



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item**  
**Meeting of May 7, 2005**  
**(Recessed Meeting of May 31, 2005)**

**DATE:** May 27, 2005

**SUBJECT:** U-3120-05-1 USE PERMIT for a new high school located at 1300 N. Quincy St.  
(Washington-Lee High School) (RPC #14-001-001)

**Applicant:**

Arlington Public Schools

**By:**

Sarah Woodhead, Director  
Design and Construction Services  
277 South Taylor Street  
Arlington, Virginia 22206

**C.M. RECOMMENDATION:**

Approve the use permit request for a new high school, subject to the conditions of the staff report dated May 27, 2005, with an administrative review one (1) year after the issuance of the first certificate of occupancy.

**ISSUES:** None.

**SUMMARY:** This is a use permit for the multi-phased reconstruction of Washington-Lee High School in the Ballston-Virginia Square neighborhood. The proposed construction would replace the existing high school building and its parking lot with a new 358,102 square foot building. The proposed building includes a public pool and creates one standard-sized soccer field and one reduced-sized soccer field, in addition to the existing track and field stadium. The proposed building height for the main structure ranges from one to four stories tall and would be approximately 60 feet tall on the North Stafford Street frontage. The highest point of the proposed building would be at the mechanical mezzanine, which is 75 feet tall. The current Zoning Ordinance for "S-3A" limits the maximum building height to forty-five (45) feet. A proposed Zoning Ordinance amendment, which is addressed in an accompanying report, will permit, by special exception use permit approval, an increase of the maximum building height of secondary schools and school administration buildings to seventy-five (75) feet. The student enrollment would remain at approximately 1,600. The school currently provides 694 parking spaces on the site and in the adjacent public parking garage over I-66. Following construction of the project, parking would be reduced to a total of 605 spaces for the high school, the Education Center and the Public Pool including on-street parking. The existing and proposed parking

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

Staff: Wei H. Smith, DCPHD, Planning Division  
David Robinson, DES

PLA-3990

exceeds the Zoning Ordinance parking requirements for a high school. The proposed new school would reduce the impervious area of the 19.5 acre site by 8.28% while providing a net increase of 90,602 square feet building gross floor area. The School Board appointed a Building Level Planning Committee which held numerous meetings (see attached meeting chronicle) since 2003 that resulted in the proposed changes for the Washington-Lee High School. County staff and a Planning Commissioner participated in the process. The proposal is consistent with the General Land Use Plan and is similar to other previously approved use permit requests for new schools. The proposal would maximize valuable open space on this site, provide a modern urban school in the Rosslyn-Ballston Corridor, and create a civic building accessible to the community. Conditions are proposed to mitigate the impact on the immediate neighborhood. Both the Transportation and Planning Commissions recommended approval of the use permit. Therefore, it is recommended that the use permit request be approved, subject to the conditions of the staff report, and an administrative review one year after the issuance of the first certificate of occupancy.

**BACKGROUND:** The existing school site is comprised of a two-story or 28-foot tall high school building, a 50-foot tall Education Center, a stadium, a baseball field, and a public indoor pool constructed over several decades. The original 1925 structure has been replaced by numerous renovations and additions, and none of the existing structure is deemed to have historic value according to the County's Historic Preservation Coordinator.

In August 2003 a feasibility study to consider the options for renovation or replacement of the aging Washington-Lee (W-L) High school was issued. In September 2003, the office of the Superintendent of Schools and Office of the County Manager formed the Washington-Lee/Quincy Park Master Plan Steering Committee (MPSC), which consisted of County staff, Arlington Public Schools staff, citizens and commission members. The purpose of the MPSC was to locate the school on either the existing lot or on Quincy Park. The MPSC recommended that W-L High School remain on its current site and be constructed at the northwest corner of the site in a construction process to be phased with the demolition of the existing school.

A Building Level Planning Committee (BLPC) was appointed by the School Board and met ten times from December 2003 to April 2004. The BLPC consists of representatives from the following organizations: W-L faculty, administration, staff and students; W-L PTA; Cherrydale and Ballston-Virginia Square Civic Associations; Advisory Council on School Facilities; Planning Commission; Sports Commission; Energy and Environment Conservation Commission; and County staff. The BLPC considered all of the options for the location of the school within the site boundary and reached the same conclusion as the MPSC – the best location for the school is the northwest corner, fronting on North Stafford Street.

The BLPC and its predecessor committee, the MPSC, have identified several important goals for the success of this project. These goals include:

- A site plan and building design that enhance the appearance of the school, reflect its important civic function and community role, and provide for a first rate educational institution.
- A building organization that supports and enhances the educational program of the school, its faculty, and students.

- A building design that reflects the historical importance of Washington-Lee High School to its students, faculty, alumni, and the entire Arlington County Community, and appropriate to the high standards of the educational program and high-level achievements of its students.
- A functional and aesthetically comprehensible site organization with organized traffic flow for pedestrians, small vehicles, busses, and deliveries, so as to minimize the impact on neighborhood traffic patterns, and enhance safety and security of site users.
- Adequate parking for all elements of the site (school, stadium, ball fields, and pool).
- Fields and physical education facilities in conformance with Arlington Public School High School guidelines located to significantly reduce the need for student crossing of Washington Boulevard.
- Improved quality and accessibility of the pool for the community.
- Convenient community access to auditorium, physical education facilities, and other community-use spaces.
- Increased useable, high-quality, open green space for ball fields or other recreational activities.
- A balanced flow of traffic to and from the site for buses and cars with respect to Stafford and Quincy Streets, so that egress from the site flows in two directions, and neither street is burdened with 100 percent of traffic in and out of the site.
- Improved streetscapes around the site perimeter, particularly at Stafford Street where the stadium fencing and spectator stands are close to the street edge.
- Improved pedestrian access through the site creating a greater connectedness between neighborhoods east and west of the school.
- A building concept plan that can be phased with the demolition of the existing school.

The following provides additional information about the site and location:

Site: The relatively flat 19.5 acre site occupies an entire street block bounded by Washington Boulevard, North Quincy Street, I-66, and North Stafford Street. The site currently contains the existing Washington-Lee High School with an indoor pool, a small softball field, a stadium consisting of a track and football field with bleachers, on-grade parking, and no significant vegetation. In addition, the site also contains the Education Center that houses the administrative staff and a surface parking lot at its northeast corner.

To the north: A multi-story public parking garage over I-66 that is used by the Education Center, the High School, and for commuter parking; Across I-66 there are R-6 One Family Dwellings, Oak Grove Park zoned "S-3A". I-66 is located 20 to 30 feet lower than the adjacent properties.

To the west: "R-5" One Family, Restricted Two Family Dwellings

To the east: "R-5" One Family, Restricted Two Family Dwellings; "M-1" Light Industrial; "CM" Limited Industrial

To the south: "RA8-18" Apartment Dwelling; "R15-30T" Residential Townhouse Dwelling; Quincy Park is adjacent to the site to its southeast across Quincy Street and Washington Boulevard.

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

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

Neighborhood: Cherrydale Civic Association and Ballston-Virginia Square Civic Association.

Public/Private Partnership: Ballston-Virginia Square Partnership.

The following table sets forth the zoning requirements for the site with the existing “S-3A” Zoning:

<b>Requirements</b>	<b>Allowed</b>
Front yard setback	50 ft.
Side and rear yard setback	10 ft. plus 1 ft. for each 2.5 ft. above 25 ft. in building height 25 ft. minimum for rear lot line
Maximum Building Height	45 ft.
Screening	5 ft. landscape buffer at all “R” Zoning Districts
Site Landscaping	A minimum of one deciduous tree per 35 ft. along the property line abutting a public right of way

Proposal Description: The subject proposal is for the construction of a new high school facility to replace the existing high school. The proposed project includes construction of a new 358,102 square foot school building with a public pool, two standard ball fields, and expansion of the existing Education Center parking lot. The construction of the new building would be phased with the demolition of the existing Washington-Lee High School and adjoining pool. The Education Center is not within the scope of this proposal. However, the Center’s parking lot would be incorporated to provide parking for the site. The following table sets forth the statistical summary for the proposed development.

<b>Site Area</b>	<b>849,444 s.f. (19.5 acres.)</b>
<b>Current Student Population</b>	<b>1,600 students</b>
<b>Density (No density requirement in "S-3A")</b>	
Existing GFA (to be demolished)	267,500 s.f.
Proposed GFA	358,102 s.f.
Net New GFA	90,602 s.f.
<b>Height</b>	
“S-3A” Permitted Height <sup>1</sup>	45 feet
Existing Height	28 feet ±
Proposed Height	75 feet
<b>Parking</b>	
Proposed Parking for the new school and Education Center	605 spaces

<sup>1</sup> A proposed Zoning Ordinance Amendment would permit, by special exception use permit, that the height for school buildings in “S-3A” with 19 acres or more of site area up to 75 feet.

Required On-Site Parking for Washington-Lee High School	160 spaces
Required On-Site Parking Ratio for High Schools	1 space / 10 students
Required On-Site Parking for Education Center (based on 1 space/250 s.f. on ground floor, 1 space/300 s.f. on all other floors)	196 spaces
Required On-Site Parking for Pool (based on 1 space/40 s.f. of pool surface area)	206 spaces
Total Required On-Site Parking	562 spaces

The sequence of the construction is:

1. The existing auditorium at the northwest corner would be demolished and removed at the start of construction.
2. Phase One: The first phase of the construction would begin in the northwest portion of the site, where the existing faculty and student parking lots are located. Phase One would consist of a three to four story classroom building and would include all of the academic spaces, cafeteria, media center and administrative areas.
3. The existing cafeteria and kitchen, art and music spaces, technology program, auto shop, and some second floor classroom space southwest of the existing building would be demolished.
4. Phase Two would consist of construction of the auditorium and a portion of the music program, the gymnasium and physical education facilities, and the pool.
5. The existing gym, physical education spaces, little theater, and science and special education wing would be demolished and replaced by a ball field.
6. The remainder of the site would be finished, including sidewalks and driveways, landscaping, and the completion of two ball fields.

Modification: The proposed main building would be approximately four stories or 71.9 feet above average site elevation as measured according to the Zoning Ordinance, and 75 feet tall at a highest point of the mechanical mezzanine. The Zoning Ordinance presently permits the maximum height in the “S-3A” zoning district of 45 feet. Arlington Public Schools is requesting the height of the proposed school to go beyond 45 feet. An accompanying Zoning Ordinance Amendment will permit, by special exception use permit approval, an increase of the maximum building height of secondary schools and school administration buildings having a site area of nineteen (19) acres or more, up to seventy-five (75) feet. Subject to adoption of the Zoning Ordinance Amendment, staff supports this request for increased height because it allows the site to adequately accommodate a school design that the current number of pupils and curriculum require, as well as provide for the increased need for athletic fields and appropriate open space.

Site and Design: The new building would be located on the northwest quadrant of the site, with its visitor entrance located at North Stafford Street. The layout of the plan groups the uses of the building into the academic core on the west and the major public-use spaces on the east. All of the academic spaces are grouped in a three and four-story loop around a courtyard in the western half of the building. The pool, the gymnasium, and the auditorium would be located in the eastern half of the complex. The proposed pool would contain up to ten lanes. The primary student entrance would be located at the north midpoint of the building where the school buses would drop off and pick up the students. This entrance then would connect with a main north-

south corridor that is the major thoroughfare. Additionally, there is a courtyard to the east of the proposed administration offices.

The new school building would create a relationship between the building and the stadium in which the building “wraps” the northern end of the track, and the cafeteria and the media center within the building would overlook the north end zone. There would be an outdoor plaza located at the northern end of the stadium with direct access from the cafeteria. In addition, there would be internal sidewalks that connect the parking areas to the main building and sports fields.

The proposed building and parking footprint is smaller than the existing one. The design for the proposed building is of traditional Arlington red brick with additional skin materials such as metal panel and glass curtainwall.

When the project is finished, the primary loading dock would be located near the main student entrance, away from the public streets. The loading dock for the cafeteria would be located near the visitor entrance on North Stafford Street, but cafeteria trash pick up will be on the north side away from Stafford Street. No dumpsters will be located on Stafford Street.

Parking and Site Access: The W-L Parking Study Committee evaluated the parking demand and recommended a parking plan in their report in August 2004 to address parking and transportation issues at the site. The Committee estimated the normal daily peak parking requirements of the site to range between 417 to 495 parking spaces. Similarly, the committee estimated the evening peak parking demands to range from 597 spaces for the “smallest reasonable” estimate, up to 708 spaces for the “largest reasonable” estimate. Arlington Public Schools’ proposed 605 spaces slightly exceed the study’s smallest reasonable estimate. Arlington Public Schools’ parking plan includes approximately 40 new on-street parking spaces located in the public right-of-way along North Stafford and North Quincy Street. Currently there is no on-street parking along either North Stafford Street or North Quincy Street around the perimeter of the school site. These spaces would be regulated for short-term parking during the day and would be useful for visitors to the Education Center, the high school, the stadium or the swimming pool. In the evening the spaces would be available for other events, including the theater, track/stadium, athletic fields, pool/gym, evening Education Center activities and W-L meetings/classes.

Additionally, the project includes reconfiguration and expansion of the existing surface parking lots surrounding the existing Education Center, re-striping the public garage over the right-of-way of I-66, and construction of on-street parking on North Stafford and North Quincy Street. The I-66 Parking Garage is owned by the Commonwealth of Virginia and was leased to Arlington County when the construction of I-66 acquired part of the land Schools owned. Currently it is free for the school, commuters and visitors to the community. The school has dedicated parking spaces in the I-66 parking garage and would have more dedicated parking spaces in this garage when the project is completed.

During construction, the main construction parking and staging area would be located in the existing ball field at the southeast corner of the site. The 100 leased spaces at 1439 North Quincy Street across from the Education Center, are not included as part of the future site

parking supply. However, it was recognized by the Parking Study Committee that these spaces may serve an important role in providing parking during the construction period.

The following table lists the existing and proposed parking spaces:

<b>Location</b>	<b>Existing</b>	<b>Proposed</b>
North Stafford Street On-street parking	0	20 spaces
North Quincy Street On-street parking	0	20 spaces
On-site Parking	340 spaces	177 spaces
I-66 Parking Garage (shared with commuters)	354 spaces*	381 spaces (4 compact and 12 accessible spaces)
<b>TOTAL</b>	<b>694 spaces</b>	<b>605 spaces</b>

\* These spaces include approximately 60 percent school parking and 40 percent commuter parking.

The expanded parking lot at the Education Center would have a new direct access from Quincy Street as well as an entrance from the main drive passing through the school site. The parking between the proposed soccer field and the Education Center would be approximately 12-feet higher than the Education Center’s parking lots due to grade difference. It would be on the same level of the entrances to the Pool.

Transportation: The *Master Transportation Plan – Part I* classifies I-66 as a controlled access facility, North Quincy Street as a minor arterial, Washington Boulevard as a principal arterial and North Stafford Street as a neighborhood-principal street. The I-66 parking deck also has frontage along 15<sup>th</sup> Street North, which is also classified as a neighborhood-principal street. As shown below, traffic volumes on the adjacent streets have generally shown a slight increasing trend, with the exception of North Stafford Street, which showed a significant increase between 1999 and 2004. Staff has been working with the Cherrydale neighborhood on a Neighborhood Traffic Calming (NTC) and Neighborhood Conservation streetscape project for the section between I-66 and Lee Highway. The 2004 one day count may be an error and is inconsistent with other data in the area. Staff will continue to work with the neighborhoods after the streetscape and high school construction to address traffic speed and volume issues.

Daily Traffic Volumes

	<b>1997</b>	<b>1999</b>	<b>2001</b>	<b>2004</b>
N. Quincy St.	13,313	12,749	12,629	n.a.
Washington Blvd.	17,309	17,925	18,164	18,646
N. Stafford St.	2,268	2,295	n.a.	3,209

Source: Arlington County Traffic Engineering Division, DES. n.a. – not available

Vehicular access to the site is available from North Stafford Street to a small (approximately 15-space) parking lot for visitors and drop-off for the main entrance to the high school. Access to a

portion of the I-66 upper parking deck is also available from North Stafford Street via an existing driveway. This existing entrance will also serve as the entrance to a proposed internal travel way connecting North Quincy and North Stafford Streets along the northern portion of the site adjacent to the I-66 right-of-way. Portions of the internal drive are proposed to operate one way in the eastbound direction and would be used for accessing the loading dock and for school bus queuing for loading and unloading operations.

Streetscape: Arlington Public Schools has proposed to construct new streetscape along the site's North Quincy, Washington Boulevard and North Stafford Street frontages of the site to conform to adopted Rosslyn – Ballston Corridor streetscape standards. Arlington Public Schools agrees to evaluate allowing parking after hours along the internal driveway adjacent to the north side of the high school. All internal sidewalks would also be constructed to provide a minimum eight-foot clear width. Street trees would be planted at typical 32-foot intervals along the curb.

Bicycle Access: The subject site has convenient access to the County's Bikeway system. The Custis Trail is located just north of the school and adjacent to I-66. On-street bicycle lanes are striped on portions of North Quincy Street. A bike lane is a portion of a roadway that has been designated by striping, signing and pavement markings for the exclusive use of bicycles. As part of the Washington-Lee site reconstruction, North Quincy Street is proposed to be reconstructed to provide a 46-foot width between the face of curbs to extend the bike lanes from I-66 to Washington Boulevard. Consistent with the Arlington Bicycle Transportation Plan, the school would also provide bicycle racks for students, employees and teachers. Bike racks should be provided at the front door on North Stafford Street, at the entrance to the pool and near the stadium entrances.

Transit: Public transportation is conveniently located near the site. The Ballston-MU Metrorail Station which is served by the Metrorail Orange Line is located approximately one-half of a mile to the south. Metrobus and Arlington Transit (ART) bus service is available along Washington Boulevard, North Quincy and Stafford Streets. Metrobus Route 38 B provides service between the Ballston-MU Metrorail Station and Farragut Square in the District of Columbia. ART Routes #52 and #53 provide service between the East Falls Church and the Ballston-MU Metrorail Stations in the northwest corner of the County. ART Route #62 provides service between the Ballston-MU and the Rosslyn Metrorail Stations serving the Lorcom Lane and Cherrydale neighborhoods. Arlington Public Schools has identified that most of W-L's students arrive at school on school buses.

Utilities: Adequate water and sanitary sewer system capacity is available to serve the proposed development. Specific water and sanitary sewer main improvements would be determined during the review of the final engineering plan. Existing overhead utilities within the site and along the site's street frontages provide utility service to the existing building and parking lot lighting. The existing overhead utilities from the street to the buildings would be removed with the demolition of the existing building and parking lot. Staff recommends that the utility services to the new building and parking lot lights be placed underground. However, existing utilities at the site perimeter would not be undergrounded.

LEED Score: Arlington Public Schools is currently tracking a LEED score of 31 which reaches the certified Green Building level, with a possible additional 3 to 5 points (see attached LEED score card) to reach the Silver Certification level. The LEED program element would be finalized along with the final engineering plans, depending on cost implications. Arlington Public Schools states that careful consideration would be given to LEED guidelines and other environmental design strategies. Condition #31 is added to ensure the implementation of LEED measures in different stages of construction.

**DISCUSSION:** The proposed development is generally consistent with the adopted plans and policies for the area. The General Land Use Plan identifies the site as "Public" Parks (local, regional, and federal), Schools (public), Parkways, major unpaved rights-of-way, and Libraries and cultural facilities. The proposed development request is consistent with the General Land Use Plan. Subject to adoption of the proposed Zoning Ordinance Amendment, approval of the requested increase in height would not adversely impact the adjacent community and would accommodate improved siting of the buildings and recreational amenities. The taller structure allows the functions in the school to be more compact, thereby creating more usable open space for the school and the community.

Site Access and Parking: The proposed renovation and additions would not significantly change the current traffic pattern and flow generated by the school. Bus traffic would enter from Stafford Street at the northwest corner of the site and would cross west-east through the site and empty onto Quincy Street directly opposite 14th Street North. A portion of the 30-foot driveway within the site would be one-way and allow school buses only. This design would keep the school bus drop-off and pick-up traffic away from the public streets and help to create a safer pedestrian environment. The school has agreed to place adequate and visible signs to direct visitors to the I-66 parking garage and the other parking around the site.

Building Placement: The BLPC held numerous meetings over the past two years to determine the best location for the school within the site boundary. The BLPC has concluded that the best location for the school is the northwest corner, fronting on North Stafford Street. The reasons for this conclusion were:

- This location allows for the creation of a large open green area at the intersection of Washington Boulevard and Quincy Street, diagonally across the intersection from Quincy Park. In addition to high visibility for these community use fields, this arrangement creates a sense of connection between the two park-like settings. Drivers on Quincy Street and Washington Boulevard will have the sense of driving through an open, landscaped park in the heart of the County.
- The school will be given greater prominence because it can be viewed from both these streets over a wide open lawn space.
- Other community-use facilities within the building like the gymnasium, auditorium and pool will have similarly prominent positions and high visibility.
- The school will be located in the area closest to the I-66 parking garage, making most convenient use of parking already adjacent to the site for school, auditorium, gym and pool, and the frequent evening events at Washington-Lee such as adult evening classes.
- The bulk of student pedestrian activity is kept remote from the intersection of Washington Boulevard and Quincy Street, enhancing site safety.

- The school is closer to the suburban neighborhoods it serves and therefore feels more like a neighborhood school than if it were at the intersection of Washington Boulevard and Quincy Street and took on an “urban” character, close to the street edge.

Height: The proposed new school would be 75 feet tall at its highest point, which exceeds the maximum height of 45 feet in the “S-3A” zoning districts. The building’s highest point would be the main corridor area close to the middle of the building, which comprises approximately ten percent of the building total footprint. The rest of the building height would be varied, from four stories or 60 feet, three stories or 48.7 feet, to one story or 18 feet at its lowest. The existing Education Center building is measured at 50 feet tall. A proposed Zoning Ordinance amendment which is addressed in an accompanying report will permit, by special exception use permit approval, an increase of the maximum building height of secondary schools and school administration buildings to seventy-five (75) feet. Staff supports this increased height because it helps reduce the overall building footprint and creates larger open areas for athletic fields and open space within the limited site area. In addition, the building is setback approximately 75 feet from North Stafford Street, and the North Stafford Street façade of the building is three stories tall. This provides sufficient buffer from the building to the residential neighborhoods.

Community Process: The following bullets highlight the public meetings in which this project has been reviewed (see attached e-mail):

- Existing Building Condition Survey – issued in October 2002
- Feasibility Study – issued in August 2003
- Washington-Lee/Quincy Park Master Plan Steering Committee (MPSC) – meetings in September – November 2003
- BLPC meetings – meetings from December 2003 to present.
- Washington-Lee Parking Committee – meetings July – August 2004
- Schematic Design Submitted to School Board – April 16, 2004
- School Board Information Meeting – April 21, 2004
- School Board Action Meeting – May 6, 2004
- E2C2 Meeting – March 28, 2005, recommended approval of the proposal.
- Information session for the Planning Commission and the Site Plan Review Committee – April 14, 2005
- Transportation Commission Hearing – April 26, 2005
- Planning Commission Hearing – May 5, 2005
- County Board Hearing – May 17th, 2005 (Scheduled)

Transportation Commission Recommendation: On April 26, 2005, the Transportation Commission voted 7 to 1 to recommend approval of the use permit with the following recommendations:

- Streetscape improvements: The Commission generally supported Arlington Public Schools’ proposed streetscape improvements with several recommended changes. Arlington Public Schools has proposed to widen North Stafford Street to provide on-street parking along the east curb line and to construct a minimum 13-foot-wide sidewalk with street trees adjacent to the back of curb. The widening of the street to provide on-street parking and the wider

sidewalk section will result in three existing stadium light poles being located in the public sidewalk. The Commission recommends that the sidewalk maintain an eight-foot clear and contiguous width, free of obstructions without any meandering. At two of the three light pole locations, there is a minimum eight-foot clear path, free of obstructions, but there is a slight meander around the pole. The third pole provides approximately a five-foot wide pathway around both sides of the pole between the stadium fencing and the proposed face of curb. A wider clear sidewalk dimension could be provided by relocating the stadium fencing towards the bleachers or by constructing a nub in the parking lane. Arlington Public Schools has been advised by PRCR that it would cost approximately \$50,000 to relocate the stadium light poles completely from the sidewalk. Staff does not object to the pathway meandering around the light poles and recommends that Arlington Public Schools evaluate both options to provide a minimum eight-foot clear sidewalk around the middle light pole.

**Proposed Condition #13.b.:** Arlington Public Schools agrees to achieve a minimum eight-foot clear sidewalk width on North Stafford Street and agrees to cooperate with the County were the County to fund the relocation of the light poles on North Stafford Street.

A 55-foot-long segment of the existing sidewalk along Washington Boulevard adjacent to the stadium narrows to approximately five-and one-half-feet-wide for approximately 55 feet in length. Washington Boulevard between North Randolph and North Stafford Streets is constructed to a 47-foot width between the face of curbs which is approximately five feet wider than the sections to the east and west of this block. The wider section was dedicated and constructed with the adjacent townhouse development on the south side of Washington Boulevard. Consequently, the eastbound curb travel lane is approximately 13.5 feet wide. The Commission recommends that the striping centerline be shifted to the south in order to widen the sidewalk adjacent to the stadium. Staff will coordinate with Arlington Public Schools during the final engineering plan review to determine an appropriate curb alignment from a traffic geometric design analysis and the identification of funding.

**Proposed Condition #13.c.:** Arlington Public Schools agrees to coordinate with the County Manager on revisions to the streetscape section for Washington Boulevard adjacent to the stadium to achieve a minimum eight-foot clear sidewalk width, contingent upon available funding and a traffic engineering analysis.

- On-street bike lane: Arlington Public Schools' proposed streetscape section along North Quincy Street consists of a 47-foot-wide section between I-66 and 13<sup>th</sup> Street and a 42-foot section between 13<sup>th</sup> Street and Washington Boulevard. North Quincy Street is planned for a 47-foot section between I-66 and Washington Boulevard to accommodate two 8-foot parking lanes, two 5-foot bike lanes and two 10.5-foot travel lanes. Arlington Public Schools' proposed section is consistent for the section between I-66 and 13<sup>th</sup> Street. Arlington Public Schools has proposed to keep the existing curb in place between 13<sup>th</sup> Street and Washington Boulevard. The 42-foot wide section prevents striping the southbound bike lane between 13<sup>th</sup> Street and Washington Boulevard. The Department of Environmental Services desires to partner with Arlington Public Schools to achieve the recommended cross-section and will identify existing County resources to fund the incremental cost increase.

- New driveway entrance: Also on North Quincy Street, Arlington Public Schools has proposed a new driveway entrance to the surface parking lot located adjacent to the Education Center. The Commission noted that the new entrance creates another pedestrian/vehicle conflict point and is unnecessary to serve the parking lot. Arlington Public Schools noted the need to separate parking-lot traffic from the bus traffic that exits from the internal driveway. Staff supports the proposed new entrance designed to separate traffic flow and improve parking-lot circulation. Staff previously commented to Arlington Public Schools that the entrance should be constructed as a driveway entrance with the sidewalk maintaining a smooth elevation across the driveway.

**Proposed Condition #12.a.:** North Quincy Street – The face of curb along the west side of the street shall be located 42-47 feet from the existing face of curb along the east side of North Quincy Street between 14<sup>th</sup> Street and Washington Boulevard and as shown on the final engineering plan approved by the County Manager. North of 14<sup>th</sup> Street, the face of curb along the west side of the street shall remain in its approximate location and as shown on the final engineering plan approved by the County Manager. Arlington Public Schools agrees to coordinate with the County Manager on design and construction revisions to the streetscape section between 13<sup>th</sup> Street and Washington Boulevard to provide a 47-foot-wide cross-section, to the extent that the County is prepared to fund the additional improvements.

- Pedestrian Access: The Washington-Lee High School Parking Study Committee Report recommended a mid-block pedestrian passageway through the block connecting North Stafford and Quincy Streets. A dedicated eight-foot-wide walkway is proposed from the stadium to North Quincy Street and is located between the two soccer fields. Adjacent to the stadium, the walkway connection is located along the periphery of the track, adjacent to the southern end of the proposed building. This section of the walkway is located within the security fence around the stadium. The Commission recommends that the mid-block pedestrian walkway be open to the public except at such times as the gates are controlled for sporting events. The Commission also noted that Arlington Public Schools' drawings depicted diagonal curb ramps at several intersections. County design standards require all improvements to curb, gutter, sidewalks and streets for pedestrian and/or vehicle 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.

**Proposed Condition #13.d.:** Arlington Public Schools agrees to maintain the mid-block pedestrian walkway open to the public except at such times as the gates are controlled for stadium events or as stadium-related programmatic or safety situations may dictate. Any extended closing for safety purposes shall be done in consultation with the County Manager or his designee.

- Parking and signage: The Transportation Commission recommends that Arlington Public Schools develop a Parking Management Plan as an element of a Transportation Demand Management Program to maximize the availability, efficiency and utilization of parking resources. It was noted that many visitors to the school, especially for special events may be unaware of the I-66 parking garage and its availability to the public for school activities. It is

recommended that a signage program be developed to direct visitors to the I-66 parking garage.

**Proposed Condition #28:** Arlington Public Schools agrees to submit a design for construction and installation of parking information and directional signs for the I-66 parking garage for approval by the County Manager or his designee prior to the issuance of Phase 2 Construction Permit.

- Internal Drive: As discussed previously in the Parking and Site Access section, Arlington Public Schools has proposed to construct an internal drive between North Stafford and Quincy Streets for loading dock access and bus staging. The Transportation Commission noted that the drive could be used in the evenings and on weekends for curb-lane parking on the south side. Currently, the school allows parking in the existing bus staging lane adjacent to North Quincy Street after 7 p.m. Arlington Public Schools is concerned about safety but is considering allowing restricted parking on the internal drive.

**Proposed Condition #29:** Arlington Public Schools agrees to evaluate allowing parking after hours along the internal driveway adjacent to the north side of the high school.

- Transportation Demand Management (TDM) Program: The Washington-Lee High School Parking Study Committee Report noted the benefits of managing parking demand and making the best use of all spaces. Washington –Lee High School is conveniently located with respect to bus and Metrorail service and bike facilities. The Committee report noted that “by making these options as easy and attractive as possible, parking demand can be reduced and more spaces made available for those with fewer or less attractive alternatives.” County and school staff, with the assistance of staff from Arlington Transportation Partners (ATP), is conducting a best management practice literature search to determine what other communities have done to address school parking issues. To date, none of the preceding school redevelopment projects have been required to develop a TDM program as a condition of use permit approval. To address the unique situation at W-L High School and its related facilities (including the auditorium, pool, stadium and soccer fields) school administration staff met with county staff to begin the initial development of a TDM program that could be presented to the Arlington School Board for consideration. The literature search is the first phase of that effort.

The draft staff condition to develop a TDM program was intended to memorialize the collaborative effort on-going between county and school staff and to recognize that any program is contingent upon approval of the Arlington School Board and the availability of funding for specific programs. The Transportation Commission strongly supports a robust TDM program that provides opportunities for school staff, students and employees to consider alternative modes of travel. The Transportation Commission recommends that the TDM program be approved by the Arlington County Board prior to the issuance of the sheeting-and-shoring permit. The Commission also recommended that the program encourage transit, cycling and carpooling by providing user amenities, including bus shelters, bike facilities and car-sharing.

Arlington Public Schools and staff are coordinating the upgrading of the existing bus stops to conform to Arlington's adopted bus stop design standard and have agreed to install concrete pads to facilitate County installation of bus shelters at certain locations. Bike racks are also proposed on the east and west side of the building for staff, students and visitors to the school, track and pool. The 90 bike parking spaces proposed are consistent with the LEED standard for the project.

County staff and Arlington Public Schools do not support the Commission's recommendation for County Board approval of the TDM program. Staff supports a revised condition that encourages Arlington Public Schools to work with county and ATP staff to develop a TDM program for consideration by the Arlington School Board.

**Proposed Condition #30:** Arlington Public Schools agrees to submit a Transportation Demand Management (TDM) program to the County Manager or his designee for review and approval prior to the issuance of the Certificate of Occupancy after completion of the first phase of construction, or June 1, 2007, whichever is earlier. In addition, Arlington Public Schools agrees to submit an interim Parking Management Plan to the County Manager or his designee for review and approval prior to the removal of the Stafford Street parking lot.

Planning Commission: The Planning Commission heard the subject proposal at its May 5th, 2005 meeting. The Commission voted 8-0-1 to approve the use permit subject to conditions of the staff report, with a review in one year after the issuance of the first certificate of occupancy for any part of the space, and with the following changes:

- That any significant change in parking spaces or location of parking shall result in review of the use permit by the Planning Commission and County Board.

**Proposed Condition #32:** 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.

- That the applicant agrees to implement LEED measures to meet Silver certification. If they are unable to meet this certification, that the APS agrees to return to the Planning Commission and County Board. In addition, that a new Condition #31 be added.

**Proposed Condition by the Planning Commission:** 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 the developer points under the U.S. Green Building Council's system for LEED certification. Specifically, the applicant agrees to include sustainable elements in design and construction that are sufficient to meet the requirements for LEED silver certification (33-38 credits). If the project is unable to achieve 33 to 38 credits, a use permit amendment will be required and will be referred to the Planning Commission and County Board as a substantial plan change.

Arlington Public Schools further agrees to submit, to the County Manager or his designee, a report prepared by a LEED consultant and documentation upon request to substantiate the report. Such report will be submitted prior to the issuance of the following permits or certificates of occupancy for construction of the project and will summarize the efforts to date of the inclusion of the sustainable elements within the project:

- Demolition Permit
- Excavation, Sheeting and Shoring Permit
- Footing to Grade Permit
- First Above Grade Building Permit
- Final Building Permit
- Shell and Core Certificate of Occupancy
- Certificate of Occupancy for occupancy of the last floor of space
- Master Certificate of Occupancy

**Condition #31:** Staff generally agrees with the Planning Commission's proposed condition language and recommends it as Condition #31 in the staff report, except for the following:

- Requirements for LEED silver certification – since the LEED rating of a building is determined by the U.S. Green Building Council, it is not appropriate for the County to require the Silver certification for the proposed school building. Therefore, staff recommends Condition #31 state that Arlington Public Schools shall meet the seven LEED Prerequisites and the 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.
  - The various permits in the second part of the condition are replaced by general language that states the LEED progress documents are available to the County Manager or his designee throughout the construction process.
- That the Cherrydale Citizens' Association, the Ballston-Virginia Square Civic Association, and the Washington-Lee PTA be specifically referenced in conditions for pre-construction meetings and other public liaison efforts.

**Condition #2:** Arlington Public Schools agrees to conduct a pre-construction meeting, and to coordinate participation in the pre-construction meeting by representatives from the Cherrydale Citizens' Association, the Ballston-Virginia Square Civic Association, and the Washington-Lee PTA, 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.

**Condition #6.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 Cherrydale Citizens' Association, the Ballston-Virginia Square

Civic Association, and the Washington-Lee 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.

- That the applicant prior to the County Board meeting continue to improve the eastern and southern façades to enhance the public experience of this civic building.

**Response:** The Arlington Public School has agreed to this recommendation and will continue to refine the design of the facades.

- That drawings showing the proposed school and the relationship to the single-family houses on Stafford Street be provided for the County Board meeting.

**Response:** The Arlington Public School has agreed to this recommendation.

- That the following be added to the end of Condition 30: A Transportation Demand Management program (including a parking management plan and way-finding signage) be approved by the County Manager prior to the issuance of the sheeting and shoring permit.

**Condition #30:** Arlington Public Schools agrees to submit a Transportation Demand Management (TDM) program to the County Manager or his designee for review and approval prior to the issuance of the Certificate of Occupancy after completion of the first phase of construction, or June 1, 2007, whichever is earlier. In addition, Arlington Public Schools agrees to submit an interim Parking Management Plan to the County Manager or his designee for review and approval prior to the removal of the Stafford Street parking lot.

**CONCLUSION:** The proposal is consistent with the intent of the use permit provisions for such facilities. The proposal is also consistent with the General Land Use Plan designation for the site and in keeping with other similarly approved requests. Arlington Public Schools has undertaken an extensive review process from which the subject proposal was developed. Staff supports the proposed height modification of the building because the design allows the school to maximize its open space on the site, creates a pleasing educational and recreational building in the metro corridor, and would not adversely impact the community. Therefore, it is recommended that the use permit be approved, subject to the conditions below, with an administrative review one (1) year after the issuance of the first certificate of occupancy.

1. Arlington Public Schools agrees to comply with the standard conditions set forth below and the drawings and materials dated April 19, 2005 and labeled “*Washington-Lee High School Use Permit Submission Set*,” and materials dated March 24, 2005, both prepared

by Grimm + Parker Architects, reviewed and approved by the County Board and made a part of the public record on May 31, 2005 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 Cherrydale Citizens' Association, the Ballston-Virginia Square Civic Association, and the Washington-Lee PTA, 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 during each phase of the construction. This plan shall identify temporary sidewalks, interim lighting, fencing around the site, construction vehicle routes, and any other feature necessary to ensure safe pedestrian and vehicular travel around the site during 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 Cherrydale Citizens' Association, the Ballston-Virginia Square Civic Association, and the Washington-Lee 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 site plan 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 site plan, and, at a minimum, shall conform to the landscaping requirements below; the *Rosslyn-Ballston Corridor Streetscape Standards* if applicable; the Sector Plans if applicable; 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, tennis courts, 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.
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. Arlington Public Schools agrees to place underground all utilities serving the proposed structure, except as described herein, and as shown on the final engineering plan approved by the County Manager or his designee. The existing utility guy poles and the utilities they carry on the site shall be allowed to remain. Any utility improvements necessary to provide adequate utility services to this development or utility work necessary to provide a terminus to the underground facilities shall be paid for by Arlington Public Schools and shall not result in the installation of any additional utility poles or aerial devices. 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. North Quincy Street – The face of curb along the west side of the street shall be located 42-47 feet from the existing face of curb along the east side of North Quincy Street between 14<sup>th</sup> Street and Washington Boulevard and as shown on the final engineering plan approved by the County Manager. North of 14<sup>th</sup> Street, the face of curb along the west side of the street shall remain in its approximate location and as shown on the final engineering plan approved by the County Manager. Arlington Public Schools agrees to coordinate with the County Manager design and construction revisions to the streetscape section between 13<sup>th</sup> Street and Washington Boulevard to provide a 47-foot-wide cross-section, to the extent that the County is prepared to fund the additional improvements.
  - b. Washington Boulevard – Arlington Public Schools agrees to participate in the redesign of Washington Boulevard between Stafford and Quincy Streets to the extent that the County is prepared to fund improvements. Improvements under consideration include: the realignment of the face of curb along the north side of Washington Boulevard as necessary to widen the sidewalk adjacent to the end of the stadium track to achieve an eight-foot-wide sidewalk to the extent possible and to incorporate a parking lane on the eastern one-half of the block between the stadium and North Quincy Street as shown on the final engineering plan approved by the County Manager. Arlington Public Schools agrees to coordinate with the County Manager design and construction revisions to Washington Boulevard to achieve the desired streetscape section between North Quincy and North Stafford Streets.

- c. North Stafford Street - The face of curb along the east side of the street shall be located 36 feet from the existing face of curb along the west side of North Stafford Street between 13<sup>th</sup> Street and Washington Boulevard and as shown on the final engineering plan approved by the County Manager. North of 13<sup>th</sup> Street, the face of curb along the east side of the street shall remain in its approximate location and as shown on the final engineering plan approved by the County Manager.
  - d. 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 the Rosslyn-Ballston Corridor Streetscape Standards or other 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 May 31, 2005 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 the Rosslyn-Ballston Streetscape Standards or other 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 Quincy Street, Washington Boulevard and North Stafford Street shall be as follows:
- a. A minimum 12.5 foot wide sidewalk measured from the back of curb, 4-foot by 12-foot tree pits (or 5-foot by 5-foot tree grates or 4-foot wide planting strip) planted

with 4 to 4 ½ inch caliper Willow Oak street trees placed a minimum of 30 feet apart on center, and such ground cover as liriopie muscarii, hypericum, calycinum (Aarons Beard), or juniperus conferta (Shore Juniper) placed a minimum 8-foot clear sidewalk adjacent to a tree pit, except in the area adjacent to the stadium along Washington Boulevard, which shall be determined by the County Manager or his designee on the final engineering plan.

- b. Arlington Public Schools agrees to achieve a minimum eight-foot clear sidewalk width on North Stafford Street and agrees to cooperate with the County were the County to fund the relocation of the light poles on North Stafford Street.
  - c. Arlington Public Schools agrees to coordinate with the County Manager revisions to the streetscape section for Washington Boulevard adjacent to the stadium to achieve a minimum eight-foot clear sidewalk width, contingent upon available funding and a traffic engineering analysis.
  - d. Arlington Public Schools agrees to maintain the mid-block pedestrian walkway open to the public except at such times as the gates are controlled for stadium events or as stadium-related programmatic or safety situations may dictate. Any extended closing for safety purposes shall be done in consultation with the County Manager or his designee.
  - e. The landscape plan shall incorporate and identify the locations of all Metrobus and ART route bus stops along the site frontages and maintain a minimum 40-foot length clear space in the streetscape section adjacent to the bus stop free of trees, landscaping for transit passenger embarking/disembarking operations, as shown on the final engineering plan approved by the County Manager.
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 Virginia Power "Carlyle" standard single-globe street lights along all frontages of the site in accordance with adopted County Street Lighting Policy. The height of the street lights shall be 14 feet. 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 May 31, 2005 including all renderings, drawings, and presentation boards presented during public hearings.
26. Arlington Public Schools agrees to provide bicycle racks for 90 bicycles conveniently located 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 submit a design for construction and installation of parking information and directional signs for the I-66 parking garage for approval by the County Manager or his designee prior to the issuance of Phase 2 Construction Permit.
29. Arlington Public Schools agrees to evaluate allowing parking after hours along the internal driveway adjacent to the north side of the high school.
30. Arlington Public Schools agrees to submit a Transportation Demand Management (TDM) program to the County Manager or his designee for review and approval prior to the issuance of the Certificate of Occupancy after completion of the first phase of construction, or June 1, 2007, whichever is earlier. In addition, Arlington Public Schools agrees to submit an interim Parking Management Plan to the County Manager or his designee for review and approval prior to the removal of the Stafford Street parking lot.
31. 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.

32. 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.
33. Arlington Public Schools agrees that Washington-Lee 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.

In addition, Arlington Public Schools agrees to enter into:

- a. A Memorandum of Understanding (MOU) between the Superintendent and the County Manager on the joint use of Washington-Lee High School's Public Swimming Pool prior to the issuance of a Demolition Permit for the existing Public Swimming Pool. In addition, the County Manager and the Superintendent shall develop a preliminary MOU addressing simultaneous use of the pool by the high school and the community, prior to the commitment of County funds for additional lanes in the new swimming pool.
- b. A Memorandum of Understanding (MOU) between the Superintendent and the County Manager on the joint use of the stadium prior to the County Manager authorizing installation of the synthetic fields.

PREVIOUS COUNTY BOARD ACTIONS:

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|----------------|---|
| April 19, 2005 | Approved award of contract for the installation of synthetic grass at Washington-Lee High School stadium. |
| May 17, 2005   | Carried over the use permit (U-3120-05-1) to the May 31, 2005 County Board meeting.                       |