



20110 Ashbrook Place
Suite 100
Ashburn, VA 20147

P 703.554.6700
F 703.726.1345
www.timmons.com

January 12, 2024

Denise Harris, AICP
Department of Community Development
Town of Warrenton
PO Box 341
Warrenton, VA 20188

RE: **Taylor Middle School Addition & Renovation – SUP 23-4
1st Review**

Dear Ms. Harris,

Below are the responses as shown in *italic* to your comments dated November 14, 2023 for the above referenced project.

Planning Staff Comments

General:

1. The applicant should be aware that as presented the SUP, and if approved, subsequent Conditions of Approval, will apply to the entire parcel. If there are proposed modifications to Either Taylor Middle School or Brumfield Elementary the approved SUP Plan may need to be amended.

Response: Comment Acknowledged.

2. Please update the SUP plans to add a combined sheets C3.01 and C3.02 with all existing and proposed conditions that include Brumfield Elementary and the land adjacent to Walmart.

Response: The above sheet has been added. See sheet C3.00.

3. Please rename the sheets from “Site Development Plan to “Special Use Permit Plan.”

Response: Sheets C3.00-C3.02 have been updated to include “Special Use Permit Plan.”

4. Please indicate if the fields are proposed to be lighted and, if so, provide details of proposed site lighting.

Response: The fields are existing and are not currently lit and are not proposed to be lighted with this application. A note has been added to sheet C3.01 to clarify the intent for the fields.

5. Fauquier County Approved the Arrington rezoning modifications to lift the age restriction proffer. If developed, the residential units located to the southwest will utilize both the elementary and middle schools.

Response: Comment Acknowledged.

Community Facilities:

6. The Applicant should explore options to interconnect Taylor Middle School with the surrounding neighborhoods through multi-modal bicycle/ pedestrian facilities. Careful attention should be given to the potential environmental impacts as the proposal includes retaining walls, a new road, and relocated fields. In addition, Brumfield Elementary, located on the same parcel, contains a wetland that was constructed as part of a grant from the Virginia Department of Game and Inland Fisheries as part of the County and Town MS4 programs. How will the proposal impact the wetlands?

Response: As discussed during the post submission meeting, provisions for multimodal access are being provided by the proposed dedication of a Public Access Easement to facilitate the future extension of a Shared Use Path that would allow connection to the Greenway trail and extend south along the School property frontage and then continues west along the southern boundary of the School property. Note that it is not desired by the Client to extend a sidewalk connection from Taylor MS down along the new access road to Brumfield ES on Alwington Blvd due to the inherent risks of allowing public free access to the site during school hours (as mentioned in the Town Police Department review comments). We feel that by providing the access easements for the Construction of a shared use path, the request for providing multimodal/pedestrian connections to the surrounding neighborhoods is being met.

During the detailed site plan process, the site design will take into account the existing constructed wetland to ensure there are no adverse impacts to the facility. Ultimately, the proposed improvements are intended to be treated by and "onsite" SWM/BMP facility, so there will be no more impervious area or rate of runoff draining to the constructed wetland facility than what it was designed to treat.

Historical Resources:

7. The Applicant's Statement of Justification acknowledges the historical importance of the school. Town staff is available to help facilitate discussions between the applicant and the Virginia Department of Historic Resources as there is a strong desire to help preserve and celebrate African American Heritage sites.

Response: Comment Acknowledged and appreciated. Design team will keep in mind as we develop the historical graphics.

Transportation and Circulation:

8. Taylor Middle School and Brumfield Elementary are located on a key public parcel to link neighborhoods and trails to the schools through bicycle and pedestrian connections. Both the Town of Warrenton and Fauquier County comprehensive plans indicate these important linkages on the adopted maps. This is an opportunity for the FCPS, the Town, and VDOT to work together to ensure these linkages are achieved.

Response: Comment Acknowledged. As discussed during the post submission meeting, provisions for multimodal access are being provided by the proposed dedication of a Public Access Easement to facilitate the future extension of a Shared Use Path that would allow connection to the Greenway trail and extend south along the School property frontage and then continues west along the southern boundary of the School property.

Land Use and Character District:

9. Schools serve as vital community centers for residents. The town is dedicated to enhancing its walkability and looks forward to working with the schools and VDOT to bring this to fruition.

Response: Comment Acknowledged.

Transportation:

10. It would be beneficial for the applicant to meet with the Town, VDOT, and the County to discuss the larger transportation picture in this area. There may be opportunities to ensure the safety and operational efficiencies of both the elementary and middle schools and ensure multimodal linkages to adjacent neighborhoods and the greenway.

Response: Comment Acknowledged. The above parties met on November 16th to discuss the transportation items. As discussed during the post submission meeting, provisions for multimodal access are being provided by the proposed dedication of a Public Access Easement to facilitate the future extension of a Shared Use Path that would allow connection to the Greenway trail and extend south along the School property frontage and then continues west along the southern boundary of the School property. In addition, the proposed access road from Brumfield to Taylor has been realigned to allow for easier access and additional queuing into the parent drop-off/pick up loop.

Fauquier County Service District:

11. The property that encompasses the Brumfield Elementary School and Taylor Middle School will be in easy walking distance from adjacent neighbors.

Response: Comment Acknowledged. As discussed during the post submission meeting, provisions for multimodal access are being provided by the proposed dedication of a Public Access Easement to facilitate the future extension of a Shared Use Path that would allow connection to the Greenway trail

and extend south along the School property frontage and then continues west along the southern boundary of the School property.

Town Transportation Consultant – Liz Byrom, PhD, PE and Chris Tiesler, PE, PTOE

1. The TIA states that site entrance #1 is for buses to enter and site entrance #2 is for buses to exit. However, the site plan shows that visitor parking is also allowed in this parking lot. Please clarify the intent of passenger vehicle parking in the bus area and what, if any, restrictions would be applied.

Response: A note has been added to the plans stating that visitor parking to be closed during school pickup and drop off. Please see Sheet C3.01. School Staff will manage/control access to the noted visitor parking spaces during the time of bus pickup and drop-off.

2. Inbound and outbound volumes are unbalanced between site entrance #1 and site entrance #2. For example, on Figure 6-1, 26 vehicle enter site entrance #1 in the AM peak hour but 105 vehicles exit this loop from site entrance #2. What assumptions are being made?

Response: The TIA has been updated to correct the imbalance.

3. The TIA narrative describes a new traffic pattern, particularly for the buses, but does not provide specifics on how this new condition is assumed to operate or describe any necessary changes/improvement (such a signage, pavement markings, etc.) to facilitate the new pattern. It also appears that the traffic control for site entrance #3 is changing.

Response: The specifics on the signage, pavement markings, etc will be designed at the time of site plan approval. The TIA focuses on the external intersections and the impact to the surrounding roadway network.

4. The TIA and site plan do not discuss ped/bike travel between the elementary and middle schools or show ped/bike facilities. We would expect that some students and visitors will connect between the schools and the community center, especially once the Arrington development is complete.

Response: While some students and visitors may walk/bike to the facility, to be conservative and analyze a “worst case” scenario from a vehicular standpoint, no reductions were applied to the traffic in the TIA.

5. The existing parking lot design connected to site entrance #3 on Shirley Avenue does not appear to support the function of the increased demand for student drop-off. There appear to be physical constraints, such as a short driveway throat and circuitous travel patterns that could complicate student drop off and the efficient circulation of traffic on site.

Response: The staff parking/parent drop off access entrance has been revised to accommodate a longer driveway through for an effective site circulation. Please see Sheet C3.01

6. Given the expected growth north of the existing schools, we would expect that some pick up and drop off vehicles will use the internal connection between the elementary and middle schools. This is expected to result in a high volume of turning vehicles at the uncontrolled, internal intersection.

- No trip assignment or operational analysis is conducted at this internal intersection.

Response: The TIA focuses on the external intersections and the impact to the surrounding roadway network.

- No proposed traffic control is shown on the site plan for this intersection.

Response: The specifics on the signage, pavement markings, etc will be designed at the time of site plan approval.

7. Page 6-1: Per comments above, the expansion of the middle school will impact local connectivity, especially with the elementary school. Kittelson recommends replacing "no impact on the surrounding network" text with additional narrative that better reflects the anticipated circulation and travel patterns between the two schools and community center as well as to/from the overall complex.

Response: The TIA narrative has been updated accordingly.

8. Page 1-1: From conversations with Town, the existing parcel also include Brumfield Elementary School. We recommend that the description of the existing parcel be updated/enhanced.

Response: The TIA has been updated accordingly.

9. Page 2-1: Shirley Avenue carries 9,700 vehicles per day (vpd) east of Falmouth Street. This data is available on Virginia Roads. We recommend that this additional information be provided.

Response: The TIA has been updated accordingly.

10. Page 2-2: Traffic volumes along Alwington Boulevard are available on Virginia Roads-7,000 vpd in 2016.

Response: The TIA has been updated accordingly.

11. Page 2-2: Should there be "no improvements at the study intersections?" We recommend that "intersections" be made plural.

Response: The TIA has been updated accordingly.

12. Figure 2-1/Synchro: The southbound SB Culpeper Street approach has a separate left-turn lane. We recommend that the figures and Synchro models be updated to reflect this condition.

Response: The TIA has been updated accordingly.

13. Figure 4-1: Trips do not balance throughout the system. For example, 3 trips are added between site entrance #1 and #2 in the commuter PM peak hour and 9 trips are lost in the AM peak hour. 52 vehicles are lost from site entrance #2 to site entrance #1 in the AM peak hour. This comment continues for future scenarios. Given there are no driveways between these study intersections, the volumes should balance between them.

Response: The TIA has been updated to correct the imbalance.

14. Figure 5-4: Recommend capitalizing Hour for AM Peak Hour Bus Trips. It is unclear why there is "School PM" but not "School AM" - just "AM"

Response: "Hour" has been capitalized in the revised TIA. The "School AM" and "AM" peak hours generally coincide with each other. The "School PM" occurs much earlier in the afternoon than the commuter PM (or "PM").

15. Page 7-1: Please confirm/update that Aspen Heights a relevant background study to cite or if this was merely a typo and should be referencing the Arrington Development TIA.

Response: This was a typo and the TIA has been updated accordingly.

16. Synchro: A 0% grade has been coded for all study intersection approaches within the Synchro files. We recommend updating the grades to reflect the general terrain of the signalized and stop-controlled study intersections. Google Earth is a planning-level resource to estimate intersection approach grades.

Response: The TIA has been updated to include the intersection grades.

17. Synchro: Pedestrian walk and flash don't walk times are not coded at the Shirley Avenue/Culpeper Street signalized intersection. These should be included.

Response: The pedestrian timings have been added but it is noted the pedestrian signals are actuated only and only come up when a pedestrian is present and initiates a call.

18. Synchro: Maximum splits in the existing conditions at Alwington Boulevard and James Madison Highway do not match the signal timing plans provided in the appendix.

Response: According to the provided signal timings, the traffic signal is running "free" under all time periods. Therefore, the minimum green, yellow, and red intervals were input based on the signal timings and the cycle length selected to insure none of the phases exceeded the max green times in the provided signal timings. The cycle lengths were held across all scenarios to ensure a comparative analysis between the scenarios.

19. Synchro: We recommend all analysis files and level of service tables be updated to reflect any changes related to the comments above.

Response: The TIA has been updated to correct the imbalance.

Zoning – Amber Heflin, CZO

Article 2- Fences & Walls:

1. Several retaining walls are shown on site that exceed the maximum permitted height of 6' along the proposed additional drive isle to exit onto Alwington Boulevard, along portions of the running track, and around the proposed outdoor learning area adjacent to the parking lot. The applicant has requested a waiver of 2-19.1 of the Zoning Ordinance to allow retaining walls larger than 6' for safety concerns. All retaining walls accessible to residential or pedestrian areas must have a safety railing along the top of the wall per Article 2-19.4 of the Zoning Ordinance.

Response: Comment noted. As required by the applicable building codes, a min. 42" tall guard is proposed with every retaining wall that has a vertical height exceeding 30".

2. There is a screen wall labeled on sheet C3.01, but there are no height details. Fencing and walls in excess of 6' in height may be approved in conjunction with a special use permit for permissible uses listed within Article 3.

Response: Screen wall at dumpster enclosure is proposed to be 10' max above grade. Screen wall (fence) around mechanical yard is proposed to be 10' max above grade. Details will be provided at time of stie plan. Please see Sheet C3.01 for updated callouts. However, construction type and materials will be compatible with the existing and proposed buildings.

Article 3- Lot and Yard Regulations:

3. The statement of justification should be revised to indicate that the building is a Public Building by right, not an institutional use.

Response: The SOJ has been updated accordingly and is included with this submission.

4. Revise note under Building Regulations section on sheet C1.01 to state the proposed building height of 40'.

Response: The note has been updated as requested on sheet C1.01.

Article 6- Signs:

5. Replacement of an existing monument sign is mentioned on sheet C3.01 of the plan and in the statement of justification. No details are provided on the signage, and staff is unable to verify signage will meet all requirements of Article 6. Include a prominent note on the plan and revise the statement of justification to note signage will be addressed at the time of site development plan.

Response: Note #3 has been added, stating that the proposed signage will be provided in accordance with requirements set forth by the Town of Warrenton Zoning Ordinance. Specific details will be provided at the time of site plan. Please see Sheet C3.01.

Article 7- Parking:

6. Overall, the plan appears to meet parking space requirements and provides one additional space. Staff will verify the proposed spaces will meet the required minimum dimensions at the time of site development plan.

Response: Comment Acknowledged.

7. Provide justification that two loading spaces will be adequate to handle the needs of the use.

Response: Per the Fauquier County Zoning Ordinance section 7-203, schools falls under Standard F for required loading spaces. Standard F requires, "One (1) space for the first 10,000 square feet of gross floor area, plus one (1) space for each additional 100,000 square feet or major fraction thereof." Given the total proposed gross area of the middle school of 148,943, the required loading space to the major fraction thereof is 2 spaces. See zoning tabulations on sheet 1.02 for calculations.

8. Loading space dimensions not provided. Staff is unable to determine if loading spaces meet the minimum size of 300 square feet.

Response: Dimensions and area have been added as requested. Please see Sheet C3.01.

Article 8- Landscaping:

9. Staff is unable to verify landscaping requirements as no landscaping details have been provided. The statement of justification provided by the applicant notes landscaping will be addressed at the time of site plan submittal.

Response: Note #4 has been added, stating that proposed landscaping will be provided in accordance with requirements set forth by the Town of Warrenton Zoning Ordinance. Specific details will be provided at time of site plan. Please see Sheet C3.01.

Article 9-8- Lighting:

10. The statement of justification acknowledges all lighting must meet the requirements of the Zoning Ordinance. All fixtures on site will require conformance to current lighting standards, and photometric plan will be reviewed at the time of site plan submittal.

Response: Note #2 has been added stating that proposed lighting will be provided in accordance with requirements set forth by the Town of Warrenton Zoning Ordinance. Specific details will be provided at time of site plan. Please see Sheet C3.01. A revised photometric plan has been included in this resubmission.

11. The applicant provided a preliminary photometric plan for review with the SUP submittal, and staff is concerned that the site lighting proposed along Waterloo Street will exceed 1.0 footcandle at the property line.

Response: A revised photometric plan has been included in this resubmission.

12. Fixture cutsheets have not been provided for the proposed wall mounted lighting. Staff is unable to verify if proposed lights will meet Zoning Ordinance requirements.

Response: Fixtures will meet Zoning Ordinance requirements and will be submitted at time of site plan.

13. Complete lighting plan was not provided with this submittal. The photometric plan only shows site lighting within the travel ways. Revise.

Response: A revised photometric plan has been included in this resubmission.

PW/PU – Paul Bernard

1. Ensure that the modification to the access points to public streets, and the revisions to the water and sanitary sewer system will need to be well coordinated with the current operations of the Taylor Pump Station and the connections to the existing water main to ensure adequate fire protection. The final project design will need to demonstrate adequate provisions for stormwater management and erosion and sediment controls meeting all current town and State ordinances and requirements including details and calculations as part of the final site plan submittal and review process.

Response: Comment acknowledged.

Emergency Service – James K. Swain

1. Please provide information on the sprinkler system.

Response: The entire building will be sprinklered throughout per VCC 903.1, The International Fire Code and NFPA 13 (Per VCC 903.3.1).

2. Fire Department Connection (FDC) should be 4” stortz connection instead of 2.5” Siamese.

Response: Comment noted. FDC details will be provided during the time of site plan and will meet the Town Fire and Rescue requirements.

3. Water supply for FDC? It is on the same side of the building and not across the roadway blocking pathway of responding apparatus.

Response: A hydrant has been added on the same side of the building as the FDC. See sheet C3.01.

4. Please show locations of all fire hydrants on the property so we can ensure coverage and locations are appropriate.

Response: The locations for all fire hydrants have been added to the plan. See sheet C3.01.

5. Concrete pathway around building - width? Aerial apparatus needs at least 18' to set up for above grade operations i.e., access to the roof via aerial ladder.

Response: There is a minimum 24' drive aisle around the building with a proposed 20' wide emergency access drive aisle around existing portion of the building for the aerial apparatus.

6. Pathways around building - to utilize ground ladders to access windows or rooflines for firefighters the ground needs to be level for 1/4 of the height.

Response: Comment acknowledged. Grading will be shown at time of final site plan.

7. Access gates around building, how are they secured? Will there be access for FD after hours and/or lock boxes? Due to locations lock boxes should be available on all gates.

Response: Specific details to locking mechanisms and lock boxes will be addressed during time of site plan/building permit.

8. Lock boxes in front of the building are recommended as well as on the rear of the building. Due to the size of the building and the time it takes to walk around it we may need additional. We can coordinate later with FCPS Staff.

Response: Comment noted. This will be addressed during time of site plan/building permit.

9. Will there be non-ambulatory students or staff on upper floors? Do we have a plan to shelter in place in a particular classroom? Will that classroom be marked by the outside?

Response: Life safety plans will be submitted at time of building permit plan.

10. Will the water supply be upgraded into the complex? Will this be a loop system?

Response: As reflected on the Special Use Permit Plan, the site water loop is intended to be upgraded and looped around the building to provide for two separate connections into the existing water main within E. Shirley Avenue.

11. All curbs be rounded for better access?

Response: Comment noted. Curbs will be proposed in accordance with VDOT, Fauquier County and/or Town of Warrenton requirements with details being provided at the time of site plan.

12. What will be the separation from the old building to the new construction?

Response: The noted specific details will be submitted at time of building permit plan.

Police Department – Lieutenant A. Arnold

Traffic:

1. There would be a minor effect to vehicular traffic during construction.

Response: Comment Acknowledged.

2. Once construction is complete, the entrances on E. Shirley Ave. and Alwington Blvd. will direct traffic into and out of the school.

Response: Comment Acknowledged. It should be noted that the parent pick up/drop-off traffic will be directed to the proposed MS through the new access that is served by the Brumfield ES entrance off of Alwington Blvd.

3. As designed, cut-through traffic will be able to use the access road and parking lot to cut through from E. Shirley Ave. to the area of Brumfield Elementary School. This will cause safety concerns for pedestrians accessing the school from the parking lot and students going to the athletic field.

Response: FCPS will close the access road with a gates during school hours and will open it for pick up and drop off only. Signage will be included at time of site plan. Reference sheets C3.01 & C3.02 for the proposed gates.

4. By separating staff and visitor parking and providing controlled entrance(s) for staff, this would prevent people from short-cutting through the campus.

Response: As noted above, the new access road will be gated off to prevent cut through traffic. Also, as proposed the visitors parking is separated from staff parking with the designated visitors spaces being within the bus loop.

5. The bus loop should only be for picking up and dropping off students. The visitors' parking area should be moved to a different location and clearly marked by signs.

Response: Visitor parking will only be open during school hours, after bus drop off and before bus pick up. School Staff will manage the spaces to ensure they are cleared prior to these times. Signage with this information will be provided at time of site plan.

6. Traffic flow on E. Shirley Ave. will be affected during the beginning and end of school, as it is with other school locations.

Response: Traffic on Shirley Ave. is anticipated to be reduced with new dedicated parent drop off/ pickup access from Alwington Blvd. No access to the pickup/dropoff loop will be provided from Shirley Avenue. In addition, the proposed layout provides longer stacking lanes to provide sufficient queuing length so that traffic does not back up to the public ROW.

7. Flashing lights, signs, and lowered speed limits are posted in the school zone.

Response: Comment Acknowledged. The above mentioned signs/lights are existing within the school zone frontage.

Pedestrian:

8. Pedestrian safety will not be affected by this construction.

Response: Comment Acknowledged.

9. The pedestrian crosswalk from the Warrenton Greenway to the school must be clearly marked and should have a traffic control device to allow children to cross the road safely.

Response: There is an existing traffic control device to allow children to cross the road safely. At the time of site plan any proposed pavement markings and or additional signage will be provided.

10. The addition of the sidewalk fronting the school will assist with pedestrian traffic.

Response: Comment Acknowledged.

11. As mentioned above, cut-through traffic will be a consideration for pedestrians around the campus.

Response: Comment Acknowledged. Cut-through traffic shall be closed during school hours by the proposed gates as reflected on sheets C3.01 & C3.02.

Lighting:

12. CPTED best practices show lighting should be LED or OLED with a correlated color temperature of between 2700 and 3000 Kelvin.

Response: Light fixtures will be submitted at time of site plan and will meet zoning requirements.

13. After installation a night-time lighting study should be done to check illumination, uniformity, and brightness and to ensure the lights are properly shielded so glare doesn't affect traffic on West Lee Hwy and Blackwell Rd.

Response: Light fixtures will be submitted at time of site plan and will meet zoning requirements.

14. Lighting should be of an unbreakable material and be tamperproof to prevent vandalism and pockets of shadows.

Response: Light fixtures will be submitted at time of site plan and will meet zoning requirements.

Landscaping:

15. The construction will result in new landscaping being installed.

Response: Comment Acknowledged. Detailed landscaping plans will be submitted at time of site plan.

16. Tree type and placement should be planned so the canopy doesn't interfere with the lights in the parking lot as they grow.

Response: Comment Acknowledged. Detailed landscaping plans will be submitted at time of site plan.

17. Tree type and shrubbery should not prevent line of sight access to the property or provide concealment.

Response: Comment Acknowledged. Detailed landscaping plans will be submitted at time of site plan.

18. Tree placement should be considered so as not allow access onto the roof.

Response: Comment Acknowledged. Detailed landscaping plans will be submitted at time of site plan.

School Safety:

19. Fewer entrances. Once school is in session, only the main front entrance can be opened from the outside. All visitors must use the front entrance.

Response: The proposed design will comply with the above and will be included at the time of building permit review.

20. Provide a separate, controlled entrance for staff.

Response: Staff will have key fobs that allow access to certain exterior doors as coordinated with the Owner.

21. Can the school office staff clearly see the entrance area and can they observe approaching visitors before they reach the entrance?

Response: Yes. Additional details will be provided at the time of building permit review.

22. Main entrance should be secured with a man trap.

Response: Design complies additional details will be provided at the time of building permit review

23. Do office staff have the ability to physically deny entry to visitors by remotely locking/unlocking the man trap?

Response: Yes. Additional details will be provided at the time of building permit review

24. Do staff members have immediate lockdown capability in classrooms and other locations?

Response: Yes. Additional details will be provided at the time of building permit review

25. Clearly establish and define school property lines.

Response: Property lines are existing and are already defined by the site survey.

26. Enclose the campus; this is more a measure to keep outsiders out than insiders in. Besides defining property boundaries, a robust fence forces a perpetrator to consciously trespass, rather than allowing casual entry.

Response: This is not feasible due to the cost it would add to the project. It would also diminish the ability for the public to use the play fields and outside amenities outside of school hours.

27. Ensure that classrooms and administrative areas can be closed off and locked from the gym and other facilities that might be used after hours.

Response: This recommendation will be considered at the time of building permit.

28. Restrict external access to parking areas. Have clearly defined areas for staff and visitor parking. Staff parking can be secured by controlled entrances.

Response: External access is restricted. Defined staff and visitor parking has been provided. Controlled entrances and gate are not feasible due to the nature of the use of the site and due to the additional costs.

29. Prohibit through-traffic on campus.

Response: Access road will be closed with gates between pick-up and drop-off times. Reference sheets C3.01 and C3.02 for additional details.

30. Minimize secluded hiding spaces for unauthorized persons.

Response: Design complies. Additional details will be provided at the time of Site Plan and Building Permit.

31. Avoid blocking lines of sight with landscaping.

Response: Design will comply with requirements set forth by Town Standards and Zoning Ordinance.

32. Provide clear signage and posted rules as to who is allowed to use parking facilities and when they are allowed to do so.

Response: Design will comply. Signage will be provided at time of site plan.

VDOT

1. US 17 Business (Shirley Ave) is currently being studied as part of the Project Pipeline. The Pipeline study identified the need for additional Bike and Ped connectivity along Shirley Ave. (Land Use).

Response: Comment acknowledged.

2. The Town should consider upgrading the existing pedestrian crossing of US 17 Bus to a shared use path and consider the extension to the south of the school site along Shirley Ave. If the shared use path cannot be incorporated into this project, the town should ensure that site can accommodate the typical section in figure A(1)-6 below for the future shared use path. (Land Use)

Response: The above parties met on November 16th to discuss the transportation items. To further improve the future walkability of the area, this application proposes to construct a portion of Shared Use Path (SUP) that will provide a connection to the Greenway Trail. The existing crosswalk to the Greenway Trail accommodates a shared use path, as there are existing signal head. The SUP will extend south along Shirley Avenue and will terminate at a sidewalk connection to the site. From there a public access easement will be dedicated that will extend to the southern property boundary with the County Owned community center. A second public access easement will be dedicated for the future extension of a SUP at the pipe stem area between the Community center property and the Walmart property, that will extend to the ROW of Alwington BLVD.

3. For curb and/or curb and gutter streets, the separation from the face of the curb to the edge of the shared use path shall be a minimum of 8 feet in order to provide the minimum lateral offset distance for signs to both the roadway and the shared use path users in accordance with MUTCD. The minimum paved width for a two-directional shared use path is 10 feet. A minimum 2-foot-wide graded area with a maximum 6:1 slope, shall be maintained adjacent to both sides of the path. A minimum 3-foot clearance shall be maintained from the edge of the path to signs, trees, poles, walls, fences, railing, guardrail, or other lateral obstructions. (Land Use)

Response: The parking lot and shared use path has been revised and updated. Further detailed design will be coordinated based on the requirements at the time of site plan.

4. The horizontal alignment of the parent dropoff private access road to Alwington Bld. should have a minimum design speed noted. If the access road will be utilized for emergency access, autoturn movements for a firetruck should be provided. (Land Use)

Response: The private access road has been revised and updated. Further detailed design will be a part of the site plan.

5. The retaining wall appears to be within the clearzone of the private access road and should be located either outside of the clearzone or protected with guardrail. (Land Use)

Response: Comment acknowledged. Detailed design of the retaining wall and clear zone will be provided at the time of site plan and will meet the town's requirements.

6. Please ensure that clear zone is free of fixed objects and that the slopes within the clear zone meet the town's design requirements based on the proposed design speed. (Land Use)

Response: Comment acknowledged. Detailed design of the retaining wall and clear zone will be provided at the time of site plan and will meet the town's requirements.

7. VDOT recommends that the Town ensure that the internal parking lot and internal access roads will handle the school operations. (Land Use)

Response: The parking lot and internal access roads have been revised and updated to accommodate the school operations. Furthermore specific items such as the parking lot entrance has been updated to provide adequate stacking distance.

Town Attorney

1. Review with Second Submission.

Should you have any questions regarding the above responses, please feel free to contact me (703) 554-6712.

Thank you,

A handwritten signature in blue ink, appearing to read 'Luke Fetcho', written in a cursive style.

Luke Fetcho
Senior Project Manager