

May 1, 2025

Questions from Chair McMahon with responses from Staff in red.

1. What is the total site area, before and after renovation, dedicated to surface parking or drive aisles?

Attached is an exhibit that shows the areas dedicated to surface parking and drive aisles. There is a detailed breakdown provided in addition to a simplified breakdown to help show why there is an increase in impervious area for parking/access. As shown in the exhibit, a lot of the impervious area proposed is needed to facilitate the emergency access for fire trucks around the school. The emergency access to the south and east of the current school barely meets requirements, especially when the parking lot is in use. Access to the north east section of the school is through a green space that has been deemed adequate to support fire truck access and does not count as an impervious area.

2. Are the excess parking spaces on or off site? Reference to spaces at the church is made but it's not clear to me if those are part of the request. If the church space share is in addition to the excess parking on site, why are they not just using the church space share to provide the excess itself?

Prior to the COVID shutdown, ACPS had a shared use agreement with the Westminster Presbyterian Church for 20 parking spots. This is the maximum number of spots that they can share without impacting their daily activities. During the shutdown, the agreement expired. We currently have a draft agreement for 20 spots that is being reviewed by their attorneys.

Assuming that we come to an agreement, there will be 43 spots combined on the north and south sides of the school and 17 spots near the tennis courts. These spots, added to those at Westminster, will give us the needed 80 spots.

3. Was a capacity study done for on street space that determined there was too much parking pressure in the neighborhood streets to accommodate some staff parking?

For all of our community schools, ACPS consistently receives negative comments from neighbors about school staff and visitors parking on their streets. For George Mason, neighborhood parking concerns were documented during the 2021 feasibility study.

Additionally, the majority of George Mason, indeed ACPS staff, do not reside in the City of Alexandria and commute to work by car. Convenient parking is often cited as a benefit to staff satisfaction. Also, a significant number of staff support more than one school and

need to go between sites on a given day. For them convenient parking is critical to maintaining their schedules.

These factors drove the decision for ACPS to provide adequate on-site parking for the staff of George Mason.

A capacity study was completed and did show there is available parking in the neighborhood streets to accommodate staff parking. However, it also showed the relatively long distances teachers were parking from the school.

During early community and SAT design meetings attendees were overwhelmingly supportive of increasing parking to relieve pressure on neighborhood streets. The one consistent concern however was that parking would encroach on the open space behind the school.

To that end, parking is concentrated on the sides of the school where paving was already required to accommodate deliveries and emergency access.

**Attachments:**

1. GMES Surface Parking and Drive Aisle  
Detailed Breakdown
2. GMES Simplified Parking/Drive Aisle  
Breakdown
3. GMES Drive Aisle and Parking Exhibit

## Surface Parking and Drive Aisle Detailed Breakdown

### **Pre-Development**

	Area (sf)	Color
Parking	4,608	Red
Drive Aisle	7,474	Yellow
Tennis Court Parking Lot (unstriped)	6,484	Magenta
<b>Total</b>	<b>18,566</b>	

### **Post-Development**

	Area (sf)	Color
Parking - School	7,549	Red
Drive Aisle - School	1,076	Yellow
Emergency Vehicle Easement (EVE) / Drive Aisle	18,620	Blue
Sub-Total (Drive Aisle)	19,696	
Pickup / Drop Off Loop (Non EVE)	2,605	Green
Loading / Misc	2,470	Cyan
Parking - Tennis Court Parking Lot	3,091	Red
Drive Aisle - Tennis Court Parking Lot	3,397	Yellow
Sub-Total (Tennis Court)	6,488	
<b>Total</b>	<b>38,808</b>	

Simplified Parking/Drive Aisle Breakdown		
	Pre-Developed (sf)	Post-Developed (sf)
Parking	11,092	10,640
Drive Aisle	7,474	28,168
Total	18,566	38,808

NOTES:

(1) Unstriped parking lot for tennis court included in parking total.

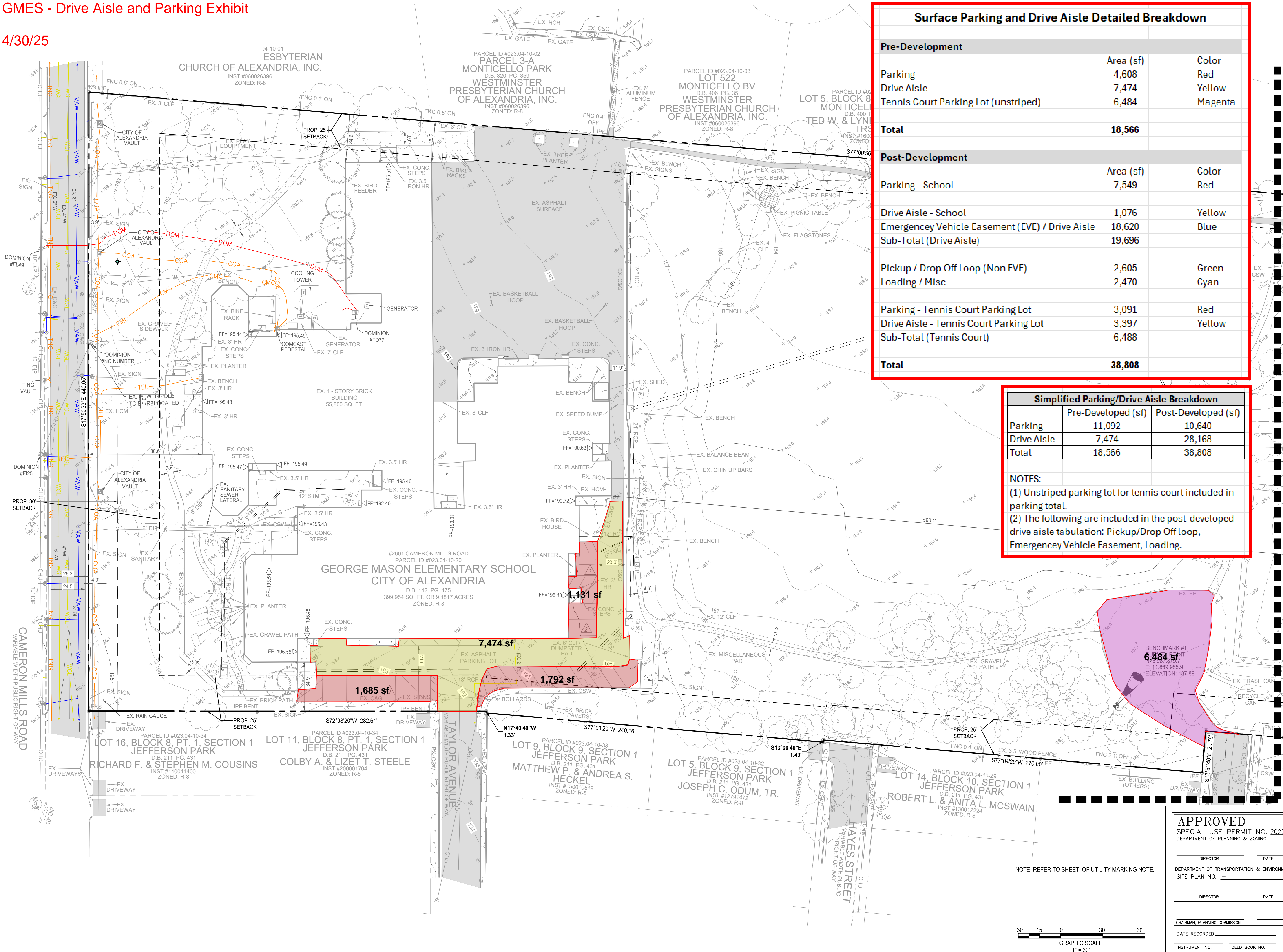
(2) The following are included in the post-developed drive aisle tabulation: Pickup/Drop Off loop, Emergency Vehicle Easement, Loading.



GMES - Drive Aisle and Parking Exhibit

4/30/25

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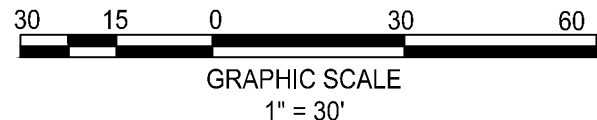
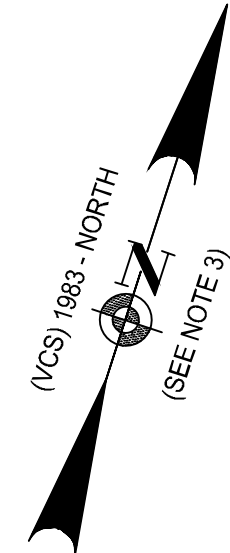


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MATCH LINE - SEE SHEET C201



APPROVED  
SPECIAL USE PERMIT NO. 2025-10001  
DEPARTMENT OF PLANNING & ZONING

DIRECTOR

DATE

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES  
SITE PLAN NO. \_\_\_\_\_

DIRECTOR

DATE

CHAIRMAN, PLANNING COMMISSION \_\_\_\_\_ DATE \_\_\_\_\_

DATE RECORDED \_\_\_\_\_

INSTRUMENT NO. \_\_\_\_\_ DEED BOOK NO. \_\_\_\_\_ PAGE NO. \_\_\_\_\_

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SCHOOL  
PRELIMINARY DSUP  
CITY OF ALEXANDRIA, VIRGINIA

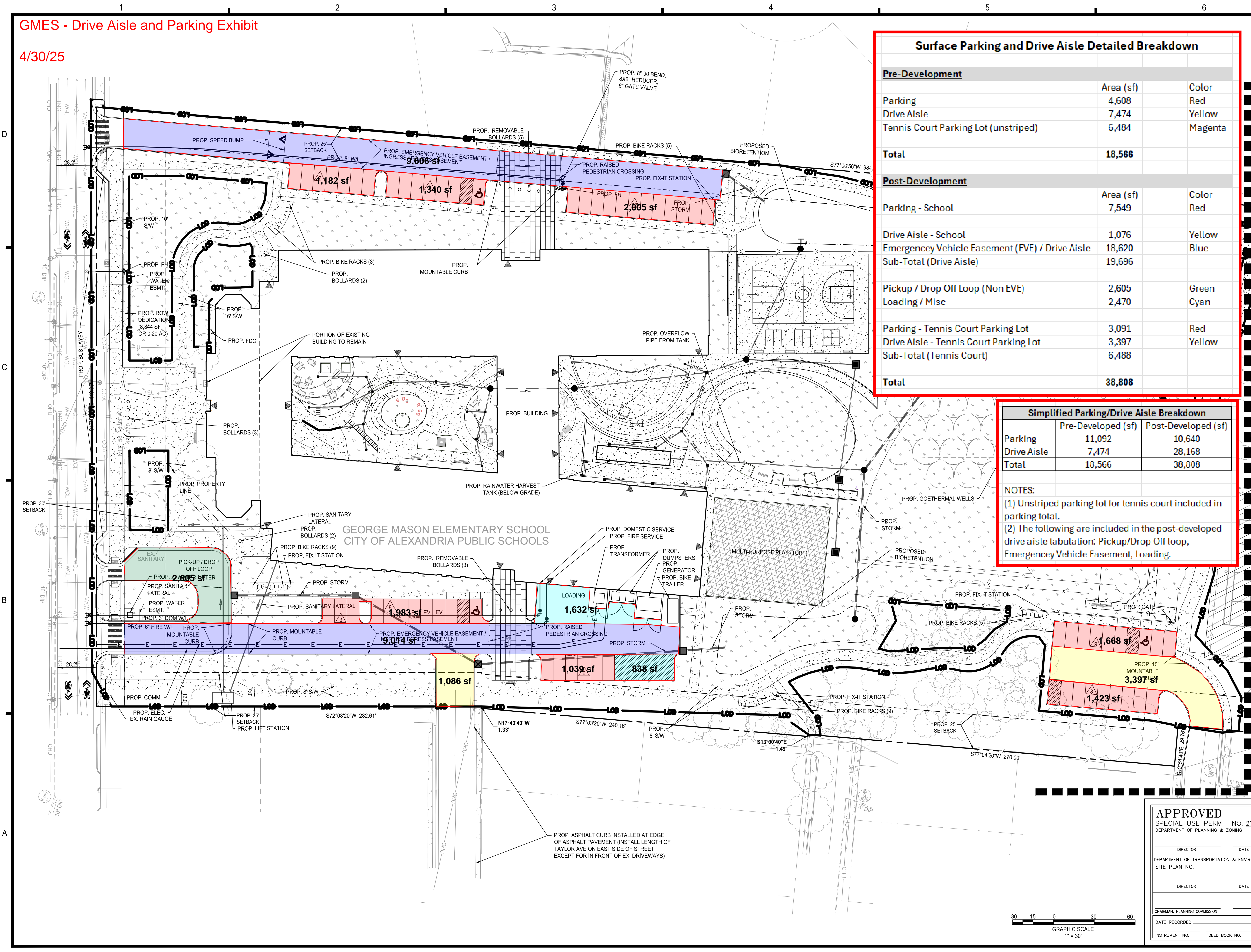
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04/10/25	02/17/25	01/06/25	

PROJECT No.: 24005288.00  
DRAWING No.: 113822  
DATE: 03/21/2025  
SCALE: NONE  
DESIGN: EG  
DRAWN: JS  
CHECKED: EG  
SHEET TITLE:  
EXISTING  
CONDITION PLAN  
SHEET No.  
C200



GMES - Drive Aisle and Parking Exhibit

4/30/25



Surface Parking and Drive Aisle Detailed Breakdown		
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COMMONWEALTH OF VIRGINIA  
ELI GOODMAN  
Lic. No. 55868  
04/22/2025  
PROFESSIONAL ENGINEER

GEORGE MASON ELEMENTARY  
SCHOOL  
PRELIMINARY DSUP

CITY OF ALEXANDRIA, VIRGINIA

DATE	DESCRIPTION	MARK
04/10/25	PRELIMINARY DSUP VERIFICATION SUBMISSION 2	
02/17/25	PRELIMINARY DSUP VERIFICATION SUBMISSION	
01/06/25	PRELIMINARY DSUP VERIFICATION SUBMISSION	

PROJECT No.: 24005288.00  
DRAWING No.: 113822  
DATE: 03/21/2025  
SCALE: NONE  
DESIGN: EG  
DRAWN: JS  
CHECKED: EG

SHEET TITLE:  
PRELIMINARY SITE PLAN

SHEET No.  
C300

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**Re: George Mason Elementary School Tree Removal summary analysis:  
2601 Cameron Mills Road  
IMEG# 24005288**

General information:

The preservation of existing trees on the George Mason Elementary school site was fairly tricky as a result of the increase in building footprint, improved road access, increased parking availability, storm water management improvements, installation of geothermal wells to heat the new school building, park pathway improvements, and general park improvements which require a significant amount of grading and land disturbance throughout the site. Since the existing site has a fairly high density of trees, this results in a significant amount of disturbance to the critical root zone and structural root zone of existing trees, resulting in the necessary removal and many existing trees.

The critical root zone or CRZ is a calculated area based upon the diameter at breast height of a tree which represents the area where most roots are located. The structural root zone or SRZ is the area of roots around a tree required for a tree's stability in the ground. Analyzing the level of disturbance to the CRZ and SRZ is used to evaluate if a tree is likely to survive the disturbance from a proposed development with tree protection measures or if it needs to be removed because the impact to the rootzone will be too great. The general industry norm is that if 30% or more of the CRZ is to be removed the tree should be removed because it will not survive the impact to the root system. Furthermore, If the proposed disturbance will remove a portion of the SRZ the tree should be removed to prevent the creation of a future hazard since the likely hood of the tree falling over is significantly higher because of structural roots being removed or severed.

Proposed Tree Removal analysis:

- 12 of the Identified trees in question (#9636, #6683, #6682, #6678, #6675, #6674, #6661, # 6649, #6648, #6644, #6612, and #6661) as seen on the associated GMES Tree Mark up 2025-05-01, are located inside the Limits of disturbance. This means that these trees will experience 100% CRZ and SRZ disturbance due to grading, internal road improvements, increased parking, storm water management improvements, installation of geothermal wells, and park pathway improvements. The level of disturbance these trees will experience is not survivable and they will need to be removed
- Tree # 6613 is 28" White Oak (Quercus Alba). Tree 6613 is proposed to be removed due to the level disturbance of its root zone from proposed grading and the installation of geothermal wells on the eastern half of the property. These site improvements are calculated to remove 58% of the CRZ and 25% of SRZ. Even with tree protection measures, such as tree protection fencing or root pruning, the level of impact to the CRZ and SRZ is so severe that tree #6613 would not survive the development and should be removed.
- Tree # 6618 is a 45" Black Oak (Quercus Velutina). Tree #6618 is proposed to be removed due to the level of disturbance to it's CRZ and SRZ from the pathway improvements on the western side of the property. The removal of the existing pathway as well as the regrading and installation of the new pathway would remove 44% of Tree #6618's CRZ and 20% of it's SRZ. Even with protection measures, such as tree

protection fencing or root pruning, the level of impact to the CRZ and SRZ is so severe that Tree #6618 would not survive and should be removed.

- Tree# 6619 is a 36" Black Oak (*Quercus Velutina*). Tree #6619 is proposed to be removed due to the high level of disturbance to it's CRZ and SRZ from the park pathway improvement on the eastern side of the property. The removal of the existing pathway as well as the regrading and installation of the new pathway would remove 43% of tree #6619's CRZ and 27% of it's SRZ. Even with tree protection measures, such as tree protection fencing or root pruning, the level of impact to the CRZ and SRZ is so severe that tree #6619 would not survive and should be removed.
- Tree # 6656 is a 24" Black Oak (*Quercus Velutina*). This tree is in very poor condition with a condition rating of 53, as noted on Tree schedule of the GMES Tree and Vegetation protection plan. This rating is due to poor trunk structure from a very heavy lean towards the existing baseball field, as well as approximately half of the crown being dead, and there being a visible pocket of decay/ heart rot present in the upper trunk. Since this tree is located in a park next to a public athletic field and is currently in poor condition, I would recommend this tree to be removed regardless of development impact because it is currently a hazard. However, in addition to tree #6656's poor condition, 32% of the trees CRZ will be removed due to grading improvements and the installation of the geothermal wells to the east and park pathway improvements to the west. Due to the poor existing condition and the sever impact to the CRZ from site improvements this tree should be removed.
- Tree #6658 is a 32" White Oak (*Quercus Alba*). Tree #6658 is proposed to be removed due to the high level of disturbance to the CRZ due to grading improvements and the installation of the geothermal wells on east side of the tree and the park pathway improvements to the west. These improvements are proposed to remove 45% of the trees CRZ. This is well above the 30% disturbance threshold and this level of disturbance to the CRZ is so severe that tree #6658 would not survive the development and should be removed.
- Tree #6663 is 34" Pignut Hickory (*Carya Glabra*). Tree #6663 is proposed to be removed due to a high level of disturbance to it's CRZ and SRZ from the park pathway improvements on the western side of the property. The removal of the existing pathway as well as the regrading and installation of the new pathway would remove 42% of it's CRZ and 26% of it's SRZ. Even with tree protection measures, such as tree protection fencing or root pruning, the level of impact to the CRZ and SRZ is so severe that Tree #6618 would not survive the development and should be removed.

If you have any questions or need more information, please feel free to contact us, so that we can further discuss this matter.

Sincerely,

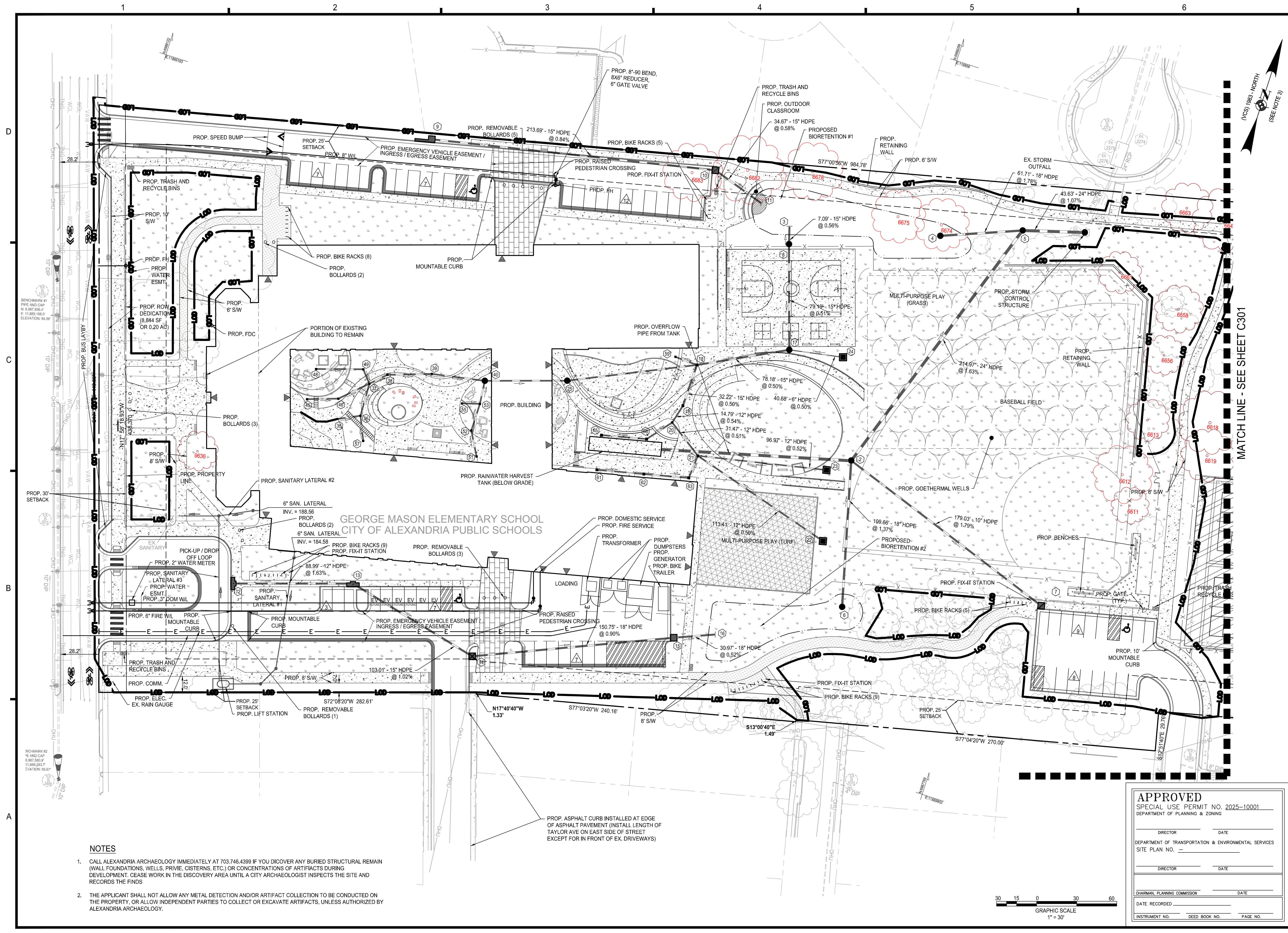
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Quinn Nolan

ISA- Certified Arborist NE-7474A



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NOTES

- CALL ALEXANDRIA ARCHAEOLOGY IMMEDIATELY AT 703.746.4399 IF YOU DISCOVER ANY BURIED STRUCTURAL REMAIN (WALL FOUNDATIONS, WELLS, PRIVY, CISTERNS, ETC.) OR CONCENTRATIONS OF ARTIFACTS DURING DEVELOPMENT. CEASE WORK IN THE DISCOVERY AREA UNTIL A CITY ARCHAEOLOGIST INSPECTS THE SITE AND RECORDS THE FINDS
- THE APPLICANT SHALL NOT ALLOW ANY METAL DETECTION AND/OR ARTIFACT COLLECTION TO BE CONDUCTED ON THE PROPERTY, OR ALLOW INDEPENDENT PARTIES TO COLLECT OR EXCAVATE ARTIFACTS, UNLESS AUTHORIZED BY ALEXANDRIA ARCHAEOLOGY.

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SPECIAL USE PERMIT NO. 2025-10001	
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DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES	
SITE PLAN NO. _____	
DIRECTOR	DATE
CHAIRMAN, PLANNING COMMISSION _____ DATE _____	
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FINAL SITE PLAN

CITY OF ALEXANDRIA, VIRGINIA

MARK	DATE	DESCRIPTION
04/29/25		

PROJECT No.: 24005288.00  
DRAWING No.: 114027  
DATE: 04/29/2025  
SCALE: NONE  
DESIGN: EG  
DRAWN: JS  
CHECKED: EG

SHEET TITLE:

FINAL SITE PLAN

SHEET No.  
**C401**





CITY OF ALEXANDRIA, VIRGINIA

PROJECT No.: 24005288.00

DRAWING No.: 114027  
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SCALE: NONE  
REGION: 50

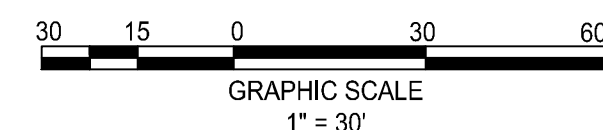
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SHEET TITLE:

## FINAL SITE PLAN

SHEET No.

C402



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SITE PLAN NO. _____	
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CHAIRMAN, PLANNING COMMISSION _____	
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