



## ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item  
Meeting of October 13, 2007

**DATE:** October 5, 2007

**SUBJECT:** U-3041-02-2 USE PERMIT AMENDMENT to construct a new school at 5201 N. 28<sup>th</sup> St. (Yorktown High School) (RPC #02-038-004)

**Applicant:**

Arlington Public Schools (APS)

**By:**

Sarah Woodhead  
Director, Design and Construction Services  
Arlington Public Schools  
2770 South Taylor Street  
Arlington, Virginia 22206

**C. M. RECOMMENDATION:**

Approve the subject use permit for a new high school building subject to the conditions of the staff report.

**ISSUES:** The Yorktown Civic Association has raised concerns primarily regarding parking and traffic.

**SUMMARY:** Arlington Public Schools requests a use permit to construct Phase II of a building addition for Yorktown High School. The project calls for demolition of portions of the existing school and reconstruction of approximately 194,110 square feet of usable space. The design would retain Phase I which was approved by the County Board in 2003. The construction will include a gymnasium, classroom space, and music and arts facilities. The renovated school will also include a new aquatics facility which is currently located in Greenbrier Park adjacent to the school site. The project will increase the site parking by more than 50 spaces which triggers the requirements for review under the Modified Use Permit process due to the increase in site parking from 228 to 347 parking spaces in compliance with the Greenbrier Master Plan. The school use is consistent with the site's "Public" General Land Use Plan designation and "S-3A" zoning. The proposed design provides the space needed for required educational and community facilities. With the recommended TDM and Parking Management Plan, the proposal balances the needs of pedestrians, cyclists, automobiles, and neighbors and enhances the school's presence in the community. The design results in a school campus that provides security for the school while generally addressing the scale and architectural character of the neighborhood. Therefore, staff

County Manager: \_\_\_\_\_

Staff: Rasheda DuPree McKinney, DCPHD, Planning  
Adam Denton, DES, Transportation

PLA-4771

recommends approval of the subject use permit for a new high school building subject to the conditions of the staff report.

**BACKGROUND:** The Yorktown High School building was originally the site of Greenbrier Elementary School and was constructed in 1949. The elementary school was converted to a high school and a second building was constructed on the site in 1955. A media center was constructed in 1967 which connected the two buildings on the site. The current use permit request is the second of a two-phase development process which will result in a new facility for Yorktown High School. The first phase, approved by the County Board in March 2003, provided a 55,562 square foot building addition. The addition is fully occupied and contains 30 classroom spaces on the western portion of the school.

Yorktown High School is one of the first APS projects to be reviewed as part of the Modified Use Permit (MUP) process. The MUP process was developed to evaluate large-scale school projects and determine compliance with zoning ordinance provisions and County regulations. The APS Capital Program process included the establishment of a Building Level Planning Committee (BLPC) comprised of members of the school's staff, parents and PTA members, representation from community groups, and county staff. E2C2, the Transportation and Planning Commissions all have liaison representation in the BLPC. Each liaison has been actively involved in the BLPC process and is responsible for providing feedback to their respective committees on issues raised in BLPC meetings. On April 17, 2006, the BLPC held a public work session which provided building and site design options and information to the School Board, the County Board, and members of the community. On May 8, 2006, staff provided a briefing to the Planning Commission on the BLPC process and outlined the project goals for Yorktown established by the BLPC. The BLPC holds regular meetings to discuss adherence to education specifications and programatic needs, community issues, and design solutions and provides input on the project from conceptual design through building occupancy. As part of the design and construction process, the BLPC met more than 15 times as a group, and collaborated with community groups, the School Board, and County commissions through a series of work sessions to facilitate the design of the new Yorktown High School addition. The schematic design of the new building was reviewed and approved by the School Board.

Site: The Yorktown High School site is comprised of 12.34 acres and is bound by Yorktown Boulevard to the north, Greenbrier Street to the west, and N. 28<sup>th</sup> Street to the east. The building has primary frontage on Yorktown Boulevard and is surrounded by single-family detached dwellings west, north and east of the site, and Greenbrier Park south of the site. The school currently provides 177 parking spaces. The school's enrollment will remain at 1,600 students, and faculty will remain at 237 total staff.

Zoning: The site is zoned "S-3A" Special Districts.

Land Use: The site is designated on the General Land Use Plan (GLUP) as "Public", Parks (*Local, regional, and federal*), Schools (*public*). Parkways, major unpaved rights-of-way. Libraries and cultural facilities.

Neighborhood: Yorktown High School is located within the Yorktown Civic Association, and is near the Rock Spring Civic Association boundary.

### **Transportation**

The subject site is located at the southwest corner of the intersection of Yorktown Boulevard and N. 28<sup>th</sup> Street. The Master Transportation Plan - Part 1 classifies Yorktown Boulevard as a minor arterial and N. 28<sup>th</sup> Street as a neighborhood minor street. Adjacent to the site, both Yorktown Boulevard and N. 28<sup>th</sup> Street provide a single travel lane in each direction. On-street parking is generally allowed along both sides of Yorktown Boulevard and N. 28<sup>th</sup> Street except near street intersections and major driveways to the school parking lots.

Traffic Impact and Parking Analysis: A Traffic Impact and Parking Analysis of Yorktown High School, prepared by Patton Harris Rust & Associates, Inc., (dated October 2006), assessed the existing traffic conditions and future parking requirements for Phase II construction of Yorktown High School. The study's methodology assumed a negligible increase in trip generation because student enrollment is planned to remain constant at approximately 1,600 students. The existing intersection Level of Service (LOS) analysis is assumed to be representative of future intersection LOS conditions.

Twelve intersections located near or around the periphery of the site were analyzed to determine existing LOS. Eleven of the 12 evaluated intersections are unsignalized and operate under stop sign control. The intersection of Yorktown Boulevard at Little Falls Road and Greenbrier Street is signalized and operates at an acceptable LOS B in both the AM and PM peak hours. Of the 11 unsignalized intersections, five of those currently provide an unsatisfactory LOS E/F from one or two approaches during either the AM (1) or PM (1) peak hour or both peak hours (3). Intersection LOS for unsignalized intersections is evaluated for each street approach to the intersection. Left turns from the minor street approach to the intersection must yield to traffic on the major street and often results in unsatisfactory LOS in the peak hour. Traffic volumes on both the major and minor street approaches are highly peaked in the AM and PM peak hours with very low volumes at all other times and therefore do not meet any of the warrants for traffic signalization.

Streets: The site is located in the southwest corner of the intersection of Yorktown Boulevard and N. 28<sup>th</sup> Street. Yorktown Boulevard is proposed to remain at its existing 59-foot width between the face of curbs, providing two, 10.5-foot wide travel lanes and two, 8-foot wide curb parking lanes, two 6-foot wide bike lanes and a 10-foot wide painted median. N. 28<sup>th</sup> Street is proposed to be maintained at its existing 36-foot width between the face of curbs, providing two, 10-foot wide travel lanes and two, 8-foot wide curb parking lanes.

### **Utilities**

Adequate water and sanitary sewer capacity is available to serve the proposed development. Local improvements will be required to provide service to the development and to relocate existing utilities in conflict with the proposed building footprint. These will be determined at the time of final engineering plan review. The applicant will be required to comply with the Chesapeake Bay Preservation Ordinance and the Plan of Development requirements that include:

A Resource Protection Area Delineation (site is not located in an RPA); a Landscape Conservation Plan; Storm Water Management Plan; and an Erosion and Sediment Control Plan. Staff will review the final site engineering plan to ensure that storm water runoff will not be released from the site in a concentrated manner which may have an adverse impact on the adjacent residential properties and to make sure that disturbance to existing groundcover and trees is minimized.

Aerial utility lines are located along the site’s Yorktown Boulevard frontage of the site. Consistent with County practice for public buildings, staff recommends that the applicant remove the existing aerial utility lines located along the Yorktown Boulevard frontage of the site consistent with the Utility Underground Policy. Staff also recommends that all utility services to the building be placed underground.

The chart provides additional information on the Yorktown High School proposal:

Total Site Area	537,530 sf (12.34 acres)
Density	
Academic – Office, Classroom, etc.	329,855 sf
Community Spaces	19,145 sf
Total GFA	349,000 sf
Total FAR	0.65 FAR
<b>“S-3A” Max. Permitted GFA</b>	<b>N/A</b>
Building Height	
Average Site Elevation	351.65 feet
Main Roof Height	395.67 feet
Main Roof Elevation from ASE	44.11 feet
Penthouse Height	10 feet (does not count toward bld ht.)
Penthouse Elevation from ASE	54.11 feet
Number of Stories	Up to a maximum of 3 stories
<b>“S-3A” Max. Permitted Height</b>	<b>45 feet</b>
Parking	
Spaces on Yorktown site	247
Spaces on Greenbrier Park site	100
Standard	318
HC	10
Compact	19
Percent Compact	5
<b>Total Parking Spaces</b>	<b>347 spaces</b>
<b>Total Required Spaces<sup>1</sup></b>	<b>160 spaces</b>
LEED Score	40 points

**DISCUSSION:** The proposed Yorktown High School project will demolish approximately 181,630 square feet and reconstruct 291,000 square feet of gross floor area to the school site. The building addition is comprised of a one- story section adjacent to Greenbrier Park and single-family residences on the south and west of the site, a two-story gymnasium and aquatic facility

<sup>1</sup> If each specific use was required to provide parking, the Zoning Ordinance prescribes the following ratios: auditoriums require one space per ten seats (67 spaces), the gymnasiums would require one space per ten seats (83 spaces), classrooms/labs require one space per ten students (160 spaces) and community pools require one space per 40 square feet (178 spaces) – totaling 488 spaces. Please note that these numbers do not take into account any sharing between the uses.

on the southeastern portion of the site, and a three-story section of additional classrooms toward the center of the site.

Modified Use Permit: The use permit process specifies that a school project qualifies for review as part of the modified use permit process should any one of four criteria apply: 1) an increase in enrollment exceeding the design capacity of the school, 2) a building expansion which increases the building footprint by more than 20% or extends closer to the property line, 3) an increase in parking of 50 spaces or 20,000 square feet, or 4) an increase of more than 10% of site coverage. The proposed building addition will not increase enrollment, which will remain at approximately 1,600 students, will not constitute an expansion of more than 20% of the building footprint, nor constitute 10% of additional site coverage. However, the project, as proposed, will increase the amount of parking from 228 spaces to 347 spaces. Therefore, the project meets the requirements for analysis under the County use permit process. The County's use permit process has been modified for application to public school projects. When a determination is made that a modified use permit is required for a specific project, the BLPC for that project is created including representation from the community, APS and County staff, and relevant County advisory commissions.

Project Goals: The BLPC established several goals early in this process to identify issues to address education standards and program requirements. Some of the main project goals identified include:

*Upgrade the facilities to provide quality education with additional resources comparable to a competitive high school program:* The aging facility does not provide classroom resources and space needed to provide dedicated spaces for specific program needs.

*Provide opportunities for indoor and outdoor gathering space:* The building footprint is organized on a central courtyard element which provides an outdoor space for gatherings as well as internal spaces which allow for informal gatherings to facilitate dialogues among students and faculty.

*Maximize internal circulation to create secured areas restricted to students and staff:* In response to concerns raised by the students and staff, the BLPC worked to create a floor plan which would maximize security by restricting access to student and faculty space from community spaces such as the swimming pool and gymnasium.

*Create civic presence:* The BLPC raised concerns regarding the lack of a "front door" to the building and worked to eliminate some the confusion and questions regarding building access by using architectural elements and building citing to create a clearly defined entrance on Yorktown Boulevard and strengthening the pedestrian circulation throughout the site.

*Environmental sustainability:* The BLPC is working to incorporate LEED principles in the building design to achieve an environmentally sustainable approach to building design and operation. The School Board has directed APS staff to achieve a design equivalent to a LEED Silver level and to seek certification from the Green Building Council.

*Lighting:* The BLPC established a goal of devising a building design which maximized natural light throughout the building to enhance the education experience and increase the overall quality of life.

Site Constraints: Several constraints exist on this site which affect the second phase of the Yorktown design. Two elements of the current design, the Phase I addition on the rear of this site and the existing auditorium on the front of the building, are to remain in their current locations. These elements created the framework for and the location of the footprint of the rest of the school building which places the majority of the building mass on the northwest portion of the site. The proposed citing of the building also avoids placing the building in the eastern portion of the site which experiences a maximum of a twenty-foot grade change. The site design takes advantage of the natural topography in the eastern portion of the site by preserving an existing wooded area (the ‘Bluff’) at the corner of Yorktown Boulevard and N. 28<sup>th</sup> Street. The topography also affords the opportunity to create an amphitheater on the eastern portion of the site to create an outdoor gathering space at the school’s main entrance.

Design Responses: The design for the Yorktown High School building is intended to generally complement the character and scale of the community, and to respond to the design goals established by the BLPC. The building materials are predominantly brick masonry, metal panels, and glass and are intended to enhance the Yorktown neighborhood which is characterized by masonry dwellings. The building scale complements adjacent single-family homes, which are generally 2-3 stories in height, by placing the taller portions of the building toward the center of the site away from residences. The west façade of the building design incorporates a single-story addition on the northwest portion of the site where the building immediately abuts single-family detached dwellings on North Greenbrier Street. The articulation of the western façade is designed to break up the massing of the building plane as it fronts onto the adjacent homes. The building massing increases toward the center of the site and rises to a maximum of three stories at the interior of the building. The community facilities, which include amenities such as the gymnasium and aquatic facility, are located on the eastern and southern portion of the building adjacent to Greenbrier Park and N. 28<sup>th</sup> Street. Although this portion of the building is two-stories tall, it is not immediately adjacent to residences. This portion of the building is separated from residences by a surface parking lot and the N. 28<sup>th</sup> Street right-of-way and, as such, has less impact on adjacent residences. Locating the community facilities in this portion of the building maximizes community access to these facilities and fosters a connection to additional athletic facilities in the adjacent park. This location also affords an opportunity to maximize shared parking facilities located between the gymnasium, aquatic facility, and the park.

The building design generally responds to a number of issues raised by the BLPC. The BLPC established a goal that the school should have a clearly defined front entrance on Yorktown Boulevard. The building uses architectural features and building materials to create a visually and physically accessible main entrance directly adjacent to a featured plaza element. The building also features a significant amount of glazing on the front of the building to highlight interior space and function. The design includes a brick exterior with metal design elements which complement the materials prevalent throughout the community. An interior courtyard is

the central organizing element of this design which serves as informal gathering space for students and faculty and provides light to interior school spaces. The courtyard also provides opportunities for outdoor educational space and to facilitate studies in sustainable design and serve as a site for outdoor performances.

In response to the SPRC's concerns, APS made significant changes to the two most prominent facades on the Yorktown Boulevard and 28<sup>th</sup> Street façades. The proposed changes will eliminate blank building wall expanses and provide views into the new aquatics facility. The Yorktown Boulevard façade incorporates more brick masonry into the design which is more in character with the design of the neighborhood. Additionally, APS lowered a proposed brick wall along the new aquatics facility façade on both Yorktown Boulevard and N. 28<sup>th</sup> Street to afford additional views into the aquatics facility to reduce the blank wall expanse and enhance the pedestrian experience.

LEED: APS has committed to incorporating Leadership in Energy and Environmental Design (LEED) principles as a central element of the building design. Several LEED principles have been identified and will be implemented on this site to demonstrate a commitment to providing a high performance school. One of the most visible sustainable elements proposed are solar hot water panels to be integrated into the façade design. The site will collect rainwater from the building's roof and HVAC condensation into underground cisterns for functions such as flushing toilets. This will reduce the impact on existing stormwater management systems and reduce site runoff. The design will implement green roof technology in the courtyard area to provide teaching opportunities through the school's science curriculum. These elements will help to minimize the site's impact on the County's environmental quality. Employing LEED at Yorktown will provide a unique opportunity to provide practical teaching tools for students on green building principles and raise awareness of sustainable practices. The purpose is a sustainable approach to design, construction, and environmental servicing.

Coordination with Greenbrier Park: Greenbrier Park is a 17.51 acre community park adjacent to Yorktown High School. The Master Plan for Greenbrier Park approved in 2002 includes discussions on shared resources with Yorktown High School. An existing pool on the park site will be relocated to a new aquatics facility which will be built at the school. Part of the Yorktown High School building (Phase I) was constructed on Greenbrier Park and parking on the school site would serve the park through agreements established by APS and the County. As part of the Phase II development, the County has agreed to allow staging for construction phasing on existing tennis courts adjacent to the school site which will be rebuilt in a manner consistent with the Greenbrier Master Plan.

Parking: There is currently a total of 228 off-street parking spaces serving the existing Yorktown High School (177 spaces) and Greenbrier Park (51 spaces). Both the existing surface parking lot located in front of the high school and the parking lot in the rear of the school near the tennis courts are proposed to be enlarged, increasing the off-street parking count to 347 spaces. The surface parking lots are all accessed from N. 28<sup>th</sup> Street between Yorktown Boulevard and North Greenbrier Street. The applicant is providing 12 ADA parking spaces which exceed the required 8 ADA parking spaces.

Street parking is also available adjacent to the site along Yorktown Boulevard and N. 28<sup>th</sup> Street. There are approximately 122 on street parking spaces adjacent to the school and Greenbrier Park. There is also parking available nearby on adjacent streets, some of which is regulated by the Residential Permit Parking Program.

The community has expressed the desire for additional on-site parking. The applicant is providing 347 parking spaces on site, which meets the intent of the Greenbrier Master Plan that calls for 346 parking spaces. Staff does not support adding additional parking to this site as it would encourage single occupant drivers and add unnecessary spaces. The school is also implementing a TDM plan to encourage alternative modes of travel, which requires APS to provide a shuttle service from nearby school parking lots for overflow capacity.

The transportation consultant conducted three separate parking needs analyses for the proposed development including the Arlington County Zoning Ordinance, Institute of Transportation Engineers (ITE) and Arlington Public School (APS) Policy. The Arlington County Zoning Ordinance requires 160 parking spaces based on the combined proposed development for the site, including the school, tennis courts and swimming pool. ITE national rates estimates the parking needs at 229 spaces. Current APS Policy typically allocates 220 parking spaces for a high school with the majority of the parking spaces allocated for staff parking for all uses and employees, in addition to the swimming pool (2 spaces) and the park (6 spaces), resulting in a grand total of 228 parking spaces. The three individual uses on-site – the high school, swimming pool and the Greenbrier Park, have complementary operating hours and their respective peak period parking demands that lend themselves to a shared off-peak parking management program.

#### TDM and Parking Management Planning:

The School Board asked APS staff to develop a Transportation Demand Management (TDM) plan for Yorktown High School. APS and County staff prepared a draft TDM plan that is responsive to Yorktown High School and Greenbrier Park daily and special event parking. The TDM addresses how parking will be managed to reduce parking overspill during high-attendance events and utilizes parking both in the main parking lot drive aisle and on the school bus loop during off-peak hours while maintaining sufficient drive aisle space for two lanes of traffic. The program seeks to encourage students and staff to use public transportation options as well as other modes (walking, bicycling, carpooling). The goals of the TDM are to reduce the number of vehicle trips to the school, which would preserve on-street parking inventory for resident use and to reduce traffic in the neighborhood.

The Yorktown TDM plan focuses on carpool/vanpool alternatives:

- By offering staff assistance in arranging pool partnerships.
- By offering parents information and assistance in developing carpools to bring students to school
- By encouraging participants and guests for special events to make use of carpool and ridesharing options.

- By providing incentives such as rewarding high occupancy vehicles with parking closer to events.

APS will also continue to provide information to parents, students, and staff on alternative transportation programs and actively encourage participation in transportation programs. APS and the Teen Transit Advisory Board have facilitated an innovative program called iRide which is comprised of APS staff and teenagers. Last summer and throughout the 2006-2007 school year, the iRide program surveyed 800 teenagers to determine their transportation practices. Based on this information, the iRide group met regularly throughout the year to determine how best to provide information to students and the public on alternative transportation methods. The group established kiosks in various locations, stocked with brochures developed by the group, illustrating bus routes and transit information. The iRide website is aimed at providing real-time information to students regarding transportation schedules and offers mobile text messaging alerts on transit schedules and routes. The program also worked with ART to implement reduced bus rates of \$0.60 for students with ID, reduced rate bus tokens sold on the school site for \$0.50. APS offers staff a \$60 subsidy for use alternative transportation modes such as vanpools, carpools, and biking. Other provisions include:

- 90 bicycle parking spaces on-site
- iRide information kiosk
- selling discounted tokens for ART bus use
- Working with ART to use bigger buses during high traffic times at Yorktown.
- Encouraging and assisting parents to pool their resources in getting students to school.

Pursuant to neighborhood concerns, the TDM also contains a provision for a limited number of students to park onsite. The plan acknowledges that some students will drive to school regardless of APS's efforts to encourage alternative means of travel. The provision of some parking is intended to reduce overspill into the surrounding community.

APS continues to work with the County staff to further develop the parking management plan. The Parking Management portion of the plan applies to both APS and PRCR as thresholds for its implementation are reached. The TDM states that the parking management plan will be triggered for high attendance events in which parking demand exceeds the number of onsite and street parking spaces which is any event with over 469 vehicles, or approximately 956 attendees. The draft TDM has been shared with the Yorktown Civic Association. APS and the County have agreed to a condition (#33) of this use permit which requires execution of agreements for a final TDM by December 31, 2007.

A Memorandum of Understanding (MOU) to define the shared facility use between APS and Arlington Parks Recreation and Cultural Resources will be executed prior to issuance of any permits for school construction. The draft MOU states that parking shall be allocated to specific uses during both school hours and non-school hours. The draft MOU also provides a list of regular and annual special events which generally result in high attendance. The list includes 22 events which are likely to exceed site parking, including Back-to-School Night, athletic events, and theater productions, and categorizes each event according to whether the event would trigger

parking management and/or satellite parking. APS and the County have agreed to a condition (#32) of this use permit which requires execution of agreements for a final MOU by December 31, 2007

Pedestrian Access/Streetscape: Staff supports the applicant's proposed streetscape along the N. 28<sup>th</sup> Street frontage of the site which includes a eleven-foot wide sidewalk incorporating five-foot by twelve-foot wide tree pits at the back of curb and a six-foot wide clear, unobstructed concrete sidewalk. The existing 10-foot wide streetscape section along the site's Yorktown Boulevard frontage consists of a four and one-half- to five-foot wide concrete sidewalk and a five-foot wide planting strip located adjacent to the back of curb. APS has agreed to widen the sidewalk section to provide a thirteen-foot wide sidewalk incorporating an eight-foot wide clear, unobstructed concrete sidewalk and five-foot by twelve-foot wide tree pits at the back of curb. Staff supports the applicant's proposal to install pedestrian scale residential "Carlyle" standard street lights along both the Yorktown Boulevard and N. 28<sup>th</sup> Street frontages of the site.

There are also a number of internal sidewalks existing and proposed linking the public sidewalks along the periphery of the site with the parking lots, athletic facilities and main entrances to the high school and swimming pool. The applicant has agreed to maintain a minimum six-foot wide sidewalk throughout the site.

The applicant proposes the installation of nubs and crosswalks with ADA ramps along N. 28<sup>th</sup> Street at the intersection of Yorktown Boulevard and a bus nub with a crosswalk along the west side of Yorktown Boulevard at N. 30<sup>th</sup> Street with and ADA ramps on receiving ends. The applicant also proposes a nub at the northwest and southwest sides of the intersection of N. 28<sup>th</sup> Street at N. Florida Street with crosswalks and ADA ramps at the receiving end. Additionally, the applicant proposes to install an apron at all entrances to the site that provides a clear flat sidewalk behind that apron, a condition that does not currently exist.

The applicant proposes to incorporate accessible elements throughout the site in accordance with the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). The design will feature all of the attributes required by ADAAG guidelines to ensure accessibility, including: parking, car drop-off, school bus drop-off, ART Bus drop-off, routes to the building, routes through the building, doors and hardware, restrooms and fixtures, lab stations, clearances, stair and handrail hardware, and signage. Additionally, accessible routes have been integrated into the campus that provide 1:20 slope removing the need for handrails and landings.

Public Transit: Public transit is available adjacent to the site along Yorktown Boulevard. Arlington Transit Route 52 provides service between the East Falls Church and Ballston Metrorail stations. The applicant proposes to install a forty-foot long bus nub on the west side of Yorktown for the existing ART bus use.

Bicycle Access: There are a number of bicycle facilities in the vicinity of the site. Bike lanes are in place on Yorktown Boulevard adjacent to the high school and along Williamsburg Boulevard to the north, and Harrison Street to the west. An on-street and off-street bike route is signed along North George Mason Drive two blocks east of the site. APS will provide

convenient bike parking facilities near the main entrance to the high school in the front (45 spaces) and in the rear (45 spaces) near the basketball and tennis courts to encourage students to ride their bicycles to school instead of driving.

Civic Association: The Yorktown Civic Association has actively participated throughout the BLPC process. The civic association has principally raised concerns regarding parking and traffic management during times of peak park and school use. The neighborhood has expressed concerns regarding the building design and access to interior spaces from limited building ingress points. The BLPC focused on a design for the school which would maximize security. The design controls public access throughout the building by providing a prominent front door which requires all visitors to be acknowledged by administration prior to proceeding further into the building. The primary front building access also is intended to strengthen the school's civic presence on Yorktown Boulevard. The BLPC chose the design which demonstrated civic presence through the use of an expansive open plaza, an accessible amphitheater, and a prominent glass architectural element all designed to visually identify the main entrance to the school on Yorktown Blvd.

The civic association has also submitted a letter outlining their concerns and supports the construction of between 400-500 parking spaces. The proposed amount of parking, 347 spaces, is in compliance with the amount of parking approved in the Greenbrier Park Master Plan. The proposed parking amount exceeds both the amount prescribed by the Zoning Ordinance and the parking demand as demonstrated by the site parking study. County policy generally discourages the provision of excess parking which generally increases traffic and encourages more single-occupancy vehicle trips. Creation of additional parking would also create more traffic serving this site. The proposed modified use permit request does not increase vehicle trips to the site as enrollment will remain constant.

Yorktown Civic Association has expressed a desire for an aggressive TDM and coordination of parks and school uses. As discussed in this report, the TDM provides specific requirements for managing special events which generate greater demands for parking. APS continues to work with the community to mitigate impacts on parking in the neighborhood and to develop a mutually agreeable parking management plan to address daily parking demand and parking demand during high-attendance events.

Neighbors have expressed concerns regarding the availability of street parking for the residents' use. Several streets immediately adjacent to the school and Greenbrier Park are subject to zoned parking regulations, a restriction requested by the residents of these streets in order to assure that on-street parking is available to residents during school hours and high-attendance events. The streets currently restricted as part of Zone 10 include:

- North 28<sup>th</sup> Street between North Greenbrier Street and North Florida Street;
- North 27<sup>th</sup> Road between North Greenbrier Street and North Edison Street;
- North 27<sup>th</sup> Street between North Harrison Street and North Edison Street;
- Yorktown Boulevard between North 28<sup>th</sup> Street and North 30<sup>th</sup> Street.

Residents of streets without zoned parking report that students frequently occupy the on-street parking spaces during the school day and in the evenings for sports and other extracurricular activities. Zoned parking restrictions in these areas, in order to limit parking on residential streets, is available to residents using a standard Arlington County process. The process to establish zoned parking restrictions along a block in a residential neighborhood requires that 60% of the residents of that particular block sign a petition in favor of this action. The block is then studied to determine whether it meets the following two criteria for zoned parking: 75% of the parking spaces are filled and 25% of the vehicles parked on the block are from outside the parking zone. If no houses face a particular street, zoned parking cannot be established on this street. The enforcement of zoned parking regulations is the responsibility of the Arlington Police, Special Operations Section. At this time, the County has received no requests to implement zoned parking from residents on eligible blocks.

The Rockspring Civic Association was also represented on the BLPC and maintained active participation throughout the design process. The Rockspring Civic Association has submitted a letter supporting the proposed use permit request which is included as an attachment to the staff report.

Transportation Commission: The Yorktown High School project was heard by the Transportation Commission on June 21, 2007, and on September 27, 2007. The commission recommended that the County Board approve the modified use permit request with the following recommendations:

1. That structured parking be incorporated into the site and maintain the 347 proposed parking spaces.

**Staff response:** The Transportation and Planning Commissions have expressed interest in exploring options for a parking structure on this site. Staff does not recommend installation of a parking structure. The location of the parking area is convenient to the front door which supports the school's goal of maximizing security by having visitors pass the administration offices, and for visitors to be acknowledged by school staff. Constructing a parking structure at this location would place a significant amount of mass on a prominent corner of the site and would not support the site's goal of establishing civic presence on Yorktown Boulevard. A second option of placing a garage at the rear of the building adjacent to Greenbrier Park would remove the opportunity to provide contiguous green space and expand Greenbrier Park.

Current funding does not support the construction of a parking structure. The installation of structured parking is estimated to range from \$3.5 million to \$10 million dollars based upon its location and size. APS prepared a study which determined costs associated with a parking structure based on several locations on-site and determined that such a structure would be cost prohibitive.

The proposed surface parking lot will significantly improve the existing surface lot. The proposed surface lot will be developed with a significant amount of

landscaping which provides the project a LEED credit for reducing the heat-island effect. Additionally, the location of surface parking is in close proximity to the front door and other primary access points to the building supplying ADA parking throughout the site.

The proposed amount of parking is in compliance with the amount of parking approved in the Greenbrier Park Master Plan and exceeds both the amount prescribed by the Zoning Ordinance and the parking demand as demonstrated by the site parking study. Staff finds that the expenditure for a parking structure, estimated at between \$3.5-10 million, would not be commensurate with the type and location of open space gained. County policy generally discourages the provision of excess parking which generally increases traffic and encourages more single-occupancy vehicle trips. Creation of additional parking would also create more traffic serving this site.

2. The County needs to arrange the installation of sidewalk curb and gutter on Greenbrier Street between 26<sup>th</sup> and 27<sup>th</sup> Streets.  
**Staff response:** This request maybe constructed through CIP funding and it is currently listed as the neighborhoods second priority Neighborhood Conservation project.
3. The County needs to arrange the installation crosswalks and nubs at the intersections of George Mason / Yorktown Blvd., Greenbrier / 27<sup>th</sup> Street, and 27<sup>th</sup> / Harrison Street.  
**Staff response:** These requests range from two to five blocks from the school and could be constructed through the CIP.
4. An annual administrative review of the Use Permit for mitigation and thresholds are met for surplus parking and a consultation with the civic association.  
**Staff response:** Annual review of the parking thresholds with Arlington County staff is required in the TDM condition #33 and has been added to reflect this request.
5. A median rumble strip installed on Yorktown Blvd from Little Falls to George Mason Drive.  
**Staff response:** Staff recommends a painted or thermoplastic median rather than a rumble strip which can be disturbing to adjacent neighbors. Condition #13 has been amended to require a painted or striped median.
6. County Staff needs to explore other parking management controls such as 2-hour parking adjacent to the school and consult with the neighborhood.  
**Staff response:** Staff is currently reviewing curbside parking management for the school.

7. Amend condition #4 to include explicit locations for construction parking.  
**Staff response:** Condition language now includes offsite-parking locations.
8. Amend condition #26 to state that APS agrees to provide at least 90 bike parking spaces around the site in multiple locations  
**Staff response:** Condition language now includes this request.

Site Plan Review Committee (SPRC): The SPRC reviewed this project on June 21, 2007, and September 10, 2007 meetings. The SPRC requested additional information on the proposed building materials, pedestrian circulation and accessibility, additional elevations and perspectives, and additional landscaping. The SPRC also asked for further refinements of the Yorktown Boulevard and 28<sup>th</sup> Street building facades. APS submitted the additional information requested for the subsequent Planning Commission meeting.

E2C2: On July 23, 2007, the applicant presented the MUP request to the Environment and Energy Conservation Commission (E2C2). The commission reviewed the LEED scorecard and commends APS for demonstrating Silver certification level, and supports APS's additional efforts to achieve greater energy efficiency.

Planning Commission: The Planning Commission reviewed the Yorktown High School project on June 27, 2007, and on October 1, 2007. The commission voted to approve the use permit subject to conditions in the staff report and to the following additional conditions:

1. Placement of trash collection and pickup in the interior of the loading dock;  
**Staff Response:** The current design proposes a receiving area rather than a traditional loading dock and would not allow for storage and access to trash receptacles. The proposed trash collection location will be an improvement over the existing configuration and will include a masonry enclosure with a gate access door.
2. Submit a landscape maintenance plan to the County Manager or his designee;  
**Staff Response:** Condition #7 has been amended to include require submission of a landscape maintenance plan.
3. The County should install a bus shelter at the school and coordinate the bus schedule with the school;  
**Staff Response:** The County will install a bus shelter in the proposed bus nub on Yorktown Boulevard, and will work to ensure that bus schedules correlate to school schedules to optimize ridership.
4. Require before and after traffic and parking counts be taken to provide a baseline and compare counts after construction with the baseline, and require the Transportation Demand Management (TDM) plan be set to achieve occupancy or other targets;

**Staff Response:** Condition #28 has been amended to include a requirement for traffic and parking counts. The established TDM goals are to reduce vehicle trips, encourage alternative means of transportation, and mitigate traffic impacts. Steps to achieving these goals are outlined in the TDM and have been summarized in the staff report.

5. Require that the TDM give preference for parking passes to students who carpool, subject to whatever rules regarding carpooling are in effect;  
**Staff Response:** APS agrees to consider provisions in the TDM program to give preference to students who carpool to and from the school subject to state driving regulations governing drivers under 19 years of age.
6. Add large emergency numbers to all doors before occupancy;  
**Staff Response:** Condition #7h has been added to require installation of numbers on all exterior doors.
7. Revise Condition #29 on LEED to reflect a commitment to achieve a minimum LEED silver certification, and revise Condition #30 to require a use permit amendment for any changes in the parking plan;  
**Staff Response:** Condition #29 currently establishes the requirement to achieve a minimum of 33-38 LEED points which is equivalent to Silver level certification. Staff has revised Condition #30 to include a requirement for a use permit amendment for a reduction in parking inventory only.
8. Require that the use permit amendment be subject to reduction of surface parking by construction of structured parking in order to create more green space and reduce the building's impact on the site.  
**Staff Response:** See Staff's response above under Transportation Commission.

**CONCLUSION:** The existing Yorktown High School requires extensive renovation to continue to provide a competitive high school curriculum. The current proposal is consistent with the site's "Public" General Land Use Plan designation and "S-3A" zoning district regulations. The proposed addition complements the surrounding community by reducing perceived building mass near the site property lines and lowering roof heights adjacent to single-family detached dwellings. The overall building scale is tempered through design which places the tallest portions of the building toward the center of the site mitigating visual impact upon adjacent residential uses. The proposed site layout improves the pedestrian connectivity and ADA access throughout the site. Additionally, the design incorporates sustainable design elements which provide an opportunity to educate the students on green building technologies. APS has implemented number of TDM measures which encourage use of alternative transportation modes, and will continue to work with the community and the County to develop effective Parking Management Plan measures which will provide solutions for parking demand during special events. The proposed number of parking spaces meets the intent of the Greenbrier Master Plan and is consistent with Zoning Ordinance requirements.

The design provides the space needed to increase the educational facilities and community resources and to strengthen the education program for Yorktown High School. Through the BLPC process, the community has been instrumental in shaping the project's site design and building architecture. The new design provides the school with a civic presence in the community and serves as a public model with a commitment to sustainable design. Therefore, staff recommends approval of the subject use permit for a new high school building subject to the conditions of the staff report:

1. Arlington Public Schools agrees to comply with the standard conditions set forth below and the drawings and materials dated September 26, 2007 and labeled "*Yorktown High School*," prepared by Ehrenkrantz Eckstut & Kuhn Architects, reviewed and approved by the County Board and made a part of the public record on October 13, 2007, including all renderings, drawings, and presentation boards presented during public hearings, together with any modifications proposed by Arlington Public Schools and accepted by the County Board or vice versa. This use permit approval expires three (3) years after the date of County Board approval if a building permit has not been issued for the building to be constructed pursuant to the approved plan. Extension of this approval shall be at the sole discretion of the County Board. Arlington Public Schools agrees that this discretion shall include a review of this use permit and its conditions for their compliance with then current County policies for land use, zoning and special exception uses. Extension of the use permit is subject to, among other things, inclusion of amended or additional use permit conditions necessary to bring the plan into compliance with then current County policies and standards together with any modifications proposed by Arlington Public Schools and accepted by the County Board or vice versa.
2. Arlington Public Schools agrees to conduct a pre-construction meeting, and to coordinate participation in the pre-construction meeting by representatives from the Yorktown Civic Association; and relevant County staff, including staff from the Departments of Community Planning, Housing and Development (DCPHD) Planning, Zoning, Inspection Services; Environmental Services (DES); Parks, Recreation and Community Resources (DPRCR); and others as necessary, prior to the issuance of any permits for the use permit. The purpose of the pre-construction meeting is to discuss the requirements of the use permit conditions.
3. Tree preservation and tree replacement:
  - a. Arlington Public Schools agrees to file a tree preservation plan for any trees proposed to be saved by Arlington Public Schools or specified to be saved by the approved site plan and shown on any filing in connection with this case. This plan shall include any tree on adjacent sites whose dripline extends onto the subject site. The tree preservation plan shall be developed by a certified arborist or other horticultural professional with a demonstrated expertise in tree preservation techniques on urban sites and shall be submitted and approved, and found by the County Manager or his designee to meet the requirements of this site plan, before the issuance of the Clearing, Grading and Demolition Permit. At a minimum, this plan shall include:

- (1) A site-grading plan at two feet intervals, including the location of all proposed improvements and utilities.
- (2) Detailed specifications for any tree walls or wells proposed.
- (3) A description of how and where building materials and equipment will be stored during construction to ensure that no compaction occurs within the dripline of the trees to be saved.
- (4) Identification of tree protection measures and delineation of placement of tree protection.

Any tree identified on the Tree Preservation Plan to be saved which dies (any tree which is 25% or more dead shall be considered to have died) within two (2) years of the issuance of the master certificate of occupancy shall be removed and replaced by Arlington Public Schools at their expense with the number of major deciduous and evergreen trees whose total calipers equals the caliper of the tree to be replaced and which meet the minimum size and other requirements of condition #7a. and b. below.

- b. Arlington Public Schools also agrees to replace all trees removed as a result of the new construction in accordance with the Arlington County, Virginia Tree Replacement Guidelines. Arlington Public Schools shall prepare a tree replacement plan, developed with assistance of the County's urban forester, to plant replacement trees on site or on County-owned land. Arlington Public Schools agrees to submit and obtain approval of this plan by the County Manager or his designee as part of the final site development and landscape plan.
4. Arlington Public Schools agrees to develop a plan for temporary pedestrian and vehicular circulation, relocatables, and parking inventory during each phase of the construction. This plan shall identify temporary sidewalks, interim lighting, fencing around the site, construction vehicle routes, off site construction parking, and any other feature necessary to ensure safe pedestrian and vehicular travel around the site during construction. Arlington Public Schools shall agree to maintain an existing stockade fence on the northern portion of the site adjacent to residences on North Greenbrier Street throughout the construction on the site, and shall agree to replace any portions of the fence damaged due to construction. Arlington Public Schools agrees to submit this plan to, and obtain approval of the plan from, the County Manager or his designee as meeting these standards, before the issuance of the Clearing, Grading and Demolition Permit for each phase of the construction. The County Manager may approve amendments to the plan, if consistent with this approval.
5. Arlington Public Schools agrees to comply with all federal, state and local laws and regulations not modified by the County Board's action on this plan and to obtain all necessary permits. Arlington Public Schools also agrees that compliance shall include

meeting the requirements of the Inspection Services Office, Community Code Enforcement Office, the Bureau of Environmental Health, the State Department of Education, and the Fire Marshal's Office, including the installation of smoke detection/alarm systems. The County also has the authority to take actions to include issuance of a stop work order when Arlington Public Schools is not in compliance with the agreed-upon conditions.

6. Arlington Public Schools agrees to comply with the following before issuance of the Clearing, Grading and Demolition Permit and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.
  - a. Arlington Public Schools agrees to identify a person who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site or on call throughout the hours of construction, including weekends. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Zoning Administrator, and shall be posted at the entrance of the project.
  - b. Before commencing any clearing or grading of the site, Arlington Public Schools shall hold a meeting with those whose property abuts the project and the representatives from the Yorktown Civic Association, and the Yorktown PTA to review the construction hauling route, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. Arlington Public Schools agrees to provide documentation to the Zoning Administrator of the date, location and attendance of the meeting before a Clearing, Grading and Demolition Permit is issued. Copies of plans or maps showing the construction hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor and construction vehicle operator before they commence work on the project.
  - c. Throughout construction of the project, Arlington Public Schools agrees to advise abutting property owners in writing of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property.
  - d. At the end of each work day during construction of the project, Arlington Public Schools agrees to ensure that any streets used for hauling construction materials and entrance to the construction site are free of mud, dirt, trash, allaying dust, and debris and that all streets and sidewalks adjacent to the construction site are free of trash and debris.
  - e. Arlington Public Schools agrees that construction activity, except for construction worker arrival to the construction site and indoor construction activity, will commence no earlier than 7:00 a.m. and end by 6:30 p.m. on weekdays and will commence no earlier than 10:00 a.m. and end by 6:30 p.m. on Saturdays, Sundays,

- and holidays. "Holidays" are defined as New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving, and Christmas. Indoor construction activity defined as activity occurring entirely within a structure fully enclosed on all sides by installed exterior walls, windows, and/or doors shall end at midnight each day, and any such activity that occurs after 6:30 p.m. shall not annoy or disturb reasonable persons of normal sensitivities. Arlington Public Schools agrees to place a minimum of one sign per street front indicating the permissible hours of construction around the construction site, to place one additional sign within the construction trailer containing the same information, and to provide a written copy of the permissible hours of construction to all subcontractors.
- f. Storage of construction materials, equipment and vehicles shall occur on the site or an approved off-site location, or as approved by the County Manager of his designee.

7. Arlington Public Schools agrees to submit to the Zoning Administrator and obtain approval from the County Manager a detailed final site development plan and a landscape plan prior to issuance of the first building permit. The final site development plan and landscape plan shall be submitted at a scale of 1 inch = 25 feet, in conjunction with the final site engineering plan as required below, as well as a vicinity map with major streets labeled. The landscape plan shall be developed by, and display the professional seal of, a landscape architect certified to practice in the Commonwealth of Virginia. Arlington Public Schools further agrees that the final site development plan, the landscape plan, and the site engineering plan verify by means of survey that there are no conflicts between the street trees and utilities. Arlington Public Schools shall obtain approval by the County Manager or his designee for both plans as meeting all requirements of the County Board's modified use permit approval and all applicable county laws and plans before the issuance of the first building permit for each phase of the construction. The plan shall be consistent with the conceptual landscape plan approved as a part of the modified use permit, and, at a minimum, shall conform to the landscaping requirements below; the County's landscaping, planting, and sidewalk and driveway construction specifications; and/or other applicable urban design standards approved by the County Board. In order to facilitate comparison with the final site engineering plan, the landscape plan shall be at a scale of 1 inch = 25 feet; the County may require more detailed plans appropriate to landscape installation at a larger scale. The County may permit minor changes in building, street and driveway locations and other details of design as necessitated by more detailed planning and engineering studies if such changes are consistent with the provisions of the Zoning Ordinance governing administrative approval and with the intent of the site plan approval. The landscape plan shall include a Street Tree Plan which shall be reviewed by DPRCR and DCPHD, and shall be accompanied by the site engineering plan. The installation of all plant materials shown on the final landscape plan shall take place before the issuance of the first Certificate of Occupancy for the respective phase of construction. The final site development and landscape plan shall include the following details:

- a. The location and dimensions of traffic signal poles and control cabinets, utility meters, utility vaults and boxes, transformers, mechanical equipment, fire hydrants, standpipes, storm water detention facilities, the location of all existing and proposed utility lines and of all easements. The location of traffic control cabinets shall be shown on the final site-engineering plan and placed so as not to obstruct pedestrian travel or be visually obtrusive. Traffic control cabinets shall not be located in the public sidewalk. Transformers shall not be placed above grade in the setback area between the building and the street.
- b. The location, dimensions, materials, and pavement pattern, where applicable, for driveways and access drives, automobile drop-off areas, driveway aprons, service drives, parking areas, interior walkways and roadways, plaza areas and sidewalks, as well as for address indicator signs. Primary walkways shall have a minimum width of eight (8) feet. All plaza areas shall contain special treatments that coordinate in design, color and materials with the treatment of the public sidewalk. The materials and colors used are subject to approval by the County Manager or his designee according to adopted Sector Plans or other urban design standards approved by the County Board as a part of review and approval of the final site development and landscape plan.
- c. The location and types of light fixtures for streets, parking, walkway, and plaza areas.
- d. Topography at two (2) foot intervals and the finished first floor elevation of all structures.
- e. Landscaping for open space areas, plaza areas, courtyards, raised planters (including cross-sections of raised planters), surface parking areas, and service drives, including a listing of plant materials; details of planting, irrigation and drainage; and details of proposed furnishings for all areas, including but not limited to dimensions, size, style(s), materials(s), finish(s) and manufacturer(s) of seating, bollards, trash receptacles, bike racks, arbors, trellises, and water features, and other landscape elements or structures.
- f. The location and planting details for street trees in accordance with Department of Public Works Standards and Specifications for planting in public rights-of-way and as shown on the approved final site engineering plan.
- g. The limits of demolition and construction.
- h. Numbers shall be installed on all exterior doors for emergency identification.

In addition, Arlington Public Schools agrees to submit a landscape maintenance plan to the Zoning Administrator prior to issuance of a Certificate of Occupancy.

8. Arlington Public Schools agrees that all landscaping shall conform to Department of Environmental Services Standards and Specifications and to at least the following requirements:
  - a. Planting materials shall be of good nursery stock and a nursery guarantee shall be provided by Arlington Public Schools for two years including the replacement, as needed, and maintenance (to include but not be limited to pruning, feeding, spraying, mulching, weeding, and watering) of all landscape materials following the issuance of the Master Certificate of Occupancy.
  - b. Plant materials and landscaping shall meet the then-current American Standard for Nursery Stock, and shall also meet the following standards:
    - (1) Major deciduous trees (shade or canopy trees such as Oaks, Maples, London Plane Trees, Japanese Zelkovas, etc.) other than street trees - a minimum caliper of 4 to 4 1/2 inches.
    - (2) Evergreen trees (such as Scotch Pines, White Pines, Hemlocks, etc.) - a minimum caliper of 4 to 4 1/2 inches.
    - (3) Ornamental deciduous trees (such as Cherries, Dogwoods, Serviceberries, Hornbeams, etc.) - a minimum caliper of 3 to 3 1/2 inches.
    - (4) Shrubs - a minimum spread of 18 to 24 inches.
    - (5) Groundcover - in 2 inch pots.
  - c. All new lawn areas shall be sodded; however, if judged appropriate by the County Manager or his designee, based on accepted landscaping standards and approved in writing, seeding may be substituted for sod. All sod and seed shall be state certified.
  - d. Exposed earth not to be sodded or seeded shall be well mulched or planted in groundcover. Areas to be mulched may not exceed the normal limits of the planting bed.
  - e. Soil depth shall be a minimum of four (4) feet plus 12 inches minimum of drainage material for trees and tall shrubs and three (3) feet for other shrubs. This requirement shall also apply to those trees and tall shrubs in raised planters. Soil depth for raised planters shall be measured from the bottom of the planter to the top of the planter wall. The walls of raised planters shall be no higher than seat wall height (2 1/2 feet, maximum) above the finished grade adjacent to them.
  - f. Finished grades shall not exceed a slope of three to one or the grade that existed before the site work began, whichever is greater.

- g. Arlington Public Schools agrees to maintain the site in a clean and well-maintained condition and to secure and maintain the site throughout all phases of construction.
  - h. Arlington Public Schools agrees to notify the Department of Parks, Recreation and Community Resources (DPRCR) Urban Forester at least 72 hours in advance of the scheduled planting of any street trees in the public right-of-way and to be available at the time of planting to meet with staff of DPRCR to inspect the plant material, the tree pit and the technique of planting. Soil used in the tree pit must meet the specifications for street tree planting available from the DPRCR Urban Forester.
9. Arlington Public Schools agrees to contact all utility companies, including the electric, telephone and cable television companies, and offer them access to the site at the time of utility installation to install their underground cables. In order to comply with this condition Arlington Public Schools agrees to submit to the Zoning Administrator copies of letters from Arlington Public Schools to the utility companies offering them access as stated above.
10. Arlington Public Schools agrees to submit final site engineering plans to the Department of Environmental Services. The plans shall be drawn at the scale of 1 inch = 25 feet and be 24 inches by 36 inches in size. Neither the Excavation/Sheeting and Shoring permit nor the first building permit for each phase of the construction shall be issued until final site engineering plans which agree with the approved final site development and landscape plans, and the sequence of construction, has been approved by the Department of Environmental Services, as consistent with all site plan approval requirements and all County laws. Upon completion of the construction of a project, Arlington Public Schools agrees to submit one (1) set of as-built mylar plans for sanitary, storm sewer and water main construction to the Department of Environmental Services for recording.
11. The applicant agrees to remove all existing aerial utility lines along the site's Yorktown frontage, (including electric, telephone, traffic communication, cable TV). All transitions from over head to underground utility service shall occur off-site. All utility services serving the building shall be placed below ground, including telephone, electric and cable TV. All utility relocation shall be completed prior to the issuance of the final Certificate of Occupancy.
12. Arlington Public Schools agrees to show on the final engineering plans pavement, curb and gutter along all frontages of this site in accordance with the then-current Arlington County Standard for concrete curb and gutter and the then-current standards for pavement and according to the following dimensions. The pavement, curb and gutter shall be constructed in accordance with the approved phasing plans prior to issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project.
- a. All entrances to the site shall be constructed as driveway entrances which shall not extend beyond the depth of the adjacent utility/planting strip.

- b. Curb ramps shall also be constructed as necessary at the opposite ends of the respective crosswalks.
  - c. All improvements to curb, gutter, sidewalks and streets for pedestrian and/or vehicular access or circulation shall be in full compliance with the Americans with Disabilities Act (ADA) and any regulations adopted thereunder, as well as any other applicable laws and regulations. Arlington Public Schools further agrees that all improvements to curb, gutter, sidewalks, crosswalks, and streets for pedestrian and/or vehicular access or circulation shall be as determined by the County Manager or his designee on the final Site Development and Landscape Plan and on the final Site Engineering Plan, in accordance with applicable urban design standards in effect at the time of final Site Engineering Plan Approval; provided, however, that the provision of such improvements shall not increase the projected cost anticipated for such improvements as shown on the use permit drawings approved at the October 13, 2007, County Board meeting unless the County provides additional funding to offset such increased cost.
13. Arlington Public Schools agrees that the final sidewalk pattern/design and final selection of materials and colors to be used shall be as determined by the County Manager or his designee on the final site development and landscape plan and final engineering plan, in accordance with applicable urban design standards approved by the County Board and in effect at the time of the final landscape plan approval. Arlington Public Schools further agrees to construct the sidewalk improvements detailed below prior to the issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project. The sidewalks along the street frontages of this development shall be paved with poured concrete and shall be placed on a properly-engineered base approved as such by the Department of Transportation. The sidewalk treatments shall continue across all driveway aprons for loading and garage entrances along all frontages of the site plan, and there shall be no barriers to impede the flow of pedestrian traffic. The sidewalks shall contain street trees placed in either tree pits, tree grates or planting strips, consistent with the *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Placement, planting and root enhancement options shall be consistent with the *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Street trees shall not be placed within the vision obstruction area. All public walkways shall be constructed to County Standard. Arlington Public Schools agrees to maintain and replace the street trees and sidewalks for the life of the site plan.

The sidewalk sections and street tree species for North 28<sup>th</sup> Street and Yorktown Boulevard Street shall be as follows:

- a. Yorktown Boulevard – The developer agrees to construct a 13-foot wide sidewalk incorporating 5-foot by 12-foot tree pits at the back of curb and a minimum 8-foot wide clear, unobstructed concrete sidewalk.

- a. Provide a 40-foot bus nub along the west side of Yorktown at the intersection of 30<sup>th</sup> Street.
  - b. Provide a nub with new crosswalks at the northwest corner of Yorktown and 28<sup>th</sup> Street across Yorktown Boulevard and 28<sup>th</sup> Street with ADA ramps at their receptive ends.
  - c. Provide a painted or thermoplastic striped median in Yorktown Boulevard between George Mason Dr. and Little Falls Rd. in a pattern as approved by the County Manager and as shown on the final engineering plan.
- b. North 28<sup>th</sup> Street – The developer agrees to construct a 11-foot wide sidewalk incorporating 5-foot by 12-foot tree pits at the back of curb and a minimum 6-foot wide clear, unobstructed concrete sidewalk.
- a. Provide nubs on the northwest and southwest corners of 28<sup>th</sup> Street and N. Florida with a crosswalk and ADA ramps at its receptive ends.
  - b. Provide an apron at the intersection of Greenbrier and Yorktown
14. Arlington Public Schools agrees that in order to accommodate the subsurface requirements of utilities and streetscape elements (including street trees), the final design of the project shall provide a structure-free zone under the public sidewalk along all street frontages, as required in the *Standards for Planting and Preservation of Trees in Site Plan Projects*. This zone shall be a minimum of five (5) feet deep and shall extend from the back of the street curb to the far edge of the public sidewalk. No subterranean structures (such as parking garages) shall intrude into this five foot deep zone. Within the zone, underground utilities and utility vaults shall not be located in a manner that interferes with the appropriate spacing and replacement of street trees, consistent with the approved final site and development and landscape plan. Utility lines shall not be located beneath street trees. The location of all existing and proposed utility lines shall be shown on both the final landscape plan and the final site engineering plan.
15. Arlington Public Schools agrees that the location of the water services will be determined at the time of the review of the final engineering plan in accordance with the following standards: water meter installations shall be located behind and adjacent to the curb line in an area clear of driveways, a minimum of five (5) feet clear of other utilities and a minimum of 10 feet clear of structures; a clear space 15 feet wide by 20 feet long by 10 feet deep shall be provided for three (3) inch and four (4) inch meter installations, and 20 feet wide by 25 feet long by 10 feet deep for six (6) inch and larger meter installations; and the building walls shall be adjusted as necessary to provide these clearances.
16. Arlington Public Schools agrees that all sanitary sewers and water mains, including water services, shall have a minimum of ten (10) feet horizontal clearance from each other and five (5) feet clearance from all other utilities, and shall have a minimum of 10 feet

horizontal clearance from buildings and other structures. Water mains 16 inch and larger, and mains placed more than 10 feet deep shall have a minimum of 15 feet horizontal clearance from buildings and other structures; and sanitary sewers 15 inches and larger, or sewers placed more than 10 feet deep shall have 15 feet minimum clearance from buildings and other structures. All water mains and sanitary sewers shall meet County Standard design criteria.

17. Arlington Public Schools agrees that the minimum clear horizontal separation between each individual barrel of the storm sewer and proposed buildings or other permanent structures shall be as follows: 10 feet from the center line of storm sewer mains less than 27 inches in diameter and 10 feet or less in depth; 15 feet from the center line of storm sewer mains less than 27 inches in diameter and greater than 10 feet in depth; 15 feet plus half the diameter from the center line of storm sewer mains greater than 27 inches in diameter, at any depth.
18. Arlington Public Schools agrees that no existing water main or fire hydrant shall be taken out of service or made inaccessible without the prior approval of the Department of Transportation. This approval shall be obtained before the issuance of the first building permit.
19. Arlington Public Schools agrees to show, on the final engineering plans, water main improvements as shown on the final engineering plan approved by the County Manager. The water main improvements shall be constructed prior to the issuance of the Final Building Permit for the respective phases of construction.
20. Arlington Public Schools agrees to show, on the final engineering plans, and to construct sanitary sewer main improvements as shown on the final engineering plan approved by the County Manager. The sanitary sewer main improvements shall be constructed prior to the issuance of the Final Certificate of Occupancy for each phase of construction. The County will TV-Inspect the sanitary sewer lines serving the site and shall identify any improvements that are necessary to adequately service the development. Arlington Public Schools agrees to repair or replace any sections or appurtenances of the sanitary sewer along the site frontage that are found to be deficient or damaged by Arlington Public Schools, as identified by County staff and as shown on the final engineering plan approved by the County Manager or his designee.
21. Arlington Public Schools agrees to show, on the final engineering plan, horizontal standpipes or fire hydrants at intervals of not more than 300 feet in order to provide adequate fire protection. The County shall specify kind of service and locations at the time of the final site engineering plan approval based on applicable safety standards. The fire hydrants shall be installed prior to the issuance of the Final Building Permit and horizontal standpipes shall be installed prior to the issuance of the first Certificate of Occupancy.

22. Arlington Public Schools agrees to provide calculations to demonstrate the needed fire flow as defined in the Arlington County Department of Environmental Services Standards and Specifications. This information shall be clearly shown on the cover sheet of each plan set submitted. Arlington Public Schools agrees to remove and replace any existing curb, gutter and sidewalk along the street frontages of this site which is in poor condition or damaged by Arlington Public Schools according to Arlington County standards and specifications, prior to the issuance of the first Certificate of Occupancy.
23. Arlington Public Schools agrees to show on the final engineering plans street lighting along all frontages of the site prior to the issuance of the first building permit. The plans shall include the height and color of the street light poles. Arlington Public Schools agrees, at its cost, to purchase and install approved Arlington County street lighting along the frontages of the site prior to the issuance of the Final Certificate of Occupancy. In addition, Arlington Public Schools agrees to furnish and install all conduit and junction boxes necessary for the lighting system, excluding the lighting system for the fields. All construction shall meet Arlington County standards.
  - a. Arlington Public Schools agrees to purchase and install Dominion Virginia Power standard "Carlyle" street lights as shown on the final engineering plan approved by the County Manager along the site's Yorktown Boulevard and 28<sup>th</sup> Street frontages of the site in accordance with adopted County Street Lighting Policy. Arlington Public Schools agrees to pay the cost of installing additional standard thoroughfare lights should the County decide that they are necessary to provide adequate lighting for street safety purposes.
24. Arlington Public Schools agrees to provide off-street parking for all construction workers without charge to the workers. In lieu of providing parking, Arlington Public Schools may provide a subsidy for the construction workers in order that they may use Metro, provide a van for van pooling, or use another established method of transportation to provide for construction workers to arrive at the site. Compliance with this condition shall be determined based on a plan which shall be submitted to the Zoning Administrator before the issuance of the first building permit. This plan shall set forth 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 Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for a location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be either not implemented or violated during the course of construction, a correction notice will be forwarded to Arlington Public Schools. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, and construction halted until the violation has been corrected.
25. Arlington Public Schools agrees that the design of the facade treatment for the buildings and the materials to be used on the facades shall be generally consistent with the

submitted drawings and materials presented to the County Board and made a part of the public record on July 7, 2007, including all renderings, drawings, and presentation boards presented during public hearings.

26. Arlington Public Schools agrees to provide at least 90 bicycle racks conveniently located multiple locations adjacent to the school.
27. Arlington Public Schools agrees to meet County stormwater quantity and quality requirements. Underground detention systems will be used to comply with quantity control requirements.
28. Arlington Public Schools agrees to provide improvements throughout the site:  
External Sidewalks
  - a. Yorktown Boulevard - The face of curb along the Yorktown Boulevard frontage of the site shall remain in its present alignment and location. The applicant agrees to construct new curb and gutter in poor condition as identified by a field inspection by the DES.
  - b. N. 28<sup>th</sup> Street– The face of curb along the N. 28<sup>th</sup> Street frontage of the site shall remain in its present alignment and location. The applicant agrees to construct new curb and gutter in poor condition as identified by a field inspection by the DES. A curb extension shall be provided at the southern entrance to the parking lot opposite its intersection with North Florida Street.
  - c. North Greenbrier Street (extended) – Redesign the curb return for the northwest corner of the intersection for N. 28<sup>th</sup> Street and North Greenbrier Street as shown on the final engineering plan approved by the County Manager to provide driveway entrance(s) to the parking lots.

Internal Sidewalks

- (1) Maintain a minimum 6-foot wide sidewalk throughout the site.
  - (2) All entrances to the site shall be constructed as driveway entrances which shall not extend beyond the depth of the adjacent utility/planting strip.
  - (3) ADA compliant curb ramps shall be provided at all sidewalk intersections with parking lot access drive aisles as shown on the final engineering plan approved by the County Manager.
29. Arlington Public Schools agrees to hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies into the project so that numerous building components may earn Arlington Public Schools points under the U.S. Green Building Council’s system for LEED certification.

Specifically, Arlington Public Schools agrees to include sustainable elements in design and construction that are sufficient to meet the requirements for the seven LEED Prerequisites and 33-38 LEED credits. If the project is unable to achieve 33-38 credits, an administrative change shall be filed and approved by the County Manager or his designee.

Arlington Public Schools further agrees to submit, to the County Manager or his designee, a report on the degree of attainment of LEED points. The most recent LEED tracking report will be available upon request by the County Manager or his designee throughout the construction process.

30. Arlington Public Schools agrees to submit a parking plan that denotes any significant changes in the approved parking spaces or location of such spaces for approval by the County Manager or his designee. Any proposed reduction in the amount of on-site parking shall be submitted as a use permit amendment for consideration by the County Board.
31. Arlington Public Schools agrees that Yorktown High School buildings and grounds may be used by other agencies and organizations for educational, recreational, civic and cultural activities pursuant to the Code of Virginia and the following Arlington Public Schools policies:

Request for use of facilities from non-school groups and organizations will be considered when space is available at times that do not interfere with Arlington Public Schools' instruction programs, students activity programs, or ancillary programs sponsored, administered, or supported by Arlington Public Schools, including Arlington Public Schools Parent Teacher Associations. The following groupings shall have priority use and shall not be charged rental fees:

- Activities sponsored by the Arlington County Government.
- Activities primarily serving youth of the Arlington community and sponsored by nonprofit recognized civic or service groups.
- Activities of Arlington County Civic Federation member organizations.
- Student Groups with an adult sponsor.

Other groups shall also have use of the facility based on policies and rental rules established by the School Board. Custodial fees may be established for any use according to School Board policy.

32. Arlington Public Schools agrees to enter into a Memorandum of Understanding (MOU) regarding the joint-use, scheduling and management of the park, parking and APS facilities, to be executed by the Superintendent and the County Manager by December 31, 2007.
33. Arlington Public Schools agrees to submit a final Transportation Demand Management (TDM) program that includes current traffic and parking counts. Arlington Public Schools agrees to submit the final TDM program and a Construction Phasing plan,

including any planned temporary use of the County property and parking, to the County Manager or his designee for review and approval by December 31, 2007. In addition, post construction annual reviews with traffic and parking counts are to be submitted to the County Manager or his designee to determine the effectiveness of the TDM. Furthermore, the TDM should be amended to include coordination between the Facility Use Management Team and a liaison from the Yorktown Civic Association.

34. Arlington Public Schools agrees to design and construct all parking spaces on the Greenbrier Park property to be of full size.
35. Arlington Public Schools agree to install new lighting fixtures in the new parking lot area to match the existing fixtures in the 51 parking space lot of the County.
36. Arlington Public Schools agrees to completely rebuild the existing six (6) tennis courts if these courts are used by APS for construction staging or mobile classrooms. APS further agrees to design and construct a full-sized outdoor basketball court. All tennis courts and the basketball court shall be constructed in full compliance with Department of Parks, Recreation and Cultural Resources' (DPRCR) design standards. During any such rebuilding of the courts, APS shall consider following enhancements subject to an agreement with the Yorktown Civic Association and DPRCR:
  - a. Revising the existing layout of the tennis courts and proposed basketball court to result in an improved layout for park use, school use and to minimize impacts to adjacent neighbors,
  - b. Design and construction of an area to install accessible bleachers to support Yorktown High School tennis program, consistent with the intent of the approved Park Master Plan to provide "upgraded accessibility features throughout" the Park,
  - c. Lighting of the six (6) tennis courts and basketball court in compliance with the DPRCR standards and approved Park Master Plan.
37. Arlington Public Schools agrees that any temporary construction access to the tennis court staging area shall be from Yorktown Blvd. or from the loading dock area. No construction access shall be allowed across the newly constructed park walkways or parking lot.
38. Arlington Public Schools agrees to evaluate and implement additional cost-effective energy efficiency measures including increased insulation and energy efficiency of glazing, taking into account operational savings over time, to be reviewed by and approved by the County Manager prior to application of the first building permit.
39. Arlington Public Schools shall submit a parking management plan showing the proposed satellite off-site parking area. The plan shall provide the location of a trash can onsite to control litter. In addition, the plan should include a maximum number of cars anticipated

as well as information on how the site would be maintained to control litter and loitering. The parking area shall be treated with, at a minimum, compacted gravel, as grass areas will not be allowed to be parked without such treatment. There shall be a minimum of 170sq ft per vehicle which includes the parking space and drive aisle. This plan shall be submitted and approved by the Zoning Administrator prior to issuance of any permits for school construction