



***Rezoning #2017-0001***  
***Development Special Use Permit #2014-0029***  
***201 Cambridge Road –Bishop Ireton High School***

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Application	General Data	
<b>Project Name:</b> Bishop Ireton High School	PC Hearing:	September 7, 2017
	CC Hearing:	September 16, 2017
	If approved, DSUP Expiration:	September 16, 2020
	Plan Acreage:	11.67 acres
<b>Location:</b> 201 Cambridge Road	Current Zone:	R-8: Single-Family Residential RC: High Density Apartment
	Proposed Zone:	R-8: Single-Family Residential
	Proposed Use:	Educational Facility
	Dwelling Units:	n/a
	Gross Floor Area:	168,328 Square Feet
<b>Applicant:</b> Catholic Diocese of Arlington	Small Area Plan:	Taylor Run/Duke Street
	Historic District:	n/a
	Green Building:	LEED Silver

**Purpose of Application**

Public hearing and consideration of requests for: (A) a Rezoning request to rezone a portion of 201 Cambridge Road from RC to R8; and (B) a Development Special Use Permit, with site plan and modifications to expand the existing school facility.

**Modifications Requested:**

1. Modification for parking lot landscape island ratio to maximize parking
2. Modification to allow an increase of compact parking spaces (94%)

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

Robert Kerns, Division Chief, Planning & Zoning, [robert.kerns@alexandriava.gov](mailto:robert.kerns@alexandriava.gov)  
Gary Wagner, Principal Planner, Planning & Zoning, [gary.wagner@alexandriava.gov](mailto:gary.wagner@alexandriava.gov)  
Chrishaun Smith, Urban Planner, Planning & Zoning, [shaun.smith@alexandriava.gov](mailto:shaun.smith@alexandriava.gov)

**PLANNING COMMISSION ACTION, SEPTEMBER 7, 2017:**

- On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of Rezoning #2017-0001, subject to compliance with all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 5-0.

Reason: The Planning Commission agreed with the staff analysis of the rezoning.

- On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, The Planning Commission voted to recommend approval of Development Special Use Permit #2014-00029, subject to compliance with all applicable codes, ordinances, staff recommendations, and amendments by the Planning Commission.  
The motion carried on a vote of 5-0.

Reason:

The Planning Commission agreed with Staff's recommendations, but recommended the removal and modifications of several conditions, especially conditions that were requested by the Clover/College Park Civic Association adjacent to Bishop Ireton High School and were included in the DSUP as conditions (Section U).

Planning Commission recommended the removal of the following conditions, with their reasons stated below:

**Condition 30:** ~~The parking lot will not be rented as satellite parking for nearby businesses on an ongoing basis that is not tied to school related activity or sponsored events. (P&Z)(T&ES)~~

Reason: Condition is a duplicate of condition 107

**Condition 100:** ~~Non school related events on the exterior of the school building shall not exceed a total of two events per calendar year and shall be restricted to non-profit artistic centered programs available to the general public free of charge. Activities that satisfy these criteria may include, but are not limited to, Alexandria Symphony performances or United States Military Band performances.~~

Reason: Planning Commission recommended the removal of this condition because it was their position that it would be difficult to enforce and that this type condition has not been required of other public and private schools within the city. Planning Commission also believed that this may be overly restrictive.

**Condition 101:** ~~The following shall govern the use of the gymnasium and auditorium facilities:~~

- ~~a. The use of the gymnasiums and auditorium shall be limited to school related activities, including but not limited to academic, religious, and cultural uses.~~
- ~~b. These facilities shall not be rented or used for commercial activities.~~
- ~~c. Evening use of the auditorium and/or gymnasiums shall end no later than 11:00 p.m.~~

**Reason:** Planning Commission recommended the removal of this condition because it was their position that it would be difficult to enforce and that this type condition has not been required of other public and private schools within the city. Planning Commission also believed that this may be overly restrictive.

**Condition 107:** ~~The parking lot will not be rented as satellite parking for nearby businesses on an ongoing basis that is not tied to school related activity or sponsored events. (P&Z)(T&ES)~~

**Reason:** Planning Commission recommended the removal of the condition because they would like to encourage the ability of landowners to share parking with surrounding uses to mitigate parking issues and impacts.

The Planning Commission recommended amending the following conditions, with their reasons stated below:

**Condition 34:** 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. The aspects of the TDM model and the parking management program shall be made readily available to the public through the school's website.

**Reason:** Planning Commission recommended amending this condition in order to add a requirement that the applicant provide the aspects of the approved TDM model to the public through the school's website.

**Condition 36:** The TDM Coordinator will submit annual reports, transportation counts and modes of transportation surveys to the Transportation Planning Division. These documents shall be made readily available to the public through the school's website.

**Reason:** Planning Commission recommended amending this condition in order to add a requirement that the applicant provide the annual reports, transportation counts, and modes of transportation surveys to the public through the school's website.

**Condition 98:** All activities on Fannon Field shall end no later than 9 p.m. or dusk, whichever is earlier. ~~During the months of June and July, field activities shall end at 6 p.m., except for one camp that may continue activities on the field during a time no later than 7:30 p.m.~~

a. ~~School sponsored sports camps shall be considered accessory within the normal operations of school athletics and shall not be subject to this provision.~~

b. ~~Fannon Field may only be utilized on Sundays for a maximum of 5 events per year that may directly benefit the students of the school. These events shall exclude utilizing the field for spectator events.~~

~~e. — Spectator sports events held on Fannon Field may be rescheduled to Sundays subject to the limited amounts as described in condition 97(B), provided all civic associations that directly adjoin the boundaries of Bishop Ireton are notified prior to officially rescheduling the event.~~

**Reason:** Planning Commission recommend the removal of the majority of this condition because it was their position that portions of the condition would be difficult to enforce and may be overly restrictive.

**Condition 104:** The school shall police and control trash and litter on school grounds and areas within 75 feet of the school property lines.

**Reason:** Planning Commission recommended the inclusion of language that would require the applicant to control for any trash and litter that may be located within 75 feet of the school property.

Speakers:

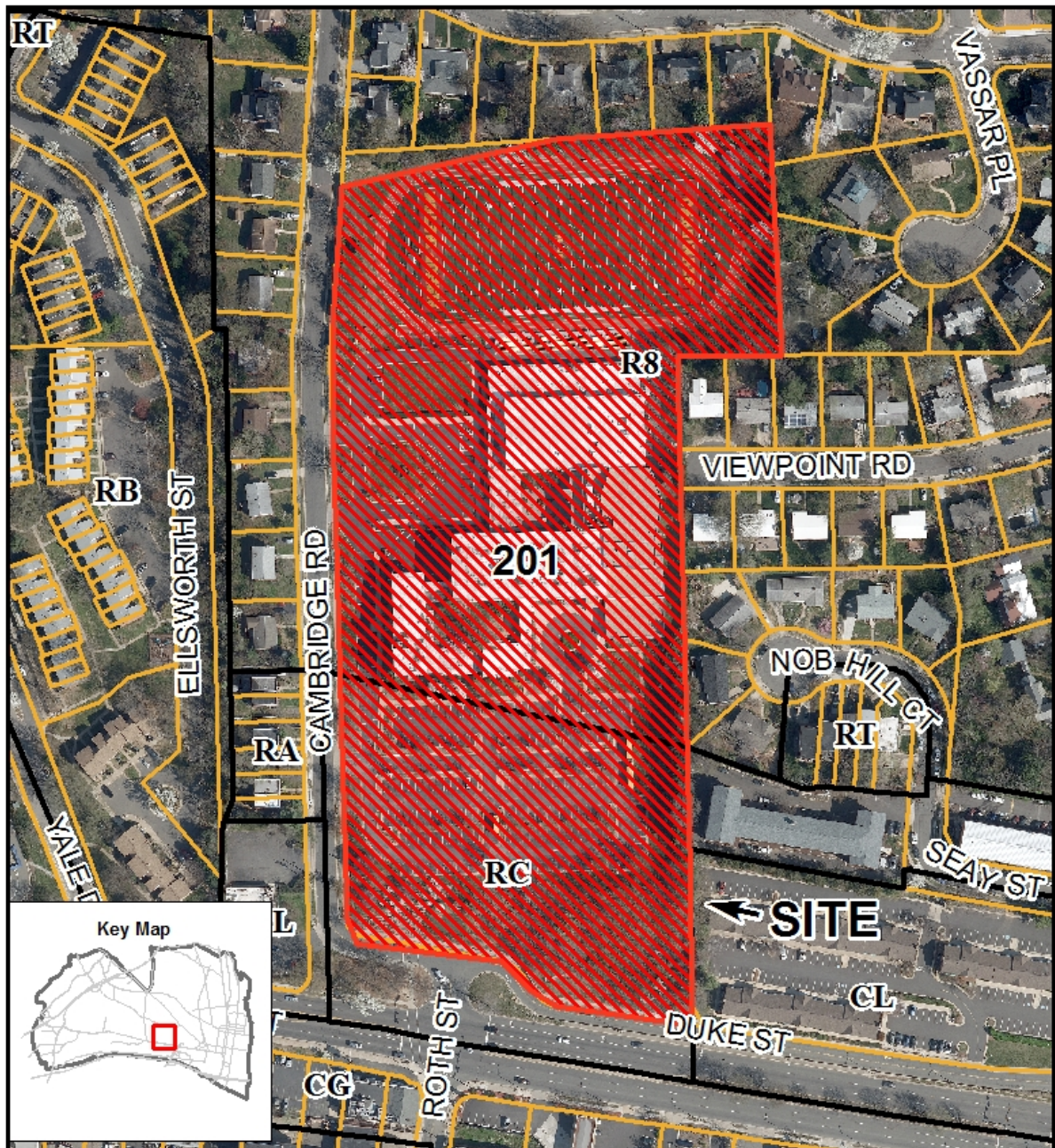
Mary Catherine Gibbs, attorney, representing the applicant, spoke in favor of the project and emphasized that the project has attempted to address the concerns of the neighborhood regarding parking and other transportation matters.

Dr. Thomas Curry, Head of School of Bishop Ireton, applicant, spoke in favor of the project.

Lisa Porter, President, Clover/College Park Civic Association, spoke representing the civic association in support generally of the expansion of the high school, but in opposition to the maximum enrollment of 950 students and also in regards to traffic/parking concerns of the neighborhood.

Bob Maxey, neighborhood resident, spoke in opposition to the expansion of the high school because of traffic and parking concerns.





**Rezoning #2017-0001**  
**Development Special Use Permit #2014-0029**  
**201 Cambridge Road**



## **I. SUMMARY**

### ***A. Recommendation***

Staff recommends approval of the request for rezoning and a development special use permit with site plan with modifications to construct an additional 47,124 square foot of educational and athletic space to the existing Bishop Ireton High School across four phases. 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:

- New LEED Silver school additions that would allow an increased student capacity, and facility renovations to accommodate modern amenities on the existing school site;
- New and enhanced streetscape along Cambridge Road to include wider sidewalks and landscaping;
- Additional parking capacity and transportation management requirements

### ***B. General Project Description & Summary of Issues***

The Catholic Diocese of Arlington, the owner and operator of Bishop Ireton High School, is proposing to modernize and increase the size of the existing school facility throughout four phases as described in more detail below. The existing facility serves 9<sup>th</sup> through 12<sup>th</sup> grade students, and has an approximate enrollment of 800 students. The proposal would provide for more interior athletic facilities, an enlarged cafeteria, and additional administrative and classroom facilities to accommodate an increased enrollment of students in future years.

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

1. Rezoning
  - a. 3.44 acres of the site zoned RC (High Density Apartment) to R-8 (Single-Family Residential).
2. Development Site Plan, with modifications, for renovation and expansion of the school;
  - a. Modification to allow an increase of compact parking spaces from 75% to 94%.
  - b. Modification for parking lot landscape island ratio to maximize parking

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
- Community engagement

## **II. BACKGROUND**

### ***A. Site Context***

The subject property, which contains 11.7 acres of land, is within the boundaries of the Taylor Run/Duke Street Small Area Plan and includes 1-3 story buildings used as a private high school. The property is bound by Cambridge Road to the south and west, the Longview Hill community to the east, and the Clover – College Park community to the north. The school was originally constructed in 1960. Additions have been made to the school over the years to meet the needs of growing school enrollment, most recently in 1995 to construct an addition for an auditorium and classrooms. With approximately 800 students (9-12 grades), the school is looking to expand to accommodate an additional 150 students.

The existing facility is approximately 121,000 square feet, and occupies the central portion of the site. The grounds around the school include a multi-purpose outdoor stadium (Fannon Field) north of the school facility. In addition to the stadium, there are two large surface parking lots that bookend the school facility; both lots are accessed from Cambridge Road. The bus loop for the school uses the same access curb-cut as the northern parking lot, and the pick-up/drop off loop is accessed via the southern parking lot.

There is significant topography and vegetation on the site. Significant vegetation is located along the perimeter of the parcel to the north and east of the school.. There are significant grade changes beyond the developed portions of the site. South of the southern parking lot, moving in a southerly direction toward Cambridge Road and Duke Street, the grade changes approximately 30 feet.

### ***B. Detailed Project Description***

Bishop Ireton High School is proposing to modernize and increase the size of the existing school facility throughout four phases. The applicant proposes to demolish the southwestern portion of the existing building (known as the Oblate House) and construct a 23,000 square foot addition in its place that will be used for instructional and cafeteria space in addition to a renovated courtyard, loading area, and existing parking lots. The second phase consists of the renovation and expansion of the northern portion of the existing facility, construction of a new main entrance, and renovation of the northern parking lot. The third phase consists of renovation and expansion of interior athletic facilities and an addition to the chapel. Lastly, the fourth phase consists of enclosing the existing northern courtyard. In order to accommodate the additional enrollment, the school proposes to add an additional 47,000 square feet of instructional and administrative space. The existing facility will remain in operation while the Oblate House is demolished and the school is expanded over a time, as funding comes available to complete all of the phases. The expanded Bishop Ireton High School will be approximately 168,000 square

feet in total, and range in height from two stories on the northern side of the site, to six floors on the southern side.

### III. ZONING

Table 1: Zoning Information			
Property Address:	201 Cambridge Road		
Total Site Area:	508,476 square feet (11.67 acres)		
Current Zone:	R-8 single-family zone; RC high-density apartment		
Proposed Zone:	R-8 single-family zone		
Current Use:	Educational Facility		
Proposed Use:	Educational Facility		
	Existing	Permitted / Required	Proposed
FAR	0.20	0.35	0.31
Setbacks			
Front (W Cambridge)	75 feet	30 feet	65 feet
Front (S Cambridge)	350 feet	30 feet	322 feet
East Side yard	25 feet	1:1 setback ratio (min 25 feet)	25 feet
North side yard	284 feet	1:1 setback ratio (min 25 feet)	284 feet
Parking	247 spaces	154 (1 per 10 seats)	307 spaces
Loading spaces:	1 loading space	n/a	1 loading space
Open Space		n/a	55% of site
Height	38.7 feet	40 feet	38.7 feet

### IV. STAFF ANALYSIS

#### *A. Conformance to the Small Area Plan*

##### Taylor Run/Duke Street Small Area Plan

The property is located within the Taylor Run / Duke Street Small Area Plan, which was adopted by City Council in 1992 and last amended in 2008. While this plan does not specifically focus on



development at the Bishop Ireton High School campus, it stresses the preservation of the character and scale of the existing residential neighborhood. Because the plan's goals and objectives focused around preservation of the existing character of the neighborhood, the request by the applicant to rezone portions of their property from a higher density residential zoning (RC zone) to single-family (R8 zone) would bring the zoning into compliance with the character of the larger community. This proposed project is consistent with the Small Area Plan.

## ***B. Conformance with City Policies***

### **Green Building Policy:**

The City adopted the Green Building Policy in 2009, which established an expected standard for green building certification for new development. For non-residential developments such as this one, the Policy requires the project to be LEED Silver or an equivalent certification from another third party program.

The proposed school rehabilitation is intended to achieve a LEED Silver/equivalent rating, which is consistent with the City's Eco-City Charter, Green Building Policies. Attainment of this level of certification is included as a condition of approval.

### **Public Art Policy:**

Schools are exempt from the City's Public Art Policy.

## ***C. Rezoning***

Staff supports the applicant's request to rezone a 3.44 acre portion of the site from RC, High Density Apartment to R8, Single-Family. Currently, the site has split zoning where the majority of the approximately 12-acre site is within the R-8 zone. The request for the rezoning would allow Bishop Ireton to have the entire site within the R-8 zone, and would also allow the school to utilize the floor area in the zone that is necessary for the school addition. Without rezoning the RC portion of their site, the school would not be able to provide for the 47,000 sf addition necessary to accommodate the additional student capacity. Moreover, the request by the applicant to rezone to the R8 zone, which has a lower allowable density, would bring the property more in line with the character of the surrounding residential community. Staff has evaluated the rezoning request based on the following criteria, known as "Criteria for Rezoning Without a Master Plan Study," that City Council established in order to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area update in the near future and do not merit a new plan or study due to the scale of the proposal.

### **Consistency with Small Area Plan**

As discussed further above, Staff finds that the proposal is substantially consistent with both broad and specific goals and intent of the Taylor Run/Duke Street Small Area Plan. The plan designates the entire site as an institutional use.

*Consistency with Type of Area*

The proposed rezoning would be consistent with the type of area around the project site, which includes other R8 zoned properties, including to the north, east, and west of the site. This request for a rezoning would reduce the density and height that would be allowed for any development on this portion of the property, which would result in the development of this portion of the parcel to be more in the character and scale of the immediate neighborhood.

*Isolated Parcel*

This rezoning criterion asks whether similarly-situated sites in the area could request similar rezonings, possibly leading to extensive redevelopment with negative impacts that could be addressed through a special planning study. Due to the location of a long-established institutional use at this site, the subject site may be considered an isolated parcel. Ultimately, staff does not believe that approval of the current rezoning request would trigger unanticipated redevelopment that would necessitate revisiting planning goals.

*Status of Planning for Area*

The Taylor Run/Duke Street Small Area Plan remain the governing planning documents for the area. No updates to this Small Area Plan are currently being discussed or anticipated.

*Consistency with City Goals*

In addition to being consistent with goals stated in the Taylor Run/Duke Street Small Area Plan, the rezoning proposal meets other City goals, such as the Green Building Policy.

***D. Modifications***

As part of this DSUP, the applicant is requesting two modifications to the Zoning Ordinance relating to compact parking spaces and landscape island requirements in a parking lot. Pursuant to Section 11-416, the Planning Commission may approve these modifications if they determine that such modifications are (1) necessary or desirable to good site development, (2) that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought and (3) that such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

***Compact Parking Spaces***

As part of this project, the applicant is requesting a modification to increase the number of compact parking spaces from up to 75% to 94% of the available parking spaces at the site. Staff supports the requested modification to increase the number of compact parking spaces in order to efficiently increase the number of parking spaces located on the school property. This increase will allow for additional students to park at the school, reducing parking impacts on the adjacent residential streets, which is a major concern for the community.

### ***Parking Lot Landscape Island Ratio***

The applicant is requesting a modification to the City's Landscape Guidelines relating to landscape islands in parking areas; specifically the requirement for one landscape island per 10 parking spaces in a row (Landscape Guidelines Section II-A-1-a). The existing southern parking lot consists of several long parking compounds separated by 5-10 foot-wide landscape islands with existing mature trees that run the length of the parking compound. The islands are broken midway with drive aisles. The parking compounds, when combined, are approximately 300 feet long, with 33-36 parking spaces per compound. This would require 3 landscape islands per compound. The project reconfigures the parking lot in order to increase the number of parking spaces by removing drive aisle breaks in the center of the parking lot. Staff supports this modification, since the removal of the parking lot breaks would increase the length of the landscape strip and provide for an additional 6 parking spaces. Staff believes that the intentions of the Landscape Guidelines will not be lost since this proposal would increase the area of the parking lot dedicated to landscaping by removing drive aisle breaks, and replacing them with an extended landscape strip. In addition, trees and other vegetation are to be planted within these new landscape strips.

### ***E. Site & Building Design***

The proposed addition and school expansion will consist of mostly of brick and masonry to match the design of their respective structures. The new addition that will replace the Oblate House will be composed mainly of red brick, while the material to be used on the expansion of the existing facilities will be primarily a beige brick, matching the existing brick color. As an accent to the Oblate House replacement and the new main entryway to the school, those new building additions will feature metal panels to frame and pronounce the roofline and façade.

The school expansion will occur in several phases. All of these phases will occur in locations that are currently developed at the site; not within open space locations. Overall, the completion of all phases of development will not have detrimental impact on vegetation and landscaping at the site. Proposed new landscaping will consist of additional ornamental trees to be located within the parking lot islands of the redesigned northern parking lot, and the extended parking aisle landscaping strips in the southern parking lot. Staff believes the proposed landscaping will meet the intent and goals of the landscape guidelines. As proposed, the landscaping meets and exceeds the City's 25 percent crown coverage requirements with 30 percent site coverage.

### ***F. Open Space***

The property is zoned R8 (single-family residential), which does not have a minimum open space requirement. However, the proposed addition and school expansion will not eliminate any measureable amount open space on the property. The site will provide, in total, 278,000 square feet of open space, or 55%, which includes Fannon Field.

The proposed site improvements will result in 30% crown coverage, exceeding the required 25% requirement. Although several trees will need to be removed on site, the applicant will preserve

many of the existing large trees and will use appropriate tree protection measures. Additionally, several landscape beds will be created and improved across the site, with additional trees to be provided within the landscaping strips in the northern and southern parking lots, along the street frontage with Cambridge Road. Additional shrubbery is also proposed to be planted on the hillside along the south of the southern parking lot.

### ***G. Pedestrian and Streetscape Improvements***

Pedestrian accessibility and safety have been a consistent focus in designing the expansion of Bishop Ireton High School. The proposed site design includes a range of improvements to create a safer more accessible facility for the school children and the broader community. The sidewalks along the frontage of the property with Cambridge Road will be widened to 6 feet between the southern edge of Fannon Field southward to southwestern corner of the property frontage at the bend in Cambridge Road. This will bring the sidewalk width into conformance with city regulations. The applicant also proposes realigning two existing curb cuts for the northern parking lot providing more spacing between the access points.

### ***H. Traffic and Site Circulation***

Gorove/Slade Associates, Inc. performed a Transportation Impact Study for Bishop Ireton High School. The findings of the report showed that Bishop Ireton's peak traffic demands don't generate significant traffic throughout the day, but do generate significant concentrations at traffic during the morning and afternoon student pick-up/drop-off period. According to the report, the proposed school expansion is projected to generate a total of 169 new trips in the weekday morning peak hour, 79 new trips in the school day afternoon peak hour, and 31 new trips in the weekday afternoon peak hour. Per the report and coordination with city staff, the additional trips generated as a result of the school expansion had no impact on the operations of the intersections in close proximity to the school, such as the intersection of Duke Street and Cambridge Road.

The school will implement Transportation Demand Management (TDM) measures to help meet student/staff transportation needs and to address traffic concerns raised by the neighboring community. In order to mitigate traffic impacts, the applicant has proposed to modify their school start times as to not overlap with other schools within the vicinity of the facility. The applicant will also encourage carpooling by implementing a preferred parking pass system for students by prioritizing the allotment of parking passes to seniors and juniors who carpool; the most registered passengers per vehicle are given preference. The school will also continue to operate a shuttle system to and from the King Street metro station and provide additional bicycle parking spaces to encourage alternative commuting.

## ***I. Parking***

**Table 2:** Parking Requirements & Proposed Parking

<b>Use</b>	<b>Ratio</b>	<b>Amount</b>	<b>Parking Requirement</b>
Classroom	1 spaces per 10 classroom seats	1,534 seats (Phase IV)	154 spaces
TOTAL			154 spaces –required <b><i>307 space - provided</i></b>

Per Zoning Ordinance requirements, Bishop Ireton is required to maintain 1 space per 10 classroom seats. With a proposed final seat count of 1,534 upon completion of the final phase of the expansion of the school, the maximum required parking is 154 spaces. The school currently has 247 spaces located the site of the school, within the northern and southern parking lots.

In order to address neighborhood concerns about the overflow of students and other users of the facility parking on neighborhood streets north of the school, the applicant has proposed to increase the number of parking spaces on-site.

During the first phase of construction, with the addition of a temporary parking lot, restriping the southern lot, and adding additional parking lot capacity with angled parking, the school will add 57 additional parking spaces. Upon completion of all phases of the development, 307 parking spaces will be provided. All student parking will be located within the southern parking lot, in order to minimize queuing. Student pick-up and drop-off by parents will also occur within the southern parking lot.

## **V. COMMUNITY**

Community engagement and outreach have been a focus of the applicant throughout the DSUP design process. Over the past year a series of community meetings were held by the applicant to solicit feedback and design input on the expansion and to identify community priorities through general discussion. Priorities related to open space, noise, traffic, parking, vehicle circulation, and event program among others were identified and discussed between the development team and the community. Many of the community priorities were incorporated as community requested conditions and were submitted by the applicant to city staff. These conditions were reviewed and the majority of these conditions have been incorporated as staff recommended conditions for this development special use permit. The conditions that were included were deemed measurable and enforceable by city staff, and are consistent with other conditions that were approved for other public and private schools within the city. Bishop Ireton High School has committed to agrees to endorse and adopt other neighborhood conditions that were not included as staff recommendations with a Memorandum of Understanding between it and the Clover College Park Civic Association (see attachments 1 and 2).

**Table 3: Community Engagement Events**

<b>Date</b>	<b>Meeting</b>
May 10, 2016	Clover-College Park Civic Association Meeting
December 15, 2016	Clover-College Park Civic Association Task Force Meeting
January 26, 2017	Clover-College Park Civic Association Task Force Meeting
February 27, 2017	Clover-College Park Civic Association Task Force Meeting
March, 21, 2017	Clover-College Park Civic Association Task Force Meeting
April 25, 2017	Clover-College Park Civic Association Task Force Meeting
May 9, 2017	Longview / Nob Hill Neighbors Association Meeting
May 24, 2017	Clover-College Park Civic Association Task Force 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, Division Chief, Planning and Zoning  
Gary Wagner, Principal Planner, Planning and Zoning  
Shaun Smith, Urban Planner, Planning and Zoning

Attachments:

1. Memorandum of Understanding: Bishop Ireton High School and Clover College Park Civic Association
2. Clover Hill College Park Civic Association requested conditions



## VII. GRAPHICS



*Top: Western Elevation - View from Cambridge Road facing South*

*Bottom Left: View from Cambridge Road facing North*

*Bottom Right: View from Cambridge facing the main entrance*



## **VIII. STAFF RECOMMENDATIONS**

### ***A. DSUP95-00093 Conditions:***

The following conditions (conditions 1-9) shall carry over from DSUP95-00093:

1. The special use permit shall be granted to the applicant only or to any business or entity in which the applicant has a controlling interest (P&Z)
2. The applicant shall provide an opaque wood fence of up to 250' in length along the school's eastern boundary to screen the mass of the auditorium building to the satisfaction of the Director of P&Z, if such a fence is desired by the adjoining property owners. If no fence is built, applicant shall plant additional evergreen trees along the east property line (particularly along the properties at 2954 Viewpoint Road and 2945 Nob Hill Court) in order to screen the proposed addition from the adjacent single family properties, to the satisfaction of the Director of P&Z and the city arborist. (P&Z) (RP&CA)
3. All trash dumpsters shall be screened from the public right of way and adjacent properties to the satisfaction of the Director of P&Z. (P&Z)
4. All landscaping and screening shall be maintained in good condition. (P&Z)
5. The east elevation of the proposed addition shall not include openings through which sound could be transmitted. The emergency exit doors shown on the east elevation drawing shall be used for emergency purposes only. (P&Z)
6. All heating, ventilation, and air conditioning (HVAC) equipment shall be located away from the adjacent residential properties and screened to the satisfaction of the Director of P&Z. (P&Z)
7. Amplified sound in the auditorium shall not be audible at the eastern property line. (P&Z)
8. School grounds staff shall police and control trash and litter from students on school grounds. (P&Z)
9. Garbage, trash, and litter generated by the school shall be collected at least twice per week as indicated by the applicant. (P&Z)

### ***B. PEDESTRIAN/STREETSCAPE:***

10. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:

- a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
  - b. Construct a 6 foot sidewalk adjacent to the site. This must be concrete and designed to City standards.
  - c. Eliminate the curb ramp of the sidewalk at the southwestern corner of the site adjacent to the turn in Cambridge Road.
  - d. Sidewalks shall be flush across all of the site's ingress/egress points.
  - e. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
  - f. 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&Z)(T&ES)

***C. OPEN SPACE/LANDSCAPING:***

- 11. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
  - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
  - f. 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.
  - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
  - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall

identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)

12. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z 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 the new building addition. 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. Install all lines beneath paved surfaces as sleeved connections.  
Locate water sources and hose bibs in coordination with City Staff. (P&Z)
13. Develop a palette of site furnishings in consultation with staff.
  - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features.  
(P&Z)(T&ES)
14. Provide material, finishes, and architectural details for all retaining walls, 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 shall be to the satisfaction of the Directors of P&Z and T&ES.\*  
(P&Z)(T&ES)

***D. TREE PROTECTION AND PRESERVATION:***

15. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Director of P&Z. (P&Z)
16. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is not identified “to be removed” (TBR) on the Preliminary Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. 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. \*\*\* (P&Z)(RP&CA)

17. 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 March 2017 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

***E. BUILDING:***

18. The building design, including the quality of materials and final detailing shall be consistent with the elevations dated March 2017 and the following conditions. (P&Z)
19. 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)
20. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, 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, 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)
21. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. 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 Silver (or equivalent) for the 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)
22. 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. (T&ES)(P&Z)
23. 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>. (T&ES)

***F. SIGNAGE:***

24. 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)

***G. PARKING:***

25. Provide 30 bicycle parking space(s) equating to roughly 3% of the student capacity proposed for the project. Provide spaces per 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](http://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)



26. Provide bicycle sharrows between the intersection of Duke & Cambridge Street and the intersection of Janney's Lane and Cambridge Street per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
  - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD.
  - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
27. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
  - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements.. (P&Z)(T&ES)(Code Administration)
28. Locate a minimum of 285 parking spaces for the first phase of the project and 307 spaces for all remaining phases. (P&Z)(T&ES)
29. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z 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 surface lot – including circulation patterns.
  - 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. Information/circulation diagram noting how cyclists will reach the bicycle storage.
  - f. A description of how the surface lot will be managed, including the school's permit system. \* (P&Z)(T&ES)
30. **CONDITION REMOVED BY PLANNING COMMISSION:** ~~The parking lot will not be rented as satellite parking for nearby businesses on an ongoing basis that is not tied to school related activity or sponsored events. (P&Z)(T&ES)~~
31. 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)
32. All employees shall be required to park off-street. (T&ES)

**H. TRANSPORTATION DEMAND MANAGEMENT PLAN:**

33. A Transportation Management Demand Model must be implemented in order to support strategies to persuade students and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The framework of the Plan is included in the Transportation Impact Study. (T&ES)
34. **CONDITION AMENDED BY PLANNING COMMISSION:** 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. The aspects of the TDM model and the parking management program shall be made readily available to the public through the school's website. \*\*\* (T&ES) (PC)
35. 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, to reach the 30% reduction goal. \*\*\* (T&ES)
36. **CONDITION AMENDED BY PLANNING COMMISSION:** The TDM Coordinator will submit annual reports, transportation counts and modes of transportation surveys to the Transportation Planning Division. These documents shall be made readily available to the public through the school's website. (T&ES) (PC)

**I. SITE PLAN:**

37. Submit the plat of all applicable easements and/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)
38. 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)
39. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z 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)(BAR)
40. 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. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
  - i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - k. 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.
  - l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - m. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
  - n. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.

- o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)(Code)

***J. CONSTRUCTION MANAGEMENT:***

- 41. 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)
- 42. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. In this plan:
  - a. No street lights shall be removed without authorization from the City of Alexandria.
  - b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.
  - c. Include an analysis as to whether temporary street or site lighting are needed for safety during the construction on the site and how it is to be installed.
  - d. Include the location and size of proposed construction trailers, if any;
  - e. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
  - f. Include references to appropriate details and standards to be used in the development of Maintenance of Traffic Plans (MOTs) that will be required for right of way permits, to include references for proposed controls for traffic movement, lane closures, construction entrances and storage of materials;
  - g. Copies of the MOT(s) approved for the right of way permits shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
- 43. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. 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)
44. To maximize parking for staff and students, during the school year construction vehicles shall not be permitted to park in any on-site lot without the permission of the Director of T&ES. (T&ES)
  45. The sidewalks 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. The maintenance of pedestrian access shall be included in the Construction Management Plan and will be approved by T&ES. (T&ES)
  46. 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)
  47. No major construction staging shall be allowed within the public right-of-way on Cambridge Road or Duke 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)
  48. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
  49. 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)
  50. 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. The Departments of P&Z and T&ES 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)

51. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
52. 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)
53. 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. Provide information on program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
54. On-site 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) (Code)
55. 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)



56. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
57. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

***K. WASTEWATER / SANITARY SEWERS:***

58. The applicant shall submit a letter to the Director of Transportation & Environmental Services prior to release of the Final Site Plan acknowledging that this property will participate, if the City adopts a plan prior to release of the building permit, 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)
59. The sewer connection fee must be paid prior to release of the site plan.\* (T&ES)
60. 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)
61. 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:***

62. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid 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 Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)
63. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of 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 Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

***M. STREETS / TRAFFIC:***

64. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)
65. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)
66. 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)
67. 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)
68. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
69. Show turning movements of standard vehicles in the parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
70. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
71. The temporary staff parking lot provided during construction may be constructed utilizing temporary materials deemed appropriate by the Director of T&ES, and each parking space shall be delineated utilizing wheel stops. . (T&ES)

***N. UTILITIES:***

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

- 73. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
- 74. No transformer and switch gears shall be located in the public right of way. (T&ES)

***O. SOILS:***

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

***P. WATERSHED, WETLANDS, & RPAs:***

- 76. The stormwater collection system is located within the Cameron 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)
- 77. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)
- 78. 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:***

- 79. 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)
- 80. 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)

81. 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)
82. 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)
83. Submit two (2) originals of the stormwater quality BMP 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)
84. The Developer shall furnish the owners with 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. (T&ES)
85. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. \*\*\*\*(T&ES)
86. Prior to release of the performance bond, 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:***

87. 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)
88. 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. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
  - 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)
- 89. 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)
- 90. 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. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

**S. NOISE:**

- 91. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
- 92. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

**T. AIR POLLUTION:**

- 93. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 94. No material may be disposed of by venting into the atmosphere. (T&ES)
- 95. 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. COMMUNITY:

The following conditions have been included at the request of the adjoining civic associations:

96. The maximum enrollment of students at Bishop Ireton High School shall not exceed 950 students at any given time.
97. The installation of field lights at Fannon Field shall be prohibited.
98. **CONDITION AMENDED BY PLANNING COMMISSION:** All activities on Fannon Field shall end no later than 9 p.m. or dusk, whichever is earlier. ~~During the months of June and July, field activities shall end at 6 p.m., except for one camp that may continue activities on the field during a time no later than 7:30 p.m.~~
  - a. ~~School sponsored sports camps shall be considered accessory within the normal operations of school athletics and shall not be subject to this provision.~~
  - b. ~~Fannon Field may only be utilized on Sundays for a maximum of 5 events per year that may directly benefit the students of the school. These events shall exclude utilizing the field for spectator events.~~
  - c. ~~Spectator sports events held on Fannon Field may be rescheduled to Sundays subject to the limited amounts as described in condition 97(B); provided all civic associations that directly adjoin the boundaries of Bishop Ireton are notified prior to officially rescheduling the event.~~
99. Co-use of the gymnasium, auditorium, and Fannon Field shall be limited to no more than one spectator event during the same time period.
100. **CONDITION REMOVED BY PLANNING COMMISSION:** ~~Non-school related events on the exterior of the school building shall not exceed a total of two events per calendar year and shall be restricted to non-profit artistic-centered programs available to the general public free of charge. Activities that satisfy these criteria may include, but are not limited to, Alexandria Symphony performances or United States Military Band performances.~~
101. **CONDITION REMOVED BY PLANNING COMMISSION:** ~~The following shall govern the use of the gymnasium and auditorium facilities:~~
  - a. ~~The use of the gymnasiums and auditorium shall be limited to school related activities, including but not limited to academic, religious, and cultural uses.~~
  - b. ~~These facilities shall not be rented or used for commercial activities.~~

- c. ~~Evening use of the auditorium and/or gymnasiums shall end no later than 11:00 p.m.~~
102. Loudspeakers on Fannon Field shall be directed away from residential properties to the north of the site. Amplified sound on the field shall be prohibited between 9:00 p.m. and 7:00 a.m.
103. The seating capacity of Fannon Field shall not exceed 946.
104. **AMENDED BY PLANNING COMMISSION:** The school shall police and control trash and litter on school grounds and areas within 75 feet of the school property lines.
105. The school shall provide personnel or contract employees to monitor parking areas after spectator events.
106. Bishop Ireton High School shall start their school day slightly earlier than the closest elementary school in order to minimize overlap of traffic. Bishop Ireton shall ensure that if the local elementary school changes its opening time, it shall maintain staggered school start times at a 10 minute differential from said elementary school to alleviate neighborhood traffic.
- ~~107. **CONDITION REMOVED BY PLANNING COMMISSION:** The parking lot shall not be rented as satellite parking for nearby businesses on an on-going basis that is not tied to a school related activity or school sponsored events.~~
108. Bishop Ireton shall establish and maintain a neighborhood relations liaison that shall work with civic associations that directly adjoin the boundaries of the school property.

## **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)

### **Transportation and Environmental Services**

- F - 1 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 - 2 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 - 3 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 - 4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6 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 - 7 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 - 8 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 - 9 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 - 10 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 - 11 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 - 12 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 - 13 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 - 14 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 15 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 - 16 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 - 17 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.
  - a. 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.
  - b. 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 - 18 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- F - 19 Stormwater best management facilities may not be located in areas that conflict with existing utilities or utility easements. (T&ES)
- F - 20 In redeveloped site areas where stormwater runoff flows to existing stormwater best management facilities, those facilities must have the capacity to accept and treat any additional runoff in addition to the existing required stormwater treatment. (T&ES)
- C - 3 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 - 4 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and 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 - 5 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 - 6 If the City of Alexandria receives complaints on lighting levels after the commissioning of the lights and prior to the release of the performance bond then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with Section 13-1-3 of the City Code. (T&ES)
- C - 7 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 - 8 (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 - 9 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 - 10 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 - 11 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 - 12 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](http://www.alexandriava.gov/solidwaste) or by contacting the City's Solid Waste Division at 703-746-4410, or via email at [commercialrecycling@alexandriava.gov](mailto:commercialrecycling@alexandriava.gov). (T&ES)
- C - 13 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 - 14 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](http://www.alexandriava.gov/solidwaste) or by calling the Solid Waste Division at 703.746.4410 or by e-mailing [CommercialRecycling@alexandriava.gov](mailto:CommercialRecycling@alexandriava.gov). (T&ES)
- C - 15 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 16 Bond for the public improvements must be posted prior to release of the site plan.\* (T&ES)
- C - 17 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 - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C - 19 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 - 20 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 - 21 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 - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 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 - 26 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 - 27 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction,

- treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 29 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 - 30 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 be 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-Storm)

### **VAWC**

VAWC has no comments.

### **AlexRenew**

1. Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
2. The Applicant shall coordinate with the City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria's allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Holmes Run Trunk Sewer during wet and average conditions.
3. 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 at (703) 549-3382.

**Fire Department**

No comments

**Code Administration (Building Code)**

C-1 A building permit, plan review, and inspections are required for this project.

**Police**

No comments

**Archaeology**

C-1 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

**HART, GIBBS, PIERCE & KARP, P.C.**

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**MEMORANDUM**

TO: Lisa Porter, President, Clover College Park Civic Association (CCPCA)  
FROM: Mary Catherine Gibbs, Esq  
RE: DSUP 2014-00029 Staff Recommendations  
DATE: August 24, 2017

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City Staff has reviewed the Staff recommendations and the conditions agreed upon by Bishop Ireton High School and the CCPCA Task Force created to review the expansion/modernization proposed by BI. As a result of the review, it was determined that 6 of the agreed upon conditions would not be appropriate for inclusion as a condition in the DSUP. Although the City of Alexandria staff had no objection to the 7 conditions (listed below), Staff felt these conditions would be best incorporated by a separate memo from Bishop Ireton High School to the neighbors, to be included in the Staff Report. The staff also determined that one additional condition (#15) would not be included in its recommendation.

Bishop Ireton High School stands committed to the condition language agreed upon with the CCPCA for inclusion in the DSUP. This memo will serve as an agreement by Bishop Ireton High School to endorse and adopt the following agreed upon conditions that are not included in the Staff recommendations.

1. The commission determined that the following 7 conditions could not be incorporated into the Staff recommendations. Below are those listed under the sections per our agreed list:

(a) Conditions for which there was general agreement:

#1 Enrollment numbers will be reported to the CCPCA representative 2 times per year at the end of the first quarter and the end of the third quarter of BI's year.

#4 No air-horns will be utilized by anyone on Fannon Field or in the stands unless there is a temporary malfunction in the scoreboard which would otherwise prohibit the continuance of a scheduled spectator event. BI will prohibit fans from using air-horns under any and all circumstances.

(c) Additional areas of consideration at the request of the CCPCA Committee (derived from prior SUPs):

#4 BI will work with the neighborhood relations committee and the City to maximize the efficient use of on-site parking and minimize the parking impact in the neighborhood. BI will make efforts to encourage to the greatest extent possible that on-site parking is utilized by those visiting the school for whatever reason.

#7 BI will notify the CCPCA of non-school related activities at least thirty (30) days prior by providing CCPCA of its calendar of activities on a quarterly basis.

#18 No music will be played during practices on Fannon Field.

#19 Use of the public address system on Fannon Field for spectator events is limited to 20 minutes prior to the scheduled start of all varsity sports games (Monday through Friday). The school will still use the public address system for announcements and play-by-play for scheduled home varsity football games on Saturday afternoons and an hour before the scheduled start time of the game. Any other sporting event on a Saturday (as well as the limited rescheduled Sunday games) will abide by the Monday through Friday timeframes listed above.

#20 Rules of conduct regarding the use of Fannon Field under this SUP shall be provided, in writing, to all coaches, sport administrators and any other BI staff member that wishes to use the field. All such individuals will sign an acknowledgment that they are aware of these rules.

1. Conditions the City decided to not include in the Staff recommendation: (Note: this condition is beyond Bishop Ireton High School's ability to enforce)

(c)#15 The Director of Planning and Zoning shall review the Special Use permit after the use has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City council if: (a) there have been documented violations of the permit condition which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation of the permit conditions; or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed.

All of the other agreed upon conditions can be found in the City's draft conditions that will be included in their Staff Report to Planning Commission and City Council for the September 7 and September 16<sup>th</sup> public hearings. I've attached a list of the agreed conditions with a notation where the condition can be found in the City's draft conditions that are set to be released at the end of this week. As stated before, Bishop Ireton remains committed to the above listed agreed upon conditions even though Staff did not include them in their draft conditions.

Attachments

**BI's SUP Condition Language**

**A. Conditions for which there was general agreement:**

1. Enrollment numbers will be reported to the Civic Association representative 2x per year at the end of the first quarter and the end of the third quarter of BI's year.
2. BI will start their school day slightly earlier, at 7:50, so that this start time is staggered with Douglas MacArthur Elementary School, which starts at 8:00 a.m. If MacArthur Elementary or BI should change its start time in the future, BI will open discussions with the City and neighborhood to maintain staggered school start times of at least 10 minutes to alleviate neighborhood traffic.
3. No lights will ever be installed on Fannon Field.
4. No airhorns will be utilized by anyone on Fannon Field or in the stands, unless there is a temporary malfunction in the scoreboard which would otherwise prohibit the continuance of a scheduled spectator event. BI will prohibit fans from using airhorns under any and all circumstances.
5. All activities on Fannon Field will end at 9 p.m., or dusk, whichever is earlier. During the months of June and July, field activities will end at 6 p.m. except for one camp week in June (where they will end by 7:30 p.m.) the exact week to be provided to the CCPCA in advance of the summer break. The BI sponsored sports camps are an acceptable accessory use within normal bounds of school athletic activity.
6. Loudspeakers on Fannon Field will remain directed away from the residential homes to the north of the field to minimize the impact of sound on adjoining property owners. 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. Amplified sound is prohibited from use outside the school between 8:30 p.m. and 7 a.m.
7. BI will leave in place the prohibition of co-use of the gymnasium and the auditorium and will further agree that there will be no co-use of the auditorium and Fannon Field for spectator events. BI will limit the use of the auditorium, gymnasium, and Fannon Field to no more than one spectator event during the same time period.

8. Bishop Ireton teachers, administration and staff will be provided with off-street parking.
9. BI can have 1 or 2 (not to exceed 2) total outside events per year for non-profit, artistic centered programs available to the general public, free of charge that directly benefit the students and/or the citizens of Alexandria.
10. Fannon Field will not be utilized on Sundays except for a limit of 5 events per year that directly benefit the students of BI. These events shall not be spectator events. Each time, BI will provide the Clover-College Park Civic Association representative with pre-notification of those events, at least one week in advance thereof. Games will not be rescheduled to a Sunday unless there is absolutely no other alternative due to the timing of a particular sporting season, and will not occur more than 3 times per year.

**B. Conditions for which there remains discussion:**

1. Final Enrollment No:
  - a. BI is currently requesting 810 after Phase One is complete and 950 after Phase 2 is complete
  - b. CCPCA is asking that the final Enrollment number be reduced to 900.

**C. Additional areas of consideration at the request of the CCPCA Committee (derived from prior SUPs).**

1. This special use permit shall supersede all prior SUP approvals involving the subject site.
2. The special use permit shall be granted to the applicant only or to any business or entity in which the applicant has a controlling interest.
3. All exterior landscaping and screening will be maintained in good condition.
4. BI will work with the neighborhood relations committee and the City to maximize the efficient use of on-site parking and minimize the parking impact in the neighborhood. BI will make efforts to encourage to the greatest extent possible that on-site parking is utilized by those visiting the school for whatever reason.
5. Use of the and auditorium building will continue to be limited to BI school related activities, including but not limited to academic, religious, and cultural uses. These facilities will not be rented or used for commercial activities.

6. Evening use of the auditorium or gymnasium will end no later than 11:00 PM.
7. BI will notify the CCPCA of non-school related activities at least thirty (30) days prior by providing CCPCA of its calendar of activities on a quarterly basis. These activities on the athletic field will be accessory to the school use and will be limited to no more than 1-2 per school year.
8. BI will police and control trash and litter on school grounds.
9. Garbage, trash and litter generated by the school will be collected at least twice per week, Monday through Friday.
10. BI will provide personnel or contract employees to monitor parking areas after evening events to keep down noise by students and visitors.
11. Lighting in the parking lot, drop off areas and walkways shall not shine into residential areas. All final site plans shall include a lighting plan showing existing and proposed street and site lights.
12. BI shall establish and maintain a neighborhood relations committee which can be fulfilled by active participation the CCP Civic Association meetings that will occur at least once every calendar quarter.
13. All trash dumpsters will be screened from the public right-of-way and adjacent properties.
14. Amplified sound in the auditorium will not be audible at the eastern property line.
15. The Director of Planning and Zoning shall review the Special Use Permit after the use has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if: (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions; or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed.



16. The applicant will not enlarge the capacity of the existing bleachers on Fannon Field.
17. Games held on Fannon Field will never be rescheduled for Sundays subject to the limited amounts described above and notice will be provided to CCPCA immediately.
18. No music during practices on Fannon Field.
19. Use of the public address system on Fannon Field is limited to 20 minutes prior to the scheduled start of all varsity sports games, Monday through Friday. The school will still use the public address system for announcements and play-by-play for scheduled home varsity football games on Saturday afternoons and an hour before the scheduled start time of the game. Any other sporting event on a Saturday, as well as the limited rescheduled Sunday games, will abide by the Monday through Friday timeframes listed above.
20. Rules of conduct regarding the use of Fannon Field under this SUP shall be provided in writing to all coaches, sport administrators and any other BI staff member that wishes to use the field. All such individuals will sign an acknowledgment that they are aware of these rules.
21. The parking lot will not be rented as satellite parking for nearby businesses on an ongoing basis that is not tied to school related activity or sponsored events. The parking lot will not be rented to/used by others in such a way that creates overflow parking onto neighborhood streets.
22. Any other conditions codified under prior SUP that do not conflict with items agreed upon above (to be determined).

**APPLICATION**

MPA# 2017.0001

☐ Master Plan Amendment MPA#☐ Zoning Map Amendment REZ#

REZ# 2017.0001

**PROPERTY LOCATION:** 201 Cambridge Road**APPLICANT**Name: Bishop Ireton High SchoolAddress: 201 Cambridge Road, Alexandria, VA 22314**PROPERTY OWNER:**Name: Most Rev. Michael F. Burbidge, Bishop of the Catholic Diocese of Arlington and his  
Address: 201 Cambridge Road, Alexandria, VA 22314 successors in office**Interest in property:**☒ Owner ☐ Contract Purchaser☐ Developer ☐ Lessee☐ Other \_\_\_\_\_

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

☒ yes: If yes, provide proof of current City business license.☐ no: If no, said agent shall obtain a business license prior to filing application.

**THE UNDERSIGNED** certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Mary Catherine Gibbs, Hart, Gibbs, Pierce &amp; Karp, PC

Print Name of Applicant or Agent

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA

City and State

22314

Zip Code

Signature Mary Catherine Gibbs703-836-5757

Telephone #

703-835-1922

Fax #

March 3, 2017

Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_

Fee Paid: \$ \_\_\_\_\_

Legal advertisement: \_\_\_\_\_

ACTION - PLANNING COMMISSION \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_

MPA # \_\_\_\_\_  
 REZ # \_\_\_\_\_

## SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.) Land Area (acres)
	Inst.	Inst.	Inst.	Inst.	RC	R8	
1 Portion of 061.02-06-13							810 ft on Duke St. 3.44 acres
2							
3							
4							

## PROPERTY OWNERSHIP

☐ Individual Owner      ☐ Corporation or Partnership Owner      ☒ Church Ownership on behalf of the  
 Arlington Catholic Diocese - 100%

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

- Name: NA      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_
- Name: \_\_\_\_\_      Extent of Interest: \_\_\_\_\_  
 Address: \_\_\_\_\_

MPA # \_\_\_\_\_  
REZ # \_\_\_\_\_

### JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The Bishop Ireton property has been in two zones, R-8 and RC, for many years. The City normally prefers for one parcel to have the same zone, not be separated into two zones, so with this application, Bishop Ireton is seeking to downzone the RC portion of its property to match the R-8 portion of the property, thereby giving up significant levels of density that would be attributable to the RC portion of the property if that were to be developed in the future.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The proposed amendment consistent with the Master Plan because the land use designation isn't changing. It remains Institutional, but underlying zone is changing, but the R-8 zoning is the same as the majority of the rest of the BI parcel and the same as the neighborhood.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

Nothing but the zoning category is changing. The property remains adequately served by all these facilities and services.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A



## APPLICATION

### DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

**DSUP #** 2014-0029

**Project Name:** Bishop Ireton High School Modernization

**PROPERTY LOCATION:** 201 Cambridge Road

**TAX MAP REFERENCE:** 061.02-06-13

**ZONE:** R-8/RC (rezoning request to all R-8)

**APPLICANT:**

Name: Bishop Ireton High School

Address: 201 Cambridge Road, Alexandria, VA 22314

**PROPERTY OWNER:**

Name: Most Rev. Michael F. Burbidge, Bishop of the Catholic Diocese of Arlington and his

Address: 201 Cambridge Road, Alexandria, VA 22314 successors in office

**SUMMARY OF PROPOSAL** Request for DSUP w/ Site plan to modernize BI High School in several phases, see the attached plans.

**MODIFICATIONS REQUESTED** Modification for parking lot landscape island ratio to maximize parking.

**SUP's REQUESTED** SUP to exceed the 75% maximum compact space limitation up to 94% also to maximize parking.

[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.

Mary Catherine Gibbs, Hart Gibbs Pierce & Karp PC.

Print Name of Applicant or Agent

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

Signature

703-836-5757

703-548-5443

Telephone #

Fax #

mcgibbs@hartlanduselaw.com

Email address

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: \_\_\_\_\_

**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: \_\_\_\_\_ 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 owner is the title owner of all Catholic Diocese of Arlington property, the Most Honorable Michael F. Burbidge, Bishop, and his successors in office.x

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. Bishop Ireton High School	201 Cambridge Road Alexandria, VA 22314	100%
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 201 Cambridge Road (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. The Most Honorable Michael F. Burbidge, Bishop and his successors in office	201 Cambridge Rd., Alex. VA 22314	100%
2.		
3.		

**3. Business or Financial Relationships.** 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 the 12-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. Bishop Ireton High School	None	
2. The Most Honorable Michael F. Burbidge, Bishop, his successors in office.	None	
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.

3/3/17  
Date

Mary Catherine Gibbs, Agent  
Printed Name

*Mary Catherine Gibbs*  
Signature

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.)

See Attached description of the proposal.



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

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

810 after completion of phase one and 950 after completion of phase 2.

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

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

[Will be filled in shortly]

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

Day	Hours	Day	Hours
<u>Monday-Friday</u>	<u>7:30 a.m.- 11:00 p.m.</u>	<u>depending on sporting events and events in auditorium.</u>	
	<u>School hours proposed are 7:50 a.m. to 3:00 p.m.</u>		
<u>Saturday</u>	<u>9:00 a.m. - 11:00 p.m.</u>	<u>depending on sporting events and events in auditorium.</u>	
<u>Sunday use of field</u>	<u>Limited to 5 times per year with advance notice to neighbors.</u>		

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

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
Similar noise as now exists from students pick up and drop off and sporting events.
- B. How will the noise from patrons be controlled?  
Student activities besides outdoor athletics take place inside the school building.  
The applicant is working with the CCPCA to an agreed set of limitations on the use  
to address this issue. The list will be shared with City Staff before the Staff Report is  
prepared for this project.

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

None.

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

- A. What type of trash and garbage will be generated by the use?  
Same type as is now being generated, office/school paper, etc., food disposal from the cafeteria, trash from concessions at sporting events.
- B. How much trash and garbage will be generated by the use?  
Similar amount as is now generated, one dumpster per week, more when more events take place.
- C. How often will trash be collected?  
Weekly, or more often if necessary.
- D. How will you prevent littering on the property, streets and nearby properties?  
BI has a cleaning staff that regularly monitors the site to ensure trash doesn't impact neighborhood properties.

**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:

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**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:

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

The school has a secure entrance and visitors are required to check in through the office.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**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?

See attached summary for chart of parking requirements by phase.

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

<u>12</u>	Standard spaces
<u>287</u>	Compact spaces
<u>6</u>	Handicapped accessible spaces
<u>2</u>	Other
<u>307 TOTAL</u>	

- 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? N/A
- B. How many loading spaces are available for the use? One
- C. Where are off-street loading facilities located?  
On site.
- D. During what hours of the day do you expect loading/unloading operations to occur?  
During School hours.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?  
As needed, but at least once a week.

**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?**

Street access is adequate per the traffic study submitted to the City in December 2016 by Gorove Slade.

**Bishop Ireton Modernization Project**  
**DSUP Summary**

Bishop Ireton ("BI") is requesting a Development Special Use Permit ("DSUP") and modification to the existing approved SUP to modernize and expand the existing school facilities and increase the student population. The following is included in the proposal:

- 1) BI has reduced its request for an increase in student population from 1000 students in its previous submissions to 810 students upon completion of Phase I and 950 students upon completion of Phase II, with a graduated increase based on number of new classrooms and net new parking spaces in each phase;
- 2) BI is requesting, prompted by the City's comments, to remove the zone line from the property and rezone the parking lot portion of the property (3.4 acres) to the R-8 designation that now is on the northern portion of the property, consolidating the zoning to the same category for the entire 11 acre parcel;
- 3) BI has changed the phasing of the project. The project now consists of four proposed phases of construction:
  - a. Phase 1 includes demolition of the Oblate house and subsequent replacement with a three-story plus basement building addition in that space, with a renovated courtyard and loading area and pedestrian access to the existing southern surface parking lot. This includes a temporary parking area located on the grassy area by the entrance to the football field that has 21 spaces. There is a net increase of classrooms of 7 classrooms, with a net increase in parking spaces of 20, from 247 spaces to 267 spaces. The parking requirement is 129 spaces.
  - b. Phase 2 includes the interior renovation of program areas within the existing high school and the development of a new secure entrance addition. The interior renovation includes the conversion of spaces vacated with the new move (cafeteria, library), the conversion of the boiler room into a new auxiliary gym, and classrooms into head of school offices. Renovation of the surface parking and the development of a pedestrian plaza will conclude phase 2 developments. The driveway exit is moved to adjacent to the football field to keep separate the entrance and exit into the upper parking area. There is no increase of classrooms in phase 2 because these are renovations and reuse of existing spaces, but there is an increase of parking spaces with this phase of 16 more spaces, for a total of 283 parking spaces, the parking requirement at the end of Phase 2 is 127 and at the end of Phase 4 is 154 spaces. The total net increase in parking is 36 spaces.
  - c. Phase 3 + 4 comprises the 3<sup>rd</sup> floor expansion of the northern portion of the existing building as well as the enclosure of the courtyard. There is also a small two story

addition at the northern corner of the site that connects to the new addition/renovation of the space north of the gym. Phase 4 encloses the existing interior courtyard connecting the breezeway with the Whaley auditorium hallway. The total number parking spaces remains at 283, however the parking requirement at the end of Phase 4 is 154 spaces.

#### Classrooms and Parking

	<b>Students</b>	<b>Classrooms</b>	<b>Seats</b>	<b>Parking Required</b>	<b>Parking Provided</b>	
Existing	750 permitted	36	1081	109	247	
Phase 1	810 Requested	43	1282	129	285	
Phase 2	950 Requested	37	1269	127	307	
Phase 3	950 Requested	43	1458	146	307	
Phase 4	950 Requested	45	1534	154	307	

There is a total increase of building space of 47,039 gross square feet and 46,469 net square feet. A large portion of the increase includes the renovation of the cafeteria which didn't need to be counted as net square feet before because of ceiling height, and now it will be counted in the total square footage of the site. The proposal falls well below the permitted Floor Area Ratio of the site, which is .35 FAR (177,966 net square feet). BI is proposing only 153,055 net square feet.

Response Letter  
Staff to Clover-College Park Civic Association

**Response Letter to Clover-College Park Civic Association**

***Below is a response letter, drafted 8/28/17, sent by staff to the Clover College Park Civic Association President to her questions regarding why several of their recommended conditions for the DSUP were not included, and were instead drafted into a Memorandum of Understanding by Bishop Ireton High School:***

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*In collaboration with the applicant, the Clover-College Park Civic Association submitted a list of 33 conditions to be included as staff recommended conditions for DSUP2014-00029 for the expansion of Bishop Ireton High School. City staff, including representatives from Planning and Zoning, T&ES, and the City Attorney's Office reviewed the conditions upon submittal. Upon reviewing, staff has included 25 of the community-drafted conditions as staff recommendations. 8 of the conditions were not recommended for inclusion as staff recommendations. The excluded conditions were omitted for various reasons, primarily due to staff's believe that the intent of many of these omitted conditions have been met through other staff recommended conditions. In addition, many of these conditions were viewed to be in violation of the Religious Land Use and Institutionalized Persons Act (RLUIPA), which restricts governing authorities from placing undue restrictions on land uses that are owned and operated by religious institutions that may be similar to secular land uses; many of these conditions are more restrictive than conditions that we have required of the city's public schools and other private schools in the city. Below are the conditions that were not included, and a brief summary on the reason why they were excluded:*

- **Enrollment numbers will be reported to the Civic Association representative 2x per year at the end of the first quarter and the end of the third quarter of BI's year.**

*Staff believes that this condition may be enforced via proposed condition #108, which conditions Bishop Ireton to maintain a neighborhood liaison that will work with the civic associations on any matters concerning the use and operation of the high school.*

- **No airhorns will be utilized by anyone on Fannon Field or in the stands, unless there is a temporary malfunction in the scoreboard which would otherwise prohibit the continuance of a scheduled spectator event. BI will prohibit fans from using airhorns under any and all circumstances.**

*Staff believes that the noise ordinance, in addition to other conditions that restrict the usage of Fannon Field satisfy the intent of this particular condition.*

- **This special use permit shall supersede all prior SUP approvals involving the subject site.**  
*Planning and Zoning policy dictates that a new DSUP for an existing site that may be subject to an older DSUP shall supersede the prior conditions. All conditions that may be carried over from the previous DSUP approved in 1995 have been included as recommended staff recommendations in Section VIII (A) of the staff report.*

- **BI will work with the neighborhood relations committee and the City to maximize the efficient use of on-site parking and minimize the parking impact in the neighborhood. BI will make**

**efforts to encourage to the greatest extent possible that on-site parking is utilized by those visiting the school for whatever reason.**

*Staff believes that this condition may be enforced via proposed condition #108, which conditions Bishop Ireton to maintain a neighborhood liaison that will work with the civic associations on any matters concerning the use and operation of the high school.*

- **The Director of Planning and Zoning shall review the Special Use Permit after the use has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if: (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the Director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions; or (c) the Director has determined that there are problems with the operation of the use and that new or revised conditions are needed.**

*Staff believes that conditions in totality may negate the need to include this condition with a DSUP application. This is a standard condition for SUPs to measure impact of characteristics of land uses (entertainment establishments).*

- **No music during practices on Fannon Field.**

*Staff believes that the noise ordinance, in addition to other conditions that restrict the usage of Fannon Field satisfy the intent of this particular condition.*

- **Use of the public address system on Fannon Field is limited to 20 minutes prior to the scheduled start of all varsity sports games, Monday through Friday. The school will still use the public address system for announcements and play-by-play for scheduled home varsity football games on Saturday afternoons and an hour before the scheduled start time of the game. Any other sporting event on a Saturday, as well as the limited rescheduled Sunday games, will abide by the Monday through Friday timeframes listed above.**

*Staff believes, in consultation with the City Attorney's Office, that inclusion of this condition may create a public safety concern during inclement weather or other events.*

- **Rules of conduct regarding the use of Fannon Field under this SUP shall be provided in writing to all coaches, sport administrators and any other BI staff member that wishes to use the field. All such individuals will sign an acknowledgment that they are aware of these rules.**

*Staff believes that the noise ordinance, in addition to other conditions that restrict the usage of Fannon Field satisfy the intent of this particular condition. This condition also is extremely difficult for the city to enforce.*



# Traffic Congestion in CCP Neighborhood

Susan Christoff <susanpiascik@gmail.com>

Wed 9/6/2017 10:49 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission:

Please take necessary action to limit the increasingly heavy traffic through the Clover/College Park neighborhood. Traffic yesterday was at an all-time high as drivers used Yale Drive and Cambridge Drive as alternative ways to reach Janney's Lane and Duke Street. We have a number of small children in the neighborhood, and the increased traffic (and many car's failure to abide by the 25mph speed limit and/or stop at the posted Stop signs) is a major safety concern and nuisance for homeowners.

Please kindly taken this concern into consideration.

Best regards,  
Susan Christoff  
1000 Vassar Road - College Park Neighborhood

# Bishop Ireton proposed expansion

DSUP2014-0029  
Additional Materials

Judy Seltz <judy.seltz@gmail.com>

Wed 9/6/2017 10:54 AM

To: PlanComm <PlanComm@alexandriava.gov>;

I live at 1218 Dartmouth Road and am writing to oppose granting a Special Use Permit to Bishop Ireton for its phased expansion. The parking and traffic situation in the Clover neighborhood has deteriorated significantly in the past three years, and additional students and faculty, as well as special events at the school, will only exacerbate an already serious situation.

All these issues are related, and should be treated wholistically.

1. Maryland commuters cut through the neighborhood, particularly in the afternoon, to get to Duke St.
2. They consistently exceed the speed limit on Yale Drive between Janneys Lane and Duke.
3. They completely ignore the stop sign at Princeton and Dartmouth, and just turn onto Dartmouth on their way to Yale.
4. Cambridge often has barely enough room for a standard car to get through, let alone an emergency vehicle.
5. Pickup and dropoff at Bishop Ireton creates backups throughout the neighborhood.

I urge you to develop a comprehensive traffic plan for the neighborhood before permitting any expansion of Bishop Ireton.

Thank you very much.

Judy Seltz  
1218 Dartmouth Rd.

Ann Tucker <ann.tucker@gmail.com>

Wed 9/6/2017 10:57 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Lisa Porter <lporter78@gmail.com>;

To the Planning Commission,

I am a resident of the Clover/College Park neighborhood that is immediately adjacent to Bishop Ireton High School. I am writing in opposition to the increase of 200 students that Bishop Ireton is requesting. Our small neighborhood should not have to accommodate even more students and staff and parents driving through our neighborhood. Our streets are already almost entirely overrun with cut-through traffic during the afternoon rush hour.

It is unreasonable to allow an expansion to BI when its parking lot cannot fully accommodate the students it has now. Currently, dozens of BI students park in the spaces that do not have 3 hour parking restrictions along Dartmouth and Janney's Lane. In 2016, the residents of Trinity Drive had to institute 3 hour parking restrictions along their street to displace Bishop Ireton student parking on both sides of the street that was causing traffic to back up the hill to Quaker Lane.

Their request to reach 950 students would make Bishop Ireton double the size of the other private high schools in Alexandria. (St. Stephens Upper School: 450 students. Episcopal High School (boarding): 440 students.) This negative impacts of this expansion should not be born by our neighborhood. I therefore oppose this expansion.

Thank you for your consideration.

Ann Tucker  
400 Yale Drive

Elizabeth Salgado <emrsalgado@comcast.net>

Wed 9/6/2017 11:51 AM

To: PlanComm <PlanComm@alexandriava.gov>;

I live at 1302 Dartmouth Road, and I'm not in favor of the Bishop Ireton expansion; I am also extremely frustrated with the major influx of careless commuter traffic in my neighborhood. Between the many cars belonging to BI students parked on the neighborhood streets, and the terrible influx of commuter traffic during rush hours, I don't feel confident that my children can walk safely through the neighborhood. In the mornings, the intersection at Yale and Janneys is very dangerous for the kids walking to school, despite the crossing guard. Cars routinely run the red light from Yale onto Janneys despite large crowds of schoolchildren getting ready to cross. In the afternoon, getting out of the neighborhood, or back into it, when I need to transport my children to their various activities, takes four to five times longer than it did five years ago, and often requires threading the needle to get between parked cars and constant vigilance to avoid cars impatiently trying to get around parked cars or cars not moving fast enough for some drivers' preference. To add insult to injury, when the neighborhood isn't clogged with commuters, cars routinely run the stop signs at Yale and Dartmouth and Cambridge and Dartmouth coming up from Duke, often at speeds clearly in excess of 25. The stop signs at Trinity and Princeton, and Princeton and Dartmouth, are also routinely ignored. And, finally, living at the very end of Dartmouth, I am witness to a parade of cars all day long, consisting of drivers hoping to find a cut-through from Dartmouth to Duke and unaware of the dead end, which is very poorly marked. They turn around in my driveway and race back down Dartmouth, again at speeds clearly in excess of 25.

Elizabeth Salgado

# Gridlock in Clover College Park neighborhood

DSUP2014-0029  
Additional Materials

dkuhns10@gmail.com

Wed 9/6/2017 12:11 PM

To: PlanComm <PlanComm@alexandriava.gov>;

I feel that is necessary that I relay my concerns regarding traffic in our neighborhood. The cut through traffic on Yale and Cambridge during rush our is a public safety concern. Will we wait until someone dies because an ambulance can't get to someone's home in an emergency? More students at Bishop Ireton High will make this problem worse. As I understand it the report on the traffic impact when BI expands has been determined to be none. Very hard to believe. Knowing that this will be a problem something needs to be done to make traffic move e.g. no rush hour parking on the school side of Cambridge Road. Neighborhood permit parking expanded further from the school so that the additional students would have to a greater distance to get to school from their cars.(I won't bore you with how far I walked to school, both ways uphill)  
Let's figure out something now before we have complete gridlock and have to make one way streets to keep commuter traffic on the main arteries.

Denny Kuhns  
2905 Dartmouth Road

# approve Bishop Ireton Expansion

DSUP2014-0029  
Additional Materials

Fannon.Francis <Francis.Fannon@SunTrust.com>

Wed 9/6/2017 12:55 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Planning Commission- Please endorse the expansion plans at Bishop Ireton High School. I live at 315 Vassar Road and have had no problems or traffic issues with the school. Most of the traffic issues you have been hearing about have been created by traffic applications on I-phones such as WAZE.

Alexandria is a densely populated city and as much as government wants everyone to take a bus or a bike the reality is Americans love their cars and the freedom to drive. Ireton's population growth is in demand and 200 more students will not make a significant impact on overall traffic problems.

TC Williams has about 3,500 students and is near a residential area and appears to manage just fine.

Please approve all of the requests for the expansion of Bishop Ireton and let me know if you have any questions.

Thanks  
Frank Fannon  
315 Vassar Rd

[Click here](#) to watch a quick video about our home mortgage process.

Frank Fannon, NMLSR#20403  
Mortgage Loan Officer  
THE PRIVATE CLIENT GROUP  
**SunTrust Mortgage, Inc.**  
Office: (703) 838-2519  
Cell: (703) 861-1864  
Fax: (703) 548-8182  
515 King Street, 2nd Floor  
Alexandria, VA 22314  
[www.suntrust.com/frank.fannon](http://www.suntrust.com/frank.fannon) Apply on-line  
Assistant: Francine Nelson | 703-838-2528 |  
[Francine.Nelson@suntrust.com](mailto:Francine.Nelson@suntrust.com)

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[ST:XCL]

Anita Barondes <[abarondes@gmail.com](mailto:abarondes@gmail.com)>

Wed 9/6/2017 12:55 PM

To: PlanComm <[PlanComm@alexandriava.gov](mailto:PlanComm@alexandriava.gov)>;

Cc: [ann.tucker@gmail.com](mailto:ann.tucker@gmail.com) <[ann.tucker@gmail.com](mailto:ann.tucker@gmail.com)>;

I agree with Ann Tucker. I live on Janneys Lane. As a result of the last expansion, all the parking on my street is taken up with BI students. The traffic trying to get to Duke Street is already overflowing. More students will simply add to the traffic and parking problem.

See Ann Tucker's letter below:

To the Planning Commission,

I am a resident of the Clover/College Park neighborhood that is immediately adjacent to Bishop Ireton High School. I am writing in opposition to the increase of 200 students that Bishop Ireton is requesting. Our small neighborhood should not have to accommodate even more students and staff and parents driving through our neighborhood. Our streets are already almost entirely overrun with cut-through traffic during the afternoon rush hour.

It is unreasonable to allow an expansion to BI when its parking lot cannot fully accommodate the students it has now. Currently, dozens of BI students park in the spaces that do not have 3 hour parking restrictions along Dartmouth and Janney's Lane. In 2016, the residents of Trinity Drive had to institute 3 hour parking restrictions along their street to displace Bishop Ireton student parking on both sides of the street that was causing traffic to back up the hill to Quaker Lane.

Their request to reach 950 students would make Bishop Ireton double the size of the other private high schools in Alexandria. (St. Stephens Upper School: 450 students. Episcopal High School (boarding): 440 students.) This negative impacts of this expansion should not be born by our neighborhood. I therefore oppose this expansion.

Thank you for your consideration.

Ann Tucker  
400 Yale Drive  
Anita Barondes  
[abarondes@gmail.com](mailto:abarondes@gmail.com)  
803 Janneys Lane

# Expansion of Bishop Ireton student body

DSUP2014-0029  
Additional Materials

George Vercessi <g2vercessi@comcast.net>

Wed 9/6/2017 1:43 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: slyjenk@yahoo.com <slyjenk@yahoo.com>;

Dear Planning Commission members,

I reside on Walleston Court, which intersects with Cambridge Road at Janneys Lane. Over the past several years, I and my neighbors have petitioned the city to eliminate the potential for a serious accident when emerging from either Walleston Court or Cambridge Road onto Janneys Lane when overflow student parking on Janneys Lane seriously reduces the ability to detect on-coming traffic from either direction.

Recognizing this hazard, the city has attempted to minimize the problem, but has done so only partially. I now fear, coupled with the increased Mark Center commuter traffic through our neighborhood, any additional Bishop Ireton student traffic will exacerbate an already dangerous situation.

Therefore, I urge you to require the high school to provide on-site parking for its entire faculty and student body, or ask that you delay approving any expansion plans until it is able to do so.

Thank you for your consideration. I look forward to a response.

Sincerely,

George Vercessi  
1615 Walleston Court

[www.vercessi.com](http://www.vercessi.com)



Contact CCPCA Board <contact.ccpca.board@gmail.com>

Wed 9/6/2017 11:08 PM

To: PlanComm <PlanComm@alexandriava.gov>;

 1 attachments (85 KB)

CCPCA Memo to PlannComm re BI DSUP.pdf;

Members of the Planning Commission,

Attached please find the statement of the Clover/College Park Civic Association Board, which we will present at tomorrow's hearing. Previously, I requested 6 minutes to speak tomorrow night. If I am not granted the extra minute to speak, I will be removing the portion of the statement regarding the bike sharrows. This does not lessen the importance of this request; it is only an attempt to consolidate the statement should extra time not granted to our civic association. That portion of the statement is as follows:

*On a final note, we are disappointed in the City's decision to add a provision to the DSUP that requires Bishop Ireton to paint bike sharrows on Cambridge Road. Of all the roads in our community, Cambridge Road is the least appropriate route for bike sharrows; at one point, parking along both sides of that road create a pathway so narrow that an ambulance or fire truck could not fit through. Painting bike sharrows will provide a false sense of security and an implicit sanction by the City that Cambridge will be able to safely accommodate this facility.*

*Rather than encouraging biking along the steep and congested Cambridge Road, we would like to see pedestrian improvements around Bishop Ireton instead. Our community requested the crosswalks be painted in a memo to the City a year and a half ago to make pedestrians safer in our neighborhood. We were told that the city lacked the funds to complete this project. We would ask that the city remove the provision regarding bike sharrows and insert a provision requiring Bishop Ireton to paint the crosswalks along Cambridge between Duke Street and Janney's Lane. This provision will benefit both Bishop Ireton pedestrians and our community, and will prevent bike sharrows from being placed in an ill-conceived location within our neighborhood.*

Thank you for your time and attention to this matter.

Lisa Porter  
CCPCA President



**Date: September 7, 2017**

**To: Members of the City of Alexandria Planning Commission**

**From: Lisa Porter, President, Clover/College Park Civic Association**

**Re: Bishop Ireton's Request for a Developmental Special Use Permit**

---

Thank you for the opportunity speak this evening. I am here as the President of the Clover/College Park Civic Association board. Our community is located directly adjacent to Bishop Ireton High School and is comprised of approximately 250 single family homes. Please note that I am here tonight on behalf of our civic association; where any individual resident's statements to you conflict with statements of our civic association, we would ask that you give proper weight to those individuals' views.

I would like to start by thanking Bishop Ireton and members of our community for working together to develop provisions for this special use permit. I believe that the provisions we agreed to, including those incorporated into the Memorandum of Understanding, will aid in flow of communication between the school and our community and will mitigate the impact of school events on our neighborhood.

The one provision our board does not agree with is the request to increase enrollment by 200 students, an extraordinary increase of more than 25% over current allowed enrollment. This provision will have a significant negative impact on our community. At the present time, Bishop Ireton is allowed to enroll 750 students at the school and in recent years has enrolled up to 815 students. The majority of these students commute by car to the school from other parts of Alexandria and adjacent counties.

In recent years, our neighborhood has seen a rapid increase in cut-through traffic seeking to bypass Duke Street in an effort to reach 495; often times these backups span many city blocks in length and prevent residents from reaching their driveways. While we recognize that the traffic study completed by Bishop Ireton found that the impact of increased enrollment would be negligible, we hope the Planning Commission notes that this finding was, in part, due to the fact that our area is already heavily overburdened with traffic. In fact, the spokesman for the firm that conducted Bishop Ireton's traffic study agreed with a resident's conclusion that the study essentially found that increased enrollment would not have a significant impact because traffic was already horribly congested in our area. Neither this qualification, nor the numerous caveats that exist within the study itself, have alleviated our concern and objections over the impacts of traffic and parking from increased enrollment.

Regardless of the results of the traffic study, what we, as residents of the community surrounding Bishop Ireton know is this: on a daily basis, our neighborhood endures high-speed, careless, cut through traffic; we endure cars that clip parked vehicles in an effort to weave through our neighborhoods as quickly as possible; we endure individuals who run through stops signs, who do not pause for pedestrians, and who cause property damaged to resident's homes in an effort to get around the traffic backups. Clearly not all of these cars can be attributed to Bishop Ireton. However, as any resident can attest, they are some part of it and it negatively impacts our community.

Student commuters also impact the parking situation in our neighborhood. As Bishop Ireton increases their enrollment, more cars will be parked on our neighborhood streets. Under the city's guidelines, the parking at Bishop Ireton is deemed more than adequate, but we know that parking exceeds their spaces given the large numbers of BI students that park on neighborhood streets. Just last year, the City approved additional 3 hour parking permits along Trinity Drive to combat the traffic jams created by student parking on both sides of that street. Neighbors on Janneys Lane have cars lined in front of their homes every school day. It is disingenuous to believe that a 200 student increase in enrollment, which will also result in an increase in staff requiring parking spaces, will not result in additional cars parked in our neighborhood.

We ask that the Planning Commission reject Bishop Ireton's request to increase student population by 200 students. In the interest of compromise, we agree to Bishop Ireton's proposal to increase the student population to 810 after Phase I of the project is completed and ask that it remain there following all subsequent phases of the project. During our meetings last spring, Bishop Ireton stated that in reality, the student population was not projected to grow beyond 875 students. This growth comes from the Arlington Diocese's decision to close the 14 acre Paul IX campus and build a new school in Loudoun County. It is not this City's responsibility to allow Bishop Ireton to grow to more than twice the size of any other private high school in this area in order to solve an enrollment problem of their own choosing.

On a final note, we are disappointed in the City's decision to add a provision to the DSUP that requires Bishop Ireton to paint bike sharrows on Cambridge Road. Of all the roads in our community, Cambridge Road is the least appropriate route for bike sharrows; at one point, parking along both sides of that road create a pathway so narrow that an ambulance or fire truck could not fit through. Painting bike sharrows will provide a false sense of security and an implicit sanction by the City that Cambridge will be able to safely accommodate this facility.

Rather than encouraging biking along the steep and congested Cambridge Road, we would like to see pedestrian improvements around Bishop Ireton instead. Our community requested the crosswalks be painted in a memo to the City a year and a half ago to make pedestrians safer in our neighborhood. (See attached). We were told that the city lacked the funds to complete this project. We would ask that the city remove the provision regarding bike sharrows and insert a provision requiring Bishop Ireton to paint the crosswalks along Cambridge between Duke Street and Janney's Lane. This provision will benefit both Bishop Ireton pedestrians and our community, and will prevent bike sharrows from being placed in an ill-conceived location within our neighborhood.

While we understand that the school meets the City's technical requirements for this expansion, we believe that the increased enrollment will have a negative impact on the safety of our community. The City, in the past, has placed the safety of its residents above the technical requirements of a proposal and we sincerely hope that the City takes that approach in this case. The City has a duty to place a higher value on the safety and security of a residential neighborhood than the need for a private high school to increase its population above what that neighborhood can tolerate.

While the Planning Commission can technically approve the enrollment increase, the reason we choose community members to serve on these commissions is to discern when there is a conflict between what the City CAN do and what it SHOULD do. This is an instance where such a conflict exists. In the interest of the community which you are asked to serve, I ask that you choose what you should do and reject the school's request.

Thank you again for your time this evening. On behalf of the Clover/College Park Civic Association board, we appreciate the opportunity to be heard on this issue.

# I OPPOSE the Expansion of Bishop Ireton

DSUP2014-0029  
Additional Materials

L. Addie Rasavong <larasavong@yahoo.com>

Thu 9/7/2017 1:47 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Planning Commission,

I live on Dartmouth Road, just 2 blocks from Bishop Ireton and I am opposed to the expansion of Bishop Ireton to accommodate 200 more student.

My small neighborhood already accommodates a lot of traffic during school hour (2:30-3:30 pm) and rush hours (4-7pm). Adding another 200 or more students would just excacerbate the current traffic situation. The Clover College Park and West Taylor Run Associations have requested that the city do something about all the rush hour traffic in our neighborhoods and nothing has happened. Cars are still backed up on Cambridge and sometimes Yale Drive trying to get to Duke or Janney's Lane.

In addition to more traffic, there will be parking issues as well. Currently, Bishop Ireton students park on Dartmouth Road, Janney's Lane and sometimes Trinity. This morning I saw a student park in front of my house on Dartmouth Road, a 3 hour limit zone for non-resident. She was there from 7:45am to around 3pm today. She did not get a ticket but was obviously in violation of parking rules. Will there be anyone driving by our neighborhood to check on parking violations? If you are planning to allow for this expansion, is there any provision to increase parking space for the additional students and staff? If not, has anyone considered requiring the students to use public transportation or have them all be bused to school? Are the rules different for public school students vs. private school students?

The above two issues will lead to a safety issue for our neighborhood. During rush hour or morning drop off and afternoon pick-up at Bishop Ireton there is always back up. If there is an emergency, how will our fire department get through these traffic jams?

Bishop Ireton's requests to expand will double the school's size in comparison to other private high schools in Alexandria (St. Stephens Upper School: 450 students. Episcopal High School (boarding): 440 students.) These negative impacts of this expansion should not be born by our neighborhood. I therefore oppose this expansion.

Thank you for your consideration.

Lath Rasavong & Eric Harrington  
1111 Dartmouth Road  
Alexandria VA 22314

# Traffic flow issues

DSUP2014-0029  
Additional Materials

tjhofmann@gmail.com

Thu 9/7/2017 6:32 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Hello,  
Our neighborhood is becoming increasingly congested with traffic. I spent nearly 25 minutes in standstill traffic on Cambridge Lane on Tuesday night. The street is not wide enough for parking on both sides while allowing two way traffic.

We've lived here for almost 4 years, and the traffic worsens every year.

The planned expansion of Bishop Ireton to allow 200 additional students is very troublesome. This will inevitably put more traffic in our neighborhood as the students/parents typically drive to school. I do not support this expansion until we have an actionable plan to deal with the neighborhood congestion.

Thanks,  
Thomas Hofmann  
403 Crown View Dr

Melinda Mount <mountmelinda2@gmail.com>

Thu 9/7/2017 9:54 AM

To: contact.ccpca.board@gmail.com <contact.ccpca.board@gmail.com>; ccpca\_events@googlegroups.com  
<ccpca\_events@googlegroups.com>; PlanComm <PlanComm@alexandriava.gov>;

Dear Members of the Planning Commission:

As a resident of Clover/College Park for almost 30 years, I am constantly amazed that development trumps quality of life issues time and again. The planned expansion of Bishop Ireton High School only worsens the problems that have existed since we moved in. These are:

1. Traffic - car and pedestrian
2. Parking
3. Noise
4. Litter
5. Lack of respect for neighbors and the neighborhood

You have already heard from many residents about the public safety issues surrounding the traffic problems and parking. I have been nearly run over by students on several occasions as I walk through the neighborhood. I have also been subjected rude behavior by students as I walk. The noise level from the athletic fields (and the traffic) is also a problem that will be exacerbated if the student body increases.

When it enough enough? Please reject the request for the expansion of Bishop Ireton High School.

Melinda Mount  
312 Crown View Driver

# Bishop Ireton's Request for a Development Special Use Permit

DSUP2014-0029  
Additional Materials

Gary Olejniczak <garyole@comcast.net>

Thu 9/7/2017 11:30 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: 'Lisa Porter' <lporter78@gmail.com>; CCPCA\_Events@googlegroups.com <CCPCA\_Events@googlegroups.com>;

 1 attachments (85 KB)

CCPCA Memo to PlannComm re BI DSUP.pdf;

I endorse the attached position of the CCPCA.

I never had any problem with the school in the neighborhood and understood its presence at the time of the purchase of our home. The school was originally approved as an exception to be built in a residential neighborhood in accordance with established procedures and conditions under which it operate.

If the school had remained as it was originally established – compared to today, a relatively small boys only high school, run by resident clergy with no athletic field or auditorium, I am sure many issues with the school would be minor or non-existent. While the school has expanded in accordance with existing planning and zoning rules, it has demonstrated a blatant disregard of some of the operational conditions imposed on it by the City. The City agreed with citizens who wanted these conditions to help maintain the residential character of the neighborhood.

The school is a business of the Archdiocese and as such wants to maximize their return on investment. The return is maximized by enrolling the maximum number of students the buildings will feasibly allow, while maintaining a realistic educational environment. The impact on the neighborhood is secondary or maybe further down the list of priorities. Since the inception of the school in our neighborhood, it has continued to expand, renew, and add new facilities to keep up with the student needs and pay for that expansion with an ever increasing student population. I have seen pressure on the school by the Archdiocese to get the most out of the infrastructure by even expanding beyond school use to again maximize return on investment. This was resisted successfully by the neighborhood and consistent with conditions of use imposed by the City.



I can say that the current BI administration is trying very hard to be a good neighbor. Despite that fact, continued expansion only adds to the already horrendous traffic problems in our neighborhood. It also provides another opening for the Archdiocese to maximize the return on their investment despite negative impacts to the neighborhood. While BI may be a relatively a minor contributor to the traffic caused by unfettered development in the City and our region in general, it is one source that we can try to exercise some control over to help maintain the safety and residential character for the majority of the people of our neighborhood.

For a minority, having a good non-secular school in our neighborhood may outweigh the cost of increased traffic or negative effects on the residential character of my neighborhood. The value of our homes is directly impacted by the benefits and impacts of living with a non-secular school in our neighborhood. However, I believe in a democracy, the majority should decide the tradeoffs of benefits versus the negative impacts.

Adding another 200 students is a non-starter for me. Enrollment should be capped at 810. Current enrollment is already at 786

<https://www.bishopireton.org/page/about/school-profile>, which is already in violation of the 750 cap imposed by the current SUP. Enrollment needs to be specifically defined in the SUP so there is no question as to whether it is average number of students present on a given day or actually the number of students that are on the rolls at some point in the school year. There must also be a mechanism for the City to monitor and enforce this condition, given the current disregard by this school.

Gary Olejniczak  
407 Cambridge Road  
Alexandria, VA

Katherine K. Leon <katherine.leon@scadalliance.org>

Thu 9/7/2017 11:29 AM

To: PlanComm <PlanComm@alexandriava.gov>;

To the members of the Alexandria Planning Commission,

I am writing in support of Bishop Ireton's ongoing renovation and plan to increase enrollment to 950 students.

My family has resided near the school for 17 years, first in Florence's Addition to Clover and, for the past 10 years, in Clover. Throughout the 17 years, Bishop Ireton has been a target of perpetually disgruntled residents complaining about the sound of football games, pep bands, cheering crowds, traffic, parking, teenagers in general, and now the school's renovation and planned progress.

Is traffic in Clover-College Park debilitating at times? Yes, anyone will tell you that. But here is why: we have bought homes in a pie-shaped wedge of Alexandria within the perimeter of King Street, Duke Street, I-95/495, I-395, Telegraph Road, Amtrak station, King Street Metro, and Route 1. So yes, traffic is a problem – regardless of whether Bishop Ireton has 750 students or 950 students.

Is Bishop Ireton's expansion necessary? Yes, it is. The city should be elated that a quality Catholic high school is drawing applicants from diverse families throughout Maryland, the District and Virginia. Bishop Ireton strives to compete with "the best." The school is focused on giving students excellent resources toward achieving their personal goals academically, and through athletics and the arts.

Thank you for considering my opinion by email. Others in the neighborhood share this view.

Warm regards,  
Katherine Leon

David Reiss <daverr71@gmail.com>

Thu 9/7/2017 1:10 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To the Planning Commission,

I understood there was a private high school at the time of the purchase of our home. The school was originally approved as an exception to be built in a residential neighborhood in accordance with established procedures and conditions under which it operates.

If the school had remained as it was originally established – compared to today, a relatively small boys only high school, run by resident clergy with no athletic field or auditorium, I am sure many issues with the school would be minor or non-existent. While the school has expanded in accordance with existing planning and zoning rules, it has demonstrated a blatant disregard of some of the operational conditions imposed on it by the City. The City agreed with citizens who wanted these conditions to help maintain the residential character of the neighborhood.

The school is a business of the Archdiocese and as such wants to maximize their return on investment. The return is maximized by enrolling the maximum number of students the buildings will feasibly allow, while maintaining a realistic educational environment. The impact on the neighborhood is secondary or maybe further down the list of priorities. Since the inception of the school in our neighborhood, it has continued to expand, renew, and add new facilities to keep up with the student needs and pay for that expansion with an ever increasing student population. I have seen pressure on the school by the Archdiocese to

get the most out of the infrastructure by even expanding beyond school use to again maximize return on investment. This was resisted successfully by the neighborhood and consistent with conditions of use imposed by the City.

I can say that the current BI administration is trying to be a good neighbor. Despite that fact, continued expansion only adds to the already horrendous traffic problems in our neighborhood. It also provides another opening for the Archdiocese to maximize the return on their investment despite negative impacts to the neighborhood.

Adding another 200 students is not acceptable for me. Enrollment should be capped at 810. Current enrollment is already at 786 (<https://www.bishopireton.org/page/about/school-profile>), which is already in violation of the 750 cap imposed by the current SUP. Enrollment needs to be specifically defined in the SUP so there is no question as to whether it is average number of students present on a given day or actually the number of students that are on the rolls at some point in the school year. There MUST also be a mechanism for the City to monitor and enforce this condition, given the current blatant disregard by Bishop Ireton.

The traffic in the mornings and pick-up times for the school are only going to get worse with adding additional students. Plus the added traffic of 200 more cars for events and functions will exacerbate the traffic that makes us prisoners in our homes during certain times of the day. In the interest of public safety and common decency, this problem needs to be addressed...not added to by increasing the traffic through our neighborhood of Clover/College Park.

Sincerely,

David Reiss

301 Cloverway Drive

Alexandria, 22314