

# ARLINGTON COUNTY PLANNING COMMISSION

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## **SITE PLAN REVIEW COMMITTEE MEETING AGENDA**

**DATE:** Monday, September 10, 2007  
**TIME:** 7:00 p.m.  
**PLACE:** Arlington County Office Building – Courthouse Plaza  
2100 Clarendon Boulevard  
Conference Room 311  
Arlington, VA 22201

**STAFF COORDINATOR:** Freida Wray, 703-228-3525

- Item 1. 1919 N. Lynn Street (Waterview) 7:00 p.m.**  
(RPC #16-018-004, -006, -010)  
Scheduled to be heard by at County Board meeting on October 13, 2007.  
*Samia Byrd (CPHD Staff)*
- Item 2. 5201 N. 28<sup>th</sup> Street (Yorktown High School) 7:30 p.m.**  
(RPC #02-038-004)  
Scheduled to be heard by at County Board meeting on October 13, 2007.  
*Rasheda DuPree McKinney (CPHD Staff)*

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, Suite 810, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site  
<http://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?InsLinkID=978>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans  
[http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site\\_plans/CPHDPlanningApplicationsSite\\_plansMain.aspx](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx)

To view the current Site Plan Review Committee schedule, go to the web site  
[http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site\\_plans/CPHDPlanningApplicationsSPRCSchedule.aspx](http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx)

## ITEM 2

Yorktown High School Modified Use Permit  
5201 North 28<sup>th</sup> Street – U-3041-02-2  
(RPC #02-038-004)

### **Agenda – June 21, 2007**

1. Informational Presentation
  1. Overview of Plan - by Applicant
  2. Review of Plan Proposal - by Staff
    - Review of Modified Use Permit Process
  
2. Land Use / Zoning
  1. Density, height, setbacks
  
3. Site Design and Characteristics
  1. Allocation of uses on the site
  2. Relationship and orientation of building to public space and other buildings
  
4. Building architecture
  1. Building form, massing, height and tapering
  2. Facade treatments, materials, fenestration
  3. LEED Score, sustainable building design elements, dark skies.
  4. Accessibility: exterior (including streetscape, building entrances, and any public open space) and interior.
  
5. Transportation, Streetscape and Parking:
  1. General routes for vehicular and pedestrian traffic flow to and through the site
  2. Pedestrian network:
    - Sidewalks, street trees, crosswalks, connections, bike/walking paths
  3. Relationship of transit stops and routes
  4. Parking and loading dock access: locations, number curb cuts,
  5. Driveway widths and treatments
  6. Parking
    - Numbers, ratio, delivery drop offs, parking management plan, TDM plan, amount and location of bicycle parking
  
6. Open space
  1. Landscape Plan, Detailed Plaza designs and/or types and elements of public and private open space
  2. Orientation and use of open spaces (external vs. internal)
  3. Tree preservation and/or replacement
  
7. Construction issues
  - Phasing, parking, vehicle staging area, truck routes, impacts on on-street parking and pedestrian travel ways.

8. Relocation of Students

**Agenda – September 10, 2007**

1. Brief Project Overview- by Applicant
  - Site Design and Characteristics
    - 1.1. Relationship and orientation of building to public space and other buildings
    - 1.2. Overview of changes since the last SPRC
    - 1.3. ADA/site accessibility
    - 1.4. Pedestrian circulation
2. Building architecture
  - 2.1. Review revised building elevations
  - 2.2. Location of building entrances
  - 2.3. Civic presence
  - 2.4. Facade treatments, materials, fenestration
3. Transportation, Streetscape and Parking:
  - 3.1. Parking
    - Numbers, ratio, parking management plan, TDM plan, amount and location of bicycle parking
4. Open space
  - 4.1. Landscape Plan
  - 4.2. Tree preservation and/or replacement
  - 4.3. Orientation and use of open spaces
5. Construction phasing

**Site Location:** 5201 North 28<sup>th</sup> Street bound by Yorktown Boulevard, North 28<sup>th</sup> Street, and North Greenbrier Street.

**Applicant Information:**

**Applicant**

Arlington Public Schools  
2770 S. Taylor Street  
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**Architect**

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**SUMMARY:** The Modified Use Permit (MUP) request for Yorktown High School was heard by the SPRC and the Transportation Commission on June 21, 2007, and the Planning Commission on June 27, 2007. Since the previous Planning Commission meeting, APS has made changes to the proposed development to respond to commissions' and community's concerns.

### **Building Design**

- Additional color building elevations have been produced to provide information on building materials and site elevations. Each elevation is identified on the overall site plan to indicate which of each façade is depicted.

### **Site Circulation**

- The internal entrance circulation has been restudied to facilitate greater accessibility to administration and education spaces, and community resources.

### **Sustainability**

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

### **Transportation**

- A new TDM for Yorktown has been completed which addresses both daily and special event parking management, carpool, transit, and alternative commute subsidies, construction parking, and performance monitoring.
- The access to the parking lot at Greenbrier and 28<sup>th</sup> Streets has been redesigned to significantly improve vehicular circulation patterns from and into the right-of-way and now incorporates a safer pedestrian crossing.
- APS has performed a more extensive on-street parking study which identified additional on-street parking near or immediately adjacent to both the school and park sites.
- Additional internal sidewalks have been provided throughout the site and all sidewalks have been widened to a minimum of 6 feet to strengthen pedestrian circulation.
- External streetscape sidewalks have been widened to 11 feet, including 6-foot clear sidewalk and 5-foot planting areas.
- New nubs, both on and off-site, and a new crosswalk are proposed at the intersection of 28<sup>th</sup> and Florida Streets, and a new nub and crosswalk are proposed at Yorktown Blvd. and 28<sup>th</sup> Street to provide traffic calming and provide safer pedestrian crossings.
- A new Art bus nub will be provided at the existing bus stop on the south side of Yorktown Boulevard to provide a safe area to wait for the bus and to calm eastbound Yorktown Boulevard traffic.

### **Other Improvements**

- The trash receptacle has been moved further away from adjacent residences and closer the school building.

**BACKGROUND:** Arlington Public Schools requests a use permit to construct Phase II of a building addition for Yorktown High School. The project calls for demolition of the building and reconstruction of approximately 194,110 square feet of usable space. The design would retain Phase I which was approved by the County Board in 2003. The addition will include a new gymnasium, classroom space, and music and arts facilities. The renovated school will also include a new aquatics facility which is currently located in Greenbrier Park adjacent to the school site. The project meets the requirements for review under the Modified Use Permit process due to the increase in site parking. The design is consistent with the site's "Public" General Land Use Plan designation and "S-3A" zoning. The proposed design maximizes limited site area while providing the space needed for required educational facilities. The Yorktown High School building was originally the site of Greenbrier Elementary School and was constructed in 1949. The school was converted to a high school and a second building was constructed on the site in 1955. A media center was constructed in 1967 which connected the two buildings on the site. The current use permit request is the second of a two-phase development process which will result in a new facility for Yorktown High School. The first phase, approved by the County Board in March 2003, provided a 55,562 square foot building addition. The addition is fully occupied and contains 30 classroom spaces on the western portion of the school.

### **Transportation**

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

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

Twelve intersections located near or around the periphery of the site were analyzed to determine existing LOS. Eleven of the 12 evaluated intersections are unsignalized and operate under stop sign control. The intersection of Yorktown Boulevard at Little Falls Road and Greenbrier Street is signalized and operates at an acceptable LOS B in both the AM and PM peak hours. Of the 11 unsignalized intersections, five of those currently provide an unsatisfactory LOS E/F from one or two approaches during either the AM (1) or PM (1) peak hour or both peak hours (3). Intersection LOS for unsignalized intersections is evaluated for each street approach to the intersection. Left turns from the minor street approach to the intersection must yield to traffic on the major street and often results in unsatisfactory LOS in the peak hour. Traffic volumes on

both the major and minor street approaches are highly peaked in the AM and PM peak hours with very low volumes at all other times and therefore do not meet any of the warrants for traffic signalization.

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

Pedestrian Access/Streetscape: Staff supports the applicant's proposed streetscape along the 28<sup>th</sup> Street North frontage of the site, which includes a 5-foot by 12-foot tree pits adjacent to the back of curb and a six-foot wide clear, unobstructed concrete sidewalk. Along the site's Yorktown Boulevard frontage, the applicant proposes five-foot by 12-foot tree pits adjacent to the back of curb and an eight-foot wide clear, unobstructed concrete sidewalk. Staff supports the applicant's proposal to install pedestrian scale residential "Carlyle" standard streetlights in between street trees along both the Yorktown Boulevard and North 28<sup>th</sup> Street frontages of the site.

There are also a number of internal sidewalks existing and proposed linking the public sidewalks along the periphery of the site with the parking lots, athletic facilities and main entrances to the high school and swimming pool. Staff supports the applicant's proposal with additional linkages to be constructed that maintain a minimum of at least a six-foot wide clear sidewalk.

The applicant proposes the installation of nubs and crosswalks along 28<sup>th</sup> Street at the intersections of Yorktown Blvd. and Florida Street and a bus nub with a crosswalk along the west side of Yorktown blvd. at 30<sup>th</sup> Street. Additionally, the applicant proposes to install an apron at all entrances to the site that provides a clear flat sidewalk behind that apron, a condition that does not currently exist.

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

Bicycle Access: There are a number of bicycle facilities in the vicinity of the site. Bike lanes are in place on Yorktown Boulevard adjacent to the high school and along Williamsburg Boulevard to the north, and Harrison Street to the west. An on-street and off-street bike route is signed along North George Mason Drive two blocks east of the site. APS will provide convenient bike parking facilities near the main entrance to the high school in the front (46 spaces), in the rear (34 spaces) near the basketball and tennis courts, and adjacent to the main entrance (10 spaces) to encourage students to ride their bicycles to school instead of driving.

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

Total Site Area	537,530 sf (12.34 acres)
Density	
Academic – Office, Classroom, etc.	329,855 sf
Community Spaces	19,145 sf
Total GFA	349,000 sf
Total FAR	0.65 FAR
<b>“S-3A” Max. Permitted GFA</b>	N/A
Building Height	
Average Site Elevation	351.65 feet
Main Roof Height	395.67 feet
Main Roof Elevation from ASE	44.11 feet
Penthouse Height	10 feet (does not count toward bld ht.)
Penthouse Elevation from ASE	54.11 feet
Number of Stories	Up to a maximum of 3 stories
<b>“S-3A” Max. Permitted Height</b>	<b>45 feet</b>
Parking	
Existing parking spaces	218 spaces
Greenbrier Master Plan approved parking	346 spaces
Spaces on Yorktown site	247 spaces
Spaces on Greenbrier Park site	100 spaces
Standard	318 spaces
HC	10 spaces
Compact	19 spaces
Percent Compact	5 percent
<b>Total Parking Spaces</b>	<b>347 spaces</b>
<b>Total Required Spaces<sup>1</sup></b>	<b>160 spaces</b>
LEED Score	39 points

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

Modified Use Permit: The MUP process specifies that a school project would qualify for review as part of the use permit process should any one of four criteria apply: 1) an increase in enrollment exceeding the design capacity of the school, 2) a building expansion which increases the building footprint by more than 20% or extends closer to the property line, 3) an increase in

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

parking of 50 spaces or 20,000 square feet, or 4) an increase of more than 10% of site coverage. The proposed building addition will not increase enrollment, which will remain at approximately 1,600 students, will not constitute an expansion of more than 20% of the building footprint, nor constitute 10% of additional site coverage. However, the project, as proposed, will increase the amount of parking from 167 spaces to 347 spaces. Therefore, the project meets the requirements for analysis under the County use permit process.

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

The building design responds to a number of issues raised by the BLPC. The BLPC established that the school should have a clearly defined front entrance on Yorktown Boulevard. The building uses architectural features and building materials to create a visually and physically accessible main entrance directly off of a featured plaza element. The building will feature a significant amount of glazing on the front of the building to highlight interior space and function. The design features a brick exterior with metal design elements which complement the materials prevalent throughout the community. An interior courtyard is the central organizing element of this design which serves as informal gathering space for students and faculty and provides light to interior school spaces. The courtyard also provides opportunities for outdoor educational space and to facilitate studies in sustainable design and serve as a site for outdoor performances.

LEED: APS has committed to incorporating Leadership in Energy and Environmental Design (LEED) principles as a central element of the building design. APS currently proposes to achieve Silver level LEED certification and has met with E2C2 to discuss methods for maximizing sustainable design elements. APS will continue to make efforts to attain additional points to surpass Silver to achieve Gold certification level.

Several LEED principles have been identified and will be implemented on this site to demonstrate a commitment to providing a high performance school. One of the most visible sustainable elements proposed are solar hot water panels to be integrated into the façade design. The site will collect rainwater from the building's roof and HVAC condensation into underground cisterns for functions such as flushing toilets. This will reduce the impact on

existing stormwater management systems and reduce site runoff. The design will implement green roof technology in the courtyard area to provide teaching opportunities through the school's science curriculum. These elements will help to minimize the site's impact on the County's environmental quality. Employing LEED at Yorktown will provide a unique opportunity to provide practical teaching tools for students on green building principles and raise awareness of sustainable practices.

Parking: There is currently a total of 218 off-street parking spaces serving the existing Yorktown High School (167 spaces) and Greenbrier Park (51 spaces). Both the existing surface parking lot located in front of the high school and the parking lot in the rear of the school near the tennis courts are proposed to be enlarged, increasing the off-street parking count to 347 spaces. The surface parking lots are all accessed from N. 28<sup>th</sup> Street between Yorktown Boulevard and North Greenbrier Street.

APS is providing 347 parking spaces on site, which exceeds the intent of the Greenbrier Master Plan that calls for 346 parking spaces. Adding additional parking to this site would encourage single occupant drivers and add unnecessary spaces that would remain vacant except at times of extreme peak demand. The school is also implementing a TDM plan to encourage alternative modes of travel, which requires Yorktown High School to provide a shuttle service from nearby school parking lots for overflow capacity.

On-street parking is available adjacent to the site along the Yorktown Boulevard and N. 28<sup>th</sup> Street. Parking is also available nearby on adjacent streets, some of which is regulated by the Residential Permit Parking Program.

The adjacent community and some commissioners have expressed interest in exploring options for a parking structure on this site. While current funding does not support the construction of a parking structure, the design of the site does not preclude the option of a parking garage to be installed at a later date. The current site design allows a parking garage to be installed in three locations. The parking lot at the intersection of N. 28<sup>th</sup> Street and Yorktown Boulevard could provide a parking deck housing 106 spaces per level. Secondly, a parking deck could be constructed along N. 28<sup>th</sup> Street housing 58 spaces per level. Finally, a parking deck could be constructed over the parking lot adjacent to the tennis courts and Greenbrier Park housing approximately 200 spaces over three levels.

The installation of structured parking could cost from \$15,000 to \$20,000 per parking space and each of the three structures could range from \$2.1 million to \$10.1 million dollars based upon location and size. Staff does not recommend installation of a parking structure at this time and notes that there are multiple locations and options for parking structures on site if a structure is needed at a later date.

The transportation consultant conducted three separate parking needs analyses for the proposed development including the Arlington County Zoning Ordinance, Institute of Transportation Engineers (ITE) and Arlington Public School (APS) Policy. The Arlington County Zoning Ordinance requires 160 parking spaces based on the combined proposed development for the site, including the school, tennis courts and swimming pool. ITE national rates estimates the

parking needs at 229 spaces. Current APS Policy typically allocates 220 parking spaces for a high school with the majority of the parking spaces allocated for staff parking for all uses and employees, in addition to the swimming pool (2 spaces) and the park (6 spaces), resulting in a grand total of 228 parking spaces. The three individual uses on-site – the high school, swimming pool and the Greenbrier Park, have complementary operating hours and their respective peak period parking demands that lend themselves to a shared off-peak parking management program.

TDM and Parking Management Planning:

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

The Yorktown TDM plan focuses on carpool/vanpool alternatives:

- By offering staff assistance in arranging pool partnerships.
- By offering parents information and assistance in developing carpools to bring students to school
- By encouraging participants and guests for special events to make use of carpool and ridesharing options.
- By providing incentives such as rewarding high occupancy vehicles with parking closer to events.

The TDM also establishes a minimum threshold for implementing a parking management plan for high-attendance events which exceed 487 vehicles, the number of vehicle which can be accommodated both on site and in legal street spaces adjacent to and near the site. The Yorktown Schematic Design Report finds that parking demand can be accommodated on site for all but a total of 5-7 events per year, which include 3-5 football games, Back-To-School Night, and the homecoming dance. The plan articulates provisions for high-attendance events and states that Parking Management staff will be employed to direct traffic and ensure full use of all site parking and will increase efficiency and traffic flow by directing vehicles to parking off-site. The parking management plan also calls for the use of remote parking sites and shuttle-bus service to and from the school.

APS will also continue to provide information to parents, students, and staff on alternative transportation programs and actively encourage participation in transportation programs. APS and the Teen Transit Advisory Board have facilitated an innovative program called iRide which is comprised of APS staff and teenagers. Last summer and throughout the 2006-2007 school year, the iRide program surveyed 800 teenagers to determine their transportation practices and the group met regularly throughout the year to determine how best to provide information to

students and the public on alternative transportation methods. The group established Kiosks in various locations, stocked with brochures developed by the group, illustrating bus routes and transit information. The iRide website is aimed at providing real-time information to students regarding transportation schedules and offers mobile text messaging alerts on transit schedules and routes. The program also worked with ART to implement reduced bus rates of \$0.60 for students with ID, reduced rate bus tokens sold on the school site for \$0.50. APS offers staff a \$60 subsidy for use alternative transportation modes such as vanpools, carpools, and biking.

Pursuant to neighborhood concerns, the TDM also contains a provision for students to park onsite, however, it is limited to a few students and permits will be difficult to obtain. The plan acknowledges that some students will drive to school regardless of APS's efforts to encourage alternative means of travel. The provision of some parking is intended to reduce overspill into the surrounding community. This adds to the other measures intended to encourage students to use transit and other alternative modes of transportation that were included in the Washington-Lee plan. These include:

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

APS continues to work with the County TDM Coordinator, Parking Coordinator and PRCR staff to further develop the parking management plan. The Parking Management portion of the plan applies to both APS and PRCR as thresholds for its implementation are reached. The draft TDM has been shared with the Yorktown Civic Association. APS and the County have agreed to a condition of this use permit which requires execution of agreements for a final TDM prior to construction implementation.

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

Pedestrian Access/Streetscape: Staff supports the applicant's proposed streetscape along the N. 28<sup>th</sup> Street frontage of the site which includes a five-foot wide tree lined landscape strip adjacent to the back of curb and a five-foot wide clear, unobstructed concrete sidewalk. The existing 10-foot wide streetscape section along the site's Yorktown Boulevard frontage consists of a four and one-half- to five-foot wide concrete sidewalk and a five-foot wide planting strip located adjacent to the back of curb. APS has agreed to widen the sidewalk section to provide an eight-foot wide clear, unobstructed concrete sidewalk and a five-foot wide tree lined landscape strip adjacent to

the back of curb. Staff supports the applicant's proposal to install pedestrian scale residential "Carlyle" standard street lights in the landscape strip between street trees along both the Yorktown Boulevard and N. 28<sup>th</sup> Street frontages of the site.

There are also a number of internal sidewalks existing and proposed linking the public sidewalks along the periphery of the site with the parking lots, athletic facilities and main entrances to the high school and swimming pool. The applicant has agreed to maintain a minimum 6-foot wide sidewalk through the site.

Public Transit: Public transit is available adjacent to the site along Yorktown Boulevard. Arlington Transit Route 52 provides service between the East Falls Church and Ballston Metrorail stations.

Bicycle Access: There are a number of bicycle facilities in the vicinity of the site. Bike lanes are in place on Yorktown Boulevard adjacent to the high school and along Williamsburg Boulevard to the north, and Harrison Street to the west. An on-street and off-street bike route is signed along North George Mason Drive two blocks east of the site. APS will provide a total of 90 convenient bike parking facilities around the building to encourage students to ride their bicycles to school instead of driving. The bike parking space will be allocated as follows: 10 spaces near the bus loop, 46 near the main parking lot, and 34 spaces adjacent to Greenbrier Park.

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

The civic association has also submitted a letter outlining their concerns and supports the construction of between 400-500 parking spaces. The proposed design will increase the site parking from 220 to 347 spaces. The proposed parking is in compliance with the amount of parking approved in the Greenbrier Park master plan for shared parking between these uses. The proposed parking exceeds the amount prescribed by the Zoning Ordinance and exceeds the parking demand as demonstrated by the site parking study. County policy generally discourages the provision of excess parking which generally increases traffic and encourages more single-occupancy vehicle trips. Creation of additional parking would also create more traffic serving this site. The civic association has also expressed concerns regarding levels of service at several neighborhood intersections. Existing intersections have operated at "F" level of service (LOS) rating and the civic association has asked that the proposed design address this. Staff finds that

the intersections in question were measured using an inefficient model used for signalized intersections. Five of twelve neighborhood intersections studied throughout the neighborhood failed. Of those, only one intersection adjacent to school (Yorktown @ 28<sup>th</sup>) was shown to fail. These intersections fail approx 15 minutes in morning and evening rush hour and only for certain turning movements. The proposed modified use permit request does not increase vehicle trips to the site as enrollment will remain constant.

Yorktown Civic Association has expressed a desire for an aggressive TDM and coordination of parks and school uses. As discussed in this report, the new TDM provides specific requirements for managing special events which generate greater demands for parking. APS continues to work with the community to mitigate impacts on parking in the neighborhood and to develop a mutually agreeable parking management plan to address daily parking demand and parking demand during high-attendance events. A Memorandum of Understanding (MOU) to define the shared facility use will be executed prior to issuance of any permits for school construction.

The civic association has also stated that there is a desire for additional sidewalks throughout the neighborhood. APS has agreed to off-site improvements including nubs at Florida and 28<sup>th</sup> Street and crosswalks at this intersection and at Yorktown and 28<sup>th</sup> Street to increase pedestrian safety. Requests for sidewalks on Greenbrier and 27<sup>th</sup> St have been included in the Neighborhood Conservation process and are awaiting funding. However, the County has not received any additional requests for sidewalks in this neighborhood.

Neighbors have expressed concerns regarding the availability of street parking for the residents' use. Several streets immediately adjacent to the school and Greenbrier Park are subject to zoned parking regulations, a restriction requested by the residents of these streets in order to assure that on-street parking is available to residents during school hours and high-attendance events. The streets currently restricted as part of Zone 10 include North 28<sup>th</sup> Street between North Greenbrier Street and North Florida Street; North 27<sup>th</sup> Road between North Greenbrier Street and North Edison Street; North 27<sup>th</sup> Street between North Harrison Street and North Edison Street; Yorktown Boulevard between North 28<sup>th</sup> Street and North 30<sup>th</sup> Street. Residents of streets without zoned parking report that students frequently occupy the on-street parking spaces during the school day and in the evenings for sports and other extracurricular activities. Zoned parking restrictions in these areas, in order to limit parking on residential streets, is available to residents using a standard Arlington County process. The process to establish zoned parking restrictions along a block in a residential neighborhood requires that 60% of the residents of that particular block sign a petition in favor of this action. The block is then studied to determine whether it meets the following two criteria for zoned parking: 75% of the parking spaces are filled and 25% of the vehicles parked on the block are from outside the parking zone. If no houses face a particular street, zoned parking cannot be established on this street. The enforcement of zoned parking regulations is the responsibility of the Arlington Police, Special Operations Section. At this time, the County has received no requests to implement zoned parking from residents on eligible blocks.

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

The design maximizes limited site area while providing the space needed to increase the educational facilities and resources available and strengthen the education program for Yorktown High School. Through the BLPC, the community has been instrumental in shaping the project’s site design and building architecture. The new design provides the school with a strong civic presence in the community and serves as a public model with a commitment to sustainable design.

Issues:

- Collaboration on and execution of the draft MOU

<b>SPRC Neighborhood Members for this Use Permit:</b>			
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