



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of April 24, 2010**

DATE: April 15, 2010

SUBJECT: U-3241-09-2 USE PERMIT of Arlington County Schools for replacement of Wakefield High School and associated parking, utilities, athletic fields, and grounds located at 4901 Chesterfield Rd. (RPC: 28-017-001).

Applicant:

Arlington Public Schools (APS)

By:

William O'Connor
Director of Design and Construction
Arlington Public Schools
2770 S. Taylor St.
Arlington, Virginia 22206

C. M. RECOMMENDATION:

Approve the use permit for replacement of Wakefield High School and associated facilities, subject to the proposed conditions.

ISSUES: This is a use permit request for the new Wakefield High School and no issues have been identified.

SUMMARY: Arlington Public Schools (APS) requests a use permit to permit construction of a new Wakefield High School and associated parking and athletic fields at 4901 Chesterfield Road. The project proposes demolition of the existing school, originally built in 1953, and construction of a new school, including classroom space, gym, pool, parking, and some athletic fields. The existing football stadium and tennis courts are proposed to be preserved. The proposal is the first school to be reviewed by the Public Facilities Review Committee (PFRC), which is comprised of three (3) Planning Commissioners and representatives of other Arlington County commissions. The APS Building Level Planning Committee (BLPC), Claremont Civic Association, and Columbia Forest Civic Association have also participated in the design development over the past three (3) years. The proposed design places the new school building in the southwest corner of the site, at the intersection of George Mason Drive and South Dinwiddie Street, on the site of the existing baseball and softball fields. This location allows the new

County Manager: BMD/GA

Staff: Melanie Jesick, DCPHD, Planning Division
Dolores Kinney, DES, Transportation

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PLA-5536

building to be constructed while keeping the existing building and pool in operation. The proposal meets minimum parking requirements while also providing pedestrian and bicycle connections to and through the site. Much of the forested area on the northern portion of the site is proposed to be preserved. APS is proposing, at a minimum, a LEED (Leadership in Energy and Environmental Design) Silver certification, as well as a geothermal energy system, solar panels to heat water, and a photovoltaic system to provide some of the proposed school's energy. The proposed design provides updated educational and community facilities, enhances the school's presence in the community, allows for a sustainable design, and balances the needs of pedestrians, cyclists, and automobiles. Therefore, staff recommends approval of the use permit for a new high school and associated facilities, subject to the proposed conditions.

BACKGROUND: The existing Wakefield High School building was constructed in 1953. The building has gone through a series of major additions, including adding a pool in the 1970's. The existing school is comprised of a one (1) and two (2) story school building, sports fields, the running track and football field, and tennis courts. The existing building requires major building system upgrades for plumbing and HVAC, and that will be accomplished with the proposed school.

The following provides additional information on the site:

Site: The approximately 37.5-acre site is bounded by South Chesterfield Road, South Dinwiddie Street, and South George Mason Drive. The existing building has primary frontages on South Chesterfield Road and South Dinwiddie Street. The site has a significant area of mature hardwoods and steep slopes on the northern and western sides of the stadium, as well as steep slopes at the transition between the existing fields and George Mason Drive. The existing building is approximately 325,000 gross square feet. The school currently provides 238 parking spaces.

To the north: Single-family homes.

To the west: Across S. George Mason Drive, single-family homes.

To the east: Across S. Chesterfield Road, single-family homes, as well as Claremont Elementary School.

To the south: Across S. Dinwiddie St., single-family homes. Also, to the southwest, is the recently-constructed Fairfield 400+ unit, multi-family residential housing project in Fairfax County. The school is less than 100 feet from the Fairfax County line at its closest point.

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

General Land Use Plan (GLUP) Designation: The GLUP designates this site as "Public" Parks, Schools, Parkways, major unpaved rights-of-way, libraries and cultural facilities.

Neighborhood: The property is located within the Claremont Civic Association boundary and adjacent to the Columbia Forest Civic Association, across South George Mason Drive. Both civic associations participated in the BLPC process and the Claremont Civic Association participated in the PFRC process. Concerns were raised by the Claremont Civic Association regarding traffic circulation and screening of the athletic fields, which are proposed to be relocated along Chesterfield Road adjacent to single-family detached homes. Arlington Public Schools is proposing landscaping and “dark sky” lighting which would help screen the athletic fields. A letter of support from the Claremont Civic Association is attached.

Process and Development of the Design: Prior to submittal of the use permit application at the end of 2009, several years of meetings took place to develop and refine the proposed design. The Schematic Design is approved by the School Board and the final design is approved by the County Board through the use permit process.

In Fall 2006, APS selected Bowie Gridley Architects as architects for Wakefield High School. The BLPC, comprised of members of the Schools staff, parents, and PTA members, representation from community groups, and County Staff, began meeting on Wakefield High School in January 2007. The BLPC met regularly to discuss programmatic needs, adherence to education specifications, general goals for the project, community issues, design solutions and to provide input on the project conceptual design. The PFRC also held several meetings during that time.

The BLPC established several project goals early in the process to identify issues to address educational program standards and requirements. Some of the primary project goals include:

BLPC Site Design Goals

- Create a civic presence and engage community through appropriate siting of the building.
- Develop clear and separated vehicular circulation routes.
- Conserve natural areas and retain existing athletic amenities to the greatest extent possible.
- Develop pedestrian routes through and around the site to improve walking access.
- Create attractive and useful outdoor spaces for teaching and informal gathering.

BLPC Building Design Goals

- Create a main entrance for the majority of uses which is clear, inviting, and secure.
- Establish a “heart” as a symbolic center, complemented with small informal gathering areas.
- Create secondary entrances to provide access from the “rear yard” and for “after hour” and community uses.
- Distribute administration throughout the building and maximize passive security.
- Develop efficient horizontal and vertical circulation systems with exterior views and interior variety.
- Express sustainability principals and design to LEED silver level.
- Group assembly spaces to create a synergy of school and community uses near convenient accessible entrances.

In order to garner reaction and discussion of design goals, a series of preliminary design options were developed by the architects and APS. Options were explored for both the possibility of renovating the existing school or building a new school on the property, and included the general location of the facilities in different diagrams. The School Board and the County Board held a joint work session on September 12, 2008 where the County Board endorsed the proposed concept, and on October 2, 2008 the School Board approved the concept design along with the following list of concept characteristics:

- Preserve existing treed slopes, and existing stadium and tennis courts
- New three (3) story school (with partial lower level) to be located at the corner of Dinwiddie St. and George Mason Dr.
- Pedestrian entrance along George Mason Dr., primary vehicular access off Dinwiddie St., service access off George Mason Dr.
- Outdoor arrival spaces introducing the entrances and providing student gathering space off the street
- Main entrance welcoming the majority of users and supervised by Administration
- Major program elements and relationships, including a central hub or 'heart'
- Looped interior circulation around an internal court

The project then proceeded through the Schematic Design phase, which focused more on the details of the school building and facilities layout. The BPLC continued to meet and the PFRC held four (4) meetings on the Schematic Design. The School Board voted to approve the Schematic Design on June 16, 2009. The project is now proceeding through the Design Development phase and the use permit, which finalizes the building layout, facilities, parking, massing, transportation, and architecture. The PFRC met to discuss the Design Development on December 1, 2009.

Transportation: The following lists the street classifications as indicated in the Master Transportation Plan (MTP):

Street Name	Classification	Travel Lanes	Limited Access	On-Street Parking	Bike Accommodations	Mini. Streetscape
S. George Mason	Arterial	2-4	No	Yes	Bike/Shared Lane	6-ft s/w; 4-6-ft greenstrip
S. Dinwiddie	Non-Arterial Neighborhood	1-2	No	Yes	Shared	6-ft s/w; 4-6-ft greenstrip
Chesterfield Road	Non-Arterial Neighborhood	1-2	No	Yes	Shared	6-ft. s/w; 4-6-ft. greenstrip

Traffic Impact Analysis: A Traffic Impact Analysis was prepared by Patton Harris Rust & Associates in July 2008 and revised in April 2009. The street network analyzed in the study included South George Mason, South Dinwiddie Street, Chesterfield Road and South Walter Reed Drive. The study assessed the traffic impacts of the proposed redevelopment of the Wakefield site and concluded that no significant change in traffic would occur.

The current and proposed school are designed for populations of 1,600 students. The current student population is approximately 1,400. According to the study, student enrollment is not

anticipated to exceed 1,600 as a result of the new construction. No significant increase in trips is anticipated. Therefore, the study concludes that the traffic can be accommodated within the existing transportation network with minimal improvements. The study indicated that the existing level of service is acceptable and will continue to be so after the completion of construction.

There is a new 400+ unit, multifamily development which was recently constructed across the Arlington County line in Fairfax, at the intersection of Route 7 and South George Mason. One of the access points to the Fairfax County development is from 14th Street South, at South Dinwiddie. The study does not identify traffic conflicts as a result of this residential project.

Streets: The site fronts on South George Mason to the west, South Dinwiddie to the south and Chesterfield Road to the east. South George Mason is a four (4) lane, Type E-Primary Single-Family Residential Neighborhood Arterial approximately 84 feet wide from face of curb to face of curb which incorporates a 22-foot median. South Dinwiddie is a two (2) lane Non-Arterial street, approximately 48 feet from face of curb to face of curb. The intersection of South George Mason and South Dinwiddie is a signalized intersection. Chesterfield Road is also a two (2) lane, Non-Arterial Neighborhood street approximately 35 feet wide from face of curb to face of curb. The intersection of South Dinwiddie and Chesterfield Road contains a traffic circle which was previously installed as part of a traffic calming program for the community. All frontages of the site provide on-street parking, which results in approximately 112 parking spaces currently.

Sidewalks and Pedestrian Circulation: In 2007, the County initiated a survey of sidewalks in the vicinity of Wakefield High School which depicts bike routes, trails and the existing sidewalk network within a one mile radius of the school site. The survey results show that all sidewalks leading to the Wakefield High School site are adequate to serve the site. The site currently provides 4 to 5-foot wide sidewalks along South George Mason. Existing sidewalks along South Dinwiddie and Chesterfield Road vary in width from 4 feet to 10 feet. The sidewalks around the perimeter of the site will be upgraded with the project.

The plan proposes new sidewalks along South George Mason, South Dinwiddie and Chesterfield Road. Pedestrian entrances to the school will be accessed from South George Mason, South Dinwiddie and from the parking lot near the proposed bus loop. These entrances will be designed for universal access.

One of the pedestrian entrances would be located on South George Mason and have a pedestrian plaza with a grand staircase on its frontage. APS would widen the sidewalks along South George Mason ranging from 6 to 8 feet from the back of curb to protect several mature trees located on the frontage of South George Mason, while maintaining a minimum 6-foot wide clear sidewalk.

South Dinwiddie is proposed to be another primary entrance with a pedestrian plaza. This would also be the location of a vehicle drop-off and pick-up area for parents and students. APS would provide a 16-foot, 8-inch wide sidewalk along South Dinwiddie maintaining a 10-foot wide clear sidewalk with 5-foot wide tree pits for a portion of the street and at mid-block, the sidewalk would transition to an 8-foot wide sidewalk with a 5-foot landscape strip.

Along Chesterfield Road, a 13-foot wide sidewalk would be provided, which includes an 8-foot wide clear sidewalk and a 5-foot greenstrip that tapers down to a 4-foot wide sidewalk and a 2.5-foot wide landscape strip to protect several mature trees as it transitions to neighborhood sidewalks to the north.

A 10-foot wide east-west trail would provide pedestrian access through the site connecting a number of internal sidewalks, recreational, and parking facilities. Additionally, APS has agreed to maintain minimum 6-foot wide clear sidewalks throughout the site.

Parking and Loading: There are currently approximately 112 parking spaces located on the public streets adjacent to school property without time or zone restrictions. Of these spaces, 36 are located on South George Mason Drive, 42 are on South Dinwiddie Street, and 34 spaces are on South Chesterfield Road. On-site parking consists of six surface parking lots totaling approximately 238 spaces including 11 handicapped spaces, and 1 van accessible space.

The proposed redeveloped site would contain 261 on-site surface parking spaces. A primary surface lot would be accessed from South Dinwiddie with approximately 235 spaces. Two satellite lots would be accessed from South Chesterfield Road, one lot containing 2 parking spaces just outside the stadium, and the other lot containing 24 parking spaces. Access to the loading dock would be via a driveway on South George Mason. There would be approximately 110 on-street parking spaces provided with the proposed plan.

A one-way bus loop is proposed around the perimeter of the main parking lot with ingress/egress from South Dinwiddie. The bus loop would be used for additional parking for special events during off-peak hours and maintain clear ten (10) foot travel lane.

Public Transit: The site is currently served by the ART Bus #75 along South Dinwiddie and the Metro Bus #16W along South George Mason. The route of the ART bus #75 begins at Ballston and ends at Wakefield, and will be extended to Shirlington in September 2010. The service hours are during AM and PM peak hour periods. In 2011, an all day route is proposed to begin.

Bus stops for the ART Bus #75 exist on South Dinwiddie at Chesterfield Road and South George Mason. The existing bus stop on South Dinwiddie would be relocated to the west, at the intersection of South Dinwiddie and South 14th Street where a bus nub would be provided for better access and visibility for the new building location. Another bus stop would be added on the south side of South Dinwiddie.

Metro Bus #16W provides AM and PM peak hour service from Crystal City Metro to Skyline City.

Bicycle Access: A bicycle route to access the school is currently located on South George Mason to South Dinwiddie. It travels north on Chesterfield Road to Culpepper Street, then eastward and connects to the existing trail on Walter Reed Drive. The plan proposes a minimum of 304 bike spaces, which would be located at the primary entrances to the school on South Dinwiddie, South George Mason, and near the ball fields. At least twenty-two of the bikes

spaces would be Class I bike spaces and located near the pool area. At least eighty-four of the bike spaces would be Class III covered bike spaces, and the remaining bike spaces would be uncovered racks distributed throughout the site.

Transportation Demand Management Plan: APS proposes a Transportation Demand Management (TDM) plan for Wakefield that is responsive to the Wakefield needs. The TDM will address how parking would be managed to reduce parking overspill during high-attendance events and utilizes parking both in the main parking lot drive aisle and on the school bus loop during off-peak hours while maintaining sufficient drive aisle space for traffic. The program would encourage students and staff to use public transportation options to include other modes (walking, bicycling, carpooling). The goals of the TDM are to reduce the number of vehicle trips to the school, which would preserve on-street parking inventory for resident use and to reduce traffic in the neighborhood.

The Wakefield TDM plan includes transportation alternatives to encourage biking, and carpooling/vanpooling by:

- Offering parents information and assistance in developing carpools to bring students to school
- Maximizing on-site parking during events.
- Providing a minimum of 304 bike spaces and storage facilities

APS would provide information to parents, students, and staff on alternative transportation programs and actively encourage participation in transportation programs. Staff supports the TDM.

Utilities: Adequate water and sanitary sewer capacity is available to serve the proposed school. Local improvements will be required to provide service to the school and to relocate existing utilities that conflict with the proposed building footprint. These will be determined at the time of final engineering plan review. APS will be required to comply with the Chesapeake Bay Preservation Ordinance and the Plan of Development requirements that include: a Landscape Conservation Plan; Storm Water Management Plan; and an Erosion and Sediment Control Plan. Staff will review the final site engineering plan to ensure that storm water runoff will not be released from the site in a concentrated manner which may have an adverse impact on the adjacent residential properties and to make sure that disturbance to existing groundcover and trees is minimized.

DISCUSSION: The following provides details on the proposed school:

Existing school capacity	1,600
Proposed school capacity	1,600 (no change)
Total Site Area	1,633,500 sq. ft. (37.5 acres)
Density	
Proposed GFA	381,731 sq. ft.
Proposed FAR	0.24
Building Height	
Average Site Elevation (ASE)	189.5 ft.
Main roof elevation from ASE	222 ft. ft. for main roof; approximately 248 feet at the top of the stairwell on S. Dinwiddie St.
Main roof height	46.5 ft. to main roof; approximately 58.5 ft. to tallest stairwell along S. Dinwiddie S.
Number of Stories	3 stories
“S-3A” Max. Permitted Height	75 feet for high schools in “S-3A” zoning located on sites of 19 acres or more.
Setbacks	
Required (front yard – George Mason)	At least 29 ft.
Provided (front yard)	75.46 ft.
Required (side yard - Dinwiddie)	At least 23.2 ft.
Provided (side yard)	35 ft.
Parking	
Proposed	
Main lot	235 parking spaces
North lot	24 parking spaces
Stadium parking (on-site)	2 parking spaces
Total provided	261 parking spaces
Required¹	257
Coverage Ratio	
Existing	44.8%
Proposed	44.6%
Maximum Allowed	There is no coverage requirement for the “S-3A” Zoning District.
LEED	Proposed LEED Silver (33 to 38 points)

Building, Massing, and Site Design: The proposed building, to be located at a prominent location at the corner of George Mason Dr. and South Dinwiddie St., would create a more urban feel and a civic presence at the gateway entrance into Arlington County from Fairfax County. The building would be “fan” shaped, with two (2) sides fronting George Mason Dr. and South Dinwiddie St., and the building curving towards the stadium and the athletic fields. Masonry, metal, and glass, with a color scheme of browns and grays, would comprise the primary building materials. All elevations incorporate a variety of materials and colors and overall blank façades are minimal. In addition, the stair towers add height variation throughout the site.

¹ The required parking is based on the following Zoning Ordinance requirements: student parking at 1/10 students of design capacity (1,600 students = 160 parking spaces); auditorium parking at 1 space per 10 seats (550 seats = 55 parking spaces); theater parking at 1 space per 3 seats (125 seats = 42 parking spaces). Total parking required = 257 parking spaces.

The south elevation would contain a combination of accent brick and field brick, along with glass curtainwall, which would help break up the long façade. In addition, a main pedestrian entrance with a tall stair tower is proposed in the middle of the façade along South Dinwiddie St.

Along the western elevation, near the corner of George Mason Dr. and South Dinwiddie St. would be a stair tower comprised of glass curtain wall and metal panel, slightly taller than the main roof. Behind this stair tower would be the art lab, and it is proposed that student art could be hung behind the glass so to be visible from the outside. North of this stair tower would be the service area, which is at a lower elevation than George Mason Dr. and screened by existing mature trees, and thus would not be visible from the roadway. In addition, the dumpsters and loading area are proposed to be screened and located underneath a cantilevered roof.

Further north beyond the service drive would be the cafeteria leading to a plaza area located off of George Mason Dr., and continuing north, looking to the northwest, would be the library. The library would have large, storefront windows to provide a view to those inside. The northeast façade, behind which is the gym and pool, would be comprised of accent brick, metal panel, aluminum and storefront glass. The southeast elevation facing the bus loop would contain the school's main entrance and a rain garden.

Open Space/Athletic Fields: The existing stadium, tennis courts, and multi-purpose soccer field would remain, and improved access and additional parking will be provided adjacent to the multi-purpose field. Upon demolition of the existing school, the baseball and softball fields would be rebuilt on the southeast corner of the site, and will include improved orientations, size, and amenities. APS would be required to submit a phasing plan which ensures the existing pool remains open until the new pool is available for use, as outlined in Condition # 30, and the use of fields when construction begins, as outlined in Condition #32. New outdoor bathroom facilities are proposed to be constructed by the new diamond fields, south of the stadium. Overall, staff supports the proposed plan for the athletic fields, which would provide several upgraded fields in compliance with the most up-to-date Parks, Recreation, and Cultural Resources (PRCR) standards.

Much of the tree cover on site is proposed to be retained, especially on the northwest portion of the site where a forested area exists today. In addition, the existing trees along South George Mason Drive, between the road and the ball field, are proposed to be retained. The Urban Forestry Commission was briefed on the project on June 25, 2009 and December 17, 2009, and a letter is attached which expresses general support for the plan and proposes areas where trees should be preserved, such as along George Mason Drive. The majority of trees along this corridor are proposed to be preserved.

LEED: APS has committed to achieving a minimum of a LEED Silver Level certification (33 – 38 points). In addition, the School Board voted in December 2009 to include a geothermal energy system and photovoltaic components. The Environment and Energy Conservation Commission (E2C2) has been involved in the development of the project and supports the sustainable elements proposed (letter attached).

Use Permit Approval and Projected Project Schedule: Zoning Ordinance Section 36.G.2 specifies that the County Board can grant a use permit with a maximum three (3) year expiration date. Should construction not commence before the use permit expiration date it will be necessary for APS to request an extension of the use permit to be approved by the County Board. In addition, given the timing between use permit approval and construction, should APS need to make any changes that are not in conformance with this use permit, including the approved use permit plans and conditions, a use permit amendment would be required. It would be necessary for a use permit amendment to go through the public review process, including the Public Facilities Review Committee (PFRC), the Planning Commission, and the County Board for approval.

Community Review:

Public Facilities Review Committee (PFRC): The PFRC reviewed the project as it progressed through the concept stage, schematic design, and the design development (final design) stage. The PFRC notes that there are no outstanding issues, with the exception of desiring to see additional architectural refinements as noted in the attached January 13, 2010 report on Wakefield High School.

Transportation Commission: The Transportation Commission (TC) reviewed the use permit proposal at its April 8, 2010 meeting. At that meeting the TC recommended to unanimously approve the use permit with the following conditions:

1. Explore tightening the corner radius on South Chesterfield Road and South Dinwiddie Street, possibly removing the circle.
Staff response: The traffic circle was installed by the County several years ago as a traffic calming measure. The radius of the corner on Chesterfield and Dinwiddie is an existing condition to mitigate traffic conflicts which is not recommended to be changed.
2. Explore shared bike lanes.
Staff response: APS agrees to provide shared bike lanes on South George Mason Drive and South Dinwiddie along the frontage of the school site, as stated in condition #35.
3. Explore consolidating the pavement used for the service drive and the plaza.
Staff response: APS has agreed to work with Arlington County to evaluate the feasibility of consolidating the pavement for the service drive and the plaza during final engineering review.

Planning Commission: The Planning Commission heard the use permit on April 12, 2010. At the meeting the PC recommended to unanimously approve the use permit with the following conditions:

1. Modify condition #11 regarding the underground of utilities to allow compliance to coincide with demolition of the existing building and limit responsibility for undergrounding to the subject site.
Staff response: Staff has modified condition #11 to extend timing for the removal of utility poles along Chesterfield Road to coincide with final demolition of the existing school.

Staff has incorporated flexibility in the condition language as it pertains to removal of the southernmost guy pole, the condition is in compliance with the County's Utility Undergrounding Policy, and APS agrees to condition #11.

2. Retain the ball field bathrooms in the original location and include a stadium bathroom facility in a redesigned stadium.

Staff response: APS has revised the plans to move the field bathrooms to the original location and agrees to explore including a stadium bathroom facility in a redesigned stadium, per proposed condition # 34.

3. Urge that the bathroom facilities in the stadium be upgraded regardless of the stadium renewal timeline.

Staff response: APS agrees to explore upgrading the currently existing portable toilets to another type of comparable, temporary bathroom facilities regardless of the stadium renewal timeline, per condition # 34.

4. Review the press box design to determine whether it could be made accessible.

Staff response: APS agrees to explore the press box design to determine whether it could be made accessible, per condition # 31.

5. Create a landscape maintenance plan that ensures long term viability of the sizeable landscape planting investment.

Staff response: APS agrees to create a landscape maintenance plan that ensures the long term viability of the sizeable landscape investment, and this language has been incorporated into condition # 7.

6. Add a condition to require bathrooms to be outfitted with motion sensor faucets; motion activated light switches, and wall hand dryers.

Staff response: APS agrees that the bathrooms will be outfitted with these items and this language has been incorporated into condition # 31.

7. Consider a phased approach for bicycle racks rather than furnishing the full complement at the onset.

Staff response: APS agrees with providing the 304 bicycle spaces as proposed in the plans at the onset of the project, and as stated in condition #25.

8. Clarify condition #29a regarding the Transportation Management Program with respect to partnering with Arlington Transportation Partners and clarify language to more clearly identify responsibilities in condition #29d.

Staff response: Regarding condition #29a, there is no "financial" cost to APS to maintain an ongoing partnership with Arlington Transportation Partners, and the condition has been revised to clearly reflect this. Regarding clarifying the language in condition # 29d to more clearly identify responsibilities in this condition, the introductory paragraph of the TDM condition explains that these items are the responsibility of APS.

9. Require review of the accessibility of the George Mason Drive entrance.

Staff response: APS has agreed to explore additional or alternative options for accessibility at the George Mason Drive entrance, per condition #31.

CONCLUSION: Staff supports the proposed use permit. The proposed design provides updated educational and community facilities, enhances the school's presence in the community, allows for a sustainable design, and balances the needs of pedestrians, cyclists, and automobiles. In addition, staff supports the proposed quality of design and location of the building fronting the corner of George Mason Dr. and South Dinwiddie Street. The Public Facilities Review Committee (PFRC), the Planning Commission and the community support the proposal. Therefore, staff recommends approval of the use permit request for a new high school and associated facilities, subject to the proposed conditions.

Proposed conditions:

Note: Where a particular County office is specified in these conditions, the specified office includes any functional successor to that office. Where the County Manager is specified in these conditions, "County Manager" includes the County Manager's designee. Whenever, under these conditions, anything is required to be done or approved by the County Manager, the language is understood to include the County Manager or his or her designee. In addition, where "Arlington Public Schools" is specified in the conditions it includes the Arlington County School Board.

Use Permit Term

1. Arlington Public Schools agrees to comply with the standard conditions set forth below and the revised plans dated April 16, 2010 and labeled "*Wakefield High School*", prepared by Bowie Gridley Architects and Bowman Consulting, reviewed and approved by the County Board and made a part of the public record on April 24, 2010, including all renderings, drawings, and presentation boards presented during public hearings, together with any modifications proposed by the Arlington Public Schools and accepted by the County Board or vice versa.

This use permit approval expires three (3) years after the date of County Board approval if a building permit has not been issued for the building to be constructed pursuant to the approved plan. Extension of this approval shall be at the sole discretion of the County Board. Arlington Public Schools agrees that this discretion shall include a review of this use permit and its conditions for their compliance with then current County policies for land use, zoning and special exception uses. Extension of the use permit is subject to, among other things, inclusion of amended or additional use permit conditions necessary to bring the plan into compliance with then current County policies and standards together with any modifications proposed by Arlington Public Schools and accepted by the County Board or vice versa.

Pre-Construction Meeting

2. Arlington Public Schools agrees to coordinate and conduct a pre-construction meeting in a County office building prior to the issuance of any permits for the use permit. The meeting participants shall include Arlington Public Schools and relevant County staff. The developer agrees to notify the County meeting participants of the meeting time and

location at least two weeks in advance. The purpose of the pre-construction meeting is to discuss the requirements of the use permit conditions.

3. Tree Protection and Replacement:

- a. Arlington Public Schools agrees to complete a tree survey, which shows existing conditions of the site and locates and identifies all trees which are four (4) inches in diameter or greater. The survey shall include any tree on adjacent sites whose dripline extends onto the subject site.
- b. Arlington Public Schools agrees to file and implement a tree protection plan which will designate any trees proposed to be saved by the Arlington Public Schools. Trees designated to be saved on the tree protection plan, or those specified to be saved by the approved use permit plan and shown on any filing in connection with this case, will be protected. This plan shall include any tree on adjacent sites whose dripline extends onto the subject site. The tree protection plan shall be developed by a certified arborist or other horticultural professional with a demonstrated expertise in tree protection techniques on urban sites and shall be submitted and approved, and found by the County Manager to meet the requirements of this site plan, before the issuance of the Clearing and Grading Permit. At a minimum, this plan shall include:
 - 1) A site grading plan at two (2) foot intervals, including the location of all proposed improvements and utilities.
 - 2) Detailed specifications for any tree walls or wells proposed.
 - 3) A description of how and where building materials and equipment will be stored during construction to ensure that no compaction occurs within the critical root zone of the trees to be saved.
 - 4) Identification of tree protection measures and delineation of placement of tree protection.
 - 5) Any tree required to be saved pursuant to this condition, which dies (any tree which is 30% or more dead as determined by the County's Urban Forester shall be considered to have died) prior to, or within ten (10) years of, the issuance of the Master Certificate of Occupancy shall be removed and replaced by Arlington Public Schools at their expense with the number of major deciduous and evergreen trees consistent with the Tree Replacement Guidelines and which meet the minimum size and other requirements of Condition 7 below, provided, however, that replacement as specified in this subparagraph (3a.5) does not relieve Arlington Public Schools of any violation resulting from the failure to save identified trees.
 - 6) The location of all construction trailers shall be approved either by Administrative Change approval or be shown on the Tree Protection Plan,

with the construction staging's location and travel routes shown on a map approved as part of that plan. All trailers proposed to be located in the public right-of-way shall require approval by DES and Zoning staff, and the site plan's Arlington County Police representative shall receive a copy of the aforementioned map.

- c. In addition to saving identified trees, Arlington Public Schools also agrees to replace all trees shown on the Tree Survey that are removed as a result of the new construction in accordance with the Arlington County Tree Replacement Guidelines. The developer agrees to submit tree replacement calculations and a tree replacement plan in accordance with the Arlington County Tree Replacement Guidelines. The tree replacement calculations shall be developed by a certified arborist or other horticultural professional with a demonstrated expertise in assessing the condition of trees. Any replacement trees shall conform to the standards and specifications set forth in Condition 7 below. The developer agrees to submit and obtain approval of this plan by the County Manager as part of the final landscape plan.

Plan for Temporary Circulation During Construction

4. Arlington Public Schools agrees to develop a plan for temporary pedestrian and vehicular circulation, relocatables, and parking inventory during each phase of the construction. This plan shall identify temporary sidewalks, interim lighting, fencing around the site, construction vehicle routes, off site construction parking, and any other feature necessary to ensure safe pedestrian and vehicular travel around the site during construction. Arlington Public Schools agrees to submit this plan to, and obtain approval of the plan from, the County Manager or his designee as meeting these standards, before the issuance of the Clearing and Grading or Demolition Permit for each phase of the construction. The County Manager may approve subsequent amendments to the plan, if consistent with this approval.

Compliance with Federal, State, and Local Laws

5. Arlington Public Schools agrees that failure to comply with all federal, state and local laws and regulations not modified by the County Board's action on this plan will result in an issuance of a stop work order.

Community Liaison and Activities During Construction

6. Arlington Public Schools agrees to comply with the following before issuance of the Clearing and Grading or Demolition Permit, whichever is first, and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.
 - a. Arlington Public Schools agrees to identify a person who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site or on call throughout the hours of construction, including weekends. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Zoning Administrator, and shall be posted at the entrance of the project.

- b. Before commencing any clearing or grading of the site, Arlington Public Schools shall hold a meeting with representatives from the Claremont Civic Association and the Building Level Planning Committee to review the construction hauling route, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. Arlington Public Schools agrees to provide documentation to the Zoning Administrator of the date, location and attendance of the meeting before a Clearing and Grading or Demolition Permit is issued. Copies of plans or maps showing the construction hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor and construction vehicle operator before they commence work on the project.
- c. Throughout construction of the project, Arlington Public Schools agrees to advise abutting property owners in writing of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property.
- d. At the end of each work day during construction of the project, Arlington Public Schools agrees to ensure that any streets used for hauling construction materials and entrance to the construction site are free of mud, dirt, trash, allaying dust, and debris and that all streets and sidewalks adjacent to the construction site are free of trash and debris.
- e. Storage of construction materials, equipment and vehicles shall occur on the site or an approved off-site location, or as approved by the County Manager of his designee.

Coordination of these plans: final site development, landscape and engineering

- 7. Arlington Public Schools agrees to submit to the Zoning Administrator and obtain approval from the County Manager of a detailed final site development plan and a landscape plan prior to issuance of the first building permit. The final landscape plan shall be submitted at a scale of 1 inch = 25 feet, in conjunction with the final site engineering plan as required below, as well as a vicinity map with major streets labeled. The landscape plan shall be developed by, and display the professional seal of, a landscape architect certified to practice in the Commonwealth of Virginia. Arlington Public Schools further agrees that the final site development plan, the landscape plan, and the site engineering plan verify by means of survey that there are no conflicts between the street trees and utilities. Arlington Public Schools shall obtain approval by the County Manager or his designee for both plans as meeting all requirements of the County Board's use permit approval and all applicable county laws and plans before the issuance of the first building permit for each phase of the construction. The plan shall be consistent with the conceptual landscape plan approved as a part of the use permit, and, at a minimum, shall conform to the landscaping requirements below; the County's landscaping, planting, and sidewalk and driveway construction specifications; and/or other applicable urban design standards approved by the County Board. In order to facilitate comparison with

the final site engineering plan, the landscape plan shall be at a scale of 1 inch = 25 feet; the County may require more detailed plans appropriate to landscape installation at a larger scale. The County may permit minor changes in building, street and driveway locations and other details of design as necessitated by more detailed planning and engineering studies if such changes are consistent with the provisions of the Zoning Ordinance governing administrative approval and with the intent of the use permit approval. The landscape plan shall include a Street Tree Plan which shall be reviewed by DPRCR and DCPHD, and shall be accompanied by the site engineering plan. All hardscape features shown on the approved landscape plan shall be completed prior to the issuance of the Shell and Core Certificate of Occupancy. All plant materials shown on the final landscape plan shall be installed before the issuance of the first Partial Certificate of Occupancy for any space above grade for the respective phase of construction, unless otherwise approved by the Zoning Administrator, based on the planting season and the availability of planting materials. The final landscape plan shall include the following details:

- a. The location and dimensions of traffic signal poles and control cabinets, utility meters, utility vaults and boxes, transformers, mechanical equipment, fire hydrants, standpipes, storm water detention facilities, the location of all existing and proposed utility lines and of all easements. The location of traffic control cabinets shall be shown on the final site-engineering plan and placed so as not to obstruct pedestrian travel or be visually obtrusive. Traffic control cabinets shall not be located in the pedestrian clear zone of the public sidewalk, including but not limited to access areas to ADA ramps, crosswalks, building entrances, and interior walkways. Transformers shall not be placed above grade in the setback area between the building and the street.
- b. The location, dimensions, materials, and pavement pattern, where applicable, for driveways and access drives, automobile drop-off areas, ADA ramps, driveway aprons, service drives, parking areas, interior walkways and roadways, plaza areas and sidewalks, as well as for address indicator signs. Primary walkways shall have a minimum width of six (6) feet. All plaza areas shall contain special treatments that coordinate in design, color and materials with the treatment of the public sidewalk. The materials and colors used are subject to approval by the County Manager or his designee according to adopted Sector Plans or other urban design standards approved by the County Board as a part of review and approval of the final site development and landscape plan.
- c. The location and types of light fixtures for streets, parking, walkway, and plaza areas.
- d. Topography at two (2) foot intervals and the finished first floor elevation of all structures.
- e. Landscaping for open space areas, plaza areas, courtyards, raised planters (including cross-sections of raised planters), surface parking areas, and service

drives, including a listing of plant materials; details of planting, irrigation and drainage; and details of proposed furnishings for all areas, including but not limited to dimensions, size, style(s), materials(s), finish(s) and manufacturer(s) of seating, bollards, trash receptacles, bike racks, arbors, trellises, and water features, and other landscape elements or structures.

- f. The location and planting details for street trees in accordance with Department of Environmental Services Standards and Specifications for planting in public rights-of-way and as shown on the approved final site engineering plan.
- g. The limits of demolition and construction.
- h. Numbers shall be installed on all exterior doors for emergency identification.

In addition, Arlington Public Schools agrees to submit a landscape maintenance plan that ensures long term viability of the sizeable landscape planting investment, for all landscaping on site including the rain garden, to the Zoning Administrator prior to issuance of the First Certificate of Occupancy. Arlington Public Schools also agrees that the final landscape plan shall govern construction and/or installations of elements and features shown thereon, except as amendments may be specifically approved through an Administrative Change request.

Landscaping Standards

8. Arlington Public Schools agrees that all landscaping shall conform to Department of Environmental Services Standards and Specifications and to at least the following requirements:
 - a. Planting materials shall be of good nursery stock and a nursery guarantee shall be provided by Arlington Public Schools for two years including the replacement, as needed, and maintenance (to include but not be limited to pruning, feeding, spraying, mulching, weeding, and watering) of all landscape materials following the issuance of the Master Certificate of Occupancy.
 - b. Plant materials and landscaping shall meet the then-current American Standard for Nursery Stock, and shall also meet the following standards:
 - 1) Major deciduous trees (shade or canopy trees such as Oaks, Maples, London Plane Trees, Japanese Zelkovas, etc.) other than street trees - a minimum caliper of 4 to 4 1/2 inches.
 - 2) Evergreen trees (such as Scotch Pines, White Pines, Hemlocks, etc.) – a minimum height of 7 to 8 feet.
 - 3) Ornamental deciduous trees (such as Cherries, Dogwoods, Serviceberries, Hornbeams, etc.) - a minimum caliper of 3 to 3 1/2 inches. Multi-stem trees shall not be less than 10 feet in height.
 - 4) Shrubs - a minimum spread of 18 to 24 inches.
 - 5) Groundcover - in 2 inch pots.
 - c. All new lawn areas shall be sodded; however, if judged appropriate by the County Manager or his designee, based on accepted landscaping standards and approved in writing, seeding may be substituted for sod. All sod and seed shall be state certified.
 - d. Exposed earth not to be sodded or seeded shall be well mulched or planted in groundcover. Areas to be mulched may not exceed the normal limits of the planting bed.
 - e. Soil depth shall be a minimum of four (4) feet plus 12 inches minimum of drainage material for trees and tall shrubs and three (3) feet for other shrubs. This requirement shall also apply to those trees and tall shrubs in raised planters. Soil depth for raised planters shall be measured from the bottom of the planter to the top of the planter wall. The walls of raised planters shall be no higher than seat wall height (2 1/2 feet, maximum) above the adjacent finished grade.

- f. Finished grades shall not exceed a slope of three to one or the grade that existed before the site work began.
- g. Arlington Public Schools agrees to maintain the site in a clean and well-maintained condition and to secure and maintain the site throughout all phases of construction.
- h. Arlington Public Schools agrees to notify the Department of Parks, Recreation and Community Resources (DPRCR) Urban Forester at least 72 hours in advance of the scheduled planting of any street trees in the public right-of-way and to be available at the time of planting to meet with staff of DPRCR to inspect the plant material, the tree pit and the technique of planting. Soil used in the tree pit must meet the specifications for street tree planting available from the DPRCR Urban Forester.

Utility Company Contracts

- 9. Arlington Public Schools agrees to contact all utility companies, including the electric, telephone and cable television companies, and offer them access to the site at the time of utility installation to install their underground cables. In order to comply with this condition Arlington Public Schools agrees to submit to the Zoning Administrator copies of letters from Arlington Public Schools to the utility companies offering them access as stated above.

Final site Engineering Plan Approval by DES

- 10. Arlington Public Schools agrees to submit final site engineering plans to the Department of Environmental Services. The plans shall be drawn at the scale of 1 inch = 25 feet and be 24 inches by 36 inches in size. Neither the Excavation/Sheeting and Shoring permit nor the first building permit for each phase of the construction shall be issued until final site engineering plans, to include the striping and marking plan, which agree with the approved final site development and landscape plans, and the sequence of construction, has been approved by the Department of Environmental Services and the CPHD use permit planner, as consistent with all use permit approval requirements and all County laws. Upon completion of the construction of a project, Arlington Public Schools agrees to submit one (1) set of as-built mylar plans for sanitary, storm sewer and water main construction to the Department of Environmental Services for recording.

Underground Existing Aerial Utilities

- 11. Arlington Public Schools agrees to coordinate with utility companies and to remove existing aerial utility poles and utility support poles (guy poles) within or along the periphery of the Wakefield site, as shown on the final landscape plan and the final engineering plan approved by the County Manager. All utility removal and relocation shall be completed prior to the issuance of the final demolition permit for the existing school.

Arlington Public Schools also agrees to obtain off-site easements as needed from adjacent property owners which will facilitate the removal of the southernmost utility guy pole on

the site frontage at Chesterfield Road. APS will provide documentation demonstrating the owner's refusal to grant necessary easement(s) to remove this pole and staff will coordinate options for this pole during final engineering with APS.

Pavement, Curb and Gutter Along All Frontages

12. Arlington Public Schools agrees to show on the final engineering plans pavement, curb and gutter along all frontages of this site in accordance with the then-current Arlington County Standard for concrete curb and gutter and the then-current standards for pavement and according to the following dimensions. The pavement, curb and gutter shall be constructed in accordance with the approved phasing plans prior to issuance of the first Certificate of Occupancy for occupancy of the project.

- a. Arlington Public Schools agrees to construct a new curb and gutter along the east side of South George Mason Drive, at approximately the existing location, with a pavement width of approximately 84 feet from face of curb to face of curb including parking lanes and travel lanes on both sides of a median, as shown on the final engineering plan approved by the County Manager.

Pedestrian nubs, handicap ramps and pedestrian crosswalks of materials as approved by the County, built per Arlington County Standards will be constructed on-site and at the receptive corners at the intersections of South George Mason Drive and South Dinwiddie Street; South George Mason Drive and South Frederick Street or as shown on the final engineering plan and approved by the County Manager.

- b. Arlington Public Schools agrees to construct a new curb and gutter along the north side of South Dinwiddie Street, at approximately 40 feet from face of curb to face of curb including parking lanes and travel lanes as shown on the final engineering plan approved by the County Manager.

Pedestrian nubs, handicap ramps and pedestrian crosswalks of materials as approved by the County, built per Arlington County Standards will be constructed on-site and at the receptive corners at South Dinwiddie Street and 14th Street South on the east side of 14th Street South and at the corner of South Dinwiddie Street and Chesterfield Road. Bus nubs on the north and south side of South Dinwiddie Street at 14th Street South will also be provided or as shown on the final engineering plan and approved by the County Manager.

- c. Arlington Public Schools agrees to construct a new curb and gutter along the west side of Chesterfield Road, at approximately 36 feet from face of curb to face of curb including parking lanes on both sides and travel lanes, or as shown on the final engineering plan approved by the County Manager. Pedestrian nubs, handicap ramps and pedestrian crosswalks of materials as approved by the County, built per Arlington County Standards will be constructed on-site along Chesterfield Road and the receptive corners at South Culpepper Street, on the south side of South Culpepper Street, South Columbus Street and South Buchanan

Street or as shown on the final engineering plan and approved by the County Manager.

All improvements to curb, gutter, sidewalks and streets for pedestrian and/or vehicular access or circulation shall be in full compliance with the Americans with Disabilities Act (ADA) and any regulations adopted thereunder, as well as any other applicable laws and regulations. Arlington Public Schools further agrees that all improvements to curb, gutter, sidewalks, crosswalks, and streets for pedestrian and/or vehicular access or circulation shall be as determined by the County Manager on the final Site Development and Landscape Plan and on the final Site Engineering Plan, in accordance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable urban design standards in effect at the time of final Site Engineering Plan Approval; provided, however, that the provision of such improvements shall not increase the projected cost anticipated for such improvements as shown on the site plan drawings dated April 16, 2010 unless the County provides additional funding to offset such increased cost.

Replacement of Damaged Existing Curb, Gutter and Sidewalk

13. Arlington Public Schools agrees to remove and replace, according to the Arlington County Department of Environmental Services Construction Standards and Specifications Manual, any existing curb, gutter, and sidewalk along the street frontages of this site which is in poor condition or damaged by the Arlington Public Schools, prior to the issuance of the first Certificate of Occupancy for the building.

Sidewalk Design and Improvements

14. Arlington Public Schools agrees that the final sidewalk pattern/design and final selection of materials and colors to be used shall be as determined by the County Manager or his designee on the final site development and landscape plan and final engineering plan, in accordance with applicable urban design standards approved by the County Board and in effect at the time of the final landscape plan approval. The clear pedestrian zone of all public sidewalks shall also be indicated.

The sidewalk clear zones along the street frontages of this development shall be consistent with the Arlington County Streetscape Standards, or as shown on the approved use permit plans, and shall be placed on the properly-engineered base approved as such by the Department of Environmental Services. Arlington Public Schools agrees that the clear pedestrian zone sidewalk shall:

- a. Continue across all driveway aprons for loading and garage entrances along all frontages of the site plan, and there shall be no barriers to impede the flow of pedestrian traffic.
- b. Not be less than six (6) feet wide at any point, except as shown on plans dated April 16, 2010.
- c. Allow pinch-points only under the provisions of the Arlington County Streetscape standards.

- d. Use plain, un-tinted concrete or, subject to approval, an integral tint that harmonizes with its setting. Non-standard materials or surface treatments may be used subject to approval and under the provisions of the Arlington County streetscape standards.
- e. Not contain joints or use patters that create gaps of ¼ inch depth or greater at spacings of less than 30 inches.
- f. Arlington Public Schools agrees to provide a minimum of 10-foot wide east-west trail through the site made with materials, striping, and/or markings approved by the County Manager.

Arlington Public Schools further agrees to construct the sidewalk improvements detailed below prior to the issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project, with the exception that plant materials shown on the final landscape plan shall be installed before the issuance of the first Partial Certificate of Occupancy for any space above grade for the respective phase of construction, unless otherwise approved by the Zoning Administrator, based on the planting season and the availability of planting materials. The sidewalks along the street frontages of this development shall be paved with poured concrete and shall be placed on a properly-engineered base approved as such by the DES. The sidewalk treatments shall continue across all driveway aprons for loading and garage entrances along all frontages of the site plan, and there shall be no barriers to impede the flow of pedestrian traffic. The sidewalks shall contain street trees placed in either tree pits, tree grates or planting strips, consistent with the *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Placement, planting and root enhancement options shall be consistent with the *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Street trees shall not be placed within the vision obstruction area. All public walkways shall be constructed to County Standard. Arlington Public Schools agrees to maintain and replace the street trees and sidewalks for the life of the site plan.

The sidewalk and street trees shall be as follows:

- a. South George Mason Drive – A six (6) foot wide clear sidewalk measured from the back of curb, to include pedestrian lighting at the back of the sidewalk, as shown on the final engineering plan and approved by the County Manager.
- b. South Dinwiddie Street – A minimum 16-foot, 8-inch wide sidewalk measured from the back of the curb which includes a minimum 10-foot wide clear sidewalk in addition to pedestrian lighting and 5-foot by 12-foot tree pits measured eight 8-inches from back of curb with tree grates planted with 4 to 4 ½ inch caliper Red Maple street trees, and such ground cover as lirioppe muscarii, hypericum, calycinum (Aarons Beard), juniperus conferta (Shore Juniper), or grass, placed approximately 30 feet apart on center, transitioning to the east to a minimum 13-foot wide sidewalk which includes a minimum 8-foot wide clear sidewalk with

pedestrian lighting and a 5-foot wide landscape strip planted with 4 to 4 ½ inch caliper Red Maple street trees and such ground cover as lirioppe muscarii, hypericum, calycinum(Aarons Beard), juniperius conferta (Shore Juniper) or grass, as shown on the final engineering plan and approved by the County Manager.

- c. Chesterfield Road – A 13-foot sidewalk to include a minimum eight (8) foot wide clear sidewalk, measured from the back of curb, including pedestrian lighting, and a 5-foot wide landscape strip planted with 4 to 4 ½ inch caliper Scarlet Oak street trees, and such ground cover as lirioppe muscarii, hypericum, calycinum (Aarons Beard), juniperius conferta (Shore Juniper), or grass. The sidewalk will taper down to a minimum 4-foot wide sidewalk with a 2.5-foot landscape strip transitioning to neighborhood sidewalks to the north, as shown on the final engineering plan and approved by the County Manager.

Water Service Requirements

15. Arlington Public Schools agrees that the location of the water services will be determined at the time of the review of the final engineering plan in accordance with the standards defined in Arlington County Department of Environmental Services Construction Standards and Specifications Manual.

Sanitary Sewer and Water Main Clearance Requirements

16. Arlington Public Schools agrees that all sanitary sewers and water mains, including water services, shall have a minimum of ten (10) feet horizontal clearance from each other and five (5) feet clearance from all other utilities, and shall have a minimum of 10 feet horizontal clearance from buildings and other structures. Water mains 16 inch and larger, and mains placed more than 10 feet deep, shall have a minimum of 15 feet horizontal clearance from buildings and other structures; and sanitary sewers 15 inches and larger, or sewers placed more than 10 feet deep shall have 15 feet minimum clearance from buildings and other structures. All water mains and sanitary sewers shall meet County Standard design criteria.

Storm Sewer Improvements

17. Arlington Public Schools agrees to show, on the final engineering plans, and to construct, storm sewer improvements in accordance with the standards defined in the Arlington County Department of Environmental Services Construction Standards and Specifications manual. The storm sewer improvements shall be constructed prior to the issuance of the first Certificate of Occupancy. Arlington Public Schools agrees that the minimum clear horizontal separation between each individual barrel of the storm sewer and proposed buildings or other permanent structures shall be as follows: 10 feet from the center line of storm sewer mains less than 27 inches in diameter and 10 feet or less in depth; 15 feet from the center line of storm sewer mains less than 27 inches in diameter and greater than 10 feet in depth; 15 feet plus half the diameter from the center line of storm sewer mains greater than 27 inches in diameter, at any depth.

Taking Water Main or Fire Hydrant Out of Service

18. Arlington Public Schools agrees that no existing water main or fire hydrant shall be taken out of service or made inaccessible without the prior approval of the Department of Environmental Services. This approval shall be obtained before the issuance of the first building permit.

Water Main Improvements

19. Arlington Public Schools agrees to show, on the final engineering plans, and to construct water main improvements in accordance with the standards defined in the Arlington County Department of Environmental Services Construction Standards and Specifications Manual as well as the following as outlined below. The water main improvements shall be constructed prior to the issuance of the first Certificate of Occupancy for the respective phases of construction.
 - a. Construct approximately 1,350 feet of 8-inch water main, looped within the interior of the site between connections to the existing 12-inch water mains in South George Mason Drive and South Dinwiddie Street.

Sanitary Sewer Improvements

20. If applicable, Arlington Public Schools agrees to construct sanitary sewer main improvements as Arlington Public Schools agrees to show, on the final engineering plans, and to construct sanitary sewer main improvements in accordance with the standards defined in the Arlington County Department of Environmental Services Construction Standards and Specifications Manual. The sanitary sewer main improvements shall be constructed prior to the issuance of the first Certificate of Occupancy.

The County will TV-Inspect the sanitary sewer lines serving the site and shall identify any improvements that are necessary to adequately service the development. Arlington Public Schools agrees to repair or replace any sections or appurtenances of the sanitary sewer serving the development that are found to be deficient or damaged by Arlington Public Schools, as identified by County staff and as shown on the final engineering plan approved by the County Manager.

Fire Hydrant and Fire Department Connection Requirements

21. Arlington Public Schools agrees to show, on the final engineering plan, horizontal standpipes or fire hydrants at intervals of not more than 300 feet in order to provide adequate fire protection. The County shall specify kind of service and locations at the time of the final site engineering plan approval based on applicable safety standards. The fire hydrants shall be installed prior to the issuance of the Final Building Permit and horizontal standpipes shall be installed prior to the issuance of the first Certificate of Occupancy.

Arlington Public Schools agrees to provide calculations to demonstrate the needed fire flow as defined in the Arlington County Department of Environmental Services Standards and Specifications. This information shall be clearly shown on the cover sheet of each final engineering plan set submitted.

Street Lighting

22. Arlington Public Schools agrees to show on the final engineering plans street lighting along all frontages of the site prior to the issuance of the first building permit. The plans shall include the height and color of the street light poles. Arlington Public Schools agrees, at its cost, to purchase and install approved Arlington County street lighting along the frontages of the site prior to the issuance of the First Certificate of Occupancy. In addition, Arlington Public Schools agrees to furnish and install all conduit and junction boxes necessary for the lighting system, excluding the lighting system for the fields. All construction shall meet Arlington County standards.
 - a. Arlington Public Schools agrees to purchase and install "Carlyle" standard street lights, in accordance with adopted County Street Lighting Policy, as shown on the final engineering plan approved by the County Manager.

Off-street Parking for Construction Workers

23. Arlington Public Schools, which includes their agents and contractors, agrees to provide off-street parking for all construction workers without charge to the workers. In lieu of providing parking, Arlington Public Schools may provide a subsidy for the construction workers in order that they may use Metro, provide a van for van pooling, or use another established method of transportation to provide for construction workers to arrive at the site. Compliance with this condition shall be determined based on a plan which shall be submitted to the Zoning Administrator before the issuance of the first building permit. This plan shall set forth the location of the parking to be provided at various stages of construction, and, if the parking is provided in the County, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for a location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be either not implemented or violated during the course of construction, a correction notice will be forwarded to Arlington Public Schools. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, and construction halted until the violation has been corrected.

Façade Treatment

24. Arlington Public Schools agrees that the design of the facade treatment for the buildings and the materials to be used on the facades shall be generally consistent with the submitted drawings and materials presented to the County Board and made a part of the public record on April 24, 2010, including all renderings, drawings, and presentation boards presented during public hearings.

Bicycle Racks

25. Arlington Public Schools agrees to provide a minimum of 304 bicycle spaces conveniently located throughout the site. Of these 304 bicycle spaces, at least 22 will be Class I spaces located near the pool area and at least 84 would be Class III covered bike

spaces. APS agrees to coordinate the placement of bike racks around the school site during final engineering.

Stormwater Quantity and Quality Requirements

26. Arlington Public Schools agrees to meet County stormwater quantity and quality requirements. Underground detention systems will be used to comply with quantity control requirements.

LEED Credits and Sustainable Design Elements

27. Arlington Public Schools agrees to hire a LEED Accredited Professional (LEED AP) as a member of the design and construction team. The LEED AP shall work with the team to incorporate sustainable design elements and innovative technologies into the project so that numerous building components may earn Arlington Public Schools points under the U.S. Green Building Council's system for LEED certification. Specifically, Arlington Public Schools agrees to include sustainable elements in design and construction that are sufficient to meet the requirements for all LEED Prerequisites and at least the number of LEED credits necessary to achieve LEED Silver certification using the appropriate LEED green building system. Arlington Public Schools further agrees to submit, to the County Manager or his designee, a report outlining compliance with the LEED credits (allowing DES staff access to LEED Online will suffice for this). The most recent LEED tracking report will be available upon request by the County Manager or his designee throughout the construction process.

Memorandum of Understanding for Joint-Use of Facilities and Fields

28. Arlington Public Schools agrees to enter into a Memorandum of Understanding (MOU) with the Department of Parks, Recreation and Cultural Resources regarding the joint-use, scheduling and management of community fields, tennis courts, and indoor facilities at that location to be executed by the Superintendent and the County Manager prior to issuance of the first Certificate of Occupancy.

Transportation Demand Management (TDM)

29. Arlington Public Schools agrees to develop and implement a Transportation Management Plan (TMP) in order to achieve the desired results of the Arlington County Transportation Demand Management (TDM) program. The following conditions may be modified by the County Manager as needed. The Transportation Management Plan shall include, but not be limited to, the following strategies:

a. Participation and Funding

- 1) Maintain an ongoing relationship with Arlington Transportation Partners (ATP) at no financial cost to Arlington County Public Schools.
- 2) Wakefield High School will appoint a Transportation Demand Management/Parking Coordinator whose responsibilities will include issuance of school parking permits, providing information and establishing carpools, and alternative transportation incentives,

Coordinating with the Department of Parks, Recreation and Cultural Resources Program Coordinator to assure that events scheduled at the facility does not overburden the parking capacity of the site, and Coordinating in-building transportation issues within the facility.

b. Facilities and Improvements

- 1) The Facilities & Operations Department will maintain records of participation in Motor Free transportation options (bike/walk to work.) Facilities will report on usage of the program to the Personnel Office who will be responsible for maintaining payroll records sufficient to compensate persons enrolled in incentive programs and arranging for the establishment of taxable and non-tax incentive payments to employees. Employee supervisors will be responsible for the enforcement of employee honesty in completing enrollment forms.
- 2) Comply with requirements of use permit conditions to provide bicycle parking/storage facilities, and construction worker parking.

c. Parking Management Plan

- 1) Subject to the approval by the County Manager or his designee, Arlington Public Schools shall prepare a parking management plan depicting locations such as: loading and unloading; accessible paratransit pick-up, drop-off, handicapped access and passenger waiting area; bicycle parking; loading zones for short-term deliveries; bus stops; car sharing locations; and on-and off-street parking for students, employees, and visitors. Such plan shall include a schematic drawing depicting an area parking plan for all block faces abutting the site. Additionally, this plan will note restrictions as to times that various activities (such as deliveries and parking) are permitted in the respective spaces.
- 2) Provide effective directional signage to direct students and visitors to appropriate locations on the property, to include provision for the items specified in the Parking Management Plan.
- 3) Provide reserved spaces for carpools and vanpools for the students and staff that are conveniently located with respect to the elevators serving the building.
- 4) Students and staff parking on the site will be issued parking permits. Cars parked in spaces designated permit parking only will be required to display a valid permit.

d. Promotions, Services, Policies

- 1) Preferred reserved parking will be provided on the site.
- 2) Ride matching services are provided through several free services such as Commuterpage.com and iCarpool.com.
- 3) The car/vanpool will be issued a specially marked permit and guaranteed a reserved parking place in the preferred parking area.
- 4) Persons electing to participate in carpools and van pools will be informed of the “Guaranteed Ride Home” program to assist with rides home when personal emergencies or emergency work requirements make using the carpool or van pool arrangements impossible.
- 5) Each participant in a car pool or van pool will be entitled to a monetary incentive of \$60 per month for each person in the pool, except 2 person pools which will receive a 50% benefit. The following schedule illustrates the incentive:
 - 2 members = \$30 per person per month
 - 3 or more members = \$60 per person per month
 - 10 month employees = \$60 per person per month for 10 months.
- 6) Persons who participate in a carpool with a non-APS employee and who do not use APS parking facilities are entitled to an incentive of \$60 per month.
- 7) Persons participating in a car pool with other than APS employees who use a parking space will be entitled to a monetary incentive equal to a 2 person carpool and will be entitled to preferred/reserved parking. Non APS employees will be required to register with the TDM coordinator at the site.
- 8) Metro and metro bus benefits up to \$60/mo. will be issued monthly, on the first of each month to a SmarTrip card provided by APS or to a SmarTrip card issued in the employee’s name.
- 9) ART bus benefits will also be issued in the form of SmarTrip cards.
- 10) Vanpool benefits will be issued based through Metro’s on line system.
- 11) As a part of a joint APS/County Teen Transit Initiative a program called “iRide” has been established with student assistance and participation. A kiosk has been designed and installed at Wakefield to provide information for students on the use of transit to get to school and other

locations throughout the County. A brochure has been designed as a take-away by students.

12) As a Part of the Teen Transit Initiative Arlington County has reduced the ART bus fares for students from \$1.25 to \$0.60. Students will be able to purchase ART bus tokens from the TDM coordinator at Wakefield for \$0.50.

13) Wakefield is currently served by the following public buses

- West bound ART bus 75 stops across the street from the school on Dinwiddie Street.
- East bound ART bus 75 stops in front of the school on Dinwiddie Street.

e. Performance and Monitoring

Two years after the issuance of the first Certificate of Occupancy APS will conduct a transportation performance monitoring study. All data collection for this study will occur on the same day and include average vehicle occupancy, daily vehicle-trips to and from the site, parking availability by time of day for the site. Modification to the plan may occur from time to time depending on performance.

Phasing Plan

30. Arlington Public Schools agrees to obtain approval of the County Manager of a phasing plan prior to the issuance of any building permits for the use permit, and to implement the approved plan. The phasing plan shall show when the existing building will be demolished. The phasing plan shall also show how the existing stadium and tennis courts will remain open throughout construction and how the existing pool will remain open until the new pool is available and open for use. During the phasing of construction, the developer further agrees to appropriately maintain the site and any buildings located within it. This shall include, but not be limited to, maintaining landscaping, keeping the grass mowed, and removing litter and debris from the site. Until the building is demolished, Arlington Public Schools agrees to maintain access on the site for fire emergency vehicles. Improvements required by these use permit conditions shall be constructed in phases, consistent with the phasing plan for construction of the project. Any changes in the project phasing shall require a new phasing plan approved by the County Manager prior to the issuance of any permits.

Accessibility

31. Arlington Public Schools agrees to incorporate accessible elements throughout the site, including but not limited to: occupancy sensors on building entry vestibule doors, as shown on the plans, as well as 34" high service windows on out-buildings, no door thresholds throughout aquatic area, ramps and lifts in the pool, and accessible pathways throughout the site. APS also agrees to explore the design of the press box to determine if it could be made accessible. In addition, APS agrees that all bathrooms will be outfitted

with motion sensor faucets; motion activated light switches; and wall hand dryers. APS also agrees to review the accessibility of the George Mason Drive entrance and to show any revisions to accessibility on the final engineering plans to be submitted to the Department of Environmental Services.

Construction and Coordination of Athletic Fields

32. Arlington Public Schools agrees to coordinate with PRCR staff prior to the closure of any existing fields to arrange use of alternative fields for the Wakefield High School baseball/softball program and PRCR community programs. Arlington Public Schools shall fund, design and construct two diamond fields and one practice field using the most up-to-date PRCR specifications for diamond fields (lighting, field grading, turf, irrigation and all ancillary structures associated with the fields) to meet Arlington County PRCR standards. In addition, Arlington Public Schools will provide the date for the punch list walk-through to the PRCR Parks, Recreation, and Division Chief (PDD Chief) so that a PRCR construction manager can attend the walk-through. Arlington Public Schools will provide the PRCR Sports and Recreation Division Chief timely reports on any anticipated changes in the use of the swimming facility to minimize impacts to the swimming program. Arlington Public Schools agrees that Wakefield High School buildings and grounds may be used by other public agencies and organizations for educational, recreational, civic, and cultural activities.

Pedestrian Hybrid Signal on George Mason Drive

33. Arlington Public Schools agrees to design and install a Pedestrian Hybrid Signal High Intensity Activated Crosswalk (HAWK signal) on South George Mason Drive at the intersection with South Frederick Street and to coordinate with Arlington County prior to issuance of the first Certificate of Occupancy of the building. The location of the traffic signal shall be shown on the final site-engineering plan as approved by the County Manager.

Field Restrooms

34. Arlington Public Schools agrees to explore including a stadium restroom facility in a redesign of the stadium and also agrees to explore upgrading the existing portable stadium toilets to another type of comparable, temporary bathroom facility regardless of the stadium renewal timeline.

Shared Bike Lanes

35. Arlington Public Schools agrees to provide shared bike lanes on South George Mason Drive and South Dinwiddie Street as shown on the final engineering plan and approved by the County Manager.

PREVIOUS COUNTY BOARD ACTIONS:

- September 8, 2001 Deferred use permit request (U-3010-01-1) for a telecommunications facility to the November 17, 2001 County Board meeting at the request of the applicant to allow all parties to come to an agreement as to which pole to use for the antenna.
- November 17, 2001 Deferred use permit request (U-3010-01-1) for a telecommunications facility to February 9, 2002 County Board meeting at the request of the applicant to allow all parties to come to an agreement as to which pole to use for the antenna.
- February 9, 2002 Approved use permit (U-3010-01-1) to install a telecommunications facility at Wakefield High School including antennas on a 83-foot high replacement light pole and related ground equipment for the parcel of real property known as 4901 Chesterfield Road, subject to all conditions, with a review in one (1) year (February 2003).
- February 8, 2003 Renewed use permit (U-3010-01-1), subject to all conditions, with a review in one (1) year (February 2004).
- February 7, 2004 Renewed use permit (U-3010-01-1), subject to all conditions, with a review in seven (7) months (September 2004).
- September 18, 2004 Deferred use permit review (U-3010-01-1) to November 16, 2004 County Board meeting to allow time for the applicant to correct discrepancies in the installed landscaping vs. the approved landscape plan.
- November 16, 2004 Renewed use permit (U-3010-01-1), subject to all conditions, with an administrative review in one (1) year (November 2005) and a review by the County Board in three (3) years (November 2007).
- November 13, 2007 Renewed use permit request (U-3010-01-1), subject to a County Board review in five (5) years (November 2012).

Melanie Jesick

From: John Garren [jegarren@hotmail.com]
Sent: Saturday, March 27, 2010 3:55 PM
To: Melanie Jesick
Subject: Claremont comments about WFHS Use Permit

Arlington County Board and Planning Commission Members,

On behalf of the Claremont Citizens' Association, I'd like to state how pleased the Claremont community is with the progress made on the proposed Wakefield High School design. We recognize that this was a monumental effort by many, and appreciate the time and energy put forth to produce a design that integrates well with our neighborhood. Claremont is pleased to have been included as an active participant, and is particularly appreciative of all the design consideration we've received.

We look forward to continued partnership during the next phases of the project - continued progress, final acceptance and, eventually, groundbreaking!

Please let me know how our Citizens' Association can be of service.

John Garren
Claremont Citizens' Association, President
2221 S. Buchanan Street
Arlington, VA 22206
703-931-6549

Report on Wakefield High School
Planning Commission Information Item
Submitted by Inta Malis
January 13, 2010

Background

Wakefield High School is the first project to be fully reviewed under the public facilities review process adopted by the County Board in 2007. The Public Facilities Review Committee (PFRC) which includes three members of the Planning Commission and representatives from other Arlington commissions conducted the review.

Under the public facilities review process, projects are review in three phases: Concept, Schematic, and Design Development (or Final Design). See flow chart attached.

The site layout and design was also reviewed by Commissioner Ciotti at a meeting with the architects in November. Commissioner Ciotti made a number of suggestions.

School Board/County Board Actions

At the conclusion of each phase of review, there has been some endorsement by of the progress by the School Board. The first phase, Concept Design, was endorsed by both the School Board and County Board at joint worksession in August of 2008. Subsequently, the Schematic Design was approved by the School Board in June of 2009.

Current Status

PFRC completed its review of Wakefield High School in December and the committee has no substantial issues with the site layout and design being presented. Committee members suggested that additional thought be given to refining the design of the front entrance to de-emphasize the remaining steps. Also, members suggested that more attention be given to the lower portion of the building façade immediately behind the sidewalk on the bus loop.

Use Permit Review

APS submitted a use permit in December and the project is being scheduled for hearings.

Commission Review of Project

The project is being brought to county commissions for review and public hearings. Besides the Planning Commission, it is expected that the project will be reviewed by, at a minimum, the Transportation Commission and the Parks Commission.

E2C2 probably will not hold a hearing since their issues were addressed, in the affirmative, when the School Board voted to fund all of the major energy components of the project as budget "add alternates". This vote took place in December.

Issues

PFRC concluded that it has no issues with the project, except for the design refinements noted above.

The Wakefield Building Level Planning Committee (BLPC) Chair and Claremont neighborhood representatives participated in the review and they have no outstanding issues at this time. The chief issues of Claremont residents were traffic circulation and the appropriate screening of the playing fields, now to be located along Chesterfield Street. The inclusion of dark sky lighting and layered landscape screening at the Chesterfield/Dinwiddie corner is being proposed.

ENVIRONMENT AND ENERGY CONSERVATION COMMISSION
c/o Department of Environmental Services
2100 Clarendon Blvd., Suite 705
Arlington, VA 22201

December 15, 2009

Ms. Sally Baird, Chair
Arlington County Public Schools, School Board
Arlington Education Center
1426 N. Quincy Street
Arlington, VA 22207

Re: Wakefield High School Environmental Initiatives

Dear Ms. Baird:

The Environment and Energy Conservation Commission (E2C2) has been following with much interest the design process for the new Wakefield High School. Through active participation on the Public Facilities Review Committee (PFRC) as well as occasional presentations at our meetings, we have been kept informed and up to date on the progress of the design. E2C2 is very pleased to see Arlington Public School's (APS) commitment to sustainability carried into the Wakefield HS design process, and urge the Board to include all three options recommended by APS staff—geothermal heating and cooling, solar hot water for domestic use, and photovoltaic generation of electricity sufficient to meet 2.5% of the building's total energy needs—in the final design of the new facility.

Recent successes at Washington and Lee High School, where the building has recently been certified LEED Gold, have highlighted the commitment of APS to building and maintaining highly sustainable facilities that reduce the overall carbon footprint as well as provide excellent educational opportunities. APS staff and Wakefield HS faculty, students and parents are highly committed to building on that success and raising the bar for sustainable schools through the inclusion of the three options listed above. Taken as a whole, the three options proposed have the potential to dramatically reduce the carbon footprint as well as provide long-term energy savings for APS.

E2C2 recognizes that there will be questions about the initial costs and the projected payback for each individual element, especially the geothermal system. Advances in the efficiency of traditional mechanical systems make the gains from implementing highly efficient systems like geothermal appear limited. Accepting that, the estimated payback period and life cycle costs reported for the geothermal system do not appear to conform to established technical literature. E2C2 suggests engaging an energy system expert to review the estimates and provide an assessment of the payback periods and life cycle costs.

Even if the payback period estimates are accurate, taken on a life cycle basis, the cost differential between the geothermal system and the traditional system is negligible (just over one percent), while the energy savings (nearly 10%) are significant. Those savings will be greater should energy costs increase more than what was assumed. We urge the Board to join with other state regional and regional school systems, such as Roanoke County (VA) and Montgomery County (MD), who are taking the long view on sustainability and actively embracing geothermal systems for their schools.

We thank APS for the opportunity to provide input on the Wakefield HS design and sustainability alternatives. We look forward to seeing continued commitment to sustainability by approving geothermal heating and cooling, solar hot water for domestic use, and photovoltaic generation of electricity sufficient to meet 2.5% of the building's total energy needs in the final design of the new high school.

Sincerely,

Shannon Cunniff
Chair

cc: Arlington County Board



ARLINGTON COUNTY URBAN FORESTRY COMMISSION



2700 South Taylor Street
Arlington, VA 22206

March 31, 2010

Hon. Jay Fisetto, Chairman
Arlington County Board
2100 Clarendon Blvd., Suite 300
Arlington, VA 22201

Dear Mr. Fisetto,

The Urban Forestry Commission has two particular interests in relation to Wakefield High School: (a) landscaping plans for the school grounds, which include planting a large number of trees, and (b) preservation of a 2-acre wooded area near the stadium. As indicated on the attached plan, the new school will extend slightly into the woods, and a path will be constructed around the school. Land disturbance for the school and path will extend well into the woods, requiring removal of a significant number of trees.

Planting Plan. For the Wakefield property, there are about 300 trees on the school grounds, excluding those in the undisturbed part of the woods. We understand that 205 trees will be removed for this project and 85 will be preserved if possible. A retaining wall will be constructed to preserve a large scarlet oak. In addition, an effort will be made to preserve two white oaks even though the limit of disturbance will extend into the critical root zone of those trees. It appears that every effort is being made to preserve existing trees across the school grounds.

Plans call for planting 455 trees, including street trees, parking lot trees, and trees to help reforest areas adjacent to the woods. Most of the street trees will be oaks, and most parking-lot trees will be zelkovas, which can tolerate difficult conditions. Most of the trees in more park-like settings on the grounds will be maples and elms. Other species to be planted include the London plane, bald cypress, and yellowwood. The UFC endorses the planting plan.

Preservation of Wooded Area. The UFC has long advocated preservation of the woods, which consist primarily of hardwoods. The wooded area is shown on the attached plan, although it is significantly smaller than it appears on the plan because many of the trees north of the stadium are on private property.

As the plan shows, the new school will be built just south of the woods, and a path will be constructed through the corner of the woods. The path will require a cleared area 20 feet wide to accommodate fire equipment. Land disturbance for the school and path will extend well into the wooded area, requiring removal of a significant number of trees.

With the building so close to the woods, it would have been difficult to avoid tree loss. Still, the decision by the Fire Department that it requires access along this pedestrian path will noticeably increase tree loss.

To compensate for trees removed from the woods, young trees will be planted in two areas: north of the path near George Mason Drive and between the path and the school. The first of these is more valuable because it will be connected with the wooded area. The second is useful for tree canopy but its wildlife habitat value is reduced because it is separated from the woods by the wide path. The new plantings are shown in dark green on the plan.

In the future, we hope Wakefield will control invasive species in the woods (a good project for student volunteers) and end the practice of dumping leaves and other debris there. Restoring the health of the woods would give Wakefield a valuable outdoor laboratory.

There will also be some loss of trees along George Mason Drive (shown in red on the plan), but the location of the school makes that unavoidable. It is important to preserve the other trees along George Mason (shown in green on the plan) since they are on a steep slope and help to control erosion.

The Urban Forestry Commission wishes to thank Arlington Public Schools for keeping us informed. The Commission was briefed twice on the project, first by architect David Marks and later by landscape architect Brian Stephenson. We appreciate those opportunities to better understand the project and tree-related issues.

Sincerely,

Larry Finch
Chair, Urban Forestry Commission

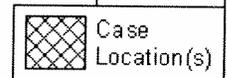


U-3241-09-2
4901 Chesterfield Rd.
RPC: 28-017-001

Note: These maps are for property location assistance only.
 They may not represent the latest survey and other information.



Not To Scale



Case
 Location(s)