

City of Alexandria, Virginia

MEMORANDUM

DATE: December 6, 2016

TO: CHAIRWOMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: RECOMMENDED CHANGES TO CONDITIONS FOR DSUP #2016-0009
PATRICK HENRY SCHOOL & RECREATION CENTER

Subsequent to the completion of the staff report and mailing to the Planning Commission, City staff concluded that an additional condition was needed for the proposal, as well as one change to language in an attachment. The conditions and language to be amended are described below:

A. Section A: *PEDESTRIAN/STREETSCAPE*:

Discussion: *In discussions with the Planning Commissioners, a request was made to include street trees on the Latham Street frontage. The applicant has reviewed the site and determined that this will be feasible. Staff recommends that this condition be added as proposed below:*

Conditions #4q – new condition

- 4q. Provide a minimum four foot landscape buffer between the twelve (12) foot sidewalk and curb on Latham Street.

ATTACHMENT #1: TRANSPORTATION DEMAND MODEL:

Discussion: *The language shown below is the standard language used for a Transportation Management Plan for a developer-lead commercial or residential project. ACPS and City staff have been working collaboratively to develop a set of standards that are more appropriate for a public school scenario. In this paragraph, the original language was not updated:*

Organization, Funding and Reporting – amended language in Section C:

- c. The Transportation Management Demand model will be funded by the applicant ~~at an annual rate of \$80 per full time equivalent (FTE) staff member~~ with a one-time \$20,000 contribution, not including and the transit benefit provided by the City of Alexandria;

~~with an annual increase consistent with the CPI of the United States for the previous year.~~
TDM funds will be used exclusively for the following TDM activities:

- Annual survey and resulting zip code maps
- Promotional materials
- Supplement to transit benefit provided by the City of Alexandria
- Quarterly mailers to school families
- Incentives and prizes
- Walk/bike to work subsidy program
- Any other TDM activities as may be proposed by the TDM Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TDM measures.

Patrick Henry Feedback

Mary Biegel <marymorrisbiegel@gmail.com>

Mon 12/5/2016 3:10 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Members of the Planning Commission,

I am writing to ask you not to approve Option A1 for the Patrick Henry School. I am a neighbor of Patrick Henry and a member of the Patrick Henry Advisory Group.

My neighbors and I fully support the improvement and development of a new school and recreation center. However, we have concerns about the current design A1 because of the increase in traffic it would bring on our residential streets.

I ask that the project instead move ahead with a revised version of A1 that places all entrances on Taney Ave. with only emergency access on Latham St., or with option C1, which was recommended by the Advisory Group.

The decision to move forward with A1 disregards the recommendation of the Community Advisory Group, ignores the legitimate safety concerns expressed by the neighboring residents, and violates the City's own traffic plans and road classifications.

A major concern regarding A1 is that this plan places the bus and service entrance on N. Latham St, a narrow residential road. We are concerned about this for the following reasons:

1) Latham is classified as a residential/local street by the city's own transportation plans and the local small area plan. Adding additional non-local traffic, including large buses and service/delivery vehicles, on a regular basis would impact the safety of local residents and students and violate the city's own intended use of this street. Taney Ave. on the other hand is classified by the City as a residential collector and is able to handle the additional traffic. Option C1 kept all entrances on Taney, follows best practices in terms of separating bus and car traffic, and provides a safe internal drop off area for the students near the school. A independent safety analysis showed there were no safety concerns if all entrances were kept on Taney.

2) The proposed bus entrance is at the corner of Latham and Polk where there are visibility issues due to the incline on Polk. This would create an additional safety hazard for pedestrians, bus drivers and riders, and local residents. All of the current redistricting plans will pull more students and walkers in from the west side of the site and they would likely cross at this intersection.

3) The current plan directs buses up to the north end of Latham and onto Peacock Ave. which would present a safety issue for bus users and local residents. These are narrow residential streets that not meant to handle this traffic. Two cars cannot pass on Latham or Peacock with cars parked along the road, and residents need to use the road due to our small driveways and lack of garages. In addition, Peacock has major visibility issues due to the large hill.

Site Plan C1 was able to solve these safety concerns by keeping all car and bus entrances on Taney. C1 included an emergency-only entrance on Latham St. which we all agree is needed for safety and emergency access reasons.

The School Board also seemed to understand the neighboring residents' concerns. After receiving initial design plans that included entrances on Latham St., they unanimously passed a resolution on April 7th to limit all entrances on Latham to emergency-only. The neighbors have always been happy to have an emergency only access on Latham as it is needed for the students' safety.

The Patrick Henry Advisory Group agreed that Option C1 was the best option for the school. Members of the Advisory Group were chosen to represent all stakeholders and we all spent a significant amount of time attending meetings, reviewing materials, and soliciting feedback from our respective groups. Consensus was reached on Option C1 after a significant majority of the Advisory Group recommended Option C1 in its meeting on 4/27/16. Those that voted for Option C1 included all 3 Civic Assoc. reps., Councilwoman Pepper, School Board member Chris Lewis, the Patrick Henry PTA Rep, and an at-large member who is an Patrick Henry parent. ACPS publicized this recommendation in a press release on 4/29/16 (<http://www.acpsk12.org/news/?p=2448>)

In addition, the Patrick Henry Design team also recommended Option C1 at the School Board meeting on Tuesday, May 10th.

However, we unfortunately saw the Advisory Group's decision disregarded in the ACPS recommendation memo released on May 13th which recommended A1 (http://esbpublic.acps.k12.va.us/public_itemview.aspx?ItemId=7788&mtgId=777) and during the School Board meeting that followed on May 19th. We were extremely disappointed to see our feedback and hard work disregarded.

During the School Board meeting on May 19th, it was revealed that Option A1 may cost an additional \$1.5-2m more, pushing several members to vote for Option A1. However, no complete cost analysis or comparison was done at that time, and during that meeting Superintendent Crawley noted that the costs were not certain. A pedestrian safety analysis was presented at the School Board meeting and showed that both options were safe. An updated traffic study was also completed which seemed to lean towards Option C1, not A1. The traffic study concluded that both alternatives would allow the site driveways to operate at acceptable levels of service, both require a similar number of traffic control personnel, Option C1 would not create capacity issues by keeping entrances on Taney, and Option C1 would allow for better control of vehicular and pedestrian movements.

On Sept. 19th, we learned in an email from the Patrick Henry project that there would be additional costs associated with Option A1 because changes were needed to support the 3 story wing and because of the location of the power lines. We have asked many times over the last few months if there were additional costs for Option A1 that would not have applied to C1, but were given no answer. However, it is important to note that these additional costs would not have applied to Option C1 given that it is only a 2 story building.

Option A1 also places the much larger and busier rec center next to the residential houses. This would create additional noise and cut through traffic on the residential streets. Option C1 had placed the rec center on the other side of the lot, similar to where it is located now, which is a more appropriate location.

I ask you to move not move forward with Option A1 as it stands now. I hope that our community's safety concerns can be included in the future plans and the entrances be placed on Taney Ave., as we saw in Option C1.

Thank you,
Mary Biegel
811 N. Latham St.

Patrick Henry School

Fairlington Preschool <preschool@fairlingtonumc.org>

Mon 12/5/2016 8:38 AM

To: PlanComm <PlanComm@alexandriava.gov>;

December 3, 2016

Dear Members of the Alexandria Planning Commission:

We are writing to express our concern about the proposed Patrick Henry School. The School Board seems to be adamant that the new Patrick Henry School be a behemoth building that does not fit into the character of the neighborhood. We agree that a new school should be built and we are sure that it will be a beautiful building. However, the proposed location of the school on the property does not fit into the character of the neighborhood. The 3 stories set on the corner of Taney and Latham with a minimum set back will tower of the one and two story houses across the street. What is most objectionable however, is that the School board seemed to ignore the concerns of the neighbors when planning the bus lanes to and from the building. The proposed A-1 option has the buses entering and leaving the property from Latham St. Taney Ave is the current bus entrance to Patrick Henry and it is our opinion that the bus entrance to the new school also be from Taney Ave. Taney is a wide 2 lane street and a major thoroughfare through the neighborhood. Latham St is a one lane street and because these houses do not have garages, most neighbors park their cars on the street. The logical way a bus will come down Latham to the school is from Peacock Ave, an even more narrow street with cars parked on both sides. Almost directly across from the new proposed bus entrance to Patrick Henry, is the intersection of Polk Ave, an already busy intersection with terrible visibility.

The Patrick Henry task force had recommended option C-1 to the school Board who decided that the C-1 price tag was higher so they voted for the less expensive model, disregarding the fact that the A-1 plan has a greater negative impact on the neighborhood. When building a school that will be in use for the next 50 + years, it is difficult to understand this reasoning. We all understand tight budgets but we also know that plans approved by the Commission must minimize the impact on the neighborhood. The option chosen by the school board does not minimize the impact on the neighborhood

Therefore, we ask the Planning Commission to deny the Special Use Permit and require the School Board to re-consider the options for the new Patrick Henry School.

Sincerely,

Daron and Carol Keller
821 N Latham St
Alexandria, VA 22304

Speaker for Docket item #8, 12/6/16

DSUP2016-0009
Additional Materials
12/6/16

Liz Parker <parker.liz@gmail.com>

Tue 12/6/2016 8:38 AM

To: PlanComm <PlanComm@alexandriava.gov>;

My name is Liz Parker. I live near Patrick Henry School and I served on the Community Advisory Group for the new school and recreation center. Before you today is a development site plan and collection of special use permits for the new Patrick Henry. Please do not approve this project as it stands.

I want to make clear that neighbors supported the new school in the beginning but also sought solutions to make sure our quiet residential areas were not overwhelmed by the much larger new school and recreation center complex. The new school was a challenge to shoehorn into the site because ACPS had decided early on that children would remain in the old building during construction. Therefore the new Patrick Henry will be built in the open field surrounding the old school.

At the end of the design process, the advisory group recommended plan C1 as the one that best met all the needs of the school community and the neighboring residents.

In contrast, the plan before you today, known as A1, includes **zero** of the requests made by the neighbors whose homes are most impacted by these new buildings. ACPS reversed the recommendation of the Advisory Group and is now requesting a collection of special use permits. In approving those SUPs, you must determine that the plan does not unreasonably impact the quality of life of neighbors using the factors listed in Section 11-504 of the zoning ordinance. The planning department staff report concludes that because the height of the building is lower on the residential side, the project is not "detrimental to the public welfare or injurious to property or improvements in the neighborhood." However, building height is not the only factor the zoning ordinance requires you to consider when approving a special use permit: other relevant factors include safety of pedestrians (11-504(1)), street sizes in the vicinity (11-504(3)), well-designed entrance and exit drives, (11-504(5)), typical sound levels in an R-12 zone (11-504 (8)), adverse effect upon use and enjoyment of adjacent property and character of the neighborhood (11-504 (10)), and

whether the proposed use will dominate the neighborhood (11-504) (11).

Two major issues in this plan impact the neighborhood the most. First, the driveway on Latham Street will bring a dangerous increase in large vehicle traffic to Peacock and Latham streets. These streets are classified as "residential" in the transportation master plan, which has a stated goal to minimize cut through traffic in residential areas. The Patrick Henry plan instead *encourages* cut-through traffic on residential streets. Buses, garbage trucks, and all delivery vehicles to the new buildings will use the Latham service driveway all day long. Increased cut-through traffic on Latham and Peacock is unsafe because the roads are not designed for large vehicle cut-through traffic. "Whether the street size and pavement width in the vicinity is or will be adequate for traffic reasonably expected to be generated" is a factor specifically listed in 11-504 for your consideration. On Latham and Peacock, two vehicles now must slow or pull over to safely pass. We have seen collisions and near collisions at the blind intersections at Polk and Latham, and Latham and Peacock. Increased vehicle traffic throughout the day is an unreasonable and unnecessary affront to the neighbors on these quiet residential streets.

In addition, the new Recreation Center is located very close to residences. The Recreation Center that exists now is an entirely different use than the new center that is planned. The current rec center, if you can call it that, is a gymnasium and some attached rooms that exist mainly for after school care. It is closed to the public on weekends. In contrast, the new Recreation Center is double the size and will be heavily used with a full schedule of programs. It will be open 7 days a week from morning until evening. So it will be open many more hours, with many more visitors, and the location has moved across the field right into a residential neighborhood. A new basketball court has also moved a stone's throw from homes.

This property is zoned R-12 residential. Locating a Recreation Center in an R12 zone **at all** requires a special use permit, according to section 3-203. I ask that you recommend City Council deny this special use permit because the new rec center and its driveway bring noise and heavy traffic to the residential neighborhood. ACPS had the opportunity to mitigate the impact of the rec center by adopting the other site plan but chose not to.

The alternate plan C1 was the recommendation of the advisory group and solved all these problems I have just mentioned. It represented a compromise by the neighbors because the new school and rec center had to be built in the existing well-used grassy field, losing all sense of natural open space. But plan C1 solved the other major issues impacting the neighborhood. All driveways were located on the wider residential collector, Taney Avenue. The recreation center was located on the other side of the property, closer to the car entrances and more accessible to the public.

ACPS itself announced C1 as the advisory group's selection in a press release days before the school board reversed the Advisory Group recommendation. The Alexandria News and Alexandria Gazette also covered the reversal. An independent consultant for ACPS verified that there was no safety issue with the driveway locations in C1. See links below.

<http://www.alexandriagazette.com/news/2016/may/05/alexandria-design-supported-patrick-henry-moves-fo/>

<http://www.alexandrianews.org/2016/05/if-the-shoehorn-fits-use-it/>

<http://www.acpsk12.org/news/?p=2448>

In conclusion: I ask that you suggest modifications to the Patrick Henry school and recreation center plan before approving these SUPs. Require ACPS and its developer to locate all driveways on the residential collector Taney Avenue and to locate the new high-traffic recreation center in a more suitable location on the property. As we saw in the advisory group meetings, the alternate plan C1 (chosen by the advisory group) or a modified A plan could achieve this solution. No other modification will lessen the impact on neighbors.

Thank you for your consideration.

December 6, 2016

Good Morning,

Members of the Seminary Hill Association, Inc. (SHA), had three main concerns about the expansion of Patrick Henry School and its recreation center: the preservation of green space, a structural integrity to the new building, and a design for vehicle traffic that kept it on Taney Avenue rather than sending it onto Latham Street, which is a residential street with visibility and safety issues.

The City established a neighborhood Advisory Group that worked very hard throughout the two-year process, with all City departments involved, to inform and design this new school. SHA's representative Mary Biegel did an excellent job as did Councilwoman Del Pepper. The Advisory Group recommended a different option from the one that is Item 8 on the docket of the Planning Commission for Dec 6, 2016. The option they recommended last May took into account our members concerns. Time and money was spent to flesh out the recommended option but then, just two months ago, the ACPS and School Board chose to pursue a different design, which is now on the docket, which puts bus and truck traffic onto neighborhood streets.

The process by which the School Board adopted this other design rather than the one recommended by the Advisory Group was flawed—very rapid and without adequate public notice—and has resulted in a poorer design for the new school that will lower the value of homes on residential streets—for tax purposes and resale—and will create pedestrian safety issues.

Seminary Hill members ask that you NOT approve the request Development Special Use Permit #2016-0009 and direct the applicant to relocate the bus access to the school from Taney Avenue rather than from Latham Street.

Thank you for creating a better future for our families and children.

Very truly yours,
Nancy R. Jennings
President, SHA

6 Dec 2016 Planning Commission Meeting

Subject: **Development Special Use Permit #2016-0009 Patrick Henry School and Recreation Center**

Speaker: *Michael Doney, At-Large member, Patrick Henry Project Advisory Group*

The following summarized information is provided to assist the Planning Commission with its deliberation of the Subject DSUP:

- The PH Advisory Group was Chartered by City Council Resolution in Nov '15, completed its assigned task on 30 Nov 16.
- Numerous Advisory Group and Community meetings conducted during term: Advisory Group grew into role as liaison & conduit of information to both the Project Team and the greater Patrick Henry Community
- Project Team was responsive to Advisory Groups input, design iterated quickly and disseminated promptly; Advisory group “added value”
- Advisory Group recommendations were conveyed to School Board via Project Team updates: advisory role was somewhat ambiguous, likely not fully realized
- Apr & May Community polling by Project Team captured community preferences re: Green Space, pedestrian and traffic safety, Arch. Scale, etc.
- 5 May: I informed Board that the **Advisory Group did not achieve consensus on the site plan** for the new facility. I advocated that Board request a detailed safety analysis of the competing site plans by recognized safety professionals
- 10 May: **Board Chair requested** the Project Team provided a detailed evaluation of the competing site designs with respect to: **Traffic Flow, Pedestrian & Bike safety, Educational Efficacy, Cost, and Green Space**
- 19 May: ACPS Dir. of Ed. Facilities (Mr. Jackson) reported to the Board that Site **Plan A.1 was the recommended alternative**, based on an analysis of site designs using the above criterion. Board voted to submit the A.1 design to the DSUP process

Conclusions & Recommendations:

As a member of the Advisory Group I can report that voices of the stakeholder community (i.e. PH parents, teachers, neighbors, school board) were heard by the Project Team and are represented in the applicants DSUP submission;

As a Latham St. neighbor I know that many West End neighbors are also excited about the potential improvement to our quality of life that the new school and Recreation Center represents, and we are anxious to proceed.

I recommend that the DSUP be approved.

Patrick Henry project on 12/6/16 Docket

Kerry Donley <kdonley@johnmarshallbank.com>

Tue 12/6/2016 12:55 PM

To: PlanComm <PlanComm@alexandriava.gov>;

December 6, 2016

Dear Members of the Planning Commission:

I am writing today concerning the proposed expansion of Patrick Henry School which is on your docket tonight for consideration. While I personally support the expansion of the school as a needed improvement to address capacity issues at ACPS, I join many of my other neighbors in opposition to the bus access which is proposed on Latham Street near the intersection of Polk Avenue.

Many of my neighbors in Seminary Valley are supportive of the expansion and they have worked to come up with a planned project that meets the needs of ACPS and neighborhood concerns. The neighborhood has not taken a NIMBY approach and instead worked diligently to come up with a project that is mutually beneficial. The advisory task force formed by ACPS worked with staff to devised Alternative C which met the needs of all concerned and was endorsed by the task force. For some reason ACPS staff came up with an endorsement of Alternative A at the last minute and has brought that concept forward in their SUP application.

Alternative A does meet the capacity needs of the PH facility, but it fails to meet traffic circulation demands in my opinion since it loads bus traffic to and from the school on streets that are not designed to handle such traffic. The neighbors have promoted Alternative C as it utilized Taney Avenue for bus traffic to the school, and in the spirit of cooperation the neighborhood supported and emergency vehicle access on Latham Street since they realized it was essential for public safety.

The bus access on Latham Street is flawed for a couple of reasons. First, the City identifies its streets in recognition of their design capacities and Latham is designated as a residential street. As such it carries certain design elements to meet its designation. Street width and parking restrictions and just two aspects as the street was designed to carry limited amounts of vehicular traffic, primarily automobiles and was meant to be neighborhood-serving. Taney Avenue on the other hand has been designated as a residential collector in order to carry a variety of vehicles and greater volumes and thus has been constructed accordingly with greater width and parking on both sides of the street. Frankly, it was designed to handle bus traffic and should be used accordingly. Latham was designed for lower volumes and thus it should be used accordingly. **If we are to label streets for certain types of traffic and construct our streets according to such specifications and then ignore such designations then frankly there is no sense to our street definitions.**

Second, there is a slight incline on Latham which impairs sight lines from Polk Avenue that today makes this intersection problematic, especially during mornings and afternoons which would be peak volumes at Patrick Henry. This design flaw will worsen with the introduction of school busses which are larger by construction. **Frankly, it is very difficult to safely see oncoming, northbound traffic on Latham by drivers on Polk Avenue, making this intersection poorly suited for school bus traffic as proposed in Alternative A.** This situation will also present safety concerns to school children and pedestrians using this intersection on their way to Patrick Henry each school day.

I ask that you seriously question the use of Latham Street for bus access to Patrick Henry and either alter the use of this access point under Alternative A or alternatively remand the project back to staff for redesign of the bus access to utilize Taney Avenue, a street both designated and designed to handle this type and level of traffic.

Please know that our neighborhood is supportive of the Patrick Henry expansion project. We just want to have a new school that has a traffic pattern that works safely and utilizes our neighborhood streets as they were designed.

Thank you for your kind consideration.

Sincerely,

Kerry J. Donley

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DOCKET ITEM #8 Development Special Use Permit #2016-0009 4643 Taney Avenue-Patrick Henry School

DSUP2016-0009
Additional Materials
12/6/16

Jim Durham <jimandcarey48@comcast.net>

Tue 12/6/2016 3:11 PM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Jim Durham <jimandcarey48@comcast.net>;

 1 attachments (21 KB)

Planning Commission Hearing PHES 2016-1206.docx;

Chair Lyman and Commissioners

This note provide an advance copy of my remarks for tonight, summarized as follows

1. The proposed site plan promotes safe access for walking and biking to school
2. BPAC appreciates that the School Board included safe walking and biking access as one of five criteria for their preferred site plan in May, and recommends applying this criteria in all future school projects.
3. We recommend approval of the DSUP as proposed, without delay.

Additional note:

I had the opportunity to participate in nearly every Patrick Henry Community Meeting, Advisory Group meeting and School Board meeting in March, April and May 2016 and was pleased to see the strong community support for walking and biking. While that factor was absent from early project team discussions, the Project Team listened and so did the School Board; The School Board included safe walking and biking access as one of five criteria for their preferred site plan. The proposed plan is a good one that reflects community strong input (though some will argue otherwise.)

Thanks so much,

Jim

Jim Durham, 703-508-0762 (mobile)

Chair, Alexandria Bicycle and Pedestrian Advisory Committee

[Website](#), [Google Group](#), [Facebook](#)

Planning Commission Hearing, 12/6/2016, ***DOCKET ITEM #8 Development Special Use Permit #2016-0009 4643 Taney Avenue–Patrick Henry School and Recreation Center***

James Durham, 622 Fort Williams Pkwy, Alexandria, VA 22304, Chair of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Summary:

- 1. The proposed site plan promotes safe access for walking and biking to school**
- 2. BPAC appreciates that the School Board included safe walking and biking access as one of five criteria for their preferred site plan in May, and recommends applying this criteria in all future school projects.**
- 3. We recommend approval of the DSUP as proposed, without delay.**

Chair Mary Lyman and Commissioners,

Thanks for the opportunity to speak.

My name is James Durham and I live at 622 Fort Williams Pkwy, Alexandria, VA and I am speaking as the Chair of the Alexandria Bicycle and Pedestrian Advisory Committee

To quote Active Living Research, “Kids who move more aren’t just healthier, they also tend to do better academically, behave better in class and miss fewer days of school.”² Promoting safe access for students to walk and bike to school is a proven, evidenced-based strategy and the proposed site plan does just that for Patrick Henry students.

Based on parent travel surveys in 2014, the percentage of students who walked to Patrick Henry Elementary School (ES) was the 2nd lowest in the City at 16%, less than half the rates of 40% to 60% achieved by the better performing elementary schools in the city. Not surprisingly, the results of the March 16th Community meeting concluded that “Promoting Biking/Walking through Safe Site Access” was the #3 concern for the project, behind only the Amount and Usability of Outdoor Green Space (#1) and Neighborhood Scale (#2). Parents get it – they want their kids to be healthy and do well in school.

At a subsequent April 6th Community meeting, 70% of respondents agreed or strongly agreed that Concept A.1 - the concept that provided the best separation of travel modes, with bus access on Latham - achieved the balance of design priorities.

Following a May 5th Community meeting where the vast majority of residents spoke about the importance of safety of their children, the School Board included safe walking and biking as one of five criteria for their site plan decision. We greatly appreciate that and, per the attached May 19th letter, have asked for safe access for walking and biking to be the norm in future school development projects.

The School Board ultimately selected a site plan that promotes safe access for walking and biking and we urge adoption of that plan without delay. The health and academic performance of future students at Patrick Henry deserve nothing less.

Thank you

Jim Durham

Chair of the Alexandria Bicycle and Pedestrian Advisory Committee

May 19, 2016

Chairman Graf and School Board Members,

I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to thank you for making safe walking and biking access one of your primary considerations in selecting a Patrick Henry site plan. I have two asks: that you continue to keep safe walking and biking as a primary consideration throughout the project, and that it become a foundational factor for future site plans.

On March 16th, Community members identified “Promoting Biking/Walking through Safe Site Access” their #3 concern for the project, behind only the Amount and Usability of Outdoor Green Space (#1) and Neighborhood Scale (#2).

Early site plan concepts and the traffic study were completely silent on safe walking and biking access. When asked about that, a project team member informed us that walking and biking access was a detail to be added later. That was the genesis of BPAC’s March 29th letter asking “that you direct the Patrick Henry Project team to update site plans for walking and biking to ensure that students who chose those modes will have safe, comfortable and direct accommodations, not circuitous or sub-standard paths that are an afterthought.”

Tonight, we want to thank you for making safe walking and biking access to school one of your primary considerations and thank the Project team for incorporating safe walking and biking access in plans being considered tonight. We also want to thank the many parents and teachers that have spoken up or written to you on behalf of Patrick Henry students present and future to convey that March 16th polling results were not a fluke – the community truly values safe biking and walking access for Patrick Henry students. Thanks again for making that an explicit factor in your decision process.

My first ask is that you continue to keep safe walking and biking as a primary consideration throughout the project. With projects such as these, there will be tradeoffs and compromises; tonight’s site plan decision is an example of that, but it will certainly not be the last. When those situations arise, for example, if there is a need for cost savings to offset some unexpected expense, please keep safe walking and biking as one of these sacrosanct factors for which cutting corners is “off limits”.

My second ask is that you make safe walking and biking access a foundational factor for future site plans in two aspects. First, when developing initial concepts, we ask that biking and walking access be the first consideration after building arrangements. Once the team has identified safe walking and biking options, then add vehicle access options, keeping safety of students paramount. For the second aspect, we ask that future school “Traffic Studies” includes biking and

walking For the Patrick Henry project, I know Mr. Stukes was concerned when the Traffic study recommended buying more buses to alleviate traffic congestion. Had the study included biking and walking for students within a mile of the school, then it could have concluded as we did, that achieving the average rate of students walking in Alexandria would reduce the amount of drop-off traffic to less than it is today, even with the significantly increased enrollment.

Sincerely,

Jim Durham
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

Patrick Henry Project

Linda Hauenstein <lindavid4807@gmail.com>

Tue 12/6/2016 3:43 PM

To: PlanComm <PlanComm@alexandriava.gov>;

 1 attachments (1 MB)

Patrick Henry Petition.pdf;

A large number of the residents of the Patrick Henry neighborhood oppose the special use permits required by site plan A1 to increase the building height and to locate a high-traffic recreation center in a residential zone.

The Recreation Center and its driveway on Latham street will bring unacceptable delivery vehicle traffic and bus traffic to the surrounding narrow residential streets, causing safety issues and decreasing quality of life for residents.

We request that all driveways to the the school and recreation center move to the residential collector Taney Avenue, and that the recreation center move to a more suitable location. The alternate site plan C1 or a modified A1 could achieve this solution.

We would appreciate you you taking the views of the neighborhood into consideration.

Thank you

David and Linda Hauenstein

Patrick Henry Project

The below-signed residents of the Patrick Henry neighborhood oppose the special use permits required by site plan A1 to increase the building height and to locate a high-traffic recreation center in a residential zone.

The Recreation Center and its driveway on Latham street will bring unacceptable delivery vehicle traffic and bus traffic to the surrounding narrow residential streets, causing safety issues and decreasing quality of life for residents.

We request that all driveways to the the school and recreation center move to the residential collector Taney Avenue, and that the recreation center move to a more suitable location. The alternate site plan C1 or a modified A1 could achieve this solution.

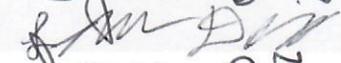
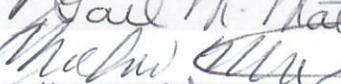
Name	Address	Signature
David Haverstein	4807 Peacock Ave	
Linda Haverstein	4807 Peacock Ave	
Doug and Lisa Austin	4709 Peacock Ave	
Jenica Patterson	4701 Peacock Ave	
Kellen Paterson	4701 Peacock Ave	
Tom Wheeler	4537 Peacock Ave	
Angela DeVico	4533 Peacock Ave	
Dorothea Peters	4513 Peacock Ave	
JEFF KERR	4516 PEACOCK AVE	
EUGENE CAMBEITH	4532 PEACOCK AVE	
Carol Keller	821 N. Latham St	
ERMEN READ	817 N. LATHAM ST. & E. Read	
Mary Bugel	811 N. Latham St.	
Korazi, Zan	806 N Latham St	
Rajina Schofield	4700 Peacock Ave	
Stephan Schofield	4700 Peacock Ave	
Maurin Frank	4816 Peacock Ave	

Patrick Henry Project

The below-signed residents of the Patrick Henry neighborhood oppose the special use permits required by site plan A1 to increase the building height and to locate a high-traffic recreation center in a residential zone.

The Recreation Center and its driveway on Latham street will bring unacceptable delivery vehicle traffic and bus traffic to the surrounding narrow residential streets, causing safety issues and decreasing quality of life for residents.

We request that all driveways to the the school and recreation center move to the residential collector Taney Avenue, and that the recreation center move to a more suitable location. The alternate site plan C1 or a modified A1 could achieve this solution.

Name	Address	Signature
Greg Dorris	4827 Peacock Ave	
Joanne L. Goodell	4817 Peacock Ave.	Joanne L. Goodell
JOSEPH E. NOLAN	4817 PEACOCK AVE.	Joseph E. Nolan
SUSAN Y TORRES	4823 PEACOCK	
Luke Dorris	4827 peacock	
James R Franks	4816 Peacock Ave.	James R Franks
Gail Mattoon	4801 Peacock Ave.	Gail M. Mattoon
Mike Mattoon	4801 Peacock Ave	
Thomas R. Sydnor	4800 Peacock Avenue	Thomas R Sydnor
WP Wallace	4800 Peacock Ave	WP Wallace
Jim Gruell	4810 Peacock Ave	Jim Gruell
Kappy Gruell	4810 Peacock Ave	Kappy Gruell
Patricia Lorey	4806 Peacock Ave.	Patricia Lorey
Michelle Berry	4806 Peacock Ave	Michelle Berry
Jeff Cunningham	800 W. LATHAM ST.	Jeff Cunningham
Nora Donovan	4524 Peacock Av.	Nora Donovan
Elisabeth Cecil	4512 Peacock Ave	Elisabeth Cecil

Patrick Henry K-8 School Plan Presentation:

As the Instructional Specialist for the ACPS fine arts program, I would like to express to you how excited I am about the plan for Patrick Henry. I am encouraged by the design team's commitment to have open communication with both me and the Alexandria arts community, and the level of attention they have given to the school's arts spaces.

I have served as ACPS arts liaison and have been involved in every phase of this project. The ACPS content specialists were consulted on the needs of our programs at the very beginning of this journey and played a direct role in developing the school's education specifications. I later served on the Design Selection Team and the Design Review Committee's Advisory Team. At every step the project management firm and the architectural firm have been responsive and flexible to our needs. For example, when requested, they added storage space, a backstage bathroom, and expanded the stage of the Cafetorium. They also brought on a highly competent stage design consulting firm which has provided important technical knowledge and demonstrated significant experience with acoustics.

This firm has also been very effective in its interactions with both the public and arts organizations in our area. For example, this September we met with the Alexandria Commission for the Arts to address some concerns they had over the two performance spaces. While the design had already dealt with most of their concerns, we had a rich discussion and were able to make additional adjustments to the plan.

I wish to acknowledge that there are members of the community who are supporting a stand-alone auditorium in the new building. However, it is important that we look at our performance spaces holistically. By having both a Blackbox Theatre and a Cafetorium, we gain a significant amount of flexibility for both our programming and our performances. By having both, we gain an additional instructional space than we would have with an Auditorium alone. This is on top of the extra Music and Art rooms that will be gained with this plan.

A well designed Blackbox Theatre will allow us to add Theatre classes to the Patrick Henry Fine Arts Program and will give a more appropriate space for Dance classes. Through our partnership with the Alexandria City Department of Recreation, Parks and Cultural Activities, this shared space makes it possible to offer more services to the community such as after-school dance classes or community performances from small theatre and dance troops. The space also lends itself to comedy sports, standup acts, and spoken word performances. Having two performance spaces also gives us the flexibility to stage productions that are up for several weeks or have multiple productions happening simultaneously without interruption to our classes.

In my opinion, the plan for Patrick Henry is a win for the ACPS Fine Arts Program and can serve as a major hub for the arts in Alexandria.

Andrew D. Watson

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