

A Master Plan for the North Tract Park and Recreational Facilities and the Surrounding Area



North Tract Task Force
 Final Report
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EXECUTIVE SUMMARY

The North Tract is a 46-acre commercial-industrial section of Arlington bounded by the Potomac riverfront and monumental Washington to the north, Crystal City to the south, I-395 and the Pentagon to the west, and the Roaches Run Wildfowl Sanctuary and Reagan National Airport to the east. It includes the 4-acre former Davis scrapyard, the subject of a multi-party environmental remediation plan.

Agreements related to the Davis cleanup and railyard redevelopment have enabled Arlington County to acquire 28 acres of the North Tract for open space and recreational use. Recognizing the value of these resources for the densely populated county, the County Board in May 2001 established a task force of citizens to evaluate the property's potential and constraints, assess public recreation needs and desires, and make recommendations for public and private investment in a new park and recreational facilities.

The following plan reflects more than two years of work by the Task Force, other interested residents, county staff and consultants, including over fifty open meetings, three large community forums, and two work sessions with the County Board.

The recreation master plan sets forth a balanced program of high-quality indoor and outdoor facilities for people of diverse ages, interests and skills. The indoor facilities start with a comprehensive aquatics and fitness center (Component A) with a 50-meter pool, a recreational pool, a therapeutic pool, and a complementary fitness/aerobics area. Component B is an adjacent multipurpose activity center (MAC) featuring a large indoor space that could be flexibly programmed for indoor sports such as soccer and basketball, music performances, and gatherings. The MAC also includes meeting rooms and courts for handball and squash. A deep water pool could be added as part of Component A or in the future.

The planned outdoor facilities serve many sports and recreation needs in a great urban park with four adult-sized, synthetic grass athletic fields, over a mile of on-site walking trails, bicycle lanes and trails connecting to the Mount Vernon Trail, open lawn areas, playgrounds, and platforms for viewing monumental Washington and passing trains and planes. A future bridge over the railroad tracks provides pedestrian access to a Roaches Run nature trail.

The plan's transportation elements emphasize multi-modal access, with efficient new transit service and safe routes for bicyclists and pedestrians. Parking will be mainly in garages. The park is to be a model of accessibility and environmentally sensitive design.

The total cost of this program could be over \$90 million, depending on phasing, financing, and partnerships. The recommended first phase includes indoor Component A, two soccer fields and related park areas and services. The plan calls for continued effort to integrate the Davis property into the site. It also recommends vigorous pursuit of creative partnerships with private and non-profit organizations to finance and build facilities and provide parking and other services. An accompanying small area plan outlines options for coordinated and complementary reuse of adjacent privately-owned properties

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I. BACKGROUND

a. Overview of the Site

The area generally known as the North Tract is a 46-acre section of south Arlington that stretches from Crystal City north to the George Washington Memorial Parkway and the Potomac River. It is bounded on the west by I-395 and the Pentagon, and on the east by the Roaches Run Wildfowl Sanctuary and Reagan National Airport. Located along a bend in the river, just south of one of the primary crossings between the District of Columbia and Virginia, the area has been used for commercial and industrial activities for more than two centuries. Over time its contours have been extensively filled and altered, especially by railroad and highway development.

Major properties in the area include the 7-acre Twin Bridges property at the north end; a self-storage facility next to the Boundary Channel Drive intersection; the 4.2-acre former Davis Industries scrap yard site, which is the subject of a multi-party environmental remediation agreement; and several low-rise commercial buildings between 6th Street South and 10th Street South. Old Jefferson Davis Highway runs along the west side of the site. On the east, the CSX railroad corridor slices between the area and Roaches Run. The area is within the arc identified by the National Capital Planning Commission as the Monumental Core area of the Nation's Capital. (See Map A-1)

In this report, "North Tract" more specifically refers to the 28 acres acquired by Arlington County in November 2002 for open space and public recreational use. This acquisition, a significant boon for densely developed Arlington, resulted from a series of county planning studies and agreements about redevelopment of the properties north and south of Crystal City formerly owned by the Richmond, Fredericksburg & Potomac Railroad (RF&P). In August 1993, during negotiations over the cleanup of the Davis site, the County and RF&P reached a separate agreement on a framework for consolidating eventual redevelopment on the South Tract and transferring RF&P's North Tract acreage to the County to buffer the remediated Davis site and help meet the serious need for additional public recreational space. In October 2000, the County Board approved the Potomac Yard Phased Development Site Plan authorizing about 4.3 million square feet of commercial and residential development on the South Tract. Approval of the site plan for the first building under the PDSP triggered the transfer of the North Tract acreage to the County.

The North Tract master plan encompasses both the County-owned acreage and the Davis property (Recommendation 24.)

b. The Task Force

On May 19, 2001, the Arlington County Board established the North Tract Task Force to begin distilling broad community recreational interests and goals into definite plans for this new resource. Recognizing the magnitude of the planning job and the

breadth of community interest, the Board initially appointed a Core Group of Task Force members to scope out the assignment and to develop the outline of a comprehensive master planning project with extensive community involvement. This Core Group included representatives from several County advisory commissions, neighborhood civic associations and Crystal City condominium associations. After several meetings, the Core Group developed the plan of action set forth in its July 25, 2001, *Key Points and Recommendations Report to the Arlington County Board*. On July 28, 2001, the County Board accepted that report, appointed additional members to the Task Force, and directed the group to undertake the full study and community outreach that have culminated in the Conceptual Master Plan for the North Tract, the accompanying Area Plan, and this Final Report.

c. Charge to the Task Force

The County Board charged the Task Force to provide recommendations:

“...on the creation of public recreation through quality public and private investment that integrates with the overall area. Recommendations shall include a master plan for a new park and other possible recreational facilities, a transportation network and management plan, and a small area plan for redevelopment with options for joint development.”

The Task Force was specifically asked to address:

- *Mix and location of recreation and sports facilities.*
- *Transportation plan.*
- *Complementary redevelopment of adjacent properties.*
- *Environmental risks and mitigation on parts of the site.*
- *Impacts of runway restrictions at the Airport.*
- *Impacts of the railroad.*
- *Access options for Roaches Run Waterfowl Sanctuary.*
- *Development schedule.*
- *Costs (capital and operating).*
- *Public/Private funding alternatives.*

In fulfilling this charge, the Task Force has been very ably informed and supported by a multi-departmental team of County staff, energetically led by Erik Beach of the Department of Parks, Recreation and Community Resources, and a multi-disciplinary team of consultants led by Lewis-Scully-Gionet Inc. Their excellent work and professional guidance have been indispensable elements of this effort.

d. Process

The Task Force divided its work into three main phases, as proposed in its July 2001 recommendations to the County Board. These included (1) Data Collection; (2) Synthesizing and Narrowing Usages; and (3) Final Plan Development.

In the Data Collection Phase (Phase I), the Task Force worked to define and help the community to understand the parameters, constraints and opportunities affecting possible recreational uses of the North Tract site. The Task Force began this effort with a walking tour of the site for Task Force members and interested citizens. Shortly thereafter, the Task Force held a public meeting to identify key environmental issues that needed to be addressed on the North Tract. An environmental working group of Task Force members and interested citizens met a number of times with staff to discuss details of the remediation program for the Davis site and the separate plans for testing and remediation on the county-acquired properties north of 6th Street (called the Arlington industrial area, or AIA). (See Recommendations, part d.)

Other relevant factors were evaluated as well. One is the limited size of the site. The 28-acre property acquired by the County is much smaller than the space available for large multi-purpose recreation facilities and field complexes in nearby suburbs. Moreover, approximately 7 of those acres are in a narrow strip between the railroad tracks and Roaches Run, isolated from the main area though very valuable for future trail development. On the west side of the site, some additional space can be gained by vacating Clark Street and relocating Old Jeff Davis Highway westward, as close as possible to I-395. Larger gains of acreage would involve acquisition of or partnerships with adjacent privately owned tracts. (See discussion of the area plan, Recommendation k.)

The site also has significant constraints placed upon it due to its proximity to Reagan National Airport and specifically to the end of Runway 15, whose flight path extends to the northwest through the site. Much of the southern half of the site is subject to two types of airport-related restrictions. First, there are the general restrictions imposed under federal regulations to keep flight paths near runways clear. Second, specific restrictions are contained in an aviation easement recorded on the North Tract for the benefit of the Metropolitan Washington Airports Authority (MWAA). The details and impacts of these restrictions are discussed in more detail in Section II, e.

Another complicating factor is the heavily used railroad corridor which runs along the east side of the site. The proximity of the railroad brings frequent noise, presents safety concerns and makes access to Roaches Run from the main county acreage quite challenging. Recreational use of the North Tract will therefore require that additional safety buffers and sound barriers be installed, while a bridge will have to be built over the tracks if access to Roaches Run is to be provided. On the other hand, the rail activity provides great opportunities for train-watching. These impacts of the railroad upon the site are discussed further in Section II, f.

Opportunities to expand and enhance the site were also considered during this phase. Two important steps, mentioned above, are the relocation of Old Jeff Davis Highway and the eventual integration of the Davis property into the park. The Task Force also reviewed the current uses and redevelopment potential of several adjacent properties, and began to discuss how their acquisition or collaborative future use could improve the geometry of recreational space and provide more resources for fields, indoor facilities, green areas and parking.

In the Synthesizing and Narrowing Usages Phase (Phase II), the Task Force gathered information from a variety of sources concerning countywide recreational needs and potential recreational uses that might be most appropriate for the North Tract site. These sources included: the countywide open space survey conducted as a part of the Open Space Master Plan review; three open space public forums; two North Tract public forums; a recreational market analysis conducted by the North Tract consulting team; discussions with specific interest groups (e.g. senior citizens); and the initial reports prepared by the Open Space Task Force's working groups. The Task Force's recommendations in Phase II were also informed by members' own experiences and the views of the groups they represented. Task Force members and others also toured several major recreational facilities elsewhere in the Washington region. An inventory of nearby facilities, including those visited by the Task Force, is contained in Appendix C.

During Phase II, the consultant team undertook a comprehensive market analysis to better understand the demand for specific recreational activities and the potential for revenue generation and cost recovery for specific mixed-use recreational facilities. These analyses are contained in Appendix A. The Task Force was also given an overview of potential partnership opportunities and options that might be available to the County to assist in covering the capital and operating expenses involved in realizing various components of the Master Plan. Based upon this analysis, the Task Force is encouraging the County to actively pursue such partnerships, as explained in greater detail in Sections II. i. & j. .

All in all, the Task Force met more than 20 times during this phase to catalog and evaluate the public's desires for extensive, diverse recreational uses and to determine what might be feasible and could be accommodated on the site, given the constraints identified in Phase I. At the end of this phase, the Task Force developed two conceptual draft plans and related recommendations, and identified several issues on which County Board guidance would be timely. The resulting report, "Phase II Recommendations and Options for County Board Consideration," was discussed with the Board at a work session on June 17, 2003.

In the Planning Phase (Phase III), the Task Force further evaluated a number of options and worked to finalize a conceptual design to recommend to the County Board. By mid-autumn the Task Force reached a consensus on a design that responds to community desires, the site's physical challenges, input from the County Board and staff, and neighborhood concerns. In November 2003 a public forum was held to present the conceptual plan and take comments from a broad spectrum of Arlington residents. A

neighborhood forum was also held in the Crystal Gateway Condominium complex to attempt to address specific concerns of those who live closest to the North Tract site.

e. Public Outreach and Board Work Sessions

In order to fulfill its charge, the Task Force has held over 50 meetings open to the public since July 2001. These meetings have included a public environmental forum and three large public forums, as outlined above. In addition, the Task Force invited interested residents to join informal working groups for in-depth discussion of specific environmental, transportation and planning issues. The environmental working group has been particularly active as a vehicle for reviewing remediation issues and options for the Davis site and the AIA (Arlington-owned industrial area).

The Task Force has also benefited from two work sessions with the County Board. At the first, on February 19, 2002, the Task Force submitted its Phase I recommendations concerning environmental issues, site constraints, possibilities for expanding and enhancing the site, and initial recommendations concerning funding.

At the second work session, on June 17, 2003, the Task Force gave an updated status report and presented two draft conceptual plans that reflected the Task Force's Phase II work and significant community input. Both plans included a mix of outdoor and indoor recreational facilities, green areas, playing fields, gathering places and trails. One plan was more oriented toward passive and non-team-sports uses of the North Tract site, while the other allocated more space for active uses and rectangular fields. The County Board expressed a clear preference for the draft plan that was more heavily weighted toward active uses of the North Tract site. This guidance was a major factor in determining the focus of the final master plan outlined in this Task Force report.

In addition to comments by people attending various meetings, the Task Force has received hundreds of emails, letters and comment sheets on the North Tract process. Supporters of recreational development have also expressed their views in public comment at County Board meetings and in letters to the editors of local papers.

The master plan has also been presented to and reviewed and endorsed by the following county commissions and advisory groups: The Park and Recreation Commission; the Sports Commission; E2C2; the Bicycle Advisory Commission; Planning Commission; Transportation Commission; Pedestrian Advisory Commission.

II. RECOMMENDATIONS

The North Tract Task Force was commissioned to recommend what public recreation facilities could be created on the county-owned North Tract site, how they might be served by diverse transportation modes, and who in addition to the County might contribute to their development. The Task Force was also asked to recommend how new recreation and open space could be integrated into the evolving land uses within the larger area bounded by Crystal City, I-395 and Roaches Run. In its charge to the North Tract Task Force, the County Board identified a series of key topics to examine in detail. These included:

- *Mix and location of recreation and sports facilities.*
- *Transportation plan.*
- *Complementary redevelopment of adjacent properties.*
- *Environmental risks and mitigation on parts of the site.*
- *Impacts of runway restrictions at the Airport.*
- *Impacts of the railroad.*
- *Access options for Roaches Run Waterfowl Sanctuary.*
- *Development schedule.*
- *Costs (capital and operating).*
- *Public/Private funding alternatives*

The Task Force has carefully studied the general and specific points identified in its charge. The group has also identified additional issues important to the future recreational development of the North Tract. The group's findings and final recommendations on all of these matters are summarized below.

a. Overall Vision

The overarching vision and goals of North Tract redevelopment, both for the county-owned properties and for the area as a whole, are captured in the following statement:

VISION:

The North Tract area will be transformed into a distinctive showplace of environmentally sound redevelopment, with a central expanse of attractive public green spaces and high-quality indoor and outdoor recreation facilities that are accessible to all Arlingtonians, conveniently linked with nearby urban corridors and the Potomac riverscape, and coupled with complementary private redevelopment.

GOALS:

1) To redevelop this longtime industrial area into a green urban oasis that will be a model of effective environmental reclamation and community-oriented reuse.

2) To establish and maintain a great urban park with appealing spaces, facilities, and natural and manmade features in an integrated design that offers opportunities for sport, recreation and relaxation for people of diverse ages, interests and skills.

3) To provide convenient multi-modal access to and within the area, with emphasis on efficient mass transit and safe passageways for pedestrians and bicyclists.

4) To recognize the site's location and exploit its potential as a gateway between Arlington and the nation's capital, as a greenway near the historic Potomac shore, and as a gathering place for the community.

5) To forge creative partnerships with private entities, non-profit organizations, and other public agencies to complement direct county investments in the park and help to achieve, in cost-effective ways, the planned community facilities and the compatible, high-quality redevelopment of adjacent privately-owned sites.

Recommendation #1: The County Board should adopt the foregoing as the County's North Tract vision and goals.

b. Mix and Location of Recreation and Sports Facilities

Recommendation #2 – Master Plan: The Task Force has developed, and recommends for Board adoption, a master plan for the North Tract that is rich in high-quality recreational opportunities, balanced in responding to the diverse interests and needs of the community, creative in addressing the opportunities and challenges of a site that is both a major gateway and an industrial brownfield, and pragmatic in phasing. (See Concept Plan A-1)

The recommended plan proposes balanced programs for indoor and outdoor facilities. The indoor elements reflect public desires for a variety of swimming, exercise, and other facilities, expressed in multiple public meetings and the open space survey. The indoor facilities plan also incorporates the results of the Demand-Based Programming (DBP) methodology developed by consultant team member Brailsford and Dunlavey as described in Appendix A.

The recommended outdoor facilities reflect comparable levels of input from the general public and specific user groups, plus the general recommendations from the Open Space Master Plan process. The mix of outdoor elements will combine adult-sized active sports fields with multiple opportunities for other, less formal recreational pursuits. Specifically, the final program includes four soccer fields, over a mile of on-site walking trails, bicycle lanes and trails, open lawn areas, viewing platforms, and opportunities for playgrounds, spray fountains and other features. Basic services for park users, such as access to transit and parking, restrooms and informal food service are also addressed in the plan.

Recommendation #3 - Indoor Facilities – Aquatic and Fitness Center (Component A): The recommended indoor facilities start with a comprehensive aquatics and fitness center, designated as Component A. The center should be approximately 70,000 to 90,000 square feet in size which maximizes use of the space available located between South 6th and South 10th streets. It should be designed with sufficient capacity and programming flexibility to meet all major aquatics needs identified by the community, including recreation, instruction, therapeutic programs and competitive sports. This spectrum of needs is met by the master plan through the construction of three separate pools, all of which will be designed to provide flexibly:

A 50-meter Pool. This community pool will allow Arlington to host major competitions (e.g. competitive swim meets, water polo, etc.) A majority of its usage, however, is to be aimed at accommodating a significant level of community lap and recreational swimming as well as swimming classes for people from all parts of Arlington and many levels of skill.

A Recreational Pool. This pool would primarily be used for various forms of leisure and therapeutic activities. It would be a space designed for children, as well as for use by families and senior citizens. It should incorporate a number of water features such as lazy rivers, a major water slide component, and other water play features. It might also include additional warm water lap lanes that could be used for warm-up purposes in connection with competitions and by lap swimmers.

A Therapeutic Pool. This pool is to be located next to the recreational pool. It will be a smaller separate body of water specifically designed for hydro-therapy.

A fitness and aerobics center is another central feature of the proposed component A. This center, like the aquatics elements, would meet a clearly established existing need, and is seen as an integral piece of Component A in order to make this complex attractive to a much broader customer base than it would be were it to be an aquatics-only center. An indoor track should be integrated as a piece of the fitness center.

Short term drop off child care facility: As a special amenity to assist in attracting and assisting potential users, the Task Force recommends the inclusion of a child-care facility for short-term use by center patrons while they are using the recreation center.

Recommendation #4 –Indoor Facilities - Multi-Activity Center (MAC) (Component B)
The second-phase development being recommended by the Task Force and denoted as Component B is a multi-activity center (MAC) that would combine multiple court sports with the ability to hold larger indoor events. This Multipurpose Activity Center (MAC) should be built adjacent to and with a direct connection to the aquatics and fitness center.

The MAC would mainly consist of a large indoor recreational area with sufficient space and flexibility for sports such as basketball, indoor soccer, tennis, wrestling, and volleyball. It could also be used for music performances and other large recreational events or gatherings. Incorporated into this center should be community use spaces and

an expanded running track to supplement the track that is recommended for Component A. A climbing wall may also be incorporated inside or immediately adjacent to the facility. The facility would also house courts for racquetball/squash/'wally-ball', and additional rooms to be used flexibly for activities such as recreational and dance classes and community meetings. The MAC would meet the demonstrated need in the county for indoor sports facilities and other large indoor flexible space, to house sports activities such as those currently being accommodated in the Gunston bubble, a temporary facility for which ultimately a more permanent facility will be needed.

Recommendation #5 – Indoor Facilities – Deep Water Pool (Component C): The master plan includes the option of adding either initially with Component A or at some point in the future an additional diving pool (Component C) to the Aquatic and Fitness Center that could also be used for water-polo, SCUBA, and deep-water aerobics.

Recommendation #6 – Indoor Facilities -- Location of Indoor Facilities: Based on the availability of lands currently controlled by the County, the recommended location for the indoor recreation components is the section bounded by 10th, 6th and South Ball Streets and Old Jefferson Davis Highway. It is recommended that the initial aquatics and fitness center component A of the plan be placed along the west side of South Ball Street, with the possibility of facility expansion should adjacent properties be obtained. The additional diving pool should be added to the Aquatic and Fitness Component A assuming that usage of the aquatics facility suggests sufficient demand to justify constructing the deep water pool component of the facility. Flexibility should be permitted in locating these facilities so as to allow the county to take full advantage of any future land acquisition and/or partnership opportunities which might help to enhance the overall opportunities on the North Tract site.

Recommendation #7 – Outdoor Facilities -- Four Rectangular Synthetic Turf (e.g. Soccer, Lacrosse, Field Hockey) Fields: The master plan proposes the construction of four 'rectangular fields', with dimensions appropriate for soccer, but with an understanding that the fields could also be used for other sports with similar requirements and for general physical activities. Two of these fields should be constructed as soon as possible; the others, which would occupy parts of the Davis site, should be added as soon as appropriate modifications of the Davis agreements can be obtained. (See discussion in Recommendation #24)

Synthetic Turf and Lighting: The Task Force recommends installation of artificial turf grass on all of these fields and lighting of at least two (the maximum that can accommodate light poles within the aviation-related site constraints). This would allow for the optimization of use of these fields for a wide variety of sports and other activities. The objective is not to just add a certain number of fields to the county's inventory, but to make the most effective long-term investments and assure that both the new fields and the related facilities are of the quality required for high-caliber games and tournaments.

Recommendation #8 – Future Activities Area: The long strip of land at the north end of the site, between the Twin Bridges property and the railroad tracks, provides unique future recreational opportunities. The County's Bicycle Transportation Plan identifies this

as the corridor for an eventual multipurpose (cycling, running and jogging) trail with an overpass across the George Washington Memorial Parkway to connect with the Mount Vernon Trail. In the shorter run, the master plan would bring people closer to the riverside and the monumental views via a landscaped walking trail leading to an overlook or viewing platform at the far north end of the site. The un-built Twin Bridges site plan, as approved in 1994 and as extended in early 2003, requires coordination of private and County landscaping plans for this area and/or a substantial private contribution toward implementing the County plan. The 1994 plan also included open, elevated plazas with monumental views.

The master plan leaves the overall design and programming of this end of the County property somewhat fluid so as to respond to future opportunities and accommodate open space uses not provided for elsewhere in the County. Activities that could be considered for this area include a maze and discovery garden for children, adventure play facilities, and/or a dog obedience and agility training area. However, this strip should not be over-programmed or quickly committed to any exclusive long-term programming. Especially until a bridge over the railroad tracks is built, this area will be the best North Tract location for watching trains, airplanes, automobiles, boats and the panorama of Washington. The ability to enjoy those views should not be crowded out. The plan therefore incorporates a viewing platform/overlook to be constructed at the far north end of this area.

Recommendation #9 -- Plazas and Small Festival Space: The Master Plan includes several areas for informal gatherings, strolling and people-watching. Near the Boundary Channel Drive intersection is a space with sloping seating areas that is designed to accommodate small festivals and outdoor performances. Another plaza at the east end of the central soccer field is intended for family picnics and play. The paved drop-off area and plaza directly in front of the indoor facility is also a potential location for small street fairs and markets. Exact details of these features will depend upon available space and will be determined during the site design. It is also important to provide for adequate utilities (e.g. electric hookups, water, etc.) to support entertainment and other future activities at these gathering places in their ultimate design and development.

Recommendation #10 -- Multi-use walking, jogging and biking trails: Another major feature of the master plan is a network of walking, running and biking trails within and through the site. These trails should be designed in such a way as to adequately accommodate the full range of potential users and related trail interests.

Recommendation #11-- Public Art: This park – with its diverse sports and recreation uses, its prominent transportation elements, and its great location -- offers exceptional opportunities for integrating public art into every facet of its design, indoors and outdoors alike. Indeed, various artistic forms and styles can become signature elements of different parts of the park. An artist or artists should be engaged as part of the site design team from the beginning to insure that this potential is realized. The integrated art produced for the site should be in keeping with the themes designated for public art in the Public Art Master Plan.

Recommendation #12 Other Required Amenities on the North Tract Site – The master plan does not overlook the practical aspects of a successful park. Adequate restroom facilities must be provided year-round to meet the needs of outdoor park users, including bicyclists headed to or from Crystal City or the Mount Vernon Trail. In addition to the restrooms contained in the indoor facilities on the site, it is assumed that at least two permanent outdoor restroom facilities will be required. At least one of these facilities should be heated to enable usage during the winter months. There is also a strong interest in ensuring that park users can get something healthy to eat. For early stages of the park, the proposed outdoor facilities include a concession stand which could be supplemented with food vendors during peak activity times. As park usage grows, and certainly when a direct trail connection to the riverfront can be secured, more substantial facilities for informal food service would be useful, appropriate, and perhaps revenue-producing as well.

Other practical, essential elements of the conceptual plans are adequate trash receptacles, at least one picnic area, benches, and way-finding signs. These must be provided throughout the site, and especially near high activity areas such as festival spaces and premier fields. Good signage is also vital at the park's entrances.

It is important to note that high-quality park amenities and services require attentive maintenance as well as great design. During detailed site design, adequate provisions must be made for storage and care of maintenance equipment and supplies.

c. Transportation Plan (See Appendix B for Multi-Modal Transportation Study)

Recommendation #13 -- Road Realignment: To permit the most efficient use of recreational space, the Task Force recommends realignment of Old Jefferson Davis Highway to the west of its current location. To this end, the Task Force encourages immediate discussions between the County and VDOT to determine how close to I-395 the road could go and how this realignment can be achieved.

Recommendation #14 -- Public Transit: With the Route 1 corridor study still under way, the Task Force did not undertake its own detailed review of all public transit options that could be considered for the North Tract, including ART, Metro bus services, Bus Rapid Transit (BRT) and Light Rail Transit (LRT). The Task Force does, however, place high priority on ensuring good transit access to this site. A commitment to provision of high quality transit with frequent service, attractive vehicles and stations/shelters, and easily understood information will be needed both for the North Tract and also for other major recreational facilities in Arlington. Superior transit service will encourage park users to become more transit-oriented, reducing their reliance on automobiles and decreasing the pressure on parking and area roads. Such a commitment involves providing space for transit operations as well as funding considerations.

Recommendation #15 -- Structured On-Site Parking: Given the existing site constraints and limited availability of land, the master plan is predicated on building a multi-levelled

parking structure to serve a large part of on-site parking demand, instead of devoting more valuable acreage to surface parking lots. The Task Force realizes that constructing such a facility could add to the initial financial challenges for the County, but believes such investments would prove to be prudent. The size and cost of a stand-alone structure can be reduced if some public parking can be included in a multi-purpose facility such as a transit center or in an adjacent private development. The Twin Bridges site plan as extended in February 2003 includes such a commitment to provide some public parking on evenings, weekends and holidays. The Task Force recommends that such agreements be explored, along with innovative financing strategies for a multi-level parking structure on the North Tract Site.

Recommendation #16 -- Roadways, Pedestrian and Bicycle Access: The Master Plan and the accompanying area plan recognize the need to connect this site to the surrounding community and the Potomac riverside through a network of roads and handicapped accessible sidewalks, walkways and trails. Safe, convenient paths and trails through the site are a key component of the Master Plan. Issues involving vehicular travel include locations and space requirements for drop-off spaces, bus parking, opportunities for shared parking, and how to minimize queuing problems at peak hours. County standards for widths of pedestrian and bicycle walkways and paths should be adhered to, and surfaces should be constructed so as to accommodate diverse users safely and harmoniously.

The Master Plan also seeks to minimize traffic impacts on neighborhood roads and intersections, and encourages adequate signage in the surrounding area to direct people to the North Tract via routes which will have the least impact upon surrounding communities. This includes signs which encourage people to enter from the northern end of the site via Boundary Channel Drive.

Recommendation#17 - Mount Vernon Trail Connections: The Master Plan endorses the two bicycle connections recommended in the Arlington Bicycle Transportation Plan. These connections would be made via (a) the Humpback Bridge route, where renovations are currently being planned by the National Park Service, and (b) a more direct crossing from the North Tract across the GW Parkway. In the short run, County staff should work closely with NPS, VDOT and others to insure safe, convenient connections for bicyclists between the Boundary Channel Drive intersection on the North Tract and the Humpback Bridge. For the longer term, the County should pursue all opportunities for cooperative planning with NPS to facilitate a direct trail connection that enhances the regional trails network and relieves some pressures on the Mount Vernon Trail.

It should be noted that the strip of property (Parcel 17) acquired by the County on the Roaches Run side of the railroad tracks actually extends north under the George Washington Memorial Parkway almost to the Mount Vernon Trail. However, the preferred route for the bicycle trail and proposed parkway crossover is on the west side of the tracks, assuming an agreement with NPS.

Recommendation#18 – Bicycle lane on Old Jefferson Davis Highway: The master plan calls for the inclusion of appropriate bicycle lanes on the portion of Old Jefferson Davis

Highway through the North Tract. This is an important accommodation for bicyclists with or without a trail along the east side of the site.

Recommendation#19 – Multi-purpose Bicycle Trail through the North Tract Site: The Task Force has looked carefully at providing bicycle access through the North Tract site itself. If deemed feasible during the site design process, a direct north-south multi-use trail through the site adjacent to the railroad tracks is recommended. There are some concerns that space and design constraints may make it difficult to include such a trail and provide necessary pedestrian safety without complicating other major elements of the plan. The Task Force is therefore including such a path in the proposed master plan with the recognition that some design issues will need to be explored before a final decision can be made as to if, in fact, this trail can be accommodated. Those involved in final site design should make a significant effort to include this trail, since it is such an important link in the long-term regional trail network recommended above and endorsed in the County's Bicycle Plan.

Recommendation#20 -- Site Access: The Task Force strongly supports providing access to this site through a range of public transit services and setting ambitious goals for transit usage. However, the reality is that a large percentage of users of the North Tract will probably drive to the site, especially in the early years before a new Route 1 corridor transit system is in place. Therefore traffic must be managed, and on-site parking provided, so as to handle reasonably anticipated numbers of vehicles without putting added burdens on nearby residential areas at any phase of North Tract development.

Toward this end, the master plan recommends limiting vehicular access to a single point at each end of the site – Boundary Channel Drive to the north, and Old Jefferson Davis Highway to the south. Crystal Drive should not be extended into the site except as an enhanced pedestrian pathway and gated park entrance/driveway that can be used for special events and emergency or service access to facilities between 6th and 10th Streets South. It is important not to create any new routes through the site that might invite commuters or cut through traffic. Based upon the traffic analysis that was conducted in conjunction with the North Tract planning process, it was concluded that an extension of Crystal Drive was not required and is therefore not included in the final plan.

The Task Force also believes that adequate parking on the North Tract should be an essential element of each stage of the development of this site. Within the North Tract, on-street parking should be provided wherever feasible, but can be relied on only to a limited extent as a means of addressing overall parking needs. In addition, Old Jefferson Davis Highway is currently utilized for parking by a number of commuters and tour buses. These issues, particularly regarding parking for buses, will require timely action by County staff to avoid conflicts with neighboring communities.

Recommendation #21 - Pedestrian Safety Measures: Providing safe passage for park users of all ages is essential. For roadways, various pedestrian safety measures, including traffic calming, will be reviewed during the design phase. Adequate sidewalks and pathways will be provided throughout the site.

d. Complementary redevelopment of adjacent properties

Recommendation #22 – Possible Acquisitions: In light of the constraints on the County-owned property and Davis tract, the Task Force recommended at the end of Phase I that the County should pursue any reasonable opportunity for future acquisition of any of the following sites:

- a) Self Storage Building (399 Old Jefferson Davis)
- b) Motel (901 South Clark Street)
- c) Remaining Properties in the 6th through 10th Street South Areas
- d) The Twin Bridges property

While a high-quality urban park and recreational facilities can certainly be developed on the County and Davis sites, acquisition of any of these adjacent properties would provide additional land that could be used to increase outdoor field space, expand indoor facility space and/or allow the County to pursue a joint development partnership more easily. As set forth in the Area Plan that accompanies this report, County control of these properties through acquisition, site plans or other agreements would also insure compatible future uses and could greatly enhance the entire ambience of the North Tract as a high-quality, recreation-oriented area. Of course, fiscal constraints should be considered as the County explores these options along with the impact that such acquisitions will have upon potential open space land acquisition opportunities elsewhere in the county.

Recommendation #22 -- Twin Bridges: The existing office-hotel site plan for this property, adopted in 1994 and amended most recently in February 2003, has several elements that are hospitable to public recreational enjoyment of the North Tract park and monumental vistas. These include shared parking at non-office hours; elevated plazas and a landscaped belvedere that would be publicly accessible; and coordination with and contributions to landscaping of the County-owned strip between the Twin Bridges site and the railroad tracks. The Task Force urges that these or similar commitments be continued in any revisions to the existing site plan. Moreover, the Task Force believes that any development that is allowed to go forward here should be compatible—in its overall nature, and in details of its site design, architecture, uses and transportation arrangements -- with the North Tract master plan and the accompanying area plan.

e. Environmental risks and mitigation on parts of the site

Recommendation #23 – Continued AIA Evaluation and Remediation: The Task Force's environmental working group has been meeting with staff and consultants from CH2M HILL to review the results of earlier environmental testing on the AIA portion of the North Tract and the remediation program now being pursued. The Task Force supported the agreement between the County and Crescent Resources that included placing this area in the Virginia voluntary remediation program to obtain review and oversight of its ultimate remediation by the state. This course of action was also pursued for reasons of ensuring public safety. Based on available information, the Task Force is confident that

this area, like so many brownfields elsewhere in the nation, can be fully remediated and developed for safe public recreational use as proposed in the master plan. The County should proceed toward this goal as rapidly as possible in accordance with the terms established by the Virginia Department of Environmental Quality as a part of the voluntary remediation program.

Recommendation #24– Incorporating the Davis Industries Site: The Task Force has incorporated the Davis Industries site into the Master Plan. This is based upon the fact that after careful review, the Task Force and its environmental working group have determined that there is no legitimate environmental reason why this area can not be remediated to accommodate the proposed recreational uses contained in the master plan. However, the Task Force is very well aware of the legal constraints involving other parties that may prevent the county from attaining full recreational use of the site. For this eventuality, the Task Force has developed an alternative plan which does not make use of the Davis site (See Concept Plan A-2) This, however, is not the preferred option. Therefore the Task Force strongly recommends that the County continue to seek agreements with Commonwealth Atlantic-Arlington and other relevant parties, including the Virginia Department of Environmental Quality, for the broadest possible range of future recreational uses of the Davis Industries site. The County should also continue to explore the benefits and liabilities involved in possible County acquisition of the Davis Industries site, or its acquisition by another party, and continue to discuss these options with Commonwealth Atlantic-Arlington.

f. Impacts of Runway Restrictions at the Airport

The proximity of Reagan National Airport to the North Tract poses some challenges in the form of runway-related restrictions on development and uses of parts of the site. First, the North Tract property is subject to federal regulations (49 CFR Part 77) that establish “imaginary surfaces” emanating outward and upward from runways. These surfaces define ceilings, or height limitations, above which objects pose obstructions and potential hazards to approaching or departing aircraft. Two types of imaginary surfaces, approach and transitional, occur over the North Tract. The approach surface follows the down-slope approach of an aircraft toward the runway. The transitional surfaces extend upward, more steeply, at right angles from the approach slope. Regulations require that the FAA be notified if any structure on the North Tract exceeds those height limitations. (See Map A-2)

Portions of the North Tract also lie within the Runway Protection Zone (RPZ), a trapezoidal area at the end of a runway designed to protect persons and property from aircraft that stray beyond the end of the runway or land before reaching it. FAA Airport Advisory Circular (AC) 150/5300-13 recommends acquisition of lands within the RPZ, as well as lands beneath Part 77 surfaces up to 35 feet above the elevation of the runway. Consequently, MWAAC acquired easements over portions of the North Tract while it was under prior ownership.

The easements consist of an airspace easement and a land use easement. The airspace easement provides for the continued use of aircraft over the site, with attendant noise,

pollution or other incidental effects. It also codifies the height limitations defined by the Part 77 surfaces, and prohibits anything that exceeds them. The land use easement limits the type of activities that can occur within the easement area, including a specific prescription about where vehicle parking may occur. It does allow a variety of uses, including active sports fields, but prohibits “public assembly,” or the construction of permanent bleacher seating for sports fields. It does allow for field lighting, provided that such lights are within the height limitations, are directed toward the fields and do not interfere with aircraft operations.

Other issues related to the aircraft operations in the area will also affect recreational development. The most conspicuous of these issues are aircraft noise and airborne pollution from aircraft. Noise is discussed generally with railroad impacts, below. The spread of airborne pollutants, including fuel particulates, fumes and dust, was noted by many attendees at the public meetings and by neighborhood members of the Task Force. These impacts will persist, and are allowed as a right under the aviation easement. Particulate matter will likely add to some maintenance costs of outdoor equipment, and may have an as-yet-unknown effect on the performance of artificial sports surfaces. The level of particulate matter in the air should be further examined before decisions are made about facility design details such as the desirability and feasibility of a retractable roof on the recreational swimming pool.

g. Impacts of the Railroad

The adjacency of the CSX tracks and the frequency of CSX, Amtrak and VRE trains have two major impacts: the creation of a physical barrier, and the imposition of periodic acutely high levels of noise.

The tracks limit access to the National Park Service’s (NPS) Roaches Run property to the immediate east. The rail corridor, approximately 120 feet wide, cannot be crossed, safely or legally, without building an overpass with a vertical clearance of at least 26 feet. The Task Force did not believe that an underground passageway was feasible because of the area’s high water table. Concerns were also raised that concerning the safety of such an underground passageway. Roaches Run access options are discussed in more detail, below.

As observed in the field, and as attested to by local residents in some of the public meetings, the operation of trains creates frequent episodes of very loud noise, in particular wheels screeching as trains slow to approach and negotiate the curving track in this area. Train noise is exacerbated by aircraft takeoff and landing noise. It was determined by the task force that this noise makes the site unsuitable for certain outdoors events - concerts of acoustic music, for example – or essentially anything requiring a background level of relative quiet. It was not deemed a significant barrier to active recreation activities, such as soccer and other sport activities. On several occasions during the task forces discussions, Gravelly Point was discussed as a site which incurs similar noise issues due to the proximity of the airport. At this particular site, the noise does not seem to be a major deterrent to significant public usage.

Recommendation #25 -- Safety and Noise: The Master plan recognizes that some kind of fence, wall or other buffer will need to be constructed near the railroad tracks for safety and to reduce noise from passing trains. The master plan illustrates the use of earthen berms and sound barrier walls between the tracks and the play fields and other outdoor areas. Site-specific noise studies should be performed to better characterize occurrences and intensity of noise and help determine the size, materials and likely efficacy of noise barriers. The need for such buffers will have to be considered in the design phase of the outdoor components of the North Track site development plan.

h. Access options for Roaches Run Waterfowl Sanctuary.

Recommendation #26 -- Access to Roaches Run: The NPS-owned wildfowl sanctuary, while also affected by noise and pollution from nearby transportation, offers rare opportunities for Arlingtonians to enjoy a wooded, unmanicured tidal backwater with wetlands and wildlife so close to home. Currently public access to Roaches Run is limited to the parking area along the southbound George Washington Memorial Parkway. National Park Service representatives have indicated a willingness to work with the County to develop additional access points and a trail for strolling, bird-watching, fishing and outdoor education, as long as access is limited to foot traffic and new facilities are sensitively designed to avoid harming the natural area.

The Master Plan recommends that a footbridge be built over the railroad tracks to provide direct, but still limited, access between the North Tract and Roaches Run. The crossing should be located in the northern part of the North Tract, near Boundary Channel Drive and opposite the largest upland area along Roaches Run east of the tracks. This location provides more space for locating ramps and allows visitors to descend to grade without intruding on wetlands on the NPS property. (See further comments under #27, below.)

In meetings with the Task Force, NPS representatives have also expressed interest in developing trail access to the west side of Roaches Run from the south (Crystal City), so that hikers could use the existing bicycle-trail tunnel under the tracks near the Crystal City Water Park and walk north to Roaches Run. This route may be more feasible in the short run. The Task Force recommends that the County and NPS set up a hoc group as soon as possible to work on trail design, legal and easement issues, and other factors involved in creating this trail.

Recommendation #27 -- Consideration of the Site's Monument Potential: The National Capital Planning Commission's *Memorials and Museums Master Plan* (NCPC 2001) identified the Twin Bridges area, with its sweeping views, as "a unique site within the Monumental Corridor and the Waterfront Crescent" formed by the Potomac and Anacostia Rivers. An elevated pedestrian bridge and viewing platform of monumental purpose and quality – but not grandiose scale – could serve a memorial goal while providing public access both to panoramic views of the capital and to the natural refuge of Roaches Run. Thus the Master Plan suggests that a long-term effort be launched to design and build such a high-quality, multipurpose structure, as opposed to a less visually attractive– yet still very costly – pedestrian bridge. The cost and complexity of elevating

a footbridge at least 26 feet and extending it across the railroad tracks cause the Task Force to conclude that this crossing may be most feasible if designed to help realize the site's potential as a national memorial, museum or monument site. As previously mentioned in recommendation #8, the plan also calls for the construction of a viewing platform/overlook at the far north end of the site.

Recommendation #28 -- Train Viewing Platform/Feature: A platform for viewing trains should be incorporated into the final design of the site. The most logical means to accommodate this popular pastime might well be to incorporate this into the bridge that crosses the tracks to Roaches Run. In the near term, a train-watching area could be inserted in one of the berms or safety barriers along the tracks. The nature and location of such a viewing platform will need to be determined in the site design process.

i. Development schedule.

The Task Force is proposing no detailed schedule for the development of each specific piece of the master plan. Many of these decisions will have to be based upon availability of adequate funding and the potential for partnerships. The following recommendations address implementation overall.

Recommendation #29 -- Develop the full plan, and each unified portion, as quickly as financially feasible: The Task Force urges the County to be aggressive and creative in trying to finance and move forward with all facilities outlined in the Master Plan as quickly as possible. Moreover, in determining the appropriate phasing for implementation of the plan, we encourage designing the phases and the accompanying financing schemes so as to ensure that each element when built is complete, i.e. includes the required services, amenities and permanent "finishes" such as permanent restrooms, benches, landscaping, public art elements, signage, etc., to make the site at each stage of development fully functional and high-quality. It is also important that transportation services and improvements such as on-site parking and enhanced transit keep pace with park development, to minimize adverse impacts on nearby residents and establish from the beginning that the North Tract is a transit-friendly park.

j. Costs (capital and operating).

The Task Force has comprehensively explored with its consultants and County staff possible means of financing the development of the North Tract site, and has concluded that some mix of the following methods will be required.

- a) Existing county capital financing and other revenue streams;
- b) New, yet to be determined revenue streams, e.g. Service Area Concept; and
- c) Partnerships (e.g. public-private, public-public, other TBD). These may include:
 - 1) Joint ventures (e.g. naming rights, contracts for operation of facilities or concessions, etc.)

2) Agreements involving density and/or development on adjacent sites – This strategy is intriguing and similar to that used by the County in developing Courthouse Plaza and obtaining many community benefits from other projects. Such partnerships should certainly be pursued, as outlined in the accompanying Area Plan. At the same time, it should be recognized that such opportunities may be constrained by relatively small site sizes and the FAA-imposed height limits between 6th and 10th Streets South. In addition, Task Force members who live closest to the North Tract have expressed concern about adding density beyond that which was defined during the acquisition of the North Tract and the density transfer to Potomac Yard.

The choice of financing strategies will obviously affect the phasing and speed of North Tract development. For instance, elements financed through county resources could proceed in accord with county timetables; projects relying more on private funding would be more influenced by market forces and fluctuations.

k. Public/Private funding alternatives.

Recommendation #30 -- Hiring Appropriate Professional Support to Assist in

Developing Partnerships: Given the range of partnership opportunities identified by the Task Force, the complexities involved in making such partnership work, and importance of the subject, the Task Force recommends that the County initiate an in-depth study of partnership possibilities and challenges, using a consultant with special expertise in this field.

The Task Force and consultants have identified several strategies used elsewhere that may prove useful and merit much more detailed examination. These include:

Development Partnerships

Land Sale or Lease: The simplest way to raise capital without using the County's borrowing capacity may be to sell or lease some part of the North Tract for development or use by another entity. For instance, a portion of the lands that still retain development density might be sold or leased in exchange for cash or other North Tract property to be used for recreation space or facilities. A portion of the site might also be leased for a future transit facility or privately developed parking garage. This approach would allow the County to retain ownership and control of the facilities it develops. However, any sale or exchange of property could be limited by the lack of development density on some portions of the County-owned North Tract, by the relatively small parcel sizes, and by the height limits caused by adjacency to the airport. Furthermore, any private development must be compatible with the North Tract recreational facilities and the surrounding neighborhood. Task Force members who live closest to the North Tract have expressed concern about adding density beyond that which was defined during the acquisition of the North Tract and the density transfer to the Potomac Yard development south of Crystal City.

Exchange of Land or Density for Developer Constructed Improvements: Under this approach, the County would contract with a private or non-profit partner who would construct improvements for sole or joint use by the County in exchange for land and/or density to be developed on or adjacent to the North Tract. This requires a more complex set of agreements than a land sale or lease, as the County would have to provide detailed specifications of the proposed facilities to the partner. The County does have long experience in obtaining specified infrastructure improvements, including streetscapes and open spaces, from private developers through site plans and use permits. In a variation of this approach, the County might reach an agreement to allow a developer to construct some private facilities on part of the North Tract, provided that he also constructs, and then turns over to the County, facilities for public use.

It should be noted that the technical specifications of some recreation facilities make them difficult for some private partners to construct in conjunction with planned office, retail or residential buildings. Such development firms may be expert in their respective fields, but inexperienced in the specifics of aquatics or other specialty construction. Other activity areas, such as community use space or fitness areas, may be easier for many developers to construct. Facilities such as parking garages could be developed jointly, with use shared between public and private entities. For instance, the County would acquire title, or a long-term irrevocable lease for use of the facilities or parking spaces developed by the private partner.

Sale of Intangible Assets: Most professional sports facilities and some public or semi-public ones have earned capital or operating funds through the sale of naming rights or sponsorships. In exchange for a license to use the name or facility image or to post advertising, a private partner agrees to pay a fee. Often such deals are tied to concessions, or the right of exclusive sales of one of the partner's products at the facility (sports drinks, athletic gear, etc.)

Build/Lease Back: Under this scenario, a developer would construct improvements for sole or joint use of the County in exchange for lease payments. The County may or may not retain title to the underlying ground. This approach is increasingly common among local governments as it enables them to use an outside party to finance the capital costs of the improvement. The County thus substitutes a long-term lease for long term bonded indebtedness. Proponents of this approach often argue that a commercial developer may be able to construct a new facility at a lower cost, or more quickly than a public entity.

Joint Development/Joint Use: It may be possible for the County to find partners to share in both the development cost and use of a proposed facility. Examples include shared use of a regionally unique resource such as a competition diving facility, or collaboration with a partner attracted by the site's prominent location as a potential memorial site. Another long-term possibility might be the structured parking or other services for park users in conjunction with the possible plans for a LRT/BRT maintenance and storage facility in the area. Joint Development/Joint Use agreements operate best when both parties have similar time frames for facility need. They allow

each partner to contribute its strengths, such as the County ownership of the site paired with a University's fundraising skills to create a new jointly used center. Joint use means shared use, though, which ultimately means that the facilities will not be always available to both parties.

Operational Partnerships

Once the proposed facilities are constructed, there are a wide variety of partnering alternatives to help reduce the County's operational costs. Private operators can be contracted to run the aquatics, fitness or multi-activity center facilities on a fee or fee plus percentage basis. The County would realize an income stream that it could use to offset operations of other facilities or to retire debt, although it would cede some operational control. Privatization of traditionally public operations typically rests on the belief that a private operator may be able to run the facility efficiently enough to generate a profit. However, the fees charged under a private fee structure may limit the use of the facility by lower-income residents, requiring County subsidies to keep recreation programs broadly accessible.

The County could also solicit concession opportunities for food or other retail goods, either in conjunction with naming rights, as discussed previously, or separately. Concessionaires might pay rent plus percentage or some other arrangement. One of the most likely opportunities for an operations partnership is the provision of structured parking. A private parking company could operate and maintain a garage developed by the County or other entity. The County would receive a percentage of revenue, and use it to offset operations of other facilities or to repay debt.

I. Overall interrelationships with the surrounding area (Area Plan)

From the first phase of this study, the Task Force has been impressed with the need to integrate the future use and redevelopment of adjacent properties with the proposed County facilities and spaces as much as possible. The area occupies a gateway site; it is quite narrow and affected by major transportation corridors; it presents brownfield redevelopment challenges, and it is the future site of substantial public investments in high-quality recreation space and facilities. All these factors redouble the potential value not just of minimizing conflicts, but of coordinating private and public initiatives so as to achieve community goals in the most expeditious and cost-effective ways.

The Area Plan that accompanies this report describes the private parcels adjacent to the County-owned property and outlines potential scenarios for redevelopment or reuse of those properties in ways that advance, or are at least compatible with, the overarching vision and goals for the area and the specific recreational uses and facilities proposed. The scenarios address three general strategies for reuse and redevelopment: public acquisition, joint or collaborative redevelopment, and private initiatives involving a rezoning, site plan, use permit or other discretionary County Board action.

Recommendation #31 – Area Plan: The County Board should adopt the Area Plan and seek to implement it in ways that will maximize community benefits and amenities.

m. Additional Issues Identified by the Task Force

Recommendation #32 -- Clark Street Playhouse: The County should continue to support the Washington Shakespeare Company (WSC) and ensure that it is provided with space that adequately meets their needs. This should be done in a manner that ensures no interruptions in the planned schedule of theater operations and with minimal disruptions to the theater. For the short term, it is suggested that the County keep the Clark Street Playhouse in its existing location. Discussions between County staff and the Washington Shakespeare Company should occur in an effort to find and agree upon a long term relocation option for the playhouse. Broad citizen support for the Washington Shakespeare Company (WSC) and for maintaining the unique features of WSC's Clark Street Playhouse has been expressed throughout the entire period of work of the North Tract Task Force, since summer 2001.

Recommendation #33 -- Environmentally Sensitive Design: All facilities on the site should strive to achieve the U.S. Green Building Council's LEED program Silver rating. Outdoor facilities such as parking areas, picnic areas, plazas and roads should be designed to manage stormwater runoff, trash and other pollutants in ways that make this park a model of environmentally responsible design.

Recommendation #34 -- Native Plantings: Trees and plantings should utilize native species to the extent possible and not include invasive species.

Recommendation #35 -- Environmental Working Group: The Environmental Working Group should be officially constituted as an ad hoc committee to continue to oversee and review environmental issues associated with the AIA, Davis site, and Parcel 17.

Recommendation #36 – Public Education: The park should include, as an element of its public art and/or signage, interpretive displays that explain its transformation from an industrial brownfield area to a premier urban public park.

Recommendation #37 – Physical and Economic Accessibility: It is important to emphasize that the Master Plan urges that throughout the design and development of the site, maximum consideration be given to ensuring that the recreational facilities meet, adhere to, and where possible exceed current standards and requirements for handicapped accessibility. This specifically applies to the aquatics, fitness and multi-activity center components, including elements such as locker rooms, planned as a part of the indoor facilities. Moreover, outside facilities, paths, and walkways should be designed and built to ensure maximum accessibility.

Likewise, the plan calls for the development of a fee and usage structure that ensures that the facilities on the site are accessible to all Arlington residents, regardless of

income. These fee structures should also be built so as to ensure clear and significant differences between fees charged to Arlingtonians and non-Arlington residents.

Recommendation #38 – Safety Considerations During Site Design: It is important to ensure the safety of visitors to the park and its facilities. It is especially important in the North Tract area due to the area's history as an industrial area and one that does not currently have as much traffic, pedestrians and visitors as some of the more centrally located parks in the County. The development of the North tract into a high quality recreation venue will do much to enliven the area and increase the number of daily visitors and users. To help assure that facilities developed during each phase are both perceived to be safe and in fact protect their users, the Task Force endorses a design approach based on Crime Protection through Environmental Design (CPTED) A central principle of CPTED is that environment plays a critical role in determining whether a location may be susceptible to crime. Physical environments that exhibit lack of maintenance or care signify lack of supervision or surveillance to potential criminals. Similarly, areas with multiple (or largely unobserved) access and exit opportunities are rightly perceived as potential opportunities for crime. In implementing CPTED, designers seek to use design to convince potential law-breakers that a particular site presents little opportunity for a successful criminal act. As CPTED is a multidisciplinary approach, during the detailed design of the North Tract, designer, park managers and police will work together to review critical relationships between facilities and streets, levels of lighting, and operational characteristics to make North Tract users feel comfortable, while making criminals believe that criminal acts are unlikely to go unnoticed or un-remarked upon.

APPENDIX C

Indoor Facilities in the Metro-Washington D.C. Area

West County RECenter (under construction) (Fairfax County)
25yd x 25m pool, leisure pool, weight/fitness, multipurpose rooms
+50,000 SF

Lee District RECenter (Fairfax County)
50m pool, weight/fitness, gym/track, multipurpose rooms, racquetball, child care

Oak Marr (Fairfax County)
50m pool, weight/fitness, racquetball

Freedom Center (Prince William Co., City of Manassas, GMU)
50m pool, leisure pool, 2 ct gym/track, 3 racquetball, weight/fitness, multipurpose rooms,
child care, wellness lab
110,000 SF

Prince George's County Sports & Learning Complex
50 m pool, leisure pool, 200m indoor NCAA track/gym, gymnastics room, multipurpose
rooms, weight/fitness, learning center
185,000 SF

Ida Lee Recreation Center (City of Leesburg)
25yd x 25m pool, weight/fitness, gym, meeting rooms, multipurpose rooms, racquetball
71,000 SF

Montgomery County Maryland: Montgomery County Aquatic Center and
Germantown Aquatic Center (Under Construction)