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

Application	**General Data**	
Project Name: Patrick Henry School and Recreation Center	PC Hearing:	December 6, 2016
	CC Hearing:	December 17, 2016
	If approved, DSUP Expiration:	December 17, 2019
	Plan Acreage:	13.82 acres
Location: 4643 Taney Avenue	Zone:	R-12 Single-Family Residential
	Proposed Use:	School and Recreation Center
	Dwelling Units:	n/a
	Gross Floor Area:	155,558 square feet
Applicant: Alexandria City Public Schools (ACPS) and City of Alexandria	Small Area Plan:	Seminary Hill/Strawberry Hill
	Historic District:	n/a
	Green Building:	LEED Silver

Purpose of Application
Consideration of a request to replace the existing Patrick Henry School and Recreation Center
Special Use Permits and Modifications Requested:
1. SUP for additional height of a public school building; 2. SUP for an indoor and outdoor recreation facility and community center; 3. SUP for more than one mechanical penthouse; 4. SUP for a mechanical penthouse exceeding 15 feet in height and, 5. SUP to increase the number of parking spaces above those required by the Zoning Ordinance

Staff Recommendation: APPROVAL WITH CONDITIONS	
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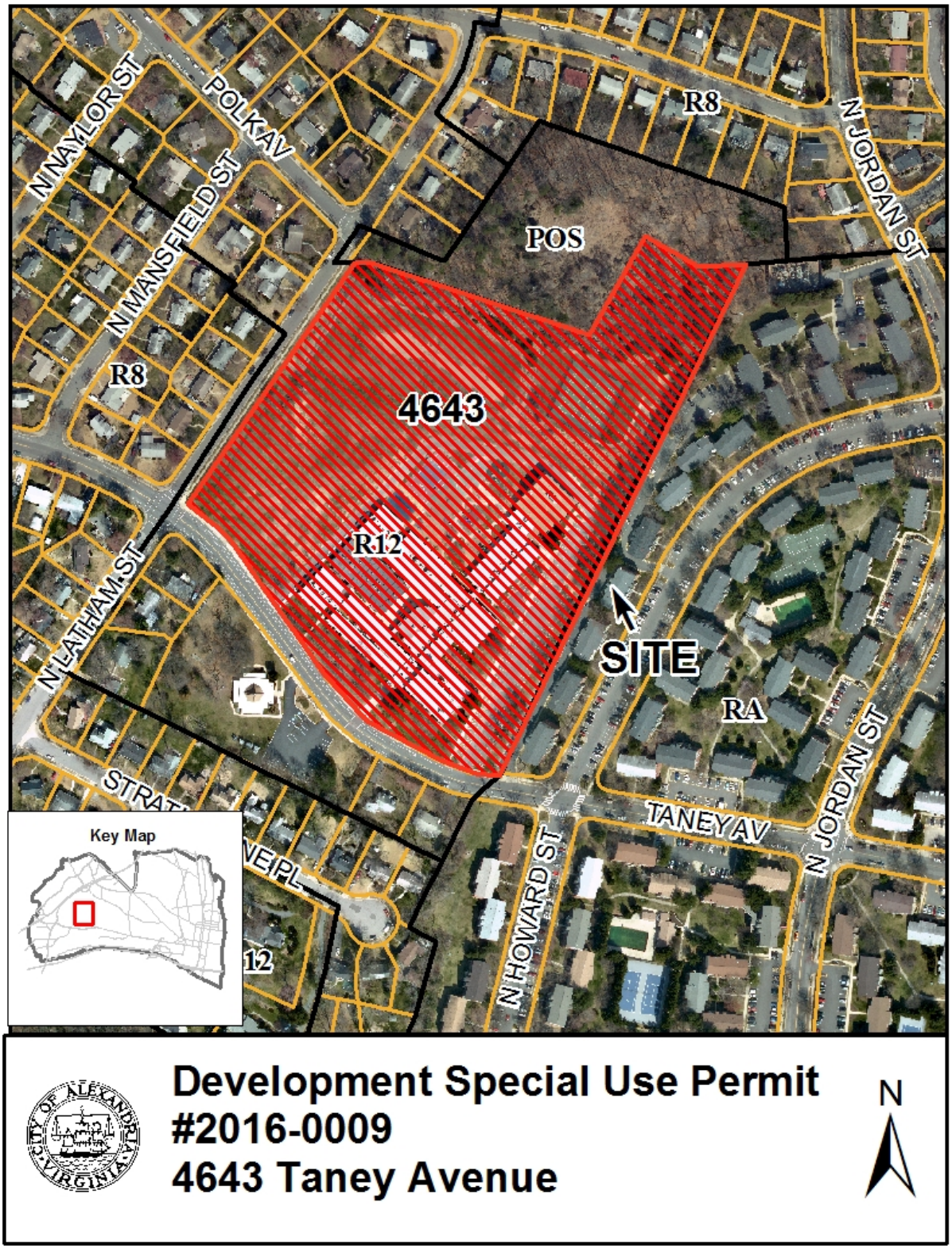
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I. SUMMARY

A. Recommendation

Staff recommends approval of the request for a development special use permit with site plan, modifications and associated Special Use Permits, to construct at 155,000 square foot Pre-K through 8th grade public school and City recreation center on the site of the existing Patrick Henry Elementary School and Recreation Center. The staff analysis concludes that the project conforms to the City's adopted plans and policies. The proposal provides a range of public benefits for the City and surrounding community including:

- A new LEED Silver public school facility with increased student capacity and modern amenities on the site of a smaller, aging school facility
- 18,000 square foot new community recreation center that is twice the size of the existing facility
- New and enhanced streetscape along Taney Avenue and N. Latham Street to include wider sidewalks and landscaping
- New outdoor recreation amenities for community and school use

B. General Project Description & Summary of Issues

Alexandria City Public Schools (ACPS) and the City are proposing to replace the existing 86,000 square foot Patrick Henry School and Recreation Center with an approximately 155,000 square foot facility. The existing school serves Pre-K through 5th grade and has an approximate capacity of 700 students. The proposed 137,000 square foot school will serve grades Pre-K through 8th and have a capacity of approximately 900 students. The proposed recreation center will double in size from 9,000 square feet to approximately 18,000 square feet and expand. Features of the new facility include a synthetic turf athletic field, a hard surface flex-court, 3 new playgrounds, and landscaped natural open space

The applicant is requesting the following approvals as part of this project:

1. Development Site Plan, with modifications, for a new school;
    a. Special Use Permit for additional height for a school building per section 7-2100 of the Zoning Ordinance;
    b. Special Use Permit for indoor and outdoor recreational facility and a community center in the R-12 zone, per section 3-203(C) of the Zoning Ordinance.
    c. Special Use Permit to exceed the number of required parking spaces in R-12 zone, per section 3-203(E)
    d. Special Use Permit for more than one mechanical penthouse per section 6-403(B)2(A)
    e. Special Use Permit for a mechanical penthouse exceeding 15 feet in height per section 6-403(B)2(B)

The following key issues were evaluated as part of the staff analysis and are addressed within this report:

- Conformance with the Small Area Plan and City policies
- Special Use Permits
- Site design and building architecture
- Open space
- Pedestrian and streetscape improvements
- Traffic and site circulation
- Parking
- Phasing and construction
- Building security and fire access
- Community engagement

II. BACKGROUND

A. Site Context

The project site is located on a City-owned 13.8 acre parcel within the boundaries of the Seminary Hill/Strawberry Hill Small Area Plan. The property is bound by Taney Avenue to the south, the Fox Chase Apartment community to the east, N. Latham Street to the west, and a City-owned wooded lot to the north. The site is currently occupied by the Patrick Henry Elementary School and Recreation Center. The school was originally constructed in the early 1950s. The recreation center annex was constructed in 1973 and connects directly to the school. Additions have been made to the school over the years to meet the needs of growing school enrollment. With approximately 700 students (including Pre-K), the school is currently at 98% of its current capacity.

The existing facility is approximately 86,000 square feet, and occupies much of the southern portion of the property, closest to Taney Avenue. The remaining grounds around the school include tennis and basketball courts, a soccer field, a baseball field, and playground areas. There is one surface parking lot accessed from Taney Avenue with 75 parking spaces. The bus loop for the school uses the same access curb-cut on Taney Avenue and the same drive-aisle as the parking lot. At the northernmost end of the parking lot, it becomes a bus-only loop which extends around the entire perimeter of the building before exiting onto Taney Avenue.

There is significant topography and vegetation on the site. The grade changes approximately 70 feet from its highest point on the wooded hill in the north east corner, to the lowest point in the south west corner near the intersection of Taney Avenue and N. Latham Street.

This portion of the Seminary Hill/Strawberry Hill area includes primarily residential uses ranging from garden style apartments to single-family homes. There are also a number of

institutional uses in addition to the school including the senior center at St. Martin de Porres directly across Taney Avenue; Polk Elementary which lies 0.5 miles to the west; Episcopal High School; Virginia Theological Seminary; and St. Stephen's/St. Agnes School; all of which are located 1 to 2 miles north east of the site.

B. Procedural Background

Planning for a new school at the Patrick Henry site dates back nearly five years. Three K-5 schools were selected to be re-developed as K-8 schools based on facilities assessments conducted by ACPS and increasing enrollment trends. The schools identified include Jefferson-Houston Elementary, Patrick Henry Elementary, and Cora Kelly Elementary. ACPS worked with the City and a group of stakeholders to develop the Pre-K-8 Educational Specifications (Ed Specs) in the Fall of 2011 which would inform the development and design of the proposed new schools.

The Patrick Henry Pre-K-8 school project was included in the ACPS CIP (Capital Improvement Plan) proposal for several years before funding was approved by the City. The new school was first proposed in the fiscal years (FY) 2012-2021 CIP with funds to be allocated in FY 2013-2015. The project was proposed annually in the ACPS CIP until being funded in the FY 2016 CIP. As part of that plan, the City approved $1.4 million in FY 2014, $3.0 million in FY 2015 and $38.1 million in FY 2016.

C. Project Evolution

School: Prior to the DSUP design process, a feasibility study was conducted on the site from the fall of 2014 through the spring of 2015. The purpose of the Feasibility Study phase was to determine how to best accommodate a new facility on the site that would meet the Educational Specifications (Ed Specs) adopted by ACPS, the enrollment needs of the growing school system, and the anticipated budget of the project at that time. ACPS along with DC based Sorg Architects, City staff, and the community held a series of meetings focusing on conceptual site plan scenarios for the new school. The options explored different building footprints and orientations, varying levels of swing space requirements, and a renovation/expansion option of the existing school facility. Through the analysis of the feasibility study, ACPS determined that based on costs, capacity challenges, and availability issues for large swing space options, the renovation and expansion option was not feasible. This became the primary factor in the location and orientation of the proposed building footprint. In addition, the feasibility study informed other design priorities including respecting the varying residential scales around the site, distribution of vehicular circulation, and maximizing open space.

Following the feasibility study, a Core Group was formed with staff from ACPS, the City, and representation from the School Board. The Core Group was tasked with advancing the project from the feasibility phase through the DSUP process and associated public hearings, and ultimately through the construction phases. ACPS hired a project management firm, Brailsford &

Dunlavey in September 2015 to head the Core Group and lead the project through its completion. A Community Advisory Group was established soon thereafter and community meetings were held beginning in December 2015 and throughout the design process. Moseley Architects was hired as the architect for the project in February 2016. They have worked closely with all stakeholders including the community, the Advisory Group, and the Core Group to advance the design of the facility from a concept to the Preliminary Site Plan that is currently proposed with this DSUP. Three initial site plan concepts were refined into two options, and ultimately into one proposal that reflects various strengths of all options. Two of the preferred concepts underwent additional refinements and evaluation from the community, ACPS and City Staff, and the School Board during the DSUP concept phase. The current proposal represents the preferred option of the School Board, and is recommended by City Staff for approval by City Council. The proposed design carefully balances a series of site/programmatic requirements and design priorities as identified through the community process. The School Board approved the schematic design of the school in September 2016.

Recreation Center: In 2008, the Department of General Services (DGS) and the Department of Recreation, Parks and Cultural Activities (RPCA) initiated a feasibility study to review the Patrick Henry Recreation Center. The study recommended renovating and expanding the existing recreation center to 16,000 square feet, while maintaining the existing connection to the school. Through that study, the public identified a need for a larger gymnasium, additional multipurpose space, an adult fitness room, space for seniors and teens, additional programming space, and indoor running / walking lanes.

In 2014, the City of Alexandria hired the market research firm ETC Institute to survey 3,000 random households throughout the city by mail, web, and phone to help determine potential outdoor and indoor facilities to improve or develop the existing Patrick Henry facility. Key findings from the survey included a desire for outdoor walking/biking trails, walking / running lanes, natural areas, and wildlife habitats; a desire for indoor swimming, exercise/fitness space, and a walking / running lanes; and little use of the tennis courts for registered programs.

The recreation center was also included in the scope of the Fall 2014 feasibility study initiated by ACPS and the City and conducted by Sorg Architects of Washington, DC, to perform a joint feasibility study for modernizing the Patrick Henry Elementary School and Recreation Center. The feasibility study included an analysis of existing and proposed programs, optional site plans, constructability, potential phasing, and estimated construction costs. RPCA aimed to ensure the plan for a new recreation facility responded programmatically to both the current community's needs, and the future needs related to a projected increase in the school enrollment. The feasibility study proposed three options: "School-based", "Neighborhood" and "Community" recreation center options. On June 23, 2015, the Alexandria City Council approved RPCA's recommendation to move forward with designing a new "neighborhood" recreation center to address the needs of the immediate surrounding community with the intent to demolish the existing recreation building. The recommendation was based on the neighborhood center's ability to address all the needs expressed in the previous planning studies while staying within the City's capital improvement budget for making enhancements to the Patrick Henry facility.

The neighborhood recreation center has a market focus of a one-mile radius surrounding the Patrick Henry site, in addition to Patrick Henry school students and families.

D. Detailed Project Description

ACPS and the City are proposing to construct a new school and recreation center on the site of the existing Patrick Henry Elementary School and Recreation Center. The school currently holds approximately 700 students in grades Pre-K—5th, and will be expanded to hold approximately 900 students in grades Pre-K—8th grade with the new facility. At approximately 18,000 square feet, the new recreation center will be twice the size of the existing facility. The project will be phased similar to the Jefferson Houston School which finished construction in 2014. The existing school and recreation center will remain operational while the new facility is under construction.

Once completed, the new school and recreation center will be occupied, and the vacated facility will be demolished. Following demolition of the existing building, the athletic field and other features on the site will be constructed. The new Patrick Henry School and Recreation Center will be approximately 155,000 square feet, in total, and range in height from 1 story on the western side of the site, to 3 floors on the eastern side.

III. ZONING

Table 1: Zoning Information

Property Address:	4643 Taney Avenue		
Total Site Area:	601,999 square feet (13.82 acres)		
Zone:	R-12 single-family zone		
Current Use:	School and Recreation Center		
Proposed Use:	School and Recreation Center		
	Existing	Permitted / Required	Proposed
FAR	0.14	0.30	0.27
Setbacks Front (Taney) Front (Latham) East Rear North Rear	 46-91 feet 258-550 feet 85-182 feet 278-490 feet	 35 feet 35 feet 1:1 setback ratio (min 25 feet) 1:1 setback ratio (min 25 feet)	 282-588 feet 88-108 feet 65-225 feet 71-238 feet
Parking	75 spaces	School: 26 (1 per 25 seats) Nursery: 20 (2 per classroom) Rec Center: 94 (1 per 200 sf)	155 spaces

		Total Required: 140 spaces	
Loading spaces:	1 loading space	n/a	1 loading space
Open Space	76% of site	n/a	64% of site
Height	13.5-26.5 feet	40 feet (60 feet with SUP)	19-60 feet

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan

The Patrick Henry School and Recreation Center is located within the Seminary Hill/Strawberry Hill Small Area Plan (SAP) boundary. The Plan states, "*Institutional uses, primarily private and public schools and a hospital, account for a significant proportion of the land in the study area and lend it a unique character*" (p.7). The Patrick Henry property is identified in the SAP as an institutional land use. This proposal is maintaining the existing character of the school property as an institutional use and is adding additional space and programing to the site. Staff believes that this proposal is consistent with the intent of the SAP and is meeting specific objectives of the plan, including:

- ***Preserve and protect the character, scale and density of existing residential uses. (p.26):*** The Small Area Plan emphasizes preservation of existing residential character by using appropriate scale and density for new buildings. The proposed Patrick Henry facility has been designed with a tapered massing, that goes from 1 story closest to single-family homes to the west of the site, to 1.5 – 2 stories in the middle of the site, and up to 3 stories next to 3-4 story garden apartment buildings east of the site. This tapered approach was specifically used to ensure compatibility of mass and scale with the existing residential buildings around the school property.

- ***Ensure preservation of open space (p.26):*** A specific objective of the Small Area Plan is continued preservation of open space in the neighborhood. The building footprint of the proposed Patrick Henry School has been efficiently designed to minimize the impact on open space. Approximately 64% or 8.83 acres of the 13.82 acre site will be open space. While the new facility will have approximately 80% more floor area than the existing building to accommodate approximately 200 additional students, updated ACPS facility specifications, and expanded recreational programing, the open space on site is only being reduced by approximately 16% from its current configuration.

B. Conformance with City Policies

Green Building Policy:
Consistent with the City's Eco-City Charter, Green Building Policy, and the Alexandria City Public Schools' Environmental Stewardship program, the proposed school and recreation center facility is designed to achieve a LEED Silver rating, and attainment of this level is included as a condition of approval for this project. Specific green features proposed for the new facility include:

- Bio-retention stormwater facilities
- Energy efficient building envelope and mechanical systems
- Orienting floor plan to maximize natural light

In 2009, T.C. Williams High School became the first K-12 school in Virginia to achieve a LEED Gold certification by the U.S. Green Building Council. It was designed by Moseley Architects, which is the same architecture team at the Patrick Henry School. Jefferson-Houston PreK-8 School, designed by VMDO Architects, was also awarded LEED Gold in 2015.

Public Art Policy:
Public schools are exempt from the City's Public Art Policy. The Office of the Arts encourages ACPS to explore opportunities for public art on the site if feasible through the Final Site Plan process.

Affordable Housing Policy:
Public schools are exempt from the City's Affordable Housing Policy.

C. Special Use Permits

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits, several of which are requested with this application. The zoning ordinance requires the following provisions be met for approval of an SUP:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below:

Increase in Height for a School (Section 7-2100)
SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:* The school and recreation center are existing uses on the site. The new facility will not pose a health or safety hazard to residents or employees in the neighborhood. Design features such as wider sidewalks, and separating bus and car traffic will improve pedestrian safety in and around the property.
2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* Part of the design approach with the new Patrick Henry facility involves minimizing the building footprint to allow for more open space and efficient site utilization. To accomplish this, the proposed building tapers from 3 floors on the east side of the site to 1 floor on the west side of the property. This stepping approach allows the building to fit within the scale of the existing neighborhood, which has 1-2 story single-family homes facing the west side of the school site, and 3-4 story apartment buildings directly east of the school. The tallest portion of the school is the 3-floor academic wing on the east side of the property which has a roof height of approximately 47 feet, and a stair tower which extends from the top of the roof approximately 13 feet, for a maximum height of just under 60 feet for the structure. This site is in the R-12 residential zone, which has a maximum height of up to 40 feet for schools. Section 7-2100 of the Zoning Ordinance permits school buildings to be up to 60 feet tall in a residential zone with the approval of a Special Use Permit. The proposed height is appropriate for a school of this size (Pre-K-8) and will not adversely affect adjacent properties. As noted, the height transitions from 3 stories to 1 story to integrate with the mass and scale of neighboring structures. Additionally, the building will be constructed into the existing topography which slopes about 35 feet down from east to west. This will help reduce the perceived height of the building from the adjacent Fox Chase apartments by approximately 12-15 feet.
3. *Will substantially conform to the master plan of the city:* The proposed school conforms to the Seminary Hill/Strawberry Hill Small Area Plan (SAP) which anticipated continued institutional use at this site. As noted, the tapered height is designed to integrate with the existing residential scale of the neighborhood which is also specified in the SAP for this neighborhood.

Indoor/Outdoor Recreational Facility (Section 3-203C)
SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:* The recreation center is an existing use on the site. The new facility will not pose a health or safety hazard to residents or employees in the neighborhood. The recreation center is a resource for the community and will provide a wide range of benefits to the school and surrounding neighborhood. Programing will be expanded from its current offerings, and additional recreation spaces for the entire age spectrum are included in this proposal to promote health and wellness for the community.
2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* The proposed facility will replace the existing Patrick Henry Recreation Center, so this would be a continuation of an existing use. The Zoning Ordinance requires a Special Use Permit for recreation and community centers to be located in the R-12 residential zone. The new recreation center will have twice the

amount of floor area compared to its current size, which allows for additional programing and recreation options for the community. The recreation center meets zoning requirements for height, setbacks, and parking. Additionally, most of the recreation will be 1 story tall with the indoor flex court rising to 1 ½ stories, which integrates with the existing scale of the adjacent single-family homes.

3. *Will substantially conform to the master plan of the city:* The proposed recreation center conforms to the Seminary Hill/Strawberry Hill Small Area Plan (SAP) which anticipated continued institutional use at this site. The 1 to 1 ½ story height is designed to integrate with the existing residential scale of the neighborhood which is also specified in the SAP for this neighborhood.

Exceeding the Amount of Parking Required (Section 3-203E):
SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:* Section 3-203(E) of the Zoning Ordinance requires a Special Use Permit for a school to exceed the required amount of parking in the R-12 zone. Under the current regulations 1 parking space is required for every 25 classroom seats in elementary schools, and 2 parking spaces are required for each nursery classroom. The nursery parking ratio is being applied to the Pre-Kindergarten component of this project. For the recreation center, 1 parking space per 200 gross square feet is required. Based on these parking ratios, the school and recreation center are required to provide 141 parking spaces. As proposed, the project will include 155 parking spaces, which exceeds the Zoning Ordinance requirement by 14 parking spaces. Providing additional parking above the Zoning Ordinance requirements for this site will not adversely affect the health or safety of residents or employees in the neighborhood. The extra spaces can be used by visitors of both the school and recreation center, and supplement parking on the adjacent public streets.
2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* As seen and documented through parking studies at other City schools including John Adams Elementary, the demand for parking at schools can sometimes exceed the Zoning Ordinance requirements for that use. Additionally, ACPS hired Wells and Associates to conduct a parking needs study as part of this Preliminary Site Plan review. The study demonstrated that the proposed amount of parking aligns with the anticipated parking demands of the new school and provides enough excess parking that could be used to effectively manage fluctuations in guest parking. Based on the results of the study, the proposed quantity of parking will not be injurious or detrimental to the public and surrounding properties, and will adequately accommodate the parking demands of the new school and recreation center.
3. *Will substantially conform to the master plan of the city:* The proposed school and recreation center conforms to the Seminary Hill/Strawberry Hill Small Area Plan (SAP) which anticipated continued institutional use at this site. The amount of parking proposed on the site will meet the needs of the new facility.

Mechanical Penthouses (Section 6-403B-2-a, Section 6-403B-2-b):
SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:* Section 6-403 of the Zoning Ordinance regulates rooftop mechanical apparatuses. As proposed, the new Patrick Henry facility has been designed with 13 rooftop mechanical units to serve the HVAC system, one of which will be approximately 20 feet in height (cooling tower). The Zoning Ordinance requires a Special Use Permit for construction of more than 1 mechanical penthouse on the roof of a building, and a Special Use Permit for a mechanical penthouse taller than 15 feet in height. All mechanical equipment for the new facility will be located on the roof of the new building away from adjacent buildings and will not pose a health or safety risk to residents and employees in the neighborhood.
2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* The 20 foot cooling tower will be strategically located in the rear of the school and tucked behind the massing of the building so it is not visible from the public right of way. All mechanical equipment will be screened on the roof so it is not visible. The screening and placement of the mechanical units will not be injurious to adjacent properties and are a common element for facilities of this size.
3. *Will substantially conform to the master plan of the city:* The proposed school and recreation center conforms to the Seminary Hill/Strawberry Hill Small Area Plan (SAP) which anticipated continued institutional use at this site. The proposed mechanical units are necessary to service the new 155,000 square foot building, and provide a functional environment for student to learn and citizens to recreate.

D. Site & Building Design

Site Design

The proposed site layout is the result of a collaborative design process with input from the Patrick Henry community (parents, students, and teachers), the surrounding neighborhoods, the Patrick Henry Community Advisory Group, City and ACPS staff, the School Board, and City Council. Through the DSUP design process, three initial site plan concepts were refined into two options, and ultimately into one proposal that reflects various strengths of all options. The proposed design carefully balances a series of site/programmatic requirements and design priorities as identified through the community process. A summary of these important factors and how the proposed site design meets these priorities is provided below:

Safety – *Promoting safe access for biking and walking to school:* Pedestrian, bicycle, and vehicular safety were a high priority throughout the design process. A key result of this priority can be seen in the separation of bus and car traffic on the site. As proposed, employee/visitor parking and parent pickup/drop-off activities will occur from a curb cut on Taney Avenue. Bus pickup/drop-off activities will occur on the opposite end of the property from a curb cut on N. Latham Street. This design move separates the car and bus traffic which creates a safer and more efficient circulation pattern for several reasons:

1) It eliminates potential conflicts between buses and cars accessing the site at the same time particularly during peak pickup and drop-off times. Feedback from community emphasized that this is an improvement over the existing circulation pattern which has cars and buses sharing the same curb cut on Taney Avenue and parent pick/up drop-off occurring between bus entry and exit curb cuts along the same road. Distributing these activities and the flow of traffic not only reduces vehicular conflict, it also creates a safer environment for pedestrians accessing the site by limiting the number of crossings required.
2) Pulling the parent pickup/drop-off location deep into the site to provide direct access to the front door reduces the amount of queuing that will occur on Taney Avenue from loading and unloading of students. This will help improve the flow of traffic on Taney Avenue during the peak pickup and drop off times and it creates a safer environment for this critical function as it is further removed from the active travel lanes of Taney Avenue.
3) Reducing the number of curb cuts along Taney Avenue from 2 to 1 provides a more pedestrian and bicycle oriented environment. This particular segment of Taney Avenue is also identified in the Transportation Master Plan as a bike route that will eventually connect Fox Chase and points east with the areas of Brookville-Seminary Valley and points west. Improving this stretch of Taney Avenue with wider pedestrian and bicycle facilities and fewer curb cuts improves the safety of students and recreation center patrons accessing the site, and is a direct implementation of the City's long-term transportation plans for this area. In addition enhanced crosswalks will be installed at intersections near the school to facilitate safer pedestrian routes to the school.

The location of the bus loop entrance has been a critical issue for the Latham Street neighbors and the school community, as it involves questions of traffic, safety and changes to the neighborhood. Staff carefully evaluated all of the options and is satisfied that this is the best choice, given all of the competing factors.

Open Space – *Providing quality outdoor play spaces that are optimally located near the building:* As with any school or recreation facility, open space is a critical component to the overall success of the design. The community identified open space as a key priority early in the design process. Specific elements of the site and building design that achieve maximized contiguous open space in close proximity to the building include; 1) The use of a 3rd floor on the eastern side of building allows the school to achieve a smaller overall footprint which adds contiguous open space to the program. Approximately 64% or 8.8 acres of the 13.8 acre site is open space, 4.5 acres of which is contiguous open space. 2) With the exception of the pre-k playground which is intentionally located near the early childhood classrooms, all open space features and amenities are clustered together near the recreation and specialty areas of the building. This enables direct and vehicle-free access from the school and recreation center to those spaces.

Architectural Identity – *Providing distinguished physical presences of the school and recreation center:* While the school and recreation center share the same facility, the architecture

and floor plans are designed to differentiate the two, creating identities for both while still achieving a cohesive and integrated program. Separate entrances and signage will be used, and the recreation center rooms will be clustered together, occupying the south west corner of the building. Both entrances front onto Taney Avenue but the school entrance is set back an additional 60 feet from the recreation center entrance, which creates distinction and allows for an entry plaza area between the two entrances. From a visibility perspective, the proposed design is a notable improvement for the recreation center over what exists today.

Neighborhood Scale – *Providing a building scale that integrates and respects the existing residential buildings:* As noted earlier in the report, a tapered massing approach was used for the new Patrick Henry School. The facility utilizes varying heights to present a one story façade toward the single family homes on the west side of the property, stepping up to a second floor in the middle section, and ultimately to a third story tucked into an existing hillside along the adjoining three story apartment buildings. The building height ranges from 18 feet on the N. Latham Street frontage to 60 feet on the east side adjacent to the garden apartments in Fox Chase.

Phasing – *Keeping the existing school in operation during construction*: A key finding from the analysis of the DSUP concept options was the limited availability and significant cost of "swing space" in the City for temporary school use. This resulted in ACPS taking the position with direction from the School Board that the existing school must remain open at its current size and fully operational during the entire construction phase of the new school (similar to Jefferson-Houston). This heavily influenced the footprint and placement of the building. The proposed site layout places the building deep into the site away from the current building to avoid overlap. A detailed construction phasing plan will be required during the Final Site Plan process, however initial discussions have begun with the builder (Keller CM) to help orchestrate this complex effort. A multi-phased construction sequence coupled with strategic placement of the new building will allow this design priority to be met in keeping the school open and functioning during construction of the new facility.

Building Architecture

In siting this larger and more complex program on the site of the existing Patrick Henry Elementary School, the architects have taken advantage of site conditions to push the higher massing of the three-story classroom wing farther away from the lower-scaled single family houses located along Latham Street and Taney Avenue, and used the natural vegetative screening that exists at the north end of the site, near the existing tennis courts, to create a transition between the new school and existing multifamily homes along North Howard Street. Existing vegetation along the north end of the site is also used to screen the new bus loop from the rest of the neighborhood.

Architecturally, the new building has been expressed as a complex massing of related forms, which builds up from the lowest element – the recreation center – on the west, to the two-story central portion of the school, to the three-story classroom wing on the east. The forms are tied together visually through the use of similar thematic elements: the consistent use of a classic red

range brick with thin cast stone banding establishes the basic forms and massing of the building. To this is added a vocabulary of two-story high window-wall sections, subdivided with varying rhythms of vertical and horizontal mullions to establish scale, and accented with anodized aluminum horizontal shading devices, and the mixing of clear and translucent glass with aluminum composite panels, all regulated by the geometry of the grid. A second, buff brick color is used to establish a top, clerestory expression in the higher portions of the building, and is then brought down to grade to accent important locations, such as the separate school and recreation center entries. This same brick is also used to create a slender vertical accent in the two-story window sections, and then to help them visually "land" on grade, interweaving the two brick colors in a subtle way.

Two additional architectural strategies have been employed to give strong emphasis at important areas of the building. First, projecting horizontal planes and vertical fins are used effectively to create drama at the major building entrances. In the case of the school lobby, this includes striking circular cutouts in the upper plane and vertical piers, both of which will also create dramatic patterns of shadow. At the rec center lobby, the effects are created through the use of projecting horizontals, including a sweeping curve that provides rain cover at the entrance doors. Second, there is a strong but careful use of accent colors - glazed brick and aluminum composite panels – to create focal points at the main entries; the recreation center lobby on the south side is flagged by a combination of green and gold, while the front and rear school entries are highlighted by blue glazed brick, in combination with the same gold panels. Glazed roof monitors give additional accents to both of the south-facing lobbies, while also adding dramatic ceiling height within. These enhancements work together to create a strong, exciting sense of community activity, against the more disciplined backdrop of the two-colored brick and window framework.

Interior Layout and Programing

School: ACPS and the City developed a site-specific program document for the overall layout of the school interior based on the approved Pre-K-8 Education Specifications document and input from the community and School Board. The site-specific program document includes 36 classroom spaces as well as resource spaces and extended learning areas. The first floor of the school includes the administrative suite, the cafeteria, the gymnasium, blackbox theater and music classrooms, and classrooms for Head Start, Pre-K, Kindergarten and 1st grade. An ancillary study was performed to determine the feasibility of incorporating an auditorium in the new school similar in size to the auditorium in the existing school. The study found the auditorium option to be cost prohibitive and that it would not meet the requirements of the approved ACPS Educational Specifications. In place of a traditional auditorium, the school will have a state of the art cafetorium which will augment the blackbox theater to accommodate the performing arts. Consultations were held with the City of Alexandria Arts Commission to incorporate certain desirable aspects into the design of these performing arts spaces. Specifically the blackbox theater will provide flexible seating, dance program with sprung floor, mirrors, bars and curtains along with a state of the art sound and lighting system. Adjoining the blackbox theater will be two music rooms- one for vocal instruction and one for instrumental instruction.

The second floor, which extends from the middle of the building eastward, includes the media center, special education classrooms, a teachers' lounge, and grades 2 through 5. The third floor, which only occupies the academic wing on the easternmost side of the building, will include grades 6 through 8, science labs, and foreign language classrooms. The program document also includes several indoor and outdoor play spaces to accommodate both ACPS and RPCA programming. Additional information about outdoor spaces and programing are provided in the Open Space section.

Recreation Center: The Recreation Center is located on the first floor, strategically adjacent to the gymnasium, performing art spaces, and multi-purpose fitness rooms for shared programing opportunities. The facility has been designed as a neighborhood-focused recreation center with an emphasis on accommodating the recreational needs of the immediate Patrick Henry community. The recreation center's expansion in size and design considerations that internally separates the center from the adjoining school will allow RPCA to offer programs during the school day for a wide range of ages from Pre-K through senior adults which are currently not available at the existing facility. In addition to the expanded recreation center, RPCA will also have shared use of approximately 12,000 additional square feet of school related space comprised of a full size gymnasium, black box theatre and multi-purpose rooms. Similar to the new school, space in the recreation center is designed to promote flexibility in uses and to offer a variety of programs in the most efficient manner possible.

The new recreation center features:

- A 50 feet wide by 84 feet long flex court to support expanded social sports and league sports, senior programs, after-school programs or out-of-school-time programs; and neighborhood recreation needs;
- Designated lanes on the periphery of the flex court to support indoor walking and running needs;
- Multipurpose room(s) with the flexibility to support fitness classes; dance, creative movement and community enrichment programs; community meetings; and after-school or out-of-school-time programs;
- Arts and craft space to support tots art and music, senior's arts and crafts activities, and after-school activities;
- A fitness room outfitted for strength and fitness activities with athletic flooring;
- A soft play room to accommodate about 15-20 children at a given time; and
- A small warming kitchen for program and staff support

E. Open Space

The amount, location, programing, and overall design of the open space on the Patrick Henry site has been a central focus of the multi-year design effort. Collaborative input from a wide range of

stakeholders has cultivated a diverse set of open space offerings to meet the needs of both the school and the wider community. From the beginning, maximizing the amount of open space on the site was a priority, but usability and arrangement were equally important. The proposed design allows for a large L-shaped contiguous open space area in the front of the school that wraps around the west side of the building fronting on N. Latham Street. This contiguous open space is uninterrupted by vehicular travel lanes or parking spaces and is directly accessible from the building. It is an auto-free area which promotes a safer environment for children using the space, and allows for flexible programing.

The central feature of the open space is a 300 foot by 165 foot multi-use synthetic turf athletic field located in front of the school facing Taney Avenue. The field is designed to accommodate a wide range of sports and includes a baseball/softball overlay. Lighting of this field and the adjacent open space amenities is not proposed. Directly adjacent to the turf field, are a multi-use court, intermediate playground, fitness trail, and natural open spaces. A pre-k playground sits further to the east in front of the academic wing of the building, providing direct access from the early-childhood classroom area on the first floor of the school. A tot-lot is located along the N. Latham Street frontage and is accessible from the recreation center portion of the building. All outdoor open space amenities will be shared between the school and the rec center, however only the tot lot along N. Latham Street will be open to the community during the school day. After school hours, the neighborhood will have access to all outdoor amenities on the site. Table 2 below provides a summary of the total open space on the site.

In addition to programmable open space, the site layout and building footprint have been oriented such that a majority of the sloped wooded area behind the school remains preserved. Tree preservation conditions are included as part of this DSUP. These conditions also protect a Notable State Champion Dwarf Hackberry tree that has been identified on the site. A Tree Conservation and Protection Plan is required for this project and will be subject to review by the City Arborist, P&Z, and RP&CA as part of the Final Site Plan process to ensure adequate protection measures during the construction period.

Table 2: Open space provided on site

	Existing	Proposed
Ground-Level Open Space	455,329 sf (76%)	384,713 sf (64%)
Above-Grade Open Space	n/a	n/a
Total	**455,329 sf (76%)**	**384,713 sf (64%)**
Public Open Space	455,329 sf (76%)	384,713 sf (64%)
Private Open Space	n/a	n/a

F. Pedestrian and Streetscape Improvements

Pedestrian accessibility and safety have been a consistent focus in designing the new Patrick Henry School and Recreation Center. The proposed site design includes a range of improvements over the existing conditions that reflect these priorities and create a safer more accessible facility for the school children and the broader community. The sidewalks along the entire frontage of the property will be widened to 12 feet to accommodate a new multi-use trail that will eventually be part of a bike connection for Fox Chase and points east with the areas of Brookville-Seminary Valley and points west as called for by the City's Transportation Master Plan. This will double the width of the sidewalk that currently exists on Taney Avenue, and triple the width of the sidewalk that exists on N. Latham Street.

In addition to the multi-use path along the street frontage, a 12 foot east-west path will bisect the interior of the site, linking both N. Latham Street and the Fox Chase Apartment Community directly to the main entrances and open space amenities without crossing any vehicle travel lanes. Design details such as flush crosswalks at the curb cut on Taney Avenue and at the kiss-n-ride area will enhance safety and the overall pedestrian experience. Crosswalk improvements will be made at the Taney Avenue and N. Latham Street intersection, as well as the N. Latham Street and Polk Avenue intersection. A high-visibility mid-block crossing will also be installed on Taney Avenue for those walking to the site from the south. The parking lot will be lined with a 10 foot sidewalk on the east and a 6 foot sidewalk on the west for pedestrians traveling from Taney Avenue into the site.

G. Traffic and Site Circulation

Wells and Associates performed the Traffic Impact Study for the Patrick Henry site. The proposed school and recreation center expansion is projected to increase the AM peak hour trips by 50 percent; midday trips by 53 percent; PM peak hour trips by 55 percent; and, total daily trips by 64 percent. Although school enrollment will only increase by approximately 200 students, the recreation center expansion increases the number of daily trips beyond the school expansion alone. The traffic projections did not assume any reductions for non-auto mode split or pass-by trips. Future background traffic was calculated using a growth factor of 0.5 percent per year compounded annually plus the traffic generated from the new Aldi grocery store at 4600 Duke Street. The trip generation data is shown below:

Table 3: Vehicle Trips Generated by Site

	AM Peak	Midday	PM Peak	Daily
Existing	350	207	120	1,119
Proposed	458	316	186	1,830
Net Trips	153	109	66	711
Percent Change	50%	53%	55%	64%

The results of the traffic impact study indicate that the proposed project will have minimal impacts on the surrounding roadways. The only degradations in level of service (LOS) are at: 1) the intersection of Taney Avenue and the east school driveway; 2) the intersection of Taney Avenue and Jordon Street; and, 3) the intersection of Taney Avenue and North Howard Street.

The level of service at Taney Avenue and the east school driveway drops from a B to a C in both the AM peak and midday peak. This level of service drop is to be expected because the new school layout directs more traffic to the east driveway. Despite the drop in level of service this intersection is expected to function reasonably well.

The level of service at the intersection of Taney Avenue and Jordon Street drops from a level of service C to D during the AM peak period. This is created by the northbound left turn and southbound right turn both from Jordon Street turning toward the school. Although no drop in LOS is desirable, a LOS of D is still an acceptable level of service. Some future parking removal may be required along Jordan Street at this intersection to provide space for dedicate left turn lanes to improve traffic flow.

The level of service at the intersection of Taney Avenue and North Howard Street drops from a level of service A to B during the AM peak period. This intersection is still expected to work reasonably well however, staff does have some concern with the constrained sight distance created by parked cars on Jordan Street. Future parking removal may be required if the additional traffic volume compromises safety.

Tables illustrating the changes in level of service at key intersections are located in Attachment 1.

Staff's analysis concludes that any impacts created by the increases in traffic with the school and recreation center expansion are offset by the improved layout of the site. One significant improvement is relocating the bus driveway from Taney Avenue onto N. Latham Street. This new entrance will separate the bus traffic from the other school traffic and will provide more order during school opening and dismissal. N. Latham Street is 30 feet wide measured from curb to curb and only has parking on one side of the street. This leaves a travel way of 22 feet which is more than adequate for school buses to traverse. The standard residential street in Alexandria is also 30 feet wide and has parking on both sides of the street leaving less space than N. Latham Street and school buses are able to successfully navigate these residential streets every day without incident. In addition, only 10-12 buses are anticipated to travel to the school each day during limited time periods in the morning (7:30am-7:45am) and afternoon (2pm-2:45pm).

Concern has also been expressed about the safety of the intersection of Latham Street and Polk Avenue. The traffic volumes at this intersection are relatively low and the LOS is an A and will continue to be an A in the future. Staff checked the police accident database and found that no crashes have been reported at this intersection in the past 10 years. However, staff acknowledges that the grade on the Polk Avenue approach to this intersection can make visibility challenging because the driver eye level is lower as the car is climbing an incline approaching the intersection. Staff will evaluate this intersection after the school and recreation center are complete to ensure conditions are safe.

H. Parking

The parking for the school and recreation center will continue to be shared in a single lot accessed from Taney Avenue. The existing 75 space lot will be completely removed and a new 155 space lot will be constructed in front of the school in the southeastern corner of the parcel. The entrance to the lot will be shifted further west along Taney Avenue. As outlined in the table below, a total of 141 parking spaces are required by the Zoning Ordinance for the uses proposed in this building. The proposed parking exceeds the Zoning Ordinance requirement by 14 spaces.

Table 4: Parking Requirements & Proposed Parking

Use	Ratio	Amount	Parking Requirement
Nursery School Classroom	2 spaces per classroom	10 classrooms	20 spaces
Elementary School	1 space per 25 students	650 students	26 spaces
Recreation Center	1 space per 200 sf of recreational use	18,841 sf	95 spaces
TOTAL			141 spaces –required ***155 space - provided***

Parking has been a major concern throughout the planning process for the school and is often noted as an issue at other schools in the City. To ensure that the parking proposed with the new school and recreation center will be sufficient, the applicant has conducted further analysis of the parking demand based on existing conditions and a survey of staff at the school and recreation center.

The 90 existing staff members at the elementary school and recreation center were surveyed to determine how they travel to the site, and if they drove, where they parked. With a response rate of over 70%, the survey indicated that nearly 90% of staff drove alone. Of those, 75% were able to park on-site and the remaining 25% parked on the street. Using this information, the amount of parking currently needed to park all staff who drive on-site is approximately 93 spaces. This does assume shared parking between the school and recreation center occurs and the peak parking demand for these two uses occurs at different times of the day (i.e. early afternoon for the school and evening for the recreation center).

Applying this methodology to future conditions, the applicant estimates 124 spaces would be needed for the staff of the larger school and recreation center during the peak parking period for the school. This leaves a surplus of 31 spaces that can be used by visitors of the school and recreation center throughout the day. In the evening the 155 spaces will be more than sufficient to meet the typical parking demand for the recreation center. A parking management plan will be developed prior to opening the new school to ensure the parking is shared between uses. Programming at the recreation center is intended to be outside the peak parking times for the school (i.e. morning drop-off and afternoon pick-up) to reduce parking conflicts between parents dropping children off and patrons of the recreation center.

In addition to the on-site parking lot, there will be approximately 25 spaces on Taney Avenue in front of the school. Since the drop-off will now occur in the parking lot instead of on the street, the existing parking restrictions for a portion of these spaces reserving them for pick-up and drop-off can be removed and the spaces can be used for a longer period. This would accommodate additional parking for the school or recreation center during special events when more parking may be needed.

The new school will also be participating in a Transportation Demand Management (TDM) program. A condition of this DSUP approval is the creation of a TDM fund which will help reduce the number of single-occupancy vehicle trips to the school. The fund will cover things like additional transit benefits for employees, marketing and educational materials illustrating transit alternatives and safe pedestrian routes to school, and classroom competitions to incentivize public transit usage, biking, and walking. A detailed description of the TDM scope is provided in Attachment 1.

I. Phasing and Construction

Construction is anticipated to begin in the spring of 2017 with grading activities, and full site work underway later that summer. ACPS plans to have the new school open in the fall of 2018. At a broad level the construction timing and sequencing will be similar to the Jefferson-Houston School, which was also a full school replacement project. The construction site will be secured and sealed off from the existing school and the new facility will be built while the existing school is occupied and operational. Once the new facility is complete the teachers and students will move into the new school and vacate the existing school. Once it is completely vacant, the old school will be demolished. Following demolition of the old structure, outdoor amenities, recreational open space areas, and landscaping will be installed in the footprint area of the old school.

The construction phasing will be a complex process that will include regular coordination with ACPS and its hired builder (Keller CM), and several City departments including General Services, Recreation Parks and Cultural Activities, Transportation and Environmental Services, Code Administration, and Planning and Zoning. In order to meet the goal of opening the new school in time for the 2018-19 academic year while ensuring that oversight is maintained on the entire project, the Certificate of Occupancy (CO) permits for the site will also be phased. A Temporary CO will be issued to permit operation of the new school building, while the Final CO's will not be issued until all site improvements, including the new athletic field and outdoor amenities have been constructed, and accepted by the City.

Details of the final construction phasing will be determined during the final site plan process. In addition to site specific construction strategies, the phasing plan will include standard City requirements including pedestrian and vehicular access to the school during construction, off-street construction worker parking arrangements, and adequate parking for school employees during construction. Construction management is a major concern for the community and it is a

priority for both ACPS and the City to minimize impacts on the neighborhood and maintain a functioning school and recreation center facility throughout the duration of the project.

J. Building Security and Fire Access

Building security and fire access are critically important elements that have been incorporated into the proposed school design. In terms of building security, existing ACPS Safety and Security protocols used at other ACPS middle schools and at the high school will be incorporated into the new Patrick Henry School, with some additions to reflect advances in technology. ACPS intends to implement electronic access systems throughout the building. This will result in reduced costs for keying and increased control over access to various spaces. CCTV monitoring is streamed using IP cameras that display images through a digital video recorder. The goal is to ensure that after entry into the facility, visitors can be visually monitored throughout the school property by School Resource Officers and on-site ACPS Security Officers. If any suspicious activity is observed via the cameras, the school sends one of their security officers or contacts the City Police for assistance. School security staff regularly patrols their school sites.

The City's Fire Department was a key stakeholder during the site plan review process, and provided feedback as the design progressed to ensure the site was adhering to all fire related code regulations. Specific features such as roll-over curbs in the front parking lot and kiss-n-ride areas, as well as at the end of the bus loop in the rear of the school allow fire truck access to the building in the event of a fire emergency. In addition, mountable surfaces are being installed in the plaza area at the front entrance, from the edge of the parking lot to the eastern side of the academic wing, and west of the academic wing in the rear of the building to enable ladder truck access and deployment if necessary.

V. COMMUNITY

Community engagement and outreach have been a focus throughout the DSUP design process. Over the past year a series of community meetings were held to solicit feedback and design input on the new facility and identify community priorities through polling, general discussion, and smaller group exercises. Priorities related to open space, recreation programing, performing arts, parking, vehicle circulation, and playground design among others were identified and discussed with the design team and the community. In addition to the general community meetings, a series of meetings were held with a representative group of citizens to establish dialogue as the site design progressed through the DSUP phases. In September 2015, City Council passed a resolution for the formation of the Patrick Henry Community Advisory Group. The group was comprised of various community stakeholders including, two members from the Patrick Henry PTA, representation from the Planning Commission, the Park and Recreation Commission, the Patrick Henry Advisory Council, a resident of Foxchase, representatives from the Seminary Hill Association, Brookville-Seminary Valley Civic Association, and the Wakefield-Tarleton Civic Association, and two at-large citizen representatives that live within a mile of the school. The

role of the Community Advisory Group was to act as a liaison for the neighborhoods and groups they represent to provide input throughout the planning and design process for the new school and recreation center. The group met regularly throughout the DSUP process. Over the past year there have been 22 community engagement opportunities which are listed in the table below.

Table 5: Community Engagement Events

Date	Meeting
December 9, 2015	Community Advisory Group Meeting + Community Meeting
January 13, 2016	Community Advisory Group Meeting
February 3, 2016	Community Advisory Group Meeting
February 10, 2016	Community Meeting
February 17, 2016	Community Advisory Group Meeting
March 2, 2016	Community Advisory Group Meeting
March 16, 2016	Community Meeting
April 6, 2016	Community Meeting
April 13, 2016	Community Advisory Group Meeting
April 27, 2016	Community Advisory Group Meeting
May 4, 2016	Community Meeting
June 15, 2016	Community Advisory Group Meeting
June 15, 2016	Park and Recreation Commission
July 7, 2016	Community Advisory Group Meeting
July 27, 2016	Playground Technical Advisory Taskforce
August 10, 2016	Community Advisory Group Meeting
September 13, 2016	Commission for the Arts
September 28, 2016	Community Advisory Group Meeting + Community Meeting
November 30, 2016	Community Advisory Group Meeting + Community Meeting

VI. CONCLUSION

Staff recommends **approval** of the Development Special Use Permit, and all associated applications subject to compliance with City codes, ordinances and staff recommendations below.

Staff: Karl Moritz, Director, Planning and Zoning
Robert Kerns, AICP, Chief, Planning and Zoning
Maya Contreras, Principal Planner, Planning and Zoning
Ryan Price, Urban Planner, Planning and Zoning

VII. GRAPHICS

Aerial view looking west

Aerial view looking northwest

Aerial view looking east

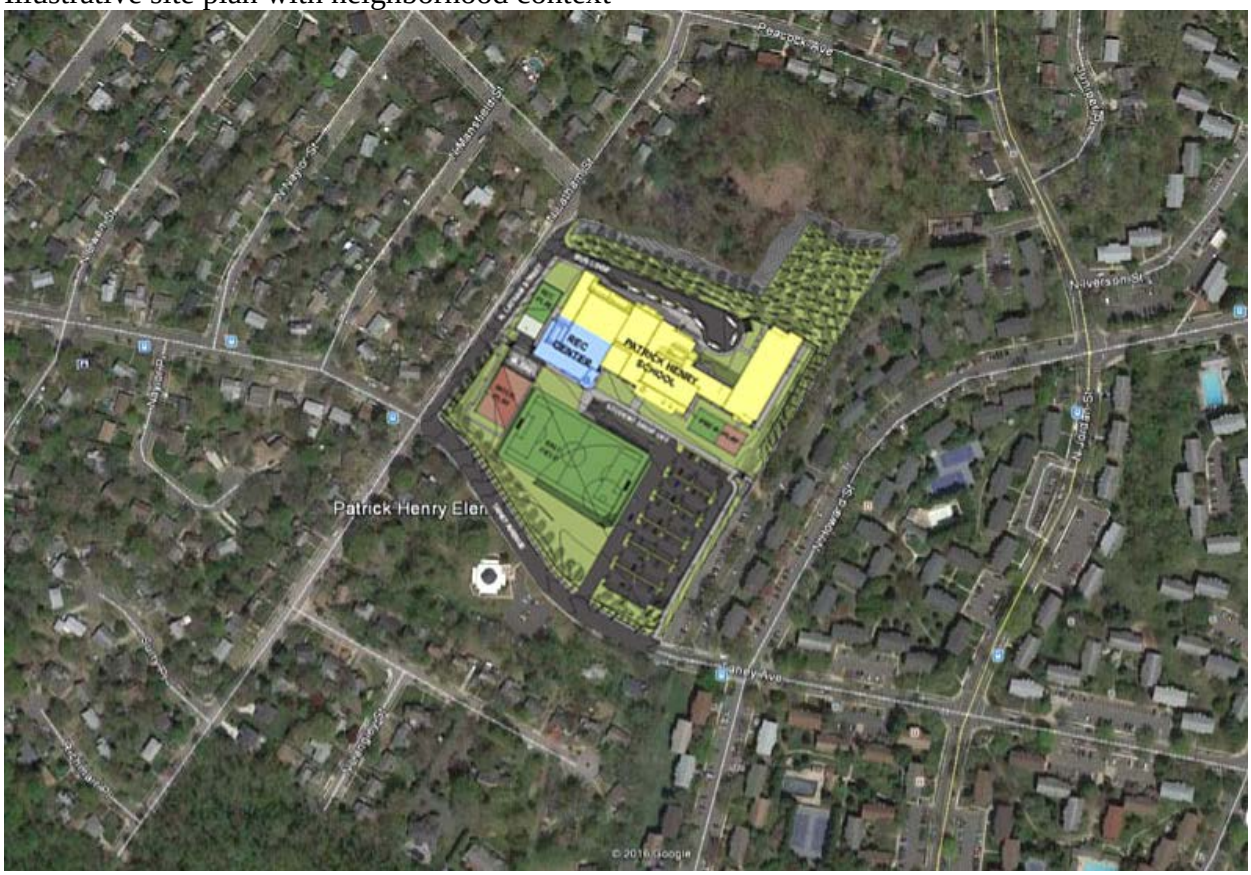
Aerial view looking northeast

View from Taney Avenue

View from N. Latham Street

View from Fox Chase

Illustrative site plan with neighborhood context



VIII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary site plan dated September 20, 2016, and as amended on October 18 and 25, 2016, and comply with the following conditions of approval.

2. Project construction shall be accepted in two phases: a Temporary Certificate of Occupancy (CO) phase that includes the new school building and recreation center, and improvements as required for use of the new facilities, and a Final Certificate of Occupancy (CO) phase that incorporates all other required improvements on the site.
Planning and Zoning (P&Z), Transportation and Environmental Services (T&ES) and Recreation, Parks and Cultural Activities (RP&CA) will not sign off on the Final CO until the old school building has been demolished, all associated improvements have been completed, and final as-builts have been accepted. *** (P&Z)(T&ES)(RP&CA)

3. An overall phasing plan shall be submitted with the first Final Site Plan outlining timing for all site plan improvements required prior to final Certificate of Occupancy. All the conditions that follow must adhere to this phasing plan. * (P&Z)(T&ES)(RP&CA)

A. *PEDESTRIAN/STREETSCAPE:*

4. Provide the following pedestrian improvements, to the satisfaction of the Directors of P&Z and T&ES:
   a. Provide a detailed phasing plan for pedestrian improvements with the first Final Site Plan, to be approved prior to release of the Final Site Plan. All pedestrian improvements shall be installed prior to the issuance of a temporary, or a final, Certificate of Occupancy permit, pursuant to the approved phasing plan.
   b. Install ADA accessible pedestrian crossings serving the site.
   c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet.
   d. Sidewalks shall be flush across all driveway crossings.
      i. To the northwest of the site, the bus loop’s curb cut shown on Latham Street shall provide a flush sidewalk crossing.
      ii. Remove the curb ramps and curb and gutter on either side of the bus loop and provide a flush crossing at this location.
   e. Provide a flush sidewalk crossing across the parking lot entrance on Taney Avenue.
   f. Provide a flush sidewalk crossing across the bus loop entrance on Latham Street.
   g. Provide directional ramp(s) for the crosswalk at parking lot loop.

h. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards.
i. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) at each leg of the intersection of Taney Avenue and Latham Street. Curb ramps shall be perpendicular to the street to minimize crossing distances.
j. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner) at each leg of the intersection of Latham Street and Polk Avenue.
k. The proposed gate at the bus loop shall not impact pedestrian circulation around the sidewalk.
l. Provide thermoplastic pedestrian crosswalks at the following crossings:
   i. Taney Avenue & Latham Street between all intersection legs.
   ii. Midblock crossing on Taney Avenue (high visibility).
   iii. Polk Avenue & Latham Street between all intersection legs.
m. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan.
n. Any other crosswalk treatments must be reviewed and approved by the Director of T&ES as part of the Final Site Plan review.
o. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
p. Provide a minimum four foot landscape buffer between the sidewalk and curb on Taney Avenue. * *** (P&Z)(T&ES)

5. Revise the proposed vehicle and pedestrian circulation around the drop-off circle in the parking lot for during the Final Site Plan review as detailed below or to the satisfaction of the Directors of Planning and Zoning (P&Z) and Transportation and Environmental Services (T&ES):
   a. Provide marking indicating one direction of travel around the circle
   b. Add a stop sign and stop bar on the southern portion of the loop prior to the crosswalk requiring the cars to stop before proceeding right to exit the site or straight to exit the parking lot
   c. Provide a median nose to the eastern side of the crosswalk mid-crossing
   d. Square or significantly tighten the curb radius of the southeastern side of the loop to create a shorter crossing and to slow vehicle traffic. * (P&Z)(T&ES)

B. *OPEN SPACE/LANDSCAPING:*

6. Develop, provide, install and maintain an integrated Landscape Plan and associated phasing plan for installation with the Final Site Plan that is coordinated

with other associated site conditions to the satisfaction of the Directors of Planning and Zoning (P&Z) and Recreation, Parks and Cultural Activities (RP&CA). Landscaping shall be installed prior to the issuance of a temporary, or a final, Certificate of Occupancy permit, pursuant to the approved phasing plan.
At a minimum the Landscape Plan shall:

a. Provide an enhanced level of detail for any proposed landscape plantings (in addition to street trees). If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
b. Follow the establishment maintenance and warranty period by the contractor, subsequent horticultural, forestry, and turf maintenance shall be in accordance with the Memorandum of Understanding between RP&CA and Alexandria City Public Schools (ACPS) for Outdoor Maintenance and Use of Facilities.
c. Ensure positive drainage in all planted areas.
d. Provide detail, section and plan drawings of tree wells showing irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. No landscape installations shall be proposed for tree wells between sidewalks and curbs.
e. Provide detail sections showing above and below grade conditions for plantings above a structure.
f. Provide planting details for all proposed landscape installations including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. All planting details shall be in accordance with the City's Landscape Guidelines.
g. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
h. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
i. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, meets the requirements of the City's Landscape Guidelines for soil volume depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. * *** (P&Z)(RP&CA)

7. Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of Planning and Zoning (P&Z) and Recreation, Parks and Cultural Activities (RP&CA)
   a. Continue to work with staff during the Final Site Plan process to ensure the goals of the City's Landscape Guidelines are maintained.

b. Landscape plans shall be submitted per the City of Alexandria Landscape Guidelines, including landscape notes, planting details, and water management.
c. https://www.alexandriava.gov/uploadedfiles/recreation/info/040907_land_guidelines.pdf
d. Show accurate driplines of existing trees.
e. Coordinate with staff to finalize the spacing and off-setting of the street tree placement along Taney Avenue and Latham Street. Final spacing and pattern of installation of trees shall be in accordance with the City's Landscape Guidelines, or the proposed landscape planting plan that is submitted for approval shall identify specifications that are proposed to be waived.
f. The location of all pole mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of 10 feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees. *(P&Z)(RP&CA)

8. Provide a water management plan developed installed and maintained to the satisfaction of the Directors of Planning and Zoning (P&Z) and Recreation, Parks and Cultural Activities (RP&CA) and Code Administration.
   a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
   b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
   c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
   d. Locate hose bibs and ground set water connections intended for site maintenance, such as quick couplers, a maximum of 175 feet apart.
   e. Install all lines beneath paved surfaces as sleeved connections.
   f. Locate water sources, hose bibs, and quick couplers in coordination with City Staff. * *** (P&Z)(RP&CA)(Code)

9. With first Final Site Plan submittal, develop a palette of site furnishings in consultation with staff, and to the satisfaction of the Directors of Planning and Zoning (P&Z), Transportation and Environmental Services (T&ES) and Recreation, Parks and Cultural Activities (RP&CA).
   a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings.
   b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains, sports jug fillers, water bottle refill and other associated features.
   c. Outdoor drinking fountains and sports jug fillers shall be located near the exterior entry restrooms. Each component shall be ADA compliant.

d. Drinking fountains and sports jug fillers shall be connected directly to the sanitary system per Virginia Plumbing Code. * (P&Z)(T&ES)(RP&CA)

10. With first Final Site Plan submittal, provide materials and finishes, with engineering and architectural details, for all proposed retaining walls. These will need to be approved prior to release of any portion of the Final Site Plan. Coordinate with adjacent conditions. Design and construction of retaining walls shall be to the satisfaction of the Directors of Planning and Zoning (P&Z), Transportation and Environmental Services (T&ES), Recreation, Parks and Cultural Activities (RP&CA) and General Services (GS). * (P&Z)(T&ES)(RP&CA)(GS)

11. With first Final Site Plan submittal, provide material, finishes, and architectural details for all seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails, if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls to the satisfaction of the Directors of Planning and Zoning (P&Z), Transportation and Environmental Services (T&ES), Recreation, Parks and Cultural Activities (RP&CA) and General Services (GS). * (P&Z)(T&ES)(RP&CA)(GS)

12. The installation of the landscape elements and plant material shall be subject to final inspection prior to release of the final Certificate of Occupancy. *** (P&Z)(T&ES)(RP&CA)

13. With the first site plan submittal, provide pre and post development information related to open space needs, quantity (in SF), function and restoration during project phases. * (P&Z)(T&ES)(RP&CA)

14. With the first site plan submittal, provide a site strategy that identifies interim open space for students and Patrick Henry Recreation Center users throughout the project construction phases. This plan will be subject to review and approval by the Director of the Recreation, Parks and Cultural Activities (RP&CA), which must occur prior to release of any portion of the Final Site Plan. *(P&Z)(T&ES)(RP&CA)

15. Access gates at playgrounds and approaches shall be sized and designed to accommodate adequate clearances for maintenance vehicles and emergency equipment.
    a. Double gates shall incorporate six inch diameter posts with full framed diagonally braced gate leaves and center drop post with tamperproof locking mechanisms.
    b. Single gates shall incorporate six (6) inch diameter posts with full framed diagonally braced gate leaf and tamperproof locking mechanisms.

c. Double and single gates shall incorporate a continuous six (6) foot width (three feet on each side of fence) concrete threshold that extends two (2) feet beyond each gate post and incorporates the gate post footings. * (P&Z)(T&ES)(RP&CA)(Fire)

16. With first Final Site Plan, provide a coordinated design palette of play areas, fitness station and related site structures/equipment, with a phasing plan for installation. Play areas and fitness station areas shall be installed prior to the issuance of a temporary, or a final, Certificate of Occupancy permit, pursuant to the approved phasing plan.
    a. Locate and depict the scale, massing and character of play equipment, perimeter fencing, grade conditions, surfacing and associated site furnishings.
    b. Provide the sub base, drainage, safety surfacing, perimeter fencing and supporting engineering for all play areas.
    c. The playspace should provide a coordinated array of the play elements, to the satisfaction of the Director of RP&CA.
    d. Plans shall depict location, scale, massing and character of the playspace, grade conditions, surfacing, site furnishings, vegetation, and other site features.
    e. Playspaces and site equipment shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act 2010ADA Standards for Accessible Design. Fitness station areas shall comply with ASTM F3101-15 Standard Specification for Unsupervised Public Use Outdoor Fitness Equipment.
    f. Playspaces shall be regularly inspected and appropriately maintained according to CPSC, ASTM, and manufacturer recommendations. Natural play spaces and/or elements shall be maintained and cared for according to landscape standards provided by landscape architect, planner, and/or to relevant CPSC and ASTM standards.
    g. The Recreation Center play area shall be open for public use during school hours.
    h. Playspaces shall have appropriate signage posted with hours of operation and other operational information.
    i. Provide the sub base, drainage, safety surfacing, perimeter fencing and supporting engineering for all play areas*

j. Playground safety surfacing shall be G-Max tested in-situ according to ASTM F 1292 test methods within 30 days of installation by a third party testing agency. Submit reports within 30 days of testing to RP&CA. * *** (RP&CA)

17. All play areas shall be fenced. Fence heights and materials shall be consistent with City Park Standards. Final design and placement shall be coordinated with, and approved by, the City prior to release of the Final Site Plan, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks and Cultural Activities. * (P&Z)(RP&CA)

18. Provide the following information regarding the proposed synthetic turf field and associated items with the first Final Site Plan. The proposed field and associated items shall be installed prior to the issuance of a final Certificate of Occupancy permit, pursuant to the approved overall phasing plan and to the satisfaction of the Director of RP&CA.
    a. Provide a phasing plan for construction and installation with the first Final Site Plan. The phasing plan must be approved prior to release of the Final Site Plan.
    b. Immediate positive surface and subsurface drainage. No surface drains or other impediments shall be placed in the play field or run out areas.
    c. Provide stanchions and netting on the east and west ends of the field. Nets shall be provided by the project to the project.
    d. Water source and service for irrigation, including meter(s), backflow prevention devices, connections and conveyance piping to the field location(s). Static pressure shall be determined in coordination with City staff.
    e. Playing field surface and subgrade composed of infill turf system identified as a part of the City's prequalified vendor/product list, using an engineered under drain system, concrete perimeter retainer, perimeter water sources, and permanent field lining, each as approved by the City. Turf vendor/product shall be to the satisfaction of the Director of RP&CA.
    f. Turf grooming equipment suitable for use behind a City vehicle and specifically designed for the turf type and field product. Manufacturer shall provide ½ day training session for staff related to maintenance best practices for field prior to City acceptance of the field.
    g. Additional containers of infill mix per manufacturer recommendations and 50 additional square yards of turf to match field.
    h. The field playing surface dimensions (not-including run outs) will be a minimum of 165x300 feet. Field dimensions and run out areas (10 feet minimum continuous) for soccer, lacrosse and field hockey shall be consistent with National Federation of State High School Athletic Association standards. (RP&CA)
    i. Gmax Testing per conditions as established in the ratified Synthetic Turf Memorandum of Understanding. * *** (RP&CA)

C. *TREE PROTECTION AND PRESERVATION:*

19. A Tree Conservation and Protection Plan shall be shown on the first Final Site Plan and approved by the City Arborist prior to release of any portion of the Final Site Plan. The Plan shall be in compliance with the City of Alexandria Landscape Guidelines. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan. * (P&Z) (RP&CA)

20. A fine shall be paid by the applicant in an amount not to exceed $10,000 for each tree that is damaged or destroyed due to failure to comply with the protection and construction standards as defined in the approved Tree Conservation and Protection Plan. Alternatively, the City (at its sole option) may request that replacement trees of the same caliper and species be provided to replace the damaged trees. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last Certificate of Occupancy permit. This condition does not apply to the Notable State Champion trees referenced in Condition 17. **** (P&Z)(RP&CA)

21. Notable State Champion trees including the dwarf hackberry and the Co-State champion trees, shall be preserved and protected. The Tree Conservation and Protection Plan shall define, to the satisfaction of the City Arborist and the Directors of Planning and Zoning (P&Z) and Recreation, Parks and Cultural Activities (RP&CA), specific protection measures that will be taken to exclude construction activity from the critical root zones of these trees. Provide the following with the first Final Site Plan submittal:
The trees, and the identified tree protection for them, shall be shown on all applicable plan sheets including, but not limited to, the E/S, demo plan, site plan, grading plan, landscape plans and the Construction Management plans. * (P&Z)(RP&CA)

22. Ensure that the proposed sidewalk and any other improvements or construction activity on the east side of the property do not intrude into the critical root zones of these trees, as delineated by the driplines of their tree canopies.
    a. Tree protections shall extend, at a minimum, to the outward extent of the canopy of each referenced tree, and further, as feasible.
    b. Specific conservation and protection measures will be identified in the Tree Conservation and Protection Plan and implemented prior to any construction, and may include tree protection fencing, root-protection matting, or additional items, as deemed necessary by the City Arborist.
    c. All tree protection measures must be installed and approved by the City Arborist onsite prior to the initiation of any construction.
    * (P&Z)(RP&CA)

23. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated September 20, 2016, and as amended on October 18 and 25, 2016, and reduced if possible to retain existing trees and grades. * (P&Z)(RP&CA)

24. With the first Final Site Plan submittal, identify trees proposed to be removed and to be preserved, and identify construction methods to reduce disturbance within driplines. *(P&Z) (RP&CA)

25. The following Planting Warranty and Maintenance Requirements shall be in place for all new plantings, and will be reviewed with plantings associated with the temporary and the final Certificates of Occupancy.
    a. Installer agrees to repair or replace plantings and accessories that fail in materials, workmanship, or growth within specified warranty period.
    b. Failures include, but are not limited to, the following:
        i. Death and unsatisfactory growth, except for defects resulting from abuse, or incidents that are beyond Contractor's control.
        ii. Structural failures including plantings falling or blowing over.
    c. Revise start date in subparagraph below according to local practice and the types of planting required and coordinate with the maintenance period.
    d. Warranty Periods from Date of Final Acceptance: Warranty periods in three subparagraphs below are examples only for some categories of plants, and shall be updated at first Final Site Plan with specific project details:
        i. Trees, Shrubs, Vines, and Ornamental Grasses: 36 months
        ii. Ground Covers, Biennials, Perennials, and Other Plants: 36 months
    e. Include the following remedial actions as a minimum:
        i. Immediately remove dead plants and replace unless required to plant in the succeeding planting season.
        ii. Replace plants that are more than 25 percent dead or in an unhealthy condition at end of warranty period
        iii. A limit of one replacement of each plant is required except for losses or replacements due to failure to comply with requirements.
    f. Maintenance Service:
        i. Initial Service: Provide maintenance by skilled employees of landscape Installer maintain as required in “Memorandum of Agreement” between RP&CA and applicant.
        ii. Maintenance will continue until plantings are acceptably healthy and well established
        iii. Maintenance Period for Trees and Shrubs: From date of installation to end of Warranty Period.
        iv. Maintenance Period for Ground Cover and Other Plants: From date of installation to end of Warranty Period. *** (RP&CA)

D. BUILDING:

26. The building design, including the quality of materials, final detailing shall be consistent with the elevations dated September 20, 2016, and as amended on October 18 and 25, 2016, and the following conditions. Provide the following building refinements to the satisfaction of the Director of Planning and Zoning:
    a. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color. *
    b. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology at a scale of ¼ inch = 1 foot (¼" = 1'). * (P&Z)

27. Continue to work with staff to refine the proposed building elevations and architectural details. Proposed exterior building materials, finishes, and relationships shall be subject to review and approval by the Director of Planning and Zoning, prior to selection of final building materials:
    a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
    b. The materials board shall remain with the Department of Planning and Zoning until the final Certificate of Occupancy, or completion of all construction associated with the board, upon which all samples shall be returned to the applicant.***
    c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
    d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
    e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first Certificate of Occupancy. *** (P&Z)

28. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver to the satisfaction of the Directors of Planning and Zoning (P&Z), Transportation and Environmental Services (T&ES), Recreation, Parks and Cultural Activities (RP&CA) and General Services (GS). Diligent pursuance and achievement of this certification shall be monitored through the following:
    a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*

b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a Certificate of Occupancy. ***

c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final Certificate of Occupancy.

d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two (2) years of obtaining a final Certificate of Occupancy.

e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)(RP&CA)(GS)

29. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (P&Z)(T&ES)

30. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at Http://www.epa.gov/WaterSense/pp/index.htm. (T&ES)

E. SIGNAGE:

31. Design and develop a sign plan for exterior signage, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, school governmental signs, park/playarea/field/court rule and regulation signs, and interpretive signage, and to the satisfaction of the Directors of Planning and Zoning (P&Z) and Recreation, Parks and Cultural Activities (RP&CA).

a. Design school identification signs to relate in material, color and scale to the building.

b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. *

c. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. *

d. A freestanding school identification sign shall be not exceed 4 feet in height. *

e. Park/playarea/field/court rule and regulations signage should be City standard.

f. Interpretive signage installed after the school is constructed will be administratively reviewed by PZ and/or RP&CA. * (P&Z)(RP&CA)

32. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. * (P&Z)(T&ES)

F. PARKING:

33. The design and allocation of parking shall be subject to the following to the satisfaction of the Directors of Planning and Zoning (P&Z), Transportation and Environmental Services (T&ES), Recreation, Parks and Cultural Activities (RP&CA) and Code Administration:

a. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways, or emergency vehicle easements, and all users shall be notified of this prohibition.

b. Parking will be prohibited within the bus loop, with the exception of the loading dock. (P&Z)(T&ES)(RP&CA)(Code)

34. Locate a minimum of 155 parking spaces in the parking lot for shared use by the school and recreation center. * (P&Z)(T&ES)(RP&CA)

35. Provide 1 bicycle parking space per every 15 middle school students, provide 1 bicycle parking space per every 20 elementary school students, and provide Class 2 or Class 3 bicycle parking spaces that amount to 15 percent of required automobile parking to the satisfaction of the Director of T&ES. Bicycle spaces must be constructed to Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)

36. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. Construct shared use path on the eastside of Latham Street. Path shall be 12' feet in width as shown on the preliminary plan dated September 20, 2016, and as amended on October 18 and 25, 2016. * ***

a. Provide a phasing plan for installation of all associated facilities with the first Final Site Plan, for approval prior to release of the Final Site Plan.
b. These improvements shall be installed prior to the issuance of a temporary, or a final, Certificate of Occupancy permit, pursuant to the approved phasing plan.
c. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program. (T&ES)

37. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z, RP&CA and T&ES prior to the release of the Final Site Plan and shall at a minimum include the following:
    a. General project information/summary and development point of contact.
    b. A plan of the parking lot
    c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
    d. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
    e. An explanation of how the parking lot spaces will be shared by the school and recreation center.
    f. Details of appropriate signage for spaces designated for specific users at specific times. * (P&Z)(T&ES)(RP&CA)

38. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z)(T&ES)

G. TRANSPORTATION DEMAND MODEL:

39. A Transportation Management Demand Model must be implemented in order to create strategies to persuade students, recreation center users and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TDM Attachment #3 to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

40. A TDM Coordinator shall be designated for the entire project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TDM Model and the parking management program for the project. *** (T&ES)

41. The TDM goal is 30% usage of non-single occupancy vehicular modes by employees. The peak hour goal for all trips is a 0.5% reduction year-to-year. The Transportation Demand Management Model will be funded by the applicant with a one-time contribution of $20,000. The TDM contribution shall be used exclusively for the approved transportation activities detailed in Attachment 3. The contribution will be due at issuance of the temporary Certificate of Occupancy. *** (T&ES)

42. The TDM Coordinator will submit annual reports, fund reports, transportation counts and modes of transportation surveys to the Transportation Planning Division as detailed in the Attachment #3. (T&ES)

43. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TDM mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred ($500.00) for the first 30 (thirty) days late and two hundred and fifty dollars ($250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

H. BUS STOPS AND BUS SHELTERS:

44. Show all existing and proposed bus stop(s) in the vicinity of the site on the Final Site Plan. Any associated improvements shall be ADA compliant. The final bus stop design shall meet City standards and the approval of the Director of T&ES. * (T&ES)

45. Work with staff during the Final Site Plan process to determine the optimal location for the existing bus stop at the corner of westbound Taney Avenue at Latham Street. * (T&ES)

46. Provide and install a 6’ Victor Stanley RB-28 bench, black finish for the relocated bus stop on westbound Taney Avenue at Latham Street. The bus stop bench shall not be installed on the unobstructed bus stop passenger loading pad and shall be installed behind the pad area. Installation required prior to Temporary CO, to the satisfaction of the Director of T&ES. * *** (T&ES)

47. Bus stop on Taney Avenue adjacent to the site shall meet ADA requirements and City Standards per the following, and to the satisfaction of the Director of T&ES:
    a. Install an unobstructed 10 foot wide, parallel to the roadway, by 8 foot wide, perpendicular to the curb, bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and

accessible from a transit shelter (if present or if installed) and adjacent sidewalk. The loading pad cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. Contact staff for standard details.

b. Create a 100 foot "No Parking, Bus Stop Zone" for the relocated stop on westbound Taney Avenue at Latham Street. The "No Parking, Bus Stop Zone" shall begin generally at the intersection of westbound Taney Avenue at Latham Street and proceed east.

c. These improvements shall be shown on the first Final Site Plan. *

d. These improvements shall be installed prior to temporary Certificate of Occupancy, unless an extension is approved by the Director of T&ES. *** (T&ES)

48. With the first Final Site Plan submission, update the site plan to ensure the following are met, to the satisfaction of the Directors of P&Z and T&ES. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:

a. Located to avoid conflict with vehicles, specifically:

i. Trees shall be excluded from a 40 foot zone which represents the length of the bus as it is serving the stop.

ii. Trees within both the 10 foot departure zone and the 20 foot approach zone (on either side of the 40 foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.

b. Located subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.

c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify

d. Installed with a minimum 6 feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City's bond for public improvements.

e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. * (P&Z)(T&ES)

I. *SITE PLAN:*

49. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide

a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)

50. Submit the plat of all applicable easements or dedications prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan.* (P&Z)(T&ES)

51. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. ** (P&Z)(T&ES)

52. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z, RP&CA and T&ES. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utilities in dedicated open space areas and tree wells.
    d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. * *** (P&Z)(T&ES)(RP&CA)

53. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
    c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
    d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
    e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
    f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.

g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
h. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
j. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
k. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
l. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
m. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
n. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (* P&Z)(T&ES)(RP&CA)(Police)

54. Provide a georeferenced CAD file in .dwg format [insert elements needed] of the dimension plan of this project, including the school and the recreation facility, all outdoor play areas, fields, courts, trails, etc. This information will be used to compile a master CAD reference to ensure all layers are correctly located and will connect. * (P&Z)(RP&CA)(DPI)(GS).

55. Provide signage and marking plan with the Final 1 submission. These shall include appropriate markings within the proposed parking lot such as stop bars, stop signs, and striping.
a. Show a stop bar marking at Bus Loop and Latham Street indicating that buses should stop prior to the flush crossing.
b. Show a stop bar marking indicating that vehicles should stop prior to the flush crossing at the parking lot entrance on Taney. * (P&Z)(T&ES)

J. *CONSTRUCTION MANAGEMENT:*

56. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan. * (T&ES)

57. Submit a construction management plan to the Directors of P&Z, T&ES, RP&CA and Code Administration with the First Final Site Plan. The plan shall include:
    a. An analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed; *
    b. An overall proposed schedule for construction;*
    c. A schedule to ensure uninterrupted access to the Recreation Center;*
    d. A tree conservation plan and tree protection measures for the Notable State Champion trees;
    e. A plan for temporary pedestrian and bicycle circulation during all phases of construction;* and,
    f. A preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.*
    g. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. ***(P&Z)(T&ES)(RP&CA)(Code)

58. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:
    a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
    b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
    c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

59. The public sidewalks on Taney Avenue and Latham Street shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

60. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

61. No major construction staging shall be allowed within the public right-of-way on Taney Avenue or Latham Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

62. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the stop on Taney Avenue at Latham Street, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)

63. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

64. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. Adjoining property owners, civic associations, and the Departments of P&Z, T&ES and RP&CA shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)(RP&CA)

65. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Departments of Planning & Zoning and Recreation, Parks and Cultural Activities to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)(RP&CA)

66. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)

67. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building

materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

68. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final Certificate of Occupancy permit. *** (P&Z)

69. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

70. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a Certificate of Occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)

71. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

72. Applicant shall provide construction and as-built geotechnical reports, construction submittal records, operation and maintenance manuals, and communicate specialty procedures to designated City staff. This information shall be provided prior to the final occupancy permit and shall include all components, systems, subsystems, equipment and maintenance procedures including recreation facilities, interpretive elements, structures, fountains, irrigation/water management systems, lighting, electrical systems and winterization procedures. ***(RP&CA)

K. WASTEWATER / SANITARY SEWERS:

73. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the Final Site Plan acknowledging that

if the City adopts a plan prior to release of the building permit, this property will participate to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. * (T&ES)

74. If a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)

75. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)

L. *SOLID WASTE:*

76. Provide and install one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Directors of T&ES and RP&CA. Installation required prior to Temporary CO.**** (T&ES)(RP&CA)

77. Provide and install one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Directors of T&ES and RP&CA. Installation required prior to Temporary CO.**** (T&ES)(RP&CA)

M. *STREETS / TRAFFIC:*

78. Preferably a separation of 150’, with a minimum of 100’ between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)

79. If the City’s existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

80. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES) Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

81. Traffic Studies and Multi-modal Transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

82. Show turning movements of standard vehicles in the parking lot. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. * (T&ES)

83. Furnish and install two 4 inch conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

84. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)

N. *UTILITIES:*

85. Underground the utilities and remove the utility pole located on school property at the intersection of Taney Avenue and Latham Street. Undergrounding and relocation work shall be shown on with the first Final Site Plan submission.* (P&Z)(T&ES)

86. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

87. No transformers shall be placed in the public rights-of-way. (T&ES)

88. Coordination of utility work shall be performed to satisfaction of the Directors of RP&CA and GS with the goal of ensuring no utility interruptions to City facilities during working hours and programming times. (RP&CA)(GS)

89. Provide readily accessible waterproof UL approved enclosures/receptacles with two phase 120 volt power at each multi-use court, playground area and athletic field. (RP&CA)

90. Incorporate power source locations with light fixtures or other electrical systems to the greatest extent possible. (RP&CA)

91. Conduit beneath paved surfaces shall be placed in UL approved sleeving. (RP&CA)

92. Separate utility meters shall be provided for the Recreation Center and outdoor play areas. Billing and transfer of utilities shall be coordinated a minimum of 30 days prior to the commissioning of systems. (RP&CA)(GS)

O. *SOILS:*

93. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

P. *WATERSHED, WETLANDS, & RPAs:*

94. The stormwater collection system is located within the Holmes Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

95. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

Q. *STORMWATER MANAGEMENT:*

96. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

97. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed

BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

98. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

99. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

100. Submit two (2) originals of the Stormwater Quality BMP and Stormwater Detention Facilities Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. * (T&ES)

101. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the final Certificate of Occupancy, a copy of the maintenance contract shall be submitted to the City. **** (T&ES)

102. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the final Certificate of Occupancy. ****(T&ES)

103. Prior to release of the final Certificate of Occupancy, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

R. CONTAMINATED LAND:

104. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)

105. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
    d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
    e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).

f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

106. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES)

107. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration (T&ES)

S. *NOISE:*

108. All exterior building mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

109. Supply deliveries, loading, and unloading activities (not to include pick-up and drop-off of students) shall not occur between the hours of 11:00pm and 6:00am. Deliveries between 6:00 am and 7:00 am will only be permitted upon approval of a noise mitigation plan by the Director of T&ES. The plan must be approved prior to release of the Final Site Plan. In the event that a noise mitigation plan is not approved, deliveries will not be permitted between 6:00 am and 7:00 am. * (T&ES)

110. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

T. AIR POLLUTION:

111. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

112. No material may be disposed of by venting into the atmosphere. (T&ES)

113. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

U. *ARCHAEOLOGY:*

114. Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. * (Archaeology)

115. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)

116. Call Alexandria Archaeology (703/746-4399) two (2) weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for City archaeologists can be arranged. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

117. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

118. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

119. The final Certificate of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.*** (Archaeology)

V. *USE AND MAINTENANCE AGREEMENTS:*

120. Prior to release of Final Site Plan, the applicant shall develop and ratify a Memorandum of Agreement with the City that identifies use and responsibilities related to construction impacts, interim uses during construction and post construction use-sharing of facilities. * (RP&CA) (GS)

121. Prior to release of Final Site Plan, the applicant shall develop and ratify a Memorandum of Agreement with the City that identifies operating and capital maintenance responsibilities of the parking lot, walkways, rectangular field, play areas, multi-use court, and other outdoor public use spaces. Identify conditions during project phases and post-construction. * (T&ES)(RP&CA)(GS)

122. Prior to release of Final Site Plan, the applicant shall develop and ratify a Memorandum of Agreement with the City that identifies programming, access, and use of the rectangular field, play areas, multi-use court, black box theater, gymnasium, multi-purpose rooms and other public use spaces. Identify conditions during project phases and post-construction. City access, use and programming shall be in perpetuity. * (RP&CA)(GS)

123. Prior to release of Final Site Plan, provide a by-phase plan that identifies future uses, work phasing/duration of activities, and impacts during construction of the proposed project as related to impacts. * (RP&CA) (GS)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)

R - 1 Coordinate with the Geographic Information Systems (GIS) Division for an address assignment for the new Recreation Center at first Final Site Plan. Contact the Addressing Coordinator in the GIS Division (703-746-3823) and an address will be assigned based on the location of the primary entrance door of the new center. * (P&Z)

Transportation and Environmental Services

F - 1 Sheets C30, C31 and C34: Remove the maintenance frequency statement at once every 5 years for these BMPs. Inspection of the facilities must occur according to the type of facility and the activities in the drainage area. The BMPs proposed should be inspected annually at a minimum and maintained when required to ensure they are functioning as designed and providing the pollutant removals found in the VRRM. For instance, hydrodynamic devices generally need to be inspected quarterly. That's just a rule of thumb. If warranted, then the BMPs should be inspected even more frequently and maintained as needed. The BMP maintenance agreement to be completed by ACPS states that the owner of the facilities will perform the proper inspection and routine maintenance to ensure proper functioning. (SWM)

F - 2 Sheet C25 Water Quality Volume Default: Demonstrate compliance with the WQVD through treatment or request to pay a fee in lieu to the Water Quality Improvement Fund that states why achieving this onsite is not practicable. Provide proper calculations for the untreated impervious at $2/SF rate proposed payment into the WQIF per Section 13-110 of the zoning ordinance. (SWM)

F - 3 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing

upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

F - 4 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

F - 5 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

F - 6 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 7 Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 8 Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)

F - 9 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 10 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public

Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 11 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F - 12 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)

F - 13 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 14 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers

and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 15 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 16 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 17 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 18 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)

F - 19 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)

a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

F - 20 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2 The applicant shall comply with the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. In addition, the applicant shall provide channel protection and flood protection in accordance with these

requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 7 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste

collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C - 8 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C - 9 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

C - 10 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

C - 11 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

C - 12 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)

C - 13 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 14 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this

requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C - 15 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C - 16 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C - 17 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 18 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 19 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

C - 20 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:

a. Monday Through Friday from 7 AM To 6 PM and
b. Saturdays from 9 AM to 6 PM.
c. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :

d. Monday Through Friday from 9 AM To 6 PM and
e. Saturdays from 10 AM To 4 PM
f. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:

g. Monday through Saturday 7 AM to 5 pm
h. No excavation in the right of way is permitted on Sundays. (T&ES)

C - 21 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 22 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: http://alexandriava.gov/tes/info/default.aspx?id=3522. *(T&ES)

C - 23 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-SWM)

VAWC:

R – 1 Do not combine the following four kinds of service lines. They shall be independent taps on the street main.

a. Each domestic service line (each shall be dedicated to one meter).
b. Each fire hydrant lateral (6").
c. Each fire service line dedicated to one or several private hydrants.
d. Each fire service line dedicated to building fire sprinkler system.

R – 2 Do not insert an in-line water main valve between two water service lines at Latham Street.

R – 3 Latham Street entrance: all stub out shall be water service lines. We do not need easement, and do not maintain these private service lines. Also, each service line shall have dedicated purpose (e.g. domestic water, building fire line, private fire hydrant service line) (please refer to comment #1). They shall not be interconnected.

R – 4 Water loop from Taney Avenue: we only need easement of that water loop pipe. The private fire hydrant branch service line shall be privately owned by property owner. Also, please lay water loop line on street, rather than on sidewalk or parting lot.

R - 5 Please advise why there will be a water loop from Taney Avenue, instead of a single service line to serve that private fire hydrant.

AlexRenew:

C - 1 Ensure all discharges are in accordance with City of Alexandria Code 4035.

C – 2 The Applicant shall coordinate with City of Alexandria T&ES to insure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity of 21.6.

C – 3 The Applicant shall coordinate with City of Alexandria T&ES to ensure to AlexRenew in writing that proposed additional flow does not exceed capacity in AlexRenew Potomac Interceptor (located in N. Union St.) during wet & average flow conditions.

C – 4 Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator, (703) 549-3382 ex: 2264.

Office of the Arts:

F-1 Public art is not proposed with the initial construction of the school. Public schools are a good location for art and any future proposals for the site will be reviewed per the City's Public Art Policy.

Fire Department:

F - 1 All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

F - 1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.

C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.

C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.

C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Landscape Recommendations

R - 1 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

R - 2 It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

R - 3 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 4 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

R - 5 It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology:

F – 1 An examination of historic maps suggests that the property remained undeveloped until 1953 when the school was built. Strathblane, a historic nineteenth-century plantation is located approximately 500 ft. to the south from the school property. Renowned painter Ruth Starr Rose (1887-1965) lived in a house located on an adjoining ACPS property to the north that will not be impacted by this project. Although it is unlikely that significant archaeological resources are located on the property, the following conditions are recommended to ensure that information about the City's past is not lost as a result of this project.

F - 2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

R – 1 The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that in the unlikely event that archaeological materials are encountered during construction contractors should contact Alexandria Archaeology:

a. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
b. The applicant/developer shall not allow any metal detection or artifact collecting to be conducted on the property, unless authorized by Alexandria Archaeology.

C – 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

C – 2 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Asterisks denote the following:

*	Condition must be fulfilled prior to release of the Final Site Plan
**	Condition must be fulfilled prior to release of the building permit
***	Condition must be fulfilled prior to release of the Certificate of Occupancy
****	Condition must be fulfilled prior to release of the bond

IX. ATTACHMENTS

Attachment #1: Transportation Demand Model

A Transportation Demand (TDM) Model is required to implement TDM strategies to persuade students, recreation center users and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details are included below. The TDM strategies address the following users of the site:

- Staff and Students at Patrick Henry School
- Visitors at school or community events at Patrick Henry School
- Employees and users of the Recreation Center
- Other employees, visitors, or contractors

The Transportation Demand Model for the new Patrick Henry School consists of:

1. Goal and Evaluation of the TDM
2. Organization, Funding and Reporting
3. Transportation Demand Management Plan
4. Evaluation of the Effectiveness of the TDM

Goal and Evaluation of the TDM

a. The Patrick Henry School is located at the intersection of Taney Avenue and Latham Street. The TDM goal is 30% usage of non-single occupancy vehicular modes by employees. The peak hour goal for all trips is a .5% reduction year-to-year.
b. The achievement of this goal will be demonstrated by the performance of the TDM based on the activities conducted and financed by the TDM fund and the annual survey that are requirements of this development special use permit. The fund report and annual report should demonstrate that enough activities are being conducted to persuade employees to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TDM fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal.

Organization, Funding and Reporting

a. Alexandria City Public Schools (ACPS) shall designate a Transportation Management Demand Coordinator (the TDM Coordinator) to manage and implement the TDM on behalf of the owners of the project. The Transit Services Division may assist the TDM Coordinator.
b. An Annual Work Plan will be developed by the TDM Coordinator and approved by the Transit Services Division. This work plan will be due on June 1st of every year for the following school year.
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, not including 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.

d. Any unencumbered funds remaining in the TDM account at the end of each reporting year may be reprogrammed for the TDM activities during the ensuing year or may be paid to the City for use in transit or ridesharing programs and activities.
e. The TDM Coordinator shall provide semi-annual TDM Fund Reports to the Transit ServicesDivision. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation, e.g. receipts of purchases, summary reports for initiatives. The first report will be due six months following the issuance of the certificate of occupancy, with the following due on January 15 and June 1 of every year.
f. The TDM Coordinator shall distribute an annual survey to all staff members. The survey will be supplied by the Transit Services Division. Survey results will be due on April 15 of every year. A 35% response rate is required as approved by the Transit Services Division.
g. The TDM Coordinator shall arrange to conduct annual peak hour vehicular counts to determine the number of vehicles accessing the campus. The Coordinator will work with Transit Services to determine the count dates, times and methodology.

Transportation Demand Management Plan

The TDM program will consist of the provision of services and incentives designed to discourage the use of single occupant automobiles for transportation to and from the site.

<u>School families and students</u>

- Annually, prior to school starting, the TDM Coordinator will prepare and mail a letter to Patrick Henry families that urge them to carpool to school, take DASH or MetroBus, or walk/bike. The letter will introduce the TDM Coordinator and provide information on forming carpools.
- Incentives will be given at least once a month to students who traveled that day to school by an eligible mode (carpool, school bus, public bus, or walk/bike). No one will receive advanced notice of the day selected, thereby encouraging students and their families to engage in alternative transportation as often as possible. Examples of incentives to be

offered: store gift certificates, electronic gadgets, movie tickets, or pizza lunch for their class.

- Send a quarterly mailer to students, parents, and staff that includes information on preferred travel routes to campus, information on daily student drop-off/pick-up practices, a reminder of the school's alternative transportation goals, information on bus/metro routes, walking and biking safety tips, and TDM Coordinator's contact information.
- Include a transportation section to student handbook describing applicable goals, policies, services, and incentives. Include a Multi-modal Access Guide which provides maps, directions and preferred circulation for each mode.
- Participate in the National Center for Safe Routes to School Walk and Bike to School Day events.
- Set up "Walking School Buses" and/or "Biking Trains" which are groups of students accompanied by adults that walk or bike a pre-planned route to school.
- The TDM Coordinator will identify safe walking and biking routes to the school and provide these maps to parents at the beginning of the school year.
- Provide school bus stops to all Patrick Henry students.
- Provide rides home for students who participate in afterschool activities on school buses.

<u>School employees</u>

- Promotional materials related to the TDM program and alternative transportation subsidy will be provided quarterly, beginning at the start of each school year.
- The TDM Coordinator will provide staff with maps and addresses of staff members who may be willing to carpool.
- Register staff carpoolers and assign priority parking for registered carpoolers.
- Promote ride matching and the "Guaranteed Ride Home" program.
- Informational bulletin board in a staff area including: sign-up sheet for those interested in carpools, TDM Coordinator contact information, availability of preferred parking and bike racks, local bus/metro information, and other promotional materials.
- Provide bike racks, the number of which will be in accordance with the City of Alexandria requirements. Showers should also be provided on-site. Provide training on safe use of bicycles.

ACPS employees are eligible for up to $40 per month in transit benefits to put toward their commuting costs. The program is funded and administered by the City of Alexandria. The benefit has two options: Smart Benefits for WMATA (MetroBus and MetroRail), DASH, VRE or vanpooling, or a monthly DASH pass which allows for unlimited rides in the corresponding month the pass is for.

At the time of this TDM, the City of Alexandria provides a transit benefit to all ACPS employees for $40 per month. This benefit is expected to continue; however, if it is no longer available to all ACPS employees, this TDM requires that a transit benefit be offered to employees of Patrick Henry for an amount of at least 50% of the transit benefit provided to City of Alexandria employees.

Incentives

- TDM funds may be used to supplement the benefits outlined above that are administered by the City of Alexandria.
- Patrick Henry shall join T.C. Williams (King Street and Minnie Howard campuses), Francis Hammond, and George Washington Middle Schools in being a sale location for the discounted student DASH pass for unlimited rides during the summer.
- Subsidize staff that chooses to walk, bike or take transit to work by establishing a parking cash-out policy that offers employees a cash allowance in lieu of a parking space.

Evaluation of the Effectiveness of the TDM

a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TDM. The annual survey will be used to continually determine whether the school is meeting these targets.
b. The City of Alexandria, in conjunction with the TDM Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TDM.

   The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TDM Coordinator, and will be used in developing the work plan.
c. This TDM has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Annual Work Program. The project and transportation infrastructure requires that the TDM has flexibility to respond to the various challenges posed by supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of transit subsidies, telework and changes in surrounding developments. By linking evaluation to work planning, the TDM standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

Attachment 2: Traffic Study Tables

Table 1: AM Peak LOS (Level of Service)

Intersection	Existing Conditions	2018 Background	2018 with Development	2024 with Development
Seminary Rd & N. Pickett St	B	B	B	B
Seminary Rd & N. Jordan St	B	B	B	B
Seminary Rd & N. Howard St	C	C	C	C
Richenbacher Ave & N. Van Dorn St	B	B	B	B
Taney Ave & N. Van Dorn St	E	D	D	E
N. Howard St & N. Jordan St	A	A	A	A
Taney Ave & N. Latham St	A	A	A	A
Taney Ave & N. Howard St	A	A	B	B
Taney Ave & N. Jordan St	C	C	D	D
Duke St & N. Pickett St	C	C	B	B
Duke St & Shopping Center	B	B	B	B
Duke St & N. Jordan St	C	C	C	C
Duke St & S. Ingram St	A	A	A	A
Taney Ave & E. Driveway	B	B	C	C
Taney Ave & W. Driveway	A	A	---	---
N. Latham St & Prop. Driveway	---	---	A	A
N. Latham & Polk Ave	A	A	A	A
N. Latham & Peacock Ave	A	A	A	A

Table 2: Midday LOS (Level of Service)

Intersection	Existing Conditions	2018 Background	2018 with Development	2024 with Development
Seminary Rd & N. Pickett St	C	C	C	C
Seminary Rd & N. Jordan St	A	A	A	A
Seminary Rd & N. Howard St	C	C	C	B
Richenbacher Ave & N. Van Dorn St	B	C	C	C
Taney Ave & N. Van Dorn St	E	B	B	B
N. Howard St & N. Jordan St	C	C	C	C
Taney Ave & N. Latham St	A	A	A	A
Taney Ave & N. Howard St	A	B	B	B
Taney Ave & N. Jordan St	B	B	B	B
Duke St & N. Pickett St	C	C	C	C
Duke St & Shopping Center	B	B	B	B
Duke St & N. Jordan St	C	C	C	C
Duke St & S. Ingram St	A	A	A	A
Taney Ave & E. Driveway	B	B	C	C
Taney Ave & W. Driveway	A	A	---	---
N. Latham St & Prop. Driveway	---	--	A	A
N. Latham & Polk Ave	A	A	A	A
N. Latham & Peacock Ave	A	A	A	A

Table 3: PM Peak LOS (Level of Service)

Intersection	Existing Conditions	2018 Background	2018 with Development	2024 with Development
Seminary Rd & N. Pickett St	C	C	C	C
Seminary Rd & N. Jordan St	B	A	A	A
Seminary Rd & N. Howard St	C	C	C	C
Richenbacher Ave & N. Van Dorn St	E	E	E	E
Taney Ave & N. Van Dorn St	B	B	B	B
N. Howard St & N. Jordan St	B	B	B	B
Taney Ave & N. Latham St	A	A	A	A
Taney Ave & N. Howard St	B	B	B	B
Taney Ave & N. Jordan St	B	B	B	B
Duke St & N. Pickett St	B	B	B	C
Duke St & Shopping Center	B	B	B	B
Duke St & N. Jordan St	C	D	D	D
Duke St & S. Ingram St	A	A	A	A
Taney Ave & E. Driveway	B	B	B	B
Taney Ave & W. Driveway	A	A	---	---
N. Latham St & Prop. Driveway	---	---	A	A
N. Latham & Polk Ave	A	A	A	A
N. Latham & Peacock Ave	A	A	A	A

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2016-0009 **Project Name:** Patrick Henry Pre-K - 8 School & Recreational Facility

PROPERTY LOCATION: 4643 Taney Avenue, Alexandria, Virginia 22304

TAX MAP REFERENCE: 039.03-05-14 **ZONE:** R12

APPLICANT:

Name: The City of Alexandria / Alexandria City School Board

Address: 301 King St, Alexandria, VA 223141 / 1340 Braddock Place, Alexandria, VA 22314

PROPERTY OWNER:

Name: City of Alexandria, a municipal corporation of the Commonwealth of Virginia

Address: City Hall, 301 King Street, Alexandria, Virginia 22314

SUMMARY OF PROPOSAL Approval of a Development Special Use Permit with which to construct a new Pre K-8 school and recreational facility for Patrick Henry including several play fields and playgrounds and associated infrastructure.

MODIFICATIONS REQUESTED

SUP's REQUESTED Special Use Permit to increase the height of a public school to Sec. 7-2100 of the AZO, for use of an indoor recreational facility and community center per Section 3-203 of the AZO and to increase parking per Section 3-203(E).

[X] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[X] **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Clarence E. Stukes
Print Name of Applicant or Agent

Clarence E. Stukes
Signature

1340 Braddock Place
Mailing/Street Address

703-619-8000 J. Spengler
Telephone # Fax #

Alexandria VA 22314
City and State Zip Code

clarence.stukes@acps.k12.va.us
Email address

9/28/16
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Received Plans for Completeness: _____

Fee Paid and Date: _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # 2016-0009

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

[ ] the Owner [ ] Contract Purchaser [ ] Lessee or [✓] Other: Local School Board of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than three percent.

The Alexandria City School Board is a body corporate and public established pursuant to the Constitution of the Commonwealth of Virgina and Title 21.1 of the Code of Virginia, 1950, as amended. The Alexandria City School Board consists of ten (10) locally elected members and the School Board appointed Superintendent of the Alexandria City Public Schools.

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

[✓] **Yes.** Provide proof of current City business license.

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Alexandria City School Board	1340 Braddock Place, Alexandria, VA 22314	Non-ownership entity
2. City of Alexandria, VA	301 King St, Alexandria, VA 223141	Non-ownership entity
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 4643 Taney Avenue (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. City of Alexandria, VA	301 King Street, Alexandria VA	Non-Ownership entity
2.		
3.		

3. BusinessorFinancialRelationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. Not Applicable		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/28/16	Clarence E. Stokes	
Date	Printed Name	Signature

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2. Narrative description. The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

The Alexandria City School Board ("ACSB") is requesting approval of the following City development approval to demolish the existing Patrick Henry School and recreational center building on the City owned tract of land at 4643 Taney Avenue to permit the construction for a new 156,000 square foot building which includes a 137,000 square foot school (3-story) and 19,000 square foot recreation facility (1-story), Pre K-8 Patrick Henry School and recreational facility, a playing field (VHSL regulation soccer sized with baseball lines tufted comprised of synthetic turf), multiple playground and play areas and associated infrastrucutre on the City owned property. The required approvals are: (i) Development Special Use Permit with Site Plan to construct a new public school building with a Special Use Permit to increase the height of a public school pursuant to Sec. 7-2100 of the AZO, and (ii) Special Use Permit to allow indoor recreational facility and community center in R-12 zone pursuant to Sec. 3-203(6) of the AZO, and (iii) Special Use Permit to increase parking pursuant to Sec. 3-203(E).

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3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

It is anticipated that the Pre K-8 student enrollment will be 900 students. The school day is from 7:00am to 5:00pm.

The recreational facility will be open from 9am-9pm M-F & 9am-6pm Sa with an average daily attendance of 250. Daily attendance varies based on activities.

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

It is anticipated that 90 Alexandria City Public School employees will be located at the Patrick Henry School and there will be two full time and up to eight part time Alexandria City employees located at the recreational facility.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
Monday - Friday	7:00 AM to 5:00 PM	Regular Schools	
Saturday - Sunday	on demand	Weekdays/Weekends	
Monday-Friday	9 am to 9 pm	Recreation Center	
Saturday	9 am to 6 pm	Recreation Center	
Sunday	on demand	Recreation Center	

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

It is not anticipated that noise levels from mechanical equipment, students, staff and recreational facility patrons will exceed permitted levels under the Alexandria City Code.

B. How will the noise from patrons be controlled?

It is not anticipated that student, staff or recreational facility patrons will be a source of complaints and, as such, no extraordinary noise mitigation or control measures are warranted.

7. Describe any potential odors emanating from the proposed use and plans to control them:

It is not anticipated that unpleasant or noxious odors will emanate from the use of the property as a public school or recreational facility.

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8. Provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

The use of the property as a public school and recreational facility will generate dry trash consisting mainly of paper and cardboard products and wet trash and garbage generated by the on-site cafeteria food service. Trash and materials to be recycled will be placed in the enclosures shown on the site plan.

B. How much trash and garbage will be generated by the use?

See Reponse 8 (A)

C. How often will trash be collected?

Trash and garbage will be picked up five (5) times per week and recycled materials will be picked up once per week.

D. How will you prevent littering on the property, streets and nearby properties?

Trash receptacles will be placed on the City property and ACPS and City employees will police and maintain the site area.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[✓] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Small quantities of material defined as hazardous that are generally appropriate for use in a public building will be stored, used and disposed of in accordance with applicable Federal, State and Local regulations.

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

[✓] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Small quantities of organic compounds that are generally appropriate for use in a public building will be stored, used and disposed of in accordance with applicable Federal, State and Local regulations.

11. What methods are proposed to ensure the safety of residents, employees and patrons?

The safety measures at the new Patrick Henry School and recreational facility will be consistent with the ACPS safety and security standards and policies for all public schools and community centers in the City of Alexandria. The site plan incorporates site design safety elements including site lighting, fences and vision corridors to all parts of the building.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

[ ] **Yes.** [√] **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/ or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

Pursuant to Sec. 3-203(E) of the Ordinance, 26 spaces for school / 20 spaces for nursery / 94 spaces for recreational facility are required for a total of 140 spaces. A total of 155 spaces are provided.

B. How many parking spaces of each type are provided for the proposed use:

149 Standard spaces
____ Compact spaces
6 Handicapped accessible spaces
____ Other

C. Where is required parking located? (check one) [√] **on-site** [ ] **off-site**

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application.**

14. Provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?
There is 1 loading space required for the use.

B. How many loading spaces are available for the use?
There is 1 loading space available for the use.

C. Where are off-street loading facilities located?
The loading space is located north of the proposed building at the loading dock area on the site plan.

D. During what hours of the day do you expect loading/unloading operations to occur?
Loading/unloading operations will occur during the school week at normal hours of operations of 7:00 AM to 5:00 PM.

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Loading/unloading operations will occur as needed based on the demands of the school and recreational facility during the school week at normal hours of operations of 7:00 AM to 5:00 PM.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

There are 2 street access points along North Latham Street and 2 street access points along Taney Avenue to the subject property. There are two proposed site entrances, one off of North Latham Street and Taney Avenue as well as a relocated bus stop pad with restricted parking along Taney Avenue for the bus queue.

Patrick Henry Project DSUP Application

DSUP2016-0009
Patrick Henry

am_devico@comcast.net

Thu 11/10/2016 4:40 PM

Inbox

To: PlanComm <PlanComm@alexandriava.gov>;

Summary: Option A1, the selected design for the Patrick Henry School and Recreation Center, unreasonably impacts the neighborhood and should not be permitted in the land use review by the Planning Commission and City Council. The design C1, which was recommended by the Patrick Henry Advisory Group, should be used instead.

Alexandria City Public Schools' DSUP application, which is on the Planning Commission docket for December 6, 2016, requests that the Planning Commission and City Council approve two Special Use Permits for the new Patrick Henry School and Recreation Center. The first SUP is for a building height in excess of that normally allowed in the R-12 residential zone. The second Special Use Permit is for a recreation center, which is only allowed in the R-12 zone if it does not have unreasonable impact on the neighborhood. Neither of these Special Use permits should be approved, particularly since the alternate site plan developed, Option C1, did not require a three-story building that is too high for the residential neighborhood, and the recreation center location in the C1 plan also avoided an unreasonable impact on the neighborhood. The applicable sections of the code are discussed below:

Applicable Code: Patrick Henry School and Recreation Center is located in an R-12/Single-family zone in the City of Alexandria. "The R-12 zone is established to provide and maintain land areas for low density residential neighborhoods of single-family homes on 12,000 square foot lots. Nonresidential uses of a noncommercial nature which are related to, supportive of and customarily found in a residential neighborhood are also permitted." (Alexandria Zoning Ordinance, Sec. 3-201).

Permitted uses in the R-12 zone include public parks and public schools. (Sec. 3-202). Other uses "may be allowed in the R-12 zone pursuant to a special use permit." (Sec. 3-203). These uses that require the special use permit include "Noncommercial, not for profit facilities, **including indoor and outdoor recreational facilities and community centers designed to serve the neighborhood**." (Id.) An additional review must be performed by the Planning Commission and City Council to determine whether special uses, such as recreation centers, have an **unreasonable** impact on the residential neighborhood.

As such: "The City Council may approve an application for a special use permit provided for in this ordinance if the proposed location is appropriate for the use and if the proposed use or structure will be designed and operated so as to avoid, minimize or mitigate any potentially adverse effects on the neighborhood as a whole or other properties in the vicinity." (Sec. 11-501). Section 11-504 identifies the many considerations that the City Council will review when looking the application for the Patrick Henry recreation center.

Why the City Council Should Not Approve the two Special Use Permits:

In Spring 2015, City Council and the School Board established the Patrick Henry Advisory Group, to include members from all stakeholder groups and the three area civic associations (Seminary Hill Association, Brookville-Seminary Valley Civic Association, and Wakefield-Tarleton Civic Association).

The civic associations were included to determine any potentially adverse effects on the neighborhood as a whole and properties in the vicinity. Other represented stakeholders included Foxchase Apartments and the Patrick Henry PTA. As a neighbor of Patrick Henry Elementary, I have attended many of the community meetings and I have kept in close touch with our neighborhood representatives, Mary Biegel and Liz Parker.

From the start, the new Patrick Henry design has operated under the constraint that the footprint of the current school must be avoided, and thus the impact on neighbors will change from the current use. Over the course of two years, neighbors and their civic associations have worked to communicate several potential adverse effects of the Patrick Henry rebuild and suggest solutions: 1) any entrance or exit on Latham Street would cause traffic and safety issues on the narrow neighborhood streets to the north of the site; thus all entrances should be located on the wider residential collector, Taney Avenue; 2) the recreational center and fields with their long hours and planned heavy use should be located away from residential areas; 3) loss of existing green space should be minimized.

In May 2016, in a consensus vote, the Patrick Henry Advisory Group selected Option C1 as being the best plan for all stakeholders, solving most but not all of the negative impacts on the surrounding neighborhood and providing an excellent layout on the site for the school building and recreation center. All entrances and exits were located on Taney Avenue and the recreation center remained near its current orientation on the site, near the high-density Foxchase Apartments and away from the single-family homes to the west of the site. Neighbors agreed that an unpaved emergency vehicle-only easement onto Latham Street was necessary to provide access to the building.

On May 10, 2016, the architect and ACPS facilities staff also recommended that the School Board advance C1 to schematic design. However, nine days later, upon receiving last-minute information that Option C1 could possibly cost 1-2 million more because of its larger foundation and envelope costs, the School Board instead voted to advance the other option, A1, to schematic design, reversing the recommendation of the Advisory Group and the facilities team less than two weeks earlier. A full cost comparison of the two different options was not performed. On the dais, the School Board also received information from independent consultants that the driveway locations in C1 were equally safe to those in A1.

The School Board reversal was poorly informed and short-sighted and callously threw out months of hard work by the Advisory Group that had successfully developed Option C1 which minimized adverse effects on the neighborhood. A1 will have many unfortunate adverse impacts on the neighborhood, which should be given due consideration in the DSUP process. A special use permit should not be issued for the recreation center in its location because the recreation center will have noise, light, and traffic impact on homes in the R-12 zone. Further, the site layout of A1 and the constraint that the new building must avoid the current footprint, required that an entrance/exit be placed in the northeast corner onto Latham Street for buses and delivery trucks. This entrance/exit will impact not only homes in the immediate area, but the whole residential neighborhood as the trucks and buses will cut through on narrow residential streets not designed for such traffic. Buses drop off and pick up three times a day, and large delivery trucks/garbage trucks make frequent trips to the school throughout the day.

City Council can and should reject the SUP given many of the considerations in 11-504, because it will “be detrimental to the public welfare” and “injurious to the property or improvements in the neighborhood.” The following are the most relevant considerations for the SUP and a description of how they apply to the facts of Patrick Henry:

1) *11-504 (B)(1) Whether the proposed use will adversely affect the safety of the motoring public and of pedestrians using the facility and the area immediately surrounding the site.*

The new Patrick Henry recreation center (18,000 square feet) will be about double the size of the existing recreation center. It is intended to have amenities that will serve the larger community, in

contrast to the current center, which mainly serves the school and does not currently operate on weekends or evenings. This will increase traffic to and from the recreation center. The A1 site layout also inexplicably relocates the expanded recreation center right next to the neighboring homes.

The closest parking to the recreation center entrance is on residential Latham Street, which is a narrow street and not designed for cut-through traffic, car drop offs, or parking. The designated parking for the recreation center in Option A1 is located far from the entrance to the recreation center. This will likely lead to parking and drop offs in the residential neighborhood, which will "adversely impact the safety of the motoring public and pedestrians" on Latham Street. Latham Street is not wide enough or designed to serve as an entrance to a large recreational facility.

Option C1 solved this problem by keeping the recreation center in its current location and keeping the traffic on the residential collector. C1 also allowed for more effective shared parking between the recreation center and school during non-school hours.

2) *11-504 (B)(2) Whether the glare of vehicular and stationary lights will affect the established character of the neighborhood, and to the extent such lights will be visible from any residential zone, whether measures to shield or direct such lights so as to eliminate or mitigate such glare are proposed.*

Currently the homes in the neighborhood face the empty grassy field. The new recreation center with its 12-16 hour daily use will have light leakage into the residential zone, affecting the established character of the neighborhood.

3) *11-504 (B)(3) Whether the street size or pavement width in the vicinity is or will be adequate for traffic reasonably to be expected by the proposed use.*

In addition to the increased recreation center traffic, because of the constraints of the layout in A1, the **bus entrance/exit** in Option A1 was on the residential Latham Street. This entrance will also be used for daily delivery trucks and garbage trucks. Routing bus and delivery truck traffic down the narrow residential streets Latham Street, Peacock Avenue, and Polk Avenue will certainly "adversely affect the safety of the motoring public and pedestrians" on the narrow neighborhood streets as described in 11-504. The street size of Latham Street and Peacock Avenue are not adequate for the increase of delivery trucks and buses in the neighborhood. In fact, the City's Transportation Master Plan designates Latham and Peacock as "residential" and seeks to avoid this sort of cut-through traffic on narrow residential streets because they are not designed to accommodate it.

Once again, the Advisory Group considered this potential effect and selected Option C1 because it had less impact on the neighborhood and kept the bus entrance on Taney Avenue, the residential collector. Taney currently handles the bus and large vehicle traffic for the school and recreation center and traffic studies concluded it could handle traffic for the new building as well.

Option A1 should be rejected because the street size and width are not adequate for the intended use.

4) *11-504 (B)(8) Notwithstanding any other provisions of the city code, whether the proposed use will have noise characteristics that exceed the sound levels that are typical of permitted uses in the zone.*

Residents have stated throughout the community engagement process that placing the recreation center close to the residential neighborhood will have an unacceptable noise impact on this quiet single-family neighborhood. Although the programming for the center is still being decided, 12-16 hour days have been discussed in community meetings over the past several years. A recreation center with such long hours should be located far from homes so that it does not exceed the sound levels typical of permitted uses in R-12.

C1 is also preferable in this regard because it placed the academic wing of the building, with its shorter hours, closer to residential homes, and kept the recreation center near its current location. A1 places the heavy-use recreational facilities and traffic right in the residential neighborhood and should be rejected.

5) *11-504(B)(10) Whether the proposed use will have any substantial or undue adverse effect upon or will lack amenity or will be incompatible with, the use or enjoyment of adjacent and surrounding property, the character of the neighborhood, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety and general welfare.*

The long hours and heavy use of the new recreation center are substantially different than what currently exists. Currently Patrick Henry has a recreation center that exists mainly for school use and grassy fields with uneven grading that are not heavily used by organized sports. The new uses will bring increased traffic and noise to the residential neighborhood. In addition, the basketball court in the new layout is located far too close to the single-family residential section. (Notably, this change to the basketball court was made after the School Board approved the plan in May but questions repeatedly raised in the Advisory Group were not addressed.)

Any Patrick Henry layout that places all of the increased recreational uses right next to single-family homes absolutely changes the character of the neighborhood and adversely impacts the quality of life as described in 11-504(B)(10). The Parks and Recreation Commission noted in Spring 2015 that there were few available sites for new recreation centers in the West End. Thus, shoehorning the expanded Patrick Henry recreation center into a residential neighborhood was necessary. But locating it so close to residences is *not* necessary. The alternative layout C1 provided a more natural and more accessible location for the new recreation center, acceptable to the neighborhood. The location in A1 will cause unacceptable impact on residences, changing the established character of the neighborhood.

6) *11-504(B)(15) Whether off-street parking and loading areas will be provided in accordance with the standards set out in Article VIII of this ordinance, and whether such areas will be screened from any adjoining residential uses and located so as to protect such residential uses from any injurious effect.*

As mentioned above, the school and recreation center parking is located too far from the recreation center which will likely cause overflow parking on the adjoining residential streets that are closer to the entrance to the recreation center. Design C1 provided for better shared parking between the school and the recreation center.

Conclusion: It is our sincere hope that the DSUP is rejected based on the reasons above that clearly demonstrate that Option A1 has not avoided, minimized or mitigated any potentially adverse effects on the neighborhood.

Sincerely,
Angela M. DeVico