovative means of providing for recreational needs, including roof top facilities. Additional planning efforts to address westward continuation of Metrorail service to Reston and Herndon will likely carry similar provisions.

Action: No further action required.

ID# 123	<i>Theme:</i> Connectivity	<i>Park:</i> South Run SV Trail	Appropriate for
	<i>Topic:</i> Pohick Chap edit	<i>Planning District:</i> Pohick	GPGC Action? <input checked="" type="checkbox"/>

Comment: 1.Connectivity Theme section, First Issue - re “non-motorized access”:

In “Strategies” part:

Action Required - Re modifying/expanding First Bullet:

The use of the very last word in that bullet (i.e., “improvements”) could be misinterpreted to possibly exclude what I believe is a much overlooked/necessary requirement of the County --- vis-à-vis its existing trails network --- which is to take a much more aggressive stand in funding and then repairing, reconstructing and/or replacing most if not all of its older and less-up-to-standards’ trails. One almost perfect example of such a need is the portion of the South Run Stream Valley Park Trail that extends along the stream valley between Hooes and Southrun Roads (which still has as much as 1.5 miles of its total approximately 2.5 miles or so in its unfortunately original/1980-built and very-much archaic-dysfunctional and more-recently out-of-repair/unsafe condition).

As a result, I suggest that you add some kind of verbiage to this particular bullet (or add a new one if necessary) that better identifies this Strategy as not only recommending “improvements” vis-à-vis new trails and connections, but also substantive reconstruction, upgrades, repairs, etc. where both age and related other negative circumstances (e.g., erosion, newer more modern standards for width, type and depth of trail surface, etc.) have simply made such trails dysfunctional, unsafe, costly-to-repair, etc.

Response: The Park Authority's Trail Strategy Plan provides a consistent method of evaluation to prioritize trail projects within the County. Elements such as user demand and safety, impacts to natural and cultural resources, construction feasibility and cost, and sustainability all factor into the prioritization of projects. New trail connections as well as major trail renovation

projects are considered.

The first bulleted item under the issue of providing non-motorized access to parks has been modified to provide additional clarity on this strategy.

Action: Modify first bulleted strategy under the issue of providing non-motorized access to park (bottom of page 7) to read, "Use criteria provided in the Park Authority's Trail Strategy Plan to evaluate potential new trails and non-motorized connections as well as improvements to existing trail sections."
