



FAIRFAX COUNTY PLANNING COMMISSION

June 30, 2016

PUBLIC HEARING FOR PLANNING DETERMINATION

Pursuant to
Va. Code Sec. 15.2 - 2232

Public Hearing Date: July 21, 2016 at 8:15 p.m.

| | |
|---------------------------|--|
| Application Number: | 2232-D16-28 |
| Applicant: | Hunton & Williams LLP for the Falls Church City School Board, Falls Church, VA |
| Proposed Use: | Public School Expansion of the Mt. Daniel Elementary School, 2328 North Oak Street, Falls Church, VA |
| Subject Property: | Three parcels: 40-4 ((1)) 22, 40-4 ((15)) A, 40-4 ((19)) (A) 41 |
| Supervisor District | Dranesville |
| Size of Subject Property: | Approximately 7.31 acres on three parcels. |
| Application Received by: | Department of Planning and Zoning –December 05, 2014 |
| Application Amended: | June 28, 2016 (Supplemental information on school size, student population, and operations) |
| Recommendation: | In accordance with Va. Code Sec. 15.2-2232, as amended, staff recommends that the Planning Commission find the proposal by the School Board of the City of Falls Church, Falls Church, VA, to expand the existing Mt. Daniel Elementary School, located at 2328 North Oak Street, substantially in accord with provisions of the adopted Comprehensive Plan. |

PLANNING DETERMINATION

Section 15.2 -2232 of the Code of Virginia



Number: 2232-D16-28

Acreage: Approx. 7.31 acres

District: Dranesville

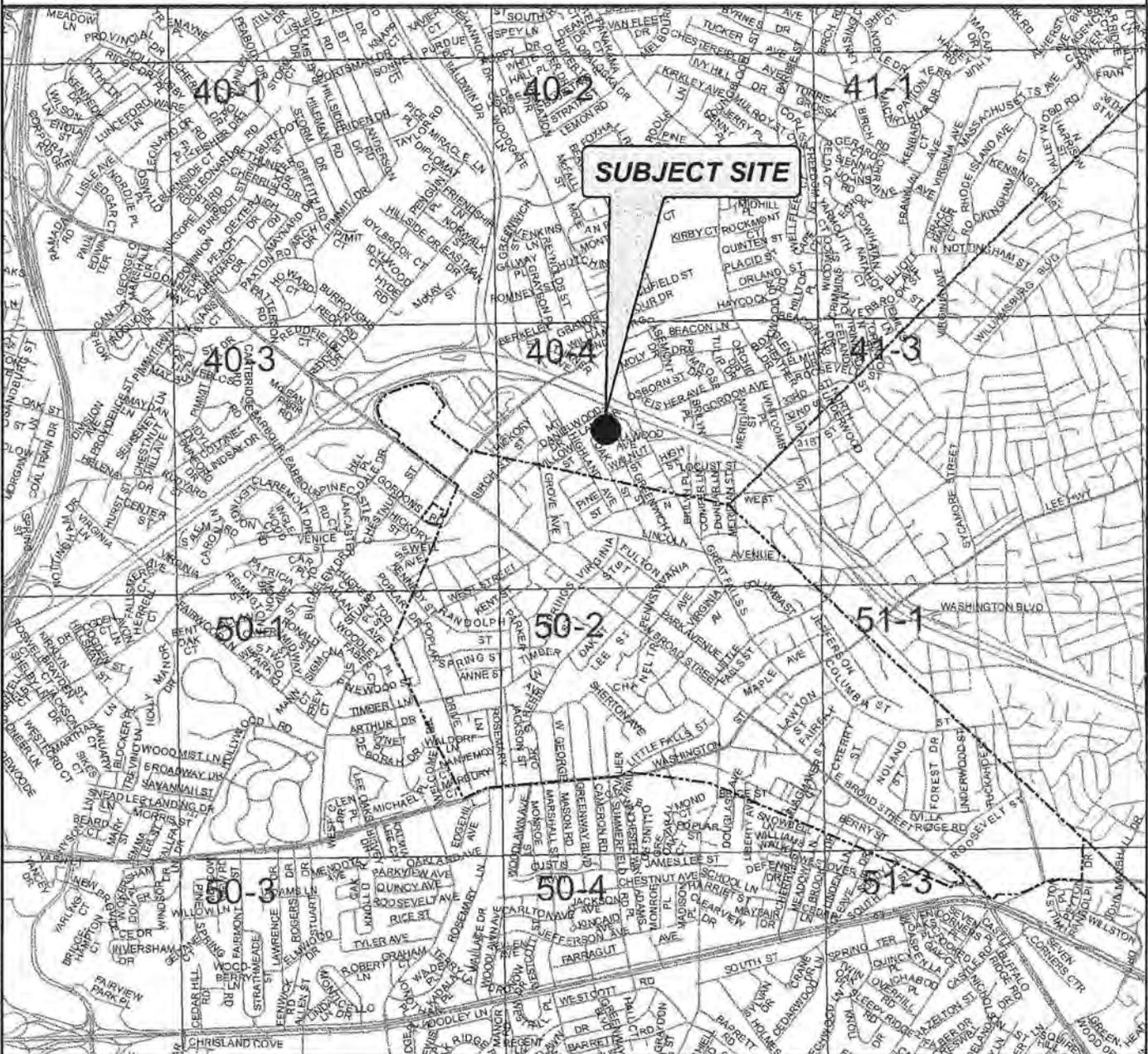
Tax Map ID Number: 40-4 ((1)) 22; 40-4 ((15)) A;
40-4 ((19)) (A) 41

Address: 2328 North Oak Street
Falls Church, VA 22046

Planned Use: Public Facilities,
Governmental and Institutional

Applicant: School Board of the City of Falls Church, VA

Proposed Use: Public School Expansion



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING
USING FAIRFAX COUNTY GIS



APPLICANT: School Board of the City of Falls Church, VA

SUBJECT PROPERTY: Mt. Daniel Elementary School, approximately 7.3 acres.

Tax Map Reference: Parcels 40-4 ((1)) 22, 40-4 ((15)) A, 40-4 ((19)) (A) 41

Location: 2328 North Oak Street (in Fairfax County)

Site Conditions: Developed school site, generally flat with the exception of the southeast corner which is steeply sloped and wooded. The school is surrounded on three sides by a wooded buffer between the school and the contiguous single family detached homes.

Existing Facilities: An existing 44,118 square feet (sf) building, 2 trailers, parking lot, playground areas. The existing school was designed (as a result of the 1990 renovation) for a capacity of 240 students. A 2005 approved application added four new temporary classrooms, a school bus access driveway, parking lot expansion, and current school enrollment is approximately 436 students – 100 students over capacity. Kindergarten and 1st grade and an inclusive special education preschool program are currently located in the school. There are currently two sections of ½ day special education preschool. Vehicular access to the school is via North Oak Street.

SURROUNDING AREA

LOCATION: The subject property is located at 2328 North Oak Street, at the terminus of Oak Street in Fairfax County, just north of the Fairfax County/City of Falls Church boundary.

CHARACTER:

Subject Property: Existing public elementary school

Adjacent Land Uses: Residential use planned for 3-4 du/acre

Nearby Land Uses: Private community pool to the north on Woodland Avenue, West Falls Church Metro station further west along Haycock Road, I-66 to the north

Vegetation: Medium tree cover in residential area

APPLICATIONS

AMENDED APPLICATION:

Attachment A

On June 28, 2016, an amended application was submitted with the following changes:

- 1) Add approximately 35,720 gross square feet of new construction to the existing school for a total of 79,491 sf that will facilitate a build-out enrollment of 660 students in 30 classrooms.
- 2) Limit evening special events to 10 (ten) per school year.
- 3) Implement four traffic management measures.

The applicant notes that the “Use Description” is incorporated in the 2232 Plan and highlights the parameters, above.

ORIGINAL PROPOSAL

Attachment B

Elements of the original application are unchanged and include the following features:

- 1) Expand the paved play area,
- 2) Redesign the bus loop/drop off,
- 3) Construct a “kiss-and-ride” drop off area,

- 4) Expand the existing parking lot,
- 5) Construct improved stormwater runoff facilities, and
- 6) Remove the trailers used for classrooms

PROJECT JUSTIFICATION

Classrooms: The Falls Church City School Board (FCCSB) states that Mt. Daniel is outdated and does not meet current educational specification requirements. Existing non-classroom specialty use areas are used as teaching space to accommodate excess enrollment. Temporary classroom trailers are in use with more required without an expansion of the facility.

Health and Safety: Approximately 85 percent of the building is not sprinklered. Additionally, the school lacks some American with Disabilities Act accommodations.

Pedestrian circulation: FCCSB states that pedestrian circulation between the trailers and the school exposes students and staff to potential health and safety risks.

Parking: FCCSB states that there is currently a shortage of on-site parking resulting in staff, parents and visitors potentially using North Oak Street for overflow parking. FCCSB proposes to add approximately 41 additional parking spaces to the 64 existing on-site parking spaces for a total parking capacity of approximately 105 spaces.

Traffic Circulation: FCCSB states that conflicting and compromised traffic movements pose additional vehicular/pedestrian safety concerns. Internal circulation conflicts occur as a result of limited turning radii. Vehicular conflicts between cars and buses can be alleviated by creating a “kiss and ride” drop off area.

Stormwater management: The applicant states that the stormwater management and water quality control will be provided on the west and east ends of the site to meet or exceed Fairfax County standards.

PROPOSED USE: Public elementary school expansion

Building Improvements:

- School building – The proposed expansion will add approximately 35,720 sf to the existing building for a total of approximately 79,491sf. The addition will have three stories and a maximum height of 41 feet. Exterior materials and finishes will match or complement the look and character of the existing building. New HVAC equipment will be located on the flat roof area of the newly constructed portion of the school.
- Accommodation – The proposed addition will increase the school capacity from 336 to 660 students. FCCSB proposes to continue to house Grades K and 1 and an inclusive special education program at Mt. Daniel, although the applicant notes that the expansion may not be able to accommodate all the grades originally envisioned at the school. FCCSB states that full capacity is expected within approximately 12 years post-construction.

- Location – The proposed addition is planned for the eastern portion of the building.
- Floor Area Ratio (“FAR”) – Current FAR is .014, based upon the As-Built Site Plan, approved October 11, 2011. The proposed FAR is 0.25. Maximum FAR for public uses in an R-4 district is 0.35.

Site Improvements:

- Parking Lot – The existing parking lot will be expanded from 64 spaces to 105 spaces with improved circulation to allow for a “kiss and ride” drop-off area, increased stacking capacity, and separated bus and vehicle conflicts.
- Paved Play Area – A re-configured play area is planned immediately east of the school and north of the parking lot.
- Stormwater management - The site will be improved and enhanced by adding stormwater retention and Best Management Practice (SWM/BP) water quality facilities as required by Fairfax County Code. FCCSB states that all proposed SWM/BMP facilities are to be privately maintained by the land owner. There will be no encroachment into the existing conservation easement.
- Landscaping and trees – Little to no tree canopy is expected to be lost as a result of the expansion of the school. Transitional screening is indicated on site plans as a 25-foot buffer, where required.
- Site lighting – The applicant states that all site lighting will meet current County standards; security lighting will be provided for the building expansion and for the proposed parking.
- Temporary Classrooms – All existing trailers will be removed as a result of the proposed expansion.

OFF-SITE CONSIDERATIONS

Anticipated Impacts

Traffic - The applicant states that improvements to the bus loop/drop-off area and the expansion of the parking lot will help reduce transportation impacts in the surrounding community. The improvements will reduce conflicting traffic movements and help reduce congestion or stacking on North Oak Street.

A larger turning radii will improve the movement of buses and other large vehicles through the site. The additional planned on-site parking spaces are expected to meet both current and future uses.

Light Impact – The applicant states that any outdoor lighting will comply with the Outdoor Lighting Standards of the County Zoning Ordinance to prevent lighting spill-over onto adjacent properties. Security lighting will be provided around the exterior of the building and in the parking lots.

Noise Impacts – The applicant states that noise impacts on adjoining properties will be minimal due to both the distance of the proposed addition from the southern property line and the proposed landscaping and screening. The proposed addition will be no closer than 55 feet to the northwest property line, no closer than 160 feet to the northeastern property

line, and no closer than 80 feet to the southwestern property line at North Oak Street. All proposed setbacks exceed the minimum yard requirements for the R-4 zone. Parking lot improvements will be no closer than 65 feet to the eastern property line, no closer than 75 feet to the southeastern property line, and no closer than 16 feet to the southwestern property line.

The HVAC units will be located on the flat portions of the roof and away from the exterior edge of the building's roof. Noise levels will comply with Article 14, Part 7 of the Fairfax County Zoning Ordinance.

Visual Impact -The applicant indicates that minimal visual impacts are expected as a result of the expansion. The addition and all other improvements to the remaining portion of the building will be constructed with materials and design features similar to the original structure.

The proposed design includes setbacks that meet County Code requirements with respect to the disturbed areas, including the building addition, driveway, and expanded parking lot. All screening requirements will be met with the exception of the southwestern property line, for which a waiver has been submitted.

Water Quality – The applicant states that existing on-site SWM/BMP facilities were designed with applicable water quality standards at the time of construction. All new SWM/BMP facilities must comply with Fairfax County's new water quality standards that meet or exceed the Commonwealth of Virginia's adopted EPA regulations.

Environmental Impacts – The applicant states that the proposed building expansion will generally follow the limits of the existing building footprint and that the parking lot expansion will occur in an area devoid of natural vegetation which will minimize the loss of existing tree canopy. Increases to the site's impervious cover will be mitigated by adherence to the County's water quality standards.

Alternative Sites

FCCSB indicates that it does not own other sites in the area that can be used for future schools and that finding an alternative school or classrooms is not a viable option. The applicant states that the proposed addition and other planned improvements represent the least disruptive and most economically feasible option for school expansion.

FCCSB states that the proposed multi-story addition and other improvements were designed to limit site disturbance and preserve the environmental quality and unique character of the school and surrounding community.

The 2005 2232 review of the Mt. Daniel expansion (2232-D04-13) anticipated the potential for future expansion:

“FC states that in the future, should a renovation or expansion of Mt. Daniel be necessary, greater opportunity to provide a more efficient expansion exists at the east end of the facility.”

COMPREHENSIVE PLAN PROVISIONS

COMPREHENSIVE PLAN MAP: Public Facilities

Planning Area and District: Area II, McLean Planning District

Planning Sector: West Falls Church Transit Station Area, Land Unit D

Land Use Recommendations:

- **Subject Property:** Mt. Daniel is identified as an existing school
- **North:** Residential at 3-4 du/ac
- **South:** Residential at 3-4 du/ac
- **East:** Residential at 3-4 du/ac
- **West:** Residential at 3-4 du/ac

COMPREHENSIVE PLAN CITATIONS

POLICY PLAN

Fairfax County Comprehensive Plan, Policy Plan, 2013 Edition; Public Facilities, as amended through March 4, 2014; Countywide Objectives and Policies, pages 2-4:

- “Objective 1: Locate new facilities to provide convenient service to the greatest number of people or service consumers and users.**
- Policy a. Site facilities appropriately to the area they are intended to serve.
- Policy b. Reduce service area overlap between like facilities, unless overlap is necessary to correct service deficiencies.
- Policy c. Site facilities in accordance with locational standards that maintain accepted levels of service while reducing duplication or underutilization.
- Policy d. Ensure that minimum populations or service thresholds are projected to be met before facility construction is undertaken.
- Objective 2: Construct and maintain facilities in accord with expected levels of Service objectives and fiscal limitations.**
- Policy a. (not applicable)
- Policy b. Follow adopted public facility standards to identify facility requirements associated with level of need, appropriate quantity and size, and relationship to population.

Policy c. Ensure adequate maintenance of existing facilities.

Objective 3: Balance the provision of public facilities with growth and development.

Policy a. Construct new facilities in size and quantity which is consistent with projected population needs.

Policy b. Ensure that adequate facility space and services are available, programmed in the CIP, or provided by new development, before increasing planned intensities through revision of the Comprehensive Plan.

Policy e. Designate and reserve future public facility sites that will be required by future growth and development.

Objective 4: Mitigate the impact of public facilities on adjacent planned and existing land uses.

Policy a. Locate public facilities in areas of compatible land use, if service efficiency and cost effectiveness can be achieved. Siting facilities in areas of different land uses is acceptable and at times required, to provide centrally located public facilities which are critical to the public interest as long as the integrity of the Comprehensive Plan is not impinged.

Policy c. Design facilities to promote and enhance the community identity of existing character.

Policy d. Ensure that public facilities are properly screened and buffered in order to mitigate visual impact on adjacent planned development of a different use or nature.

Policy e. Ensure that site size and development conforms to all requirements of the Fairfax County Zoning Ordinance and exceeds site acreage requirements, as possible, to achieve maximum compatibility with surrounding land uses.

Objective 5: Acquire sites which are appropriate for the facility's specific purpose. Apply acceptable criteria when evaluating public facility sites.

Policy a. Consider accessibility in siting facilities. In general, public facilities should have access to primary arterial roadways. Exceptions to this locational principle include facilities with a

community pedestrian orientation, such as a neighborhood park or an elementary school.

- Policy b. Locate facilities on sites which have adequate acreage for short-term needs, but can also accommodate expansion.
- Policy c. Avoid areas of environmental sensitivity except where site acquisition is in support of open space.
- Policy d. Evaluate engineering considerations such as slopes and soils and other factors pertinent to knowing the extent of the site's development cost.
- Policy e. Locate, as possible, facilities on sites with public water and sewer.
- Policy f. Locate facilities on sites preferably having mature vegetation, capable of providing a natural buffer and enhancing building design.
- Policy g. Use the 456 Process [sic] to determine the siting suitability and appropriateness of facilities in relation with the Comprehensive Plan."

Fairfax County Comprehensive Plan, Policy Plan, 2013 Edition; Public Facilities, as amended through March 4, 2014; Public Schools, pages 5-10:

“Objective 6: Acquire sites for future building through negotiation, dedication, or condemnation, which best provide efficiently located schools.

- Policy a. Place schools on parcels meeting the optimum number of general locational criteria. Sites should be evaluated by the following factors:
- Safe and convenient accessibility to pedestrian and road networks.
 - Acreage to accommodate expansion, when the school is originally sized below the maximum efficiency standard for that type of school.
 - Compatibility with adjoining planned and existing development and with the Comprehensive Plan.
 - Aesthetically pleasing physical qualities with appropriate engineering features (e.g. soils, topography).
 - Proximity to other public facilities, such as Police and Fire and Rescue services.
 - Proximity of schools to commercial areas should be avoided, if possible.

Policy b. Locate school sites, when situated in areas conducive to pedestrian traffic, to take advantage of maximum walking distances of one mile for elementary schools and one and a half miles for intermediate and high schools.

Objective 8: Locate schools on sites which meet or exceed minimum State size standards.

Policy a. Ensure that minimum site size conforms to the Fairfax County Zoning Ordinance F.A.R. requirements. This may require acquisition of acreage in addition to the State minimum requirements.

Objective 9: Design schools for maximum site utilization while providing optimum service to, and compatibility with, the local community.

Policy a. Design schools to maximize a site's utility, while providing for safety and aesthetics. Provide for possible future expansion and allow for efficient flow of traffic. Provide adequate stacking space and circulation for school buses, and offstreet parking, as required. The impact of school traffic on local road networks should, to the extent possible, be minimized.

Policy b. Design and construct schools with appreciation for, and attention to, environmentally sensitive lands.

Policy c. Locate elementary, intermediate and high schools in relation to residential areas, the road network and traffic to optimize the resulting safety and convenience for students, residents, and commuters. When possible, elementary schools should be located in, or on the periphery of, residential areas to ensure proximity and convenience for students and the local community.

Policy d. Provide for compatibility between schools and adjacent properties with appropriate screening and fencing, in accordance with the Fairfax County Zoning Ordinance. When designing and constructing schools, preserve as much mature natural vegetation as possible.

Objective 10: Encourage full utilization of existing school facilities, whenever possible and reasonable, to support educational and community objectives.

Policy a. Build additions, when appropriate, to minimize the need for new

facilities. Analyze carefully the costs and benefits associated with construction of an addition as compared to a new facility.

- Policy b. Consider the expansion of existing school facilities identified on the Comprehensive Plan map, a feature shown of the Comprehensive Plan provided the proposed expansion has received prior approval by a public bond referendum, is included in the County's currently adopted Capital Improvement Program, and does not significantly impact the character of the existing facility and its compatibility with the surrounding area."

AREA II PLAN

Fairfax County Comprehensive Plan, Area II, 2013 Edition; McLean Planning District, as amended through March 24, 2015; Major Objectives, page 3:

- "Provide improved vehicular and pedestrian access to the West Falls Church-VT/UVA Metro Station while at the same time preserving the stability of nearby neighborhoods;"

Fairfax County Comprehensive Plan, Area II, 2013 Edition; McLean Planning District, as amended through March 24, 2015; Public Facilities, Figure 6 – McLean Planning District Existing Public Facilities, page 16:

- "Mt. Daniel Elementary School (City of Falls Church) is listed as an existing school in the M2 district."

Fairfax County Comprehensive Plan, Area II, 2013 Edition; McLean Planning District, as amended through March 24, 2015; West Falls Church Transit Station Area, Recommendations Outside of the Transit Development Area, Balance of the Transit Station Area, (Portions of Land Unit B and Land Units C and D) page 86: (Subject property is located in Land Unit D)

"Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should generally not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties."

Fairfax County Comprehensive Plan, Area II, 2013 Edition; McLean Planning District, as amended through March 24, 2015; West Falls Church Transit Station Area, Transportation, page 86-87: (Subject property is located in Land Unit D)

“The recommended Transportation Plan includes recommendations for road improvements, public transit improvements and Transportation Systems Management Strategies. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

...Non-motorized connections.”

STAFF ANALYSIS AND RECOMMENDATION

ZONING ANALYSIS:

Attachment C

Zoning Administration staff in the Department of Planning and Zoning reviewed the original application based on an expansion of 37,400 square feet and concluded that the proposed expansion at Mt. Daniel will not affect the building’s continued compliance with regard to FAR and building height (60 feet maximum in an R-4 district for non-residential structures) requirements.

The property is not subject to any proffered conditions or development conditions, and public uses are a permitted use in the R-4 District.

The amended proposal includes a three-story addition of 35,720 square feet to replace a portion of the original school building, resulting in a gross floor area of approximately 79,491 square feet, with a proposed FAR of 0.25 based on an area of 7.31 acres. In addition, elimination of classroom trailers on the site, expansion of a paved play area, internal vehicular circulation, addition of parking, and modifications to stormwater management/BMP facilities are proposed.

The R-4 District bulk regulations for public uses include a maximum FAR of 0.35, and the minimum yard requirements for non-residential structures are controlled by a 35 degree angle of bulk plane but not less than 25 feet for the front yard, controlled by a 30 degree angle of bulk plane but not less than 10 feet for side yards, and controlled by a 30 degree angle of bulk plane but not less than 25 feet for the rear yard. The maximum building height for non-residential structures is 60 feet. The R-4 District bulk regulations appear to be satisfied with this request. All applicable Zoning Ordinance requirements must continue to be satisfied at the time of site plan approval for this request.

ENVIRONMENTAL ANALYSIS:

Attachment D

Staff in the Office of Site Development and Inspections in the Department of Land Development Services and noted the following:

1. Chesapeake Bay Preservation Ordinance (CBPO)

There are no Resource Protection Areas on the site.

2. Floodplain

There are no regulated floodplains on the site.

3. Stormwater Detention, Channel Protection and Flood Protection

No disturbance of the conservation easement is proposed. Compliance with Chapter 124 of the Public Facilities Manual is required. Channel protection and flood protection shall be achieved in accordance with Chapter 124-4-4.

4. Water Quality Control

Water quality control shall be required per Chapter 124-4-4.

5. Downstream Drainage System

There are no downstream drainage complaints on file. Adequacy of the system will be provided per PFM 6-0203.1.

TRANSPORTATION ANALYSIS:

Attachment E

The Fairfax County Department of Transportation (FCDOT) reviewed the Wells & Associates Traffic Impact Assessment dated October 23, 2015, for the proposed Mt. Daniel Elementary School expansion. Assumptions were based on the application dated December 5, 2014, submission (later withdrawn) which included expansion of the school's enrollment to 792 students and 84 staff members, the use of nine buses at full build out, and an increase in the total number of parking spots to 110. With 84 staff members projected at full build out, this leaves 36 parking spots for visitors and parents of students.

Existing Conditions

Staff from FCDOT observed the existing conditions for the morning peak at the school, including peak teacher arrival time, the drop off period for both buses and students who are driven to school by their parents, and operations on North Oak Street. The current parking lot layout allows parents to queue in the lot while waiting to drop off children. There is a staff member controlling traffic as well as one available to help children out of the vehicles. During the drop off period, no more than six cars were observed in the queue waiting to drop off students, with a maximum of 40 parents dropping of their children.

Bus drop off operations were also observed, including the arrival of five buses carrying kindergarten and first grade students. Buses are able to wait in their dedicated pull out, and leave in stages so as not to block traffic on North Oak Street.

To assess future ingress/egress by North Oak Street residents during the morning peak, FCDOT requested traffic counts for the North Oaks Street and North West Street intersection. Counts were conducted for the entire day of Wednesday, March 3, 2015, from 7:00 a.m. to 6:00 p.m. The current volumes at this intersection indicate that there is adequate spacing allowing vehicles access to and egress from North Oak Street.

Findings

Parking and internal circulation: The additional planned parking lot will increase the queuing capacity for drop off vehicles, which is already adequate. It is not anticipated that there will be any negative impacts on the neighborhood from the drop off queue. In the application, improvements to the bus loop are included to allow for staged departure of the buses, when nine are planned to serve the school.

Parking for special events, such as back to school night, after school functions and any other activities that have parking needs which exceed the capacity of the school's parking lot should ensure that parking for the function does not impact residents ability to park on North Oak Street. The school already has a satellite parking lot that is implemented for large after school activities, where attendees are shuttled to the school site.

North Oaks Street and North West Street intersection: In 2045, considering regional growth rates, and the anticipated increase in trips generated by the school, the intersection will still continue to allow for vehicles to find gaps to turn both left and right on to North West Street from North Oak Street. In 2045, with the additional trips added by the school, the intersection will still operate with an adequate level of service.

FCDOT also notes that while a primary access point for residents who live on North Oak Street in Fairfax County, the intersection of North Oak Street and North West Street is in the City of Falls Church. Any monitoring of the level of service and accessibility of this intersection is the City's responsibility. Additionally, the intersection of North Oak Street and North West Street is not the only egress point for residents on North Oak. Residents of North Oak Street can use Walnut Street to connect to both Greenwich Street and Great Falls Street.

North Oak Street: Due to its width and the ability of vehicles to park on both sides of the street, vehicles are required to yield when passing in opposite directions. On the day of observations, this situation functioned well, but with the increase of students and teachers at Mount Daniel Elementary the need to yield to vehicles traveling in the opposite direction will increase.

Other: The expansion of the school is not expected to affect any planned or existing transit services for the Fairfax Connector or Metrobus; it would not preclude any planned facilities in the Trails Master Plan or Bike Master Plan. There are no recommendations on the County Transportation Plan in this area.

Recommendations made by FCDOT in their analysis cannot be imposed as development conditions as part of this 2232 review. Past and ongoing actions by FCCSB to encourage bus ridership and coordinate off-site parking for school events, if continued, would be expected to help minimize peak hour or event-related impacts to residents on North Oak Street.

Planning staff notes that the reduced student population of 660 under the amended application will further reduce traffic impacts. In particular, the estimated 10-second delay time, based on a school population of approximately 742 students, can be expected to be no greater than 10 seconds, and may be less.

The amended 2232 Plan also shows four proposed traffic management measures requiring (i) bus and vehicle queues accommodated on-site; (ii) class times beginning no earlier than 8:50 a.m. and ending no later than 4:00 p.m.; (iii) an Applicant letter sent at the beginning of the school year to all parents of children enrolled at the school to encourage bus ridership and to advise them not to park on N. Oak Street and to only park on school property for school related trips; and (iv) a shuttle service to and from an off-site parking lot for parents to attend up to ten (10) evening special events per year at the school. These four measures are depicted on the 2232 Plans.

URBAN FORESTRY ANALYSIS

Attachment F

Urban Forestry staff in the Department of Public Works and Environmental Services reviewed the application and noted that the Applicant has submitted a waiver of transitional screening and that all forest/landscaping issues are resolved.

TRAILS ANALYSIS

There are no County trails are required at this location.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

Section 15.2-2232 of the *Code of Virginia*, as amended, requires that the Planning Commission determine whether the general location or approximate location, character, and extent of the proposed facility are substantially in accord with the adopted Comprehensive Plan.

Location, Character and Extent

Staff has determined that the general or approximate location, character and extent of the proposed improvements to Mt. Daniel Elementary School are substantially in accord with the adopted Comprehensive Plan.

Staff believes that the application is in conformance with Plan guidelines that, first established the school in accordance with locational standards that maintain accepted levels of service while reducing duplication or underutilization. Mt. Daniel Elementary School serves pre-kindergarten, kindergarten, first grade, and special needs students – and will add second grade students to its operations. In addition, by maintaining the current location, Staff believes that the application is in conformance with Plan guidelines for facilities to provide convenient service to the greatest number of people or service consumers and users as well as with Plan guidelines to site facilities appropriately to the area they are intended to serve. The Policy Plan encourages the full utilization of existing sites by building additions, when appropriate, to minimize the need for new facilities.

The applicant has stated that Mt. Daniel Elementary School is over-capacity, and based on these considerations, Staff believes that the application is in conformance with Plan guidelines for ensuring that minimum populations or service thresholds are projected to be met before facility construction is undertaken.

The applicant proposes improvements (building renovation and expansion, improved circulation and parking, and play areas) on the central and eastern portions of the school site. Staff has determined that the proposal is in conformance with guidelines to ensure that site acreage accommodates the proposed expansion as well as with Plan guidelines for locating facilities on sites with adequate acreage.

By expanding the central/eastern portion of the site, Staff finds that the proposed application is in conformance with Plan guidelines to design schools to maximize a site's utility, while providing for safety and aesthetics, as well as with Plan guidelines to build additions, when appropriate, to minimize the need for new facilities.

The application meets Plan guidelines for providing safe and convenient accessibility to pedestrian and road networks by separating bus and automobile traffic at the entrance to the school on Oak Street, providing a “kiss and ride” area for drop-offs, and by continuing to provide pedestrian access in the form of a trail from Oak Street and Woodland Avenue to Highland Avenue. In addition, the proposed separation of bus and

automobile traffic conforms to Plan guidelines to allow for the efficient flow of traffic and to provide adequate stacking space and circulation for school buses. The proposed addition of parking spaces conforms to Plan guidelines to provide off-street parking.

Staff analysis indicates that there is sufficient capacity in the existing circulation system consisting of local streets to accommodate future school growth. The 19 Fairfax County homes on North Oak Street, north of Walnut Street, will see increased traffic as the school expands, but these increases are not expected to adversely impact residential ingress and egress. The FCCSB's history of emphasizing the busing of students and providing off-site parking for school events appears to, in part, help alleviate potential traffic impacts. The applicant is aware of potential parking and traffic movement conflicts on North Oak Street and is proposing the implementation of traffic measures to reduce these impacts. Staff concludes that these proposed measures, if enforced, can help mitigate potential impacts and result in acceptable traffic movements to, from, and around the school.

Finally, Staff has determined that the proposed improvements at Mt. Daniel Elementary School conform to guidelines for evaluating engineering considerations due to the location of the proposed addition and driveway, and with guidelines to ensure that that school meets transitional screening requirements and stormwater management requirements.

CONCLUSIONS AND RECOMMENDATIONS

Staff concludes that the proposal by the School Board of the City of Falls Church, VA and the City of Falls Church, VA, as amended, to expand the existing Mt. Daniel Elementary School, located at 2328 North Oak Street, satisfies the criteria of location, character and extent as specified in Section 15.2-2232 of the *Code of Virginia*. Therefore staff recommends that the Planning Commission find the subject application 2232-D16-28 substantially in accord with provisions of the adopted Comprehensive Plan.

ATTACHMENT A



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FILE NO.: 49243.5

June 28, 2016

BY HAND

Chris B. Caperton, Chief
Facilities Planning Branch
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

Falls Church City School Board
Mount Daniel Elementary School 2232-D16-28

Dear Chris:

Over the past year, the Falls Church City School Board ("FCCSB") and its representatives have continued to meet with neighboring County residents to hear their concerns about the proposed addition to Mount Daniel Elementary School. Last September, the City retained Wells+Associates ("Wells") to analyze existing and projected traffic associated with the school and the surrounding transit station area. The Wells Traffic Impact Assessment Memorandum (the "Wells Memo") dated October 23, 2015 concluded that the proposed school addition for up to 792 students would not have a major impact or create significant capacity constraints on the surrounding road network. The Wells Memo was included for consideration this Spring with FCCSB's new 15.2-2232 application 2232-D16-28 (the "2232 Application"). In May, FCCSB attended the McLean Citizens Association Planning & Zoning Committee meeting and had what we considered to be a constructive dialogue with helpful input and continuing concerns raised by the members of the Committee.

As a result of the ongoing dialogue with the community, FCCSB is willing to reduce the extent of the proposed addition further. FCCSB will eliminate a total of six (6) classrooms from its original 2015 proposal and reduce the maximum permitted enrollment to 660 students.

BC Consultants is submitting under separate cover a revised 2232 Plan dated April 18, 2016, as revised June 27, 2016, which reflects these further reductions and provides additional details to address questions raised about enforceability. Indeed, the detail and commitments provided on FCCSB's 2232 Plan are significantly greater than the information typically

Mr. Chris B. Caperton
June 28, 2016
Page 2

provided for 15.2-2232 applications. This 2232 Plan depicts the proposed building addition footprint shaded over the existing building footprint and commits to a proposed average building height of 31.4 feet and maximum building height of 41 feet. A maximum of 60 feet is permitted for public uses in the R-4 District. The proposed 0.25 floor area ratio ("FAR") for expanding the existing two-story wing to three stories likewise is well below the 0.35 permitted in the R-4 District. The 2232 Plan as revised June 27, 2016 includes the following changes:

1. Amends the application to request a maximum student enrollment of 660.

After listening to the recent community input, FCCSB has decided to reduce the number of classrooms from 36, as originally proposed in the 2015 application, to no more than 30 classrooms for a maximum 660 student enrollment. (In early elementary grades, the City limits classroom sizes to 22 children per classroom). With this reduced capacity, FCCSB may have to relocate an entire grade level to another site in the future, but it is prepared to accept that result. This is a major concession to the County and likely will require the City to expend significant, unanticipated funds. After 64 years at this location, retaining the Mount Daniel site as an elementary school is important to the City. The proposed 660 capacity is significantly less than recommended in the Wells Memo, which found no discernable transportation impacts. FCCSB is seeking a reasonable solution that enables them to fulfill their mandate to educate City school children while recognizing the physical constraint of N. Oak Street, which is the source of the traffic concern in this application. All existing trailers will be removed upon completion of the addition. The 660 student enrollment is projected to accommodate future growth for an estimated 12 years after the completion of construction.

2. Incorporates the "Use Description" onto the 2232 Plan.

The parameters identified on the 2232 Plan provide the legal basis for approval of this public school use by the County and establish its "character" and "extent" under applicable Virginia law. Accordingly, the 2232 Plan, as revised June 27, 2016, identifies the maximum enrollment, gross floor area, FAR, height, parking spaces, maximum evening events and four traffic management requirements upon which the 2232 approval would be granted. The site plan, building permit and Non-RUP would be reviewed against these parameters and would only be approved if all of them were met. These parameters would be enforced by the County after occupancy by all available means, including Va. Code Ann. § 15.2-2208 as described below.

Mr. Chris B. Caperton
June 28, 2016
Page 3

3. Adds new Note 7 confirming future enforcement remedies available to the County, including Va. Code Ann. 15.2-2208.

Enforcement has been an ongoing question. The County has available remedies. As it has done with monopolies and other public uses, the County establishes the legal limits on such uses through the description of the use the Planning Commission approves with the 15.2-2232 application. A material departure from the approved description would be a violation of the 15.2-2232 approval, unless an amended 15.2-2232 were reviewed and approved by the Commission. Va. Code Ann. 15.2-2208 provides for statutory enforcement "by injunction or other appropriate proceeding" of "[a]ny violation or attempted violation of this chapter." This "chapter" includes 15.2-2232. A violation of a 15.2-2232 approval could be addressed pursuant to 15.2-2208.

With these available enforcement remedies, a recorded covenant as previously suggested by FCCSB is not necessary and unnecessarily complicates this application. However, it remains an option to the extent the County feels the existing statutory framework does not provide for enforcement.

4. Adds descriptions of the management of school traffic on N. Oak Street in accordance with the recommendations in the Wells Memo.

On the revised 2232 Plan, four traffic management measures are provided, requiring that: (i) bus and vehicle queues shall be accommodated on-site; (ii) classes shall not begin earlier than 8:50 a.m. and not end later than 4:00 p.m.; (iii) prior to each school year, the Applicant shall send a letter to all parents of children enrolled at the school to encourage bus ridership and to advise them not to park on N. Oak Street and to only park on school property for school related trips; and (iv) the Applicant shall provide shuttle service to and from an off-site parking lot for parents to attend up to ten (10) evening special events per year at the school. These four measures and all other parameters depicted on the 2232 Plan are integral to the description of this public use before the Planning Commission, and they will establish binding limitations on this public school use.

5. Confirms no encroachments into the existing conservation easement.

The new 2232 Plan filed in April 2016 was revised to show no encroachment into long-standing conservation areas for the proposed improvements. We understand Fairfax Water may require the granting of an easement over an existing waterline that had been part of the Falls Church water system. The easement would require vacating approximately 200 square feet of the conservation easement but only for the existing line, not for any of the proposed improvements. Also, dead and dying trees must be removed

Mr. Chris B. Caperton
June 28, 2016
Page 4

for safety reasons in accordance with Urban Forester requirements, again not for any of the proposed improvements.

6. **Adds limitation on the number of special events and commitment to shuttle service.** Evening activities are necessary at public elementary schools. FCCSB has committed on the 2232 Plan to limit the number of such events to no more than ten (10) per school year and to provide parent shuttle service to all such events. It is our understanding that FCCSB's practice of providing shuttle service has been well-received by the neighbors.

This 2232 Application conforms with the recommendations of the Comprehensive Plan with respect to location, character and extent. FCCSB has been a good neighbor for over 60 years and seeks a reasonable solution based on FCCSB's need to make an enormous investment in this facility for the future students of Falls Church, balanced against the interests of the residents on the upper end of N. Oak Street. Indeed there are many benefits to living near this particular public elementary school, that houses only early childhood classes, and has no significant after-school or athletic programs typical of a school housing older students. Additional benefits include the large proportion of time the school is not used, the extent of tree cover, the availability of free public park facilities, the large parking lot for use by neighbors throughout the year and by the High Point community pool during summer months, the pedestrian connection across the site to the Metro Station, the limited number of buses using N. Oak Street outside of peak school hours, and the high percentage of students who ride the bus.

Thank you for your consideration of this matter. Please call me or Elaine Cox at 703-714-7450 if you have questions or require additional information.

With best regards,

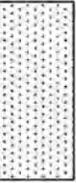


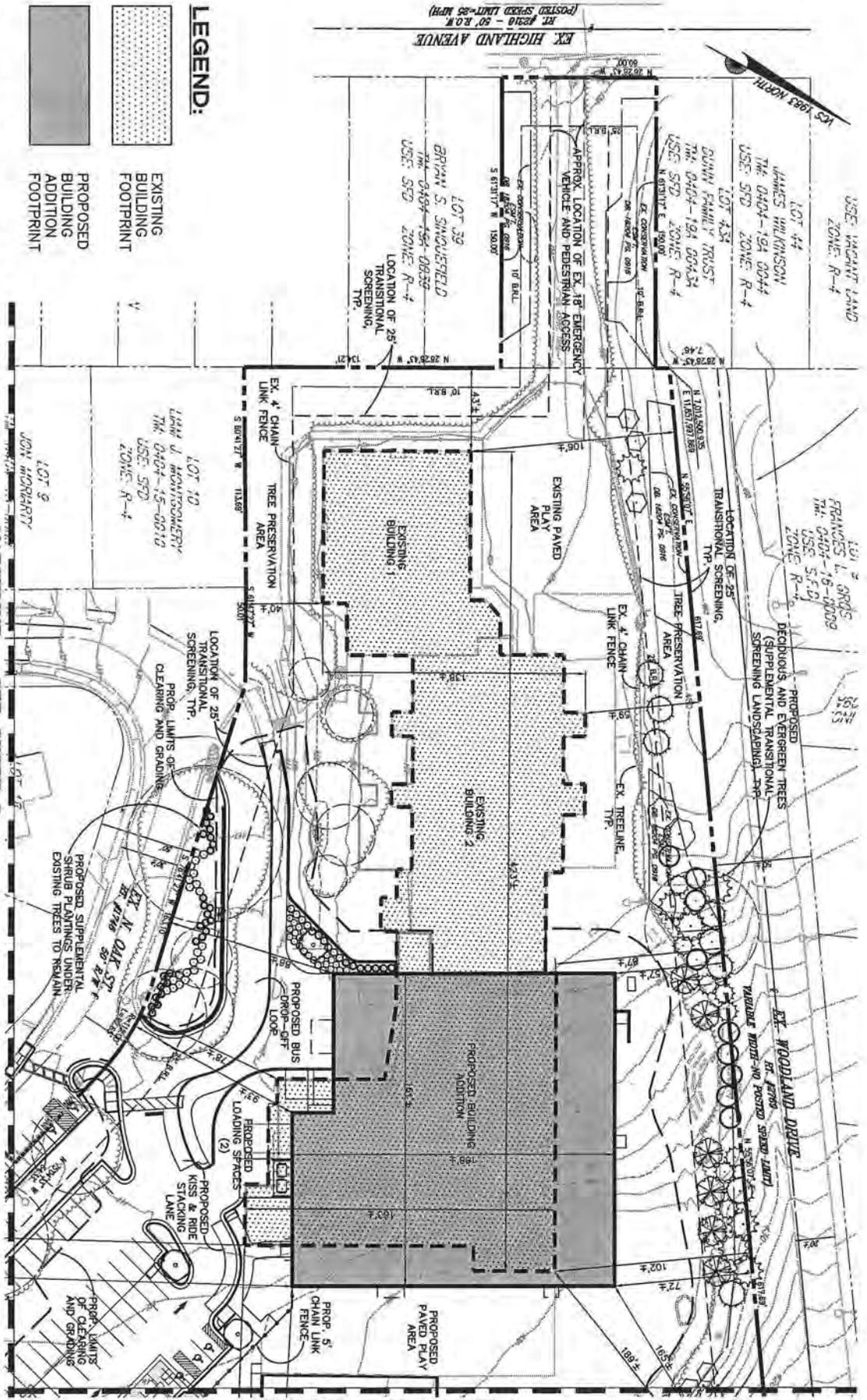
John C. McGranahan, Jr.

cc: The Honorable John C. Ulfelder, Dranesville District Planning Commissioner
Dr. Toni Jones, Superintendent, Falls Church City Schools

SEE SHEET 2 FOR SITE TABULATIONS AND GENERAL NOTES. SEE SHEET 3 FOR 2232 USE DESCRIPTION.

LEGEND:

-  EXISTING BUILDING FOOTPRINT
-  PROPOSED BUILDING ADDITION FOOTPRINT



REVISED JUNE 27, 2016

| |
|-----------------------------|
| SCALE: 1" = 50' |
| DATE: APRIL 18, 2016 |
| LAYOUT: 11X17-1 |
| DWG: 14511-2232 EXHIBIT REV |
| SHEET 1 OF 3 |

2232 SITE PLAN EXHIBIT 2232-D16-28
MOUNT DANIEL ELEMENTARY SCHOOL
 DRANESVILLE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

BC Consultants
Planners · Engineers · Surveyors · Landscape Architects
 12600 Fair Lakes Circle, Suite 100, Fairfax, VA 22033
 (703) 448-8100 (703) 448-8108 (Fax)
 www.becon.com

SITE TABULATIONS:

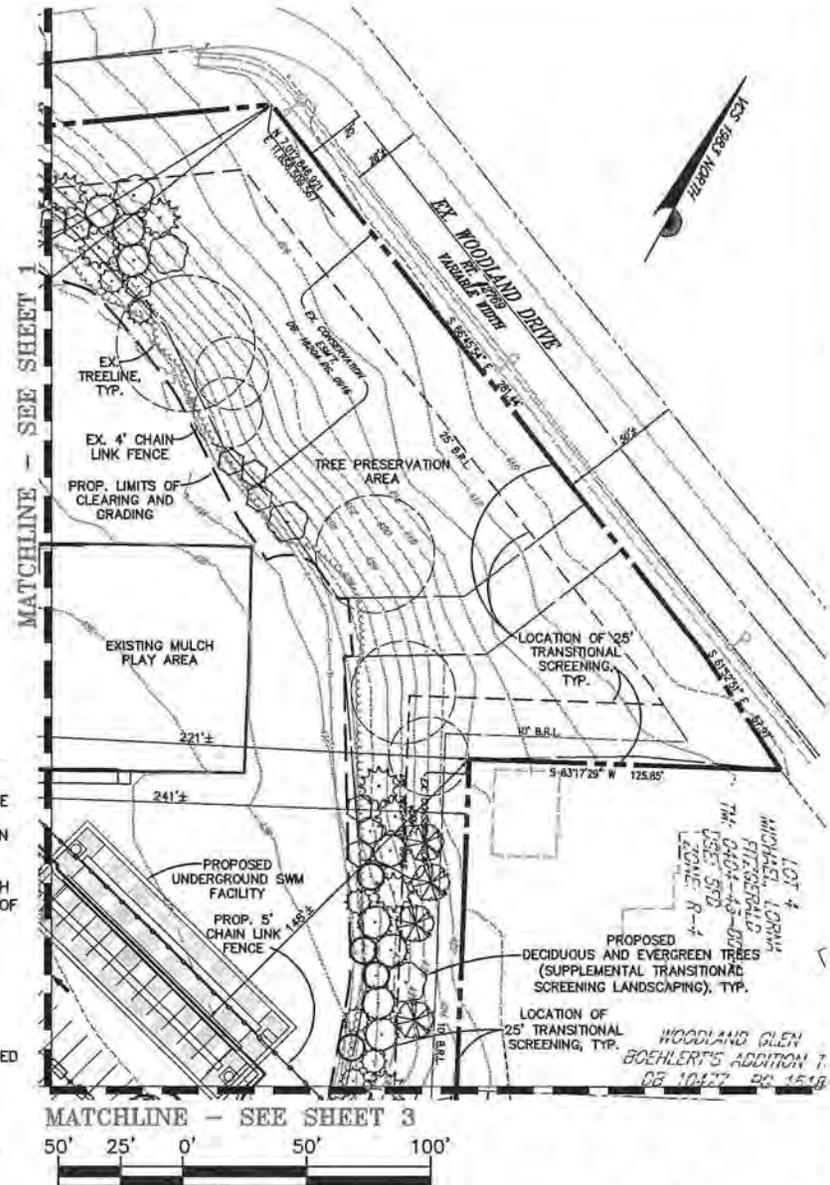
| | |
|---|---|
| FAIRFAX COUNTY TAX ASSESSMENT MAP PARCELS: | 40-4 ((1) PARCEL 22 40-4 ((15)) PARCEL A 40-4 ((19))(A) PARCEL 41 |
| SITE AREA: | 318,535 s.f. ± or 7.31 Ac. ± |
| EXISTING BUILDING GROSS FLOOR AREA: | 43,771 s.f. ± |
| EXISTING TEMPORARY TRAILERS GROSS FLOOR AREA: | 2,592 s.f. ± |
| PROPOSED BUILDING GROSS FLOOR AREA: | 79,491 s.f. ± |
| PROPOSED FLOOR AREA RATIO: | 0.25 ± |
| EXISTING BUILDING FOOTPRINT AREA: | 40,347 s.f. ± |
| PROPOSED BUILDING FOOTPRINT AREA: | 47,435 s.f. ± |
| EXISTING PARKING SPACES: | 64 |
| PARKING SPACES REQUIRED: | 88 |
| PARKING SPACES PROVIDED: | 105* ± |
| AVERAGE HEIGHT OF EXISTING BUILDING: | 22.9' ± |
| AVERAGE HEIGHT OF PROPOSED BUILDING: | 31.4' ± |
| AVERAGE HEIGHT OF PROPOSED BUILDING ADDITION: | 39.6' ± |
| MAXIMUM HEIGHT OF PROPOSED BUILDING ADDITION: | 41.0' ± |
| MAXIMUM STUDENT ENROLLMENT: | 660 |
| MAXIMUM EVENING SPECIAL EVENTS PER SCHOOL YEAR: | 10 |

* INCLUDES 5 HANDICAP ACCESSIBLE PARKING SPACES

GENERAL NOTES:

1. THE LOCATIONS OF THE REQUIRED TRANSITIONAL SCREENING AND BARRIERS ARE SHOWN ON THE PLAN. A MODIFICATION OF THE REQUIRED TRANSITIONAL SCREENING HAS BEEN GRANTED TO USE THE EXISTING VEGETATION WITH SUPPLEMENTAL DECIDUOUS AND EVERGREEN TREES WHERE SHOWN ON THE PLAN. SUPPLEMENTAL DECIDUOUS AND EVERGREEN SHRUBS ARE PROPOSED UNDER THE EXISTING TREES IN THE TRAFFIC ISLAND AT THE FRONT OF THE SCHOOL. A MODIFICATION OF THE REQUIRED BARRIER HAS BEEN GRANTED TO USE THE EXISTING 4' AND PROPOSED 5' CHAIN LINK FENCES WHERE SHOWN ON THE PLAN. A WAIVER OF THE REQUIRED BARRIER HAS BEEN GRANTED AT THE FRONT OF THE SCHOOL.
2. ALL PROPOSED DECIDUOUS TREES SHALL BE A MINIMUM OF 2" CALIPER (12'-14' IN HEIGHT) AT THE TIME OF PLANTING WITH AN ULTIMATE HEIGHT OF 40'-60'. ALL PROPOSED EVERGREEN TREES SHALL BE A MINIMUM OF 8' IN HEIGHT AT THE TIME OF PLANTING WITH AN ULTIMATE HEIGHT OF 30'-60'. ALL DECIDUOUS AND EVERGREEN SHRUBS SHALL BE AN 18"-36" IN HEIGHT AT THE TIME OF PLANTING WITH AN ULTIMATE HEIGHT OF 3'-5'.
3. THERE ARE NO FLOODPLAINS AS DESIGNATED BY THE FEDERAL INSURANCE ADMINISTRATION, UNITED STATES GEOLOGICAL SURVEY OR FAIRFAX COUNTY AND NO RESOURCE PROTECTION AREAS ON THE SITE.
4. THE APPROXIMATE LIMITS OF CLEARING AND GRADING ARE SHOWN ON THE PLAN.
5. NO ENCROACHMENTS INTO THE EXISTING CONSERVATION EASEMENT WHICH SHALL REMAIN UNDISTURBED EXCEPT FOR REQUIRED UTILITY EASEMENTS.
6. ALL EXISTING TRAILERS TO BE REMOVED.
7. THIS PUBLIC SCHOOL USE SHALL COMPLY WITH ALL ELEMENTS OF THE USE AS DESCRIBED IN THIS APPLICATION 2232-D16-28 AND SHALL BE SUBJECT TO ALL AVAILABLE ENFORCEMENT REMEDIES, INCLUDING VA. CODE ANN. 15.2-2208.

SEE SHEET 3 FOR 2232 USE DESCRIPTION.



MATCHLINE - SEE SHEET 3



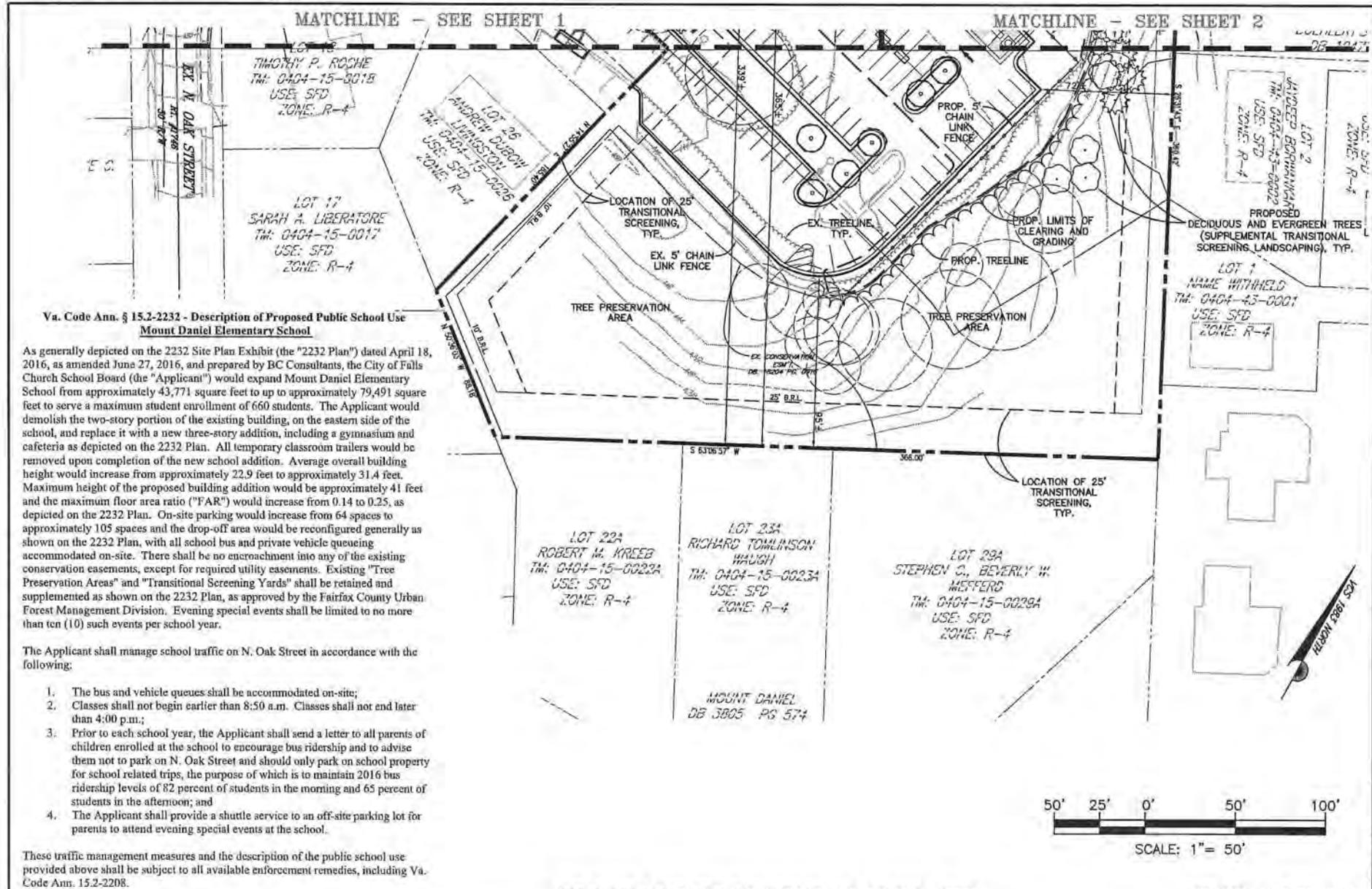
SCALE: 1" = 50'

REVISED JUNE 27, 2016

BC Consultants
 Planners, Engineers, Surveyors, Landscape Architects
 12800 Fair Lakes Circle, Suite 100, Fairfax, VA 22033
 (703) 440-8100 (Fax)
 www.bccon.com

2232 SITE PLAN EXHIBIT 2232-D16-28
 MOUNT DANIEL ELEMENTARY SCHOOL
 DRANESVILLE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1" = 50'
 DATE: APRIL 18, 2016
 LAYOUT: 11X17-2
 DWG: 14511-2232 EXHIBIT REV
 SHEET 2 OF 3



**Va. Code Ann. § 15.2-2232 - Description of Proposed Public School Use
Mount Daniel Elementary School**

As generally depicted on the 2232 Site Plan Exhibit (the "2232 Plan") dated April 18, 2016, as amended June 27, 2016, and prepared by BC Consultants, the City of Falls Church School Board (the "Applicant") would expand Mount Daniel Elementary School from approximately 43,771 square feet to up to approximately 79,491 square feet to serve a maximum student enrollment of 660 students. The Applicant would demolish the two-story portion of the existing building, on the eastern side of the school, and replace it with a new three-story addition, including a gymnasium and cafeteria as depicted on the 2232 Plan. All temporary classroom trailers would be removed upon completion of the new school addition. Average overall building height would increase from approximately 22.9 feet to approximately 31.4 feet. Maximum height of the proposed building addition would be approximately 41 feet and the maximum floor area ratio ("FAR") would increase from 0.14 to 0.25, as depicted on the 2232 Plan. On-site parking would increase from 64 spaces to approximately 105 spaces and the drop-off area would be reconfigured generally as shown on the 2232 Plan, with all school bus and private vehicle queuing accommodated on-site. There shall be no encroachment into any of the existing conservation easements, except for required utility easements. Existing "Tree Preservation Areas" and "Transitional Screening Yards" shall be retained and supplemented as shown on the 2232 Plan, as approved by the Fairfax County Urban Forest Management Division. Evening special events shall be limited to no more than ten (10) such events per school year.

The Applicant shall manage school traffic on N. Oak Street in accordance with the following:

1. The bus and vehicle queues shall be accommodated on-site;
2. Classes shall not begin earlier than 8:50 a.m. Classes shall not end later than 4:00 p.m.;
3. Prior to each school year, the Applicant shall send a letter to all parents of children enrolled at the school to encourage bus ridership and to advise them not to park on N. Oak Street and should only park on school property for school related trips, the purpose of which is to maintain 2016 bus ridership levels of 82 percent of students in the morning and 65 percent of students in the afternoon; and
4. The Applicant shall provide a shuttle service to an off-site parking lot for parents to attend evening special events at the school.

These traffic management measures and the description of the public school use provided above shall be subject to all available enforcement remedies, including Va. Code Ann. 15.2-2208.

SEE SHEET 2 FOR SITE TABULATIONS AND GENERAL NOTES.

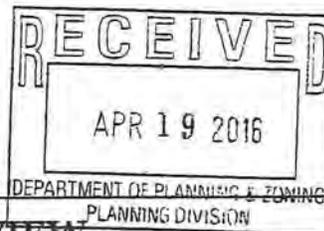
REVISED JUNE 27, 2016

BC Consultants
 Planning • Engineering • Surveying • Landscape Architecture
 12600 Fair Lakes Circle, Suite 100, Fairfax, VA 22033
 (703) 448-8100 (703) 448-8108 (fax)
 www.bcva.com

2232 SITE PLAN EXHIBIT 2232-D16-28
 MOUNT DANIEL ELEMENTARY SCHOOL
 DRANESVILLE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1" = 50'
 DATE: APRIL 18, 2016
 LAYOUT: 11X17-3
 DWG: 14511-2232 EXHIBIT REV
 SHEET 3 OF 3

ATTACHMENT B



**2232 PUBLIC FACILITY REVIEW
(Non-Telecommunications)**

**County of Fairfax, Virginia
Application for Determination
Pursuant to
Virginia Code Section 15.2-2232**

**** This area to be completed by staff ****

APPLICATION NUMBER _____

(Please Type or Clearly Print)

PART I: APPLICATION SUMMARY

LOCATION OF PROPOSED USE

Address 2328 North Oak Street
 City/Town Falls Church Zip Code 22046
 Place Name (if at county facility) Mount Daniel Elementary School (Falls Church City Public School)
 Tax Map I.D. Number(s) 40-4 ((1)) 22; 40-4 ((15)) A; 40-4 ((19)) (A) 41 (which includes former Pcl. 42)
 Fairfax County Supervisor District Dranesville
 Total Area of Subject Parcel(s) ± 7.31 acres
 Zoning District R-4

APPLICANT(S)

Name (Company or Agency) Falls Church City School Board
 Agent Name John C. McGranahan, Jr., Esquire
 (Note: Failure to notify County of a change in agent may result in application processing delays)
 Agent's Mailing Address Hunton & Williams LLP, 1751 Pinnacle Drive, Suite 1700
 City/Town McLean State Virginia Zip Code 22102
 Telephone Number (703) 714-7464 Fax (703) 714-7410
 E-mail jmcgranahan@hunton.com
 Secondary Contact (Must Be Provided) Elaine O. Cox, AICP
 Telephone Number (703) 714-7450 E-mail ecox@hunton.com

PROPERTY OWNER(S) OF RECORD

Owner Falls Church City School Board and the City of Falls Church

Street Address 300 Park Avenue

City/Town Falls Church State Virginia Zip Code 22046

Has property owner been contacted about this proposed use? Yes X No

BRIEF DESCRIPTION OF PROPOSED USE

Building addition to an existing public elementary school owned and operated by Falls Church City Public Schools (FCCPS). With this proposed addition, Mount Daniel Elementary School would be a total of approximately 81,172 square feet at a maximum 0.25 floor area ratio and a maximum height (of the addition) of 41 feet, with an overall average height of the new school building of 31.4 feet. A maximum 60-foot height and 0.35 FAR are permitted for public uses in the R-4 District. FCCPS proposes to cap enrollment at a maximum of 704 students to be enforced by a covenant recorded in the land records of the Circuit Court of Fairfax County.

PRIOR TELECOMMUNICATIONS APPROVAL(S)

Research and provide all previous 2232, 456, 6409, or "Feature Shown" (FS) approvals for the applicant carrier that is the subject of this application. Provide explanation for any conflicting information between previous approval(s) of record and the information shown in this current application.

In 2005, the Fairfax County Planning Commission approved 2232-D04-13 to add classrooms and stormwater management facilities, expand the existing parking lot and add a new drive aisle to improve traffic circulation. During that process, the Falls City School Board indicated that further expansion at the eastern end of school was anticipated to be necessary in the future.

PRIOR ZONING APPROVAL(S)

Research and provide previous zoning approvals (RZ, SE, SP, VC, etc.) for all uses on site such as proffered conditions, special exceptions, special permits, variances, or development plans. This applies to any carrier with telecommunication equipment on the subject property.

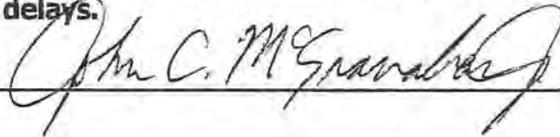
None. A public school is a "Permitted Use" in the R-4 zoning district.

SIGNATURE

The undersigned acknowledges that additional Fairfax County land use review requirements may be identified during the review of this 2232 Review application and the fulfillment of such requirements is the responsibility of the applicant. The undersigned also acknowledges that all Fairfax County Zoning Ordinance requirements pertaining to this project shall be fulfilled.

In the event a new agent is assigned responsibility for this application, the applicant agrees to provide a letter to the Department of Planning and Zoning authorizing the transfer of responsibility for the application and providing all new contact information. In the event the applicant fails to notify County staff of a change in agent, the application may be subject to processing delays.

Signature of Applicant or Agent



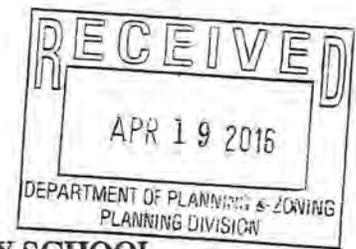
Date

4/18/2016

Submit completed application to:

Chris Caperton, Chief, Facilities Planning Branch
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5507
(703) 324-1380

2232 FEATURE SHOWN
STATEMENT OF JUSTIFICATION



**BUILDING ADDITION - MOUNT DANIEL ELEMENTARY SCHOOL
FALLS CHURCH CITY PUBLIC SCHOOLS**

APRIL 18, 2016

SUMMARY

The Falls Church City School Board (the "School Board") is required by law to educate every child within its jurisdictional boundaries who wishes to attend public school. Unlike a private school, the School Board cannot reject applicants and deny access to the children of the City of Falls Church.

This mandate to educate all children presents challenges that differ significantly from those that confront private schools, and requires thoughtful and creative long-term planning.

Mount Daniel Elementary School ("Mount Daniel") has been a vital component of the Falls Church school system since 1952. The School Board needs to renovate and expand Mount Daniel so it can continue to serve its critical role educating all early primary-aged children in the City.

Access to Mount Daniel by North Oak Street presents particular challenges. During the morning drop-off and when special events are held at the school, traffic on North Oak Street needs to be limited and managed to avoid unacceptable delays. The School Board commissioned an extensive review of the traffic for the area surrounding Mount Daniel with a focus on the operation of North Oak Street. The School Board has adjusted its future plans for Mount Daniel to reflect the findings and recommendations of that traffic study. This feature shown request is the result of that effort.

JUSTIFICATION

A. DESCRIPTION OF PROPOSED USE

This is a new application for a proposed building addition at Mount Daniel, which has been owned by the School Board for over 60 years. The subject property consists of approximately 7.31 acres of land located within Fairfax County on Tax Map Parcels 40-4 ((1)) 22; 40-4 ((15)) A; 40-4 ((19))(A) 41 (the "Property"). The Property is zoned to the R-4 District (Residential Use at Four Dwelling Units Per Acre). Access is via North Oak Street with a second emergency-only access along Highland Avenue. Enrollment as of April 18, 2016 is 348 students in kindergarten and first grade, but in previous years has been as high as 421.

It appears that land may have been dedicated for construction of Interstate 66. The School Board is doing further research to determine if advanced density credit is applicable on the Property.

Previously, the proposed addition to Mount Daniel was the subject of Application FS-D14-53, for which staff recommended approval and the Planning Commission held a public hearing on June 24, 2015. The School Board submitted significant supplemental information in July and October 2015 and, on October 30, 2015, the School Board deferred FS-D14-53 to consider its options and to conduct additional meetings with the community. Since November 2015, the School Board has received input from the community at-large, the two County homeowners associations surrounding the school, and Falls Church City residents. This new Statement of Justification answers questions raised by Fairfax County Planning Commissioners and citizens during the June 2015 public hearing, provides visual exhibits which were not included in the previous application or in the June 2015 Staff Report, and demonstrates conformance with the relevant objective and policies in the County's adopted Policy Plan. In this new application, the School Board has eliminated four classrooms, reduced the building size by approximately 10,000 square feet, and now proposes a maximum student enrollment of 704 students as compared with the previous 2232 application. With the proposed addition, Mount Daniel would contain approximately 81,172 square feet at a maximum floor area ratio ("FAR") of 0.25. The maximum height of the addition would be 41 feet, with an overall average height of 31.4 feet for the renovated school. Public schools are a permitted use in the R-4 District, and may be up to 60 feet in height at a maximum FAR of 0.35. This proposal is significantly less than allowed by-right and is compatible in scale with the surrounding R-4 residential neighborhoods. With the changes and exhibits and other information provided below, this proposal conforms with the Comprehensive Plan and satisfies the location, character and extent criteria set forth in Section 15.2-2232 of the Code of Virginia.

A significant number of community questions focused on possible traffic impacts. In September and October 2015 the School Board retained Wells + Associates ("Wells") to observe the current traffic on the road network surrounding Mount Daniel, including North Oak Street, and to analyze the traffic impacts that would result from a building addition at Mount Daniel. A copy of an extensive Memorandum prepared by Wells dated October 23, 2015 (the "Wells Memo") is enclosed as the final exhibit with this Statement. The Wells Memo substantiates the analysis and conclusions made earlier by Fairfax County Department of Transportation staff in the June 2015 FS-D14-53 Staff Report. The Wells analysis confirms that the surrounding transportation network will support a building addition at Mount Daniel. In fact, even at the original requested enrollment that would have allowed up to 792 students, the traffic from Mount Daniel would not cause the surrounding intersections to fail. Buses and parent vehicles anticipated with 792 students all could be accommodated and managed on-site, without off-site queuing of vehicles. However, the traffic constraint on Mount Daniel results from the single access being from North Oak Street where parking is allowed on both sides of that street. Wells analyzed that North Oak Street segment and recommends a reduction in the maximum enrollment of at least 50 students for an enrollment of not more than 742 to prevent materially increasing delays on that street.

With the benefit of the Wells observations and analysis, and in response to comments by Planning Commissioners and the citizens at the June 2015 public hearing, the School Board has modified the new application by eliminating four classrooms and reducing total gross floor area to approximately 81,172 square feet, thereby reducing the mass of the proposed addition as

viewed from the North Oak Street frontage. The School Board further is proposing a cap on maximum enrollment to 704 students, which represents the maximum enrollment after eliminating four of the previously proposed classrooms. More importantly, the new proposal reduces the maximum enrollment significantly below the 742 recommended in the Wells Memo based on the physical constraints of the North Oak Street access. This new application is anticipated to serve the School Board's projected needs for kindergarten, first and second grade for at least 13 years.

At the June 24, 2015 public hearing, Planning Commissioners requested "visuals" and other details which are provided in this new application. Enclosed as Exhibit 1 is an "Existing Conditions" plan prepared by BC Consultants dated May 11, 2015, as revised through July 28, 2015. The existing school building is approximately 43,771 square feet in size and ranges from 20 to 36 feet in height (36 feet is at the highest point of one peaked roof; the rest of the existing building is approximately 20 feet tall with a flat roof). The existing facility consists of two stories on the east side and one story on the west side of the building.

A 2232 Site Plan Exhibit, dated April 18, 2016, including a narrative description of the proposal (together, the "2232 Plan"), is attached as Exhibit 2. The School Board would be bound by the limits depicted on the 2232 Plan and described in the narrative. The 2232 Plan includes graphic details requested by the Planning Commission and has been revised from the plan submitted with the previous 2232 application so there are no encroachments into the existing conservation easements which surround most of the 7.3-acre site. The 2232 Plan shows a three-story addition (replacing the existing two-story wing) in the center of the Property for additional classrooms, a separate gymnasium, cafeteria and media facilities, which presently do not exist at Mount Daniel as they do at Fairfax County elementary schools.

Similar to the existing building, the lower level of the proposed addition would be cut into the bank of the hill to reduce the visual impact of the proposed addition. Exhibit 2 graphically depicts site details as requested by Commissioners at the June 2015 public hearing, including building heights, setbacks from adjacent property boundaries, topography, width of transitional screening yards and tree preservation areas, and supplemental plantings as requested by the Urban Forest Management Division.

On the 2232 Plan in Exhibit 2, the tabulations establish the size and scope of the new facility with 704 students in an approximately 81,172 square foot building, with up to a total of 32 regular education classrooms and a maximum height in the new wing of 41 feet on the east side and an overall, average height of 31.4 feet. The proposed maximum overall FAR would be 0.25. Minimum setbacks in the R-4 District are:

- Front yard: Controlled by a 35° angle of bulk plane, but not less than 25 feet
- Side yard: Controlled by a 30° angle of bulk plane, but not less than 10 feet
- Rear yard: Controlled by a 30° angle of bulk plane, but not less than 25 feet

As depicted on the 2232 Plan in Exhibit 2, the setbacks of the renovated school facility with the proposed addition would far exceed minimum Zoning Ordinance requirements. The closest building edge would continue to be 40 feet from the Property line in the southwestern

corner where the existing building would remain unchanged. Along the northern Property boundary, the proposed addition would be set back 57 feet to 72 feet from the Woodland Drive right-of-way, which is double and triple the minimum Zoning Ordinance requirement.

Currently 64 parking spaces exist on-site. A total of 105 parking spaces are shown on the 2232 Plan. This far exceeds the minimum Zoning Ordinance requirement of one space per faculty and four visitor spaces. The minimum setback of the reconfigured parking lot would be approximately 95 feet along the southern boundary of the Property. It is the School Board's understanding that Fairfax County Public Schools' internal policy is to provide a minimum of one parking space per full time employee, one-half space per part time employee, four accessible parking spaces and 8 to 12 visitor spaces. This policy is met with the parking provided in this application.

At the 2015 hearing, questions arose regarding the redesigned drop-off area and the number of bus and "kiss & ride" queuing spaces. The 2232 Plan in Exhibit 2 depicts future bus and vehicle queuing. Currently, five (5) buses serve this elementary school. This is projected to increase to up to nine (9) buses serving the 704 maximum student enrollment. No more than six (6) cars were observed by the traffic consultant and FCDOT staff on multiple occasions waiting in the drop-off and pick up areas on-site. Wells projects that this queue would be expected to grow to approximately 14 cars with the proposed increased enrollment, all easily accommodated on-site.

Currently, there is a second vehicular emergency-only access drive on Parcel 41 on Highland Avenue. This emergency access will remain, enabling fire trucks and ambulances to access the northern side of the school. Due to the steep topography of the southwest corner of the Property, this emergency access cannot be connected to the public cul-de-sac at North Oak Street. Walnut Street intersects halfway up North Oak Street, providing a second exit for many homeowners residing on North Oak.

In testimony at the June 2015 public hearing, questions were raised regarding changes to the existing building footprint as compared to the proposed footprint. Exhibit 2 graphically shows that there would be approximately a 7,088 net square foot increase between the existing building footprint and the proposed new footprint. These figures do not include the further removal of classroom trailers, which would occur upon completion of the building addition.

Exhibit 3, dated October 23, 2015, shows the proposed building plan super-imposed on an aerial photograph of the Property and the surrounding residential community. Mount Daniel is surrounded on-site by dense woodlands, which are protected by conservation easements. Public road rights-of-way abut the Property along the southwest, west and north. Exhibit 3 shows topography, buffers, queuing, road rights-of-way and open space separation of the proposed building addition from surrounding Property boundaries and the proximity of the Property to Interstate 66.

Attached as Exhibit 4 are a series of "line-of-sight" views prepared by BC Consultants, dated October 23, 2015. These show the proposed building addition drawn to scale, as viewed from existing homes along the south, east and north Property boundaries. These illustrative

lines-of-sight demonstrate the large building setbacks, extensive treed buffers on-site, and relative height of the proposed addition. Note that the existing school building will remain at its current height on the western half of the Property.

All of the visuals described above and included with this new application, and particularly the 2232 Plan and accompanying narrative presented in **Exhibit 2**, establish a detailed description of the proposed public use on which the Planning Commission should base its 2232 determination.

This is a unique situation where Fairfax County has approval authority over another jurisdiction's request to expand a facility to serve its growing public school population. Equally unique is a public elementary school that the surrounding homeowners' children cannot attend. A recommendation had been made for the School Board to file a special exception to provide a mechanism to impose and enforce conditions on this use. After significant deliberation, the School Board has decided to continue to pursue approval under Va. Code § 15.2-2232, and not to file a special exception application. For many years, Mount Daniel Elementary School has been deemed by the Fairfax County Zoning Administrator to be a "Public Use," which is a permitted use in the R-4 zoning district as set forth in Par. 4 of Sect. 3-402 of the Zoning Ordinance. Private schools in Fairfax County are regulated by special exception, not public schools. No Fairfax County zoning requirement or use category exists for a special exception for a public school, and no Fairfax County public school has been subject to such a requirement. The School Board is requesting similar treatment for a similar public use.

In recognition of these facts, and as an integral and necessary component of this 15.2-2232 application, the School Board offers, as a condition of and prior to approval of the site plan for this building addition at Mount Daniel, to record a covenant among the land records, binding upon the Property, to establish a maximum enrollment of 704 students. The maximum enrollment number, maximum building size and height, setbacks and other constraints are clearly identified on the 2232 Plan and described in the accompanying narrative. The covenant would establish an enforcement mechanism for the County, which the School Board understands to be a major concern of the Planning Commission and of several citizens testifying at the public hearing. This covenant would run with the land to the benefit of the Fairfax County Board of Supervisors and be enforceable by the County. A copy of the draft covenant is enclosed with this letter as **Exhibit 5**. Together, the covenant, 2232 Plan and Narrative and the eventual site plan approved by DPWES would be the controlling, legal documents limiting the "extent" of this proposed public school use.

The Wells Memo, as described above, is enclosed as **Exhibit 6**. The School Board retained Wells to perform an independent, professional analysis of current traffic conditions, projected traffic impacts, and parking. As summarized on pages 25-27 of the Wells Memo, Wells concluded that the proposed building addition would not have a major impact or create significant capacity constraints on the surrounding road network. Nearly all movements at all intersections would continue to operate at acceptable levels of service during each of the hours studied. The critical movements at the North Oak Street and Walnut Street intersection likewise would operate at acceptable levels of service under future conditions with the school building addition as proposed. Wells recommended that, given the inherent capacity constraints along

North Oak Street, the School Board should consider limiting maximum enrollment to 742 students. This reduction should result in delays of less than 10 seconds along North Oak Street during peak hours for school traffic, minimizing delays within the neighborhood. Wells further recommended that, in order to adequately accommodate queuing and minimize traffic impacts, Mount Daniel should maintain or increase the current bus ridership for students (approximately 82 percent AM/65 percent midday) and consider staggering of bus arrivals into two groups to reduce on-site queuing; however, all nine buses would be able to queue on-site under the new, improved layout.

Wells also recommended that the County work with VDOT to consider restricting on-street parking on school days during the relatively short bus arrival and departure times along North Oak Street from North West Street to the school. This would eliminate conflicts for traffic along this route during peak periods. The current school start time should generally remain to minimize the impact on parking along North Oak Street since the majority of residents would be expected to have left for work by that time. Finally, Wells recommended that the School Board implement a Transportation Management Plan to maintain or exceed current bus ridership levels, which are relatively high, and encourage carpooling of students and faculty. A monitoring program component is also suggested in order to verify the effectiveness of the plan.

B. REQUIREMENT FOR PROPOSED USE

The City of Falls Church is legally mandated to educate students living within its jurisdiction and, like Fairfax County, must plan to accommodate future enrollment, which is projected to increase from 348 in April 2016 to approximately 692 by 2030. The proposed 2232 Plan in Exhibit 2 is designed to accommodate three grades: kindergarten, first and second grades. For many reasons, it is very important to Falls Church City residents that second grade return to Mount Daniel. While configurations have changed since the opening of Mount Daniel in 1952, historically this school always has served three primary grades. Currently, second through fifth grades attend Thomas Jefferson Elementary. Pre-Kindergarten was permanently relocated out of Mount Daniel in January 2015. Approval of this addition would enable second grade to return from its temporary location at Thomas Jefferson Elementary, thus relieving overcrowding at both of the City's two elementary schools and resulting in co-location of all the youngest, primary grade children at Mount Daniel appropriately within a residential neighborhood setting.

C. ANTICIPATED IMPACTS/ MITIGATION

The School Board understands that the central question associated with this 2232 request relates to the "extent" of this public school use. The proposed building addition at Mount Daniel remains compatible with the surrounding community. In Fairfax County, public elementary schools frequently are found within residential neighborhoods. Here, the Property is zoned R-4 similar to that of surrounding residential properties. The proposed 0.25 FAR and 41-foot maximum building height are significantly less than the 0.35 FAR and 60-foot maximum height allowed in the R-4 District. All minimum setbacks required by the Zoning Ordinance are far exceeded with this proposed addition. The use, mass and height of the proposed building addition, which has been centrally situated on the site, are compatible with the surrounding

community, as illustrated in Exhibit 3 and Exhibit 4. The two-story building wing to be demolished is proposed to be replaced with a three story addition a maximum of 41 feet in height. Mount Daniel would continue to be surrounded by significant on-site wooded areas that are protected by conservation easements. No encroachment into the existing conservation easements is proposed. However, the Urban Forest Management Division has directed that dead and dying trees be removed from the conservation areas.

As described in the Wells Memo, projected traffic impacts on the street network and surrounding intersections at full build-out do not present a constraint on expansion. Not surprisingly, the traffic constraint, presently and in the future, is the functioning of North Oak Street during the two 30-minute periods each day within which students and faculty arrive and depart. Wells determined that reducing maximum enrollment by 50 students to no more than 742 should reduce any additional delays on North Oak Street to less than 10 seconds.

Before and after school care is provided at Mount Daniel, as is provided at most if not all Fairfax County elementary schools, and was analyzed by Wells in the Wells Memo. Mount Daniel is not utilized for church activities or made available to any other community uses or renters on the weekend. This practice was discontinued. There may, at times, be minimal use by Falls Church City Park and Recreation for activities which involve 5 and 6 year old children. Currently, none of these activities is taking place. The athletic facilities provided now, and in the future, are not sized for any uses beyond recreation by small children. Both Fairfax County and Falls Church Youth programs support the efforts of one another in both space and availability. The School Board allows people to park at the school and walk across to neighbors' homes and use of the Property for extra parking for neighborhood events. In summer months, the school parking lot is heavily used by High Point Pool at no cost.

At the June 2015 public hearing, the Planning Commission requested information regarding state standards. The Virginia Department of Education has prepared "Guidelines for School Facilities In Virginia's Public Schools," which were last revised in September 2013. The Foreword to these Guidelines explains that "[t]he recommendations contained in these optional guidelines should be considered a useful tool when planning school facilities projects." For new school sites, the Guidelines recommend that elementary schools have 4 usable acres as a baseline with 1 additional acre per 100 students in the ultimate enrollment. For additions to existing schools, the Guidelines recommend that the minimum usable area "be in reasonable compliance" with the recommendations for new school sites. Certainly, not all existing elementary schools meet the recommendations, and these Statewide recommendations broadly pertain to suburban and rural school districts and not necessarily to schools located in cities and within walking distance of a transit station. This proposed expansion at Mount Daniel seeks to balance the benefits of utilizing an existing school property and facility with an expansion that functions and is compatible with the existing zoning against the state-wide guidelines provided by the Department of Education.

D. CONFORMANCE WITH THE COMPREHENSIVE PLAN AND OTHER STANDARDS

In the June 9, 2015 Staff Report for FS-D14-53, Staff found the previous proposal in conformance with the Comprehensive Plan and stated on page 17: "Staff has determined that the general location, character and extent of the proposed improvements to Mount Daniel Elementary School are substantially accord with the adopted Comprehensive Plan." In its Report, Staff concluded that the location guidelines are satisfied, service thresholds have been met due to over-crowding, adequate acreage exists for the proposed addition, safe and convenient access is proposed, and there is sufficient capacity in the existing road system to accommodate future school growth while not adversely impacting residential ingress and egress.

The Area II Plan for the McLean Planning District, under "Public Facilities Figure 6," identifies Mount Daniel Elementary School (City of Falls Church) as an existing school in the M2 District. The Property is located within walking distance of the West Falls Church Metro Station. It falls within "Land Unit D" of the West Falls Church Transit Station Area Plan, which generally recommends on page 79: "Design, siting, style, scale and materials compatible with adjacent development and the surrounding community and which serves to maintain and/or enhance the stability of existing neighborhoods." Specific language for areas outside the Transit Development Area states on page 86: "Infill development should occur at densities similar to that of adjacent development." This City school is proposed at significantly less density than permitted for a public use under current zoning and remains compatible with adjacent development.

This 2232 application for a building addition also conforms with applicable "Countywide" and "Public Facility" objectives and policies for existing, public elementary school (not new sites), as recommended in the adopted County Policy Plan. Countywide Objective 3 calls for "balancing the provision of public facilities with growth and development," construction of new facilities "consistent with projected population needs" and "ensuring that adequate facility space is available." Countywide Objective 4 calls for mitigation of impacts, including location in areas of compatible land use, proper screening and buffering and conformance with Zoning Ordinance requirements, all of which are being achieved in this application.

The section of the Policy Plan pertaining specifically to "Public Schools" recommends, in School Objective 8, that schools be located on sites which meet or exceed minimum State size standards and conform with minimum FAR requirements in the Zoning Ordinance. Here, the School Board is proposing 0.25 FAR on the Property where a 0.35 FAR is allowed. The Statewide Guidelines described above are general recommendations, which reflect the more suburban and rural character of Virginia as a whole. Public School Objective 9 calls for "maximum site utilization while providing optimum service to, and compatibility with, the local community" and sets forth specific recommendations such as: safety and aesthetics, efficient traffic flow, adequate bus, queuing and off-street parking, preservation of mature vegetation, appropriate screening and fencing and minimizing the impact of school traffic on local road networks. Exhibit 1 through Exhibit 4 graphically demonstrate conformance with the Objective 9. The traffic analysis in the Wells Memo in Exhibit 6 demonstrates the minimal impact of

Mount Daniel on local roads. Objective 9 further states: "When possible, elementary schools should be located in, or on the periphery of, residential areas to ensure proximity and convenience for students and the local community." Also relevant to this application is School Objective 10 which "encourage[s] full utilization of existing school facilities whenever possible and reasonable to support educational and community objectives" and specifically recommends "[b]uilding additions, when appropriate, to minimize the need for new facilities," and to "[a]nalyze carefully the costs and benefits associated with construction of an addition as compared to a new facility." The School Board thoroughly analyzed the costs and benefits of an addition at Mount Daniel versus new construction and decided that retaining the City's historic primary school, where generations of residents have attended, in its current residential location, by adding a third floor to the existing two-story western wing and renovating the remainder of the existing school, is preferential and much more cost-effective than building a new school.

E. ALTERNATIVE SITES CONSIDERED FOR THIS USE

For years, the School Board looked at land and buildings across the entire City of Falls Church and within one-mile of the City limits. The School Board uses the same approach as Fairfax County, believing that elementary schools are best located in and around residential areas.

As raised in citizen comments, the School Board does own the parcel of land located adjacent to Interstate 66, Route 7, and the West Falls Church Metro Station, but strongly believes that an elementary school, particularly for the younger students in K through second grade, would not be well-suited for that location. That property, which is 34.6 acres, is a co-location site for both the high school and middle school for Falls Church, with enrollment projections that exceed 2,500 students on the co-located campus.

In October 2012, a feasibility study on Mount Daniel determined that to move Mount Daniel inside the City a parcel of approximately five (5) acres would be needed. The School Board worked with a realtor and City Planning Staff to search for a parcel inside the City, but there were no suitable sites available.

In January 2014, the School Board issued a Request for Proposal that encouraged developers to propose alternate sites for Mount Daniel. It was thought that a developer may have access to property within the City and would be willing to swap the Mount Daniel site due to its proximity to a Metro Station. To further incentivize the land swap, the School Board was open to a mixed-use development on the new elementary school site. The development community did not come forward with a parcel of land to purchase in exchange for the Mount Daniel site.



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12.

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 APR 19 2016
 DEPARTMENT OF PLANNING & ZONING
 PLANNING DIVISION

SITE PHOTOGRAPHS 1

MOUNT DANIEL ELEMENTARY SCHOOL
 CITY OF FALLS CHURCH PUBLIC SCHOOLS
 FAIRFAX COUNTY, VIRGINIA



BC Consultants
 Planners • Engineers • Surveyors • Landscape Architects
 12600 Fair Lakes Circle, Suite 100, Fairfax, VA 22033
 (703)449-8100 (703)449-8108 (Fax)
 www.bcconsultants.com

| | |
|----------------------|--------------|
| DESIGNED BY | BC REVISIONS |
| DRAWN BY | |
| CHECKED BY | |
| DATE: NOVEMBER, 2014 | |
| SCALE: 1/8" = 1'-0" | |
| SHEET 1 OF 2 | |
| CO. NO. | |
| DATE: 11/11/14 | |
| PROJECT: 14011-01 | |
| DATE: 11/11/14 | |

SEE SHEET 2 FOR PHOTO REFERENCE PLAN



13.



14.



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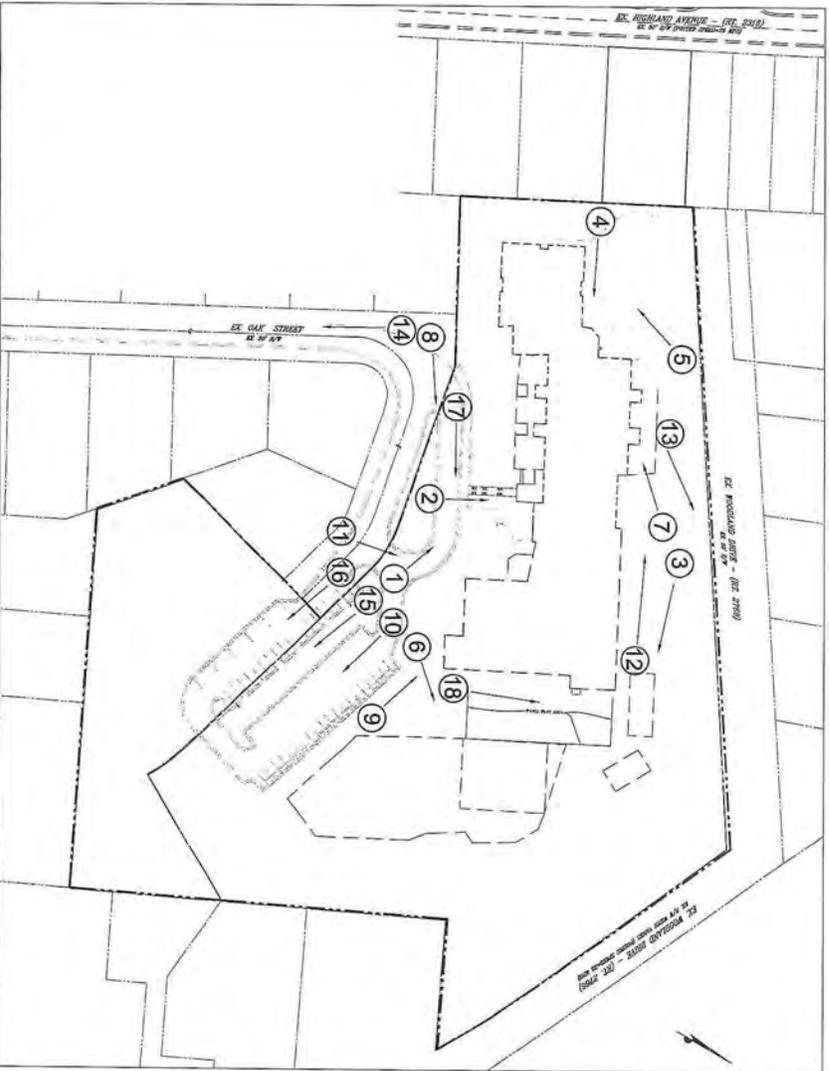


PHOTO REFERENCE PLAN



17.



18.

SITE PHOTOGRAPHS 2

MOUNT DANIEL ELEMENTARY SCHOOL
 CITY OF FALLS CHURCH PUBLIC SCHOOLS
 FAIRFAX COUNTY, VIRGINIA



BC Consultants
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 12600 Fair Lakes Circle, Suite 100, Fairfax, VA 22033
 (703)449-8100 (703)449-8108 (Fax)
 www.bcconsultants.com

| |
|-----------------------------|
| BC REMISIONS |
| DESIGNED BY |
| DRAWN BY |
| CHECKED BY |
| DATE: DECEMBER, 2014 |
| SCALE: 1/8" = 1'-0" |
| SHEET: 2 OF 2 |
| CON. NO. |
| CON. NAME: 14311-SF-PROJECT |
| PROJECT: LANTIER, Uppsal |
| FILE NO. 14311-SF |



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Map Scale: 1" = 100' based on USGS 1:25000 scale
 1:25000 National Grid, Virginia Coordinate System
 1983 datum, High Precision, Zone 18 North
 Elevation: Sea Level Datum 1984

GENERAL NOTES

1. This map is a reproduction of the original map on file in the Planning Division. It is not to be used as a legal document. The original map is the only authoritative source of information.
 2. The map is based on the most current information available. It is not responsible for errors or omissions.
 3. The map is not to be used for any purpose other than that for which it was prepared.
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ADMINISTRATIVE INDEX

| | | |
|------|------|------|
| 40-1 | 40-2 | 41-1 |
| 40-3 | 40-4 | 41-3 |
| 50-1 | 50-2 | 51-1 |

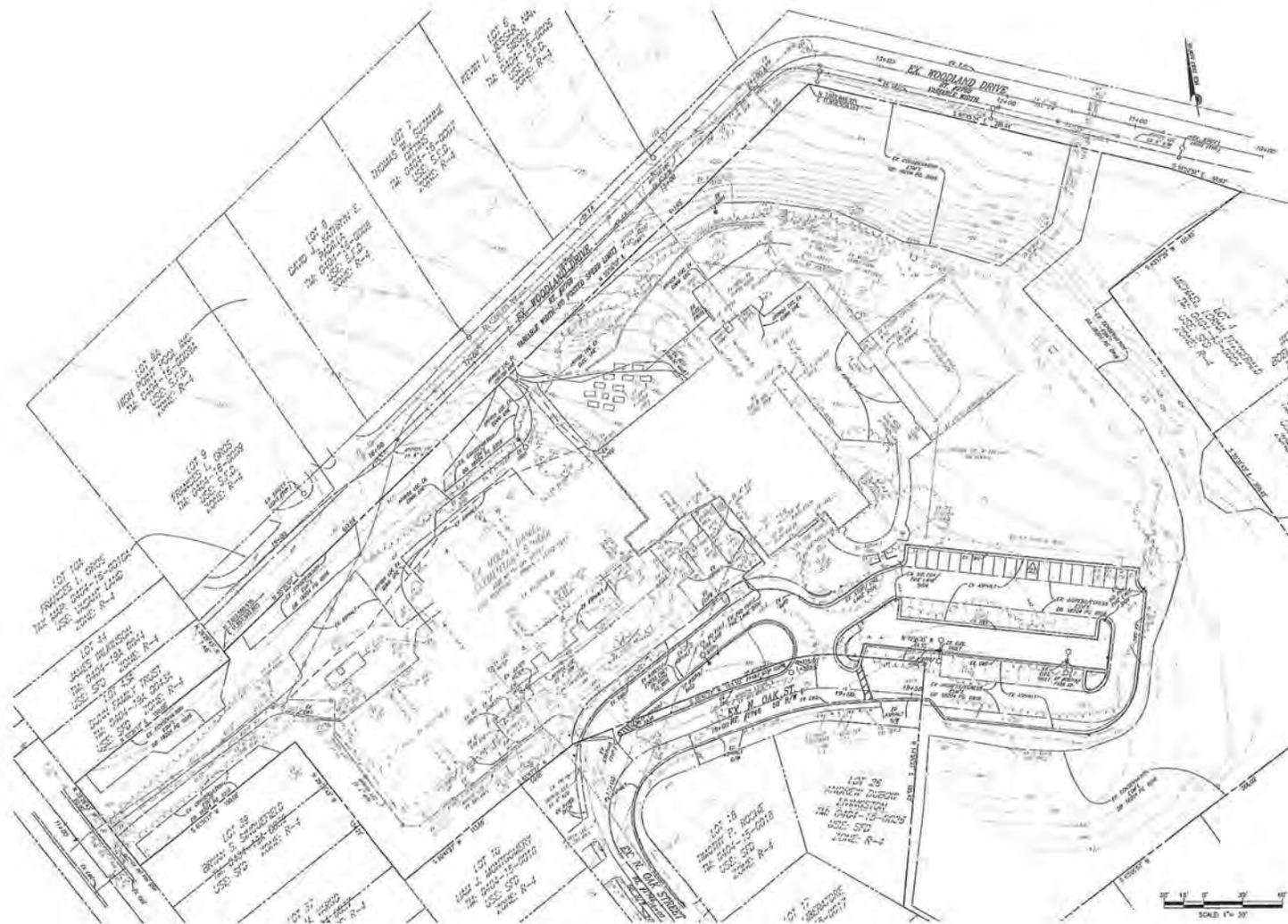
SUBJECT INDEX

PROPERTY MAP
ZONING
40-4

Revised to: 02 - 19 - 2016

Prepared by:
 DEPARTMENT OF REGULATORY TECHNOLOGY
 GIS and Mapping Services Branch
 1300 Potomac Center Parkway, Suite 112
 Fairfax, Virginia 22031-4400
 (703) 261-3700
 FAX (703) 261-3701
 Email: gis@fairfaxva.gov

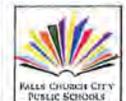
EXHIBIT 1



10521 Rosehaven Blvd.
Suite 200
 Fairfax, VA 22030
 T 703.681.2511
 F 703.681.2516



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PLANNING DIVISION



**Mount Daniel
Elementary School
Addition &
Renovation**

2725 N Oak St., Falls Church, VA

| Revision | Description | Date |
|----------|------------------|----------|
| 1 | Issue for Review | 03/20/16 |
| 2 | Issue for Review | 03/20/16 |
| 3 | Issue for Review | 03/20/16 |
| 4 | Issue for Review | 03/20/16 |
| 5 | Issue for Review | 03/20/16 |
| 6 | Issue for Review | 03/20/16 |
| 7 | Issue for Review | 03/20/16 |
| 8 | Issue for Review | 03/20/16 |
| 9 | Issue for Review | 03/20/16 |
| 10 | Issue for Review | 03/20/16 |
| 11 | Issue for Review | 03/20/16 |

EXISTING CONDITIONS

BC Consultants
Planners • Engineers • Surveyors • Landscape Architects
12000 Park Lakes Circle, Suite 100, Fairfax, VA 22030
(703) 449-8100 (703) 449-1111 (fax)
www.bcva.com

REVISED: 03/24/16 03/24/16 03/24/16

C3

| Issue Date | Drawn |
|------------|-------|
| 03/24/16 | BC |
| 03/24/16 | BC |
| 03/24/16 | BC |

Va. Code Ann. § 15.2-2232 – Description of Proposed Public Use
Mount Daniel Elementary School

As generally depicted on the 2232 Site Plan Exhibit (the "2232 Plan") dated April 18, 2016 and prepared by BC Consultants, the City of Falls Church School Board (the "Applicant") requests Planning Commission approval to expand Mount Daniel Elementary School from approximately 43,771 square feet to up to approximately 81,172 square feet to serve a maximum student enrollment of 704 students to be enforced by a covenant recorded in land records of the Circuit Court of Fairfax County, Virginia. The Applicant proposes to demolish the two-story portion of the existing building, on the eastern side of the school, and replace it with a new three-story addition, including a gymnasium and cafeteria as depicted on the 2232 Plan. All temporary classroom trailers would be removed upon completion of the new school addition. Average overall building height would increase from approximately 22.9 feet to 31.4 feet. Maximum height of the proposed building addition would be approximately 41 feet and the maximum floor area ratio ("FAR") would increase from 0.14 to 0.255, as depicted on the 2232 Plan. On-site parking would increase from 64 spaces to approximately 105 spaces and the drop-off area would be reconfigured as shown on the 2232 Plan, with all school bus and private vehicle queuing remaining on-site. An underground stormwater management facility would be added in order to meet applicable stormwater requirements. There would be no encroachment into any of the existing conservation easements. Existing "Tree Preservation Areas" and "Transitional Screening Yards" would be retained and supplemented in accordance with that shown on the 2232 Plan, as approved by the Fairfax County Urban Forest Management Division.

ILLUSTRATIVE 2232 SITE PLAN

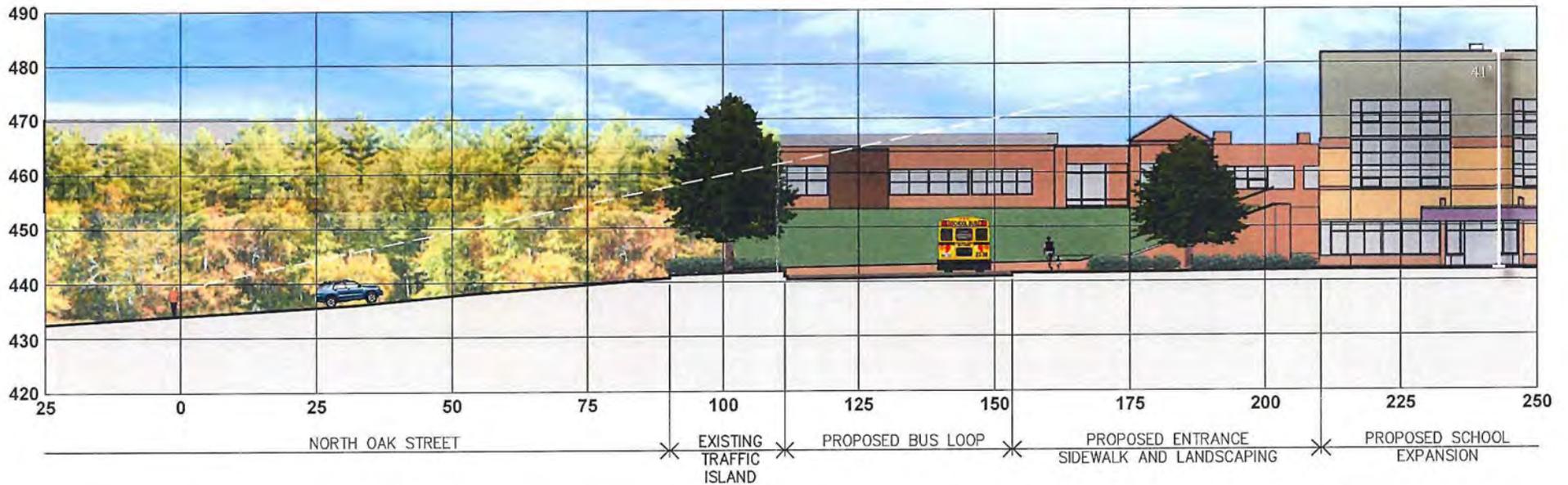


MOUNT DANIEL ELEMENTARY SCHOOL



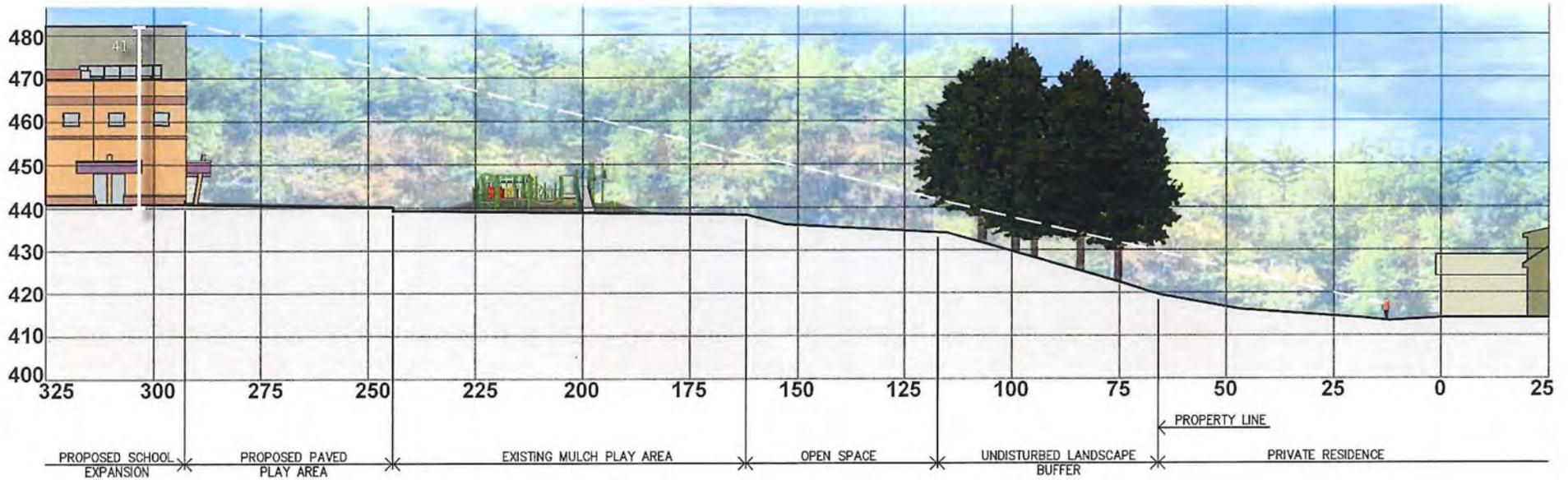
EXHIBIT 4

ILLUSTRATIVE LINE-OF-SIGHT A



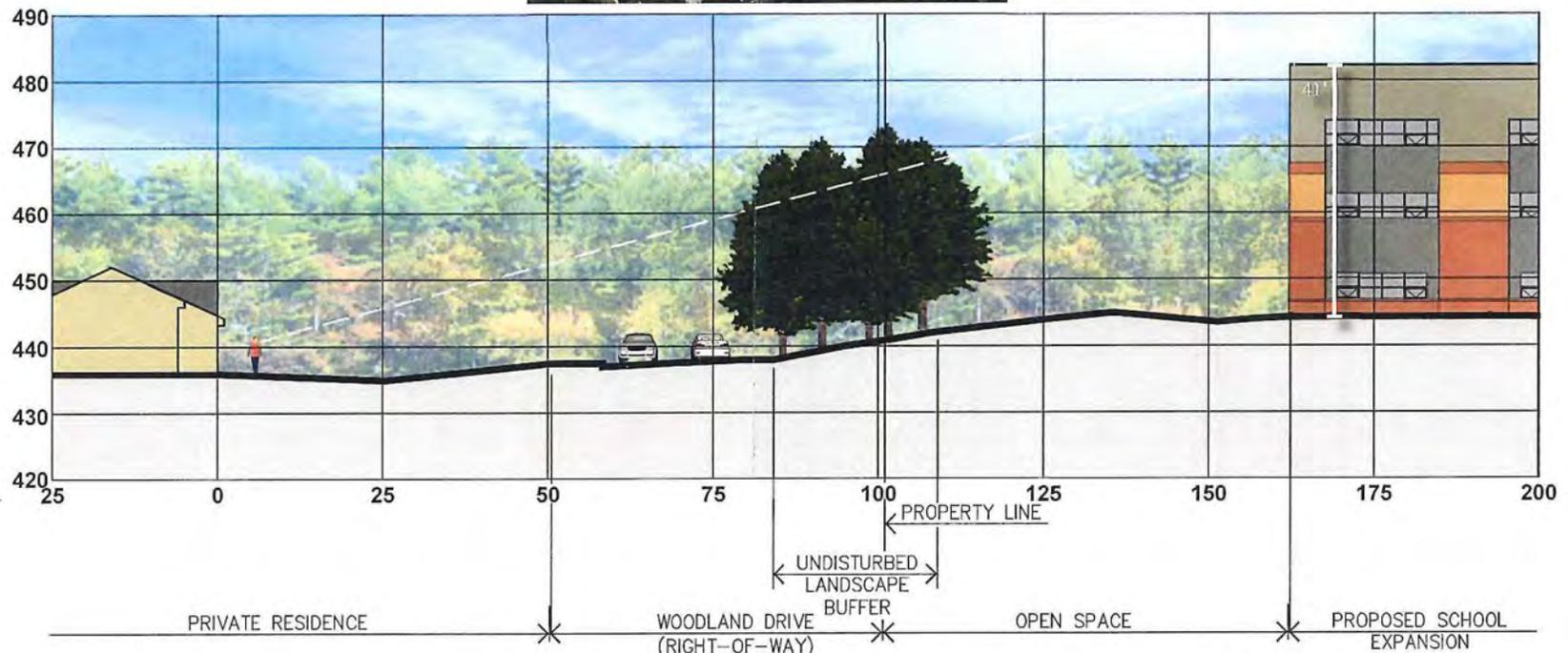
MOUNT DANIEL ELEMENTARY SCHOOL

ILLUSTRATIVE LINE-OF-SIGHT B



MOUNT DANIEL ELEMENTARY SCHOOL

ILLUSTRATIVE LINE-OF-SIGHT C



MOUNT DANIEL ELEMENTARY SCHOOL

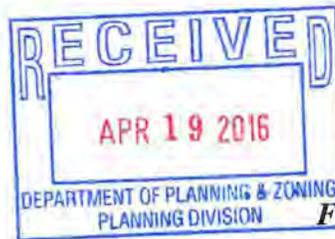


EXHIBIT 5

DRAFT
April 18, 2016

For discussion purposes only

PUBLIC SCHOOL USE COVENANT

THIS PUBLIC SCHOOL USE COVENANT ("Covenant") is hereby made and entered into this ____ day of _____, 2016, by and between the FALLS CHURCH CITY SCHOOL BOARD, a body corporate ("FCCSB"), as Grantor for indexing purposes, and the BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA, a body corporate and politic (the "COUNTY"), as Grantee for indexing purposes.

RECITALS

R-1 FCCSB is the owner of that certain property in the Dranesville District of Fairfax County, Virginia (the "PROPERTY"), more particularly described in the Deed recorded in Deed Book 784, at page 488 among the land records in the Clerk's Office of the Circuit Court of Fairfax County, Virginia (the "Land Records"). For informational purposes only and not to vary the description of the SCHOOL BOARD PROPERTY set forth in the preceding sentences, the SCHOOL BOARD PROPERTY is identified on the Fairfax County Tax Maps as Parcel 40-4-((1))-22.

R-2 FCCSB utilizes the PROPERTY as a public elementary school (the "SCHOOL"), known as Mount Daniel Elementary School, with an enrollment of 366 students as of the beginning of the 2015-2016 school year.

R-3 The SCHOOL is a public use owned and operated by FCCSB, but located in the neighboring jurisdiction of Fairfax County.

R-4 Pursuant to Va. Code Ann. § 15.2-2232, FCCSB filed an application for a building addition to the SCHOOL to address current over-crowding and projected future students.

R-5 To limit the extent of the proposed addition, FCCSB desires to record this Covenant to establish a maximum permitted student enrollment of 704 students.

NOW, THEREFORE, in consideration of the premises and other good and valuable consideration, FCCSB does hereby covenant and agree that the PROPERTY shall be subject to the following covenants, which shall run with the land and shall be binding upon FCCSB and its successors in title:

1. As long as the PROPERTY is used as a public school, the maximum student enrollment shall not exceed 704 students.

2. As long as the PROPERTY is used as a public school, classes shall not begin earlier than 8:45 a.m. on weekdays.

3. If the PROPERTY ceases to be used as a public school, this Covenant shall have no application to other uses.

4. In the event FCCSB or its successors in title violates any provision of this Covenant, the COUNTY, in addition to all other remedies available to it, at law or in equity, shall have the right to seek and obtain both a temporary injunction and a permanent injunction to require compliance with this Covenant.

5. This Covenant shall not be amended to increase the maximum student enrollment to more than 704 students or to allow classes to begin earlier than 8:45 a.m. on weekdays, except

by the agreement of both parties after approval of such changes pursuant to Va. Code Ann. § 15.2-2232.

6. This Covenant shall be construed in accordance with the laws of the Commonwealth of Virginia.

WITNESS the following signatures and seals:

FALLS CHURCH CITY SCHOOL BOARD,
a body corporate

By: _____ (SEAL)
Toni Jones
Superintendent of Schools

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me in the above jurisdiction this ____ day of _____, 2016, by Toni Jones as Superintendent of Schools, on behalf of the FALLS CHURCH CITY SCHOOL BOARD, a body corporate.

Notary Public

Registration No.: _____

My Commission Expires: _____

Executed and approved on behalf of the Board of Supervisors of Fairfax County, Virginia, by the authority granted by said Board.

APPROVED AS TO FORM:

BOARD OF SUPERVISORS OF FAIRFAX
COUNTY, VIRGINIA

Assistant County Attorney

By: _____
Edward L. Long, Jr.
County Executive

Commonwealth of Virginia:
County of Fairfax, to wit:

The foregoing instrument was acknowledged before me this ____ day of _____, 2016, by Edward L. Long, Jr., County Executive, on behalf of the Board of Supervisors of Fairfax County, Virginia.

Notary Public

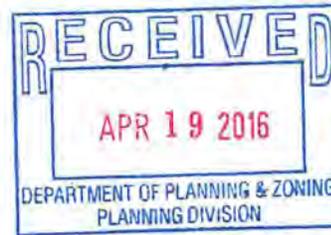
Registration No.: _____

My Commission Expires: _____

[An affixed seal must be a photographically reproducible image.]

WELLS + ASSOCIATES

MEMORANDUM



TO: John McGranahan
Elaine Cox
Hunton & Williams

FROM: Michael J. Workosky, PTP, TOPS, TSOS
John A. Schick

SUBJECT: Mt. Daniel School
Traffic Impact Assessment;
Fairfax County, Virginia

DATE: October 23, 2015

1420 Spring Hill Road
Suite 810
Falls Church, Virginia 22042
703-817-8800
703-817-0738 fax
www.wellsassoc.com

INTRODUCTION

This memorandum presents a traffic impact assessment for the Mt. Daniel School, located on N. Oak Street in Fairfax County, Virginia as shown on Figure 1.

The existing school is operated by the City of Falls Church and currently serves approximately 348 students in kindergarten and 1st grade with 67 staff members. It is proposed to be expanded to allow for up to 792 students and 84 staff members via a three-story addition of 47,303 S.F. that may also serve 2nd grade students.

The proposal requires a determination of being within substantial conformance with Fairfax County's Comprehensive Plan in accordance with Virginia Code Section 2232.

For purposes of this study, a 10-year horizon (year 2025) was chosen for evaluation. It includes an analysis of the typical weekday AM, midday (school) peak hour, and PM peak hours.

PROJECT INFORMATION

The existing building serves approximately 348 students and 67 staff members, and is served by a single access point on N. Oak Street, as shown on Figure 2. It is currently served by 64 on-site surface parking spaces. Students are served by five (5) buses. The school starts at 8:50 AM and ends at 3:50 PM, and a before and after school program is provided.

O:\PROJECTS\16500-1000\6640.MT. DANIEL SCHOOL\GRAPHICS\6640 - RPT GRAPHICS.DWG



Figure 1
Site Location

Mt. Daniel School
Fairfax County, Virginia

JCP

O:\PROJECTS\6500-7000\6540 - MT. DANIEL SCHOOL\GRAPHICS\6540 - RPT GRAPHICS.DWG

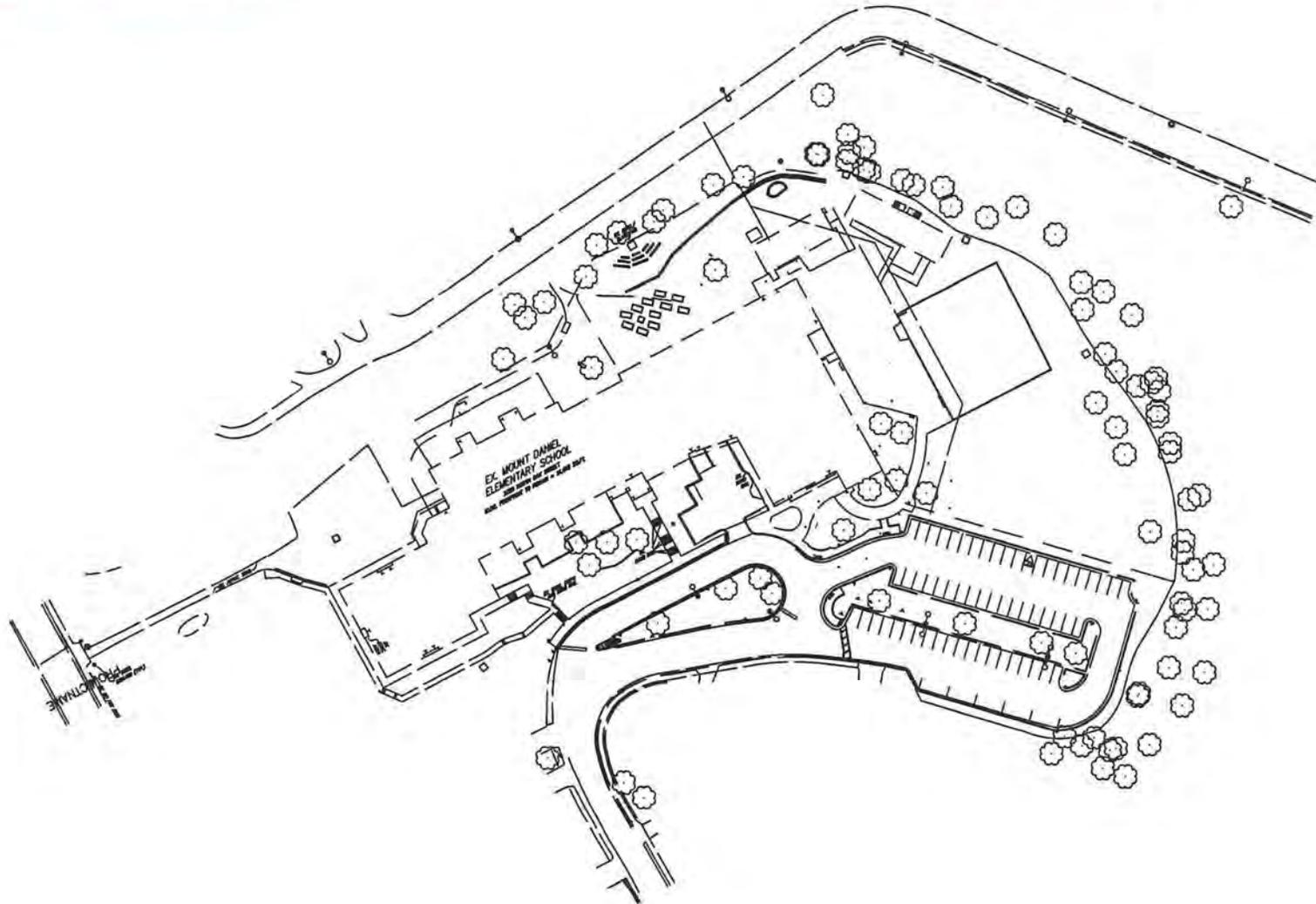


Figure 2
Existing Site Plan

Mt. Daniel School
Fairfax County, Virginia

JCP





WELLS + ASSOCIATES

MEMORANDUM

The proposed expansion would provide for up to 792 students with 84 staff members. It would maintain the existing access from N. Oak Street, and expand the existing parking area to provide 109 surface parking spaces as shown on Figure 3. The expanded parking area would allow for an extended pick-up and drop-off (kiss-n-ride) area for students.

STUDY AREA

The study area chosen for this analysis was based on a review of the adjacent intersections immediately surrounding the school in order to evaluate neighborhood impacts. The following intersections were included in this study:

1. Haycock Road/Highland Avenue.
2. Highland Avenue/Mt. Daniel Drive.
3. Highland Avenue/N. West Street.
4. N. Oak Street/Walnut Street.
5. N. Oak Street/N. West Street.
6. Woodland Drive/Great Falls Street.
7. Walnut Street/Great Falls Street.
8. N. West Street/Great Falls Street.

ROAD NETWORK

The school is currently served by N. Oak Street. This is a two-lane local residential street with a speed limit of 25 mph. It is a narrow street (approximately 30-foot wide) that allows vehicles to park on both sides. In areas where a vehicle is parked, it is difficult for two vehicles to pass simultaneously. Most motorists alternate in these areas.

The other streets adjacent to the site (Great Falls Street, N. West Street, and Highland Avenue) are two-lane roads with posted speed limits of 25 mph. Speed displays are along N. West Street in order to regulate speeds in that area.

The existing lane use and traffic control at the intersections surrounding the site are shown on Figure 4.

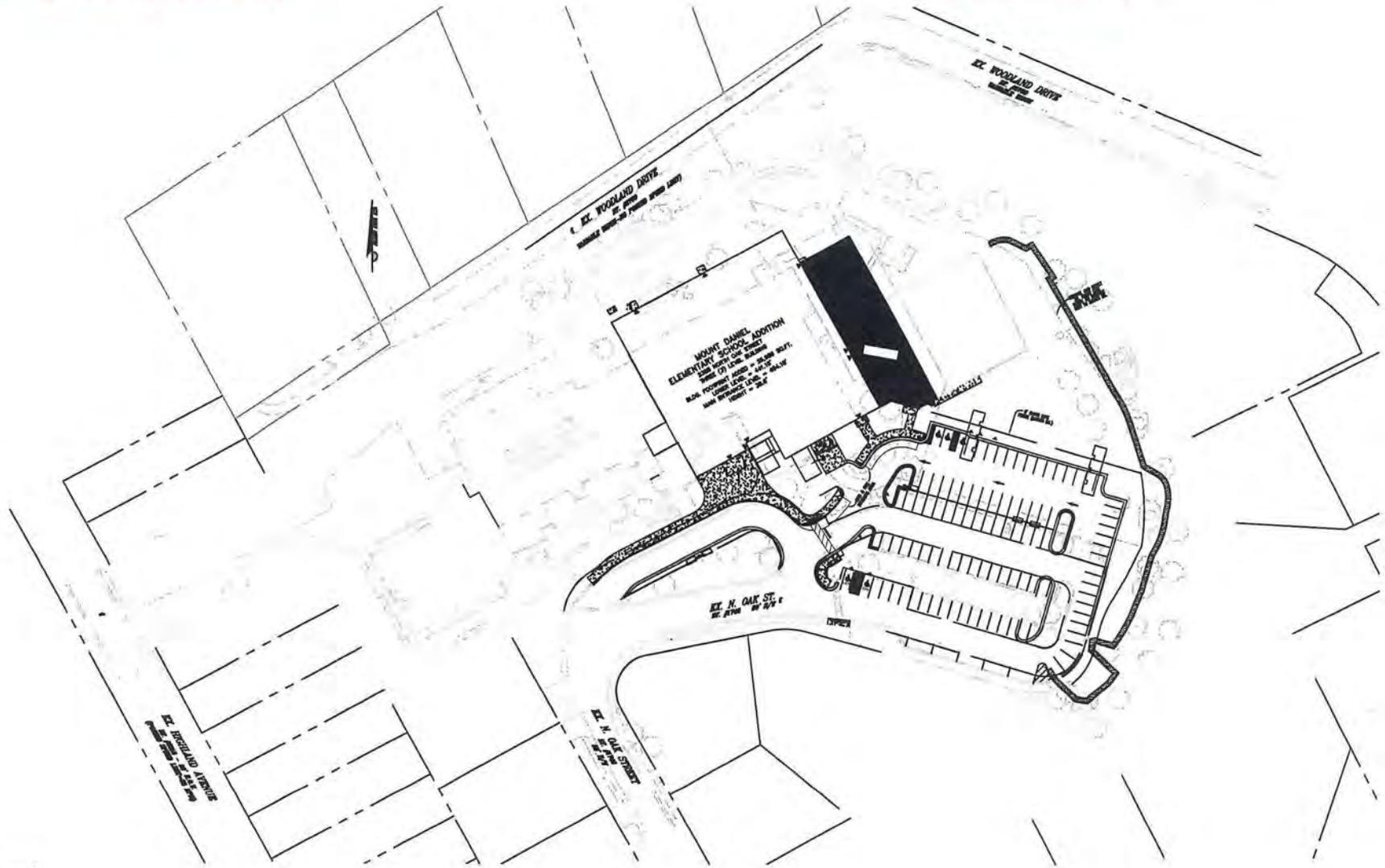
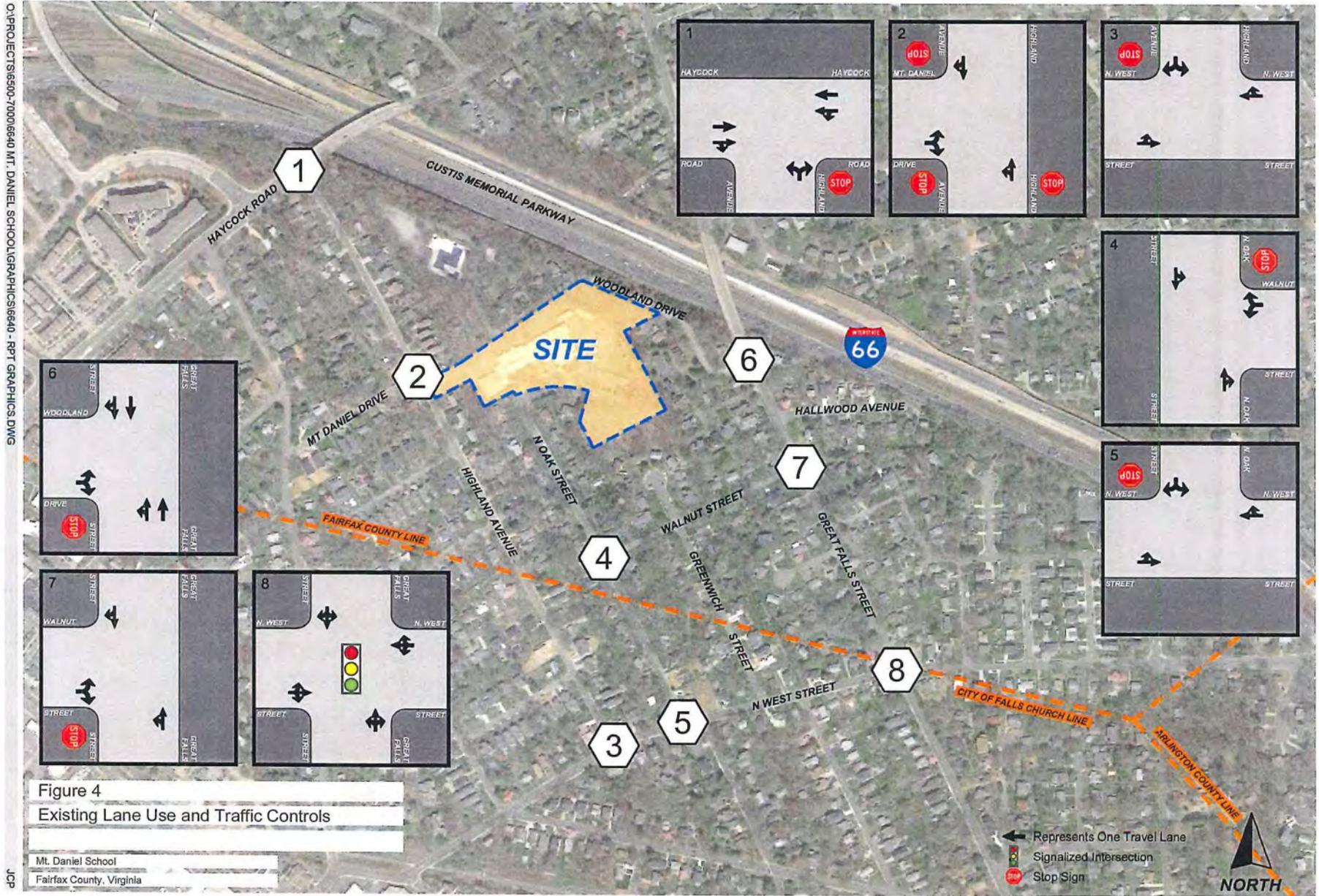


Figure 3
Proposed Site Plan

Mt. Daniel School
Fairfax County, Virginia



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DATA COLLECTION

In order to assess existing conditions, vehicular, pedestrian, and bicycle counts were collected by Wells + Associates on Thursday, October 8, 2015. This was a typical day and there were no special events at the school. In addition to the traffic counts, on-site observations of general traffic operations, queuing, bus usage, and parking occupancy were collected. 24-hour mechanical counts were collected on N. Oak Street when the traffic count data was collected.

Based on the data collected, the AM peak hour occurred from 7:45 AM to 8:45 AM, the midday (school) peak hour occurred from 3:30 PM to 4:30 PM, and the evening peak hour occurred from 5:15 PM to 6:15 PM. Traffic count information is contained in Appendix A.

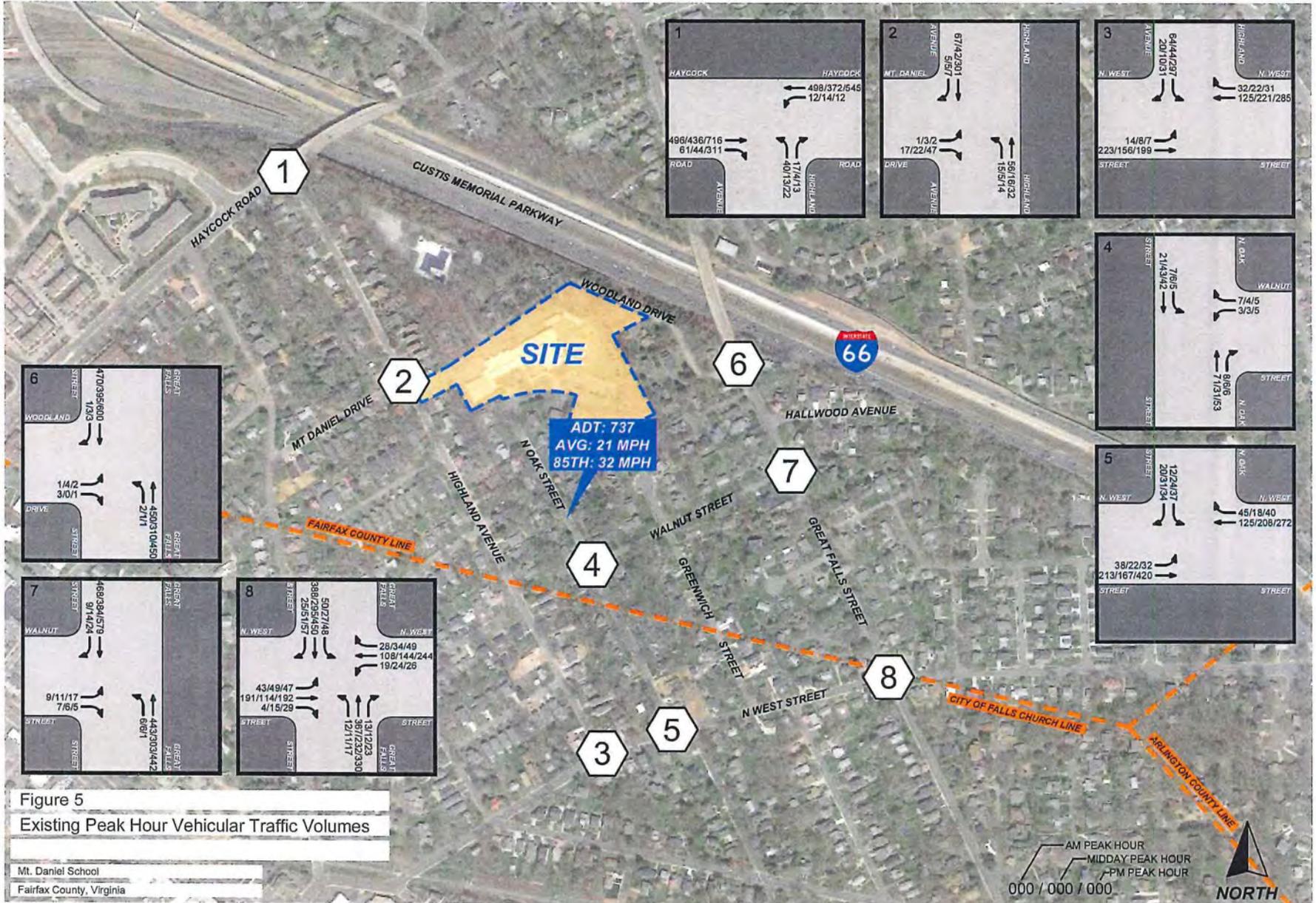
The data collected on N. Oak Street just north of Walnut Street indicates that a total of 737 vehicles were recorded over a 24-hour period. The average speed ranged from 20 to 22 miles per hour (mph), and the 85th percentile speed ranged from 31 to 32 mph.

The maximum bus queue was five (5) buses during both the AM and midday peak hours. During the AM peak hour, the maximum queue of six (6) vehicles were observed dropping off students. During the midday and evening peak hours, the queues for picking up students were minimal since parents park and enter the school. These observations are consistent with those reported by the Fairfax County Department of Transportation in the staff analysis and recommendation.

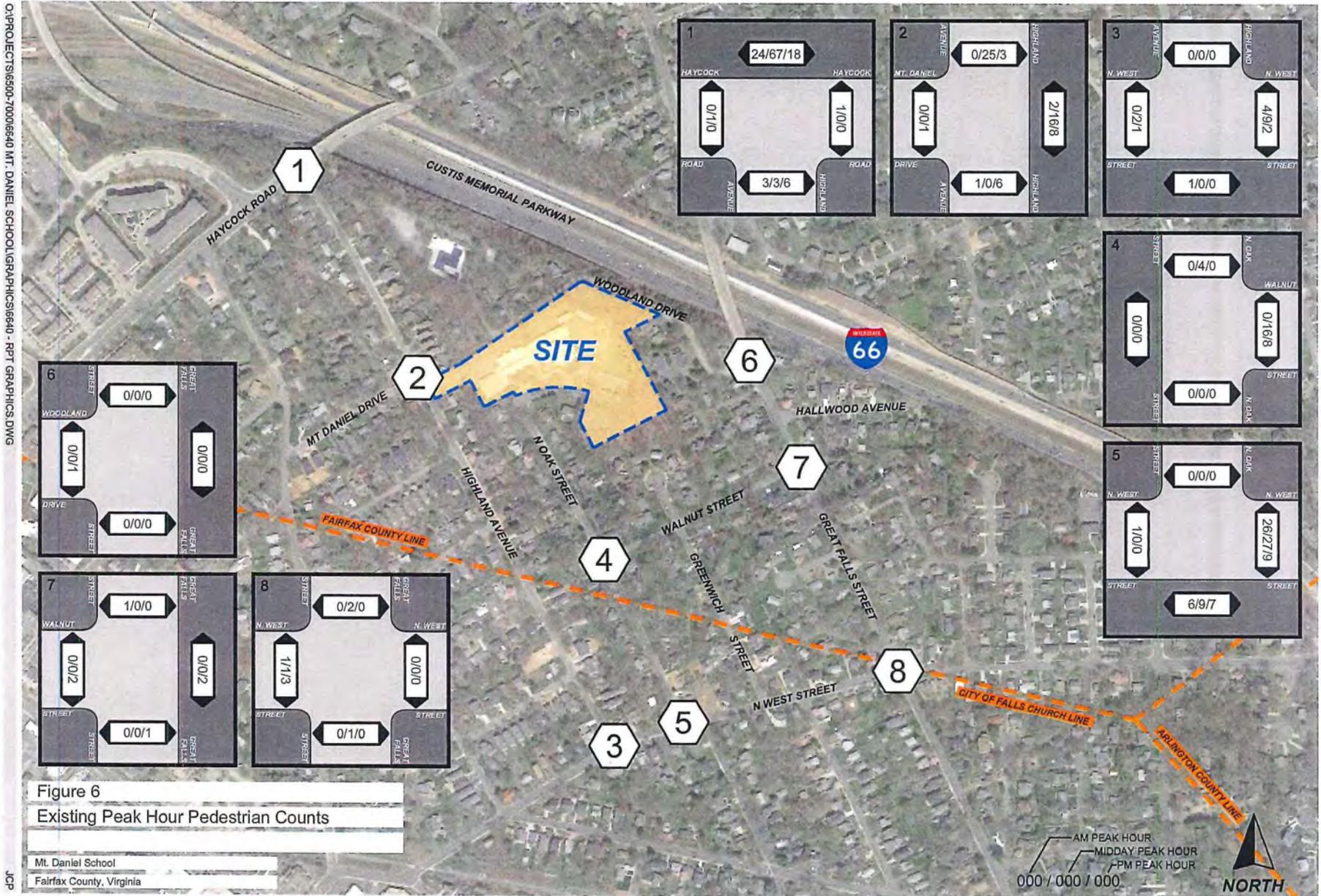
The existing vehicular, pedestrian, and bicycle counts are shown on Figures 5 through 7.

Field observations were made on separate weekdays and included when the traffic counts were collected. In general, traffic operations appeared to be adequate at the intersections surrounding the site during each of peak study periods. It was noted that there were minor conflicts that occur on N. Oak Street during surges of school traffic when vehicles must yield to each other in areas where vehicles are parked on-street. While these conflicts occurred, they did not cause major disruptions in traffic flow in the area.

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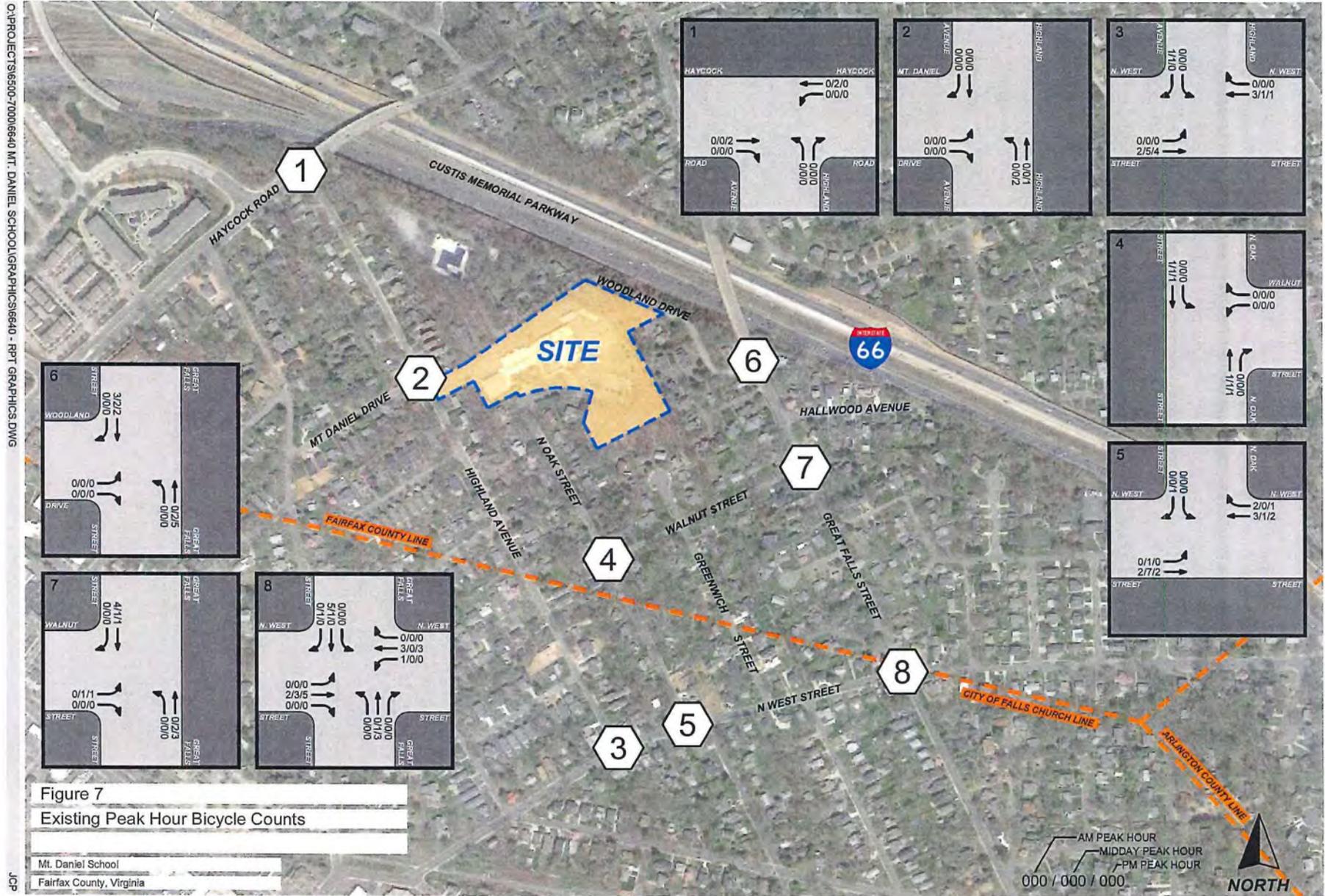
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MEMORANDUM

EXISTING CAPACITY ANALYSIS

Capacity analyses were prepared for the study intersections for each of the peak hours to establish baseline traffic conditions. The results are summarized on Table 1 and indicate that all of intersections currently operate at acceptable levels of service (at LOS “D” or better) during each of the peak hours studied with one exception. The southbound approach of stop controlled Highland Avenue at N. West Street intersection (#3) currently operates at LOS “E” during the PM peak hour. This appears to be the result of commuter traffic traveling eastbound on Haycock Road, turning right onto southbound Highland Avenue, and turning left to eastbound N. West Street. Capacity analysis worksheets are contained in Appendix B.

All of the remaining intersections and individual turning movements currently operate at acceptable levels of service during all of the peak hours studied. The key intersections of N. Oak Street/N. West Street (#5) and Walnut Street/Great Falls Street (#7) that provide direct access to the school currently operate at acceptable levels of service. These results indicate that there are no major traffic constraints at the intersections immediately adjacent to the school and surrounding neighborhood.

EXISTING SCHOOL OPERATIONS

During the AM peak hour, some parents arrive to drop-off students for before school care. Beginning at approximately 8:30 AM, all five (5) buses arrive in succession at the school. They drop-off students within approximately 10 minutes and leave as a group. These buses are accommodated in front of the school without blocking the parking area where students are dropped off. Parents also drop-off students during this period with minimal queuing. The activity at the school generally occurs within a 15 to 20-minute period. A maximum queue of six (6) vehicles was observed during the AM peak hour that are currently accommodated on-site.

During the afternoon peak, buses arrive at the school and wait for students to board. Parents park and enter the school to retrieve students. Thus, there is minimal queuing on-site. Similar to AM conditions, there were some minor conflicts along N. Oak Street during this period due to parked vehicles. However, there were no major delays or queuing along the route or adjacent intersections.

During the evening peak hour, parents arrive randomly at the school to pick-up students from the after school program. There did not appear to be any major queuing or capacity constraints during this period since arrivals and departures were spread out over the peak hour, rather than concentrated during the school peak hours.

The existing school circulation patterns are shown on Figures 8 and 9.

Table 1
 Mt. Daniel Elementary School
 Intersection Level of Service Summary ⁽¹⁾

| Intersection | Intersection Control | Approach/Movement | Existing Conditions | | | | | | 2025 Future Conditions Without School Expansion | | | | | | 2025 Future Conditions With School Expansion | | | | | |
|--------------------------------------|----------------------|-------------------|---------------------|-----------|------------------|-----------|--------------|-----------|---|-----------|------------------|-----------|--------------|-----------|--|-----------|------------------|-----------|--------------|-----------|
| | | | AM Peak Hour | | Midday Peak Hour | | PM Peak Hour | | AM Peak Hour | | Midday Peak Hour | | PM Peak Hour | | AM Peak Hour | | Midday Peak Hour | | PM Peak Hour | |
| | | | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) | LOS | Delay (s) |
| 1. Haycock Road/Highland Avenue | Stop Control | EBTR | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 |
| | | WBLT | A | 0.7 | A | 1.0 | A | 1.0 | A | 0.7 | A | 1.0 | A | 1.0 | A | 0.7 | A | 1.0 | A | 1.0 |
| | | NBLR | C | 18.9 | C | 15.4 | D | 29.6 | C | 20.2 | C | 16.1 | D | 32.9 | C | 20.4 | C | 16.4 | D | 34.1 |
| 2. Highland Avenue/Mt. Daniel Drive | Stop Control | EBLR | A | 6.8 | A | 6.7 | A | 7.6 | A | 6.8 | A | 6.7 | A | 7.6 | A | 6.8 | A | 6.7 | A | 7.6 |
| | | NBLT | A | 7.5 | A | 7.3 | A | 7.8 | A | 7.5 | A | 7.3 | A | 7.8 | A | 7.6 | A | 7.3 | A | 7.8 |
| | | SBTR | A | 7.4 | A | 7.2 | A | 10.0 | A | 7.4 | A | 7.2 | B | 10.1 | A | 7.5 | A | 7.3 | B | 10.2 |
| 3. Highland Avenue/N. West Street | Stop Control | EBLT | A | 0.5 | A | 0.4 | A | 0.3 | A | 0.5 | A | 0.4 | A | 0.3 | A | 0.5 | A | 0.4 | A | 0.3 |
| | | WBTR | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 |
| | | SBLR | B | 12.0 | B | 12.1 | E | 36.7 | B | 12.8 | B | 13.0 | F | 58.3 | B | 13.8 | B | 13.6 | F | 81.9 |
| 4. N. Oak Street / Walnut Street | Stop Control | WBLR | A | 8.9 | A | 8.9 | A | 9.0 | A | 8.9 | A | 8.9 | A | 9.0 | A | 9.4 | A | 9.1 | A | 9.4 |
| | | NBTR | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 |
| | | SBLT | A | 1.9 | A | 1.0 | A | 0.8 | A | 2.0 | A | 1.0 | A | 0.9 | A | 2.0 | A | 1.6 | A | 1.5 |
| 5. N. Oak Street/N. West Street | Stop Control | EBLT | A | 1.4 | A | 1.1 | A | 0.9 | A | 1.4 | A | 1.0 | A | 0.9 | A | 2.6 | A | 1.7 | A | 1.8 |
| | | WBTR | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 |
| | | SBLR | B | 10.8 | B | 11.6 | C | 16.1 | B | 11.2 | B | 12.3 | C | 18.0 | B | 12.4 | B | 13.5 | C | 22.9 |
| 6. Woodland Drive/Great Falls Street | Stop Control | EBLR | B | 11.4 | B | 13.6 | C | 15.8 | B | 11.8 | B | 14.2 | C | 17.0 | B | 11.8 | B | 14.3 | C | 17.1 |
| | | NBLT | A | 0.1 | A | 0.1 | A | 0.1 | A | 0.1 | A | 0.1 | A | 0.1 | A | 0.1 | A | 0.1 | A | 0.1 |
| | | SBTR | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 |
| 7. Walnut Street/Great Falls Street | Stop Control | EBLR | C | 17.8 | B | 14.5 | C | 24.0 | C | 18.3 | B | 14.7 | C | 24.9 | C | 18.1 | B | 14.0 | C | 24.0 |
| | | NBLT | A | 0.2 | A | 0.2 | A | 0.0 | A | 0.2 | A | 0.2 | A | 0.0 | A | 0.8 | A | 0.5 | A | 0.6 |
| | | SBTR | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 |
| 8. N. West Street/Great Falls Street | Signalized | EBLTR | B | 16.7 | B | 15.6 | B | 18.2 | B | 17.5 | B | 16.2 | B | 19.7 | B | 17.9 | B | 16.8 | C | 20.6 |
| | | WBLTR | B | 14.7 | B | 15.7 | B | 19.3 | B | 15.2 | B | 16.4 | C | 21.1 | B | 15.3 | B | 16.5 | C | 21.3 |
| | | NBLTR | B | 10.4 | A | 8.7 | B | 10.2 | B | 10.5 | A | 8.7 | B | 10.4 | B | 11.9 | A | 9.0 | B | 11.4 |
| | | SBLTR | B | 12.0 | B | 10.1 | B | 14.3 | B | 12.8 | B | 10.5 | B | 15.8 | B | 13.2 | B | 10.7 | B | 16.5 |
| | | Overall | B | 12.8 | B | 11.9 | B | 15.1 | B | 13.4 | B | 12.4 | B | 16.4 | B | 14.0 | B | 12.7 | B | 17.1 |

Notes:

(1) Capacity analysis based on Highway Capacity Manual methodology, using Synchro 9.0.

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Figure 8
Bus Circulation

Mt. Daniel School
Fairfax County, Virginia



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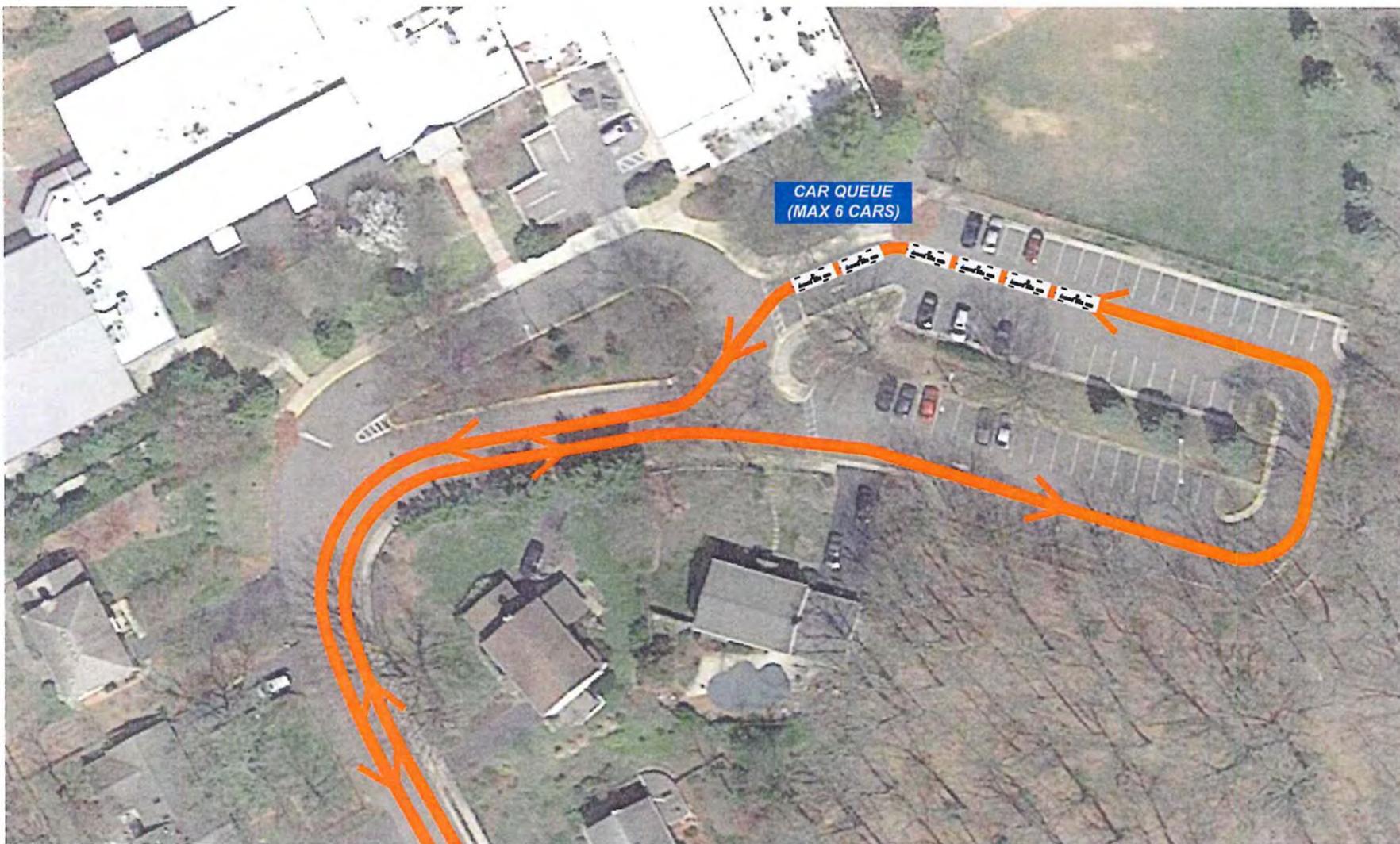


Figure 9
Car Circulation

Mt. Daniel School
Fairfax County, Virginia





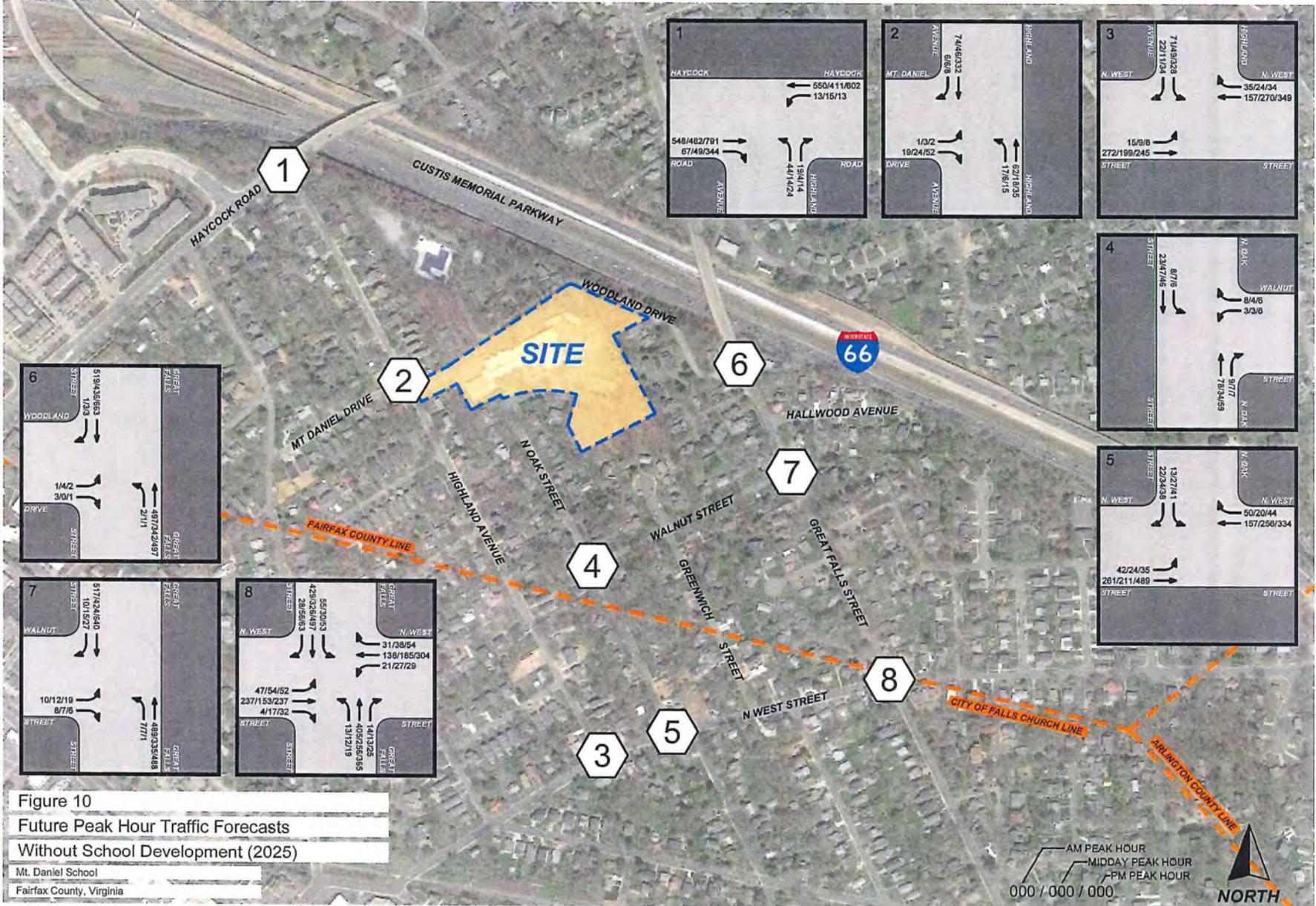
BACKGROUND TRAFFIC FORECASTS AND CAPACITY ANALYSIS

Background traffic forecasts for 2025 were developed based on the existing traffic counts, a regional growth rate, and traffic generated by pipeline development. Consistent with other recently prepared studies, a 1.0 percent compounded was applied to all non-fixed traffic movements at each of the study intersections. In addition, the traffic expected to be generated by the 301 West Broad Street development and the Mason Row development were estimated and added to the road network. The traffic volume adjustments, trip generation estimates, and traffic assignments are contained in Appendix C. The resultant traffic forecasts for 2025 without the proposed school expansion are shown on Figure 10.

Capacity analyses were prepared for background 2025 conditions based on the existing lane use and traffic controls and forecasted volumes, and are summarized on Table 1. The results are generally consistent with existing conditions with the following exception of the Highland Avenue/N. West Street intersection. The southbound approach is expected to operate at LOS "F" during the PM peak hour. However, as identified under existing conditions, this movement is the result of commuter traffic patterns and currently operates near capacity at LOS "E". While improvements may be needed at this location (such as signalization) in order to alleviate these delays, the relatively low volume during the non-peak hours would not likely meet warrants for full signalization.

All of the remaining intersections would continue to operate at acceptable levels of service during each of the study peak hours under background conditions in 2025. Capacity analysis worksheets are contained in Appendix D.

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MEMORANDUM

SITE TRIP GENERATION AND TRAFFIC ASSIGNMENTS

The number of new peak hour trips expected to be generated by the Mt. Daniel School expansion were estimated based on observations made at the existing school on October 8, 2015. Traffic counts were collected along with students entering and exiting buses during each of the study peak hours.

The results are summarized on Table 2, and indicate that the existing school currently generates 106 AM peak hour trips (78 in and 28 out), 84 midday peak hour trips (35 in and 49 out), and 105 PM peak hour trips (58 in and 47 out) on a typical weekday. These vehicle trips were used to establish a trip generation rate per student based on the enrollment of 348 students when the traffic counts were collected.

Based on the established trip generation rates and assuming that the bus ridership continues at the current level (approximately 82 percent during the AM peak and 65 percent during the midday peak) through the anticipated use of four (4) additional buses, the expanded Mt. Daniel School (792 students/84 staff members) would generate 238 AM peak hour trips, 186 midday peak hour trips, and 238 PM peak hour trips. When accounting for the existing trips generated by the site, the expansion would add 132 net new AM peak hour trips, 102 net new midday peak hour trips, and 133 net new PM peak hour trips.

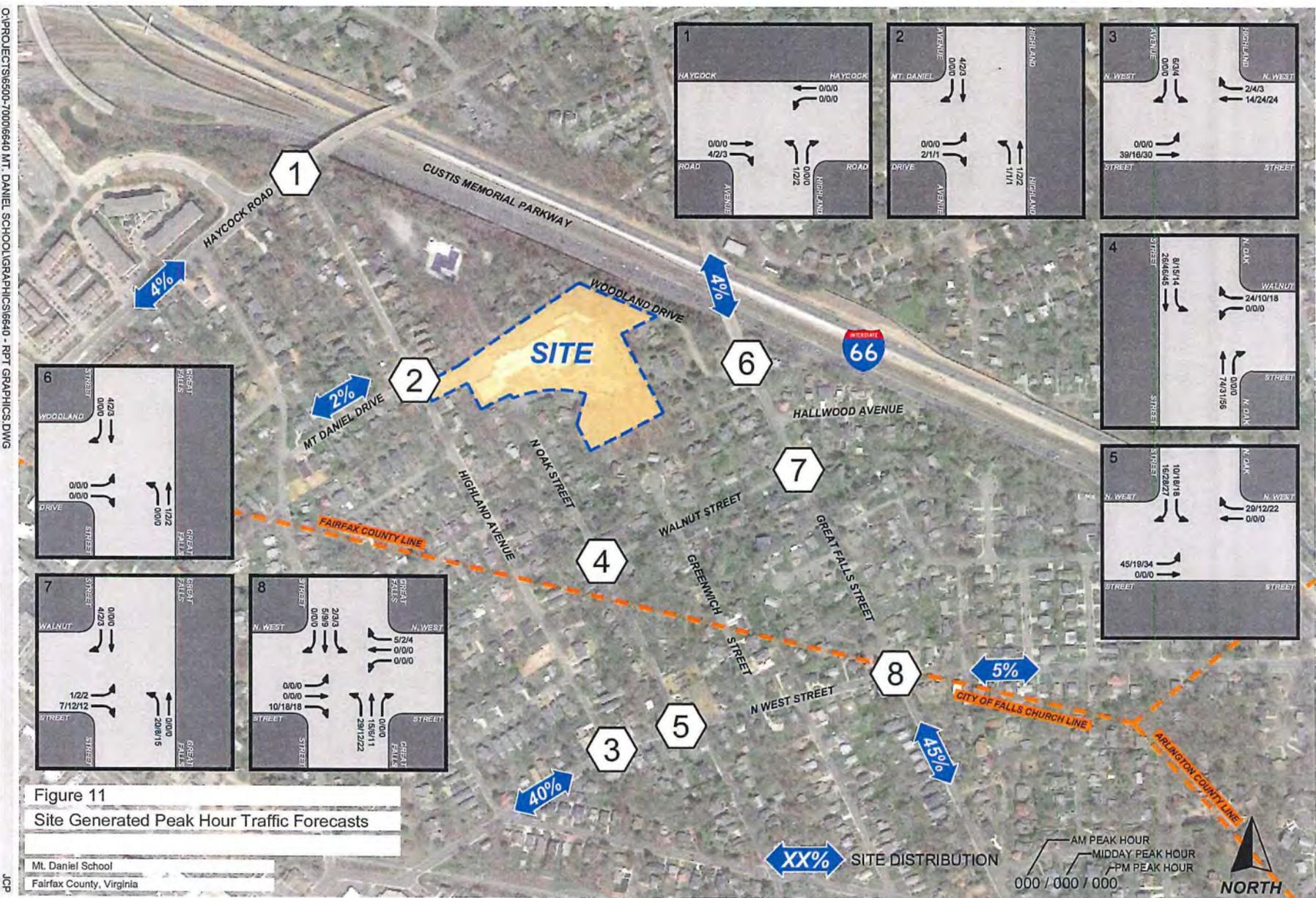
The net new vehicle trips were added to the road network based on existing travel patterns and input from school officials. In general, the majority of vehicle trips would originate to and from the south within the City of Falls Church and are reflected on Figure 11. This figure includes the site generated traffic assignments for each of the study intersections.

Table 2
 Mt. Daniel Elementary School
 Site Trip Generation Analysis

| Land Use | Size | Units | AM Peak Hour (7:45 AM - 8:45 AM) | | | Midday Peak Hour (3:30 PM - 4:30 PM) | | | PM Peak Hour (5:15 PM - 6:15 PM) | | |
|---|---------------------------------|-----------------|-------------------------------------|-------------|-------------|---|-------------|-------------|-------------------------------------|-------------|-------------|
| | | | In | Out | Total | In | Out | Total | In | Out | Total |
| Existing Development (1) | | | | | | | | | | | |
| Observed Bus Riders (AM Peak) | 287 | students | 5 | 5 | 10 | | | | | | |
| <i>Bus Riders Rate (students per bus)</i> | | | <i>57.4</i> | <i>0</i> | <i>57.4</i> | | | | | | |
| Observed Bus Riders (Midday Peak) | 225 | students | | | | 5 | 5 | 10 | | | |
| <i>Bus Riders Rate (students per bus)</i> | | | | | | <i>0</i> | <i>45</i> | <i>45</i> | | | |
| Pick-up/Drop-offs and School Staff (AM Peak) | 61 | students | <u>73</u> | <u>23</u> | <u>96</u> | | | | | | |
| Pick-up/Drop-offs and School Staff (Midday & PM Peak) | 123 | students | | | | <u>30</u> | <u>44</u> | <u>74</u> | <u>58</u> | <u>47</u> | <u>105</u> |
| Total Observed Existing Vehicle Trips | 348 | students | 78 | 28 | 106 | 35 | 49 | 84 | 58 | 47 | 105 |
| | <i>Overall Rate Per Student</i> | | <i>0.22</i> | <i>0.08</i> | <i>0.30</i> | <i>0.10</i> | <i>0.14</i> | <i>0.24</i> | <i>0.17</i> | <i>0.14</i> | <i>0.30</i> |
| Proposed Development (2) | | | | | | | | | | | |
| Estimated Bus Riders (AM Peak) | 653 | students | 9 | 9 | 18 | | | | | | |
| <i>Bus Riders Rate (students per bus)</i> | | | <i>72.6</i> | <i>0</i> | <i>72.6</i> | | | | | | |
| Estimated Bus Riders (Midday Peak) | 512 | students | | | | 9 | 9 | 18 | | | |
| <i>Bus Riders Rate (students per bus)</i> | | | | | | <i>0</i> | <i>56.9</i> | <i>56.9</i> | | | |
| Pick-up/Drop-offs and School Staff (AM Peak) | 139 | students | <u>167</u> | <u>53</u> | <u>220</u> | | | | | | |
| Pick-up/Drop-offs and School Staff (Midday & PM Peak) | 280 | students | | | | <u>67</u> | <u>101</u> | <u>168</u> | <u>132</u> | <u>106</u> | <u>238</u> |
| Total Estimated Vehicle Trips | 792 | students | 176 | 62 | 238 | 76 | 110 | 186 | 132 | 106 | 238 |
| NET NEW TRIPS (Existing vs. Proposed) | | | 98 | 34 | 132 | 41 | 61 | 102 | 74 | 59 | 133 |

(1) Traffic volumes based on observed count data collected by Wells + Associates on October 8, 2015.

(2) Proposed expansion volumes based observed bus ridership (82% AM / 65% PM) and trip rate per student.



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MEMORANDUM

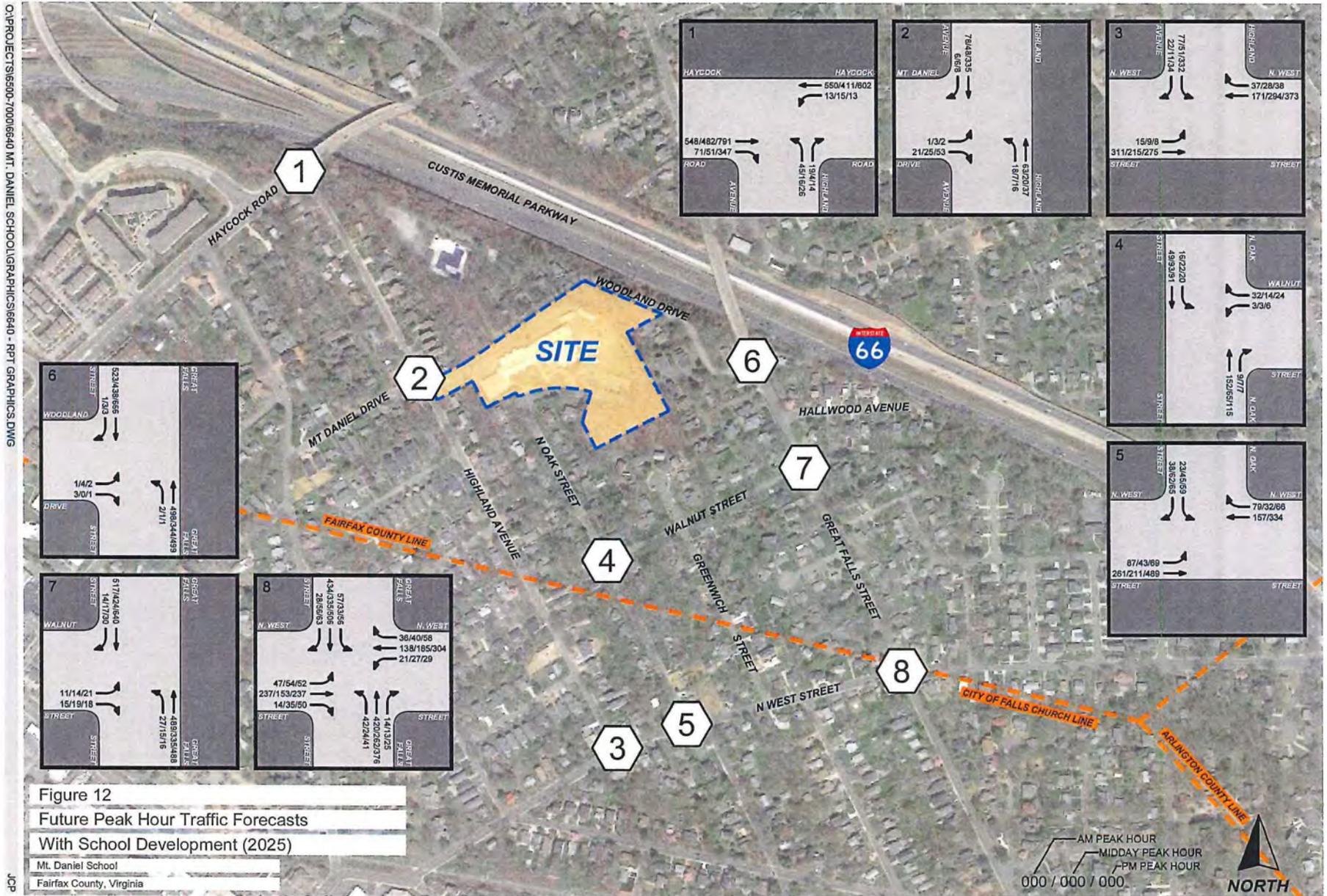
TOTAL FUTURE TRAFFIC FORECASTS AND CAPACITY ANALYSIS

Total future traffic forecasts for 2025 with the school expansion were derived by adding the background traffic forecasts to the net new vehicle trips expected to be generated by the school. The resultant traffic forecasts for 2025 are shown on Figure 12.

Capacity analyses for total future 2025 conditions were prepared based on the existing lane use and traffic controls and the forecasted volumes for 2025. The results are shown on Table 1 and indicate the following:

- The overall results for total future conditions are consistent with those reported for background conditions at all of the intersections studied, but with increases in overall delay.
- The southbound approach at the Highland Avenue/N. West Street intersection would continue to operate at LOS "F" during the PM peak hour. As discussed under background conditions, it is not likely that warrants for signalization would be met at this location and is the result of commuter traffic not associated with the school.
- All remaining intersection approaches and movements would continue to operate at acceptable levels of service during all study periods with the redevelopment of the site.
- The key intersections serving the school at N. Oak Street/N. West Street (#5) and Walnut Street/Great Falls Street (#7) would continue to operate at acceptable levels of service during each of the peak hours studied.

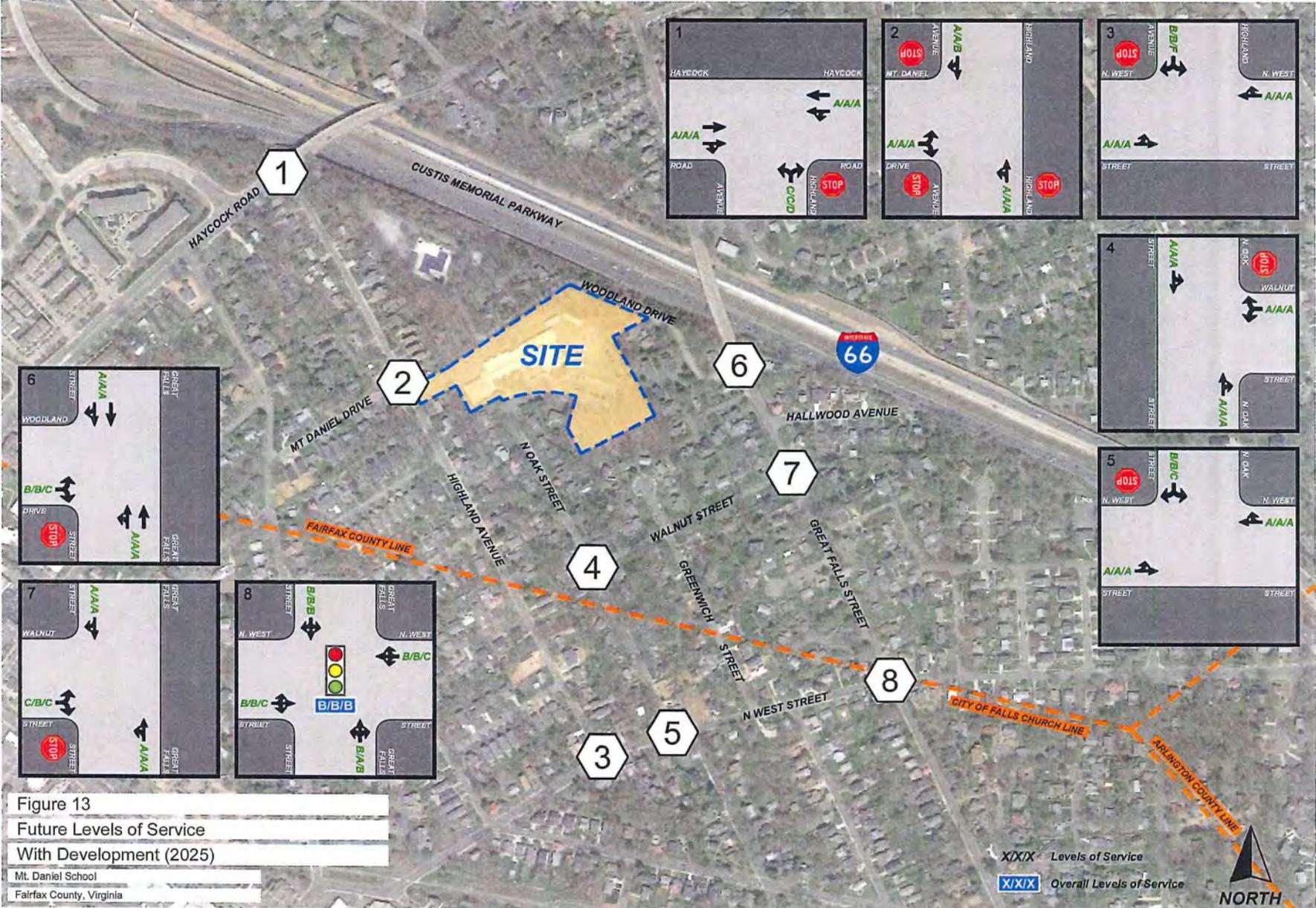
The overall results indicate that the school expansion could be accommodated by the existing road network and access system surrounding the neighborhood without creating major capacity constraints. The total future levels of service are summarized on Figure 13. Capacity analyses for total future conditions are contained in Appendix E.



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MEMORANDUM

ON-SITE QUEUING

It is anticipated that the on-site queuing for buses would increase from five (5) to nine (9) buses, and that private vehicle queues would increase from six (6) to 14 vehicles with the school expansion. An illustration of the future condition is shown on Figure 14, and indicates that up to approximately 15 vehicles can be accommodated on-site.

N. OAK STREET LINK ANALYSIS

While the capacity analyses indicate that the school expansion would not create major constraints, it is recognized that N. Oak Street is inherently constrained by the narrow configuration of the road and the ability for vehicles to park on both sides. This creates areas where the road operates as a single lane and opposing traffic must yield in these areas.

In an effort to model this condition, field observations and travel times were used to identify the potential increase in overall delay for motorists traveling along this route during each of the peak hours studied. The traffic volume, lane capacity, and number of conflicts encountered along the route were used in the study, and reflect the number of vehicles parked along the roadway during these hours based on field observations.

The N. Oak Street segment is approximately 1,450 feet in length from the school to N. West Street. Field observations showed that approximately 10 to 12 vehicles were parked during the school peak hours. Based on field data, approximately two (2) to three (3) conflicts with parked vehicles (when restricted to single-lane travel) were used for purposes of this study.

Since the incremental increase in delay for one letter grade change in level of service at unsignalized (stop controlled) intersections is generally 10 seconds, this parameter was used as the basis for evaluating N. Oak Street. This suggests that motorists would not experience more than a one letter grade change in level of service currently experienced along N. Oak Street if the increase in delay did not exceed 10 seconds.

The results of the analyses indicate that based on the planned enrollment of 792 students, the overall delay would increase by more than 10 seconds during the critical peak hour, peak direction, that occurs along northbound N. Oak Street during the AM peak hour. This direction and peak hour would experience the most significant increase in peak hour trips (98 vehicles) that are condensed into a 15 to 30 minute period when buses and vehicles are traveling along northbound N. Oak Street to the school.



The study results are shown on Table 3, and indicate that the increase in delay in the northbound direction during the AM peak hour would be 12.3 seconds assuming the full occupancy of the school at 792 students. Since this is greater than a 10-second increase in delay, a reduction in the number of students would be necessary in order to maintain an increase of less than 10 seconds along the route. The analyses show that a minimum reduction of 50 students (or approximately 742 total students) would result in an increase 9.8 seconds (or less than 10 seconds), as detailed on Table 3. Detailed information is contained in Appendix F.

PARKING OCCUPANCY AND DEMAND SUMMARY

Existing parking occupancy was measured when the traffic counts were collected. The results are shown on Table 4 and indicate that the peak occupancy occurred at 12:00 PM, when 70 vehicles were parked on-site. One (1) vehicle was parked on N. Oak Street adjacent to the school during this period. Based on the current parking supply of 64 spaces, adequate parking is provided on-site that could also accommodate school related vehicles parked on N. Oak Street.

Based on the anticipated increase of staff members from 67 to 84, a parking demand of 88 vehicles would be expected. Given the proposed increase of parking supply to 109 spaces, faculty members and visitors could be accommodated on-site and would not require the use of parking along N. Oak Street. It is noted that while there would be an increase in after school visitors during the pick-up period in the evening, additional parking supply is available through the vacancy of staff members leaving the school. Further, it is understood that the proposed parking supply would not be adequate for special events at the school, but that provisions for off-site parking are provided during these periods.

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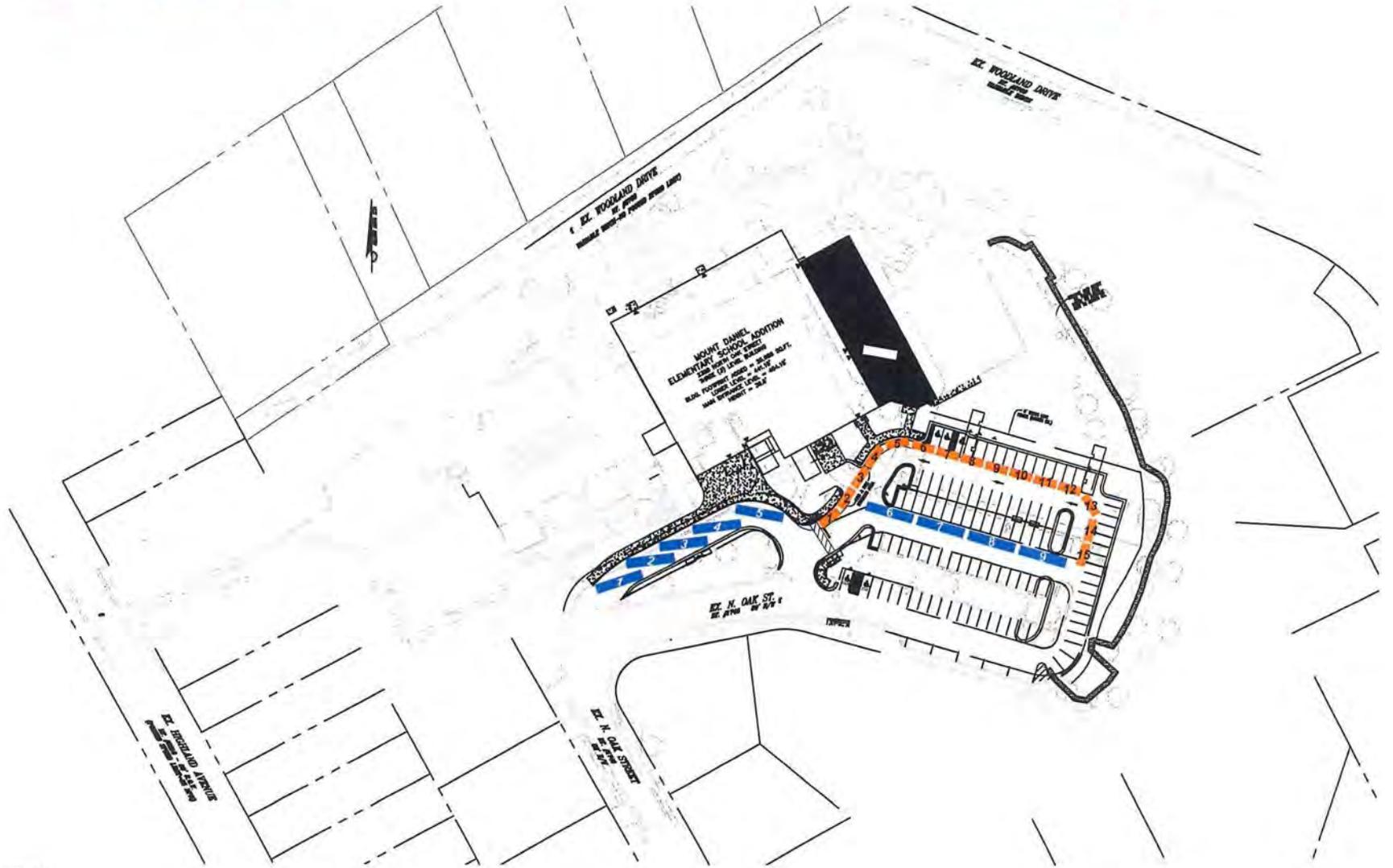


Figure 14
Future School Bus and Passenger Car Queues

Mt. Daniel School
Fairfax County, Virginia

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Table 3
 Mt. Daniel Elementary School
 N. Oak Street Travel Time Analysis ⁽¹⁾

| Scenario | Direction | Existing Conditions | | | 2025 Future Conditions without Development | | | 2025 Future Conditions with Development | | | Estimated Increase in Peak Hour Delay due to Single Lane Instances ⁽³⁾ | | |
|--------------|-----------|---------------------|------------------|--------------|--|------------------|--------------|---|------------------|--------------|---|------------------|--------------|
| | | AM Delay (s) | Midday Delay (s) | PM Delay (s) | AM Delay (s) | Midday Delay (s) | PM Delay (s) | AM Delay (s) | Midday Delay (s) | PM Delay (s) | AM Delay (s) | Midday Delay (s) | PM Delay (s) |
| 792 Students | NB | 76.0 | 74.8 | 74.0 | 76.5 | 75.0 | 74.0 | 88.3 | 79.0 | 76.0 | 12.3 | 4.3 | 2.0 |
| | SB | 72.8 | 73.0 | 71.5 | 73.0 | 73.3 | 71.8 | 78.3 | 80.0 | 73.8 | 5.5 | 7.0 | 2.3 |
| 742 Students | NB | 76.0 | 74.8 | 74.0 | 76.5 | 75.0 | 74.0 | 85.8 | 78.3 | 75.5 | 9.8 | 3.5 | 1.5 |
| | SB | 72.8 | 73.0 | 71.5 | 73.0 | 73.3 | 71.8 | 77.5 | 79.0 | 73.3 | 4.8 | 6.0 | 1.8 |

Notes:

- (1) Capacity analysis based on Highway Capacity Manual methodology, using Synchro 9.1.
- (2) Average Travel times estimated using both Synchro 9 software and field verification.
- (3) An estimated 2.5 single lane instances was used based on field observations.

Table 4
 Mt Daniel Elementary School
 Observed Parking Occupancy ¹

| Time | On-Site Parking 75 available Spaces ² | | N. Oak Street 35 Available Spaces ² | | Highland Avenue 18 Available Spaces ² | |
|-----------------------|---|------------|---|------------|---|------------|
| | Occupied | % Occupied | Occupied | % Occupied | Occupied | % Occupied |
| Thursday 10/8/2015 | | | | | | |
| 6:00 AM | 3 | 4% | 4 | 11% | 3 | 17% |
| 7:00 AM | 4 | 5% | 2 | 6% | 3 | 17% |
| 8:00 AM | 17 | 23% | 2 | 6% | 3 | 17% |
| 9:00 AM | 68 | 91% | 2 | 6% | 4 | 22% |
| 10:00 AM | 68 | 91% | 0 | 0% | 1 | 6% |
| 11:00 AM | 68 | 91% | 1 | 3% | 1 | 6% |
| 12:00 PM | 70 | 93% | 1 | 3% | 4 | 22% |
| 1:00 PM | 64 | 85% | 1 | 3% | 4 | 22% |
| 2:00 PM | 56 | 75% | 3 | 9% | 3 | 17% |
| 3:00 PM | 55 | 73% | 3 | 9% | 3 | 17% |
| 4:00 PM | 60 | 80% | 3 | 9% | 3 | 17% |
| 5:00 PM | 29 | 39% | 3 | 9% | 3 | 17% |
| 6:00 PM | 14 | 19% | 2 | 6% | 3 | 17% |
| 7:00 PM | 3 | 4% | 0 | 0% | 0 | 0% |

| Time | On-Site Parking 109 available Spaces ² | | N. Oak Street 35 Available Spaces ² | | Highland Avenue 18 Available Spaces ² | |
|----------|--|------------|---|------------|---|------------|
| | Occupied | % Occupied | Occupied | % Occupied | Occupied | % Occupied |
| 6:00 AM | 4 | 4% | 5 | 14% | 4 | 22% |
| 7:00 AM | 5 | 5% | 3 | 9% | 4 | 22% |
| 8:00 AM | 21 | 19% | 3 | 9% | 4 | 22% |
| 9:00 AM | 85 | 78% | 3 | 9% | 5 | 28% |
| 10:00 AM | 85 | 78% | 0 | 0% | 1 | 6% |
| 11:00 AM | 85 | 78% | 1 | 3% | 1 | 6% |
| 12:00 PM | 88 | 81% | 1 | 3% | 5 | 28% |
| 1:00 PM | 80 | 73% | 1 | 3% | 5 | 28% |
| 2:00 PM | 70 | 64% | 4 | 11% | 4 | 22% |
| 3:00 PM | 69 | 63% | 4 | 11% | 4 | 22% |
| 4:00 PM | 75 | 69% | 4 | 11% | 4 | 22% |
| 5:00 PM | 36 | 33% | 4 | 11% | 4 | 22% |
| 6:00 PM | 18 | 17% | 3 | 9% | 4 | 22% |
| 7:00 PM | 4 | 4% | 0 | 0% | 0 | 0% |

- Notes: 1. Based on counts collected by Wells + Associates on Thursday October 8th, 2015.
 2. Number of available spaces estimated based on field observations and measurements.
 3. Parking occupancy increased in proportion with the proposed increase in faculty.



WELLS + ASSOCIATES

MEMORANDUM

CONCLUSIONS AND RECOMMENDATIONS

The overall results of the traffic analyses indicate that the proposed school expansion would not have a major impact or create significant capacity constraints on the surrounding road network when considering the proposed capacity of 792 students. Nearly all movements at all intersections would continue to operate at acceptable levels of service during each of the hours studied. The critical movements at the N. Oak Street and Walnut Street intersections would operate at acceptable levels of service under future conditions with the school expansion. Further, based on the proposed plan, it appears that bus and vehicle queues can be adequately accommodated on-site. In addition, the anticipated parking supply would also be adequate.

While there would not be major constraints at adjacent intersections, there are inherent capacity constraints along N. Oak Street. Thus, as shown in the study, a minimum reduction of the student enrollment of 50 students (or a total enrollment of approximately 742 students) would be needed. This reduction would likely result in delays of less than 10 seconds along N. Oak Street, minimizing delays within the neighborhood.

The following summarizes recommended measures and others for consideration.

Recommended Measures

- In order to adequately accommodate queuing and minimize traffic impacts, the school should maintain or increase the current ridership for students (approximately 82 percent AM/65 percent midday) arriving and departing by bus.
- Consider staggering of bus arrivals into two (2) groups to reduce on-site queuing.
- Maintain start and end times for the school that are generally consistent with current conditions. These times (8:50 AM to 3:50 PM) have the least impact on parking along N. Oak Street since the majority of residents are at work during these hours.
- Implement a Transportation Management Plan (TMP) in order to maintain or exceed current bus ridership levels and encourage carpooling of students and faculty. A monitoring program component is also suggested in order to verify the effectiveness of the TMP.



WELLS + ASSOCIATES

MEMORANDUM

Additional Suggested Measures

- Potentially restrict on-street parking during peak school hours (morning and afternoon) on school days along N. Oak Street from N. West Street to the school. This would eliminate any conflicts for traffic along this route during peak periods. It is recognized that this measure requires coordination among several agencies that are not associated with the school, but is an option for improving traffic flow within the neighborhood. The need for this restriction may also be considered for Walnut Street.

Questions regarding this document should be directed to Wells + Associates.

O:\PROJECTS\6500-7000\6640 MT. DANIEL SCHOOL\DOCUMENTS\REPORTS\MT. DANIEL SCHOOL TRAFFIC ASSESSMENT (SUBMISSION 10.23.15).DOCX

Fairfax County Staff Note: the following appendices are available on line or
by request from the Department of Planning & Zoning.

Mt. Daniel School

APPENDIX

- A: Appendix A - Traffic Counts / Field Data**
- B: Appendix B - Existing Capacity Analysis**
- C: Appendix C - Background Traffic Information**
- D: Appendix D - Background Capacity Analysis**
- E: Appendix E - Total Future Capacity Analysis**
- F: Appendix F - Travel Time Capacity Analysis**

ATTACHMENT C

Caperton, Chris B

From: Hushour, Andrew
Sent: Tuesday, June 07, 2016 5:27 PM
To: Caperton, Chris B
Subject: 2232-D16-28; Falls Church City School Board; 2328 North Oak Street - Mount Daniel Elementary School

REVISED COMMENTS

2232-D16-28

Falls Church City School Board - revised plans for an approximately 37,400 square foot, 3-story addition to existing elementary school, to include permanent ancillary parking and outdoor play areas, and the removal of existing temporary classroom trailers.

2328 North Oak Street, 2336 Greenwich Street, and 2321 Highland Avenue - Mount Daniel Elementary School Tax Map #40-4 ((1)) 22, 40-4 ((15)) A, and 40-4 ((19)) (A) 41

Zoning: R-4

Comments: The proposed use is deemed to be a public use, which is permitted by-right in the R-4 District. The revised submission appears to meet the bulk regulations for the R-4 District, including the applicable minimum required yards, building height and the maximum floor area ratio. All other applicable Zoning Ordinance requirements, such as screening and lighting, must be satisfied at the time of site plan approval for this request.

ZED: Not applicable.

Prepared by: Andrew Hushour - 6/7/2016

ATTACHMENT D



County of Fairfax, Virginia

MEMORANDUM

DATE: MAY 3 1 2016

TO: Chris Caperton
Facilities Planning Branch, Planning Division
Department of Planning and Zoning

FROM: Camylyn Lewis, Senior Engineer III (Stormwater) *CML*
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: 2232 Application for Mount Daniel Elementary School; 2328 Oak Street; Tax Map #040-4-01-0022; Dranesville District

We have reviewed the subject application and offer the following comments.

Zoning Ordinance

A site plan is required; Zoning Ordinance Section 17-103

Chesapeake Bay Preservation Ordinance (CBPO)

There is no Resource Protection Area (RPA) on the property.

Stormwater Management Ordinance

No disturbance of existing conservation areas is proposed.

Compliance with Chapter 124 and the Public Facilities Manual (PFM) is required.

Show compliance with Chapter 124; specifically water quality (124-4-4), water quantity (124-4-5 channel protection, flood protection and detention).

Floodplain

No disturbance in the floodplain is proposed. ZO 2-903.

Downstream Drainage Complaints

There are no applicable downstream drainage complaints on file.

Stormwater Detention

Detailed stormwater management and BMP narratives including Virginia Runoff Reduction Spreadsheet and descriptions of how detention and best management practices requirements will be met will be required with the site plan.



Chris Caperton
Mount Daniel Elementary School
Page 2 of 2

Downstream Drainage System

The applicant should provide an outfall narrative which indicates the adequate outfall requirements could be met. See also Chapter 124 Sections: 124-4-4(b)(3)a, and 124-4-4(b)(6) .

Please contact me at 703-324-1720 if you require additional information.

CML/am

cc: Fred Rose, Chief, Watershed Planning & Assessment Branch, SPD, DPWES
Don Demetrius, Chief, Watershed Evaluation Branch, SPD, DPWES
Shahab Baig, P.E., Chief, North Branch, SDID, LDS, DPWES
IQ File 286514

ATTACHMENT E



County of Fairfax, Virginia

MEMORANDUM

DATE: June 2, 2016

TO: Chris Caperton, Chief
Facilities Planning Branch, DPZ

FROM: Leonard Wolfenstein, Chief *LC for LW*
Transportation Planning Section
Department of Transportation

SUBJECT: Application for 15.2-2232 determination -2232-D16-28 for the expansion of Mount Daniel Elementary School

The Fairfax County Department of Transportation (FCDOT) has reviewed the above 2232 application for Mount Daniel Elementary School. This school is a Falls Church City Public School located in Fairfax County. The school is at the end of North Oak Street, in a residential neighborhood. North Oak Street is approximately 25 to 30 feet wide with parking allowed on both sides of the roadway.

Currently, the school has approximately 348 kindergarten and first grade students, though enrollment has been as high as 421 students in previous years. This application would expand the school's capacity to 704 students. There are currently 64 parking spots in the existing parking lot. The school expansion would add to this existing lot, increasing the total number of parking spots to 105.

Staff from FCDOT observed the existing conditions for the morning peak at the school on a typical school day from 7:15 a.m. to 9:15 a.m. This time period encompasses the peak teacher arrival time as well as the drop off period for both buses and students who are driven to school by their parents. During this period, drop off by parents and buses, as well as operations on North Oak Street were observed. The current layout of the parking lot allows parents to queue in the lot while waiting to drop off their children. There is a staff member controlling traffic as well as one available to help children out of the vehicles. During the drop off period, no more than six cars were observed in the queue waiting to drop off students, with a total of 40 parents dropping off their children. The additional planned parking lot will increase the queuing capacity for drop off vehicles, which is already adequate. It is not anticipated that there will be any negative impacts on the neighborhood from the drop off queue.

The bus drop off period was also observed, which included the arrival of five buses carrying kindergarten and first grade students. Buses are able to wait in their dedicated pull out, and leave in stages so that they do not block traffic on North Oak Street. In the application, improvements to the bus loop are included that will allow for staged departure of the buses, when nine buses are planned to serve the school. The application also mentions staged arrival and departure of buses, which should be enforced and monitored as the school continues to expand. These staged arrivals will be important to ensuring that the residents of North Oak Street are not negatively impacted by the school expansion.

The location of the school at the end of North Oak Street makes the impacts of trips to and from the school a consideration factor in reviewing the school's application for expansion. The main intersection for trips destined to the school is at North Oak Street and North West Street. To ensure that residents of North Oak Street will still be able to leave and access their homes during the morning peak, FCDOT requested that counts be done for the intersection. Counts were conducted for the entire day of Wednesday, March 3, 2015, from 7:00 a.m. to 6:00 p.m., and a subsequent traffic study was done with these volumes.

Wells and Associates (Wells) conducted a traffic study and operational analysis of the potential buildout of the school. Based on data collected as part of this analysis, the am peak hour is 7:45 am to 8:45 a.m., the mid-day peak hour (associated with when the school releases) is 3:30 p.m. to 4:30 p.m., and the pm peak hour of is 5:15 p.m. to 6:15 p.m. for the adjacent roadway network. Their report documents the existing conditions for the intersections in proximity to the school. Their findings were similar to those of FCDOT, and show that the main access point for the school, North Oak Street and North West Street, currently operates at an acceptable level of service (LOS).

Wells also conducted an analysis for the year 2025 assuming the elementary school's full build out at 792 students and 84 staff members. This number is higher than the current application of 704 students. Under this analysis, the intersection of North Oak Street and North West Street would continue to operate with an acceptable LOS in all three peak hours (am, mid-day, and pm). While the intersection of North Oak Street and North West Street will continue to operate at adequate capacity, conditions on North Oak Street should be monitored as the school expands.

Wells conducted a link analysis of North Oak Street from North West Street to the school to understand the impact an expanded school would have on operations during the peak hours. During FCDOT's field visit, the yield conditions on North Oak Street functioned well, but with the increase of students and teachers at Mount Daniel Elementary the need to yield to vehicles traveling in the opposite direction will increase. Wells determined that the increase of trips associated with a school buildout at 792 students (higher than what is currently proposed), would result in an increased delay of approximately 10 seconds. Based on this delay, they recommended the total school capacity should be reduced to 752 students to minimize the negative impacts on North Oak Street. The proposed number of students in the current application is 704, less than Wells assumption of 792 students.

It is also important to note, that while a primary access point for residents who live on North Oak Street in Fairfax County, the intersection of North Oak Street and North West Street is in the City of Falls Church. Any monitoring of the level of service and accessibility of this intersection would be the City's responsibility. Additionally, the intersection of North Oak Street and North West Street is not the only egress point for residents on North Oak. Residents of North Oak Street can use Walnut Street to connect to both Greenwich Street and Great Falls Street.

Parking arrangements for special events, such as back to school night, after school functions and any other activities that have parking needs which exceed the capacity of the school's parking lot should ensure that parking for the function does not impact residents ability to park on North Oak Street. The school already has a satellite parking lot that is implemented for large after school activities, where attendees are shuttled to the school site. This program should be monitored and enhanced if parking becomes an issue on North Oak Street.

The expansion of the school is not anticipated to affect any planned or existing transit services for the Fairfax Connector or Metrobus; it would not preclude any planned facilities in the Trails Master Plan or Bike Master Plan. There are no recommendations on the County Transportation Plan in this area. If you have any questions please feel free to contact Kristin Calkins (703-877-5710), Kristin.Calkins@fairfaxcounty.gov.

ATTACHMENT F



County of Fairfax, Virginia

MEMORANDUM

DATE: May 17, 2016

TO: Chris B. Caperton, Planning Branch Chief
Planning Division, DPZ

FROM: Ian Fuze, Urban Forester II
Forest Conservation Branch, DPWES

SUBJECT: Expansion of Mt. Daniel Elem. School.2232-D16-028

The following comments are based on the review of the above mentioned 2232 application stamped as received by the Department of Planning and Zoning, April 19, 2016.

The site plan exhibit is in conformance with the waiver of transitional screening approved by UFMD July 25, 2015. All forest/landscaping issues have been resolved. UFMD recommends approval of the application.

If you have any questions, please feel free to contact me at 703-324-1770.

if/

UFMDID #: 214960

cc: DPZ File

Department of Public Works and Environmental Services
Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 711, Fax: 703-653-9550
www.fairfaxcounty.gov/dpwes

