



***Master Plan Amendment #2021-0009, Rezoning #2021-00008, Development Special Use Permit #2021-10026
3701 West Braddock Road –
Minnie Howard High School Project***

Application	General Data	
Project Name: Alexandria City High School Project - Minnie Howard Campus	PC Hearing:	January 4, 2022
	CC Hearing:	January 22, 2022
	If approved, DSUP Expiration:	January 22, 2025
	Plan Acreage:	12 acres
Location: 3701 West Braddock Road	Current Zones:	R-12/Single-Family Residential and POS/Public Open Space
	Proposed Zones:	OCM(50)/Office Commercial and POS/Public Open Space
	Floor Area:	313,355 square feet
	Gross Floor Area:	344,480 square feet
Applicant: Alexandria City Public Schools (ACPS) and City of Alexandria	Small Area Plan:	Seminary Hill/Strawberry Hill
	Historic District:	N/A
	Green Building:	LEED Gold / Net Zero Compliant
Purpose of Application		
Consideration of a request to construct a new High School campus on the existing Minnie Howard school and recreation site, with a new indoor pool, recreational and community facilities.		
Amendments, Special Use Permits and Modifications Requested:		
<ul style="list-style-type: none"> a. Master Plan Amendment to amend the City Land Use Map to switch the Institutional and Parks & Open Spaces land use designations for the subject property. b. Amendment to the official zoning map to change the zone from POS/Public open space and community recreation zone and R-12/Single-family zone to OCM(50)/Office commercial medium (50) zone and POS/Public open space and community recreation zone. c. Amendment to the Seminary Hill/Strawberry Hill Small Area Plan chapter of the Alexandria Master Plan to amend the Small Area Plan Height Limit Map from 35 feet to 77 feet for the subject property. d. Development Special Use Permit (DSUP) with Site Plan for the construction of a new high school building, community services and athletic fields and courts. e. Special Use Permit (SUP) to allow in the POS zone: a public park, congregate recreational facilities, and facilities for the lighting of any area in the POS zone for nighttime use. f. SUP to allow in the POS zone congregate recreational facility lighting up to 60 feet in height. g. SUP to allow in the OCM(50) zone building height to exceed 50 feet up to 77 feet. h. SUP to allow in the POS zone an increase in height for recreational areas up to 30 feet. i. SUP to exceed the parking maximum in the OCM(50) zone by 45 spaces (179 spaces maximum allowed, 224 space proposed). 		

- j. Modifications to the landscape islands requirement and street tree spacing requirement in the City Landscape Guidelines.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns AICP, Division Chief, Planning & Zoning, robert.kerns@alexandriava.gov
Dirk H. Geratz, AICP, Principal Planner, Planning & Zoning, dirk.geratz@alexandriava.gov
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CITY COUNCIL ACTION, JANUARY 22, 2022: City Council approved the Planning Commission recommendation.

PLANNING COMMISSION ACTION, JANUARY 4, 2022:

On a motion by Commissioner McMahon, and seconded by Commissioner Koenig, the Planning Commission voted to adopt a resolution of the Master Plan Amendment #2021-00009, as submitted. The motion carried on a vote of 6-0, with Commissioner Lyle absent.

On a motion by Commissioner McMahon, and seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Rezoning #2021-00008, as submitted. The motion carried on a vote of 6-0, with Commissioner Lyle absent.

On a motion by Commissioner McMahon, and seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Development Special Use Permit #2021-10026, as submitted. The motion carried on a vote of 6-0, with Commissioner Lyle absent.

Reason: The Planning Commission agreed with the staff analysis.

Discussion: Commissioner McMahon spoke about how impressed she was with the sustainability aspects of the project, how this project demonstrates what it's going to take to achieve the City's climate change goals. Ms. McMahon had no issues with any the modification requests and was supportive of the co-location of services at the site that can be used by the community. Understanding why the request is being made, Commissioner McMahon was concerned about the request for additional parking and hopes City projects move away from a suburban busing and parent drop-off mentality and promote biking, walking and public transportations, which are the best for people and the environment. Public transportation in front of all school sites needs to be considered and the responsibility of the City.

Commissioner Koenig agreed with Commissioner McMahon's comments. He reiterated the success of this project and its advanced design, despite the accommodation of vehicles. This project, along with the Douglas MacArthur project, have shown that projects can meet net zero performance and use what has been learned from these projects for other projects in the City.

Commissioner Ramirez noted she was involved with the Superintendents Task Force, which showed a deep level of caring, collaboration, diligence and ingenuity resulted in a project that balanced all the complex requirements for this project. She was supportive of the project, which addresses the strong need in the City and an improvement for the City. Commissioner Ramirez hopes the green building aspects of the project are a learning opportunity for the students as well.

Speakers:

Dr. Gerald Mann, representing ACPS, who is in favor of the project, spoke about the connected network of schools and student schedules. ACPS will be working with consultants on the master schedule.

Azjargal Bartlett, representing ACPS, who is in favor of the project, spoke about the goals of the project to benefit the students and the community. Ms. Bartlett noted the state-of-the-art new building, increased capacity, improved recreational facilities, benefit of co-location uses, as well as green building compliance.

Commissioner Brown questioned ACPS about the availability of student parking at the King Street campus and the new campus. Ms. Bartlett said that the existing student parking made available adjacent to the King Street campus would remain the same, and there was no student parking at the new site, with shuttling being provided between the two campuses. Commissioner Brown thought their plan for transitioning the students was sound and could be successful. He also commented that the use of the recreation space to build the new school while maintaining the existing school made sense, but worried about the loss of recreation space would be an impact to those users. Jack Browand, Deputy Director for RPCA, responded that RPCA is working on a schedule to accommodate, and not reduce, the programming that currently occurs at Minnie Howard.

Commissioner Koenig discussed the complex planning and collaboration for this project for a connected high school network. He also noted the significant achievement of net zero performance and tremendous learning opportunity, and he is looking forward to following the ongoing development of the project as it moves through construction.

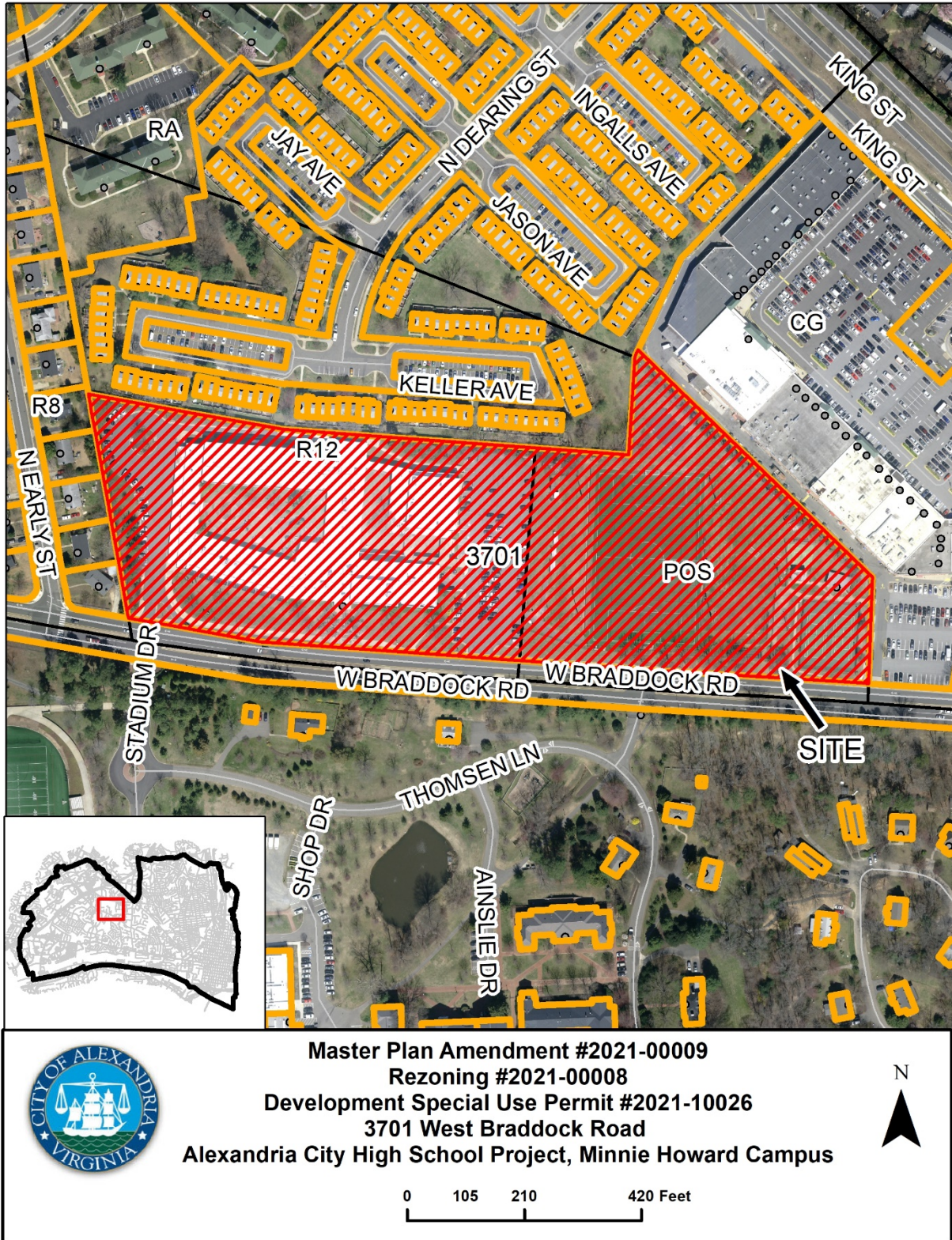
Chair Macek spoke about the public dash bus access to the site, which is now located off N. Early Street because the ridership was light at the previous Braddock location. He encouraged staff to promote the City's transportation services and that the school is a huge employment center and the City needs to promote and drive ridership of public transportation to and from the site. He hopes that as the site develops, staff reviews the public transportation to optimally serve the site to make it easier for people to access the site's benefits by DASH bus.

Commissioner McMahan questioned ACPS about encouraging bus usage and discouraging parent vehicle drop-off and single-occupancy vehicle parking at the site. Patricia Williamson, representing ACPS, noted that students have free access to the DASH bus and use that as an alternative to the school and parents' transportations, and explained the current parent drop-off options at the school. Commissioner McMahan noted that the school is still providing all the

surface vehicle parking, bus and vehicle looping for safety, and things this is prioritizing the vehicle over providing other options of traveling to campus.

Commissioner McMahon also asked ACPS about staff commuting options, and Ms. Bartlett stated that ACPS provides a monthly stipend to staff if they use public transportation. Megan Oleynik, T&ES, confirmed that ACPS provides a stipend of \$45 per month and that prior to the pandemic about 150 students take the DASH bus to the Minnie Howard campus, and 800 to 950 students to the King Street campus. Ms. Oleynik also noted that ACPS has expressed interest in having a DASH bus stop on Braddock road in front of the school and that is something the City is discussing with DASH.

Chair Macek was impressed by the DASH ridership numbers to the campuses and that this underscores the need for easier public transportation access at this site. He stated while 19 parking spaces are provided for ACPS buses, equally easier to access public transportation should be pursued, ideally before the school opens.



PROJECT LOCATION MAP

I. SUMMARY

Recommendation

Staff recommends approval of the request for a master plan amendment, rezoning request, a development special use permit with site plan, modifications and associated special use permits, to construct an approximately 313,355 square foot public high school and City outdoor recreational facilities on the site of the existing Minnie Howard High School and Minnie Howard Recreation Field. The proposal provides a range of public benefits for the City and surrounding community including:

- ✓ A new Net Zero, LEED Gold public school facility with increased student capacity and modern amenities on the site of a smaller, aging school facility; and
- ✓ A new indoor, regulation sized pool and training pool for school and community use; and
- ✓ Outdoor recreation amenities including a multi-purpose field with covered bleacher seating, tennis courts, a basketball court and outdoor space for community and school use;
- ✓ Improved stormwater management through the use of bio-retention areas, planted swales and below grade retention areas: and
- ✓ Dedicated space for Department of Community and Human Services, a Teen Wellness Center, and early childhood learning center; and
- ✓ Enhanced pedestrian and bicycle facilities throughout the site; and
- ✓ New and enhanced streetscape along West Braddock Road to include wider sidewalks and landscaping.

General Project Description

Alexandria City Public Schools (ACPS) and the City are proposing to construct a second campus for the Alexandria City High School at the Minnie Howard school site. The current school building will remain in operation while the new school is built to the east. The new school building will be where the athletic facilities currently exist. Once the new building is complete, the old Minnie Howard building will be removed and replaced with new athletic facilities, recreational amenities, bus loop and parking.

The DSUP submission seeks to provide additional classroom space for the growing high school population, as well as community meeting space, public recreation space and address site circulation for pedestrians and motorists. The plan also strives to improve pedestrian safety along Braddock Road by limiting curb cuts and creating wider sidewalks and a buffer between the sidewalk and the roadway. Maintaining open space and retaining as many healthy trees as possible are goals of the plan. A buffer with trees and landscaping is intended where the property abuts residential properties.

The new five-story high school will be approximately 313,355 square feet and is designed for a capacity of approximately 1,600 students in grades 9th through 12th and 200 faculty. Recreational facilities include a central synthetic turf field that can accommodate a variety of

field sports, as well as tennis/pickleball courts, basketball/futsal court and grass practice area. A perimeter walking path will circulate around these areas and provide a passive recreation activity.

The school building is designed to meet the current green building and net zero standards by ensuring low energy and water use and providing a high degree of indoor environmental quality for students. The high-performance building envelope and geothermal HVAC system dramatically reduce energy demand, and PV panels will produce at least as much electricity as the building is expected to use each year. Surface parking will be available for both the school and recreational facilities. A bus loop is separated from the parent drop off / pick up areas and the bus parking will do double duty for overflow parking when not in use by the school buses.

Summary of Requests

Construction of the new school will require the following land use approvals:

- ✓ Master Plan Amendment to amend the City Land Use Map to switch the Institutional and Parks & Open Space land use designations for the subject property.
- ✓ Zoning Map Amendment to request rezoning for the property from POS and R-12 to OCM(50) and POS.
- ✓ Master Plan Amendment to amend the Small Area Plan Height Limit Map from 35 feet to 77 feet for the subject property.
- ✓ Development Special Use Permit (DSUP) with Site Plan for the demolition and reconstruction of a new high school building, including community services and congregate recreational facilities.
- ✓ Special Use Permit (SUP) to allow in the POS zone: a public park, congregate recreational facilities, and facilities for the lighting of any area in the POS zone for nighttime use.
- ✓ SUP to allow for congregate recreational facility lighting up to 60 feet in height.
- ✓ SUP to allow the building height to exceed 50 feet up to 77 feet.
- ✓ SUP to allow accessory recreational netting to exceed 15 feet to a height of no more than 30 feet.
- ✓ SUP for exceeding the parking requirements by 45 spaces (179 spaces maximum required, 224 space proposed).
- ✓ Modification to the proposed trees in the landscape islands requirements.
- ✓ Modification for street tree spacing along Braddock Road.

II. BACKGROUND

A. Site Context

The Minnie Howard school campus is located at 3701 West Braddock Road in the Seminary Hill/Strawberry Hill Small Area Plan neighborhood. The site will be developed as part of an expansion of ACPS' Alexandria City High School. The school site is located on Braddock

Road, a major thoroughfare through the City. Abutting the site to the north and west are residential properties, with the Bradlee Commercial Center to the east. The private Episcopal High School campus is located to the south across Braddock Road. The site measures 522,850 square feet (12 acres) and is shared with the Minnie Howard Recreational Field managed by the Department of Recreation, Parks and Cultural Activities (RPCA).

The site is currently occupied by an 84,850 square-foot, two-story school building built in 1954. The school was built for grades one through seven. In 1969 the school was converted to a middle school to accommodate the growing student population in the City. In 1981, the school was closed and converted into administrative offices for ACPS, and then later converted back into a 9th grade school which is how it is being used currently.

B. Procedural Background

Alexandria is growing and will face the challenge of educating up to 5,000 high school students over the next five-to-ten years. Since the summer of 2018, ACPS has been exploring innovative ways to solve future capacity issues and at the same time meet the future educational needs for every student in the community.

On September 26, 2019, the School Board voted to expand Alexandria City High School into a Connected High School Network by building a new building on the site of the Minnie Howard Campus. This new school is designed to accommodate 1,600 students. Alexandria City High School plans to accommodate additional student capacity by creating multiple school campuses. The current high school on King Street will continue to be referred to as the King Street Campus and the new high school will continue to be referred to as the Minnie Howard Campus. Two other existing campuses include the Satellite Campus and Chance for Change Campus.

ACPS created several specialty groups to address new concepts for the high school experience and future career paths. These groups included the Educational Design Team, which began meeting during the summer of 2019 to develop educational programming concepts. The Industrial Advisory Boards made up of local business, government and organizations worked with ACPS staff and the Career and Technical Education Advisory Committee to make recommendations for the high school programming that reflect real world current and future needs. ACPS seeks to create partnerships that involve both industry and higher education as the best way to deliver learning that supports every student - those on their way to college, those heading into the workforce or those choosing a different path. ACPS is continuing to work with Northern Virginia Community College on an Early College program, and with Virginia Tech on a program on ACPS land near the Potomac Yard Innovation campus. ACPS is hopeful that partnerships and internships will emerge from the relationships forged in this work.

At the same time, ACPS staff worked closely with City staff, architects and associated consultants to design the new high school structure and site at the Minnie Howard Campus. The cross-departmental team has been meeting nearly every Wednesday for two years to discuss the school project and tackle the many associated issues early in the design development process.

On April 8, 2021, the School Board voted for the Pinwheel Concept as the design for the new school. On May 17, 2021, the High School Project team began the Development Special Use Permit (DSUP) process with a Concept I and II submission to the City. Following the official start of the City review process the City Council in June 2021 approved additional funding for an aquatic facility at the new school. Preliminary Site Plan submissions followed with the DSUP being deemed complete in October of 2021.

C. Detailed Project Description

ACPS and the City are proposing to construct the second largest campus for Alexandria City High School on the site of the Minnie Howard School and outdoor athletic complex. The old school, currently serving 9th graders will be demolished and replaced with an entirely new building serving students from 9th - 12th grade. The new school will be built on the eastern half of the 12-acre property where the current recreational amenities are so the old school can remain in operation. Once the new school is complete the old Minnie Howard school will be demolished and replaced with a new outdoor athletic complex.

The new school is designed for a capacity of 1,600 students in grades 9th through 12th grade and will be approximately 313,355 square feet in size and have up to five stories. The school will include a cafeteria, media center, full size gymnasium and indoor swimming pools. The school will also host several co-located functions from the Departments of Health, Community & Human Services (DCHS) and Recreation, Parks & Cultural Resources (RPCA).

Parking for the site will be accommodated in two at-grade parking lots for a total of 170 spaces. An on-site bus loop for 19 buses is also planned which can be used for up to 54 additional vehicle parking spaces when the bus loop is not in use.

Other site improvements include a new synthetic turf field, tennis / pickle ball and basketball courts and a practice field. A path encompasses the athletic areas providing an on-site loop for walking and running. These recreational amenities will be available for use by RPCA and the public outside of school hours.

The construction cost is budgeted at approximately \$177.4 million, as broken down by use in the table below. The Department of General Services will coordinate the construction of the City spaces with the construction contractor procured by ACPS.

Table 1: Project Budget by Use

Programmed Use	Budgeted
High School Program	\$150.00 million
Aquatics Center	\$18.5 million
Health Department Teen Wellness	\$1.1 million
Early Learning & DCHS family resources suite	\$7.8 million

III. ZONING

The property is currently split zoned between R-12 / Single-family residential zone on the western side of the site, and POS / Public Open Space and Community Recreation zone on the eastern side of the site. The property will continue to be split zoned, but the project proposes a rezoning to OCM(50) / Office Commercial Medium on the eastern side and POS on the western side to reflect the proposed uses. The zoning details of the existing and proposed zones are listed in Table 2 below and the proposed Rezoning is discussed in the Staff Analysis.

Table 2: Zoning Information

Property Address:	3701 West Braddock Road		
Total Site Area:	522,850 square feet (12 acres)		
Current Zones:	R-12 / Single-Family Residential and POS / Public Open Space		
Proposed Zones:	OCM(50) / Office Commercial Medium and POS / Public Open Space		
Current Use:	Public School and Indoor / Outdoor Recreational Facilities		
Proposed Use:	Public School and Indoor / Outdoor Recreational Facilities		
	Existing	Permitted / Required	Proposed
FAR	0.27	1.50	1.03
Lot Size	12.00 Acres	n/a	12.00 acres
School Site	7.00 acres		7.00 acres
POS Site	5.00 acres		5.00 acres
Setbacks		None Required, except for:	
Front	70 feet	30-foot special POS setback for	30-foot setback from
West Side	90 feet	active outdoor recreation adjacent	residential zone
East Side	771 feet	to Residential Zone	
Rear	17 feet		
Parking	145 spaces	School: 160 (1 per 10 seats) Preschool: 10 (2 per classroom) Office (DCHS): 4 (min. .75 per 1,000 sf) Total Required: 174 spaces minimum / 179 spaces maximum	170 dedicated spaces 54 shared spaces in bus loop 224 total spaces*
Loading space(s)	1 space	n/a	2 spaces
Open Space	56% of site 6.81 acres	n/a	49% of site 5.90 acres
Tree Canopy	33.3%	25%	28.9%
Height	37.1 feet	50 feet, up to 77 feet*	77 feet*

* Subject to approval of a Special Use Permit or Modification request.

IV. STAFF ANALYSIS

A. Master Plan Amendment and Conformity with the Small Area Plan and other City Plans

This project site lies within the boundaries of the Seminary Hill/Strawberry Hill Small Area Plan (SAP) and abuts the Fairlington/Bradlee Small Area Plan boundaries of the City’s Master Plan.

As proposed, this development requires an amendment to the Seminary Hill/Strawberry Hill SAP land use and height limits maps (Maps 13 and 18, respectively). The current onsite land uses, Institutional and Parks & Open Space, are not being amended; however, approval of this project would require a revision to the land use map to reflect the proposed onsite swap for these uses. Additionally, the proposal requires an amendment to the SAP height limits map to reflect a change from 35 feet to 50 feet (up to 77’ with a special use permit). It should be noted that the Zoning Ordinance currently allows a height of 60 feet for public schools with a special use permit.

The predominant land uses recommended in the SAP include residential, commercial, institutional and parks and open space. The SAP encourages the preservation and protection of the character and scale of the existing residential area and open space. The proposed onsite repositioning of the open space to the west of the site and the new school further to the east toward the abutting Bradlee Shopping Center provides a buffer between the site and adjacent residences to the west and north. The placement of the school closer to existing commercial and office uses ensures better integration of mass, scale and height within the neighborhood.

Long Range Educational Facilities Plan (2015, amended 2018):

The project addresses the findings of the Long Range Educational Facilities Plan (LREFP), which is not a chapter of the City’s Master Plan, but is the result of a citywide planning process approved by the School Board and endorsed by City Council. The LREFP finds that, in its current condition, “the capacity of Alexandria City High School’s two campuses cannot meet the projected growth in enrollment, nor do the majority of classrooms meet the minimum recommended size requirements pursuant to the Educational Specifications. Options to provide additional student capacity at one or both campuses on a new site should be explored.”

Additionally, the LREFP supports co-located community uses within school facilities and identifies high-level design parameters for these functions. The colocation of the early childhood learning spaces, aquatic center, Teen Wellness Center and Department of Community and Human Services spaces in the proposed high school are in keeping with those recommendations.

Ad Hoc Joint City-Schools Facility Investment Task Force Recommendations:

In 2017, the City Council established the Ad Hoc Joint City-Schools Facility Investment Task Force. The purpose of the Task Force was to oversee the development of a Joint Facility Capital Improvement Plan (City and ACPS) and provide recommendations related to further capital project implementation. The Task Force recommended that the City and ACPS “identify

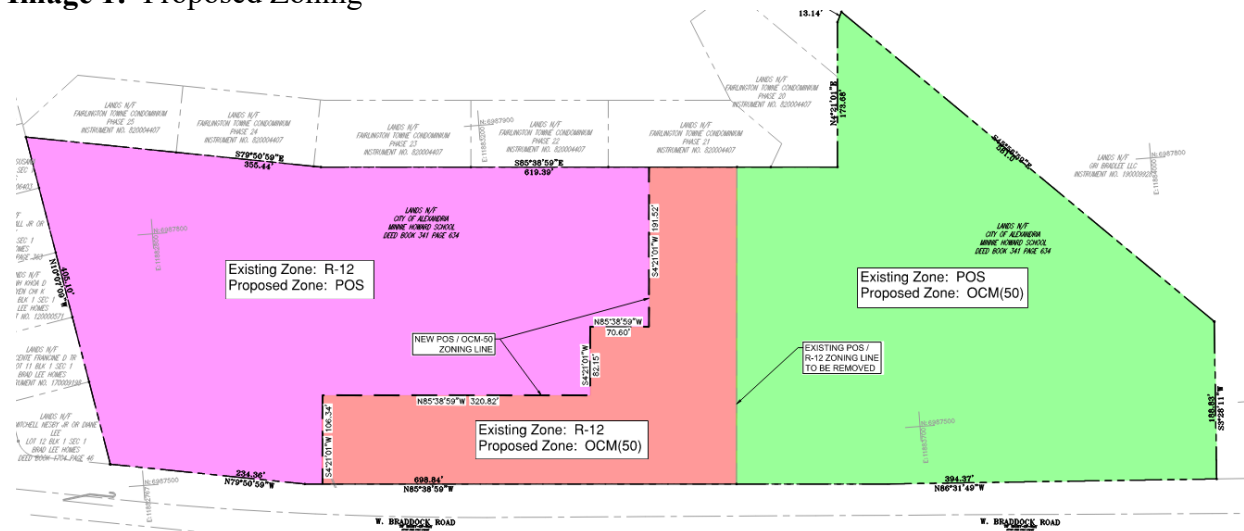
opportunities for collaborative projects allowing both entities the ability to engage in smart project design and project planning ... permitting both entities to take advantage of opportunities to bundle projects for efficiency in execution”, offering better service delivery to the residents of Alexandria. This project and its proposed collocated uses meet the intent of this recommendation.

B. Rezoning (Map Amendment)

The purpose of the rezoning is to facilitate the construction of the new school. The single lot of record is currently split zoned between R-12 and POS reflective of the current uses on the property. The site is nearly evenly split between the two zones with the R-12 portion being occupied by the exiting Minnie Howard school and the POS zoned portion occupied by the outdoor recreational uses. The rezoning is being triggered for two reasons. First, to allow the school and recreational uses to flip their locations so that the existing school building can remain open while the new school is constructed, where the current outdoor recreational area is located. Secondly, the rezoning is needed to allow for a larger FAR and building height to accommodate the proposed size of the new school building with City co-located uses. Note that this increase in FAR is only on the portion of the site not zoned for public open space.

Under the proposed rezoning the school site will remain split zoned. The new school will be zoned OCM(50) which accounts for the eastern half of the site (shown below in green and orange) and the relocated athletic fields will be rezoned POS at the western end of the site (shown below in pink). The amount of land area zoned POS will remain the same as it currently is 5 Acres. The OCM(50) zone permits public schools and is a medium density mixed use zone that will permit a building height of up to 77 feet with a special use permit and a density of 1.5 FAR. The proposed school building will have varying heights from approximately 45 feet to approximately 75 feet. The additional height is necessary to allow for a more compact footprint which allows for more ground level open space and for parking and vehicular circulation. The proposed FAR is approximately 1.03, well within the OCM-(50) limit.

Image 1: Proposed Zoning



C. Conformity with City Policies

Green Building Policy:

Consistent with the City's Eco-City Charter, 2019 Green Building Policy, and the Alexandria City Public Schools' Environmental Stewardship program, the proposed school is designed to achieve a LEED Gold rating, and attainment of this level is included as a condition of approval for this project. ACPS and the design team are also designing the school to achieve Net-Zero compliancy. To achieve LEED Gold and Net-Zero compliance this building will provide an extensive installation of photovoltaic (PV) solar panels as well as a geothermal heating and cooling system.

The PV panels will cover the roof of the new school with a nearly flush design. Additional PV panels are designed to attach to the south facing facades of the school as well as several free-standing groupings of PV panels located above the eastern and western parking lots and over the outdoor spectator seating. These panels will not only create energy but will provide shade to the parking lots and seating area. Building orientation has been designed to maximize solar efficiency for classroom spaces with the classrooms facing north for beneficial, non-glare daylight and the south facing classroom facades maximizing solar gain with the vertical placement of the PV panels. The existing Minnie Howard school geothermal wells will remain and be expanded significantly with an array of wells placed below the surface of the new athletic field.

Specific green building features proposed for the new facility include:

- Photovoltaic panels generating power to match annual consumption to achieve Net Zero Energy,
- Integration of geothermal wells to help reduce energy use for heating and cooling the building,
- Interior heating, cooling and lighting systems controls including energy recovery to reduce energy use,
- Optimization of windows for views to the exterior and use of natural light to enhance the quality of daylight for interior spaces,
- Stormwater management systems including bio-retention stormwater facilities and dry swales to capture site runoff,
- Landscaping focused on native vegetation such that no permanent irrigation is required,
- Water conserving plumbing fixtures to reduce domestic water consumption,
- Electric Vehicle recharging stations within the parking lot,
- Incorporation of interior finishes with low volatile organic compound (VOC) content to maintain high indoor air quality.

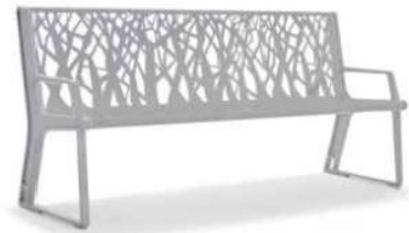
The applicant has requested flexibility with respect to the 40% Indoor Water Use Reduction requirements of the Alexandria Green Building Policy. Due to the need to provide gender-neutral restrooms at the heart of the school, the projected water use drops slightly below the 40% threshold. Approximately, 60% of the restrooms will be gender neutral which will result in not providing water saving urinals in the gender-neutral restrooms. However, the project will be utilizing many other water saving strategies, including dual flush toilets, semi-automatic pool cover, geothermal

system to eliminate a cooling tower, ventless dishwashers, convection oven cooking to reduce grease on dishes, that will result in significant actual water savings. Staff supports the requested flexibility given the need to equitably provide adequate facilities for all students.

Public Art Policy:

Public schools are exempt from the City’s Public Art Policy. The Office of the Arts encourages ACPS to explore opportunities for public art on the site, if feasible, through the Final Site Plan process. The retaining walls around the recreational facilities have the potential for future public art, as they are within the City controlled portion of the property. The site plan suggests the use of paver art to include the Titan logo near the western school courtyard and an artistic bench style is proposed throughout the school campus.

Image 2: Examples of onsite art



Affordable Housing Policy:

Public schools are currently exempt from the City’s Affordable Housing Policy. The City and ACPS did evaluate this property for affordable housing, but it was determined that the property was too small to accommodate additional development beyond the existing and potential future needs directly associated with the school’s academic and recreational requirements.

Landscape Guidelines:

The proposed project follows the 2019 Landscape Guidelines, which prioritizes the use of native vegetation and plantings and aligns with the City’s standards of adopting industry best practices. A mixture of native street trees will be added along the Braddock Road Street frontage and a significant number of new plantings are proposed throughout the site, including additional trees in the landscape buffer between the school and the townhouses located on the north side of the property. The various bio-retention areas will be planted with a mixture of plants, grasses and ground covers that are appropriate for these wet conditions and will assist in rainwater absorption, consistent with the City’s stormwater management requirements.

The long frontage of Braddock Road will be planted with approximately 45 street trees, with twelve of these trees creating a double row in two areas, providing a significant canopy of shade along the sidewalk and street. An additional 139 trees are being planted sitewide to create canopy coverage of approximately 28.9% of the site, in compliance with the City’s 25% crown coverage requirement. Over 4,000 shrubs, grasses, ferns and ground covers will be planted across the site including in the various bio-retention areas. ACPS is requesting two modifications related to the

number of landscaped islands in the parking areas and spacing between the street trees, which will be reviewed later in this report.

D. Site Plan & Building Design

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

Retention of the Existing School Building and Recreational Space:

A driving force behind the site layout was the need to keep the existing Minnie Howard school building operational while the new building is under construction. This meant that the new school would be built at the eastern end of the site where recreational amenities currently exist. The other contributing factor was to retain the current level of and access to recreational uses on the site for use by the public. The current field is heavily used by RPCA for afterschool and weekend recreational activities. Upon completion of the new school the old school will be demolished and replaced with new recreational amenities at the western end of the site.

Site Open Space and Recreation:

Nearly half of the property is currently zoned POS which has been occupied for many years by a large recreational field and tennis courts. These recreational elements have been shared between RPCA and ACPS, with RPCA maintaining and programming recreational activities for community use. As with any school or recreation facility, open space is a critical component to the overall success of the design. The community and the design team identified open space as a key priority early in the design process.

Image 3: Proposed Site Plan



Specific elements of the site design that achieve maximized contiguous open and recreational space near the building include a large multi-sport recreational field, tennis and basketball courts and a practice field. These amenities will be shared between RPCA and ACPS with the City programming its events outside of ACPS use. A playground for the early learning program is planned as well. RPCA will manage and maintain all outdoor recreational facilities with the exception of the early leaning play space which will be managed jointly by DCHS and RPCA.

Building Architecture

The inspiration of the school design comes from a “pinwheel” which is expressed in its plan by having a central core from which three wings extend out from the center. The core of the pinwheel will consist of a three-story atrium topped by a two-story atrium space above. This will function as the heart of the school and center of circulation between the three wings and between the five different floor levels. Two of the wings are designed primarily for the classroom and support spaces with the third wing housing the aquatics and gymnasium facilities.

The new school design is also heavily influenced by the LEED Gold and Net Zero standards. The building has its longest facades facing north and south for maximum daylighting of

classrooms and, in the case of the south facing facades, taking advantage of the southern exposure for an extensive array of façade attached PV panels. The placement of PV panels on the facades, the entire roof and in freestanding structures in the parking lots will represent the significance of the City’s green building priorities in a very visual way.



Image 4: 1st Floor School Entry with ECL Entrance to the left

The size of the property set aside for the new school limited the footprint of the school and resulted in the need to go vertical to achieve the desired size of the school. Thus, the building has at its core five stories with four- and three-story elements as well. The height is minimized by the slope of the property which allows parts of the first floor to be partially set below grade at the western end. The resulting design of the school is contemporary. The proposed building materials are neutral tones to provide a sophisticated appearance. The exterior cladding will include a beige colored brick as the primary material which will be complimented by a white colored metal panel material. A stone base is proposed along with plenty of glazing and spandrel panels to complete the overall design.

Interior Layout and Programing

As noted above the floor plan of the school is in the form of a pinwheel. The first floor of the Braddock facing wing of the school contains the main school entry to the central atrium space. This floor also houses the school's administrative suite and early childhood learning classrooms. The first floor of the east wing of the school is home to the teen wellness center and DCHS office space. The upper floors of these two wings are designed primarily for classrooms and support spaces.

The rear or third wing of the school is home to the indoor recreational facilities. This includes a two-story aquatics facility which will include two pools. The larger of the two pools will allow for competitive swimming and includes a diving area. The second pool will be used for training, swim lessons and will include a ramp for those with disabilities or injuries. Both pools will have the ability to be heated for year-round use. The upper level of the aquatics space will house spectator seating. Above the pool is a two-story high gymnasium with multiple courts. Spectator seating is also included. Locker rooms and restrooms are included in this wing as well. Both the pools and gymnasium will be available to the general public after hours and on weekends. These spaces are design to have a dedicated point of entry that provides access to the pools and gym without having to enter through the school.

The new high school will be introducing a new concept to student dining. In lieu of a single large cafeteria, smaller dining spaces will be provided on each floor so students will be able to dine in smaller groups and lunch hour capacity can be accommodated at the same time. Food will be prepared in a single kitchen and then delivered to each floor.

Co-Located Facilities:

As noted earlier in this report, this project is achieving the shared goal of the Ad Hoc Joint City-Schools Facility Investment Task Force by collocating various public uses in one building. In particular, the Alexandria Health Department will be operating a Teen Wellness center (a space of 2,033 SF) that will serve all teens across the City, similar to the center that exists at the King Street campus. Additionally, the Department of Community and Human Services (DCHS) will be operating an early childhood learning program with 5 classrooms, support spaces, and a separate family services suite of offices, a total of 15,107 square feet, with an 8,000 square foot outdoor play space. AHD and DCHS will share a separate entrance at the east end of the building, and the early childhood learning facility will have its own entrance on the south side of the building, left of the main entrance to the school. These separate entrances will allow the City services to operate after hours without having to enter the main school building.

Student Schedule:

The two campuses are intended to function as one high school with students in all four grades attending each campus. A typical student day will vary depending on course offerings at each campus and student's course selection. Students may spend full or half days at one campus or travel back and forth. Both the Minnie Howard and King Street campuses will offer some of the same and some varying class options.

A shuttle service will be provided between the two campuses. Depending on the need, the shuttle service will be running potentially after each class period. Transportation for staff and teachers between campuses have not yet been determined. The shuttle would pick up and drop off students in the new bus loop provided at the Minnie Howard site.

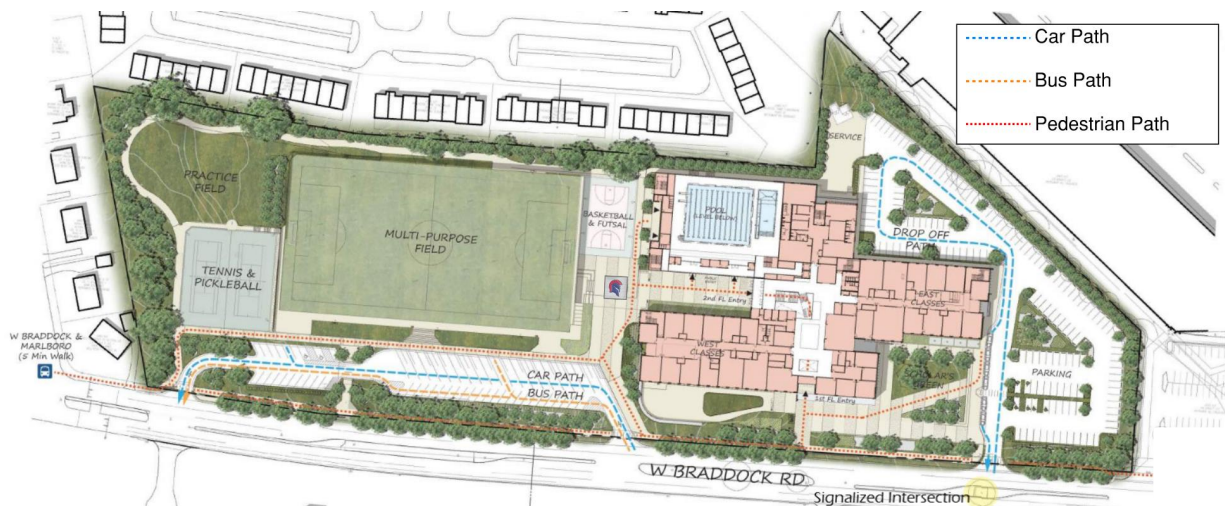
E. Traffic and Site Circulation

The applicant conducted a Multimodal Transportation Impact Study to evaluate the adequacy of the existing multimodal transportation network in conjunction with the proposed expansion of the Alexandria City High School Minnie Howard Campus and identify potential mitigation measures to offset associated traffic impacts.

The study included an evaluation of existing conditions, as well as future conditions at the full occupancy and operation of the proposed site. This included generated trips by both the Minnie Howard Campus and the King Street Campus, arrival behavior of students, as well as projected redistribution of trips. The proposed expansion would generate approximately 99 new vehicle trips in the AM peak hour, 42 new vehicle trips in the mid-day peak hour, and 17 new vehicle trips in the PM peak hour. This assumes all student parking will remain at the King Street campus, therefore a majority of the students will rely on bus, walking, or biking to/from campus.

The Multimodal Transportation Impact Study evaluated intersection operation for 17 surrounding intersections, including future driveway access, to determine the impacts to the street network. The study compared the intersection performance for existing conditions, future conditions without the proposed development, and future conditions assuming the fully built out development. Based on the findings that accounted for new trips generated by the proposed expansion, all existing signalized intersections continue to perform at the same level of service as the background conditions with no significant change in delay and queuing.

Image 6: Traffic & Circulation Plan



The proposed site layout allows for separate bus and passenger vehicle pick-up/drop-off operations. The site design accommodates the anticipated queuing of vehicles within the site's surface parking lot. However, given the location of the proposed eastern most driveway for student pick-up/drop-off, a right-in/right-out operation was required. This resulted in a significant number of drivers required to make a U-turn along Braddock Road, which introduced circulation, safety, and operational concerns. To mitigate these concerns, the site shall signalize the eastern most surface lot driveway. The signal will allow full-access and provide better traffic circulation through the road network by removing the need for U-turn maneuvers. In addition, the traffic signal will provide a new safe pedestrian crossing and does not cause significant delay within the network.

The development continues to align with the city's guiding principles of encouraging multimodal use. The proposed development improves the pedestrian facilities to provide adequate circulation to and around the site. The site will also include secure long-term and short-term bicycle parking that meet or exceed the zoning requirements. The site will also include elements of a Transportation Management Plan that encourages students and faculty alternative modes of transportation.

Transportation Demand Management Plan:

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

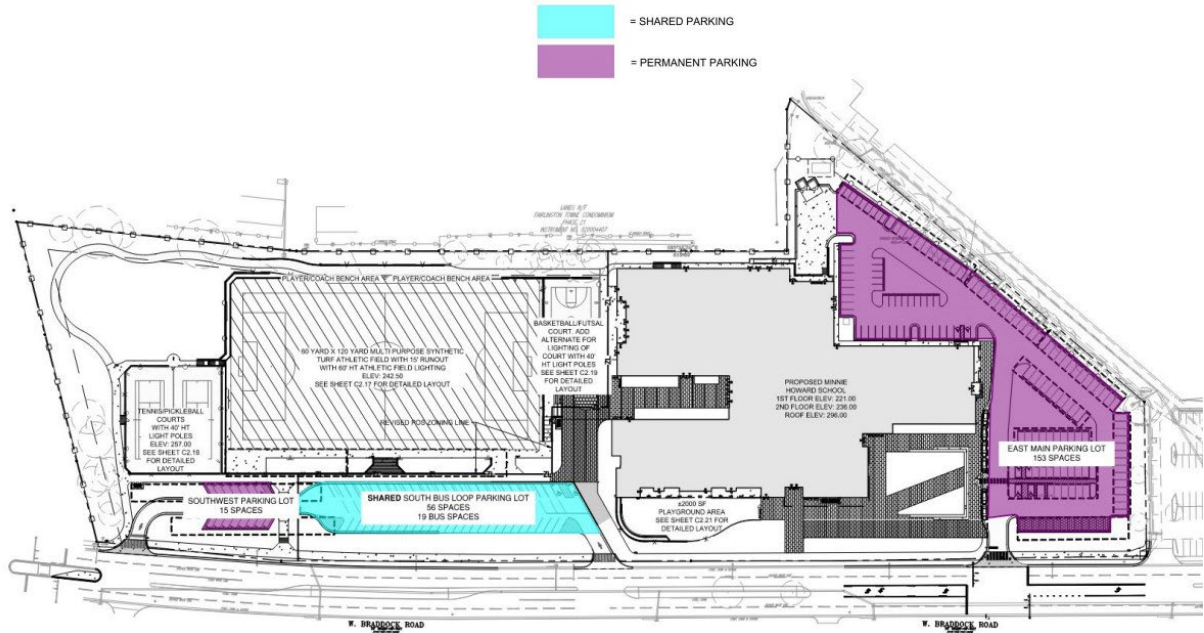
F. Parking

The site will have two surface parking areas: a permanent vehicle parking lot on the east side of the school, and a bus parking area and small car parking lot west of the school. The east side parking is the main parking lot (shown on the plan below in purple), with 153 parking spaces consisting of 23 compact spaces, five electric vehicle (EV) spaces, and 12 low emission vehicle (LEV) spaces, and six ADA compliant spaces. As has been previously described, most of these spaces will be covered by solar panel shades, except for the spaces directly adjacent to the building, and at the rear of the building where the loading area for truck deliveries is located. A smaller, permanent, 15-space parking lot is provided for daytime visitors of the recreational facilities on the western side of the property (also shaded in purple below). This area will also have solar panel shades covering the parking spaces.

The bus loop is located between the recreation fields and the roadway. The bus lot will provide space for 19 buses (shown on the plan below in blue), with another 54 visitor parking spaces that can be accommodated in the bus loop. These spaces will be available to visitors outside of the morning and afternoon bus pick-up and drop-off hours, and open to the general public after school hours. Three permanent ADA spaces are provided in these areas, two on the eastern side

of the bus lot and one within the smaller vehicle lot. The main eastern parking lot will be served by a single driveway. The bus and small vehicle parking lot will connect via a one-way driveway with a curb cut at each end along Braddock Road.

Image 7: Parking Areas



As outlined in the table below, a range of 174 (minimum) to 179 (maximum) parking spaces are required by the Zoning Ordinance for the uses proposed in this building. The proposed parking exceeds the Zoning Ordinance requirement by 45 spaces, necessitating a special use permit which is discussed later in this report.

Table 3: Parking Requirements & Proposed Parking

Use	Ratio Required	Amount Proposed	Parking Required	Parking Proposed
Pre-School Classroom	2 spaces per classroom	5 classrooms	10 spaces	10 spaces
High School	1 space per 10 classroom seats	1600 classroom seats	160 spaces	156 spaces
DCHS & Teen Wellness	0.75 space per 1,000 sf of floor area	4,180 sf	4 spaces	4 spaces
TOTAL			174 min / 179 max spaces	170 dedicated + 54 in bus loop = 224 provided*

*Requires a modification to exceed maximum number of spaces.

G. Pedestrian, Bicycle and Streetscape Improvements

Pedestrian, bicycle, and vehicular safety were a high priority throughout the design process. A key result of this priority can be seen in the separation of bus loop from the vehicular drop-off on the site. As proposed, employee/visitor parking and parent pickup/drop-off activities will occur from one curb cut at the eastern end of the property and will be separated from the bus pickup/drop-off using a separate pair of curb cuts located to the west. This design move separates the car and bus traffic which creates a safer and more efficient circulation pattern. When not use, the bus loop will be available for vehicle parking associated with the high school and athletic facilities.

Pedestrian and bicycle safety is enhanced by having limited the number of curb cuts to three. The sidewalks along the Braddock Road frontage are being replaced with 10-foot-wide sidewalks with approximately a 5-foot separation from the street curb. A row of street trees planted in this strip will provide and added buffer between moving vehicles and pedestrians. Flush and zebra stripped pedestrian crossings at the driveways will give pedestrians preference when encountering a vehicle. Similarly, designated pedestrian crossings exist in both the eastern and western parking areas to direct pedestrians to sidewalks.

Crossing Braddock Road safely will be enhanced by the recently installed “hawk” signal, a pedestrian activated light, at the western end of the school site near N. Early Street. Additionally, ACPS will be installing a traffic signal at the driveway entering the eastern parking lot which will provide a pedestrian activated crossing signals as well. The designated sharrow lane on Braddock Road will remain in place and the lane markings redone at the completion of the project. Bicycle parking is provided throughout the school site.

H. Open Space

The amount, location, programing, and overall design of the open space on the school site has been a central focus of the multi-year design effort. Collaborative input from a wide range of stakeholders has cultivated a diverse set of open space offerings to meet the needs of both the school and the wider community. Retaining and maximizing the amount of open and recreational space on the site was a priority, but usability and arrangement were equally important. The proposed design allows for a large contiguous open space area at the west end of the site. This contiguous open space is uninterrupted by vehicular travel lanes or parking spaces and is directly accessible from the new school building. It is an auto-free area which promotes a safer environment for students and residents using the space.

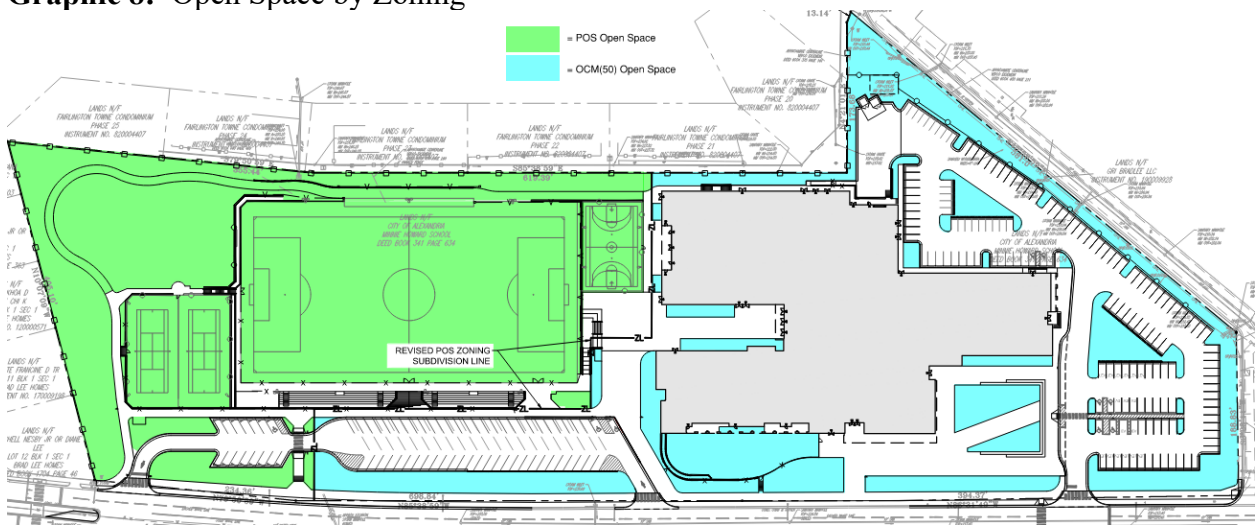
Approximately 49.12% or 5.90 acres of the site is open space, much of it contiguous. Pursuant to Image 8 below, the area in blue is the 1.77 acres of open space within the area zoned OCM(50) and the area in green is the 4.13 acres of open space within POS.

The central feature of the open space is a 135 foot by 222-foot or 29,970 square foot multi-use synthetic turf athletic field located in the POS zoned portion of the site. The field is designed to accommodate a wide range of sports that will be used during the school day by students and by

RPCA and the public during after school hours and weekends. Lighting of this field, subject to a special use permit, is proposed with lights that are designed to focus the light onto the fields and not onto adjoining properties. Other recreational areas include a basketball / futsal court and two tennis courts which can double for pickleball use. A play space for use by the early childhood learning program will be located at the front of the building, immediately adjacent to the early learning classrooms.

A pathway encompasses the athletic areas providing an on-site loop for walking and running. This 8-foot-wide asphalt path will create a safe and car-free loop for both students and residents alike. This fulfills one of the goals of Alexandria residents who have repeatedly stated in surveys that additional walking paths are desired across the City.

Graphic 8: Open Space by Zoning



I. Stormwater Management

Staff has worked with the applicant to create a stormwater approach that complies with state and City stormwater requirements related to water quantity and quality through green infrastructure practices including dry swales, planter boxes and urban bioretention areas, and permeable practices to provide water quality, along with one large underground detention facility to control stormwater runoff. These various facilities are also consistent with the City’s Zoning Ordinance that includes more stringent local requirements that exceed the Chesapeake Bay Act requirements.

Water Quantity:

Construction of the new school will increase the impervious area by 2.14 acres over the current impervious area of the site. Water quantity will be addressed by providing channel protection and flood protection on-site through the use of an underground detention facility within the bus loop.

Water Quality:

Water quality will be addressed by a variety of BMP's (Best Management Practices) identified in the Virginia BMP Clearinghouse and will be used on his site. This includes using pervious pavement for a portion of the eastern parking lot, a dry swale at the front of the school, an urban bioretention planter at the base of the building and several bio-retention areas around the eastern end of the site. These BMP facilities have been located at the located downstream from most of the impervious area and at the lowest elevation of the property.

J. Construction Phasing

In order to retain use of the existing school for as long as needed and not have to relocate students, the existing open space and recreational areas will be graded for construction of the new school. The goal of ACPS is to begin grading activity as soon as Spring 2022 with completion of the new school and occupancy beginning in summer 2024. Once the new school is in use, the existing school will be demolished, and grading activities will begin for construction of the new park and recreational areas. Full completion of the entire site is anticipated to be complete by Spring 2025. The contractor for the project is Gilbane Building Company, who joined the ACPS project team in June 2021 as the Construction Manager at Risk and will serve as the primary contact during the construction along with ACPS designated staff.

Details of the final construction phasing will be determined during the final site plan process. In addition to site specific construction strategies, the phasing plan will include standard City requirements including pedestrian and vehicular access to the school during construction, off-street construction worker parking arrangements, and adequate parking for school employees during construction. Construction management is a major concern for the community, and it is a priority for both ACPS and the City to minimize impacts on the neighborhood and maintain a functioning school throughout the duration of the project.

K. Special Use Permits and Modification Requests

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

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

A summary of the five SUP requests associated with this application along with a rationale for approval are provided below:

SUP for uses in POS zone (Section 6-105):

ACPS is requesting the uses of a public park, congregate recreational facilities, and lighting facilities for nighttime use within the POS zoned portion of the property. Pursuant to Section 6-105 of the Zoning Ordinance, these requested uses require approval of a Special Use Permit.

SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:*

The new facilities will not pose a health or safety hazard to residents in the neighborhood as it will increase the amount of green space on this portion of the property and all built amenities will follow all building code requirements for safety. The recreational uses currently exist on the eastern portion of the site. In order to facilitate the construction of the new school, a new park with congregate recreational facilities and nighttime lighting are being relocated to the western portion of the property that is being rezoned POS. The recreational uses will be an enhanced resource by providing a wide range of recreational amenities that benefits the school, adjoining neighborhood and the greater Alexandria community

2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:*

The Zoning Ordinance requires a SUP for parks and congregate recreational facilities in order to regulate the use of the site to minimize the impacts to the community. The proposed uses will replace the existing facilities, so this would be a continuation of the existing uses. Any potential visual impacts to neighboring properties are addressed by a new 8-foot board fence on the north property line and additional tree planting along the perimeter of the school site. Associated parking areas are located primarily near Braddock Road or adjacent to the Bradlee Center, limiting impacts on abutting residential properties.

3. *Will substantially conform to the master plan of the city:*

The master plan and small area plan for this area encourages the preservation and protection of the character and scale of the existing residential area and open space. By maintaining a portion of the property for active recreational open space, the proposed relocation of these uses would conform with the City's master plan.

SUP for Congregate Recreational Facility Lighting (Section 6-403.F)

The existing recreational field is currently lit with recreational facility lighting poles and ACPS plans to continue using lights on the new field and courts. Specifically, ACPS is requesting the use of recreational facility lighting poles measuring up to 60 feet in height. Pursuant to Section 6-403.F of the Zoning Ordinance, lighting for congregate recreational facilities that exceeds the permitted height of the zone requires approval of a Special Use Permit. The POS zone limits structure height to 15 feet.

SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:*

The proposed light poles will not adversely affect the health or safety of the neighborhood. The recreational facilities on the site are being lit to provide visibility in the evenings for extended use of the site. Allowing the light poles would increase the use of the outdoor facilities, allowing students and residents alike more opportunities for recreational activity. Outside of ACPS use, the field and other courts will be available for community open play, RPCA/City athletic leagues, affiliate league play, and rentals consistent with City policy and procedures. ACPS plans to utilize the latest technologies with light focusing only on the playing field areas, walking paths, and parking areas, and shielded from lighting adjacent property. Use of the latest in lighting technologies coupled with new and preserved trees around the perimeter of the site will help protect the adjacent residential neighbors, traffic along W. Braddock Road, and other surrounding areas.

Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:

The proposed lighting has been designed not to be detrimental to public welfare or property. ACPS is specifically proposing six 60-foot-tall lighting poles for the multi-purpose field, with three on the north and three on the south side of the field so that more of the light is focused on the field. The tennis courts and basketball court will each have four 40-foot-tall lighting poles. Understanding the impacts of such tall lights being used at night adjacent to residential properties, the newest light technology type and shielding of the lights have been designed so there is minimal light spillage beyond the field and therefore not lighting beyond the property line. Further, as is currently regulated by the City Code for the existing recreational fields, use of the lights will be permitted from dusk through 10 p.m., seven days a week. The field lights will be programmable and will not operate past 10 p.m. unless special permission is granted, and the tennis and basketball/futsal court will be on a timer not to be used based 10 p.m.

Image 9: Rendering of Proposed Site and Recreational Lighting



2. *Will substantially conform to the master plan of the city:*

The master plan and small area plan for this area encourages the preservation and protection of the character and scale of the existing residential area and open space. By maintaining a portion of the property for active recreational open space that can be used during nighttime, the proposed lighting would help community open space opportunities, thus conforming with the City's master plan.

SUP to Exceed Building Height (Section 4-905.D):

ACPS is requesting the new school building to be approved up to a maximum height of 77 feet. Pursuant to Section 4-905.D of the Zoning Ordinance, public school uses can request an increase in building height to 50 feet up to 77 feet with approval of a special use permit.

SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:*

The new school building will be located closer towards the commercial property to the east, shifting the mass of the building away from the residential properties to the east. In order provide a new, contemporary high school building that can accommodate an increase in student population with co-located facilities within a constrained site, the additional height would provide additional classrooms and student resources that couldn't be provided with a smaller building. The applicant is asking for up to 77 feet (currently proposed at 75 feet) in height. The additional two feet is intended to provide a little flexibility should ACPS need it based on construction grading results or minor adjustments to the building design. The new school will be constructed to meet all current building and safety code standards.

2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:*

The increase in building height will not be detrimental to public welfare or to the neighborhood. The placement of the school closer to existing commercial and office uses, where allowable and built heights are higher, ensures better integration of school's mass, scale and height within the neighborhood. The overall school building mass and height are minimized by a design that includes a range of building heights from approximately 45 feet to 75 feet. The front and rear portions of the building measure up to 60 feet in height, with the portion of the building that is taller is located interior to the building footprint, setting back the increase in height away from the residential properties and the right-of-way. It should be noted that the Zoning Ordinance currently allows a height of 60 feet for public schools with a special use permit.

3. *Will substantially conform to the master plan of the city:*

The master plan and small area plan for this area encourages the preservation and protection of the character and scale of the existing residential area and open space. The design of the building has been thoughtfully planned and locates the increased building

height interior to the building footprint, breaking the mass into several “wings” , and buffering the site with trees and setback from the residential properties.

SUP to Increase Height of Accessory Netting (Section 6-106.A):

ACPS is requesting for the recreational field netting up to 30 as it exceeds the 15-foot height limit for accessory structures in the POS zone. Section 6-106(A) of the Zoning Ordinance states that accessory structures may be increased in height up to 30 feet with a SUP.

SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:*

The proposed netting, ranging from 20 to 30 feet in height, is associated with the recreational fields and activities proposed at the site, and are specifically being added for the safety of the people in the area. The netting will protect students, parents and visitors to the facilities from any balls and equipment that may leave the playing area. The proposed netting height is being requested consistent with other City recreational facilities, as this height is the minimal height needed for the types of activities expected at the site.

2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:*

In addition to protecting people around the recreational fields, the proposed netting will also protect the adjacent properties from any balls and equipment entering their properties. The proposed height of 30 feet will be mitigated by the new and preserved trees that buffer the fields from the adjacent properties, as well as the vehicles and buses parked in the adjacent lots.

3. *Will substantially conform to the master plan of the city:*

As has been previously discussed, preservation and protection of the character of the open space is encouraged. The existing recreational facilities of the site have field netting and this will be continued at the relocated opens space recreational facilities being constructed with this facility.

SUP to Exceed Parking requirement (Section 8-100.A.8):

ACPS is requesting the allowable parking on site be exceeded by 45 parking spaces. The Zoning Ordinance requires a specific number of spaces be provided on site based on the various uses and structure sizes on site. With approval of a special use permit, the proposed project may exceed the required amount of parking.

SUP approval criteria:

1. *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:*

Under the current regulations, the new high school, early childhood learning and DCHS

and teen wellness spaces are required to provide a minimum of 174 and maximum of 179 parking spaces. As proposed, the project will include 224 parking spaces, which exceeds the Zoning Ordinance requirement by 45 parking spaces. Providing additional parking above the Zoning Ordinance requirements for this site will not adversely affect the health or safety of residents or employees in the neighborhood, as the parking is located primarily on the eastern side of the lot, adjacent to the existing commercial parking. The bus loop has been designed to be used by both buses and vehicles, and clearly marked pedestrian crossings are included in the plans for safe walking of students, employees and community users.

2. *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:*

As seen and documented through parking studies at other City schools, the demand for parking at schools can sometimes exceed the Zoning Ordinance requirements for that use. ACPS conducted a Multimodal Transportation Impact Study as part of Preliminary Site Plan review of the proposed project. The study demonstrated that the proposed amount of parking aligns with the anticipated parking demands of the new high school and provides enough excess parking that could be used to effectively manage fluctuations in guest parking as well as parking by the community who will use the recreational facilities onsite. Based on the results of the study, the proposed quantity of parking will not be injurious or detrimental to the public and surrounding properties and will adequately accommodate the parking demands of the new high school.

3. *Will substantially conform to the master plan of the city:*

The proposed high school and recreation facilities conforms to the Small Area Plan, which anticipated continued institutional use at this site. The amount of parking proposed on the site will meet the needs of the new facility.

Modification to the proposed trees in the landscape islands requirements.

The applicant is requesting a modification to the landscape islands in parking areas requirement noted in the updated Landscape Guidelines, and as required by Section 11-410(CC) of the Zoning Ordinance. The Landscape Guidelines require landscape islands in parking areas at a ratio of one (1) island per ten (10) parking spaces, and approximately every one hundred (100) linear feet of parking row, with a minimum of one tree per landscape island in the interior parking areas.

Based on the proposed surface parking area, 28 landscape islands would be required and only ten are provided. Additional trees have been added within the bioretention areas within the lot to make up the shortage, but the site is still insufficient of the 28 trees required within the landscape islands.

Pursuant to Section 11-416 of the Zoning Ordinance, the Planning Commission may approve modifications if they determine that such modifications:

1. Are necessary or desirable to good site development;
2. That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought; and
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Staff supports this modification for the following reasons:

1. *Are necessary or desirable to good site development.*
The modification is necessary based on the proposed use of solar panels to provide power to the building and site to help with achieving Green Building goals. Due the number of solar panels needed, locating solar panels with the surface parking lot would increase the amount of solar capture to supply the building but would reduce the need for trees within the parking areas. Street trees along the front of the property and around the perimeter of the parking areas would help to screen the solar panels from the roadways, minimizing the visual effects.
2. *That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought.*
While trees in landscape islands would provide some shade for the parking lot, the solar panels will be providing increased shade and cover. This would be an added benefit to vehicle users as well as decreasing the heat island effect of the surface parking lot.
3. *That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.*
The decrease in trees in the landscape islands to allow for increased use of solar panels of the parking lot areas, provides a positive benefit by achieving Net Zero compliance. The solar panels will be built pursuant to building code requirements and be located to allow for safe parking of vehicles and for safe travel thru the lot by both vehicles and trucks.

Modification of Street Tree Spacing Requirement

The applicant is requesting a modification to the street tree spacing requirements noted in the updated Landscape Guidelines, and as required by Section 11-410(CC) of the Zoning Ordinance. The Landscape Guidelines require tree spacing at a “minimum of every twenty-five (25) linear feet and a maximum of every thirty (30) linear feet to accommodate existing and proposed infrastructure such as bus stops, underground utilities and curb cuts.”

The applicant is requesting a modification to the tree spacing in three separate locations along the street frontage. The applicant has proposed 45 new street trees along the street frontage, which is four more trees than the minimum required based on the approximately 1,215 feet of total linear street frontage of the site, but in three areas will be exceeding the 30-foot spacing standard.

Staff supports this modification for the following reasons:

1. *Are necessary or desirable to good site development.*
The modification is desirable based on the needed spacing for driveway access, below grade utility conflicts and site visibility. The majority of street frontage will have evenly spaced trees and will be an improvement to the site.
2. *That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought.*
The applicant is providing more street trees than required and that currently exist along the property frontage. Furthermore, a double row of trees along the bus loop frontage and in front of the early childhood learning center at the front of the building is being provided.
3. *That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.*
The majority of the street frontage will have new trees, and in many cases will have a double row of trees. This is an improvement to the area, as the current site does not have many street trees and will improvement the shading of the sidewalk running along the northern side of Braddock Road.

V. COMMUNITY ENGAGEMENT

Community engagement and outreach have been a priority ACPS during evolution of the project design. Starting in the fall of 2018, ACPS began outreach to the school community and worked with the City on project coordination. Since that time, a series of advisory groups, focus groups, and community meetings were held, mostly virtually due to the pandemic, to solicit feedback and design input on the new school. ACPS held near monthly meetings with both the Superintendents Advisory Group and general community meetings to discuss the on-going development and schedule of the project throughout 2021, gaining feedback and guidance on preferences from the community. Additionally, ACPS held weekly meetings with City staff to discuss their responses to the public comments and any design issues, providing staff an opportunity to discuss RPCA, DCHS, and VHD co-location needs.

A total of 53 community engagement opportunities, as listed in **Attachment 2**, were provided by ACPS. Both the school and community's priorities were identified through online and in-person surveys, general discussion, and smaller group exercises. Subsequent community meetings would provide the public with updates on design improvements that took the priorities and concerns into consideration. A list of concerns and ACPS's responses, as well as input from the community via surveys, are provided in **Attachment 3**. Many of the concerns raised by the public are similar to City staff concerns and the associated mitigation have been discussed in this report.

VI. CONCLUSION

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

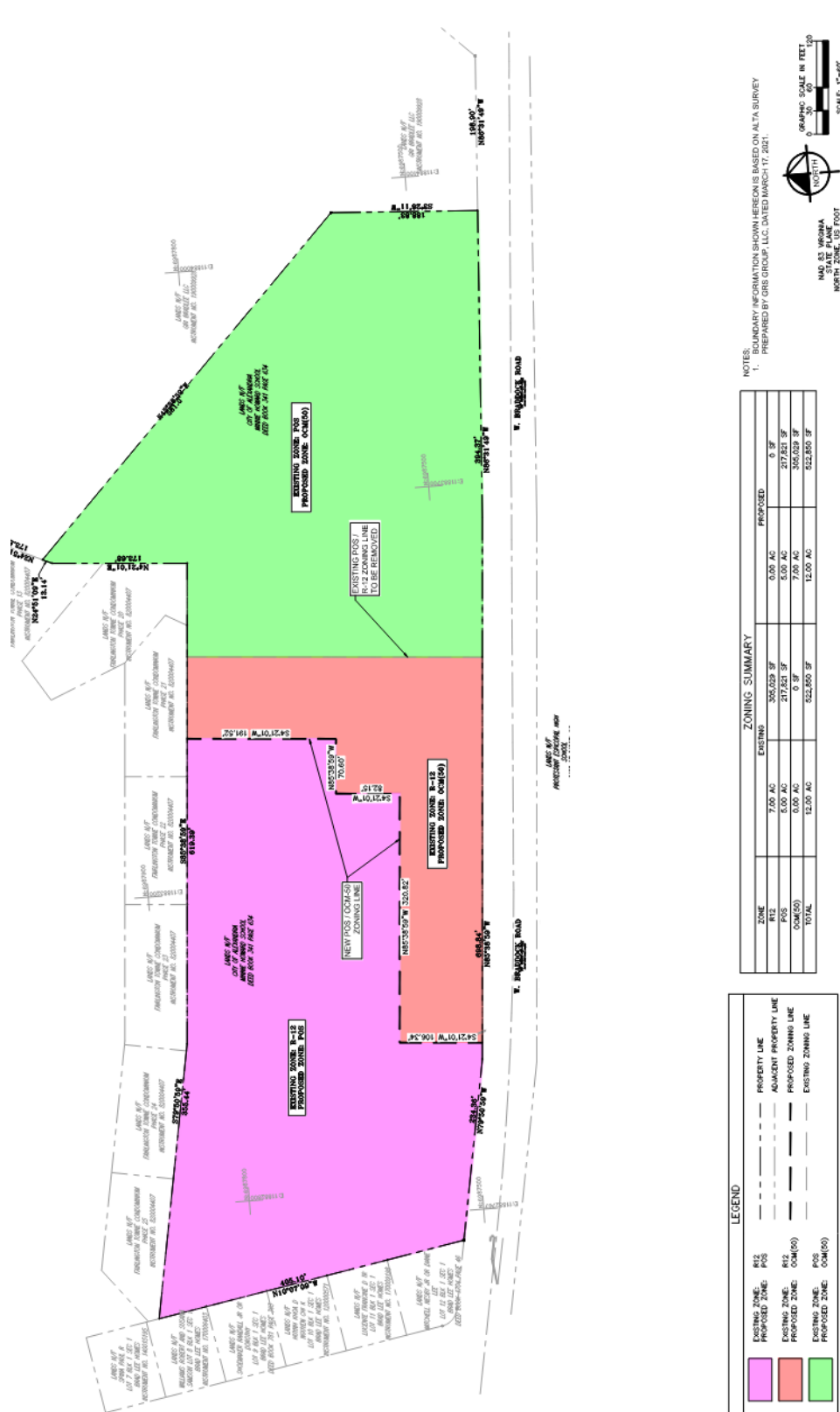
Staff: Karl Moritz, Director, Planning & Zoning
Robert Kerns, AICP, Chief, Planning & Zoning
Dirk H. Geratz, Principal Planner, Planning & Zoning
Abigail Harwell, Urban Planner, Planning & Zoning
Katherine Carraway, Urban Planner, Planning & Zoning
Jack Browand, Acting Deputy Director, RP&CA
Lisa Jaatinen, Civil Engineer IV, DROW Services, T&ES
Ryan Knight, PE, Civil Engineer IV, Traffic Engineering, T&ES
Megan Oleynik, PE, Urban Planner III, Transportation Planning/Mobility Services, T&ES
Melanie Mason, Principal Planner, Stormwater Management, T&ES

VII. GRAPHICS

Graphic #1: Proposed Master Plan Amendment and Rezoning
Graphic #2: Site Plan
Graphic #3: Green Building Site Plan
Graphic #4: Building Perspectives

MPA2021-00009, REZ2021-00008, DSUP2021-10026
 3701 West Braddock Road
 Alexandria City High School Project – Minnie Howard Campus

Graphic #1: Proposed Master Plan Amendment and Rezoning

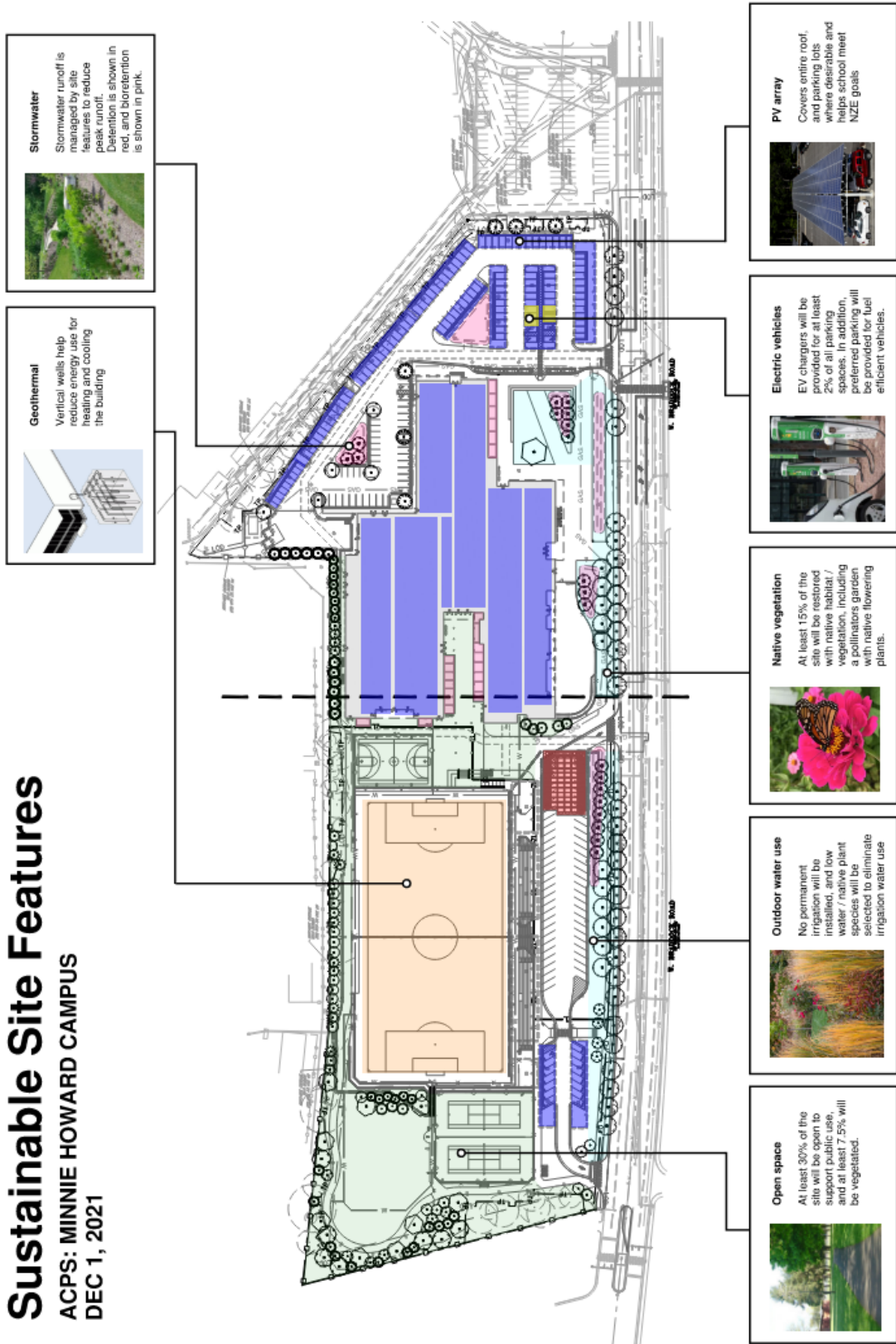


Graphic #2: Site Plan



Graphic #3: Green Building Site Plan

Sustainable Site Features
 ACPS: MINNIE HOWARD CAMPUS
 DEC 1, 2021



Graphic #4: Building Perspectives



Entry Pavilion from eastern parking lot area (SE corner)



South Elevation of Entry Pavilion and Early Childhood Learning entrance.



North Elevation showing rear of building by loading area



West elevation of pool/gym wing and recreation field in the foreground.



West Entrance at 2nd floor

VIII. STAFF RECOMMENDATIONS:

1. The Final Site Plan shall conform substantially with the preliminary plan dated October 15, 2021 and comply with the following conditions of approval.

SITE PLAN

2. Pursuant to § 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless the applicant commences substantial construction of the project within 36 months after initial approval (plus any extension pursuant to § 7 of Ordinance Number 5313 related to the COVID-19 emergency) and the applicant thereafter pursues such construction with due diligence. The applicant shall provide a written status report to Staff 18 months after initial approval to update the City Council on the project status if they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit a plat of all applicable easements prior to submitting the Final Site Plan. The applicant must obtain approval of the plat(s) prior to or concurrent with Final Site Plan release. (P&Z) (T&ES) (RP&CA) *
 - a. Emergency Vehicle Easement(s) (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane.
4. Show site utilities compatibly with other site conditions on the site plan to the satisfaction of the Directors of P&Z, T&ES and RP&CA prior to Final Site Plan release, specifically: (P&Z) (T&ES)(RP&CA)*
 - a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes.
 - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.
 - c. Excluding above grade utilities from dedicated open space areas and tree wells.
 - d. Screening all utilities from the public right-of-way.
5. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of P&Z and T&ES in consultation with the Chief of Police and Code administration shall include: (P&Z) (T&ES) (Code) *
 - a. The location of all existing and proposed streetlights and site lights, shading back less relevant information.

- b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. A photometric plan with lighting calculations encompassing all existing and proposed streetlights and site light fixtures, including any existing streetlights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
 - e. The numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - f. Full cut-off lighting as applicable to prevent light spill onto adjacent properties. Provide a plan distinguishing between the site with all streetlights and other pertinent off-site lighting and the site without streetlights and off-site lighting to demonstrate how the plan complies with light spill regulations.
 - g. Additional lighting to achieve City standards if existing lighting within the City right-of-way adjacent to the site does not meet the minimum standards.
 - h. Basic, approved Dominion LED light fixtures for all proposed light fixtures in the City right-of-way.
 - i. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.
 - j. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
 - k. Details indicating proposed light pole and footings relative to the adjacent grade and pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
 - l. Light fixtures for the open canopies shall be recessed into the ceiling for any areas visible from the public right-of-way.
6. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan. The unit numbers shall comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and continue in this scheme for the remaining floors. (GIS) *
 7. Show the location of Fire Department Connections (FDC) prior to Final Site Plan release. (P&Z) (Code) *
 8. Provide a georeferenced CAD file in **AutoCAD 2018**.dwg format that adheres to the National CAD Standards prior to Final Site Plan release. The file shall include the dimension plan including existing conditions, proposed conditions, grading elements. (P&Z) (DPI) (GIS) *

A. BUILDING

9. Provide a building code analysis with these building code data prior to Final Site Plan release: (1) use group, (2) number of stories, (3) type of construction, (4) total floor area per floor, (5) height of structure, (6) non-separated or separated mixed use, and (7) fire protection system requirements. (P&Z) (Code) *
10. The building design, including the appearance, color, and quality of materials, final detailing, three-dimensional expression, and depth of all plane changes, shall be consistent with the elevations dated October 15, 2021, and the following conditions, to the satisfaction of the Director of P&Z: (P&Z) (Code) *
 - a. Final selections of all exterior building materials, including unit size, manufacturer, and color of the brick and mortar;
 - b. Refinements and detailing of the façade PV (solar) arrays and support structures;
 - c. Final design solution to the western end of the South façade west of the entry pavilion.
 - d. Coordinate the design, color, and materials of all penthouses, rooftop mechanical areas, and rooftop screening with the overall architecture of the building, as regards massing, materials, and detailing/expression.
11. Provide detailed drawings in realistic colors to permit evaluation of key building elements such as the building base, entrances, entry canopy, stoops, windows, balconies, railings, cornices and other ornamental elements, and material details including the final detailing, finish, and color of these elements prior to Final Site Plan release. (P&Z) *
 - a. The drawings shall be enlarged and coordinated plan-section-elevation studies, typically at ¼" = 1' - 0" scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections.
 - b. Separate design drawings shall be submitted for each primary building typology, different wall, or bay type.
12. Provide the items listed below to allow Staff to review the materials, finishes, colors, and architectural details. These materials shall conform substantially to the preliminary plan and the current *Guidelines for Preparation of Mock-Up Panels*, Memo to Industry effective at application submission.
 - a. Prior to ordering final building materials, provide a materials board that includes all proposed materials and finishes at first Final Site Plan. The materials board shall remain with P&Z until the issuance of the final Certificate of Occupancy, when Staff will return all samples to the applicant. (P&Z) *, ***
 - b. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *

- c. An on-site, mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials. Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. **
- d. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. (P&Z) (Code) ***

B. OPEN SPACE/LANDSCAPING

- 13. Comply with the requirements of the current City of Alexandria Landscape Guidelines at the time of DSUP approval.
- 14. Develop a palette of site furnishings in consultation with City staff, and to the satisfaction of the Directors of P&Z, T&ES and RP&CA. (P&Z)(T&ES)(RP&CA)*
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing, and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash bins, recycling receptacles, and other associated features. City standard materials are mandatory in the all public right-of-way. (P&Z) (T&ES)
 - c. All outdoor drinking fountains shall include sports jug fillers and be ADA compliant. At least three (3) drinking fountains shall be provided on site and shall comply with the Virginia Plumbing Code. (RP&CA) **
- 15. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, RP&CA and Code. (P&Z)(T&ES)(RP&CA)(Code) *
- 16. Develop and install a playspace for structured and/or unstructured play that conforms to the City of Alexandria's Playspace Policy, to the satisfaction of the Directors of P&Z and RP&CA. Provide a letter of certification from a certified safety professional attesting that the design meets the policy prior to Final Site Plan release and provide a letter of certification after construction to confirm that the playground was built per the design prior to issuance of the Certificate of Occupancy. The playspace design, installation, and maintenance shall meet these requirements: (P&Z) (RP&CA) (Code) *,***

- a. Provide a coordinated array of the play elements.
 - b. Depict the location, scale, massing, and character of the playspace, grade conditions, surfacing, site furnishings, vegetation, and other site features.
 - c. Playspaces and site equipment shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292).
 - d. Play area and equipment shall comply with Americans with Disabilities Act 2010 ADA Standards for Accessible Design.
 - e. Playspaces shall be regularly inspected and maintained according to CPSC, ASTM, and manufacturer recommendations. Natural play spaces and/or elements shall be maintained and cared for according to landscape standards provided by landscape architect, planner, and/or to relevant CPSC and ASTM standards.
 - f. Playspaces shall have appropriate signage posted with hours of operation and other operational information.
17. Post sign(s) stating that outdoor recreational facilities are open to the public, noting any operating hours or other restrictions. Show the sign locations and design on the Final Site Plan and install the signs prior to the issuance of the first Certificate of Occupancy. (P&Z) (RP&CA) *,***
18. Fence heights and materials shall be consistent with City’s Park Facilities Standards Manual. Final design and placement shall be coordinated with, and approved by, the City prior to release of the Final Site Plan, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z)(RP&CA) *
19. Provide the following information regarding the proposed synthetic turf field and associated items with the first Final Site Plan. The proposed field and associated items shall be installed prior to the issuance of a final Certificate of Occupancy permit, pursuant to the approved overall phasing plan and to the satisfaction of the Director of RP&CA.
- a. Immediate positive surface and subsurface drainage. No surface drains or other impediments shall be placed in the play field or run out areas.
 - b. Provide stanchions and netting on the east and west ends of the field. Nets shall be provided by the project to the project.
 - c. Water source and service for irrigation, including meter(s), backflow prevention devices, connections, and conveyance piping to the field location(s). Static pressure shall be determined in coordination with City staff.
 - d. Playing field surface and subgrade composed of infill turf system specified in the Park Facility Standards Manual, using an engineered under drain system, concrete perimeter retainer, perimeter water sources, and

- permanent field lining, each as approved by the City. Turf vendor/product shall be to the satisfaction of the Director of RP&CA.
- e. Turf grooming equipment suitable for use behind a City vehicle and specifically designed for the turf type and field product. Manufacturer shall provide ½ day training session for staff related to maintenance best practices for field prior to City acceptance of the field.
 - f. A lockable storage area that can accommodate sports goals and sports equipment. The storage area shall be on a concrete pad.
 - g. Additional containers of infill mix per manufacturer recommendations and 50 additional square yards of turf to match field.
 - h. The field playing surface dimensions (not-including run outs) will be a minimum of 165x300 feet. Field dimensions and run out areas (10 feet minimum continuous) for soccer, lacrosse and field hockey shall be consistent with National Federation of State High School Athletic Association standards. (RP&CA)
 - i. Gmax Testing per conditions as established in the ratified Synthetic Turf Memorandum of Understanding. (RP&CA) *, ***

C. TREE PROTECTION AND PRESERVATION

- 20. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. (P&Z) (RP&CA) *

D. ARCHAEOLOGY

- 21. Based on the Documentary Study and Archaeological Assessment conducted by Commonwealth Heritage Group (July 2021), limited archaeological trenching will be necessary in the far west portion of the campus in the parking lot. Alexandria Archaeology will draw up a Scope of Work for this Archaeological Evaluation with the consultant. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)
- 22. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed

or that an approved Archaeological Evaluation plan and any required Resource Management Plans will be implemented to recover significant resources before or in concert with construction activities. (Archaeology) *

23. Call Alexandria Archaeology (703/746-4399) two (2) weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for City archaeologists can be arranged. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
24. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
25. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
26. The final certificate of occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. (Archaeology) ***

E. PEDESTRIAN/STREETSCAPE

27. Provide the pedestrian improvements listed below to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) ***
 - a. Install ADA accessible pedestrian improvements serving the site.
 - b. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be ten feet along the frontage of West Braddock Road and six feet internal to the site.
 - c. Sidewalks shall be flush across all driveway crossings.
 - d. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards.
 - e. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street.
 - f. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development.

- g. All crosswalks shall be standard high-visibility crosswalks. Alternative crosswalk treatments must be approved by the Director of T&ES.
- h. If a new signal is provided at the entrance to the main parking area, install audible pedestrian countdown signals and pedestrian activated pushbuttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- i. All below grade utilities placed within a City sidewalk shall be integrated with the adjacent paving materials and to minimize any visible impacts.

F. PARKING

- 28. Design and allocate parking to conform with these requirements, to the satisfaction of the Directors of P&Z, T&ES, and Code Administration:
 - a. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, and emergency vehicle easements.
- 29. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than 7 feet from the curb. (T&ES).
- 30. Provide a Parking Management Plan with the Final Site Plan submission that complies with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. To release the Final Site Plan, the Parking Management Plan shall be approved by the Departments of P&Z and T&ES. (P&Z) (T&ES) *
- 31. Share parking occupancy data for the facility with the City upon request. (T&ES)
- 32. Provide bicycle parking per current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking, and details for allowable locations are available at: www.alexandriava.gov/bicycleparking.
- 33. Provide details on the locations and types of bicycle parking on the Final Site Plan. Install bicycle parking prior to the issuance of the first Certificate of Occupancy. (T&ES) *,***
- 34. Propose signage, striping, or other means to prevent parking in emergency vehicle easement(s) prior to Final Site Plan release, to the satisfaction of the Director of T&ES. (T&ES) *

G. SUSTAINABILITY

- 35. Achieve a green building certification level of LEED Gold or equivalent to the satisfaction of the Directors of P&Z and T&ES pursuant to the City's Green Building Policy, and the building shall be designed to be net zero . Diligent pursuit

and achievement of this certification shall be monitored through these requirements:

- a. The project shall meet the priority performance points in Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality defined by the City of Alexandria’s Green Building Policy.
- b. The applicant shall provide a draft certification scorecard from the applicable certifying party identifying the project’s path including the priority performance points for LEED, Green Globes, or Earthcraft (or equivalent) with the submission of the Preliminary Review documents.
- c. Provide evidence of the project’s registration with LEED, Green Globes, or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist from the P&Z website showing how the project plans to achieve the certification and clearly indicate that requirements for the priority performance points are being met as defined by the City of Alexandria’s Green Building Policy. *
- d. Provide an updated copy of the draft certification scorecard/checklist prior building permit release for above-grade construction to show compliance with the Green Building Policy. **
- e. Provide updated building energy performance analysis and building energy use intensity (EUI) prior to release of the building permits for above-grade construction. **
- f. Provide a draft commissioning plan and verification from a certified third-party reviewer that includes items “i” through “v” below, prior to receiving building permits for above-grade construction. **
 - i. A narrative describing the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances, or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
- g. Provide updated water efficiency documentation for the priority performance points as defined by the City of Alexandria’s Green Building Policy prior to building permit release for above-grade construction. **
- h. Provide updated documentation for the indoor environmental quality priority performance points as defined by the City of Alexandria’s Green Building Policy prior to the release of building permits for above-grade construction. **
- i. Provide evidence that design phase credits (for the certifying party) have been submitted by the first Certificate of Occupancy. ***

- j. Provide a commission report that has been verified by a certified, third-party reviewer, including issues log, completed pre-function checklists, and any completed functional performance tests prior to issuance of the final Certificate of Occupancy. ***
 - k. Provide evidence of having submitted materials showing that the requirements for priority performance points for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria’s Green Building Policy for Design Phase credits to the U.S. Green Building Council, Green Globes, or Earthcraft (or equivalent) prior to issuance of a Certificate of Occupancy. ***
 - l. Provide documentation of applicable green building certification prior to approval of the performance bond clearly indicating that the priority performance points requirement for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality have been achieved as defined by the City of Alexandria’s Green Building Policy. ****
 - m. Provide evidence that NetZero Energy Criteria has been achieved within two years of occupancy. ****
 - n. Failure to achieve the certification level, as required by the City of Alexandria’s Green Building Policy, will be evaluated by City Staff to determine whether a good faith, reasonable, and documented effort was made to achieve the certification level to the satisfaction of the Director of P&Z.
36. Provide public level 2 electric vehicle charger infrastructure (240-volt, 40-amp conduit) for a minimum of 2 percent of the parking spaces. Within a year of the City establishing an Electric Vehicle Charging governance and/or contracting policy and approved funding for installation at the project site, provide the public level 2 electric vehicle chargers for the 2 percent of the parking spaces with the infrastructure. (T&ES)

TRANSPORTATION

A. STREETS/TRAFFIC

- 37. Repair any of the City’s existing public infrastructure that is damaged during construction per the most recent version of the T&ES Design and Construction Standards, or to the satisfaction of Director of T&ES, prior to release of the final as-built drawings. (T&ES) ****
- 38. Conduct a pre-construction walk/survey of the site prior to any land disturbing activities with T&ES Construction & Inspection Staff and Code Administration Staff to document existing conditions prior to Final Site Plan release. (T&ES) (Code) *
- 39. The medians along Braddock Road fronting the property must be appropriately modified and constructed to accommodate the proposed site entrance and its

operations, as well as maintain access to the adjacent properties. The modification shall be shown on the Final Site Plan to the satisfaction of the Director of T&ES. (T&ES)

40. Furnish and install two 4-inch Schedule 80 PVC conduits with pull wires under the sidewalk fronting the site along Braddock Road. The conduits shall terminate at a junction box labeled “Traffic” located just east of the western most driveway entrance, as well as a junction box near the anticipated signal cabinet for the proposed signal. (T&ES) ****
41. Provide full curb to curb restoration for any asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street prior to release of the final as-built drawings. (T&ES) ****
42. A two-way left turn lane with traffic control deemed appropriate to the satisfaction of the Director of T&ES shall be provided on West Braddock Road at the driveway to the parking lot entrance, as shown on the Preliminary Plans. If the Director of T&ES determines a traffic signal shall be provided at the site driveway and West Braddock Road, pedestrian signals with audible warnings and high-visibility crosswalks shall be provided across the site driveway and across at least one leg of Braddock Road. The applicant will work with T&ES staff to determine appropriate signal timing. The applicant shall provide and install updated traffic equipment. The traffic equipment and technology shall be shown on the Final Site Plan to the satisfaction of the Director of T&ES. (T&ES) *
 - a. Provide and install Emergency Vehicle Preemption equipment on proposed traffic signal adjacent to the site for each approach. The updated traffic equipment shall be shown on Final Site Plan to the satisfaction of the Director of T&ES. (T&ES) *
43. A Circulation Plan for student drop-off and pick-up shall be included with the Final Site Plan. This Plan should include the route and designated drop-off /pick up areas, as well as any queuing area. In addition, the plan shall include staffing and/or personnel’s locations that would offer assistance during these times. If conditions on West Braddock Road prove to interfere with acceptable drop-off and pick-up operation, school staff should adjust plans as appropriate in an effort to improve operation. (T&ES)
44. A revised Traffic Impact Study must be submitted prior to the Final Site Plan in which it addresses all outstanding issues and comments. The Final Draft of the Traffic Impact Study must be approved and to the satisfaction of the Director of T&ES. (T&ES)

45. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan, and applicable Small Area Plans and Design Guidelines.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
46. Provide a maintenance agreement for the non-standard emergency vehicle landing within the right-of-way prior to Final Site Plan release, with the abutting property owner(s) responsible for maintaining the landing to the satisfaction of the Director of T&ES. (T&ES) *

B. TRANSPORTATION MANAGEMENT DEMAND MODEL PLAN

47. A Transportation Management Demand Model must be implemented in order to create strategies to encourage students, recreation facility and pool users, and employees to take public transportation, use active transportation, or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
48. Designate an on-site TDM Coordinator for the entire project prior to receiving the first Certificate of Occupancy. Provide the name, location, email, and telephone number of the coordinator to the City's Transportation Demand Management Coordinator, updating this information as needed. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. This person shall also be compensated for their efforts as TMP Coordinator. *** (T&ES)
49. The TDM goal is 30% usage of non-single occupancy vehicular modes by employees and 85% usage of non-single occupancy vehicle or non-single student drop-off by vehicle modes by students. The peak hour goal for all trips is a 0.5% reduction year-to-year. The Transportation Demand Management Model will be funded by the applicant with a one-time contribution of \$20,000. The TDM contribution shall be used exclusively for the approved transportation activities detailed in Attachment 3. The contribution will be due at issuance of the temporary Certificate of Occupancy. *** (T&ES)
50. The TDM Coordinator will submit annual reports, fund reports, transportation counts and modes of transportation surveys to the Mobility Services Division. (T&ES)
51. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TDM mandatory reports (fund reports with supporting documentation, annual reports, survey results with a minimum

response rate of 35%, and submission of raw data). The fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward. (T&ES)

C. BUS STOPS AND BUS SHELTERS

52. Show all existing bus stops, bus shelters, and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) *

PUBLIC WORKS

A. WASTEWATER/SANITARY SEWERS

53. Provide an oil & grease separator connected to the sanitary sewer for the commercial kitchen. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to Final Site Plan release. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES)
54. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

B. UTILITIES

55. If a franchise agreement has not been entered into with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
56. Do not locate transformer and switch gears in the public right-of-way. (T&ES)
57. All new fire hydrants on city streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. Hydrants must be installed and functional prior to issuance of the Certificate of Occupancy. (T&ES) ***

C. SOLID WASTE

58. Meet all the minimum street standards for the City to provide solid waste collection service per City Code Title 5, Chapter 1 (Solid Waste Control). Collection vehicles must be able to pick up solid waste from private streets without backing up. Store containers inside the units or within an enclosure that completely screens them from view. (T&ES)
59. Place all trash and recycling at the official set-out location as approved by the Director of T&ES. (T&ES)

60. Provide and install two Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. To the extent that the receptacles cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be installed in the vicinity or may agree to private hauling. (T&ES) *
61. Provide and install two Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. To the extent that the receptacle cannot be located where accessible for public collection, the applicant may provide a contribution for receptacles to be installed in the vicinity or may agree to private hauling. (T&ES) *

ENVIRONMENTAL

D. STORMWATER MANAGEMENT

62. The City of Alexandria’s stormwater management regulations regarding water quality are two-fold: (1) state phosphorus removal requirement and (2) Alexandria Water Quality Volume Default. Complying with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site’s post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) *
63. Provide a BMP narrative and complete pre- and post-development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance prior to Final Site Plan release. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES) *
64. Design all stormwater Best Management Practices (BMPs) to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs, including site specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) *

65. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) *
66. Groundwater from sump pumps may not be discharged into any stormwater BMPs or detention facilities. Bypass pipes and/or structures must be installed to bypass groundwater around all stormwater facilities. If, during construction, iron laden bacteria causes a discharge of discolored groundwater from the sump pump, a filtration system must be installed. (T&ES)
67. Complete construction inspection checklists and associated photographic documentation for each stormwater BMP and detention facility. Submit all documents required by The City of Alexandria As-Built Stormwater Requirements including as built plans, CAD data, BMP certifications, and completed construction inspection checklists prior to Performance Bond release. (T&ES) ****
68. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
69. Install descriptive signage for surface-installed stormwater BMPs (e.g., Bio-Retention Filters, Vegetated Swales) prior to the submission of As-Built Plans to the satisfaction of the Director of T&ES. (T&ES) ****
70. Submit two originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) *
71. Provide an Owner's Operation and Maintenance Manual for all BMPs to the owner. The manual shall include at a minimum:
 - a. An explanation of the functions and operations of the BMP(s),
 - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
 - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment,

- d. Manufacturer contact names and phone numbers,
 - e. A copy of the executed maintenance service contract, and
 - f. A copy of the maintenance agreement with the City. (T&ES)
72. The applicant/owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The applicant/owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner’s Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum:
- a. An explanation of the functions and operations of the BMP(s),
 - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
 - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers,
 - d. A copy of the executed maintenance service contract, and
 - e. A copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Submit a copy of the maintenance agreement to the City prior to Performance Bond release. (T&ES) ****
73. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) ****
74. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations prior Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, provide a description of the maintenance measures performed. (T&ES) ****

E. WATERSHED, WETLANDS, & RPAs

75. Design stormwater quantity controls to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events for portions of the project within the Four Mile Run Watershed. (T&ES)
76. Provide an additional 10% reduction in runoff beyond the minimum requirement for the 10-year storm from the portion of the site that drains to the Taylor Run Watershed. (T&ES)
77. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)

78. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site):
- a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers;
 - b. Highly erodible and highly permeable soils;
 - c. Steep slopes greater than 15 percent in grade;
 - d. Known areas of contamination; springs, seeps, or related features; and
 - e. A listing of all wetlands permits required by law. (T&ES)

F. CONTAMINATED LAND

79. Indicate on the plan whether any soil and groundwater contamination are present. Submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES) *
80. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall occur until these items have been submitted and approved by the Director of T&ES: (T&ES) *
- a. A Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. A Risk Assessment indicating any risks associated with the contamination.
 - c. A Remediation Plan detailing any contaminated soils and/or groundwater, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by two feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. A Health and Safety Plan with measures to take during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. Justify the air monitoring determination in the Health and Safety Plan submitted for review.
 - e. Screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes these SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49

(Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).

81. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the applicant must notify T&ES, Office of Environmental Quality immediately. Should unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in a. through e. above are submitted and approved at the discretion of the Director of T&ES. This shall be included as a note on the Final Site Plan. (T&ES) (Code) *
82. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES) (Code)

G. SOILS

83. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments prior to Final Site plan release. (T&ES) *

H. NOISE

84. Equip any roof top HVAC and other mechanical equipment with noise reducing devices (e.g., silencers, acoustic plenums, louvers, or enclosures) to comply with the City noise limit at the property lines. Show the noise reducing specifications and locations prior to Final Site Plan release and install them prior to the issuance of the Certificate of Occupancy. (T&ES) (Code) *,***
85. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11 PM and 7 AM. (T&ES)
86. No vehicles, including construction vehicles, associated with this project shall be permitted to idle for more than 10 minutes when parked, including vehicles in the loading dock. Post at least two no idling for greater than 10 minutes signs in the loading dock area in plain view prior to the issuance of the Certificate of Occupancy. (T&ES) ***

I. AIR POLLUTION

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

CONSTRUCTION MANAGEMENT

88. Sheeting and shoring, support of excavation shall not extend beyond the property line, except when the applicant has obtained a written release or encroachment from adjacent property owners which has been reviewed prior to Final Site Plan release and recorded in the Land Records. (P&Z) (Code) *
89. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval, and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Zoning Ordinance Article XIII (Environmental Management) for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan must be complied with prior to the partial Final Site Plan release. (T&ES) *
90. Submit a separate construction management plan to the Directors of P&Z, T&ES, and Code Administration prior to Final Site Plan release. The plan shall satisfy these requirements:
- a. No streetlights shall be removed without authorization from the City of Alexandria;
 - b. If streetlights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights; *
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed; *
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction; *
 - e. Include an overall proposed schedule for construction; *
 - f. Include a plan for temporary pedestrian circulation; *
 - g. Include the location and size of proposed construction trailers, if any; *
 - h. Include a preliminary Maintenance of Traffic Plan as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials; and *
 - i. Post copies of the plan in the construction trailer and give to each subcontractor before they start work. (P&Z) (T&ES) ***
91. Provide off-street parking for all construction workers without charge and ensure that all workers use this parking. For workers who use Metro, DASH, or another

form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall:

- a. Establish and provide verifiable details and/or agreements on the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit; *
 - b. Post information on transit schedules and routes; *
 - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement; and
 - d. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the applicant. If the violation is not corrected within five days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) *
92. Include a chapter on maintaining pedestrian access within the Construction Management Plan. Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) **
93. Include a chapter on maintaining bicycle access within the Construction Management Plan. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) **
94. Include a chapter on the waste control program in the Construction Management Plan. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. Dispose of all wastes offsite per all applicable federal, state, and local laws. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions therein. (T&ES) (Code)
95. Discuss construction staging activities with T&ES prior to the release of any permits for ground disturbing activities. No major construction staging shall be allowed within the public right-of-way. (T&ES) **

96. Transit stops adjacent to the site shall remain open, if feasible, for the duration of construction. If construction requires closing a stop, a temporary ADA accessible transit stop shall be determined and installed. Coordinate with the T&ES Transportation Planning Division at (703) 746-4088 as well as with the transit agency which provides service to the bus stop. Install signs noting the bus stop closure and location of the temporary bus stop prior to taking bus stops out of service. (T&ES)
97. Identify a Certified Land Disturber (CLD) in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities and include the name on the Phase I Erosion and Sediment Control sheets prior to Final Site Plan release. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. (T&ES) *
98. Conduct an in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any permits are issued. (P&Z) (T&ES) **
99. Hold an in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes with the P&Z project planner prior to starting work. (P&Z) (Code)
100. Identify a community liaison throughout the duration of construction. Provide their name and telephone number, including an emergency contact number, to residents, property managers, and business owners whose property abuts the site, to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
101. Install a temporary informational sign on the site prior to Final Site Plan release. The sign shall outline the project and include the name and telephone number of the community liaison, including an emergency contact number. Display the sign until construction finishes. (P&Z) (T&ES) *
102. Temporary construction and/or on-site sales trailer(s) are permitted and subject to the approval of the Directors of P&Z and Code Administration. Remove the trailer(s) prior to the issuance of the final Certificate of Occupancy. (P&Z) (Code) ***
103. Submit a stamped electronic copy of a wall check survey completed by a licensed, certified public land surveyor or professional engineer when below-grade construction reaches proposed finished grade. Ensure the wall check shows: (P&Z) **
 - a. Key dimensions of the building as shown on the approved Final Site Plan,

- b. Key dimensions from future face of finished wall above to the property line and any adjacent structures on the property,
 - c. Extent of any below-grade structures,
 - d. Foundation wall in place, and
 - e. Future face of finished wall above.
104. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the T&ES Site Plan Coordinator prior to applying for a Certificate of Occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note stating that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
105. The applicant shall develop and ratify a Memorandum of Agreement with the City that identifies use and responsibilities, as well as conditions during project phases and post-construction related to the following:
- a. Operating and capital maintenance responsibilities of the City occupied and shared indoor and outdoor public use spaces, including the parking lot, walkways, rectangular field, play areas, multi-use court, and other outdoor public use spaces. (T&ES)(RP&CA)(GS) *
 - b. Programming, access, and use of the indoor City occupied and shared indoor spaces and outdoor public use spaces including the rectangular field, play areas, multi-use court, swimming pool, gymnasium, multi-purpose rooms and other public use spaces. City access, use and programming shall be in perpetuity. (RP&CA)(GS) *
 - c. The applicant shall submit to General Services and RP&CA for review, a by-phase plan which identifies the future uses, describes the work phasing/duration of activities, construction impacts, and interim uses during construction of the proposed project. The by-phase plan shall be updated every six months. (RP&CA) (GS)*

USES AND SIGNS

A. SIGNAGE

106. Design building signs to relate in material, color, and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z. (P&Z) *
107. Design and develop a sign plan for wayfinding and directional signage that sets location, scale, massing, and character of all proposed signage prior to Final Site Plan release to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z) (RP&CA)(T&ES) *

108. Incorporate and interpret elements of the site history and archaeological findings into the design of the public realm with a professional archaeological consultant or qualified historian, in consultation with Staff. The site plan shall indicate themes and locations of interpretive elements such as signs, markers, specialty paving, historic features, and the like. Provide text, graphics, and materials for the interpretive elements prior to Final Site Plan release subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Director of P&Z. Install the interpretative elements prior to issuance of the Certificate of Occupancy. (P&Z) (Arch) *,***

CITY DEPARTMENT CODE COMMENTS

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

A. Planning and Zoning (P&Z)

- C - 1 Submit as-built documents for all landscape and irrigation installations with the as-built plan. Refer to City of Alexandria Landscape Guidelines. (P&Z) (T&ES) ****

B. Code Administration (Building Code)

- F - 1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. Contact the Code Administration Office, Plan Review Supervisor at (703) 746-4200 with any questions.
- C - 1 New construction or alterations to existing structures must comply with the current Uniform Statewide Building Code (USBC) in effect when applying for building permit(s).
- C - 2 Facilities shall be accessible for persons with disabilities per the current Virginia Uniform Statewide Building Code in effect when applying for building permit(s).
- C - 3 Submit a soils report with the building permit application for all new and existing building structures. **
- C - 4 Submit an abatement plan from a licensed Pest Control Company to prevent rodents from spreading from the construction site to the surrounding community and sewers to the Department of Code Administration prior to receiving a demolition or land disturbance permit. Code Administration Staff will conduct a pre-demolition site survey to verify that the abatement plan is consistent with the field installation. **
- C - 5 Submit a wall location plat prepared by a land surveyor to the Department of Code Administration prior to any building framing inspection. **

C. Federal Environmental Reviews:

- F - 1 Any project that is defined as a federal undertaking, in accordance with the National Historic Preservation Act of 1966 requires a § 106 review or other National Environmental Policy Act (NEPA) review. Projects that require federal review, approval or permitting, or projects that include federal funding are generally considered a federal undertaking. Coordinate with the Virginia Department of Historic Resources or the appropriate federal or state agency to determine the requirements and process and consult with the appropriate City Staff.
- a. Information on the § 106 process is at www.achp.gov or www.dhr.virginia.gov/environmental-review/
 - b. Information on the NEPA process is at www.epa.gov

D. Archaeology

- C - 6 All required archaeological preservation measures shall comply with § 11-411 of the Zoning Ordinance.

E. Transportation & Environmental Services (T&ES)

- F - 1 Prepare the Final Site Plan per the Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf> (TES) *
- F - 2 Show and label the sanitary and storm sewer and water line in plan and profile in the first Final Site Plan, cross referencing sheets if plan and profile cannot be on the same sheet. Provide existing and proposed grade elevations plus the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES) *
- F - 3 Provide a dimension plan with all proposed features and the property line. (T&ES) *
- F - 4 Construct all storm sewers to the City of Alexandria standards and specifications. The minimum diameter for storm sewers is 18-inches in the public right-of-way and the minimum size storm sewer catch basin lead is 15-inches Acceptable pipe materials are Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, the Director of T&ES may approve AWWA C-151 (ANSI A21.51) Class 52. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes are acceptable. The minimum and maximum velocities are 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public right-of-way shall be owned and maintained privately (i.e., all storm drains not shown

within an easement or in a public right-of-way shall be owned and maintained privately).
(T&ES) *,***

- F - 5 Construct all sanitary sewers to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers is 10-inches in the public right-of-way and sanitary lateral 6-inches for all commercial and institutional developments; however, a 4-inch sanitary lateral is acceptable for single family residences. Acceptable pipe materials are Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12-inches or larger diameters); Class III may be acceptable on private properties. Minimum and maximum velocities are 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES) *,***
- F - 6 Provide a horizontal separation of 10-feet (edge to edge) between a storm or sanitary sewer and a water line. However, if this horizontal separation cannot be achieved, then install the sewer and water main in separate trenches and set the bottom of the water main at least 18-inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for the sewer pipe material and pressure test it in place without leakage prior to install. (T&ES) *,***
- F - 7 Provide at least 18-inches of vertical separation for sanitary sewer and 12-inches for storm sewer when a water main over crosses or under crosses a sanitary/storm sewer. However, if this cannot be achieved, then construct both the water main and the sanitary/storm sewer using Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10-feet on each side of the point of crossing. Center a section of water main pipe at the point of crossing and pressure test the pipes in place without leakage prior to installation. Provide adequate structural support for sewers crossing over the water main (i.e., concrete pier support and/or concrete encasement) to prevent damage to the water main. Encase in concrete sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance. (T&ES) *,***
- F - 8 No water main pipe shall pass through or touch any part of sanitary/storm sewer manhole. Place manholes at least 10-feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, ensure that the manhole is watertight and tested in place. (T&ES) *,***
- F - 9 Maintain a minimum 12-inches of separation or clearance from water main, sanitary, or storm sewers when crossing underground telephone, cable T.V., gas, and electrical duct banks. If this separation cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 material for the sewer pipe for a distance of 10-feet on each side of the point of crossing and pressure test it in place without leakage prior to installation. Provide adequate structural support for sanitary/storm sewers and water main

- crossing over the utilities (i.e., pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES) *,***
- F - 10 Design any rip rap per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 11 Show the drainage divide areas on the grading plan or on a sheet that includes topography and structures where each sub-area drains. (T&ES) *
- F - 12 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) *
- F - 13 Show all existing and proposed public and private utilities and easements on the Final Site Plan with a narrative. (T&ES) *
- F - 14 Provide a Maintenance of Traffic Plan with the Construction Management Plan prior to Final Site Plan release that replicates the existing vehicular, pedestrian, and bicycle routes as closely as practical. Maintain pedestrian and bike access adjacent to the site per Memo to Industry #04-18. (T&ES) *
- F - 15 Include these notes on all Maintenance of Traffic Plan Sheets (MOT): (T&ES)
- a. Include the statement: “FOR INFORMATION ONLY” on all MOT Sheets. *
 - b. No sidewalks can remain closed for the duration of the project. Temporary sidewalk closures are subject to separate approval from T&ES at the time of permit application. **
 - c. Contractor shall apply for all necessary permits for uses of the City right-of-way and shall submit MOT Plans with the T&ES Application for final approval at that time. **
- F - 16 Add complete streets tabulation to the cover sheet with the Final Site Plan submission. (T&ES) *
- C - 7 Complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site prior to Final Site Plan release, per Article XI of the Zoning Ordinance. If the existing storm system is inadequate, design and build on-site or off-site improvements to discharge to an adequate outfall, even if post development stormwater flow from the site is less than pre-development flow. Demonstrate that a non-erosive stormwater outfall is present to the satisfaction of the Director of T&ES. (T&ES) *
- C - 8 Comply with the stormwater quality requirements and provide channel and floor protection per the Article XIII of the Zoning Ordinance. Meet the peak flow requirements of the Zoning Ordinance if the development proposes combined uncontrolled and controlled stormwater outfall. If the project site is within the Braddock-West watershed or a known flooding area, provide an additional 10 percent storage of the pre-development flows in the watershed to meet detention requirements. (T&ES) *,***

- C - 9 Design stormwater facilities that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems according to Article XIII of the Zoning Ordinance, § 13-114(F), as signed and sealed by a professional engineer registered in Virginia. Include the adequate outfall, inlet, and hydraulic grade line analyses to the satisfaction of the Director of T&ES. Provide the references and/or sources used to complete these analyses. (T&ES) *
- C - 10 The proposed development shall conform to all requirements and restrictions set forth in § 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES) *
- C - 11 Provide additional improvements to adjust lighting levels if the site does not comply with § 13-1-3 of the City Code, to the satisfaction of the Director of T&ES to comply with the Code. (T&ES) ***
- C - 12 The location of customer utility services and installing transmission, distribution, and main lines in the public rights-of-way by any public service company shall be governed by franchise agreement with the City per Title 5, Ch. 3, § 5-3-2 and § 5-3-3, respectively. The transformers, switch gears, and boxes shall be outside of the public right-of-way. (T&ES)
- d. All new customer utility services, extensions of existing customer utility services, and existing overhead customer utility services supplied by any existing overhead facilities must be installed underground below the surface of the ground unless exempted by City Code § 5-3-2, to the satisfaction of the Director of T&ES. ***
 - e. Install all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to transmit or distribute any service (electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam, or petroleum) whether or not on streets, alleys, or other public places of the City must be installed underground or below the surface of bridges and elevated highways unless exempted by City Code § 5-3-3, to the satisfaction of the Director of T&ES. ***
- C - 13 Discharge flow from downspouts, foundation drains, and sump pumps to the storm sewer per the requirements of Memorandum to Industry 05-14. Pipe discharges from downspouts and sump pump to the storm sewer outfall, where applicable after treating for water quality per Article XIII of the Zoning Ordinance. (T&ES) *,***
- C - 14 Provide a total turning radius of 25-feet and show turning movements of standard vehicles in the parking lot per the latest AASHTO vehicular guidance per the requirements of Title 4, Ch. 2, Article B, § 4-2-21, Appendix A, § A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access to the satisfaction of the Directors of T&ES, Office of Building, and Fire Code Administration. (T&ES) *
- C - 15 Provide storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines" to the satisfaction

- of the Director of Transportation & Environmental Services. Show the turning movements of the collection trucks, minimizing the need to reverse to perform trash or recycling collection. The City's storage space guidelines are at: <https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at (703) 746-4410 or commercialrecycling@alexandriava.gov. (T&ES) *
- C - 16 Submit a Recycling Implementation Plan to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438) prior to Final Site Plan release. The form is available at: <https://www.alexandriava.gov/ResourceRecovery> or contact the Resource Recovery Division at (703) 746-4410 or CommercialRecycling@alexandriava.gov. (T&ES) *
- C - 17 Satisfy the City's Minimum Standards for Private Streets and Alleys prior to Final Site Plan release. (T&ES) *
- C - 18 Provide plans and profiles of utilities and roads in public easements and/or public right-of-way for review and approval prior to Final Site Plan release. (T&ES) *
- C - 19 Provide a phased erosion and sediment control plan consistent with the grading and construction plan prior to Final Site Plan release. (T&ES) *
- C - 20 Provide as-built sewer data with the final as-built process per the Memorandum to Industry, dated July 20, 2005 prior to issuance of the final Certificate of Occupancy. Prepare initial site survey work and plans using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Reference the control points/benchmarks used to establish these coordinates. (T&ES) ***
- C - 21 Design the thickness of sub-base, base, and wearing course using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Determine the values of California Bearing Ratios used in the design by field and/or laboratory tests. Using an alternate pavement section for Emergency Vehicle Easements to support H-20 loading designed using California Bearing Ratio determined through geotechnical investigation and using VDOT method (Vaswani Method) and standard material specifications is acceptable to the satisfaction of the Director of T&ES. (T&ES) ***
- C - 22 Provide all pedestrian, traffic, and wayfinding signage per the Manual of Uniform Traffic Control Devices, latest edition to the satisfaction of the Director of T&ES. (T&ES) *
- C - 23 No overhangs (decks, bays, columns, post, or other obstructions) shall protrude into public rights-of-ways, public easements, and the pedestrian or vehicular travel ways unless otherwise permitted by the City Code or additional City approvals are obtained. (T&ES)
- C - 24 Design all driveway entrances, curbing, etc. in or abutting public right-of-way per City standards. (T&ES) *

- C - 25 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 26 Comply with the City of Alexandria’s Noise Control Code, Title 11, Ch. 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 27 Comply with the Alexandria Noise Control Code Title 11, Ch. 5, § 11-5-4(b)(15), which permits construction activities to occur during these hours: (T&ES)
- i. Monday Through Friday from 7 AM to 6 PM
 - ii. Saturdays from 9 AM to 6 PM
 - iii. No construction activities allowed on Sundays and holidays
- a. § 11-5-4(b)(19) further restricts pile driving to these hours:
- iv. Monday through Friday from 9 AM to 6 PM
 - v. Saturdays from 10 AM to 4 PM
 - vi. No pile driving is allowed Sundays and holidays
- b. § 11-5-109 restricts excavating work in the right-of-way to:
- vii. Monday through Saturday 7 AM to 5 PM
 - viii. No excavation in the right-of-way allowed on Sundays, New Year’s Day, Independence Day, Thanksgiving, and Christmas.
- C - 28 Comply with the stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default, and stormwater quantity management per Article XIII of the Zoning Ordinance. (T&ES)
- C - 29 Comply with the City of Alexandria, Erosion, and Sediment Control Code, Title 5, Ch. 4. (T&ES)
- C - 30 Obtain all necessary permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources for all project construction and mitigation work prior to Final Site Plan release. This condition includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan for land disturbing activities equal to or greater than one acre. Refer to the Memo to Industry 08-14: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 31 Provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final Site Plan. The project’s stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, provide an electronic copy of the SWPPP Book with the Signature Set submission and a copy of the coverage letter must be added to the plan sheet containing the stormwater

management calculations. Include an electronic copy of the SWPPP Binder Book in the released site plans and include a hardcopy of the SWPPP Binder Book with the on-site construction drawings. Separate parcel owners must seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES) *

F. Fire Department

- R - 1. Explore letting the Alexandria Fire Department use buildings that will be razed for training exercises. The Fire Department will formulate conditions of use between the parties and provide a hold harmless agreement to the owner or their representative.

Asterisks denote:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to issuance of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the final as-built drawings

IX. ATTACHMENTS:

1. Detailed Transportation Demand Management Plan.
2. List of Community Engagement Opportunities.
3. ACPS synopsis of community concerns and input.
4. Master Plan Amendment Resolution

Attachment #1: Transportation Demand Management Plan

Minnie Howard Campus of Alexandria City High School

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

- Staff, Employees, and Students at the Minnie Howard Campus of Alexandria High School
- Visitors at school or community events at the Minnie Howard Campus
- Other employees, visitors, or contractors

The Transportation Demand Model for the redeveloped Minnie Howard Campus consists of four parts:

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

Goal and Evaluation of the TDM

- a. The TDM goal is 30% usage of non-single occupancy vehicular modes by employees and 85% usage of non-single occupancy vehicular modes or single student drop-off by vehicle for students. The peak hour goal for all trips is a .5% reduction year-to-year.
- b. The achievement of this goal will be demonstrated by the performance of the TDM based on the activities conducted and financed by the TDM fund and the annual survey that are requirements of this development special use permit. The fund report and annual report should demonstrate that enough activities are being conducted to persuade employees to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TDM fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal.

Organization, Funding and Reporting

- a. Alexandria City Public Schools (ACPS) shall designate a Transportation Management Demand Coordinator (the TDM Coordinator) to manage and implement the TDM on behalf of the owners of the project. The Mobility Services Division may assist the TDM Coordinator.
- b. An Annual Work Plan will be developed by the TDM Coordinator and approved by the Mobility Services Division. This work plan will be due on June 1st of every year for the following school year.

- c. The Transportation Management Demand model will be funded by the applicant at an annual rate of \$80 per full time equivalent (FTE) staff member, not including the transit benefit provided by the City of Alexandria, with an annual increase consistent with the CPI of the United States for the previous year. TDM funds will be used exclusively for the following TDM activities:
- Annual survey and resulting zip code maps
 - Promotional materials
 - Supplement to transit benefit provided by the City of Alexandria
 - Quarterly mailers to school families
 - Incentives and prizes
 - Walk/bike to work subsidy program
 - Any other TDM activities as may be proposed by the TDM Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TDM measures.
- d. Any unencumbered funds remaining in the TDM account at the end of each reporting year may be reprogrammed for the TDM activities during the ensuing year or may be paid to the City for use in transit or ridesharing programs and activities.
- e. The TDM Coordinator shall provide semi-annual TDM Fund Reports to the Mobility Services Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation, e.g. receipts of purchases, summary reports for initiatives. The first report will be due six months following the issuance of the certificate of occupancy, with the following due on January 15 and June 1 of every year.
- f. The TDM Coordinator shall distribute an annual survey to all staff members. The survey will be supplied by the Mobility Services Division. Survey results will be due on April 15 of every year. A 35% response rate is required as approved by the Mobility Services Division.
- g. The TDM Coordinator shall arrange to conduct annual peak hour vehicular counts to determine the number of vehicles accessing the campus. The Coordinator will work with Mobility Services to determine the count dates, times and methodology.

Transportation Demand Management Plan

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

School families and students

- Annually, prior to school starting, the TDM Coordinator will prepare and mail a letter to school families that urge them to carpool to school, take DASH or MetroBus, or walk/bike. The letter will introduce the TDM Coordinator and provide information on forming carpools.
- Incentives will be given at least once a month to students who traveled that day to school by an eligible mode (carpool, school bus, public bus, or walk/bike). No one will receive

advanced notice of the day selected, thereby encouraging students and their families to engage in alternative transportation as often as possible. Examples of incentives to be offered: store gift certificates, electronic gadgets, movie tickets, or pizza lunch for their class.

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

School employees

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

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

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

Minnie Howard for an amount of at least 50% of the transit benefit provided to City of Alexandria employees.

Incentives

- TDM funds may be used to supplement the benefits outlined above that are administered by the City of Alexandria.
- Subsidize staff that chooses to walk, bike or take transit to work by establishing a parking cash-out policy that offers employees a cash allowance in lieu of a parking space.

Evaluation of the Effectiveness of the TDM

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document will be used in evaluating the performance and effectiveness of the TDM. The annual survey will be used to continually determine whether the school is meeting these targets.
- b. The City of Alexandria, in conjunction with the TDM Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TDM. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TDM Coordinator and will be used in developing the work plan.
- c. This TDM has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) strategies and tactics to be implemented in the Annual Work Program. The project and transportation infrastructure requires that the TDM has flexibility to respond to the various challenges posed by supply of parking, transit system capacity, transit fares, construction staging and traffic, fuel prices, regional transportation policies and projects, and changes in travel behaviors, prevalence of transit subsidies, telework and changes in surrounding developments. By linking evaluation to work planning, the TDM standards of performance will also change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

Attachment #2: List of Community Engagement Opportunities

Name	Date
District B Open House at T.C. Williams King Street Campus	Tuesday, June 4, 2019
District C Open House at Ferdinand Day Elementary School	Friday, June 7, 2019
District A Open House at George Washington Middle School	Saturday, June 8, 2019
Information Table at Alexandria City Birthday Celebration	Saturday, July 13, 2019
Information Table at Old Town North Farmers Market	Thursday, August 1, 2019
District A Public Meeting/Open House at George Washington Middle School	Wednesday, September 11, 2019
District C Public Meeting/Open House at Ferdinand Day Elementary School	Saturday, September 14, 2019
District B Public Meeting/Open House at T.C. Williams King Street Campus	Tuesday, September 17, 2019
High School Project Presentation at Alexandria PTAC Monthly Meeting	Wednesday, September 25, 2019
High School Project Update to Potomac Yards Civic Association Members	Monday, October 7, 2019
High School Project Update to Del Ray Citizens Association Members	Wednesday, October 9, 2019
High School Project Update to North Ridge Civic Association Members	Monday, October 14, 2019
High School Project Community Meeting at Minnie Howard Campus	Thursday, October 17, 2019
THSP - Education Research Panel	Wednesday, January 8, 2020
JFMP Community Open House	Thursday, February 13, 2020
High School Project Presentation at Alexandria PTAC Monthly Meeting	Wednesday, November 18, 2020
High School Project Open House	Thursday, November 19, 2020
High School Project Presentation to North Ridge Civic Association Task Force	Tuesday, December 1, 2020
High School Project Update - Fairlington Citizens Association	Wednesday, December 9, 2020
High School Project Presentation to Seminary Hill Association	Thursday, December 10, 2020
High School Project Update to Fairlington Towne Association Board Liasion	Monday, December 14, 2020
High School Project Presentation to Alexandria Federation of Civic Associations	Wednesday, December 30, 2020
High School Project Presentation to Clover College Park Civic Association	Thursday, January 14, 2021

MPA2021-00009, REZ2021-00008, DSUP2021-10026
 3701 West Braddock Road
 Alexandria City High School Project – Minnie Howard Campus

High School Project Open House	Monday, January 25, 2021
High School Project Presentation to Brookville-Seminary Valley Civic Association	Saturday, January 30, 2021
High School Project Presentation to Cameron Station Civic Association	Wednesday, February 3, 2021
Student Focus Group Meeting	Monday, February 22, 2021
T.C. Williams Rolling Staff Meetings	Monday, February 22, 2021
High School Project - Update to Fairlington Towne Association	Thursday, February 25, 2021
Communitywide Concept Design Survey	Monday, March 1, 2021
High School Project Design Kick Off Community Meeting	Monday, March 8, 2021
Superintendent's Advisory Team Meeting	Monday, March 8, 2021
Design Team Meeting with Educational Design Team	Friday, March 12, 2021
High School Project Community Meeting	Tuesday, March 16, 2021
Superintendent's Advisory Team Meeting	Tuesday, March 16, 2021
High School Project Community Meeting	Thursday, March 25, 2021
Superintendent's Advisory Team Meeting	Thursday, March 25, 2021
Superintendent's Advisory Team Meeting	Monday, April 12, 2021
Fairlington Towne Association Board and Property Management Meeting	Thursday, April 22, 2021
High School Project Presentation to Alexandria Federation of Civic Associations	Wednesday, April 28, 2021
High School Project Community Meeting	Monday, May 3, 2021
Superintendent's Advisory Team Meeting	Tuesday, May 4, 2021
Communitywide Design Survey	Monday, June 14, 2021
High School Project Community Meeting	Monday, June 21, 2021
Superintendent's Advisory Team Meeting	Wednesday, June 23, 2021
High School Project Community Meeting	Tuesday, August 10, 2021
Superintendent's Advisory Team Meeting	Wednesday, August 11, 2021
High School Project Update to Fairlington Citizens Association	Wednesday, September 8, 2021
High School Project Community Meeting	Monday, September 27, 2021
Superintendent's Advisory Team Meeting	Wednesday, September 29, 2021

Attachment #3



**THE HIGH SCHOOL PROJECT
SYNOPSIS -MINNIE HOWARD CAMPUS
DESIGN PHASE**



The following themes represent concerns that were raised as The High School Project Team met with community members during the Minnie Howard Campus Design Phase. Below each theme is a synopsis of how ACPS and the project team addressed those concerns.

Major Themes

1. Building Elevation-Height:

The building design is a five-story structure organized so that the building height steps down along the southern face at Braddock Road where the primary entrance is located. As the site slopes up from east to west, the building mass is likewise set into the hill on the west to reduce the mass from the west side.

2. Operations related to Student and Community Access:

The new Minnie Howard campus will continue to operate similarly to the current set up with public open space serving the community during non-school hours. Additional community resources to be included in the new Minnie Howard campus include an aquatic facility, Early Childhood classrooms, and a Family Resource Center run by Department of Community and Human Services. The Teen Wellness Center and Family Resource Centers offer a separate entrance with direct access from outside.

3. Lights and Hours of field use-night lights:

ACPS is not proposing any changes to the current field use or its lighting at the new location at the west side of the campus.

4. Sound and Nighttime lighting from West side playing field impacting adjacent residential properties:

Comprehensive landscaping will supplement existing mature trees with coniferous trees in addition to perimeter fencing to provide some buffer between the playing field and adjacent properties. As the grade increases in height from east to west, the design includes retaining walls that also provide a buffer. Field lighting utilizes the latest technologies with light focusing only on the playing field and a full cut off of light spilling off of the property.

5. Fencing around Minnie Howard Campus:

ACPS will replace the existing fencing around Minnie Howard Campus with new wooden fencing.

6. Impact of increased traffic in vicinity, and steps to maintain safety for vehicular travel and pedestrians:

In coordination with City staff, a proposed traffic signal will be installed at the eastern parking lot driveway location. This signal will be flashing yellow along Braddock and red for school driveway for non-school pick-up and drop-off times. During peak school traffic times, this signal will function like a normal traffic signal. Design plans are being developed and will be submitted to the City transportation staff for review/approval. High-visibility crosswalks are proposed to be installed along the school vehicle driveway crossings. A crosswalk is proposed at the new signal that would cross Braddock Road.

7. Parking Allocation:

The project team reviewed the zoning requirements to ensure adequate parking was available for school staff.

8. Composition of the Parking Lots and whether any of them can be permeable surfaces:

Parking lots are currently planned to be asphalt. There is an area of permeable pavement in the eastern parking lot to be utilized for stormwater management treatment. Other parking lot areas drain to bioretention areas or dry swales within the parking lot landscaped areas.

9. Project impact on Stormwater and potential impact on Taylor Run:

The proposed stormwater management will be a combination of bioretention, dry swales, permeable pavement, and underground detention systems to manage the water quality and peak flow runoff from the site. The post-development 10-year peak flow runoff from the site was reduced by an additional 10% below pre-development levels to help alleviate some known flooding issues downstream of the site.

10. Project Budget and Cost:

ACPS provided project budget updates to community members during community meetings throughout the design phase.

11. Planned Measures for Mold and Asbestos Abatement:

The project team is fully aware of the impact demolition can have on the community and will take every precaution to ensure the safety of community members. The current building will not be demolished until after the new building is open in September 2024.

When demolition does start in late 2024 or 2025, the project and construction teams will follow all of the appropriate local, state and federal regulations that apply to construction. As for hazardous materials in the building, the team routinely takes measures to protect air quality and community safety. In all of ACPS' buildings, an abatement process, or the removal of said hazardous materials, must be completed before a demolition permit is issued. It is a state requirement to remove and properly dispose of hazardous materials prior to demolition activities. ACPS strictly adheres to these precautions and regulations.

Regarding noise and air quality concerns, the team is currently designing a plan that will implement noise mitigation tools. Several techniques are used to keep the spread of dust as

limited as possible. To reduce the noise disruptions, contractors will be encouraged to use noise dampening equipment, reduced backup noise on trucks, and other noise mitigation tools.

12. Green Space and Permeable "green" space planned for Stormwater Management:
Currently 0.4 acres are bioretention/dry swale/Stormwater Management (SWM) planters, which wouldn't be considered usable areas for the public. This number will likely change as the team finalizes the designs.

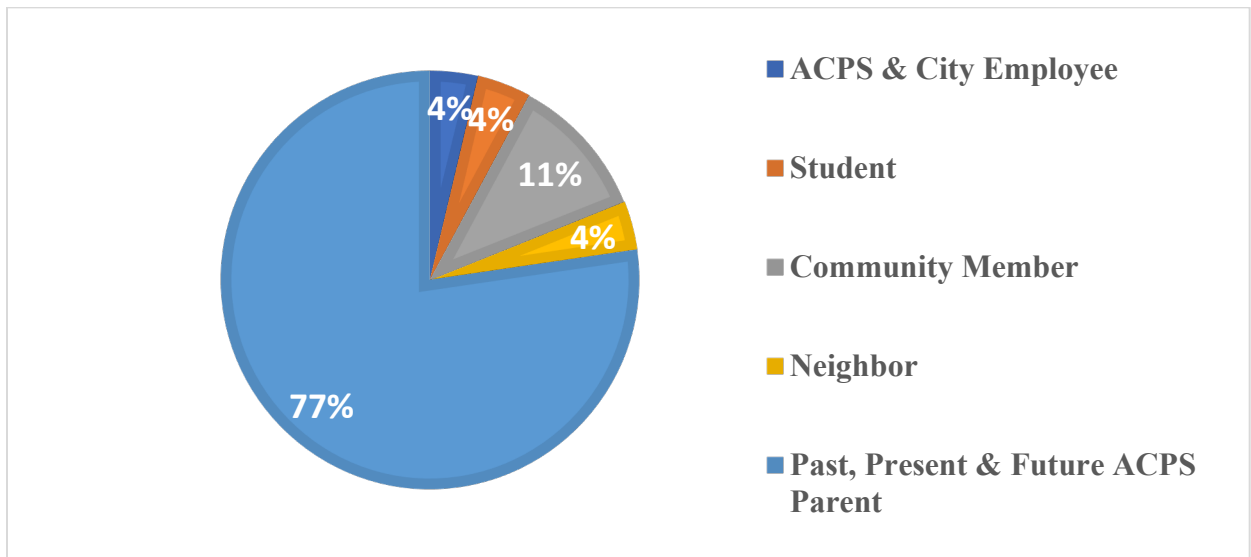
There will be a minimum of 5 acres of public open space on the site which includes the turf field and courts. ACPS will keep the same amount of public open space that is there today based on RPCA needs. Currently, there are 2.9 to 3.0 acres of green space that could be utilized for some type of recreational activity. However, there are other areas that are green which aren't in this calculation such as the parking lot islands, bioretention areas and landscape buffers.

Design Phase Community Surveys:

March 2021:

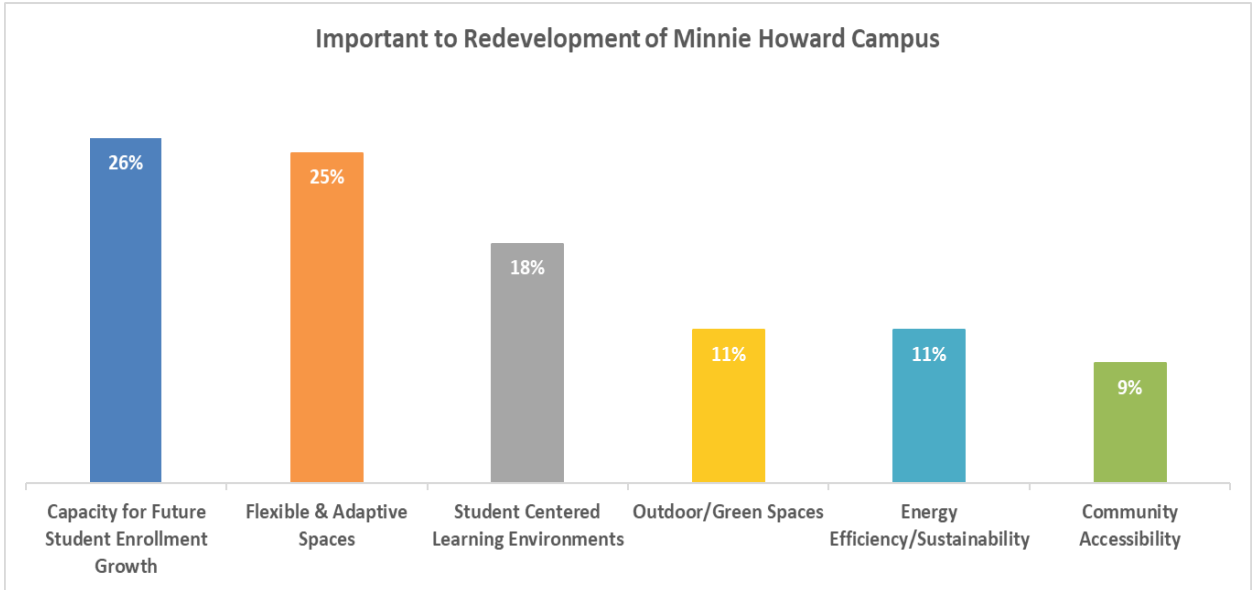
In March 2021, a community visioning survey seeking stakeholder feedback on the Minnie Howard Campus redevelopment was published on the project website and emailed to ACPS staff, students, parents, and City of Alexandria community members. The survey was structured to capture the impacted and interested stakeholders' high-level goals and aspirations on the project design concepts to help define how the public will experience the new school building and fields. It was translated in Spanish, Amharic, and Arabic and remained open until March 10 to allow as many as possible to submit comments. 216 surveys were completed.

The following provides a summary of how community members identified themselves:

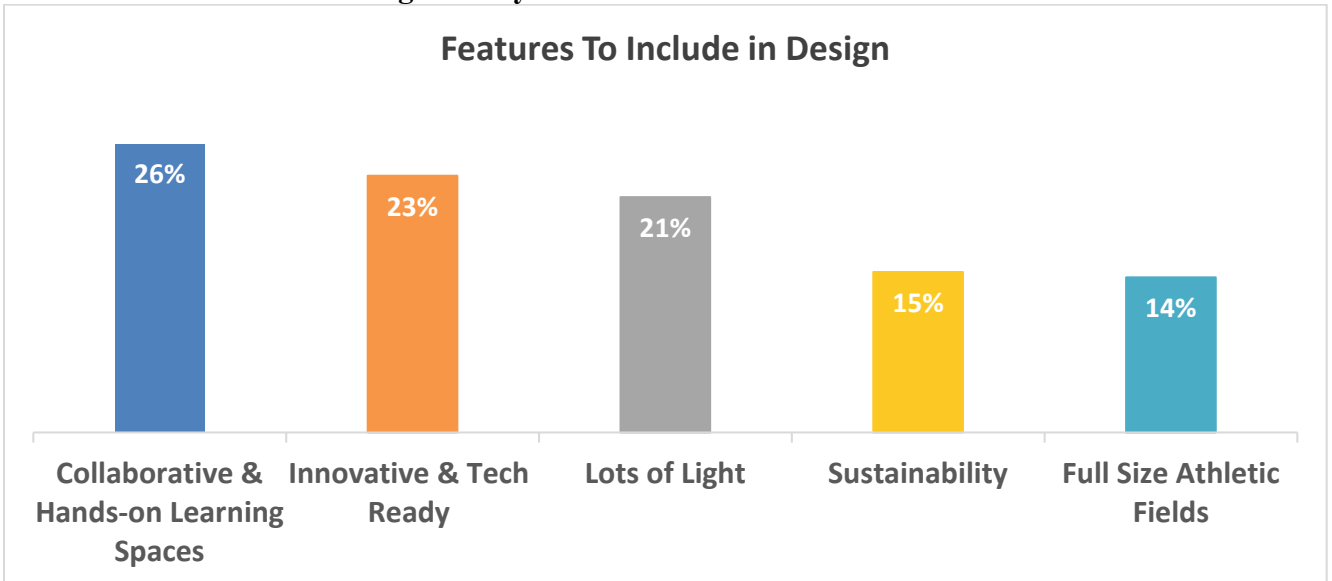


Survey Summary:

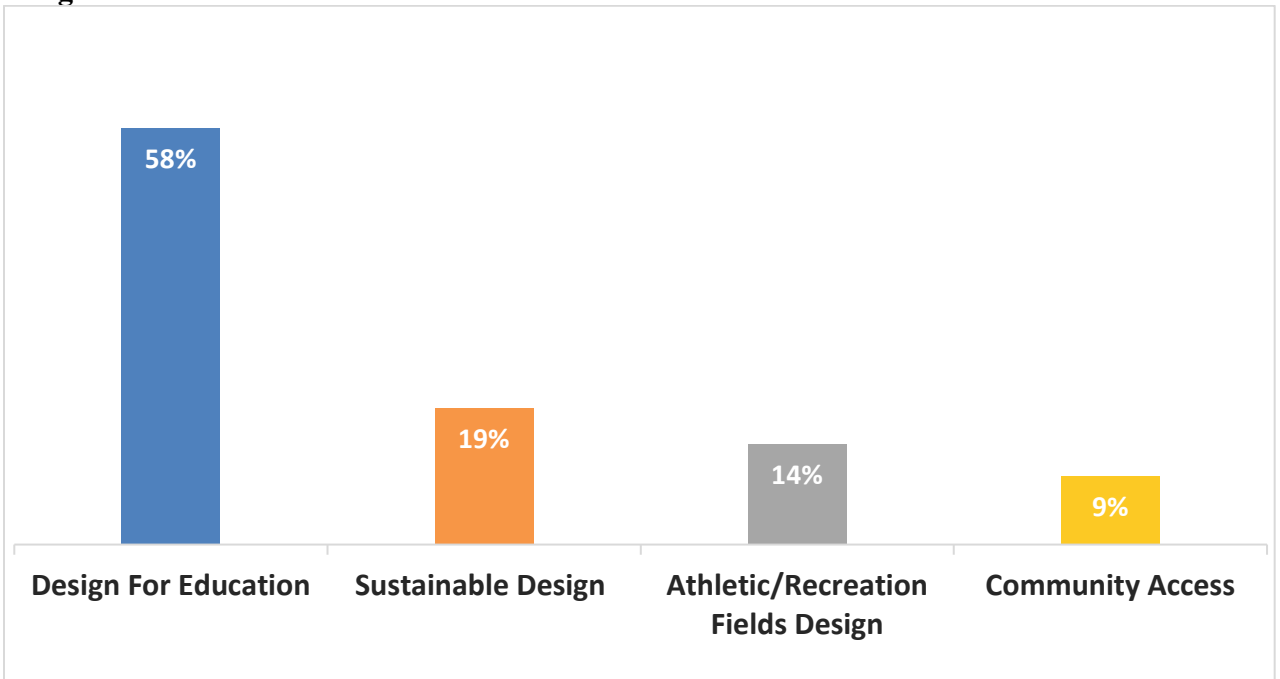
Question 1. What is important to you in the redevelopment of the Minnie Howard Campus?



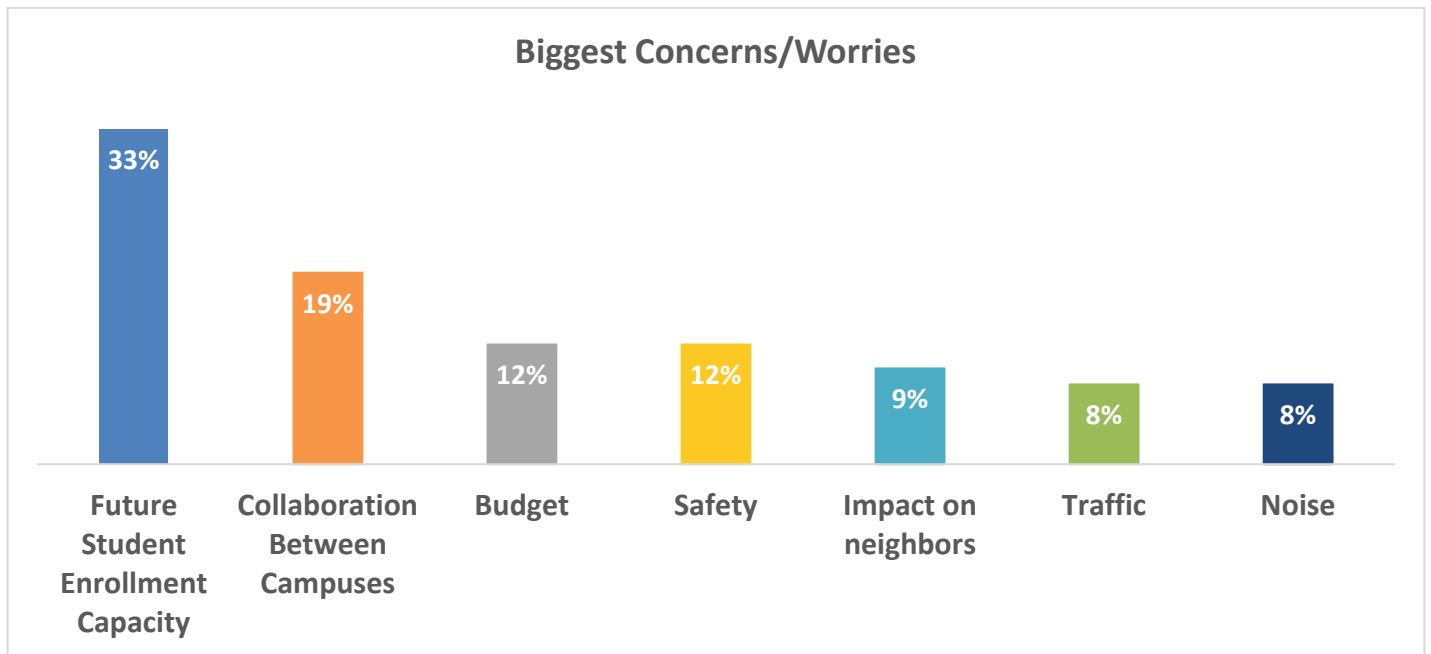
Question 2. If you were designing the redevelopment Minnie Howard Campus, what features of the site or building would you like to include?



Question 3. Please prioritize the concepts /ideas you think are most important in the design?



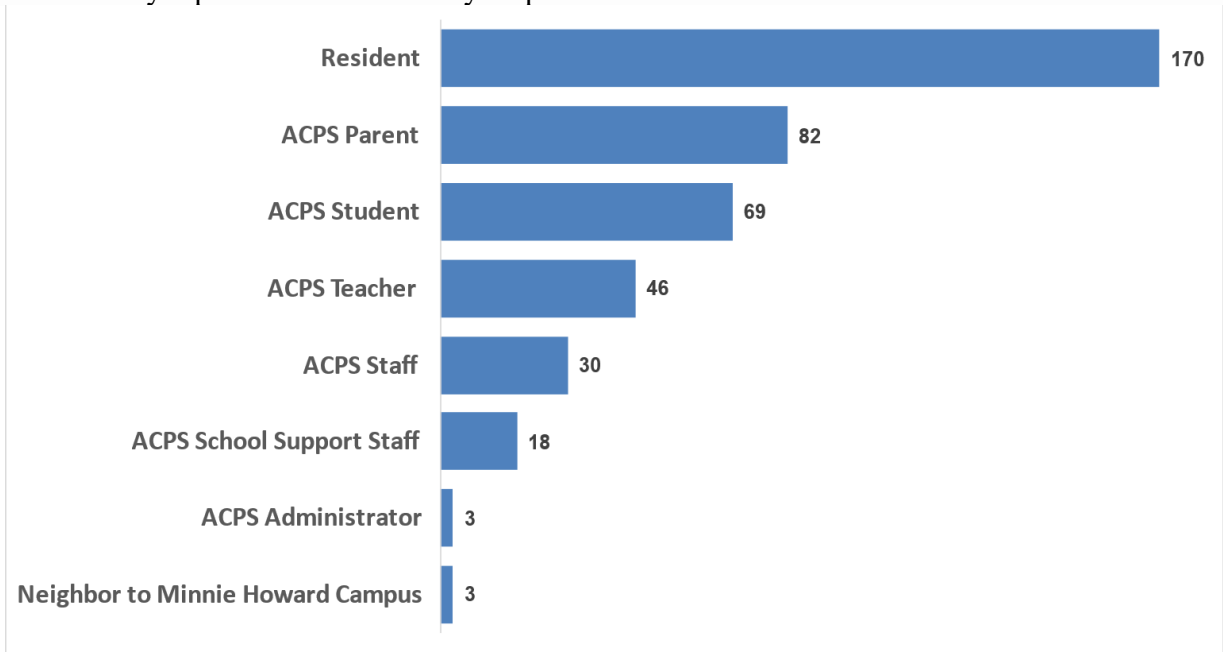
Question 4. What are your biggest concerns/worries, if any, regarding the design of the redeveloped Minnie Howard Campus?



June 2021:

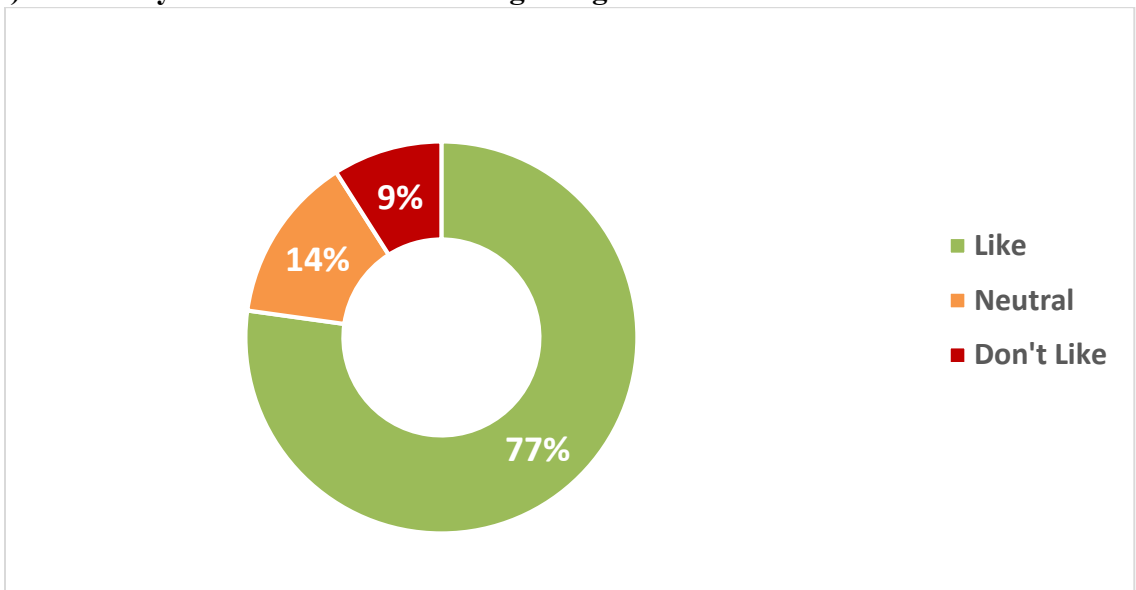
In June 2021, community members were surveyed on how well the Minnie Howard Campus design incorporated the feedback. It was translated in Spanish, Amharic, and Arabic and remained open for 10 days to allow as many as possible to submit comments. ACPS received 421 survey responses.

Below is a synopsis of the community responses:

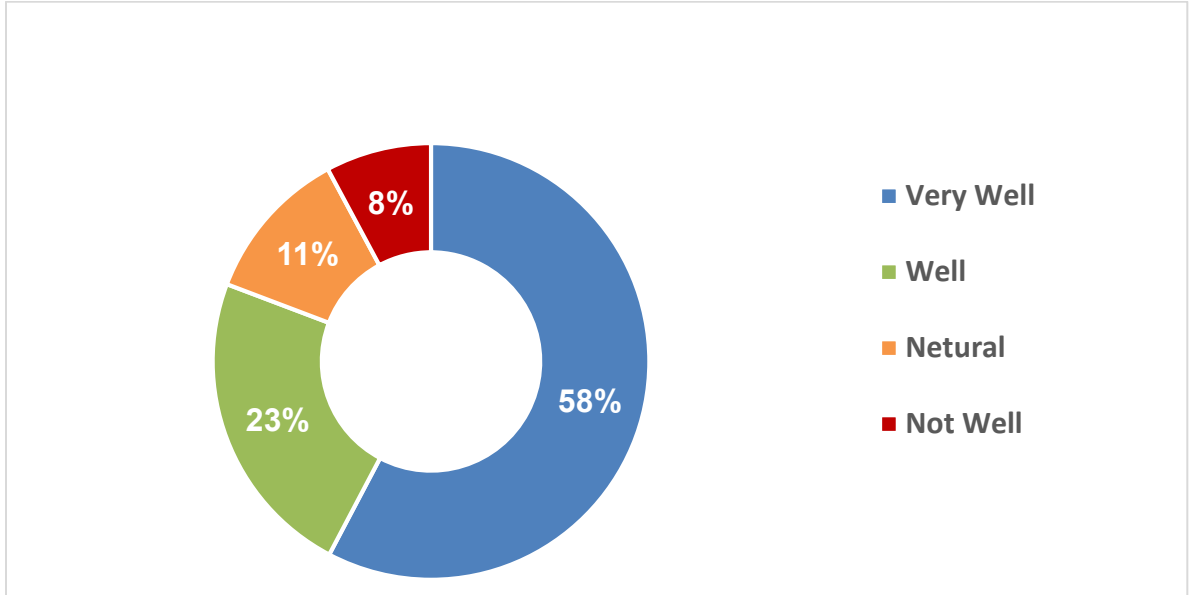


Survey Summary:

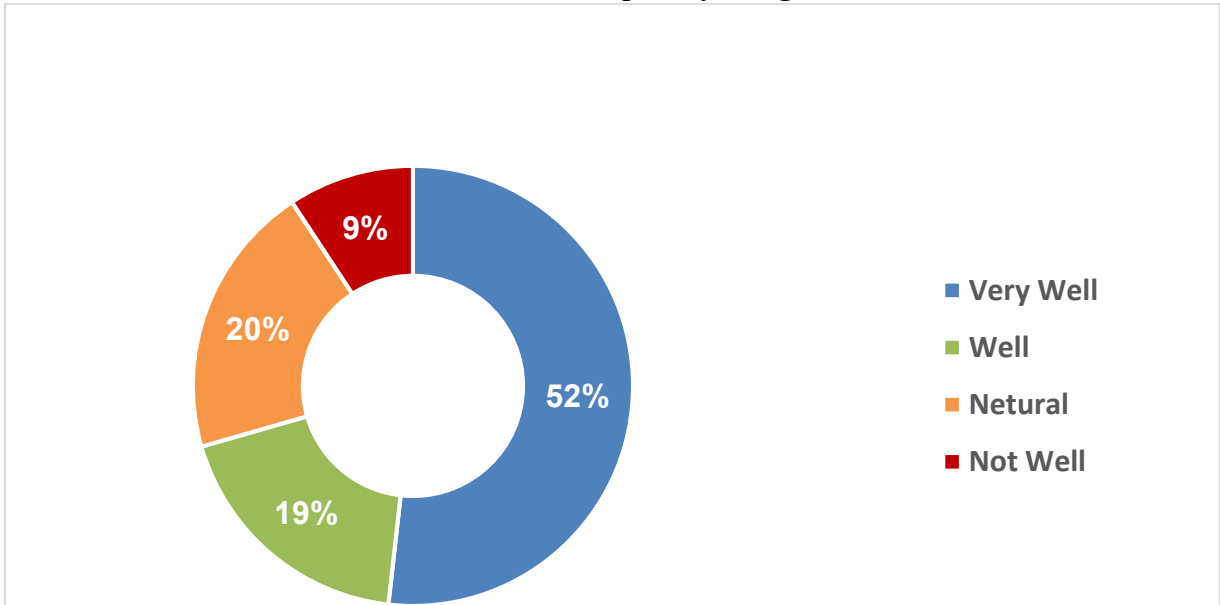
1) How do you feel about the Building Design?



2) How well do you think the new Minnie Howard building complements the King Street Campus?



3) How well do you think the new Minnie Howard building complements a desire for a balance between traditional and contemporary design aesthetics?



ATTACHMENT #4: Master Plan Amendment Resolution

RESOLUTION NO. **MPA2021-00009**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments will amend the **Seminary Hill/Strawberry Hill Small Area Plan** chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **January X, 2022** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Seminary Hill/Strawberry Hill Small Area Plan** section of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Seminary Hill/Strawberry Hill Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Seminary Hill/Strawberry Hill Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Seminary Hill/Strawberry Hill Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The attached amendments to the **Seminary Hill/Strawberry Hill Small Area Plan** are hereby adopted in their entirety amending the Seminary Hill/Strawberry Hill Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:
 - Amend Map 13: Seminary Hill/Strawberry Hill Land Use, as amended, to reflect an exchange of Institutional area with Parks & Open Space area
 - Amend Map 18: Seminary Hill/Strawberry Hill Height Limits, as amended, to reflect a change in height from 35 feet to 77 feet
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 4th day of January 2022.



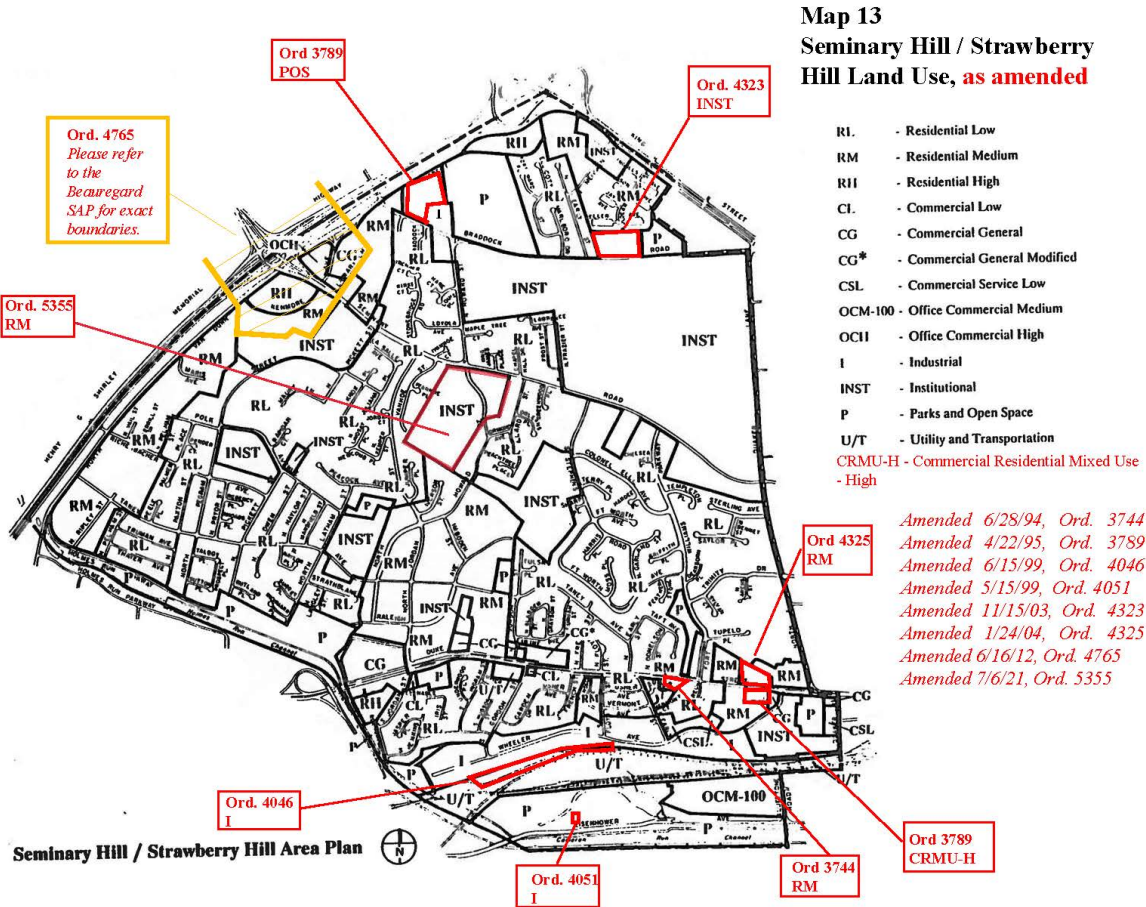
Nathan Macek, Chair
Alexandria Planning Commission

ATTEST: Karl W Moritz

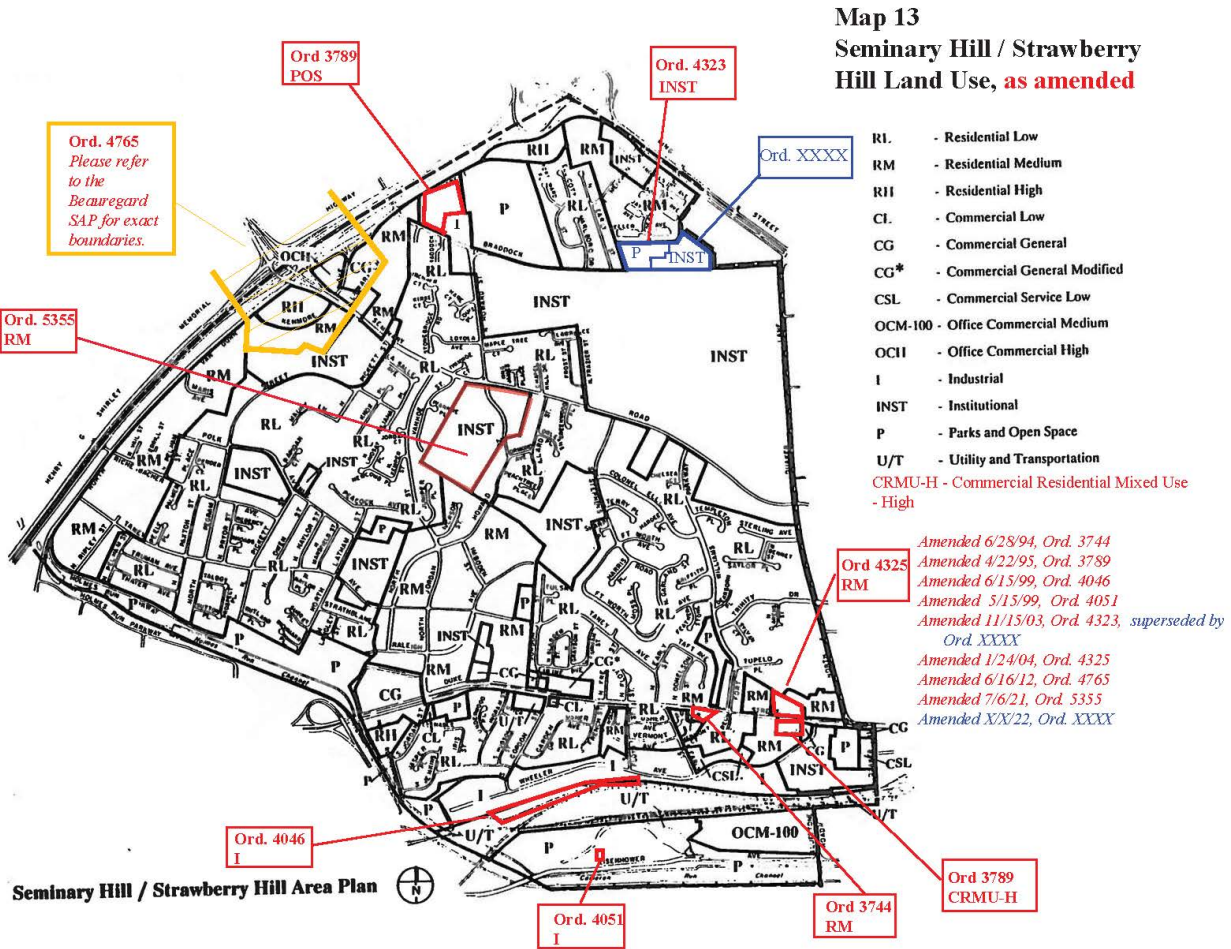
Karl W. Moritz, Secretary

Attachment

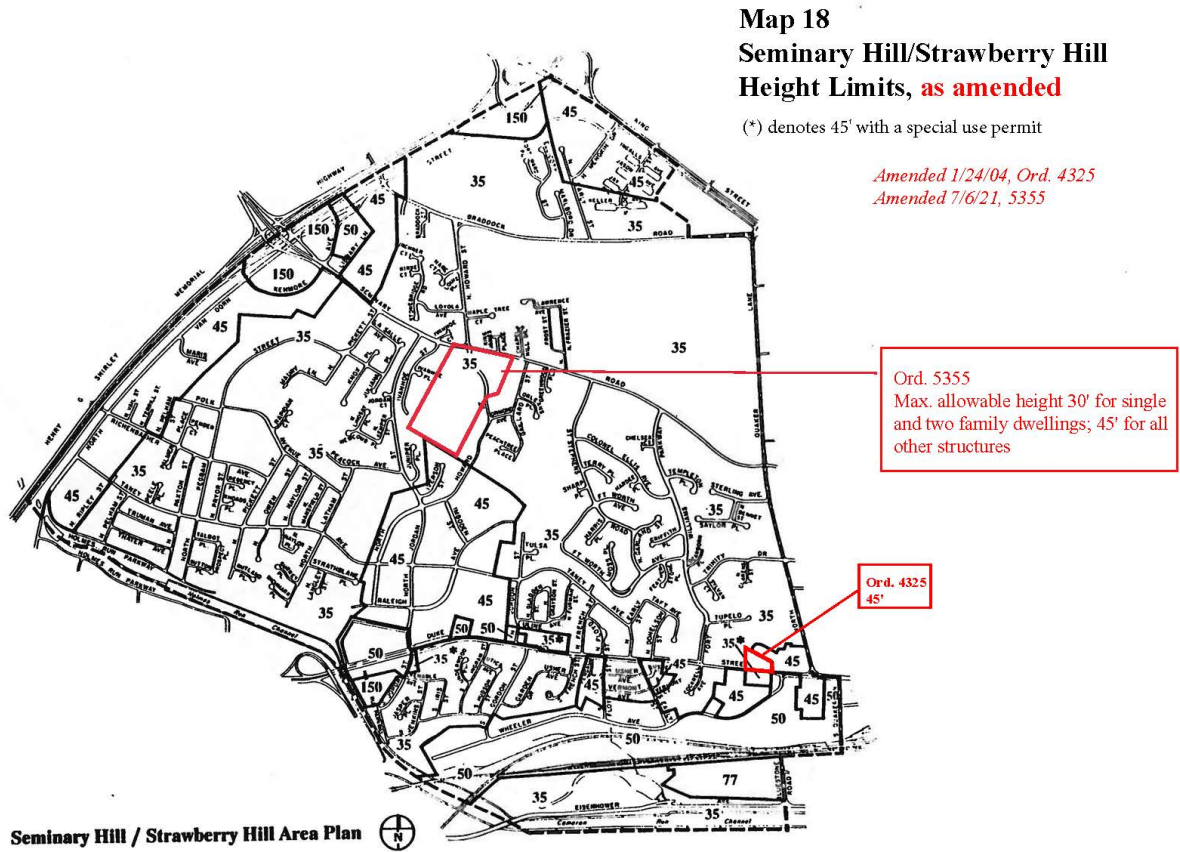
Map 13: Seminary Hill/Strawberry Hill Land Use, as amended



Map 13: Seminary Hill/Strawberry Hill Land Use, as proposed



Map 18: Seminary Hill/Strawberry Hill Height Limits, as amended



Map 18: Seminary Hill/Strawberry Hill Height Limits, as proposed

