

City of Fairfax

Community Center Site Evaluation Study

City Hall



Van Dyck Park



Providence Park



Prepared by: Volkert, Inc.

Date: June 8, 2017

City of Fairfax Community Center Site Evaluation Study

Executive Summary

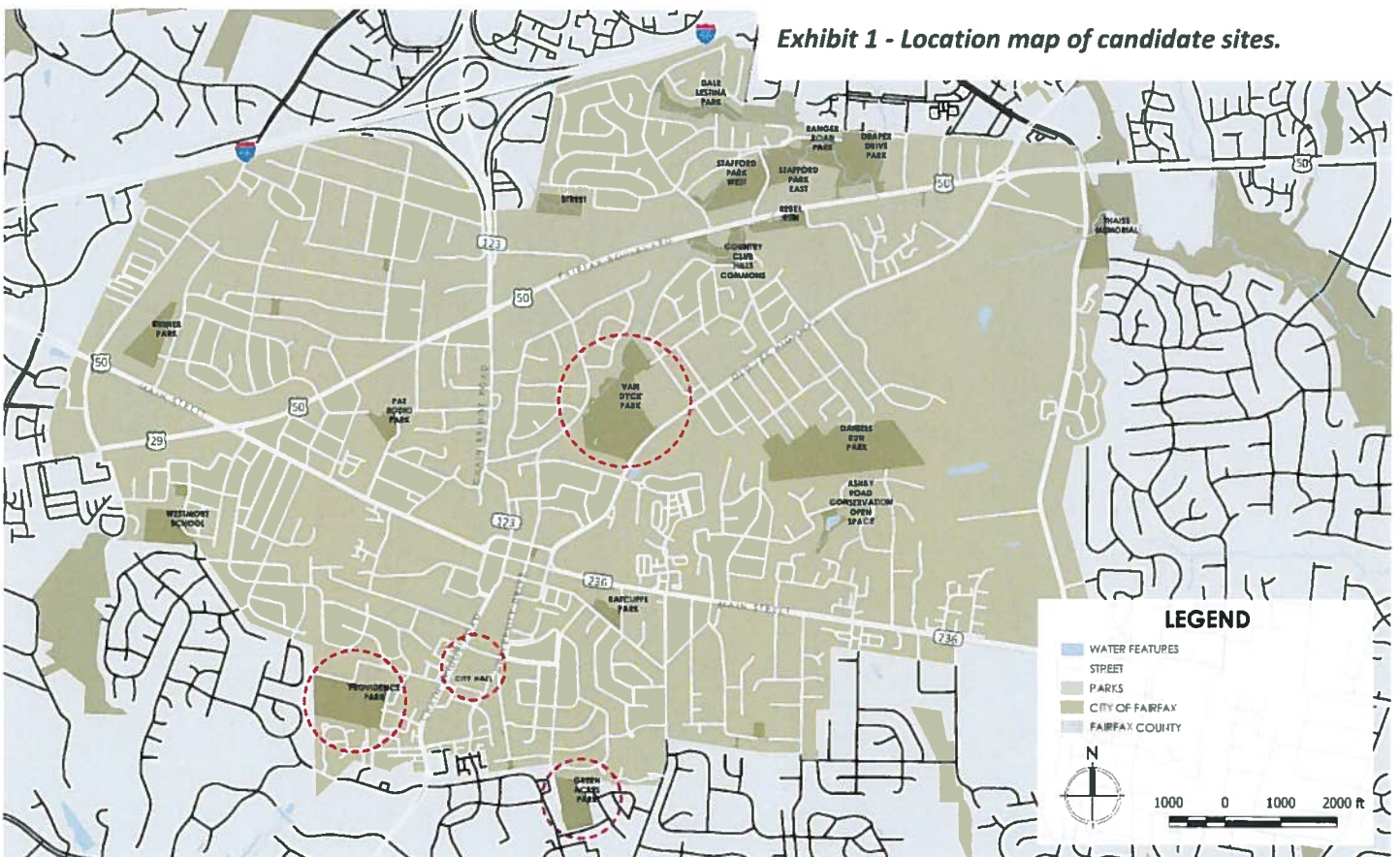
The City of Fairfax (City), much like the rest of Northern Virginia, has experienced significant changes in economic growth, demographics, and associated expectations regarding recreational facilities. The result is a need to upgrade the City's recreational facilities focusing on needs and trends. Critical to successfully meeting expectations is finding the appropriate location a new recreational facility.

This study looks at three suitable locations for a community center to provide updated and desired facilities and programs outlined in the *Green Acres Feasibility Study* completed in 2016.

In evaluating the options, it is important to consider creative and innovative solutions such as partnerships with adjacent properties, impacts to nearby civic and recreational services, and long term investments such as land acquisition and/or structural parking.

The ideal location would be centrally located on property owned and operated by the City of Fairfax. It should be easily accessible by multiple forms of transportation – vehicular, pedestrian, bicycle, and transit. In addition, the community center's programs and the building itself should be compatible with the surrounding environment, and allow for flexibility and potential expansion.

Exhibit 1 - Location map of candidate sites.



City of Fairfax Community Center Site Evaluation Study

Background

In order to plan for its future recreational and facility needs, the City of Fairfax appointed a committee in 2015 to examine the existing Green Acres Center, and recommend actions for the future of both the existing site and the community center that is Green Acres' main public tenant. This study, presented to the City Council in June 2016, sought ways to provide City residents with updated and desired community center features and amenities, as well as to make operations more efficient. The outcome of the study recommended relocating the community center to a more favorable location. It also provided additional guidance, such as:

- Potential Locations
- Features for a new community center
- Consideration of potential collaborating partners
- Preservation of athletic facilities and open space

As part of the Green Acres study, the Committee preliminarily analyzed twenty (20) potential sites for a new community center, including both city- and privately-owned properties, examined against four criteria:

1. Location / Proximity to other amenities
2. Feasibility and complexity of acquiring site
3. Size / Configuration / Topography of site
4. Access and Parking

In consultation with the City Council at a September 2016 work session, three sites were selected for detailed analysis regarding the feasibility of locating community center facilities. The three sites were:

1. City Hall Campus
2. Van Dyck Park and Sherwood / Police Property
3. Providence Park



Exhibit 2 – Aerial photograph of the three sites

City of Fairfax Community Center Site Evaluation Study

Overview

The purpose of this study is to develop a conceptual design layout for a potential community center at each site, and identify the most favorable site for further evaluation.

The community center’s anticipated program is based on the *Green Acres Feasibility Study* stakeholder engagement process which identified several important programs for an ideal community center for the City. The most commonly mentioned programs were:

- Senior Center
- Fitness Facility
- Full-size Gymnasium
- Kitchen
- Sufficient Parking

Additional features have been added to complement the above-mentioned amenities, and enhance the community center’s operations and potential functions. **Table 1** shows the estimated square footage needed for each programmed space. Given these estimated sizes, a building of approximately 40,000 square feet would satisfy these general needs, however final spatial requirements will be determined on a site-by-site basis. For example, the size of a new community center can decrease if a nearby existing facility can be re-purposed to accommodate some of the

community center’s programs, or can be increased if additional programs need to be incorporated.

The facility will provide services to a diverse demographic. Arrival to the site will be primarily by car, but pedestrian, bicycle, and access by mass transit should also be accommodated. The number of required parking spaces shown in this report is based on existing City standards for community center facilities, plus any displaced parking. Structured parking will have to strongly be considered as part of the community center’s design to minimize disturbance(s) to the

Program Space	Estimated (SF)
Gymnasium	8,000
Senior Center	4,000
Fitness Facility	4,000
Fitness Room	2,000
Multipurpose Room(s)	4,000
Lobby / Social Area	2,000
Kitchen	400
Storage / Support Space	7,500
Administrative Space	1,200
SUBTOTAL	33,100
Circulation and Mechanical Space (20%)	6,600
TOTAL	39,700

Table 1 - Preliminary Program Space determine in the Green Acres Feasibility Study

City of Fairfax Community Center Site Evaluation Study

surrounding environment. Publically accessible parkland(s) and greenspaces should be considered as critical community resources, elevating quality of life and improving the livability of a community.

This Site Evaluation Study also takes into consideration the physical location of each site as it relates to the surrounding environment(s) and how they can benefit the city as a whole.

This study's goal is to identify a site that can best accommodate the desired needs for a community center and best service the City. The final design of the facility should serve multiple purposes:

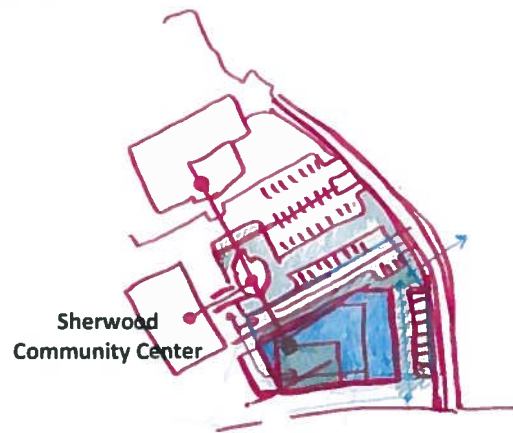
1. Accomplish the needs specific to the community center,
2. Be compatible with the immediate surroundings, and
3. Provide a long-term amenity for City residents.

Site Design Process and Development of Options

The design process involves a series of steps to develop solutions to a problem. It typically consisted of the following steps – define the problem; collect information; analyze ideas; develop solutions; gather feedback; and refine the design.

Each site is shown with at least two design options – one with structured parking and a second with surface parking only. With either scenario, the

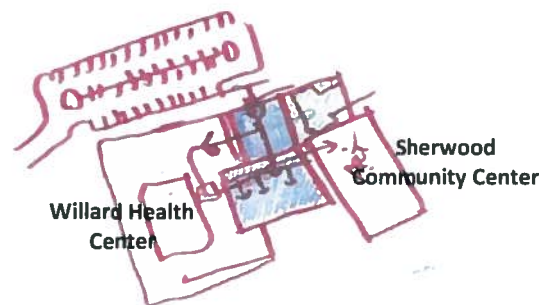
location of the building within the site does not change.



Sketch 1 – Maximize at-grade parking and layout building to line up with Old Lee Highway and parking lot.



Sketch 2 – Provide structured parking and layout linear building to create an enclosed courtyard.



Sketch 3 – Re-purpose adjacent facility, modify Sherwood Center, and construct an extension connecting the two buildings.

Exhibit 3 – Three examples of various design options for siting the community center on Van Dyck Park.

Site 1 – City Hall

Site Description and Existing Conditions Analysis

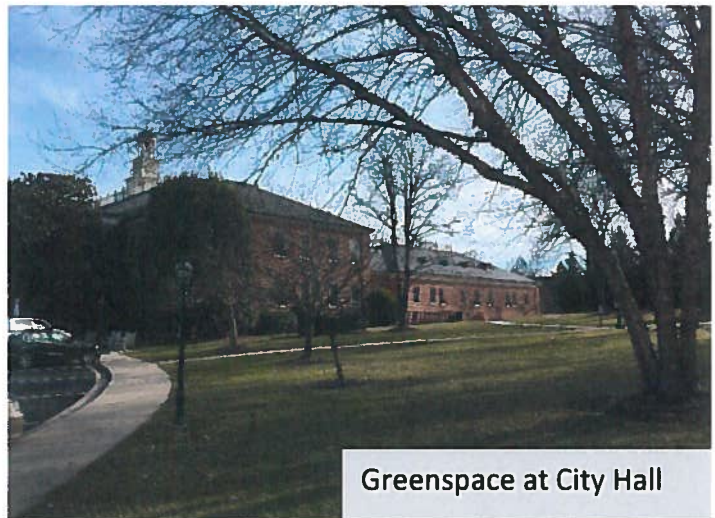
Existing Context

The 8.5-acre site is located in the southern end of the City; within a half-mile walk from the Old Town District (North) and George Mason University (South). The surrounding buildings and land uses are both residential and commercial. The densely built nature of these buildings along Chain Bridge Rd. and the nearby downtown area promotes walking and mass transit use. Architecturally, the nearby commercial and civic buildings display brick facades with a Jeffersonian Style character, and many are two stories with a pitched roof. To the north, many properties fall within a Historic Zoning Overlay District. The design for the community center should follow the associated required design guidelines.

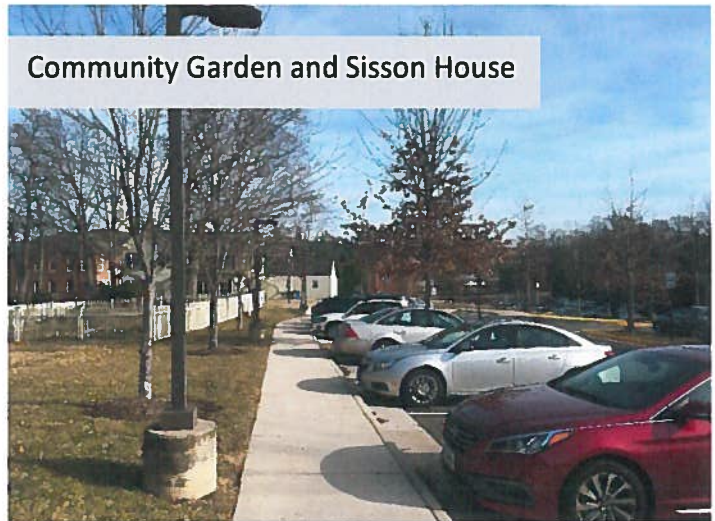
Veteran’s Park – a 24,000 SF greenspace – at the intersection of Armstrong Street and Chain Bridge Road features an amphitheater, walkways, tree cover, and seating for public use. In addition, another large green lawn area sits in front of City Hall providing an uninterrupted green space along Armstrong Street from Chain Bridge Road to George Mason Boulevard. City Hall itself is set back 150 feet from Armstrong Street. Other building setbacks range from 20 to 40 feet from the roadway. The site also features a community garden, historic Sisson



Parking lot at City Hall



Greenspace at City Hall



Community Garden and Sisson House

Exhibit 4A – Existing conditions of the City Hall site.

City of Fairfax Community Center Site Evaluation Study

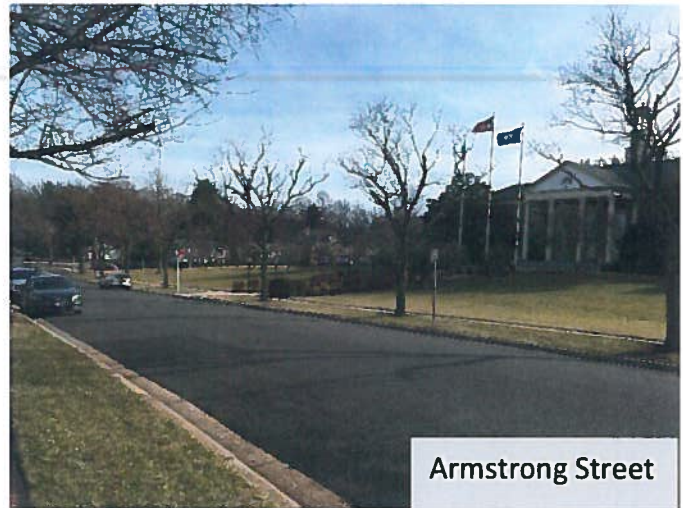
House, and parking for City Hall.

Parking Requirements

City of Fairfax parking requirements for recreational facilities call for one parking space per 300 SF of building floor area. The proposed building on this site is 42,700 SF, making the required number of parking spaces for the facility 143. Any lost City Hall parking due to the construction of the recreational facility needs be replaced at a 1:1 ratio. For Options A, B, and C, the total number of required parking (required for a new facility and replacement parking) is 267. Accessible parking is required throughout the site and needs to comply with the latest Department of Justice ADA standards.

Access to the Site

The transportation network around the site includes a fully interconnected series of roadways and sidewalks. The site is served by bus lines on Chain Bridge Road and George Mason Boulevard/University Drive, and Chain Bridge Road is classified as a Principal Arterial Roadway. Vehicular access is from Chain Bridge Road, Armstrong Street and George Mason Boulevard. There is good pedestrian accessibility and connectivity to the site because sidewalks exist on both sides of the roads.



Armstrong Street



Chain Bridge Road



Nearby architecture

Exhibit 4B – Existing conditions of the City Hall site.

City of Fairfax Community Center Site Evaluation Study

Positive Aspects	Negative Aspects
<p>General:</p> <ul style="list-style-type: none"> • Community Center façade would replace surface parking along Chain Bridge Road. • Vehicular access to the site from two main streets. • Good pedestrian and transit access. • Preserves historic Sisson House and access to City Hall. 	<p>General:</p> <ul style="list-style-type: none"> • Community Center structure may be objectionable for abutters. • Disturbance to available parking during construction. • Relocation of existing community garden. • Not centrally located. The site is at the southern end of the City.
<p>Option A:</p> <ul style="list-style-type: none"> • Surplus parking available because of a two level parking garage. Surplus parking can be shared with City Hall. • Veterans Park is preserved. • The greenspace and the drop-off area along Armstrong Street remains untouched. 	<p>Option A:</p> <ul style="list-style-type: none"> • Structured parking increases cost of construction.
<p>Option B and C:</p> <ul style="list-style-type: none"> • At-grade parking provides parking spaces closer to City Hall. • Surplus parking can be shared with City Hall. • Lack of structured parking reduces the cost of construction. 	<p>Option B and C:</p> <ul style="list-style-type: none"> • At-grade parking will take up all the existing greenspace and parkland along Chain Bridge Road and Armstrong Street. • A retaining wall along Armstrong Street is required to create a level surface for parking. • Grading and site preparation increases cost of construction.

Evaluation of Possible Options

Building Location

In order to provide the desired program spaces outlined in the *Preliminary Analysis of Space Needs*, the building for the City Hall site needs to be a two-story building with multiple programs on the second floor. This compact layout is necessary to keep the building footprint small and minimize site disturbance. The architectural design of the building should complement the surrounding urban context. Therefore, the proposed building architecture should be a Jeffersonian style, no taller than two stories plus a pitched roof, and feature a brick facade. The front of the building should be along Chain Bridge Road and provide the main pedestrian entrance into a lobby area.

Parking

Accommodating replacement City Hall parking and required parking for the Community Center can be achieved with an underground parking facility or surface level parking.

1. The underground parking option (Site 01-Option A) will require two levels of parking with access from the rear of the building and the reconfigured parking lot. Access to the parking lot will be provided from the current entrance/exit at George Mason Boulevard and a relocated entrance/exit at Chain Bridge Road.

City of Fairfax Community Center Site Evaluation Study

This design option provides 41 extra parking spaces beyond what is required, which will help alleviate City Hall's current parking shortage.

2. Two options (Site 01-Option B and Option C) will require the removal of Veteran's Park and the greenspace in front of City Hall. These options require the reconfiguration of the existing drop-off area from Armstrong Street and a new entrance/exit at Chain Bridge Road. A new retaining wall designed in context with its surroundings is required from the Armstrong Street vehicular entrance and exit.

significant number of parking spaces underground.

The building is partially located on the existing City Hall upper parking lot. The design will disturb 124 existing parking spaces and accommodate 68 surface parking spaces between the Community Center and City Hall. The remainder of the parking will be below ground. Visitors to City Hall will be able to park in the Community Center's underground parking facility.

1. Design Option A: Underground Structured Parking
2. Design Option B: Surface Level Parking
3. Design Option C: Modified Surface Level Parking

Greenspace

Protecting Veteran's Park at the intersection of Armstrong Street and Chain Bridge Road is critical for maintaining the existing open space along City Hall's Armstrong Street frontage. The preferred alternative is to preserve the greenspace and limit site disturbance to the south of the mature tree stand that defines the park's edge. For these reasons, surface parking options are not recommended for the City Hall site.

Appendix A

Graphics display the site's Walkshed Inventory Plan, Site Inventory Plan, and three Design Options. The preferred option is Option A which places a

Site 2 – Van Dyck Park

Site Description and Existing Conditions Analysis

Existing Context

The site is made up of two city-owned parcels for a combined 36.1 acres – Van Dyck Park and the Sherwood / Police Station Property. It is located in the center of the City; within a half-mile walk from the Old Town District (South) and several residential communities (North). The surrounding buildings and land uses are a mix of planned developments, and commercial and residential areas. To the south, the character of the area is semi-dense commercial and residential in nature. Many properties fall within a Historic Zoning Overlay District. The design for the community center will need to follow the associated required design guidelines.

Abutting the Sherwood / Police Station Property are two properties owned and operated by Fairfax County – the Willard Health Center and the Jorgenson Laboratory. To the north, the character of the area is low to medium density single unit residential development. Immediately to the north of the Van Dyck property are St. Leo the Great Catholic Church and School, and Daniels Run Elementary School.

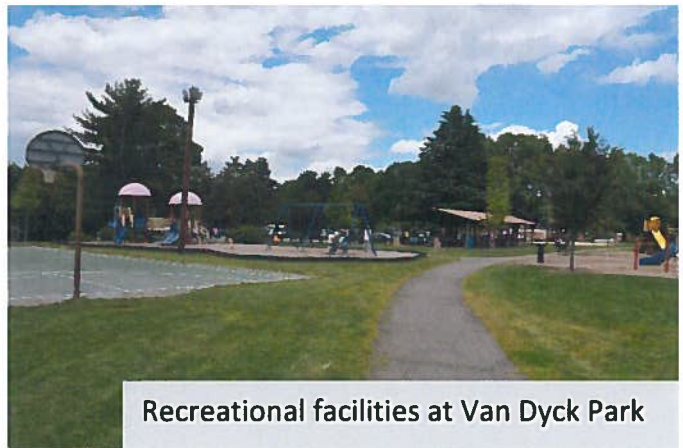
Van Dyck Park is a 22.1-acre greenspace featuring a number of recreation amenities. These are visible from Old Lee Highway and include volleyball courts,



Parking at Sherwood Center



Pedestrian facilities on Old Lee



Recreational facilities at Van Dyck Park

Exhibit 5 – Existing conditions of Van Dyck Park site.

City of Fairfax Community Center Site Evaluation Study

a basketball court, a skate park, several pavilions with seating, and a playground. Additional recreation amenities include tennis courts and a large parking lot, but these are located out of clear sight from the roadway. Passive recreation features also exist in Van Dyck Park, such as a large lawn area and woodlands further away from the road. The park runs up to Accotink Creek and includes areas within the floodplain and the Resource Protection Area. A pedestrian bridge over Accotink Creek provides access to the park from University Drive.

Parking Requirements

City of Fairfax parking requirements for recreational facilities calls for one parking space per 300 SF of building floor area. The proposed building on this site is 31,360 SF – smaller than the amount specified in the Program Space Analysis due to the potential of sharing resources and staff with the existing Sherwood Center. The required number of parking spaces for this sized facility is 104. Any lost parking due to the placement of the recreational facility needs be replaced at a 1:1 ratio. For Option A, the total number of required parking (for a new facility and replacement parking) is 168. For Option B, the total is 169. Accessible parking is required throughout the site and needs to comply with the latest Department of Justice ADA standards.

Positive Aspects	Negative Aspects
<p>General:</p> <ul style="list-style-type: none"> • Centrally located. Within close proximity to multiple residential, as well as commercial and civic, areas. • Good pedestrian, bicycle, and public transportation connections. • Proximity to other civic buildings can create opportunities. • Entrances into building from both Old Lee Highway and shared courtyard. 	<p>General:</p> <ul style="list-style-type: none"> • Old Lee Highway is very congested. Vehicles in route to the community center would add congestion. • A new building on the site may have an impact to the open space character of the park. • Relocation of several park amenities.
<p>Option A:</p> <ul style="list-style-type: none"> • Surplus parking available because of parking garage. Surplus parking can be shared. • Available space for relocated park amenities. • Unobstructed vehicular access to police area. • Pedestrian friendly space in courtyard. 	<p>Option A:</p> <ul style="list-style-type: none"> • Structured parking increases cost of construction.
<p>Option B:</p> <ul style="list-style-type: none"> • At-grade parking provides parking spaces closer park amenities. • Lack of structured parking reduces the cost of construction. 	<p>Option B:</p> <ul style="list-style-type: none"> • At-grade parking will take up additional parkland and space available for relocated park amenities. • Additional parking will create potential safety concerns for children. • Parking along the entrance drive will cause delays for police emergency response. • At-grade parking will cause a change in the park's character.

City of Fairfax Community Center Site Evaluation Study



Multi-use path on Old Lee Highway

Exhibit 6 – Existing conditions of Van Dyck Park site.

Access to the Site

The transportation network around the site includes an interconnected series of roadways and sidewalks. Sidewalks along Old Lee Highway are a combination of detached concrete sidewalks and a multi-use asphalt trail. The site is served by a bus line on Old Lee Highway, with Old Lee Highway and University Drive classified as Minor Arterial Roadways. Vehicular access is limited from Old Lee Highway. Pedestrian access to the park is possible from both University Drive and Old Lee Highway. Future infrastructure improvements scheduled for Old Lee Highway will improve bicycle, pedestrian, and mass transit connections.

Evaluation of Possible Options

Building Location

In order to reduce the size of the building footprint and provide the desired program spaces outlined in

the *Preliminary Analysis of Space Needs*, the building for the Van Dyck Site needs to be a partial two-story building with multiple programs on the second floor, as well as coordinated shared space with the adjacent Sherwood Community Center. This layout is necessary to keep the building footprint small and minimize site disturbance. The architectural design of the building should complement the surrounding urban context. Therefore, the proposed building architecture should be a Jeffersonian style, no taller than two stories plus a pitched roof, and feature a brick facade. The building and Van Dyck Park itself should be considered part of a main gateway into the Old Town District along Old Lee Highway. The new community center is placed on the site to not only be a meaningful focal point from Old Lee Highway, but to also create a courtyard where the current parking lot exists. The courtyard would be surrounded by three buildings – the new Community Center, the Sherwood Community Center, and the Police Station. The building should feature a lobby with two pedestrian entrances of equal importance. The Old Lee Highway entrance will welcome pedestrians, bicyclists, and transit users. An entrance into the new Community Center is aligned with a pedestrian plaza within the courtyard. Pedestrian links from each building and parking areas are provided.

City of Fairfax Community Center Site Evaluation Study

Parking

Accommodating replacement parking and required parking for the Community Center can be provided with an underground parking facility or surface level parking.

1. The underground parking option (Site 02-Option A) will require an underground one-level parking garage facility with access from the back of the building. In addition to relocating the vehicular entrance into the property, several existing recreational features will also need to be relocated including the basketball court, the skate park, and parts of the playground. With a total of 168 spaces, this design option provides 14 extra parking spaces beyond what is required.
2. The surface parking option (Site 02-Option B) will require the same vehicular entrance and park amenities relocation, as well as additional reduction of greenspace throughout the park property. With a total of 169 spaces, this design option provides 4 extra parking spaces beyond what is required.

Greenspace

Protecting as much greenspace as possible within Van Dyck Park is critical for maintaining the existing open space character the park provides. The current roadway frontage for Van Dyck Park is 375

feet. With the proposed frontage, this open space is reduced to 235 feet. The majority of the existing row of shade trees along Old Lee Highway will remain.

Appendix B

Graphics display the site's Walkshed Inventory Plan, Site Inventory Plan, and three Design Options. The preferred option is Option A which places a significant number of parking spaces underground. The courtyard will be reconfigured to be 50% parking and 50% greenspace. Visitors to either of the connected community centers will be able to park in the underground parking facility.

1. Design Option A: Underground Structure Parking
2. Design Option B: Surface Level Parking

Site 3 – Providence Park

Site Description and Existing Conditions Analysis

Existing Context

The 20-acre site is located at the southern end of the City; within a half-mile walk from City Hall (East), Fairfax County Judicial Center (North), and George Mason University (South). The Fairfax County / City of Fairfax boundary line is located immediately to the west and south of the park. The surrounding building and land uses are mostly residential and multifamily. A Fairfax County Public Works site is located adjacent to Providence Park, providing a potential option for land acquisition. It appears that there are no significant architectural restrictions in the area.

Providence Park features a playground and pavilion area, and a soccer field and two tennis courts. The majority of the park is woodlands with a trail system, including a floodplain and Resource Protection Area. A pedestrian entrance into the park exists through the resource protection area from Canfield Street. The main entrance into the park is from West Drive at the corner with the Fairfax County Public Works site.

Parking Requirements

City of Fairfax parking requirements for recreational facilities calls for one parking space per 300 SF of building floor area. There are two proposed building sizes on the site. Buildings for Options A and B are



Exhibit 7 – Existing conditions of the Providence Park site.

located within the Providence Park limits and are 40,000 SF. The required number of parking spaces for this type of facility is 133. Option C involves the acquisition of the

City of Fairfax Community Center Site Evaluation Study

Positive Aspects	Negative Aspects
<p>General:</p> <ul style="list-style-type: none"> • Proximity to residential communities. • A Fairfax County Public Works yard is located adjacent to the park. If acquired will present opportunities to site community center, other recreational facilities, and parking without impacting Providence Park. • Minimal disruption to recreational amenities. 	<p>General:</p> <ul style="list-style-type: none"> • Poor pedestrian, bicycle, and public transportation access. • Inadequate vehicular access as West Drive and Canfield Street are local streets. • Not centrally located. The site is at the furthest southern end of the City. • A Fairfax County Public Works yard is located adjacent to the park. If left to remain, will present operational, safety, and visual problems.
<p>Option A:</p> <ul style="list-style-type: none"> • Surplus parking available because of parking garage. Surplus parking can be shared. • Fairfax Police Youth Club building remains. • Community center is sited to be on-axis with the existing soccer field. Soccer activities could take place in community center. 	<p>Option A:</p> <ul style="list-style-type: none"> • Structured parking increases cost of construction.
<p>Option B:</p> <ul style="list-style-type: none"> • At-grade parking provides parking spaces closer other park amenities. • Lack of structured parking reduces the cost of construction. • Fairfax Police Youth Club building remains. • Community center is sited to be on-axis with the existing soccer field. Soccer activities could take place in community center. 	<p>Option B:</p> <ul style="list-style-type: none"> • At-grade parking will take up additional parkland. • Additional at-grade parking will create potential safety concerns for children in route to the soccer field. • At-grade parking will cause a change in the park's character.
<p>Option C:</p> <ul style="list-style-type: none"> • Acquisition of the Fairfax County Public Works yard provides spaces for at-grade parking and the community center building without disturbing much of the park. • Large available land allows for a larger building which can accommodate the needs of the Fairfax Police Youth Club if the existing building is demolished. • Entrance driveway is closer to Chain Bridge Road. • Removal of the unsightly Fairfax County Public Works yard. • Preservation of the woodland character of Providence Park. 	<p>Option C:</p> <ul style="list-style-type: none"> • Acquisition of land increases cost of the project.

City of Fairfax Community Center Site Evaluation Study

adjacent Fairfax County Public Works property. The size of the new Community Center in Option C is 46,200 SF and requires 154 spaces. Any lost parking due to the construction of the recreational facility needs be replaced at a 1:1 ratio. For Options A and B, the total number of required parking (for a new facility and replacement parking) is 205. For Option C, the total number is 226. Accessible parking is required throughout the site and needs to comply with the latest Department of Justice ADA standards.

Access to the Site

The transportation network around the site includes a disconnected series of roadways and sidewalks. A curb abutted sidewalk exists along part of West Drive, but is discontinued beyond the Fairfax County Public Works site. Sidewalks exist on both sides of Canfield Street. Chain Bridge Road is the nearest bus route to the site. The closest bus stop is approximately a quarter mile from the Community Center. Chain Bridge Road is classified as a Primary Arterial Roadway and the connecting streets (West Drive and Canfield Street) are classified as Local Roadways.

The main vehicular access route is West Drive which is a connecting street to Chain Bridge Road. A pedestrian entrance exists on Canfield Road which is also a connecting street to Chain Bridge Road.

Evaluation of Possible Options

Building Location

There are two possible locations for a new Community Center building. Options A and B are limited to the existing boundaries of Providence Park. In order to provide the desired program spaces outlined in the *Preliminary Analysis of Space Needs*, the building for the Providence Park Site can be a one-story building. Option C includes the acquisition of the Fairfax County Public Works site. The additional land and the relocation of the Fairfax Police Youth Club building warrants a larger Community Center building.

The architectural design of the building does not need to complement the surrounding urban context. For Options A and B, the building should be centered with the soccer field and be a prominent focal point as one turns the corner on West Drive.

Parking:

Accommodating replacement parking and required parking for the Community Center can be provided with an underground parking facility or surface level parking.

1. The underground parking option (Site 03-Option A) will require an underground one-level parking garage facility with access from one end of the parking lot and extend under the building. With a total of 292 spaces, this design does not impact other recreational amenities in the park

City of Fairfax Community Center Site Evaluation Study

and provides 87 extra parking spaces beyond what is required.

2. The surface parking option (Site 03-Option B) will require parking lots on both sides of the Community Center. Beyond disturbing woodlands, this design does not impact other recreational amenities in the park and with a total of 221 spaces provides 16 extra parking spaces beyond the required number.
3. The acquisition of the Fairfax County Public Works site would expand the opportunities for parking and for placement of the building (Site 3-Option C). Under this option, the main entrance into the parking lot and the park itself would be relocated to the north eastern corner of the site. The required parking and the building itself can be located within the Fairfax County Public Works site. In addition, a smaller parking lot (32 spaces) can be added where the existing parking lot is located. This design does not impact other recreational amenities in the park and with a total of 255 spaces provides 29 extra parking spaces beyond the number required.

Greenspace

Protecting as much greenspace as possible within Providence Park is important for maintaining the

existing woodland character the park provides. A floodplain and resource protection area prevents development in the west side of the park. This area should be enhanced for pedestrian access. The acquisition of the four-acre Fairfax County Public Works site not only allows for greenspace conservation, but also additional greenspaces built into the design of the parking lot and the Community Center.

Appendix C

Graphics display the site's Walkshed Inventory Plan, Site Inventory Plan, and three Design Options. The preferred option is Option C which places parking and the new Community Center on the Fairfax County Public Works site.

1. Design Option A: Underground Structure Parking
2. Design Option B: Surface Level Parking
3. Design Option C: Acquisition of the Fairfax County Public Works site and Surface Level Parking

Final Recommendation

The alternative with the most potential is Option A at Van Dyck Park. The site is centrally located within proximity to several residential communities and commercial and civic areas. Good public transportation and vehicular access is available and upgrades to pedestrian and bicycle facilities are expected with the reconstruction of Old Lee Highway.

Structured parking below the new community center reduces site disturbance, maximizes preservation of parkland, and increases available space for relocated recreational amenities; as well as not jeopardize the police department's ability to respond to emergency calls and exit the site efficiently.

This option also creates a three sided enclosed courtyard with an opening that allows views of the park, and space for pedestrian areas and landscaping for gatherings, conversation, and relaxation; as well as at-grade parking, drop-off areas, and a small plaza located on axis with the three building entrances.

The layout will impact several popular park amenities such as the skate park, the playground, and the outdoor basketball court. There is room between the new community center and the relocated vehicular entrance drive to site the skate park with its existing dimension. Because of its

location, the new skate park could easily be designed to be an outdoor extension of the community center and include an overhead cover and lighting so it can be used during inclement weather and for night time events.

Another Option to consider - Explore a partnership opportunity with Fairfax County.

Re-purpose parts of the Willard Health Center, construct an addition between the Sherwood Community Center and the Willard Health Center, and improve access from Van Dyck Park to create a shared use space that provides the desired facilities and programs. Required parking for this facility may be possible with the reconfiguration of the existing parking areas within the Fairfax County property and/or the construction of structured parking behind the police station. If a structured parking option is pursued, provide secure parking for the police on the first floor of the garage and address security and safety issues. In addition, consider building another vehicular entrance into the park and the structured parking facility via University Drive.

Appendix A:

Site 1 – City Hall

- Walkshed Inventory Plan
- Site Inventory Plan
- Design Option A: Underground Structure
Parking
- Design Option B: Surface Level Parking
- Design Option C: Modified Surface Level
Parking
- Cross Section - Option B
- Cross Section - Option C
- Before and After Perspective