

W&OD PARK MASTER PLAN

The City's Greenest Street

Adopted April 11, 2016

Introduction and Purpose

The Washington & Old Dominion Railroad Regional Park (W&OD) (which includes the W&OD Trail) stretches from Shirlington in Arlington County to the Town of Purcellville in Loudoun County. The Park has a typical width of 100 feet, contains more than 533 acres of land area and stretches a distance of 45 miles. The portion of the Park within the City measures 16 acres, making it the second largest park space in the City behind the playing fields at George Mason High School and Mary Ellen Henderson Middle School.

Many Uses of the Park

The W&OD Railroad Regional Park, and the W&OD Trail serve several purposes, including:

1. Recreation and Exercise – place to bike, jog, walk, play;
2. Transportation – connection to regional activity centers, transit facilities (including the East Falls Church Metro Station), and other bike trails;
3. Environment – tree canopy, open space, wildlife habitat, gardens, and water quality; and
4. Economic Development – access to several commercial districts throughout Northern Virginia.

This plan establishes a vision for developing amenities along the portion of the W&OD Park that runs through the City of Falls Church.

Park History

The establishment of the Alexandria, Loudoun & Hampshire Railroad (AL&HR) in 1860, which was the predecessor to what would eventually become the Washington & Old Dominion (W&OD)

Railroad, contributed to much of the early growth in Falls Church. The AL&HR drastically reduced travel time between Falls Church and Alexandria, allowing quicker access to Washington, D.C. as well.

Falls Church continued to grow after the Civil War and into the early 20th century. The passenger rail was heavily used during the Spanish-American War in 1898 to move troops to and from Camp Alger. The Town of Falls Church was serviced by two stations along the route originally built by the AL&HR, the East Falls Church Station and the West Falls Church Station. The East Falls Church Station was located near the present day location of Route 29. The West Falls Church Station was located near the intersection of North West Street and West Broad Street. An historic marker currently stands along the W&OD Trail near that site.

Passenger rail service through Falls Church was discontinued by the Washington & Old Dominion Railroad in 1951 and freight operations were discontinued in 1968. After all operations were discontinued, the Virginia Department of Highways bought the land to use as part of the right-of-way for Interstate 66, and subsequently sold a large portion of the property to the Virginia Electric Power Company (VEPCO). The Northern Virginia Regional Park Authority (NVRPA, now called NOVA Parks), which had been organized in 1959, worked with the City of Falls Church to open the first portion of the Washington & Old Dominion (W&OD) Regional Park in 1974. The NVRPA continued to work with nearby municipalities to extend the Park. The newest portion opened on May 30, 2009, bringing the total length of the W&OD Regional Park to 44.7 miles.

Park Vision

Because of the size of the W&OD Park and its broad reach across the City, the Park has the opportunity to substantially improve quality of life for City residents and visitors. For the Park to fully deliver on its potential, the many uses of the Park must be properly balanced. To that end, the following vision statement guides the design of the W&OD Park within the City.

Vision Statement:

Develop the W&OD Park as a Great Street and greenway within the City, a place that provides opportunities for recreation, relaxation, and transportation; preserves and improves the natural environment; connects to the City's commercial and residential neighborhoods; and provides transitions between commercial and residential areas.

Design Flexibility

This plan provides a vision for developing the W&OD Park, but it is not a final design document. As implementation continues, changes in design may be needed to address possible impacts to specific Park neighbors, changing preferences for recreation amenities, and/or changes in landscaping design practices.

Park Elements

This plan breaks the Park down into three typical “components”: (i) activity spaces, (ii) trail crossings, and (iii) the trail and natural landscaping. The following sections describe each of these three components.



Activity Spaces

Designated activity spaces serve as community focal points within the Park. Activity spaces can include different kinds of amenities. The mix of amenities at any given plaza should be designed to attract Park users to visit, enjoy, and learn about the Park. Further, the features of the activity spaces should help to brand the City and distinguish it from the surrounding area. For example, the use of the Little City Logo and furnishings unique to the City should be utilized.

Typical features at the planned plazas include the following:

Community Connections: Historical information boards, information kiosks for upcoming events, and directions to nearby City restaurants and businesses; To provide a welcoming atmosphere for people visiting the City, the word “welcome” should be included in gateway signs;

Community Engagement: Community gardens, public art, tree nurseries, and outdoor “classroom” space;

Recreation and Fitness: Bocce ball court, horseshoe pit, and exercise equipment;

Comfort: Benches and seating, both shaded and not; water fountains; water features; and shade trees; and

Utility and Transportation: Bike-share stations, bicycle repair stations (a.k.a. “FIXIT” stands) including bike pumps, bike racks, trash/recycling receptacles, lighting, and dog waste bags.



Veterans Common

Veterans Common is a small resting area near Little Falls St. It serves as a gateway feature for those travelling along the Trail into the City from Arlington County and the East Falls Church Metro Station. Example changes include: decorative pavers, lighting, a Bikeshare station, bicycle racks, wayfinding signage, landscaping, and a rearrangement of existing features to create more inviting space.



Walter Mess Plaza

Walter Mess Plaza is located at the intersection of the W&OD Trail and North Oak Street, immediately south of American Legion Post 130. The Plaza's namesake was a veteran of the Office of Strategy Services (OSS) during World War II and played an instrumental part in the expansion of the NVRPA. The existing plaza includes two benches, a planter with bushes, and exercise equipment. Example changes include: decorative pavers, lighting, bicycle racks, wayfinding signage, and landscaping.

The concepts below depict the Walter Mess Plaza and changes to the N Oak St crossing. Proposed features for the Trail crossings are explored in more detail in later sections of this Plan.



Park Ave

A small plaza aligned with Park Ave would create a visual focal point at the intersection with N West St. The plaza would help connect the W&OD Trail to the commercial areas of the City by serving as a gateway to Park Ave, one of the City's Great Streets. A "Little City" sign oriented toward Park Ave and surrounded by landscaping would help add character to the plaza and create an identifiable landmark at the intersection.

Bike parking at the plaza will provide a convenient place for Park users to lock their bikes and visit the nearby commercial areas of the City.



Western Gateway

An existing storage shed and seating area provides an opportunity to create a Western Gateway into the City. The shed's architecture follows the design styling of former train stations along the W&OD Railroad. The addition of special paving to mimic railroad tracks and public art depicting trains from the railroad era add interest to the area and help connect the Park to its history.



Trail Crossings

The W&OD Trail crosses six streets within the City. Two additional crossings with Little Falls Street and Route 29 are located just outside the City. These crossings are conflict points between people traveling along the W&OD Trail and people crossing the W&OD Trail. The existing design of these crossings downplays the prominence of the W&OD Park and causes confusion about expected behavior on the part of Trail users and street users.

Changes to the Trail crossings should reinforce the importance of the W&OD Park by including the following elements:

Narrowed Street Section: Narrow the street to provide two 11 foot wide lanes for the entire width of the Park. This change will allow adequate width for street passage, narrow the crossing distance for Trail users, and eliminate automobile parking that would otherwise restrict visibility.

Raised Crossing: Use a raised crossing to highlight pedestrian and bicycle traffic and to slow street traffic.

Traffic Control: Use of “stop” signs for street traffic crossing through the Park should be explored to clarify expectations and to increase safety. Another option to explore is installation of pedestrian or bicyclists activated crossing lights.

Lighting: Lighting should be designed to provide full lighting of the intersection. At the same time, lighting should not intrude on neighboring properties.

Trail Safety: Safe use of the Trail is becoming more important as use of the Trail increases. Of particular concern is the speed of travel by

people biking. Design of the Trail should control the speed of people biking. Potential design elements include the following:

- Horizontal Design – design curves in the Trail,
- Vertical Design – install rumble strips, and
- Signing – post signs to advise people of maximum safe speeds.

Trail Crossings

Right: A perspective from the street showing narrowed travel lanes, special paving, raised crossing, and unique signage that reflects the history of the W&OD Trail as a former railroad.



Left: A perspective from the W&OD Trail showing a road crossing at grade with the Trail, improved lighting, crossings for the existing sidewalks, and landscaping that gives the feeling that the road is traveling through the park.

Trail and Landscaping

The W&OD Trail is the most prominent feature of the W&OD Park. The Trail is a popular amenity for both short walks and long bike rides. The City’s Bicycle Master Plan calls for separating foot and bicycle traffic by providing separate, parallel trails.

Historically, the Park was open from dawn till dusk. In March 2013, NOVA Parks established new operating hours of 5 a.m. to 9 p.m. This change increases reliability for people who use the W&OD Trail for transportation, because they no longer need to change routes based on the time of year. Trailside lighting that operates during these same hours would increase safety for Trail users.

For most of its length, the W&OD Park is 100 feet wide. However, inconsistent landscaping blurs the line between public and private spaces and hides the full scale of the Park. Additionally, several spaces in the Park are overgrown with invasive plant species.

Trail and landscaping design should include the following elements:

Separate Walking and Biking Paths: Include two parallel paved paths; a 10 wide foot trail for pedestrian traffic and a 12 foot wide trail for bicycle traffic. To maintain the accessibility of the Park, both trails should meet ADA requirements, in particular slope and grade requirements.

Trailside Lighting: Include lighting along the Trail that operates between 5:00 a.m. and 9:00 p.m. Ensure that landscaping and the lighting design prevent light from shining into neighboring properties. Lighting should be dark sky compliant. Consider the use

of solar lights as a means of improving the environmental sustainability of the Park.

Reintroduce Native Species: Remove existing invasive species and replace them with native plant species.

Provide Wildlife Habitat: Expand opportunities for wildlife by providing food, water, cover, and places to raise their young. For example, including bushes with berries can be visually attractive and provide food. The Park should be designed to achieve certification as a wildlife habitat.

Identify and Buffer Private Property: Through landscaping, identify the boundaries between public parkland and adjacent private land. Use landscaping as a buffer between the two spaces.

Landscaping Sections

To provide visual diversity and to provide variety of wildlife habitat, break the Trail into three different landscaping sections. Each of the sections will have its own combination of shrubs and trees. This will result in nine shrub types total and six tree types total for the entire park.

Section	West Boundary	Eastern Boundary
West	City Line	N West St
Central	N West St	Great Falls St
East	Great Falls St	City Line

Landscaping Profile

Zone	Width (feet)	Notes
Neighboring Property	NA	
Shrubs/Privacy Zone	5	Below waist level (max height 3'), stagger plants to avoid straight lines OR Privacy plantings with consistent vegetation throughout year
Umbrella Trees	19	Above head level (min height 7'), stagger trees to avoid straight lines
Buffer Between Trees and Trail	10	Sufficient buffer to prevent tree limbs overhanging Trail
Pedestrian Trail	10	
Utility Area	10	Poles for power lines and Trail lighting
Bike Trail	12	
Buffer Between Trees and Trail	10	Sufficient buffer to prevent tree limbs overhanging Trail
Umbrella Tree Zone	19	Above head level (min height 7'), stagger trees to avoid straight lines
Shrub/Privacy Zone	5	Below waist level (max height 3'), stagger plants to avoid straight lines OR Privacy plantings with consistent vegetation throughout the year
Neighboring Property	NA	

Landscaping Installation

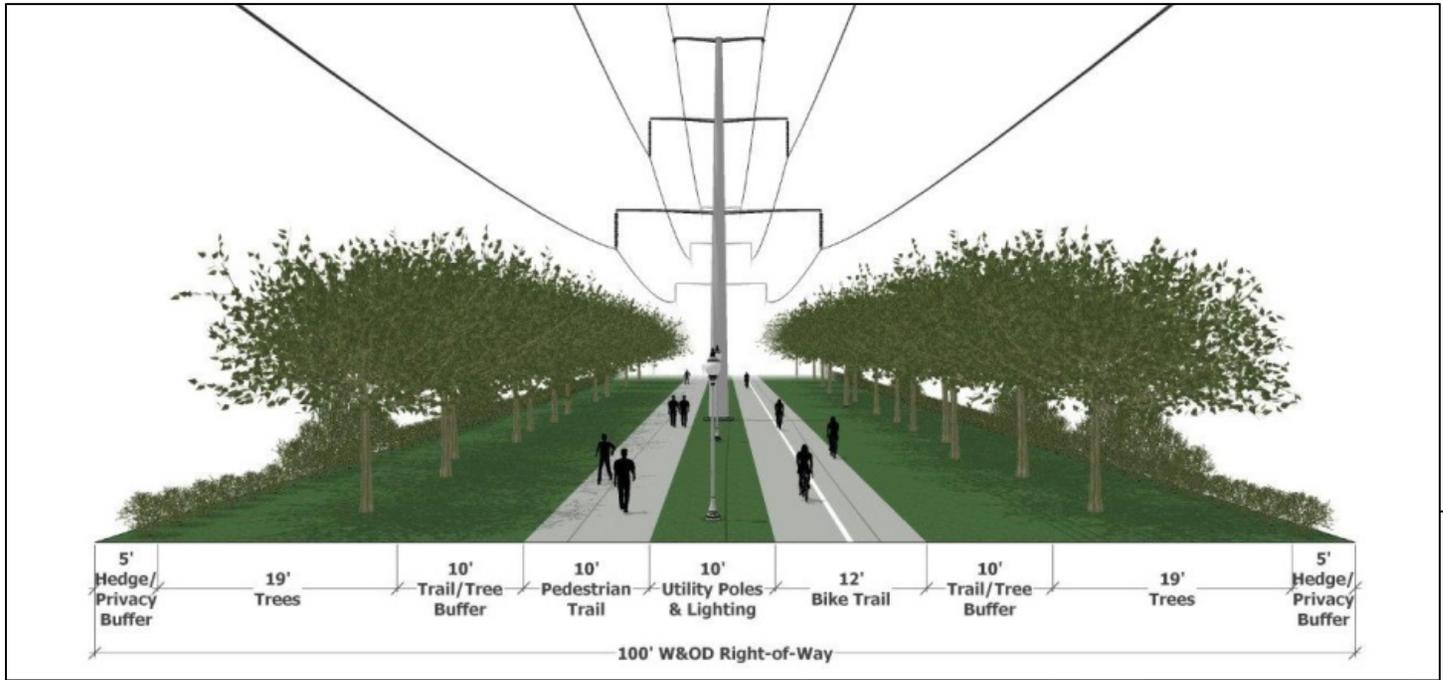
Implementation should take advantage of existing landscaping and other available resources. Unique or interesting features, trees, or plantings should be maintained to add variety and character.

When crossings and/or plazas are created, provide water connections on both sides of street and both side of Trail for a total of four total water connections at each crossing.

Landscaping Maintenance

To maintain the landscaping, use the following techniques:

- Mulch circles around trees potentially as far as the tree drop lines and at least far enough to prevent mowing equipment from hitting trees when maintaining buffer areas, and
- Use grass outside mulch circles and mow as needed.



Above & Right:

Hedges and canopy trees provide a buffer between centrally located walking and biking trails and adjacent neighborhoods.



Park Monitoring

As Trail use increases, it may become necessary to increase safety patrols through the Park. Several options are available to the City to increase patrolling, including: increasing patrols by the City's Police Department, partnering with Arlington County and its Park Ranger staff, and partnering with the W&OD Trail Patrol.

Park Expansion

The W&OD is one of the largest and most accessible parks in the City. It is also one of the narrowest. The strategic acquisition of additional land adjacent to the Park would allow for expanded recreational and cultural amenities. Such parcels could also expand environmental benefits of the park.



Funding

As detailed in the tables to the right, the total capital costs are estimated to be approximately \$3,600,000. The bulk of the project funds are expected to come from grant sources, so the expected local share of project funds is \$715,000.

Once constructed, a continuing level of effort will be required to maintain the new park features. The expected maintenance costs are \$25,600 per year.

Cost Estimates, Capital

Plan Element	Unit Cost	Unit	Number	Total Cost
Plazas	\$75,000	Plaza	4	\$300,000
Trail Crossings	\$75,000	Crossing	4	\$300,000
Trail Crossings	\$0 (cost covered by private development)	Crossing	2	\$0
Trail Expansion	\$1,000,000	Mile	1.4	\$1,400,000
Lighting	\$450,000	Mile	1.4	\$630,000
Landscaping	\$250,000	Mile	1.4	\$350,000
Construction Subtotal				\$2,980,000
Design and Engineering (assume 20% of construction cost)				\$596,000
Total Capital Costs				\$3,576,000
Expected Grant Funding (80%)				\$2,860,800
Expected Local Share (20%)				\$715,200

Cost Estimates, Operations and Maintenance

Plan Element	Unit Cost	Unit	Number	Cost Estimate
Plazas	\$2,000	Plaza	4	\$8,000
Trail Crossing	\$600	Crossing	6	\$3,600
Landscaping	\$10,000	Mile	1.4	\$14,000
Total Yearly Estimate				\$25,600
Expected Local Share				\$25,600

Grant Funding Sources

City staff expects to leverage funds from the Federal Transportation Alternatives Program (TAP) and the Recreational Trails Program (RTP). Both of these are 80% Federal / 20% Local match programs.

If City staff cannot secure funds through these programs, then other grant programs will be explored.

Plaza Sponsors

As plazas are developed, City staff should seek help and support from civic organizations to help maintain the new park elements. Such sponsorships would strengthen social connections within the community and reduce the costs of operations and maintenance.

Implementation Partners

Because of the Park’s regional nature, the City should seek opportunities to partner with NOVA Parks, Arlington County, and Fairfax County throughout implementation. Especially important is the partnership with NOVA Parks since the Park Authority is the land owner, and, therefore has the final say over design decisions.

Phasing

Because of the scope of this plan and the associated costs, implementation will have to be phased. This plan is a not an adopted budget, an ultimate funding and timing decision will be made through the City’s budget process. The below table provides an example timeframe for delivering the concepts in this Plan.

Element	2015	2016	2017	2018	2019	2020
Plazas and Crossings						
Walter Mess Plaza & N Oak St Crossing	G	D	C			
Veterans Common & Little Falls St Crossing	G		D	C		
Park Ave Plaza			G	D	C	
Western Entrance Plaza				G	D	C
Trail and Landscaping						
Trail and Landscaping East City Line to Great Falls St		G	D	C		
Trail and Landscaping Great Falls St to N West St			G	D	C	
Trail and Landscaping N West St to West City Line				G	D	C

G	Grant Application
D	Design and Engineering
C	Construction

Appendix A: Comprehensive Plan Guidance

Two Comprehensive Plan Chapters and the City's Bicycle Master Plan provide design guidance for the W&OD. This appendix summarizes those concepts.

Mobility for all Modes

Mobility for all Modes is the Transportation Chapter of the Comprehensive Plan. It was adopted by City Council on May 27, 2014.

The Chapter identifies the W&OD as one of the City's "Great Civic Streets". The Chapter also calls for (i) construction of five trailside plazas and (ii) expansion of the existing Trail or provision of separate walking and biking trails.

Parks for People

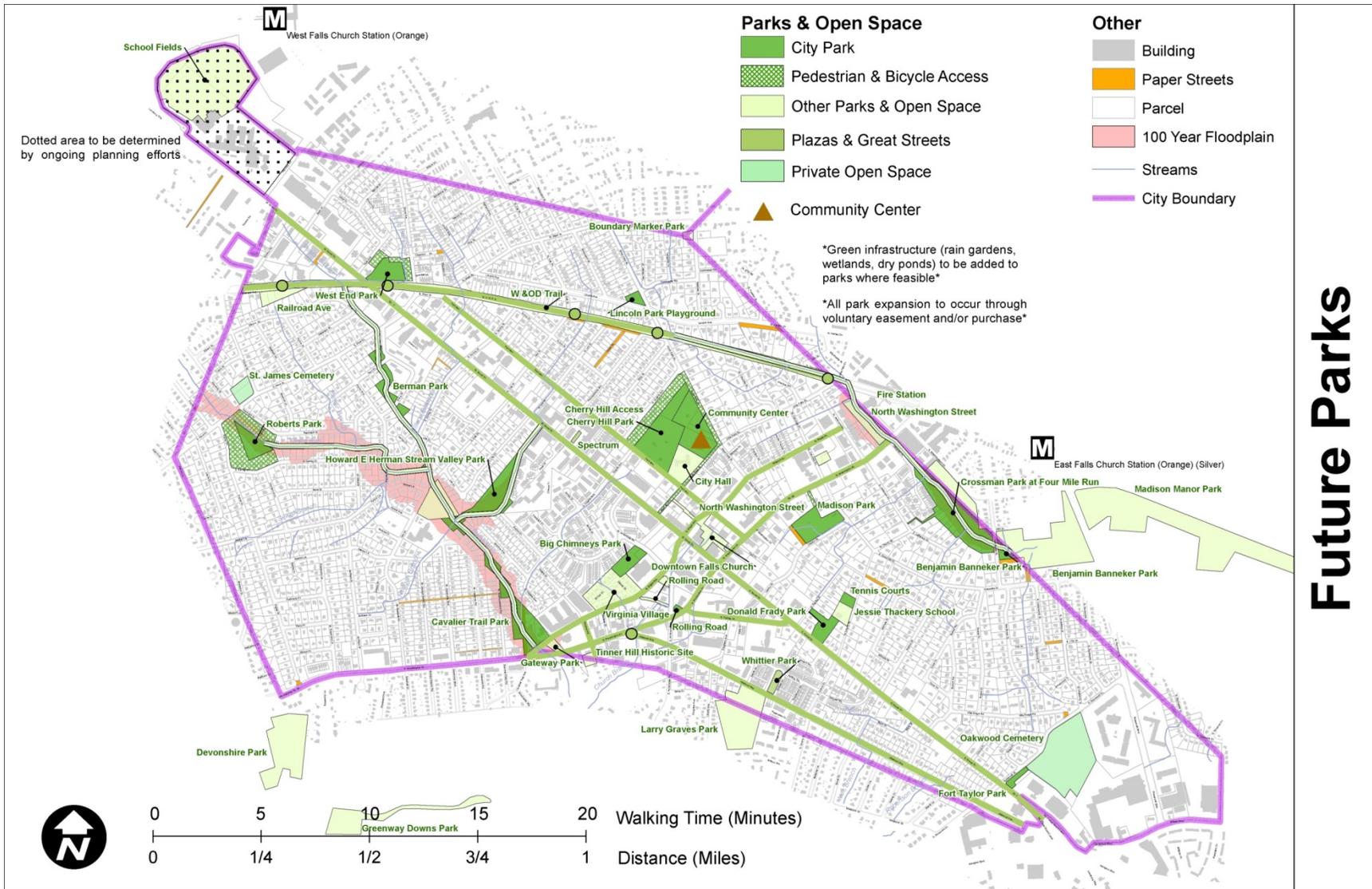
Parks for People is the Parks, Open Space, and Recreation Chapter of the Comprehensive Plan. It was adopted by City Council on February 23, 2015.

The Chapter envisions a future park system that is connected via a system of greenways (trails) and parkways (streets). The W&OD serves as a lynchpin for that system of connected parks. The Chapter calls for providing pavilions, community gardens, and lighting in the W&OD. The Chapter also calls for constructing special crossings and connecting the W&OD to Isaac Crossman Park.

Bicycle Master Plan, Connecting Communities

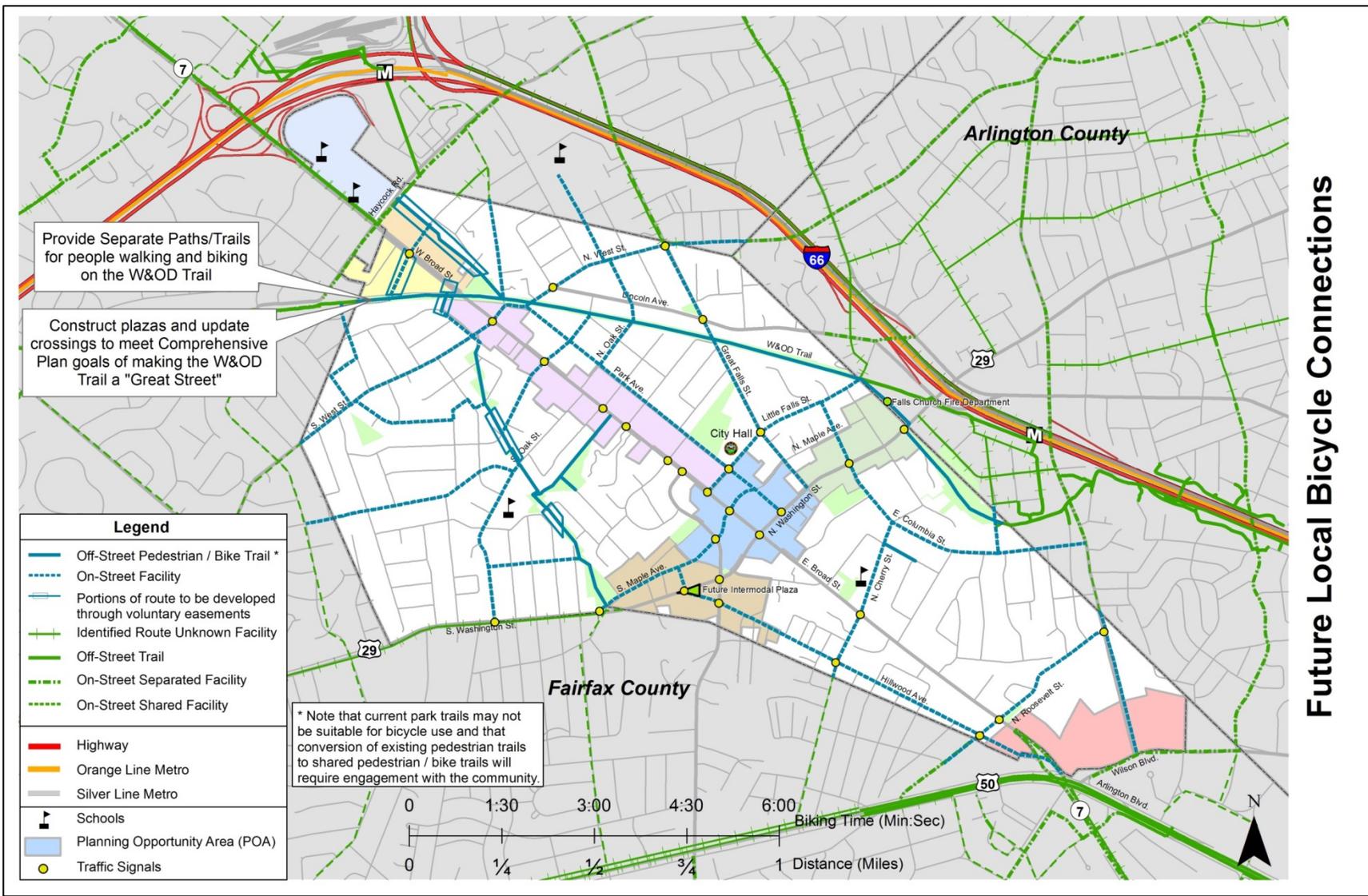
The City's Bicycle Master Plan was adopted by City Council on July 13, 2015.

The Plan references the goals in the above mentioned Comprehensive Plan chapters – treating the W&OD as a great street, providing separate trails for people walking and biking, constructing plazas, and providing special crossings. The Plan reinforces the idea of connecting the W&OD Park and Isaac Crossman Park.



Future Parks

Future Local Bicycle Connections



Appendix B: Alternate Design Concepts

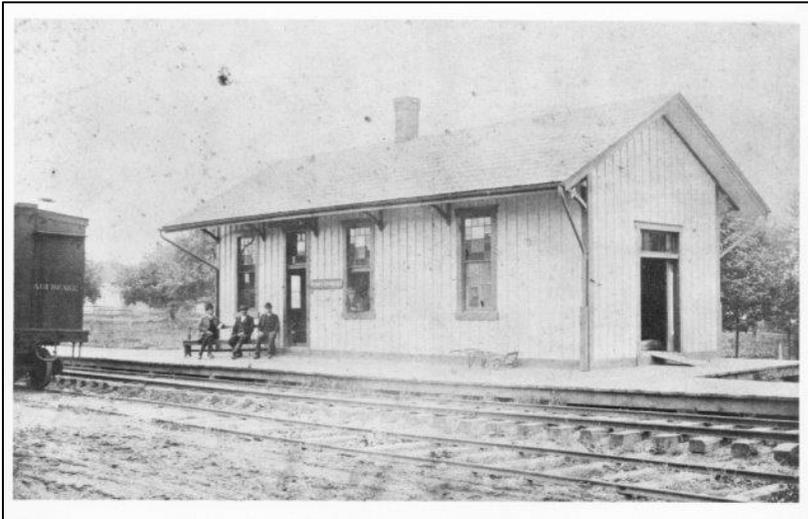
During the planning process, several design concepts were explored for different areas of the W&OD Park and nearby Crossman Park. This appendix serves as a recording of ideas that were considered and received some support, but not a broad consensus for advancing. This appendix also serves as a recording of concerns that were raised regarding the design concepts.

The concepts in this appendix may be appropriate for consideration at a later time, should conditions or community preferences change. If these options are considered, the concerns raised during this planning effort can serve as a starting point for discussion and design.

Park Ave

The City's Comprehensive Plan identifies Park Ave as one of the City's "Great Streets". The Great Streets concept encompasses both urban design and land uses. Park Ave is home to the City's municipal campus and the historic State Theatre and St James Church. Park Ave is also the setting for the annual Memorial Day parade.

To the east, Park Ave is capped by the above-mentioned State Theatre. To the west, Park Ave lacks a visual focus. A variety of options were explored to provide that focus. In considering options, inspiration was taken from the park's history as a railroad. Structures were explored that would recall the West Falls Church train station that was located nearby.



During the planning process, the following concerns were raised regarding the addition of structures in this area of the park.

- New structures should not create confusion with existing structures in the Park that are listed on the National Register of Historic Places.
- The adjacent West End Park recently underwent substantial changes. The recently approved Mason Row project will change the character of the area. Limiting changes in the W&OD will provide a sense of stability.
- The W&OD serves as a green buffer between the commercial areas of the City and residential areas. That sense of buffer should be preserved.



Crossman Park

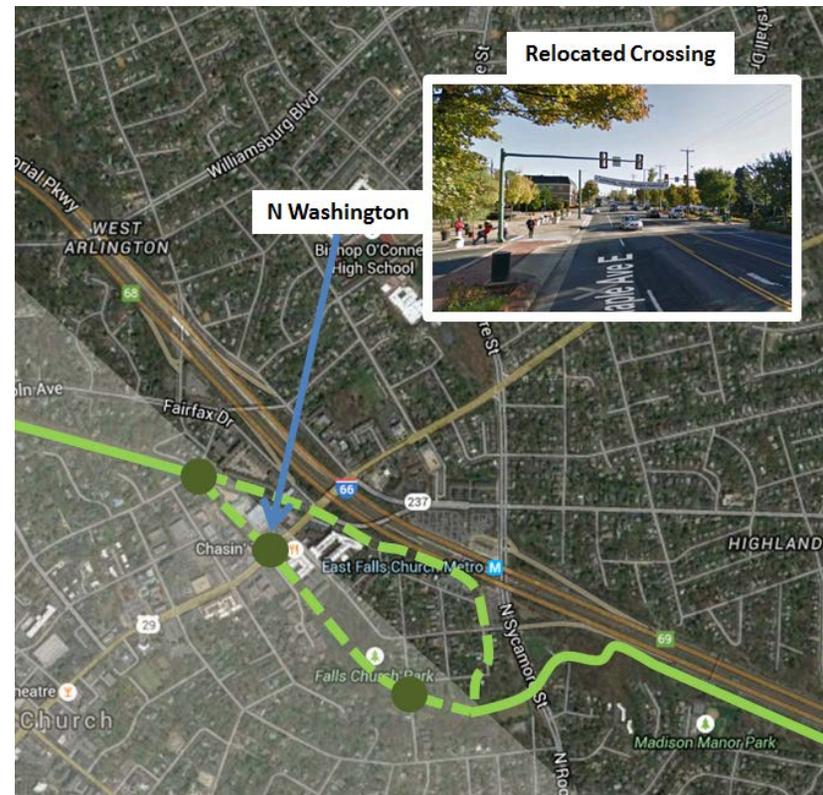
The City's Comprehensive Plan calls for connecting the W&OD Park and Crossman Park along the Four Mile Run stream corridor. The City's Bicycle Master Plan calls for utilizing that connection as a bicycle route.

Creating this park connection would advance the City's goals of creating a network of parks and trails that connects the entire City. Creating this bicycle connection would provide a safer crossing at Route 29, provide an off-street experience for this section of the W&OD, and better connect the W&OD to the City's commercial corridor.

During the planning process, the following concerns were raised regarding changes considered in Crossman Park.

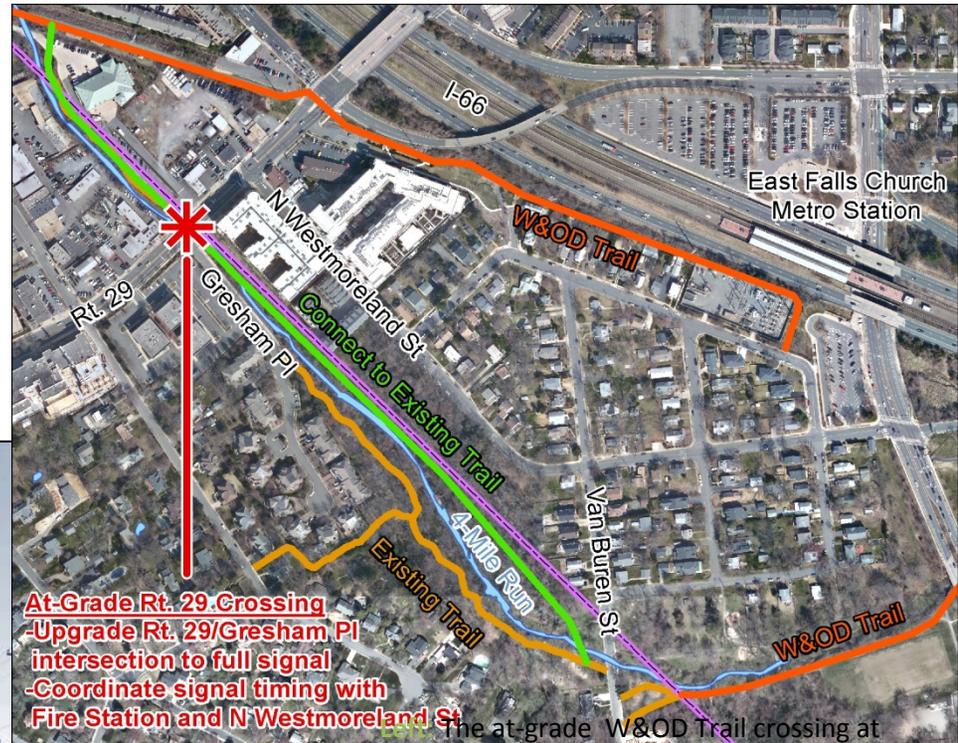
- Damage to wetlands along Four Mile Run, the only federally designated wetlands in the City.
- Loss of wildlife habitat resulting from removal of trees, the paving of a trail, and installation of lighting.
- Change in character of the park, from a "wilderness" to a "trail".
- Increase in the number of park users and therefore an inability to seek solitude in the Park.

The image to the right shows the considered trail connection. Images in the following sections show different configurations for potential crossings with N Washington St.



At-Grade Crossing at N Washington St

Right: An at-grade W&OD Trail crossing at Route 29 near the intersection with Gresham Place would keep the W&OD Trail inside the City of Falls Church along 4-Mile Run. The crossing would provide a gateway feature and allow safer pedestrian crossing at Route 29 by upgrading the Gresham Place intersection to a full signal and coordinating signal timing between the Gresham Place, Fire Station, and North Westmoreland Street signals along Route 29.



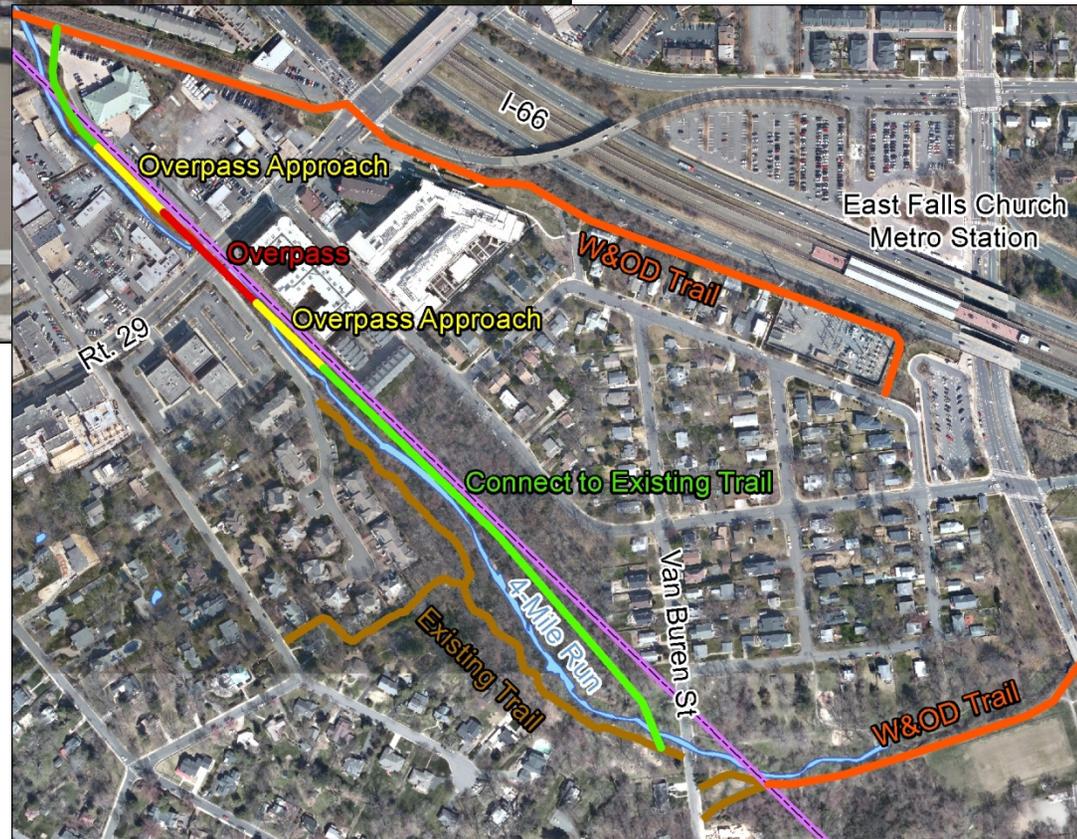
Maple Avenue in the Town of Vienna includes a traffic control signal. Vienna's Maple Avenue is a heavily used roadway near the center of town, where the traffic signals provide increased safety for Trail users and drivers.

Grade-Separated Crossing over N Washington St



Left: The existing W&OD Trail crossing over West Broad Street allows safe pedestrian and bicycle travel over a major arterial road and also functions as a landmark visual feature.

Right: An overpass similar to that over West Broad Street would allow safe passage over the busy North Washington Street (US 29), while also creating a northern gateway feature for those entering the City from Arlington County, the East Falls Metro Station (Orange & Silver Lines), and Interstate 66.



Appendix C: Pedestrian and Bicyclist Counters

Neighboring Arlington County currently uses EcoCounter pedestrian and bicyclist counters along their major trails to collect usage information. The County maintains a counter along the W&OD Trail near the border with the City. This counter provides some information about Trail usage in the City, but it is incomplete. The counter fails to capture in-City trips or trips traveling west from the City.

The commercially available counters are able to distinguish between pedestrians and bicyclists using the same path. The cost of the counters ranges from \$3,800 for a portable counter to \$25,000 for a sign and a totem. The counters utilize battery power and transmit data wirelessly, so no utility connections are required.

Preliminary study suggests that placement of counters along the W&OD Trail (i) between West Broad Street and Grove Avenue and (ii) between Little Falls Street and North Oak Street would provide reliable count data for Trail use within the City.

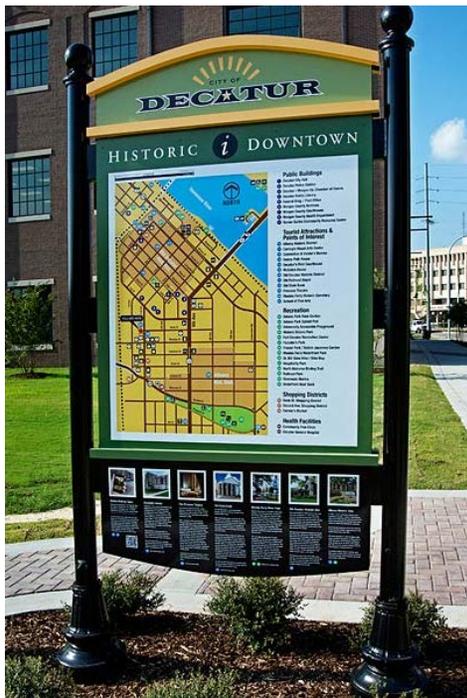


Appendix D: Economic Connections

The W&OD Park runs through or near multiple commercial areas in the City. This proximity presents opportunities to utilize the W&OD as an economic development tool. Wayfinding signs and kiosks in the Park can provide information about and directions to nearby businesses. As nearby properties are redeveloped, their design should open up connections to the W&OD. Below are design concepts for possible connections.

Wayfinding

Wayfinding signs and information kiosks can highlight and direct Park users to nearby amenities.



Gordon Road Triangle

Conceptual redevelopment schemes of the Gordon Road Triangle area explored in a 2010 Virginia Tech studio class show the Park opening up to the redevelopment activity. The current development is walled off from the Park by a tall fence.



West End Plaza

Redevelopment of the West End Plaza Shopping Center could incorporate green space to connect the redevelopment to the Park. The current plaza is buffered from the Park by automobile park, a fence, and the leading embankment for the W&OD overpass over Route 7.



Jefferson Street Corridor

The City's North Washington Street plan includes concepts for restoring Four Mile Run and redeveloping the Jefferson Street Corridor. Such a redevelopment could open up the Park to this area of the City. Today the development is backed against the stream.



Appendix E: Planning Process and Public Engagement

The City’s planning staff recognizes the need, importance, and value of a broad community engagement process. Through public engagement, staff better understands the values and concerns of the City – what do people want and what do people not want.

For this effort, staff coordinated with several boards and commissions, the Village Preservation and Improvement Society (VPIS), and hosted a community open house. A list of meeting dates is provided in the adjacent table.

Throughout the process, the project webpage (<http://www.fallschurchva.gov/WODMasterPlan>) made available the latest draft materials. Events and news about the effort were posted on the City’s usual electronic forums (City website, Facebook, Twitter, eFocus, etc.) and carried by the Falls Church News-Press.

Date	Groups	Event
August 3, 2015	Planning Commission	Work session
September 9, 2015	Citizens Advisory Committee on Transportation (CACT)	
October 7, 2015	Recreation & Parks Advisory Board	
November 1, 2015	Village Preservation and Improvement Society (VPIS)	Annual Meeting
November 18, 2015	Tree Commission	
November 19, 2015	Environmental Services Council (ESC)	
November 19, 2015	Historical Commission	
December 7, 2015	Planning Commission	
January 30, 2016	Community Meeting	
February 2, 2016	CACT	Action, recommendation
February 3, 2016	Recreation & Parks Advisory Board	
February 16, 2016	Planning Commission	Action, recommendation
March 2, 2016	Recreation & Parks Advisory Board	Action, recommendation
March 7, 2016	City Council	Work session
April 4, 2016	City Council	Work session
April 11, 2016	City Council	Action, adoption

City Council

On April 11, 2016, the City Council unanimously adopted the following resolution (7-0).

Resolution 2016-17

RESOLUTION TO ADOPT THE WEST BROAD STREET SMALL AREA PLAN AS A GUIDING DOCUMENT IN DECISION MAKING FOR PLANNING, ZONING, AND DEVELOPMENT REVIEW, CAPITAL IMPROVEMENTS, CITY REGULATIONS AND POLICIES

WHEREAS, the draft West Broad Street Small Area Plan establishes a vision for West Broad Street to become a Great Street, a place with neighborhood-serving retail and commercial offerings, and a place that serves to connect the north and south sides of the City of Falls Church as well as the east and west sides of the City of Falls Church; and

WHEREAS, the draft Plan calls for the use of respectful building design to preserve the special feel and character of the City; and

WHEREAS, the draft Plan encourages the use of innovative development and building management to improve environmental quality and limit increases in automobile travel; and

WHEREAS, the draft Plan identifies specific short term and long term actions that can be taken to help realize the Plan's vision for the area; and

WHEREAS, the concepts in the draft Plan are meant to be a conceptual framework for redevelopment and public improvements; to provide a starting point for public and private investment into general improvements to the area; and do not constitute changes to the City's Comprehensive Plan, Future Land Use Map, Zoning Ordinance, or Zoning Map.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Falls Church hereby adopts the West Broad Street Small Area Plan as a Guiding Document in decision making for planning, zoning, and development review, capital improvements, City regulations and policies, and that it be referenced in the City's Comprehensive Plan.

Planning Commission

On February 15, 2016, the Planning Commission unanimously passed the following motion (6-0), with one member absent.

WHEREAS: The Washington & Old Dominion Railroad Regional Park (W&OD) is one of the largest park spaces in the City and offers tremendous opportunities for enhancing quality of life within the City of Falls Church; and

WHEREAS: The W&OD Park Master Plan: *The City's Greenest Street* incorporates and advances policy and design goals identified in the City's Comprehensive Plan and other Master Plans, like increasing transportation mode choice, better connecting the City's park system, and treating the W&OD as one of the City's Great Streets; and

WHEREAS: The W&OD Park Master Plan identifies grant funding sources that can dramatically reduce the cost of developing the City's portion of the W&OD;

NOW, THEREFORE, I MOVE that the Planning Commission of the City of Falls Church, Virginia recommend City Council to adopt the W&OD Park Master Plan: *The City's Greenest Street* as a vision and guide for developing the City's portion of the W&OD.

I FURTHER MOVE that the City seek strategic land acquisition opportunities contiguous to the W&OD Regional Park that can provide additional recreational and cultural amenities or natural areas easily accessed by the public.

Recreation & Parks Advisory Board

On March 2, 2016, the Recreation & Parks Advisory Board unanimously passed the following motion.

1. The Washington & Old Dominion Railroad Regional Park (the "W&OD") is one of the largest park spaces in the City and offers tremendous opportunities for enhancing quality of life within the City of Falls Church.
2. The W&OD Park Master Plan: The City's Greenest Street (the "Master Plan") incorporates and advances policy and design goals identified in the City's Comprehensive Plan and other master plans, like increasing transportation mode choices, better connecting the City's park system, and treating the W&OD as one of the City's great streets.
3. The Master Plan identifies grant funding sources that can dramatically reduce the cost of developing the City's portion of the W&OD.
4. The Advisory Board of Recreation and Parks recommends that the City Council adopt the Master Plan as a vision and guide for developing the City's portion of the W&OD, subject to further Community involvement and discussion; that the City seek strategic land acquisition opportunities contiguous to the W&OD that can provide additional recreational and cultural amenities or natural areas easily accessible to the public; that the City design and engineer the proposed improvements in a way that limits impacts on existing walking trails and limits negative environmental impacts; and that the City refurbish and restore existing pedestrian paths and

educational signage in coordination with implementing the Master Plan.

Environmental Services Council (ESC)

Recommendation

On February 11, 2016, the ESC submitted the following recommendation.

ENVIRONMENTAL SERVICES COUNCIL OF FALLS CHURCH

11 February 2016

Dear Falls Church City Council:

The Environmental Services Council (ESC) endorses the City's draft W&OD Park Master Plan and supports the Plan's vision for further developing the park in a sensible, environmentally responsible manner. We believe that the Falls Church section of W&OD park is a green gateway into the City for park users, presents the potential for enhanced outdoor recreational opportunities for City residents, and can offer a diverse habitat for local flora and fauna.

Falls Church has limited green spaces to develop into park facilities, so the City should carefully consider how best to take advantage of potential opportunities within the W&OD park. The ESC encourages the City to pursue options that capitalize on the park's green spaces, including developing new facilities such as community gardens given the current lack of such gardens in the City. We urge the City Council, as it reviews proposals to enhance the park, to remain attuned to environmental considerations and opportunities including:

- Promoting the introduction of native species as much as possible;
- Maintaining the existing tree canopy within the park as much as possible;
- Using sustainable practices in the ongoing landscape management of park facilities and minimizing approaches with negative environmental side effects;
- Ensuring that any enhancements to the park's built environment exceed or meet appropriate stormwater management standards.
- Incorporating solar-powered, downward-facing light fixtures or other energy-efficient enhancements; Arlington County has effectively incorporated lighting along the W&OD trail, affording safety benefits and increasing the amount of time, especially in the winter, that the park can be used.

Thank you very much.

Sincerely yours,



Ray Aramudo, Chair

Citizens Advisory Committee on Transportation (CACT) Recommendation

On February 2, 2016, the CACT unanimously passed the following motion (5-0), with two members absent.

WHEREAS: The Washington & Old Dominion Railroad Regional Park (W&OD) is one of the largest park spaces in the City and offers tremendous opportunities for enhancing quality of life within the City of Falls Church; and

WHEREAS: The W&OD Park Master Plan: *The City's Greenest Street* incorporates and advances policy and design goals identified in the City's Comprehensive Plan and other Master Plans, like increasing transportation mode choice, better connecting the City's park system, and treating the W&OD as one of the City's Great Streets; and

WHEREAS: The W&OD Park Master Plan identifies grant funding sources that can dramatically reduce the cost of developing the City's portion of the W&OD;

NOW, THEREFORE, I MOVE that the CACT of the City of Falls Church, Virginia recommend City Council to adopt the W&OD Park Master Plan: *The City's Greenest Street* as a vision and guide for developing the City's portion of the W&OD.

I FURTHER MOVE that the City seek strategic land acquisition opportunities contiguous to the W&OD Regional Park

that can provide additional recreational and cultural amenities or natural areas easily accessed by the public.



The City of Falls Church is committed to the letter and spirit of the Americans with Disabilities Act. To request a reasonable accommodation for any type of disability, call 703-248-5027 (TTY 711). For more information call 703-248-5178.