



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of May 14, 2022**

DATE: April 28, 2022

SUBJECT: U-3468-16-1 USE PERMIT AMENDMENT for a below-grade parking structure with a lighted synthetic turf field above; located at 1601 Wilson Blvd.; (RPC# 16-032-001).

Applicant:

Arlington County School Board
1726 N. Quincy St.
Arlington. VA 22207

C.M. RECOMMENDATION:

ISSUES: This is a use permit amendment request for The Heights Building (formerly the Wilson School) to add a below-grade parking structure with a lighted synthetic turf field above and the following issues have been identified:

- 18th Street North Width and Parking Lane: The applicant, Arlington Public Schools (APS) proposes to narrow 18th Street North from 38 feet to 30.5 feet, removing the parking lane along the south side of the street adjacent to the school property. This is not consistent with the Western Rosslyn Area Plan (WRAP) recommendations, which include this parking lane. Removing the parking lane could cause significant operational issues for APS buses and prohibit parking on the north side of the street. To prohibit parking on the north side of the street twice a day or more would limit the street’s public use to an extent not previously planned.
- 18th Street North Streetscape: The area of the aforementioned parking lane APS proposes to eliminate would be incorporated into a revised streetscape proposed to be 22 feet 8 inches wide including a 7-foot 8-inch boarding/alighting zone, 5-foot tree zone, and 10-foot clear sidewalk. As stated above, removing the parking lane is not consistent with the WRAP recommendations and raises operational concerns. If the parking lane on the south side of 18th Street North is to remain, the resulting streetscape width from the curb

County Manager:

County Attorney:

Staff: Olivia Sontag, DCPHD, Planning Division
Robert Gibson, DES, Development Services
Jeremy Smith, DPR, Planning and Development

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to the face of the parking structure would be approximately 15 feet. Within this space, staff envisions the inclusion of a 13-foot combined boarding/alighting zone and clear sidewalk with a 2-foot-wide planter strip and seating along the parking structure wall. Street trees would not be able to be accommodated with the retention of the parking lane due to the space needed for bus operations including boarding, alighting, queuing, and circulation. This staff-proposed streetscape treatment along this frontage would support APS operational needs without narrowing 18th Street North and is consistent with the WRAP recommendations.

- 18th Street North Operations: APS proposes garage access from 18th Street North. This proposed access point would be within the portion of 18th Street North that APS anticipates closing during periods of arrival and dismissal. During these periods APS proposes limiting access to the garage to accessible pick-up/drop-off (PUDO) from private vehicles only. The proposed garage access poses a significant operational and safety challenge that APS will have to manage during arrival and departure periods. Arlington County Police and Arlington County Department of Environmental Services do not currently have surplus resources available to manage the closure of 18th Street North twice a day throughout the school year. During the closure of the street, for APS operations, APS will be solely responsible for the safe movement of buses, vehicles, cyclists, and students within this space. Staff is considering a new condition that would require APS to obtain approval for and implement an operations and safety plan for the 18th Street North closures they are requesting.
- Field Elevation: APS proposes the field at an elevation of 180 feet (above sea level), at grade with The Heights Building level 1 and Rosslyn Highlands Park at the southeast corner of the field. When a similarly scoped project was presented in 2017, APS proposed the field at an elevation of 175 feet. Lowering the field elevation to 175 feet could provide many benefits to the site including: better integration into Rosslyn Highlands Park with at-grade field access along much more of their shared boundary; visibility from the midpoint of the east field entrance to the Park; an opportunity for an accessible entrance to the field from North Quinn Street providing improved access for students and the public; a less imposing wall along 18th Street North; improved conditions for street trees along 18th Street North; better visibility of the architecture of the school; and better natural lighting conditions for Shriver Program classrooms at the ground level.

SUMMARY: This is a use permit amendment request for The Heights Building (formerly the Wilson School), which houses the H-B Woodlawn Secondary Program and the Eunice Kennedy Shriver Program, to add a below-grade parking structure with a lighted synthetic turf field above. The County Board approved the 180,000 square foot new school with a design capacity of 775 students in February 2017, but deferred consideration of the APS proposal for a parking garage with 93 spaces and a lighted recreational field on top until removal of the temporary fire station from the site occurred. This County Board decision to defer the garage and field components was reflective of and responsive to concerns raised by staff and various county committees and commissions. The County Board requested that additional information for the site's parking demand for school operations be collected during the period that the temporary fire station

occupied the site and justification for an additional 93 spaces located on-site be provided. With this information, there would be an opportunity to better study the parking demands of the school after it opened and an on-site garage could be further considered, ensuring that the minimum parking needs of the school were met, and excessive parking was not constructed. The school opened in September 2019 and the temporary fire station was removed from the site in November 2021.

The subject use permit amendment request for The Heights Building now proposes a below-grade parking structure with 61 spaces, in addition to the 100 permanent parking spaces provided for APS use in the adjacent Aubrey parking garage, for a total of 161 parking spaces. To address County Board concerns, APS collected data on traffic and parking demand up until the relocation of the temporary fire station which they've provided in a Multimodal Transportation Assessment (MMTA). The proposed design capacity for the school remains at 775 middle and high school students across both programs. The proposed garage includes an entrance/exit on 18th Street North, a covered entrance to the Shriver Program, options within the garage for secure staff bike parking and covered student bike parking, and storage space for APS equipment.

Above the garage, APS proposes a lighted synthetic turf field at an elevation of 180 feet (above sea level). In accordance with the signed Memorandum of Agreement (MOA) between APS and Arlington County for construction of the outdoor athletic facilities at the school site, it was agreed the site would include a lighted, rectangular, synthetic turf field; access to the Level Two Terrace; Americans with Disabilities Act (ADA) accessible pathways; and the open space and landscaping on the east end of the site associated with Rosslyn Highlands Park. APS proposes a field that is 232 feet long by 109 feet wide with field markings and dimensions for Ultimate Frisbee of 195 feet long by 82 feet wide, in accordance with the MOA. They have also proposed field lighting with four (4) sports light poles, the tallest being 55.36 feet above the average site elevation which is within the 175-foot maximum height permitted in the Western Rosslyn Coordinated Redevelopment District. APS is also required to provide paths and access to the field for maintenance vehicles and equipment which they've proposed at the southeast corner of the field adjacent to Rosslyn Highlands Park. APS must also provide accessible walkways in compliance with the ADA for access to the field and all outdoor amenities open to the public after school hours. The access point for maintenance vehicles at the southeast corner of the field adjacent to Rosslyn Highlands Park doubles as an ADA access point. The second ADA access point to the field is a switchback ramp and stairs proposed at the midpoint of the field adjacent to Rosslyn Highlands Park. Other access points to the field include a set of stairs on the northeast corner of the field adjacent to 18th Street North and another set of stairs on the southwest corner of the field adjacent to North Quinn Street. The proposed field also includes amphitheater seating in the northwest corner where the field tilts upwards to accommodate the Shriver Program entrance and entrance/exit to the parking garage.

The proposal has been reviewed by the Public Facilities Review Committee, the Park and Recreation Commission, the Transportation Commission, and the Planning Commission.

BACKGROUND: The following timeline provides background on The Heights Building from approval of the Western Rosslyn Area Plan (WRAP) in 2015 to present.

- July 2015: The County Board adopts the WRAP.
- July 2016: The School Board approves the Schematic Design for The Heights Building with a field/garage. The County and School Boards approve a license agreement permitting a temporary fire station on APS property.
- September 2016: The County Board approves Rosslyn Highlands Park and the Coordinated Open Spaces Plan.
- February 2017: The County Board approves the WRAP developments, including the Penzance Site Plan (now known as The Highlands and consisting of the Aubrey, Evo, and Pierce buildings), the Queens Court Site Plan, and The Heights School Use Permit but deferred consideration of the proposed 93 space parking garage on the school property until removal of the temporary fire station. The School Board approves the demolition contract and construction begins.
- September 2019: The Heights Building opens to students.
- May 2021: School Board Work Session #1 - Superintendent's Proposed FY 2022-24 CIP presentation which includes The Heights Phase 2 options for the field/garage.
- June 2021: The Heights Phase 2 "Option A" discussed at the Joint CIP Work Session with the County Board. The Heights Phase 2 "Option A" is approved in the School Board Adopted FY 2022-24 Capital Improvement Plan.
- November 2021: The temporary fire station is removed from the APS site.
- December 2021: APS completed data collection for the Multimodal Transportation Assessment (MMTA).
- January 2022: Rosslyn Highlands Park is completed.
- February 2022: APS submits an application for a Use Permit Amendment to construct a parking garage with a field on top.

Figure 1: February 2017 Proposal (left) and Current Proposal (right)



The key differences between the February 2017 proposal and current proposal for the field and garage are summarized below:

Table 1: 2017 and 2022 Comparison

	2017 Proposal	2022 Proposal
On-Site Parking Garage (in addition to the 100 permanent spaces in the Aubrey parking garage)	93 Spaces (specific uses not defined)	61 Spaces (preliminary designations) <ul style="list-style-type: none"> • 7 ADA Accessible • 2 ADA Accessible (Van) • 14 Visitor • 30 Long-Term Staff • 2 Staff Loading/Unloading • 6 Maintenance and Delivery
18th Street Width and Parking Lane	SParking lanes provided on both sides of the street 38' street width	Removes parking lane on south side of street. 30.5' street width
18th Street North Streetscape	14' sidewalk <ul style="list-style-type: none"> • 10' clear sidewalk • 4' tree zone 	22'-8" sidewalk <ul style="list-style-type: none"> • 10' clear sidewalk • 5' tree zone • 7'-8" boarding/alighting
Field Elevation	175' elevation (at-grade alignment with Rosslyn Highlands Park at middle of field, not aligned with Heights Building level 1)	180' elevation (at-grade alignment with Heights Building level 1 and Rosslyn Highlands Park at SE corner of field)

Address (RPC): 1601 Wilson Blvd. (RPC# 16-032-001)

Site: The site is bound on the north by 18th Street North, on the south by Wilson Boulevard, on the east by the existing Rosslyn Highlands Park and Penzance site plan (SP #445) containing two residential towers and Arlington County Fire Station #10, and on the west by an existing 7-11 retail store and North Quinn Street.

Neighborhood: The subject property is located within the North Rosslyn Civic Association and is adjacent to the Radnor/Ft. Myer Heights Civic Association and Colonial Village III Homeowners Association. The Queens Court Apartments, Atrium Condominiums, and Aubrey Apartments are also adjacent to the school site.

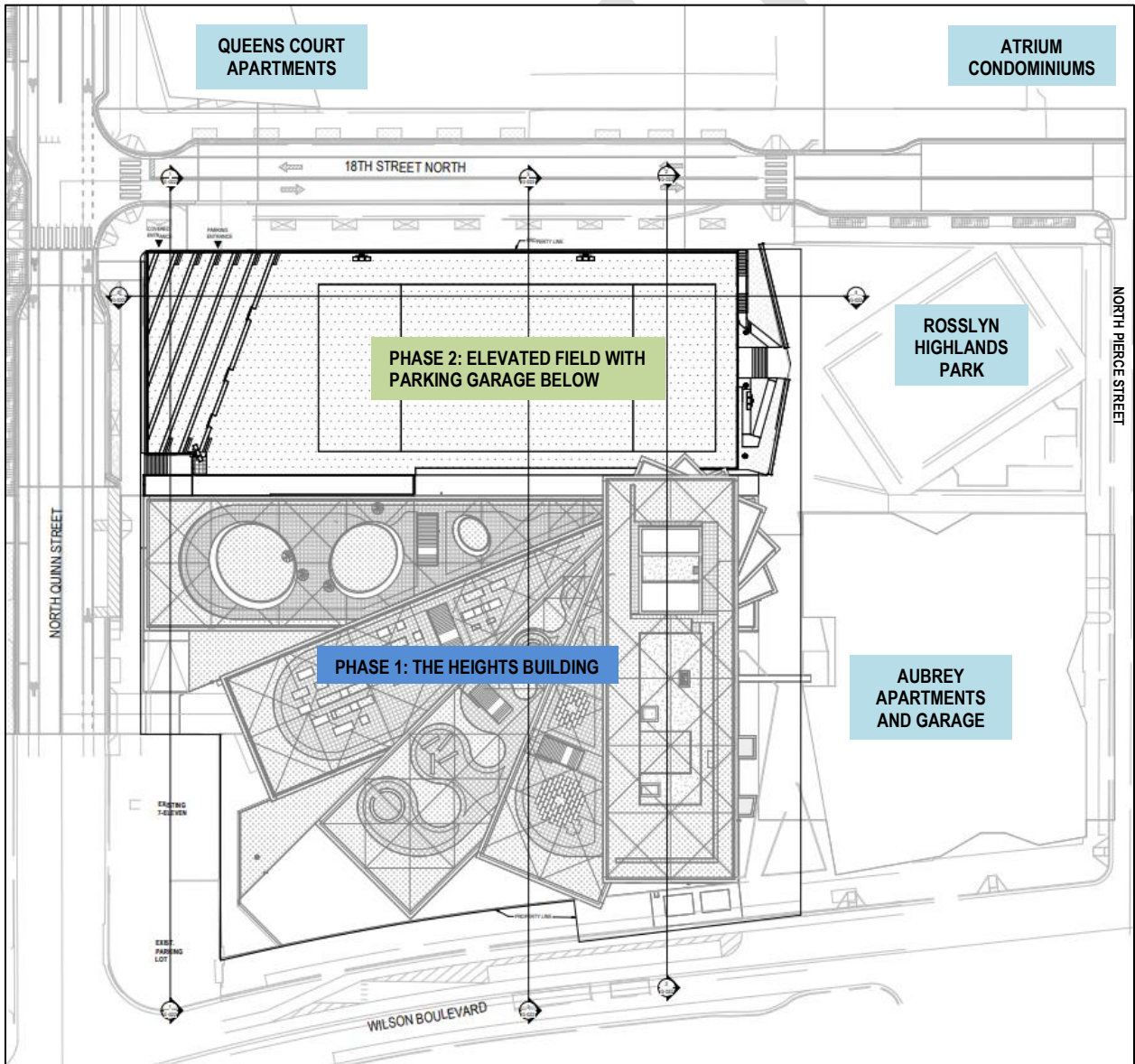
Zoning: The site is zoned “S-3A” Special District. Schools are a permitted use by provision of a use permit subject to Section 4.15 of the [Arlington County Zoning Ordinance \(ACZO\)](#).

GLUP: The site is identified on the [General Land Use Plan](#) (GLUP) as “Public”.

Figure 2: Existing Conditions - Field Looking Southeast (left) and East (right)



Figure 3: Proposed Development with Surrounding Context



Existing Development: The site is currently developed with The Heights Building (formerly the Wilson School) which houses the H-B Woodlawn Secondary Program (H-B) and the Eunice Kennedy Shriver Program (Shriver). The County Board approved the new school in February 2017 and the school opened in September 2019.

Figure 4: Existing Development



Proposed Development: The following figure depicts the proposed below-grade parking structure with 61 spaces, entrance/exit on 18th Street North, a covered entrance to the Shriver Program, bike parking, storage for APS equipment, and a lighted synthetic turf field above the garage with amphitheater seating in the northwest corner where the field tilts upwards.

Figure 5: Proposed Development

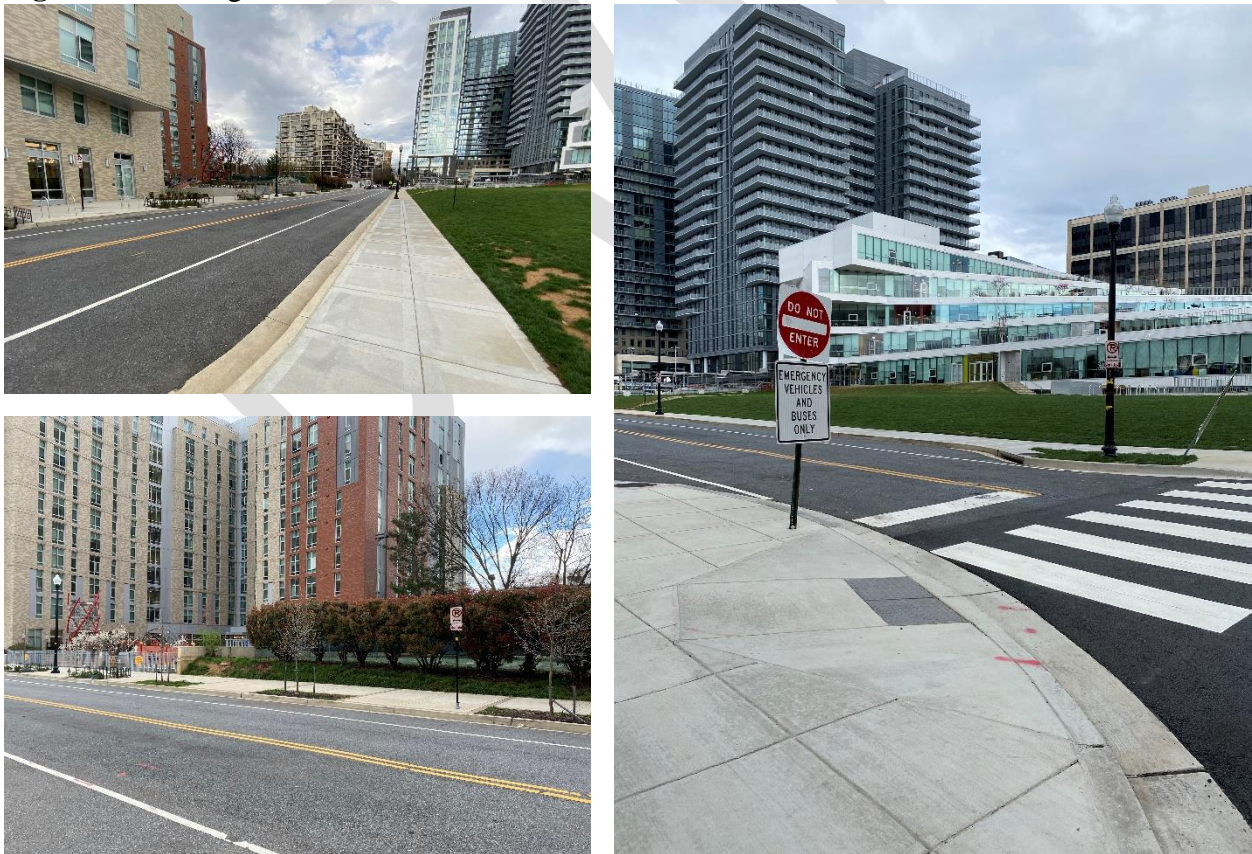


Transportation: The Heights Building is located in Western Rosslyn, making it one of the most transit accessible school sites within the County. Considering that the school is located in the heart of a multi-modal neighborhood with the majority of students in the two programs offered transportation via school buses, The Heights Building should be a transit first or school bus first model for the County. The project is the home for both the H-B Woodlawn Secondary Program and the Eunice Kennedy Shriver Program. Each of these programs have transportation characteristics different than typical neighborhood school programs.

The H-B Woodlawn Secondary Program is a County-wide choice program for students between 6th and 12th grades. The program supports students from all over the county and the majority of students are offered transportation to the school via school bus. The Shriver Program provides a tailored education program to secondary-aged students ages 10-22 with special needs. Catering to the needs of each student, APS provides door-to-door transportation for students of the Shriver Program. To do this, APS uses a small fleet of school buses with ADA lifts, each operated by an attendant that aids in the loading and unloading of students.

Streets and Sidewalks: The Heights Building has street frontage on three sides of the site: Wilson Boulevard to the south, 18th Street North to the north, and North Quinn Street to the west. The proposed parking structure and field front 18th Street North and North Quinn Street. 18th Street North is a *Neighborhood Minor* local (non-arterial) street and North Quinn Street is a *Type B - Primarily Urban Mixed-Use* arterial street.

Figure 6: Existing Conditions - 18th Street North



18th Street North – 18th Street North was recently reconstructed as part of the Phase 1 development of The Heights project along with the construction of the Queen’s Court project. The street provides a 38-foot cross section with a 7-foot parking lane on the north side of the street, two (2) 11-foot-wide travel lanes and a 9-foot-wide parking lane. The 9-foot parking lane on the south side of the street is wider than typical parking lanes to support school buses and APS uses. On the north side of the street a 14-foot-wide streetscape is provided along the Queens Court development and the Rosslyn Highlands Park playground. The streetscape provides an 8-foot clear sidewalk and a 6-foot-wide street tree zone with bioretention planters. Along the APS frontage is a 7.5-foot-wide sidewalk that is intended to be replaced with the proposed Phase 2 project of the school.

18th Street North between North Pierce Street and North Quinn Street is planned to be opened to public traffic in the summer of 2022. The street was closed to the public while construction activities progressed in the WRAP area. The opening of the street has been coordinated with the end of the 2021-2022 school year to limit operational changes late in the school year for APS.

APS has proposed to reconstruct 18th Street North and the streetscape along their frontage. The proposal would narrow 18th Street North to 30.5-foot curb to curb, removing the parking lane along the south side of the street. The area currently operated as a parking lane would be incorporated into a revised and expanded streetscape proposed to be 22-feet 8-inches wide. The 22-foot 8-inch streetscape would provide a 7-foot 8-inch clear landing area for bus boarding and alighting, a 5-foot-wide street tree zone and a 10-foot clear sidewalk. As APS has operated Phase 1 of The Heights development, APS has identified that it is critical to have a minimum of a 7-foot clear landing area to support ADA bus operations along the curb at 18th Street North. To accomplish this APS has proposed to narrow the street and remove the parking lane on the south side of the street.

The applicant’s proposed 18th Street North segment is not consistent with the WRAP. The WRAP depicts a 39-foot-wide street to include an 11-foot travel lane in each direction, 7-feet of on-street parking on the north side of the street, and a 10-foot-wide bus parking lane along the south side of the street. The WRAP also depicts a 2.5-foot curb and lighting zone, a 10-foot-wide sidewalk, and an optional width for street trees along the back of sidewalk. The WRAP streetscape could support APS’s goal for a minimum 7-foot clear landing area by integrating street lighting with the poles used for field lighting at the back of sidewalk on the garage structure.

The County does not support the proposed narrowing of 18th Street North because it does not comply with the WRAP recommendations, and it could cause significant operational issues along the street, impacting APS proposed bus operations without otherwise prohibiting parking on the north side of the street. To prohibit parking on the north side of the street twice a day or more would limit the street’s public use to an extent not previously planned or contemplated. This will be discussed in more detail below as part of the discussion section. Staff recommends updating the APS proposal to be generally consistent with the WRAP streetscape and street cross section recommendations.

Figure 7: WRAP 18th Street North Section
 (The Heights Building located on the right side of section)

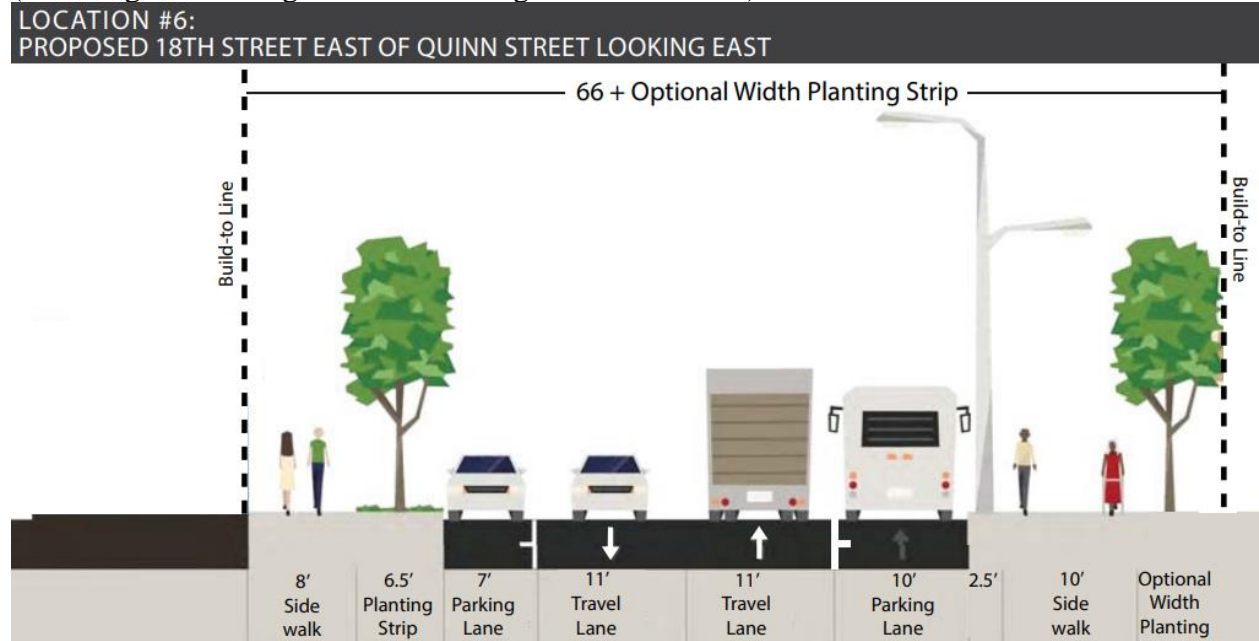


Figure 8: APS Proposed 18th Street North Section

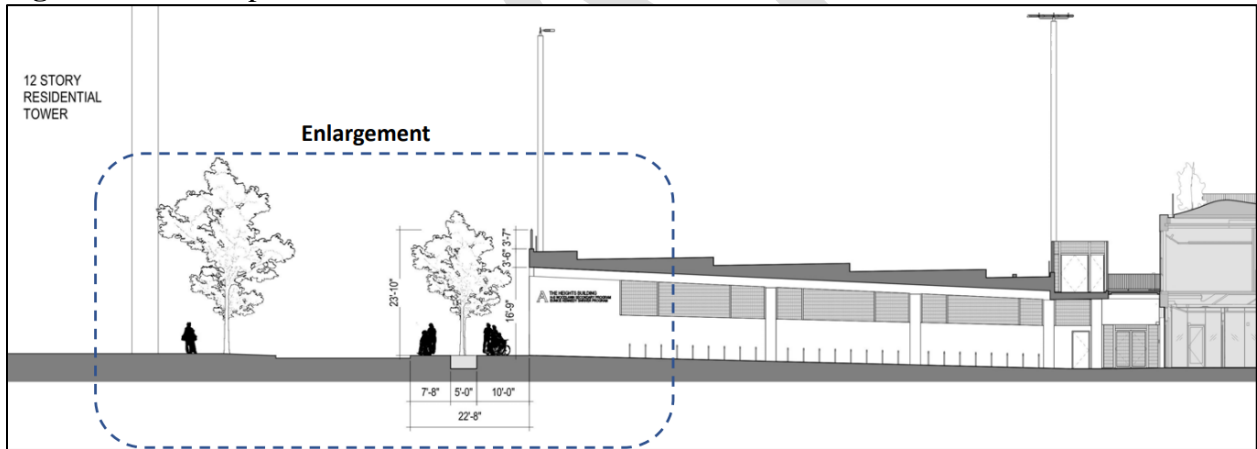


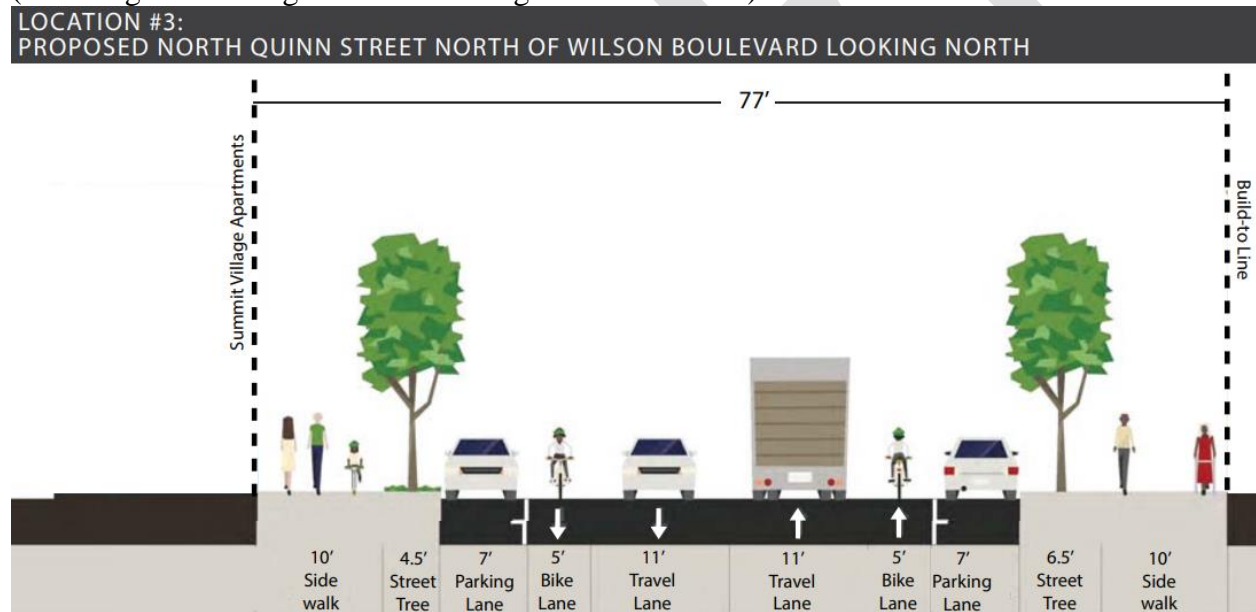
Figure 9: Existing Conditions - North Quinn Street



North Quinn Street– The proposed North Quinn Street segment is generally consistent with the WRAP. Overall, the 46-foot-wide street includes an 11-foot travel lane in each direction along with 7-feet of on-street parking and 5-foot bike lanes on both sides of the street. The sidewalk along North Quinn Street is proposed to be a minimum of 15 feet wide. This streetscape includes a 5-foot-wide street tree and furniture zone and a 10-foot clear sidewalk.

Following the construction of Phase 1 of The Heights, new ADA parking spaces were constructed along North Quinn Street to support operations at the school and the broader community. Those three spaces were reconstructed to be wider than the typical 7-foot parking lane. The additional width was achieved by removing the street trees in that area thus narrowing the streetscape. These wide ADA spaces allow vehicles to deploy an ADA lift for either side of the vehicle or the rear of the vehicle. With construction of Phase 2 of The Heights, staff recommends APS consider moving these spaces northward along the North Quinn Street frontage to be closer to the proposed Shriver entrance. This can be accomplished administratively after County Board approval with approval of the final civil engineering plans.

Figure 10: WRAP North Quinn Street Section
(The Heights Building located on the right side of section)



Site Circulation & Drop-off and Pick-up Activities: Review and planning for site circulation was a critical part of the public review of the project with Phase 1. The project proposes to provide separate and dedicated zones around the school for the different arrival and departure modes to the school:

Pedestrians, cyclists, and transit users – The main entrance to the building was constructed along the pedestrian walkway on the east side of the building and it primarily supports the H-B program, but it may be used by all to access the building. This entrance provides access to level 1 (ground floor) of the building. Additional entrances were constructed around the school including along the Wilson Boulevard frontage, along the northern building façade, along North

Quinn Street at the loading dock, and along North Quinn Street as an entrance to the Shriver program at the G1 level of the building.

Phase 2 of the project proposes a covered walkway connecting 18th Street North to the entrance of the Shriver program on the G1 level of the building. This walkway would be adjacent to North Quinn Street and covered by the field above. The walkway would include a gradual slope down toward the Shriver entrance at the G1 floor elevation from the higher elevation at the corner of 18th Street North. Users of the garage are proposed to access the school through the Shriver entrance at the G1 level of the building.

Drop-off and pick-up by parents – The project proposes dedicating curb space along the site frontage, as well as establishing pick up/drop off (PUDO) locations near the site that are convenient to the travel patterns of parents. With the construction of Phase 2, curb space along North Quinn Street is available to support students arriving and departing via family vehicles. APS and Arlington County DES staff will work together to best identify curb space around and in the proximity of the school to support PUDO activities. To limit impact on the surrounding roadway network, DES staff recommends establishing multiple locations around the school to support PUDO. Over time it is anticipated that the specific locations for PUDO activities may be changed to best support the student community and address congestion and safety issues associated with PUDO activities.

With the Phase 2 project, APS is proposing to dedicate ADA space within the proposed garage to support ADA PUDO activities. APS has identified that ADA PUDO typically takes an extended period of time (10-15 minutes). During the operations of the existing Phase 1 development of the site APS has identified operational challenges with their reliance upon on-street ADA spaces to support ADA PUDO for students. To support a higher level of service of the Shriver student population the provision of covered ADA PUDO space within the garage has been identified as a major objective of the project.

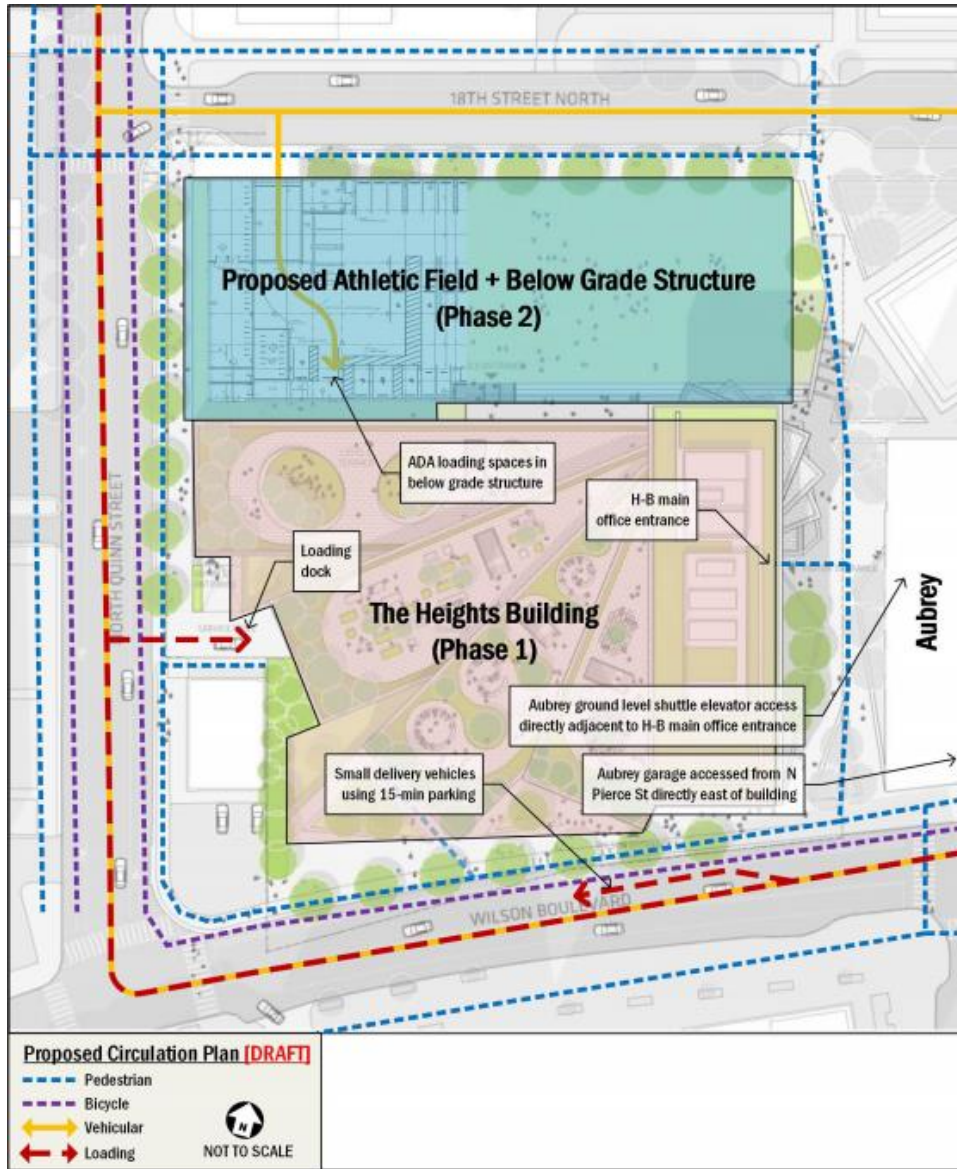
Arrival and departure by school bus – The project proposes bus drop off and pick up along 18th Street North. Specifically, to support the unique needs of Shriver students arriving and departing on school buses, 18th Street North is proposed to be limited to school bus traffic only during morning arrival and afternoon dismissal. During arrival and departure, school buses are proposed to queue in two lanes to provide enough storage capacity to support both H-B and Shriver buses arriving at the same time with a unified bell time for both programs. Additional discussion on 18th Street North operations and design are discussed below.

Garage Access – APS has proposed garage access from 18th Street North. This proposed access point would be within the portion of 18th Street North that APS anticipates closing during arrival and dismissal. During this period APS proposes limiting access to the garage to ADA PUDO activities only. The proposed garage access poses a significant operational and safety challenge that APS will have to manage during arrival and departure periods. Arlington County Police and Arlington County Department of Environmental Services do not currently have surplus resources available to manage the closure of 18th Street North twice a day throughout the school year. During the closure of the street, for APS operations, APS will be solely responsible for the safe movement of buses, vehicles, cyclists, students, and other pedestrians within this space. A new

condition could require APS to get approval for and implement an operations and safety plan for 18th Street North closures.

By spreading arrival and departure activities out, using multiple site frontages, the concentration of traffic impacts can be reduced. The image below illustrates site circulation for the project.

Figure 11: Phase 2 Proposed Site Circulation and Access



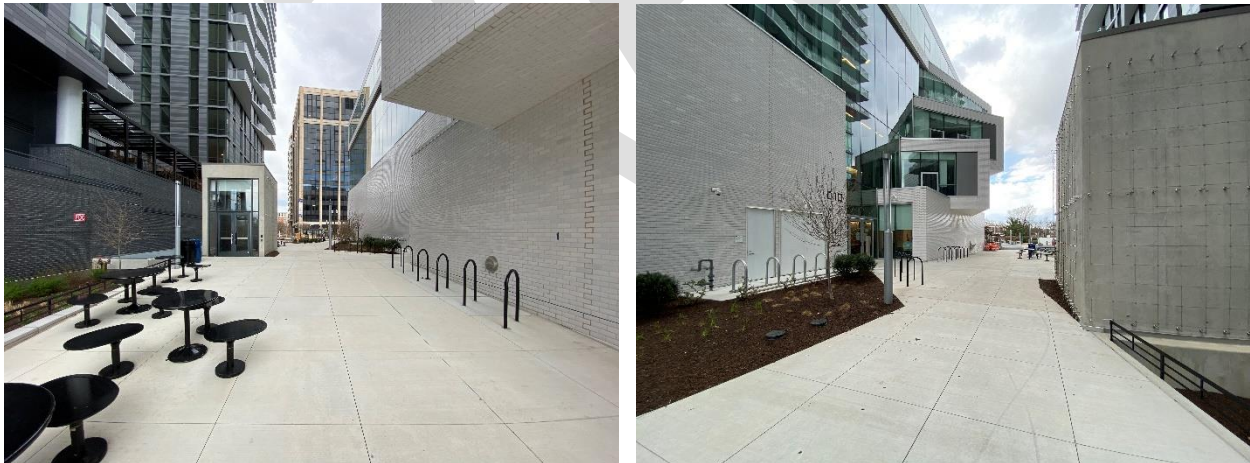
Bicycle Access: The school has convenient access to the County’s bicycle network of trails and on street bike lanes. With the construction of Phase 1 APS delivered bicycle parking facilities and amenities to support the site. On street bike racks are provided around the site along Wilson Boulevard, at the main entrance to H-B on the east side of the site, and adjacent to the Shriver entrance. Temporary bike lockers are provided adjacent to the Shriver entrance for staff. Additionally, showers and lockers are available in the school to support staff that commute via active transportation modes.

Phase 2 of the project proposes construction of 54 covered visitor bicycle parking spaces along the entrance to the Shriver program. Within the garage 28 secure bicycle parking spaces are proposed for staff members.

Transit: The school is located approximately a quarter mile west of Rosslyn Metro Station. Rosslyn Metro Station is served by the Orange, Blue and Silver Metrorail lines and is also a regional bus transfer center. Along Wilson and Clarendon Boulevards, both ART (43, 45) and WMATA (4B, 38B) operate high frequency bus service. The site is supported by public transit better than any other school in the County.

Parking: With the construction of Phase 1 of the project, zero (0) on-site parking spaces were approved by the County Board and the potential provision of on-site parking was deferred for consideration until Phase 2. At the time of approval, Arlington County agreed to provide APS with 100 spaces dedicated for APS use in the parking garage adjacent to the site at the Penzance project within the Aubrey building. With construction of the Penzance project completed, APS has been operating with 100 spaces provided in the Aubrey garage for their exclusive use for the life of the project. The spaces are accessible by staff via a dedicated elevator providing access between the G1 level of the garage and the walkway located between The Heights building and school, at grade. The elevator is located less than 25 feet from the main H-B entrance. With a few exceptions, the proximity of the off-site parking provided in the Aubrey garage is as close to the school as any on-site parking at other APS facilities throughout the county, albeit below grade. APS has also leased an additional 30 spaces within the parking garage located a little more than a block way at 1776 Wilson Boulevard.

Figure 12: Existing Conditions - Elevator from Aubrey Garage



Phase 2 proposes providing 61 parking spaces below the field to support the parking demand and needs of the H-B and Shriver programs. APS would continue to utilize the 100 spaces provided in the Aubrey garage and APS would stop leasing additional off-site spaces. In total APS proposes 161 spaces to support operations at the site. APS proposes to use the 100 spaces in the Aubrey garage exclusively for teacher/staff parking. The spaces below the field are anticipated to be distributed as shown in the image below and used as follows:

Table 2: On-Site Parking Garage Use Distribution Table

PHASE 2 - PROPOSED		
Location	Type	Spaces
Below-Field Structure (On-Site, Proposed)	Standard	52
	Maintenance/Parcel	6
	Staff Loading/Unloading	2
	Long-Term Staff Parking	30
	Visitor Parking	14
	Compact	0
	Parallel	0
	ADA Accessible	7
	ADA Accessible (Van)	2
	Total Proposed for Phase 2:	
The Aubrey ³ (Off-Site, Existing)	Standard	90
	Compact	6
	Parallel	0
	ADA Accessible	3
	ADA Accessible (Van)	1
Total Maintained⁴ from Phase 1:		100
Total School-Designated for The Heights:		161

Figure 13: On-Site Parking Garage Use Distribution Map



Based on Arlington County Zoning Ordinance (ACZO) requirements for middle and high schools the site would require 409 total parking spaces for the project.

Table 3: Parking Calculations

<i>ACZO Requirement for Employee Parking</i>						
	Employee Parking Ratio		Number of Students	Required Parking Spaces	Proposed Parking Spaces	
Middle School	1 Space per 7.5 Students		275	37	-	
High School	1 Space per 10 students		500	50	-	
Employee Parking Sub Total			775	87	130	
<i>ACZO Requirement for Assembly and Visitors Parking</i>						
	Fixed Seating	Number of Fixed Seats	Sq. Ft. of Area	Number of Students	Required Parking Spaces	Proposed Parking Spaces
Middle School Visitors	1 Space per 40 Students			275	7	14
Main Gym	No	-	8,000		160	-
Gym/Multipurpose Room	No	-	1,200		24	-
Auditorium Theater	Yes	400	-		40	-
Black Box Arena	No	-	3,000		60	-
Field Amphitheater Seating	Yes	302	-		31	-
Assembly and Visitor Sub Total		702	12,200		322	31
Total ACZO Required Parking					409	

The Zoning Ordinance calculates the required parking for middle school and elementary schools differently than the parking requirements for high schools. Both look at providing parking for faculty and staff based on the number of students at the school (275 middle school students and 500 high school students). For middle and elementary schools, additional visitor parking is required based on the number of students at the school. For high schools, additional visitor parking is based on the amount and type of public assembly space proposed in the project. Section §14.3.7.c of the Zoning Ordinance permits the County Board to modify parking requirements for schools to balance other County environmental and recreational goals and objectives. For the proposed parking plan, APS is requesting a modification of the parking (discussed in more detail below).

Transportation Demand Management: Phase 2 of the project proposes no changes to the transportation demand management plan or conditions for the school as approved in Phase 1. In March 2021, the County Board approved an omnibus use permit amendment to 33 school use permits, including The Heights Building, that incorporate updated and standardized Transportation Demand Management and bicycle parking requirements, and delegate authority to the County Manager or designee to allow future modification of these requirements administratively going forward, if in concurrence with the Superintendent of Arlington Public Schools or designee.

DISCUSSION:

Adopted Plan, Policies, and Regulations: Zoning Ordinance Section 4.1 “S-3A” Special District, the Master Transportation Plan (MTP), the Public Spaces Master Plan, the *Principles of Civic Design* and the Western Rosslyn Area Plan (WRAP) Guiding Principles provide guidance for the construction of a new school at this site.

Zoning Ordinance: The following provides a summary of Zoning Ordinance requirements applicable to the Wilson School project:

Use Permit: A use permit is required for schools in the “S-3A” zoning district. The use permit offers a process for considering and approving such uses, subject to special conditions particular to the character of the use.

Setbacks: Setback standards for buildings in the “S-3A” district are as generally defined in the Zoning Ordinance Section 3.2.(6) Bulk, Coverage, and Placement Requirements. District Use standards (§4.2.4) for middle schools and high schools allow modification of setbacks and the density and dimensional standard for all buildings, accessory buildings and associated structures within the Western Rosslyn Coordinated Redevelopment District as shown on the General Land Use Plan, where it finds that the development project is consistent with the Guiding Principles and other policy guidance in the WRAP and provided height does not exceed 175 feet.

General Land Use Plan (GLUP): This site is located in the Western Rosslyn Coordinated Redevelopment District, a special planning area of the GLUP. It has been established that the primary goal of redevelopment in this area is the replacement of aging public facilities. It is envisioned that the school development area would achieve several goals including but not limited to a multi-story secondary school; athletic fields and interior space within the school to be used jointly by the school and the community; and energy efficiency and sustainability.

Consistency with the Comprehensive Plan: Per Virginia Code §15.2-2232, public facilities shall not be constructed unless they are found to be consistent with the adopted comprehensive plan or part thereof.

Western Rosslyn Area Plan (WRAP): The WRAP identifies several key ideas central to redevelopment within the study area as they relate to the subject use permit amendment application:

- Providing flexible, contiguous open spaces and recreational facilities that meet the needs of APS and the community;
- Minimizing conflicts between emergency vehicle operations and other traffic through the area;
- Providing improvements to the street network to enhance circulation and mitigate the impacts of new development.

The WRAP also identifies elements as components of the Concept Plan which guide the sites' redevelopment. Below is a summary of these elements as they relate to the subject use permit amendment application:

1. *Heights Plan Elements:* The Plan provides for building heights compatible with the surrounding context with the tallest buildings situated along the eastern portion of the WRAP area and lower heights planned within the school development area. The maximum building height for the school site is 175 feet.
 - Require the design of buildings, especially at lower levels to foster pedestrian comfort, while adding visual interest and architectural variety.
 - Encourage building heights and massing that allow for the achievement of the study's open space, recreational, public facility, and affordable housing goals.
2. *Land Use Plan Element:* In addition to the new school, the Plan calls for associated outdoor field, recreation amenities and interior spaces. It is important to design all street frontages of the school to achieve street activation consistent with the County's urban design principles and create visually and physically accessible access into and through the site.
 - Provide for a new secondary school and its associated facilities that are well-integrated into the neighborhood.
3. *Transportation Element:* The Plan guides that there would be coordination of parking, loading, and pick-up and drop-off between the new school and private development to minimize conflicts and to promote transportation demand management tools.
 - Increase pedestrian and bicycle access to and through the site.
 - Minimize curb cuts and thus vehicle and pedestrian/bicycle conflicts.
 - Expand the street grid within the study area to ensure adequate circulation for fire/emergency response and school-related transportation needs.
 - Design vehicular circulation to minimize conflicts between neighborhood traffic, emergency responders, school bus and private vehicle drop-off and pick-up, parking/loading functions, and pedestrians.
 - Encourage shared, underground parking for all uses and coordinate ingress/ egress with other adjacent uses in the WRAP Study Area.
 - Locate vehicle parking access, loading, and service areas on secondary streets and/or alleys.
4. *Open Space Element:* The Plan anticipates the new field associated with the new secondary school and recommends amenities for ground level and rooftop locations. It was expected that all recreation facilities in the study area would be open for public use including regular unstructured public use of school facilities outside of school programming.
 - Strategically locate and design beautiful open spaces to maximize the size of contiguous areas and ensure the flexibility of uses and activities and the visibility, safety, and comfort of all users.
 - Maximize the amount and flexibility of natural areas and active and passive open spaces given the need to balance competing demands for space.

- Seek to ensure that park and school facilities provide for organized active recreation as well as un-programmed time for community usage, particularly for any open field space.
5. *Urban Design Element:* This area of the Plan recommends guidelines on buildable areas, architecture, grade transitions, service, parking and streetscape, and open space and recreation in addition to the Concept Plan. The guidelines are intended to be used in the review of development proposals as a means to promote quality design and a public realm that is safe and attractive.
- Design public buildings to be architecturally notable.
 - Design buildings to be inspiring; construct buildings with high-quality materials that complement the surrounding mix of buildings.
 - Locate parks, plazas, and other green spaces for visibility, easy access and maximum use.
 - Design 18th Street to support neighborhood circulation with enhanced sidewalks and landscaping.
 - Locate public facilities strategically and prominently to create a civic presence in the study area that promotes community confidence and encourages community use.
 - Design the study area to facilitate safety and security including the safety and security of students.
 - Link public areas and main building entrances with a network of safe, connected, tree-lined and well-lit streetscapes that facilitate easy pedestrian circulation.
6. *Environment Element:* The Plan recommends that negative impacts of new development would be minimized with the inclusion of best practices for building and site design, reducing energy consumption, and creating sustainable urban places.
Maximize tree canopy and pervious surfaces to minimize the adverse impacts of development, including the “heat island effect” and stormwater runoff.
7. *Implementation Element:* The Plan promotes publicly accessible areas to be designed and operated to be shared in order to maximize flexibility and use.
- Seek strategies to maximize transit usage by residents, workers, visitors, students and staff.
 - Ensure that underground facilities do not inhibit the viability of above ground tree canopy and vegetation.
 - Analyze the internal and neighborhood effects of site lighting and emphasize design solutions that mitigate against unnecessary light pollution.

Staff finds that the proposed use permit amendment for the field and garage is consistent with the site’s “S-3A” zoning and GLUP. The proposal is generally consistent with the Guiding Principles and policy guidance in the WRAP, but some revisions to the proposed design discussed in the next section that, from staff’s perspective, could improve the design’s compatibility with the surrounding context, better reflect the County’s urban design principles, minimize conflicts on 18th Street North and promote transportation demand management tools, integrate the various public spaces, and promote quality design and a safe and attractive public realm.

Master Transportation Plan (MTP): The MTP contains three major policies: 1) integrate transportation with land use; 2) support design and operation of complete streets; and 3) manage travel demand and transportation systems. In reviewing the use permit for The Heights Building, the following policies identified in the modal elements for the MTP were considered:

- Master Transportation Plan: Demand and System Management Element: Policy 2: Incorporate TDM measures with respect to all existing public buildings and facilities, irrespective of redevelopment status. Explore strategies and incentives to achieve TDM measures in existing private buildings.
- Master Transportation Plan: Parking and Curb Spaces Management Element: Policy 6: Ensure that minimum parking needs are met and excessive parking is not built. Divert resources saved by reducing excess off-street parking to other community benefits.
- Master Transportation Plan: Parking and Curb Spaces Management Element: Policy 13: Provide travel options for persons with disabilities through reserved access to curb space and dedicated off-street parking, with enforcement.

The proposed use permit amendment generally complies with the MTP policies set forth above.

Modification of Parking Regulations: Section 14.3.7 of the Zoning Ordinance requires a total of 409 on-site parking spaces for employees, visitors, and public assembly users. Section 14.3.7.C.1 of the Zoning Ordinance allows parking for schools to be modified where the County Board finds that such modifications will preserve or create recreational facilities located either within the school development project or at approved off-site locations, and a TDM plan submitted by the applicant demonstrates that the potential adverse impacts of parking demand and any potential disruption of parking patterns within affected neighborhoods that could result from the modification will be mitigated by utilizing available on-street parking abutting the site, and through the implementation of measures such as, but not limited to:

- (1) Utilizing, by written agreement with another party in terms acceptable to the County, off-street parking spaces at a site owned or controlled by that same party; and/or
- (2) Utilizing a managed or shared parking program at times when parking demand is highest; and/or
- (3) Implementing Transportation Demand Management (TDM) strategies for the use, and/or demonstrating that transit or other transportation options exist that may offset parking demand.

In February 2017 with approval of Phase 1, the County Board approved a modification for zero (0) on-site parking spaces to serve the school. With Phase 2, APS is requesting a modification to allow up to 61 additional parking spaces on-site within the proposed parking garage. Staff analysis of the data presented in the MMTA indicates that there is sufficient underutilized parking in the Aubrey garage (independent of the 100 spaces already dedicated to exclusive APS use) to meet the APS goal of providing up to 61 additional parking spaces with Phase 2. However, utilization of additional parking spaces within the Aubrey building or other nearby

parking structures with capacity would require additional leasing costs for off-site parking contracts. Whether additional parking is provided on-site or off-site, the requested modification is mitigated by the proposed 61 spaces in the on-site garage, existing 100 permanent off-site spaces in the Aubrey garage (161 parking spaces total), robust TDM program, and available multi-modal opportunities including increased bike parking within the proposed garage.

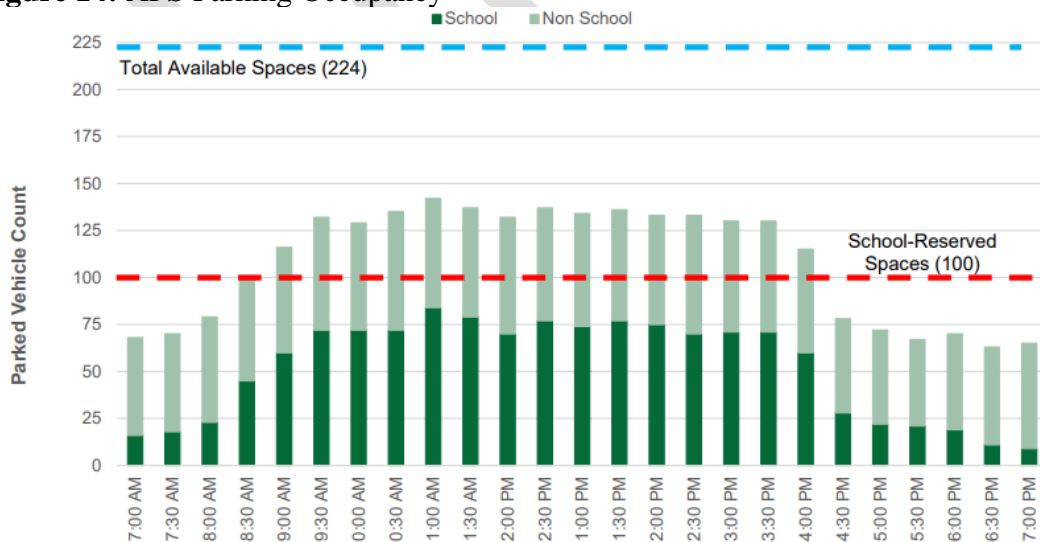
Construction of On-Site Structured Parking: APS is proposing a total of 161 parking spaces on and off site to support the school and its programs. The Master Transportation Plan identifies:

- [Master Transportation Plan: Parking and Curb Spaces Management Element](#): Policy 6: Ensure that minimum parking needs are met and excessive parking is not built. Divert resources saved by reducing excess off-street parking to other community benefits.

When Phase 2 was initially deferred in February 2017, the County Board directed APS to study parking utilization and parking demand in detail and provide that information as part of any future Phase 2 review, so that the requested data could be used to ensure excessive parking would not be built. In support of that request APS documented its findings and concerns in the *Multimodal Transportation Assessment – The Heights – Phase 2* (MMTA) dated March 31, 2022, drafted by Gorove Slade Transportation Planners and Engineers. In addition to parking utilization, the MMTA reviewed the transportation and operational needs of all the site’s users in support of developing the Phase 2 project.

As it specifically relates to parking demand, the MMTA studied the utilization of the 100 spaces in the Aubrey garage. The MMTA also studied the utilization of non-APS parking within the first level of the Aubrey garage. Parking utilization for the 30 spaces leased in the 1776 Wilson Boulevard garage could not be studied because APS parkers did not have any assigned parking. Vehicles parked in the garage by APS users could not be distinguished from vehicles parked in the garage for other uses. Parking occupancy data and other observations were collected on December 16, 2021. The table below shows parking occupancy in the APS designated spaces and other users at the Aubrey garage throughout the day.

Figure 14: APS Parking Occupancy



The MMTA data indicates in the Aubrey garage peak utilization occurred around 11:00 AM with 84% of APS spaces occupied. Overall, the data shows the Aubrey garage, during peak occupancy, had more than 75 unoccupied spaces throughout the garage. Assuming all 30 spaces in the 1776 Wilson Boulevard are fully utilized the data in the MMTA would suggest the parking demand for teachers/staff peaks at around 115 spaces.

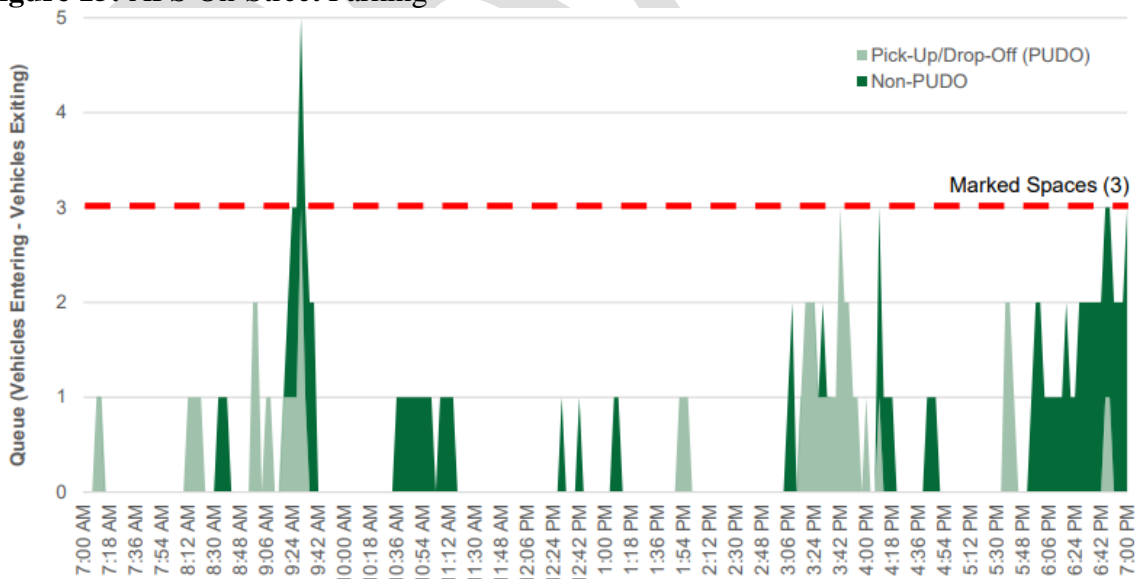
The MMTA submits that there are users other than teachers/staff that are not fully accommodated in the Aubrey garage that would be supported with the addition of the 61 spaces provided below the field with Phase 2. These users include:

- ADA staff and visitors.
- Vehicles arriving for ADA pick up and drop off (ADA PUDO).
- APS service vehicles.

Some handicap parking is provided as part of the 100 spaces APS uses in the Aubrey garage. The MMTA did not specifically highlight utilization of those handicap spaces. However, the MMTA did study the utilization of the three (3) ADA parking spaces that are provided on-street along North Quinn Street. These spaces are adjacent to the Shriver entrance, and they were implemented on-street specifically to support the uses at the site.

The MMTA found, as shown in the graph below, that the on-street ADA spaces were utilized throughout the day, sometimes at or above capacity. Around the morning bell time the data showed that a mix of ADA users arrived concurrently requiring at least 2 additional ADA spaces. The demand for the ADA on-street spaces dissipated by 9:45 AM. The MMTA also indicated that a significant number of non-ADA users blocked or occupied the spaces creating a conflict for ADA users. The conflicts included delivery vehicles, rideshare vehicles idling, users from the 7-11 parking in the spaces and even APS service vehicles that could not park in the loading dock.

Figure 15: APS On-Street Parking



APS has indicated that neither the ADA parking in the Aubrey garage or the ADA on-street parking provides the level of service that ADA spaces in the proposed garage below the field would provide to their users. Providing covered short- and long-term parking at the Shriver entrance is identified as a critical element in providing equitable support for students of the Shriver program by APS.

The MMTA demonstrates that the proposed garage likely will provide more parking than the H-B or the Shriver programs demand and it shows that APS parking demands can likely be met in the Aubrey garage by utilizing otherwise under-utilized spaces. The MMTA also shows that ADA users of the Shriver program would be provided a higher level of service by parking in the garage below field when compared to parking in the Aubrey garage or on-street.

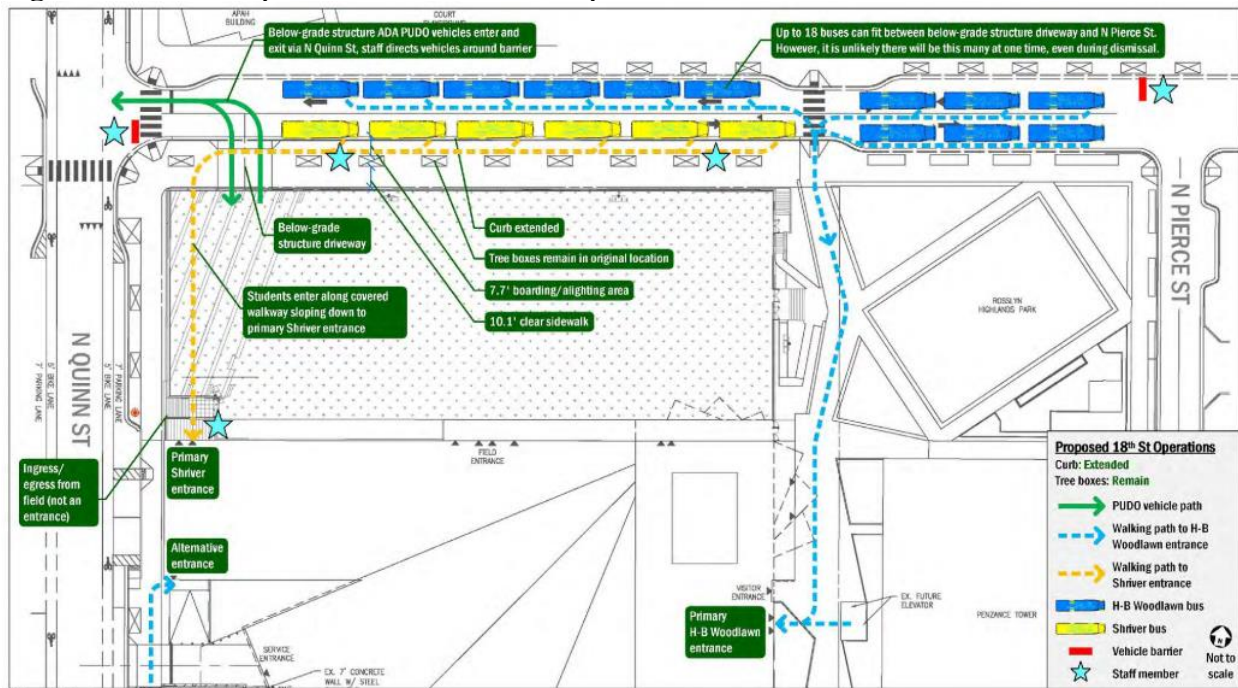
This demonstrates that two MTP policy goals may be in conflict when reviewing the Phase 2 proposal: Specifically, Policy 6 and Policy 13 may need to be prioritized when looking at how best to provide parking economically and equitably at the site.

- [Master Transportation Plan: Parking and Curb Spaces Management Element](#): Policy 6: Ensure that minimum parking needs are met and excessive parking is not built. Divert resources saved by reducing excess off-street parking to other community benefits.
- [Master Transportation Plan: Parking and Curb Spaces Management Element](#): Policy 13: Provide travel options for persons with disabilities through reserved access to curb space and dedicated off-street parking, with enforcement.

Staff recommend that both of these MTP Elements be evaluated when considering Phase 2 of The Heights Building.

18th Street North Width and Parking Lane: To support the daily arrival and departure of students by school bus, APS requests to close 18th Street North to permit school traffic only. Based on the observations from the MMTA, the closure would last approximately an hour in the morning (8:30 AM to 9:30 AM) and an hour in the afternoon (3:30 PM to 4:30 PM). The street would be closed between North Quinn Street and North Pierce Street. With the street closed, APS proposes to double stack buses supporting approximately 11 buses along APS frontage with up to another six (6) buses stacking along Rosslyn Highlands Park. A diagram from the MMTA showing APS proposed closure of 18th Street North (provided below) shows school bus stacking, student's routes on and off buses, proposed staffing locations and proposed locations for temporary barriers to close the street.

Figure 16: APS Proposed 18th Street North Operations



Staff’s review of APS’s 18th Street operations and design plan has identified two areas of concern along with recommendations to mitigate the concerns.

1. Removal of the parking lane along the school frontage will require removal of all vehicles along the northern parking lane for bus operations to work.
2. The proposed garage entrance increases operational challenges closing 18th Street North during arrival and departure while also permitting limited access into the garage.

By removing the parking lane along the south side of the street APS’s proposed bus operations would require parking to be removed from the north side of 18th Street North during morning arrival and afternoon dismissal periods. APS’s diagrams suggest that a minimum of 29-feet of street width is required to double stack APS buses and provide safe passage for students between buses. If vehicles remained in the parking lanes during prohibited periods those parked cars would have a significant impact on APS operations. Since the parking would need to be cleared twice daily, the opportunity for APS’s operations to be impacted could occur regularly. Additionally, to regularly ticket and tow vehicles multiple times a day could require a significant amount of policing resources that may not be regularly available.

Ultimately staff believes it would be unsustainable to allow public parking along the north side of the street during school days if the street is narrowed from 38-feet wide to 30.5-feet wide as proposed by APS through the removal of the southerly parking lane. This is not consistent with the WRAP recommendations for the 18th Street North Streetscape and Transportation Element, which include a parking lane along the south side of the street. Staff finds it critical to APS’s proposed operations that the parking lane on the south side of the street be provided. With the retention of the southern parking lane along the APS frontage, DES would support APS using

and controlling the southern parking lane weekdays during school operations. With APS exclusively using the southern parking lane it is less likely that vehicles remain parked in the lane during arrival and departure periods. This would keep the northern parking lane available to the public at all times.

Figure 17: Alternative 18th Street North Operations

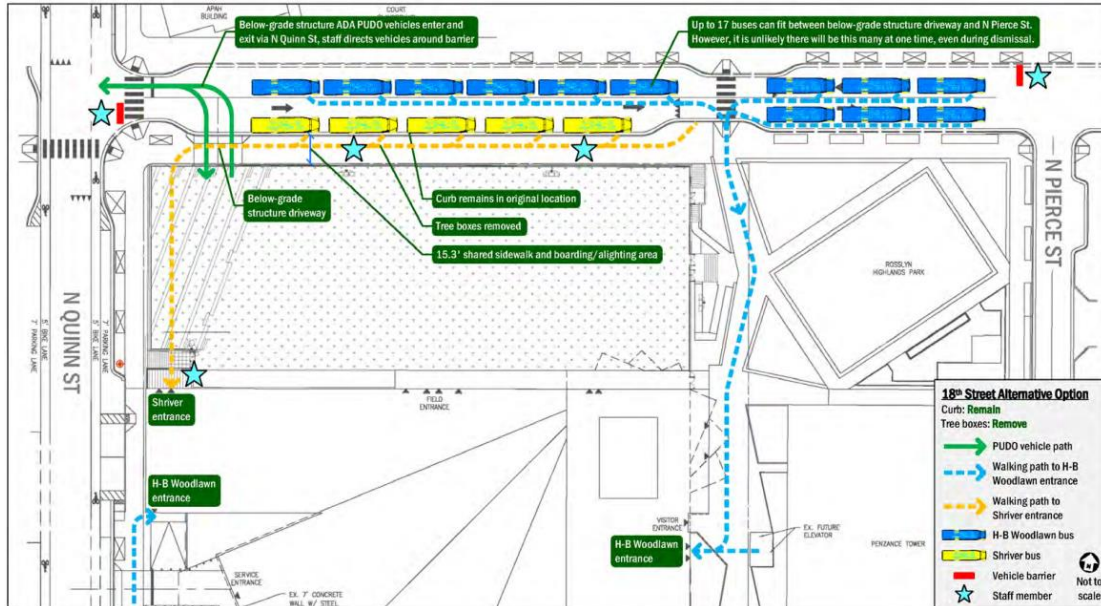
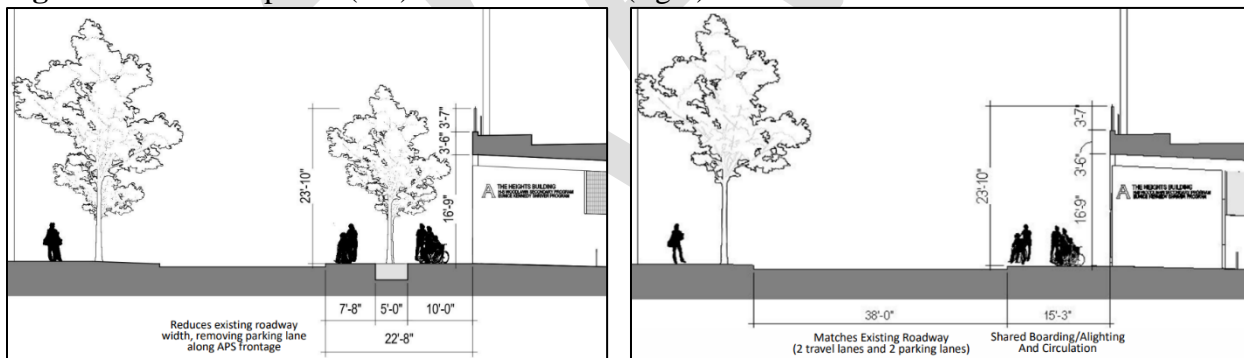


Figure 18: APS Proposed (left) and Alternative (right) 18th Street North Section



18th Street North Streetscape: APS proposes removal of the parking lane along the south side of 18th Street North adjacent to the school property. The area currently exists as a parking lane and would be incorporated into a revised streetscape proposed to be 22 feet 8 inches wide including a 7-foot 8-inch boarding/alighting zone, 5-foot tree zone, and 10-foot clear sidewalk.

As stated above, removing the parking lane is not consistent with the WRAP recommendations and raises operational concerns. If the parking lane along the south side of 18th Street North is to remain, the resulting streetscape width from the curb to the face of the parking structure would be 15 feet 3 inches which could include a 13-foot 3-inch combined boarding/alighting zone and clear sidewalk with a 2-foot-wide planter strip and seating along the parking structure wall. With this alternative streetscape proposed by staff, street trees would not be able to be accommodated

due to the space needed for bus operations including boarding, alighting, queuing, and circulation. This staff proposed alternative streetscape treatment along the APS frontage would support APS operational needs without narrowing 18th Street North.

18th Street North Operations: By locating the proposed garage entrance along 18th Street North, APS’s proposal creates a conflict between bus operations and vehicles entering and exiting the garage making closure of 18th Street North during arrival and departure more complicated. During periods when the street is closed to non-APS traffic, school staff will be responsible for safely directing and managing traffic. Neither Arlington County Police nor Arlington’s Department of Environmental Services currently have surplus staffing resources available to support the closure of the street twice daily by APS.

Staff recommends that APS be required to develop a comprehensive operations and safety plan for the closing of 18th Street North. The plan should not only demonstrate what type of traffic control will be used (signs, barriers, staffing etc.) but also the staffing and training that will be provided by APS to ensure the safety of students, staff, and the general public. Staff recommends that the County Manager review and approve APS’s plan prior to APS being permitted to close the street for exclusive use during arrival and dismissal periods. The operations of the street closure and the associated management and direction of traffic represents a significant safety obligation being assumed by APS with this proposal. APS will need to develop a culture of safety around the operation of 18th Street among their staff. Should APS demonstrate they can’t safely control traffic during arrival and departure periods APS may be required to significantly change their programmatic or operational plans for the school to ensure the safety of students and the general public. APS and staff should continue to work on a use permit condition detailing the requirement for an 18th Street North Safety and Operations Plan.

Field Elevation: APS proposes the field at an elevation of 180 feet, at grade with The Heights Building level 1 and Rosslyn Highlands Park at the southeast corner of the field. In 2017, APS proposed the field at an elevation of 175 feet. Lowering the proposed field elevation back to 175 feet, as proposed by staff, could provide many benefits to the site including an at-grade field access and visibility from the midpoint of the east field entrance to Rosslyn Highlands Park, an opportunity for an accessible entrance to the field from North Quinn Street providing improved access for students and the public, a less imposing wall along 18th Street North, improved conditions for street trees along 18th Street North, better visibility of the architecture of the school, and better natural lighting for Shriver Program classrooms at the ground level.

Figure 19: Field Elevation along 18th Street North

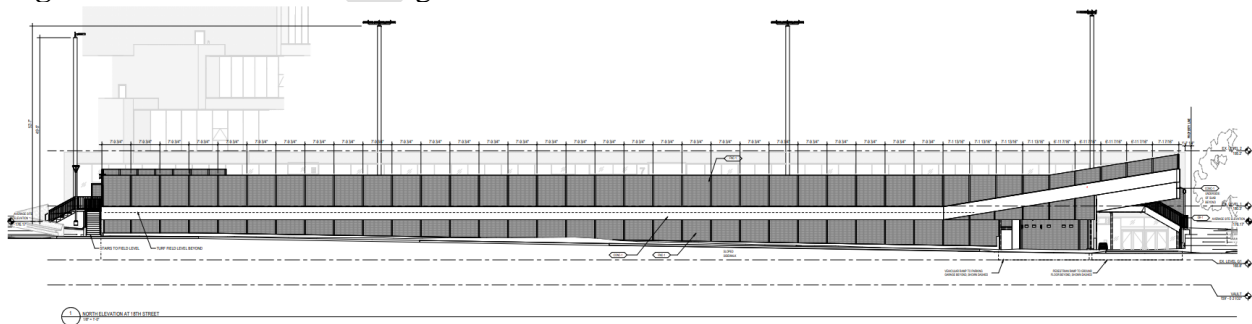
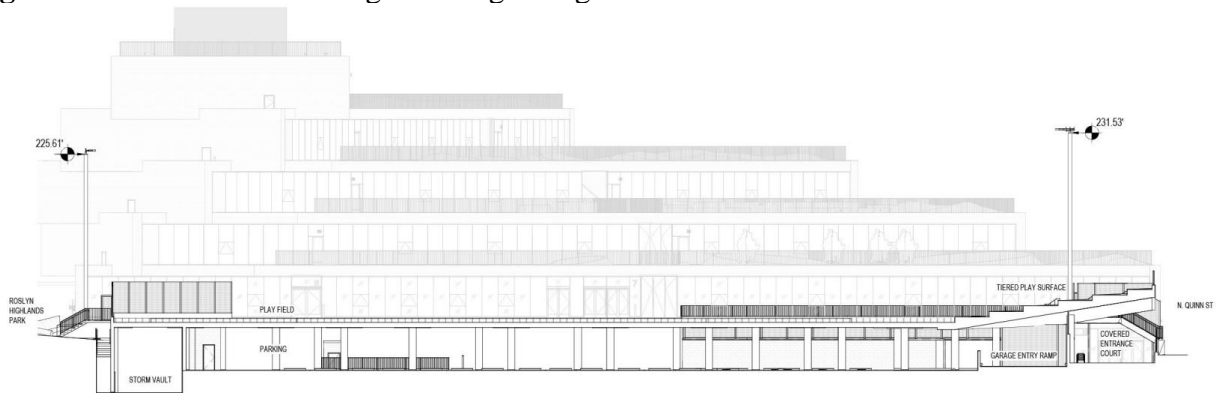
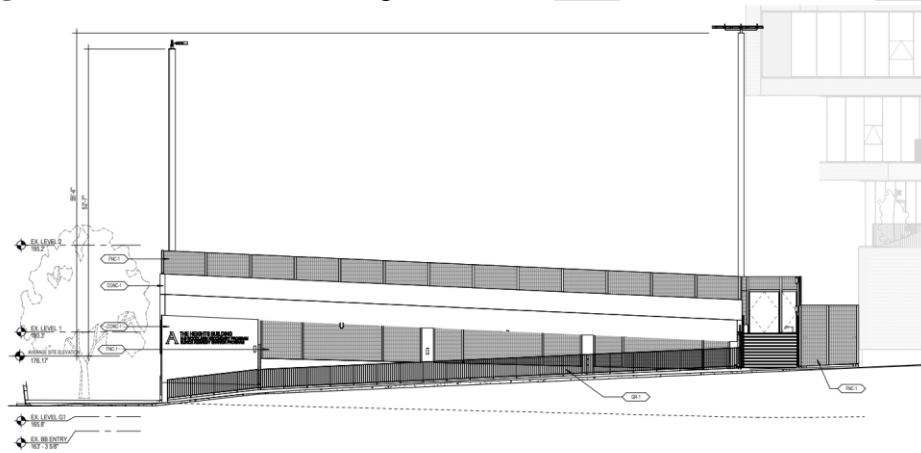


Figure 20: Field Section through Parking Garage



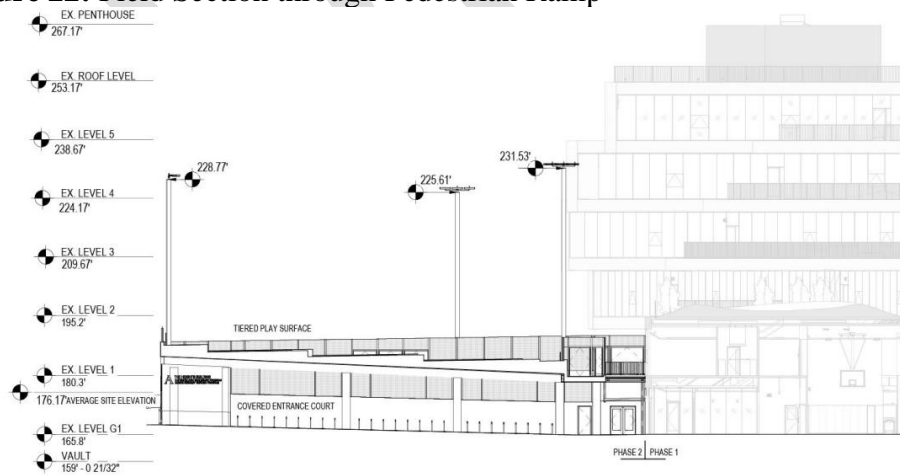
4 USE PERMIT - E-W SITE SECTION THROUGH PARKING GARAGE
A101 G-022 1" = 20'-0"

Figure 21: Field Elevation along North Quinn Street



2 PARTIAL WEST ELEVATION AT NORTH QUINN STREET
1" = 1'-0"

Figure 22: Field Section through Pedestrian Ramp



1 USE PERMIT - NS SECTION @ PEDESTRIAN RAMP
A101 G-022 1" = 20'-0"

Figure 23: Existing Conditions - Field Entrance from Rosslyn Highlands Park



Figure 24: APS Renderings of Proposed Field



PUBLIC ENGAGEMENT:

Level of Engagement:

Communicate and Consult

This level of engagement is appropriate because the community, various County committees and commissions, and the County Board expressed concerns about the proposal in 2017, especially regarding the garage component. The County Board also deferred the proposal for the garage and field during the public hearing in February 2017. To address these concerns and to further engage the community, the applicant collected data on traffic and parking demand up until the relocation of the temporary fire station, revised the project to make improvements, and was reviewed by certain County committees and commissions (discussed further below).

Outreach Methods:

- Public notice was given in accordance with the Code of Virginia §15.2-2204. Notices of the Planning Commission and County Board hearing on the use permit were placed in the April 19, 2022, and April 26, 2022, issues of the Washington Times for the May 2, 2022 Planning Commission and May 14, 2022, County Board meetings respectively.
- Placards were placed in various locations surrounding the subject property within seven (7) days of the public hearing.

In addition to the above legal requirements:

- Civic associations and condominiums were informed of the application via email communication. The subject property is located within the North Rosslyn Civic Association and is adjacent to the Radnor/Ft. Myer Heights Civic Association and Colonial Village III Homeowners Association. The Queens Court Apartments, Atrium Condominiums, and Aubrey Apartments are also adjacent to the school site.

Community Feedback:

North Rosslyn Civic Association (NRCA): Staff contacted the president of NRCA, and no response has been received as of the date of this report.

Radnor/Fort Myer Heights Civic Association (RAFOM): Staff contacted the president of RAFOM, and no response has been received as of the date of this report.

Colonial Village III Homeowners Association (CVIII): Staff contacted the president of CVIII, and no response has been received as of the date of this report.

Rosslyn Business Improvement District (BID): Staff contacted the president of the Rosslyn BID and no response has been received as of the date of this report.

Public Facilities Review Committee (PFRC): On April 14, 2022, representatives from APS provided a presentation and update on The Heights Phase 2 Building use permit amendment to the PFRC. The PFRC Chair used the Guiding Principles for Wilson School (April 8, 2015) to guide the discussion. At this meeting, PFRC members discussed parking, EV charging, streetscape, emergency vehicle access, accessibility for Shriver

students, tilted entrance, and materials for the garage facade and Shriver entrance. The PFRC plans to provide a letter to the County Board detailing its thoughts on the proposed design.

Park and Recreation Commission (PRC): On April 19, 2022, representatives from APS provided a presentation and update on The Heights Phase 2 Building use permit amendment to the PRC. The PRC acknowledged that the project has come a long way since the February 2017 proposal.

Transportation Commission (TC): On April 28, 2022, representatives from APS provided a presentation and update on The Heights Phase 2 Building use permit amendment to the TC.

Planning Commission (PC): The use permit amendment was heard by the Planning Commission at their May 2, 2022 public hearing.

CONCLUSION: The subject use permit amendment to add a below-grade parking structure with a lighted synthetic turf field above is consistent with the “S-3A” zoning designation and “Public” General Land Use Plan (GLUP) designation. The applicant’s proposal would add 61 on-site parking spaces in the below-grade parking garage and address the expressed needs for additional ADA parking spaces, as well as parking for staff, visitors, maintenance and deliveries, secure and covered bike parking, and outdoor equipment storage. The design also provides a covered entrance to the Shriver Program and a lighted synthetic turf field above the garage. However, the proposed design narrows the width of 18th Street North and removes the southern parking lane, relies on the removal of the parking lane for sufficient streetscape width for APS operations and street trees, creates operational concerns with the garage entrance/exit on 18th Street North, and raises the field elevation five (5) feet from the proposal in 2017. Whereas staff recognizes the advantages of providing dedicated parking on-site, as well as a controlled and safe environment for ADA parking spaces and access for students into the school’s Shriver program, staff believes that elements of the garage/field structure could be revised to better meet the goals of the WRAP and MTP, as well as integrate better into its surroundings. Therefore, staff has provided specific conditions (in addition to those already approved for the site) that, should the County Board approve them along with the use permit amendment, could further mitigate the impact of this garage/field structure once constructed and upon becoming operational.

Proposed Conditions (in addition to those initially approved on February 25, 2017):

A. Conditions for U-3468-16-1:

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 or her 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. Where “Final Building Permit” is referenced in these conditions, it shall refer to the building permit which permits any construction of any level of the building above grade. Where “First Certificate of Occupancy” is referenced, it shall refer to the first certificate of occupancy that permits occupancy for any portion of the building, including a “Shell and Core Certificate of Occupancy” or “First Partial Certificate of Occupancy for Tenant Occupancy”. Where “First Certificate of Occupancy for educational use” is referenced, it shall refer to the first certificate of occupancy that permits occupancy for any portion of the building for instruction to children. Where “Final Certificate of Occupancy” is referenced, it shall refer to the first certificate of occupancy that permits occupancy of the last unoccupied space of the building addition or Phase of the project. In addition, where “Arlington Public Schools” is used in these conditions it includes the Arlington County School Board and its staff, employees, and any successors or assigns.

The following permits may be obtained in the course of construction of the addition approved by the use permit:

- Demolition and Land Disturbance Permits
- Excavation, Sheeting, and Shoring Permit
- Footing to Grade Permit
- Final Building Permit (as defined above)

APS agrees that, in the event it requests approval for work covered by more than one permit listed above at the same time, or if APS requests approval for a permit listed above without having requested all permits normally obtained prior to (in order of the list above) the requested permit, the requested permit will not be issued until APS has met all requirements and fulfilled all conditions that are to be met before all permits listed prior to (above) the requested permit. Arlington Public Schools agrees that all conditions to be met prior to issuance of all listed permits shall be met prior to a Final Building Permit being issued, pursuant to the phasing requirements listed in Condition #5 of this Use Permit.

The following Certificates of Occupancy may be obtained for the project:

- First Certificate of Occupancy (as defined above)
- First Certificate of Occupancy for educational use (as defined above)
- Final Certificate of Occupancy (as defined above)
- Master Certificate of Occupancy

In the event APS chooses to get more than one Certificate of Occupancy at one time, then it shall meet all conditions required to be met before either permit is issued, pursuant to the phasing requirements listed in Condition #5 of this Use Permit.

2. Use Permit Compliance and Expiration

A. **Compliance (Life of the Use Permit)** Arlington Public Schools agrees to comply with the standard conditions set forth below and the plans dated ~~December 6, 2016~~ April 25, 2022 and reviewed and approved by the County Board as part of the Use Permit approval (as used in these conditions, the term "Use Permit" shall refer to the approved special exception U-3468-16-1) and made a part of the public record on ~~February 25, 2017~~ May 14, 2022, including all renderings, drawings, and presentation boards presented during public hearings, together with any modifications proposed by Arlington Public Schools and accepted by the County Board or vice versa, except as specified in the conditions below.

13. Community Outreach During Construction

Arlington Public Schools agrees to comply with the requirements of this condition prior to the issuance of any permits for development pursuant to the Use Permit, and to remain in compliance with this condition until the Final Certificate of Occupancy is issued.

A. **Community Liaison (Demolition and Land Disturbance Permits).** Arlington Public Schools agrees to identify a person or persons who will be the liaison to the community throughout the construction of the site. The name and telephone number of the initial liaison and, if different, of the permanent liaison, shall be provided in writing or by email to the residents, property managers and business owners whose properties abut the Project; the North Rosslyn Civic Association, Radnor-Ft. Meyer Heights North Civic Association, the Atrium Condominiums, Colonial Village III, the Aubrey Apartments, the Evo Apartments, the Pierce Condominium, the Queens Court Apartments; and the Zoning Administrator; and shall be posted at the entrance of the Project. Throughout the duration of construction, the individual shall be on the site throughout the hours of construction, including construction on weekends.

B. **Community Meeting (Demolition and Land Disturbance Permits).** Arlington Public Schools agrees to hold a community meeting before the issuance of any permit for work pursuant to this Use Permit, with those whose property abuts the project, and the presidents of the North Rosslyn Civic Association, Radnor-Ft. Meyer Heights North Civic Association, the Atrium Condominiums, Colonial Village III, the Aubrey Apartments, the Evo Apartments, the Pierce Condominium, the Queens Court Apartments; to review the Construction Vehicle Routing Plan, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, Civil Engineering Plan Elements including Storm Water Management, and hours and overall schedule for construction. The Zoning Administrator and the Arlington County Police representative must be notified once the community meeting dates/times are established. Arlington Public Schools agrees to provide documentation to the Zoning Administrator of the date, location and attendance of the meeting.

- C. **Temporary Closures of Any Traffic Lanes (7 days in advance of street closures)**
Arlington Public Schools agrees to notify the North Rosslyn Civic Association, Radnor-Ft. Meyer Heights North Civic Association, the Atrium Condominiums, Colonial Village III, the Aubrey Apartments, the Evo Apartments, the Pierce Condominium, the Queens Court Apartments; and all abutting property owners in writing (or, by mutual agreement, via e-mail) at least seven calendar days in advance of any street closure, except in the case of an emergency, of more than one hour duration on any street. “Emergency” street closures may include, but not be limited to, those relating to rupture or potential rupture of a water or gas main, insecure building façade, or similar unforeseeable public danger. “Emergency” street closures shall not include closures for setting up or dismantling of a crane, exterior building construction, materials deliveries, utilities work, or similar situations.
- D. **Timing of Utility Work.** Arlington Public Schools agrees to advise abutting property owners in writing (or, by mutual agreement, via e-mail) of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property throughout construction of the project.

63. Pick-up and Drop-off Procedures (Life of Use Permit)

- A. Arlington Public Schools agrees to maintain and implement written Arrival and Dismissal Procedures for the school (originally approved as part of the Civil Engineering Plan per Condition #20.B.14) for the life of the use permit, which may be revised by Arlington Public Schools at its discretion. The procedures shall be made available to the County or the public on request.
- B. Arlington Public Schools agrees to identify a person(s) who will serve as a liaison(s) to the community for arrival and dismissal concerns for the site. Arlington Public Schools agrees to provide the contact information for the liaison(s) on the web page for the school and to the North Rosslyn Civic Association, Radnor-Ft. Meyer Heights North Civic Association, the Atrium Condominiums, Colonial Village III, the Aubrey Apartments, the Evo Apartments, the Pierce Condominium, the Queens Court Apartments; prior to the issuance of the First Certificate of Occupancy for educational use. APS agrees to investigate and respond to community concerns in a timely manner.
- C. Arlington Public Schools agrees that it will, within six (6) months of issuance of the First Certificate of Occupancy for educational use, review and study the operations and impacts of the Arrival and Dismissal Procedures. The scope of the review shall be developed in consultation with DES staff in advance of the study.

Data collection and observations for the review shall be performed on a typical school day (Tuesday through Thursday), as well as on a day when inclement weather (cold, rainy or snowy) occurs during the arrival period.

Arlington Public Schools agrees to invite representatives of the North Rosslyn Civic Association, Radnor-Ft. Meyer Heights North Civic Association, the Atrium Condominiums, Colonial Village III, the Aubrey Apartments, the Evo Apartments, the Pierce Condominium, the Queens Court Apartments; to participate in the data collection and observations. Arlington Public Schools shall provide a minimum of five (5) business days of advance notice to the civic associations before data collection and observations are conducted for the typical school day. The data collection and observations conducted on an inclement weather day shall be coordinated with the invited civic associations to the extent possible.

- D. Arlington Public Schools agrees, within eight (8) months of issuance of the First Certificate of Occupancy for educational use to submit a report to the County Manager documenting the collected data and analysis, along with, if appropriate, recommendations to improve the Arrival and Dismissal Procedures. Copies of the report shall be provided to representatives of the North Rosslyn Civic Association, Radnor-Ft. Meyer Heights North Civic Association, the Atrium Condominiums, Colonial Village III, the Aubrey Apartments, the Evo Apartments, the Pierce Condominium, the Queens Court Apartments.
- E. Based on the report and its findings, in conjunction with DES, Arlington Public Schools shall amend their Arrival and Dismissal Procedures as appropriate and implement such revised procedures in a timely manner, as applicable.
- F. The timing in sections C and D of this condition may be modified by the County Manager if she finds that data collection and observations, and/or the subsequent report, would be more effective if performed at a later date.

67. 18th Street North Width and Parking Lane (Life of the Use Permit)

Arlington Public Schools agrees to maintain a street cross section of approximately 38 feet on 18th Street North including the retention of the parking lane on the south side of 18th Street North adjacent to the Arlington Public Schools property (originally approved as part of the Civil Engineering Plan per Condition #20.B.10) for the life of the use permit.

68. 18th Street North Streetscape (Life of the Use Permit)

Arlington Public Schools agrees to provide a minimum 15-foot 3-inch wide streetscape along the south side of 18th Street North adjacent to the Arlington Public Schools property (originally approved as part of the Civil Engineering Plan per Condition #20.B.8) to support Arlington Public Schools operational needs for the life of the use permit. The minimum 15-foot 3-inch-wide streetscape would include a 13-foot combined boarding/alighting zone and clear sidewalk with a 2-foot-wide planter strip and seating along the parking structure wall.

69. 18th Street North Operations (Life of the Use Permit)

Arlington Public Schools agrees to be solely responsible for the safe movement of buses, vehicles, cyclists, and students within the portion of 18th Street North that Arlington Public Schools anticipates closing during arrival and dismissal. Arlington Public Schools agrees to submit to and obtain review and approval from the County Manager of an operations and safety plan for 18th Street North closures, prior to issuance of the Certificate of Occupancy for the on-site parking garage.

70. Field Elevation (Life of the Use Permit)

Arlington Public Schools agrees to construct the field elevation at a maximum of 175 feet to provide better integration into Rosslyn Highlands Park with at-grade field access and visibility from the midpoint of the east field entrance to the Park, an opportunity for an accessible entrance to the field from North Quinn Street providing improved access for students and the public, a less imposing wall along 18th Street North, improved conditions for street trees along 18th Street North, better visibility of the architecture of the school, and better lighting for Shriver Program classrooms at the ground level.

71. Garage Design

Arlington Public Schools agrees to submit to and obtain review and approval from the County Manager of a plan detailing the design elements of the garage including a materials board and elevations for the proposed signage, fencing, façade materials, fixtures, furnishings, lighting, and planting for the site.

PREVIOUS COUNTY BOARD ACTIONS:

August 8, 2016

Approved a License Agreement between the Arlington County School Board and the County Board of Arlington County, Virginia.

February 25, 2017

Approved a use permit for a 180,000 square foot new school (Wilson School) and associated structures, subject to the conditions of the staff report.

Deferred consideration of the proposed 93 space parking garage until removal of the temporary fire station from the site.

March 20, 2021

Approved a use permit amendment to Conditions 20.B.9, 27, and 47 to align the TDM program with the APS systemwide TDM program.

DRAFT