



TOWN OF WARRENTON

Department of Community Development

PO BOX 341
WARRENTON, VIRGINIA 20188
<http://www.warrentonva.gov>
TELEPHONE (540) 347-1101
FAX (540) 349-2414

February 9, 2024

Timmons Group
Attn: Luke Fetcho
20110 Ashbrook Place, Suite 100
Ashburn, VA 20147

RE: Special Use Permit Application (SUP 23-4) Taylor Middle School- Second Round Agency Comments

Dear Mr. Fetcho:

The attached comments are for the above referenced application that was officially accepted as of this date, September 29, 2023, with second submission received January 18, 2024.

REFERRAL AGENCY COMMENT SUMMARY			
Referral Agency	Date	Outstanding Issues	Attached
Planning	2/5/24	SUP Plan, multi-modal connections, transportation	X
Town Transportation Consultant	2/6/24	TIA comments, circulation, multi-modal connections	X
Zoning	2/7/24	Multiple SUP Plan and Zoning requirements	X
PW/PU	2/9/24	Water and sewer coordination	X
Emergency Service	1/22/24	Access gates	X
Police Department	2/7/24	No updates	X
VDOT	2/6/24	Pipeline Study, shared use path, design	X
Town Attorney		Review with Second Submission Conditions of Approval when submitted	

General overall comments continue to relate to the parcels relationship to the greater transportation network both internally and multi-modal interconnections. The Applicant should be aware that decision makers usually look at conditioning items like elevations, mitigating transportation impacts, refuse locations, and the other factors contained Article 11-3.10.3 of the Zoning Ordinance. All comments received to date are attached.

The application is scheduled for a Planning Commission work session on Tuesday, February 20, 2024 at 7:00 PM in Town Council Chambers.

Please do not hesitate to contact me at (540) 347-1101 X313 if you have any questions.

Sincerely,

Denise Harris, AICP
Planning Manager



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Department of Community Development

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TELEPHONE (540) 347-1101
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PLANNING STAFF COMMENTS

DATE: February 5, 2024

SUBJECT: Special Use Permit Application (SUP 23-4) Taylor Middle School
Planning 2nd Review Comments

The Applicant is requesting a SUP for an expansion to an existing middle school. The property is zoned Public/Semi Public (PSP) and is approximately 39.18 acres. Article 3-4.9.3 of the Town of Warrenton's Zoning Ordinance (ZO) allows school expansion to existing facilities equal to or over 10,000 square feet with the approval of a Special Use Permit by Town Council.

General Comments

The applicant has stated they are aware that as presented the SUP, and if approved, the 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.

The applicant has indicated the fields are not to be lit.

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. The applicant should be aware of the Concept Development Plan and Proffers related to this rezoning as it contains three development options. At this time, the property is located in the County with associated proffers. However, if it boundary line adjusts into the Town there are several additional proffers will be triggered that may impact the schools.

Plan Warrenton 2040

Plan Warrenton 2040 designates Taylor Middle School in the Greenway and Makers Character District. The summary of this district states *"Future planning shall ensure that the Town, county, and School District properties are walkable and accessible from adjoining neighborhoods...The Greenway and Makers District will maintain the current zoning of 35 feet, or one to three stories, as a transition zone in areas adjacent to the Warrenton Branch Greenway, industrial zoned areas and where James Brumfield Elementary, Taylor Middle School, and the Warrenton Community Center are located."* Shirley Avenue is

considered a “Boulevard” road on the Warrenton Street Typology Map. The following are statements from chapters of the comprehensive plan as they relate to schools.

Community Facilities

Vision includes key aspirations of fostering high quality, equitable, and accessible community facilities; reinforcing the role of County community facilities into the Town fabric; and promoting livability through properly located schools.

CF-1.12 Encourage schools to retain their presence in Town in walkable, safe, environmentally appropriate locations.

CF-3.7 All public facilities and utilities should be designed and developed so as to limit environmental degradation and protect the public environment. Safeguard floodplain and environmentally critical areas through the prohibitions against public facility development.

Previous Staff Comment: 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?

Comment Remains: The applicant provided for a right-of-way easement for a multi-use trail on the southern portion of the property adjacent to Walmart. However, there is no connection being built between the elementary and middle school or to the Community Center along the frontage of Shirley Avenue. Nor is there a sidewalk provided on the access road. This will lead to students and residents walking on the access road and through parking lots to create a potentially dangerous situation when mixed with vehicles.

Historic Resources

Taylor Middle School opened in 1952 as a segregated high school. Named after William C. Taylor who served as the principal for the Warrenton Rosenwald School, the school has stood as an important landmark to the Town’s history. It became an integrated junior high in 1969.

While the school is not located within the Town’s historic district and it not designated on the National Register, it is an important historical resource. Plan Warrenton 2040 includes the following Historic Resources goals:

- Conserve, reuse, and promote historic resources to enhance the Town’s sense of place...
- Preserve the authenticity and tell the stories of historic resources for generations to come through documentation.
- Educate the community on the value of the historic resource.
- Enhance the environment through preservation and sustainability best practices.

Previous Staff Comment:

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.

Comment Remains: The applicant provided more detail on how the middle school will work to preserve the historical significance of the school. Town staff offers to help in any fashion on facilitating conversations regarding Historic Resources.

Transportation and Circulation

"Make Shirley Avenue walkable, with continuous sidewalks that are lined with street trees."

Plan Warrenton 2040 includes a Transportation Plan map that includes improvements to Shirley Avenue as well as bicycle and pedestrian connections. Both comprehensive plans for Fauquier County and the Town illustrate this property as a key linkage for bicycle and pedestrian facilities from neighborhoods to the north, west, and south.

Previous Staff Comment: 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.

Comment Remains: The applicant provided right of way dedication for a multi-use trail on the southern portion of the property but stated it does not intend to build walkable access points from the south or west to access the school. The existing sidewalk on a portion of Shirley will remain with the connection to the Greenway. The VDOT Pipeline Study is currently recommending this is upgraded to an upgraded Pedestrian Hybrid Beacon and a shared use path along the frontage of Shirley Avenue from the crossing to the southern portion of the property.

Land Use and Character District

Greenway and Makers Character District will be promoted as the southern gateway into Town and maintain the critical linkages between education, civic uses and the surrounding neighborhoods. L-5.1 states "The Town, County, and School District properties should be walkable and accessible from the adjoining neighborhoods."

Previous Staff Comment: 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.

Comment Remains: There is no multi-modal infrastructure provided to the west or between the existing schools.

Transportation

A TIA was provided and is being reviewed with the SUP plans by VDOT and the Town's transportation consultant (see attached Kittleson comments). In 2017, the Town conducted Walkability Audits and published a Complete Streets Guide. Both these documents were incorporated and adopted into the 2040 Plan Warrenton comprehensive plan (see above). In addition, VDOT is currently undertaking a "Pipeline Study" of Shirley Avenue to assess multi-modal safety, accessibility, and capacity.

Previous Staff Comment: 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 multi-modal linkages to adjacent neighborhoods and the Greenway.

Comment: The applicant met with VDOT, the County, and the Town to discuss the larger transportation initiatives and the key role the school parcel plays. As a result of this meeting, the applicant modified the access road alignment and has indicated right-of-way dedication provisions for a multi-use trail on the southern portion of the property adjacent to Walmart and the frontage along Shirley Avenue. However, as the Pipeline Study has progressed, taking the ideas from this meeting into account, there are recommendations for a shared use path along Shirley Avenue from the Greenway crossing south and an upgraded Pedestrian Hybrid Beacon.

Fauquier County Service District

This property is adjacent to the Town/County boundary and serves the surrounding student population of both Warrenton and Fauquier County. An active Rezoning and Special Exception application for Arrington was just passed by the Fauquier County Board of Supervisors that lifts the age restricted housing.

Previous Staff Comment: The property that encompasses Brumfield Elementary and Taylor Middle School will be in easy walking distance from adjacent neighborhoods.

Comment: Fauquier County Board of Supervisors and the Warrenton Town Council have passed resolutions regarding the property owner of the Arrington parcels desire to boundary line adjust into the Town. The applicant is encouraged to review the rezoning and proffers approved by Fauquier County as they contain three development scenarios with proffers that may impact the schools. The applicant did take into account potential transportation improvements at the Brumfield entrance; however, there may be additional proffers related to sewer and other miscellaneous items that interest the applicant.

Legal Comments Provided by Town Attorney

Major Safety Issue

The proposed 12' retaining wall shown on the plan page C3.01 is an ongoing safety issue for a middle school campus. The presence of a 42" fence at the top, as addressed in the Timmons Group Jan. 12 letter, does not necessarily mitigate the impact of this safety issue under the circumstances presented. The justification advanced for the retaining wall in excess of 6' consists solely of (1) minimizing impact to wetlands, (2) minimize clearing on that side of the building adjacent to the proposed emergency access road, and (3) maintaining the existing gravel track and

diamond field. Those are design choices that do not dictate the creation of a retaining wall twice the height of a by-right retaining wall.

Additional Issues

The following are all comments about Page C1.01 of the plans:

1. The project narrative references a site plan; this is incorrect.
2. Site Information Note 2 references a "Jeffrey A. Smeraldo" without indicating his affiliation or qualifications.
3. Note 7 (on floodplain coverage) is unclear because the portions after the first semicolon lack a verb. This needs to be rewritten for clarity.

TECHNICAL MEMORANDUM

Taylor Middle School Traffic Impact Study (2nd Submittal) Review

Date: February 6, 2024

Project #:
284490.007

To: Denise Harris, AICP

From: Liz Byrom, PhD, PE; and Chris Tiesler, PE, PTOE

At the request of the Town of Warrenton, Virginia, Kittelison & Associates, Inc. (Kittelison) reviewed the following documents related to the proposed expansion of Taylor Middle School:

- Taylor Middle School Traffic Impact Analysis (TIA), second submittal dated January 12, 2024, prepared by Timmons Group (Reference 1)
- Taylor Middle School Special Use Permit application and supporting documentation (Reference 2).

All analysis inputs and assumptions were reviewed according to Virginia Department of Transportation (VDOT) *Traffic Operations and Safety Analysis Manual (TOSAM)* and requirements (Reference 3).

FINDINGS AND RECOMMENDATIONS

The following comments are related to function of the proposed development and its impact on the adjacent transportation system:

- Volumes between Site Entrances on Shirley Avenue are still not balanced even though there are no driveways between the intersections that could result in the addition/subtraction of trips. For example, on Figure 8-1, 42 trips are added southbound on Shirley Avenue between Site Entrance #2 and #3 during the AM peak hour. Other smaller imbalances between Site Entrances #1, #2, and #3 exist in all three study time periods and analysis scenarios. Because Site Entrances #2 and #3 operate with minor-street stop control, mainline volumes on Shirley Avenue and the availability of gaps in those traffic streams directly influence the calculated levels of service (LOS), capacity, and forecast 95th percentile queue lengths of critical movements. While the reported traffic operational results indicate that the minor-street stop-controlled movements generally operate within acceptable operational thresholds, these imbalances (and other revisions noted below that may impact traffic operations) should be corrected.
- The TIA does not discuss anticipated pedestrian or bicycle activity between the elementary and middle schools, and the site plan does not identify a route or designated facility to provide for such activity/movements. Given the nature of the middle school and surrounding land uses, pedestrian and bicycle activity between and amongst the residential development (Arrington

Development), two school campuses, and the adjacent community center are likely and should be addressed/accommodated.

- The revised site plan provides approximately 70 feet of throat depth for exiting traffic at Site Entrance #3. However, the analysis shows that during the 2032 School PM peak hour, the forecast 95th percentile queue will be 100 feet. Under this condition, one to two vehicles in the queue will still be stored along the internal perpendicular drive aisle (could be from either direction or both), which may adversely impact on-site circulation and parking maneuvers for several parking spaces in the vicinity of this internal intersection. The current location of Site Entrance #3 in the middle of the parking field also creates unusual “dead end” parking drive aisles closest to Shirley Avenue. Parking maneuvers in these drive aisles may be difficult and could also lead to this portion of the parking lot being underutilized. See **Attachment A** for a rough sketch of an alternative alignment/location for Site Entrance #3 that may provide better separation of parent pick-up/drop off activity and parking circulation. Our cursory review indicates that the northbound left-turn lane on Shirley Avenue could be shifted south to this new entrance and still be developed within the available physical distance between this entrance and the adjacent community center driveway to the south.
- It is unclear what on-site route parents doing pick-up/drop-off should take after entering Site Entrance #3. Does the school intend to have staff direct parents to the appropriate path in order not to complicate student pick-up/drop off? Is wayfinding signage proposed on-site? The current layout of the parking lot will tend to mix vehicles parking and those performing pick-up/drop-off activities, which could create added friction and on-site circulation challenges.
- Page 1-5: 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 of all modes between the adjacent land uses (two schools, nearby residential development, and community center) as well as planned parent pick-up/drop-off routing of kiss-n-ride vehicular traffic.
- The Synchro files are not utilizing appropriate peak hour factors (PHF) in the future conditions. For example, the intersection of Shirley/Culpepper in the existing conditions has a PHF of 0.88. In the 2026 background conditions, it increases to 0.94. Another example is that the James Madison Highway/Alwington Boulevard intersection has a PHF of 0.86 in the existing conditions and 0.95 in 2026 conditions. Per TOSAM, the future conditions analyses should assume a default PHF of 0.92 when PHF is lower in existing conditions.
- The special use permit plan (C3.01) shows storage lengths that are not consistent with the storage listed on page 6-4. The western entrance (Site Entrance #1) right turn has storage of 85 feet and taper of 50 feet. The northbound left turn for this entrance has 50 feet of taper length that is not

included in the model. Per TOSAM, Synchro and SimTraffic models should reflect “effective storage length”, which is equal to the existing striped storage length plus half of the taper length.

- Design plans and traffic analyses should be updated to address these comments so that the operational performance and anticipated queue lengths at the Site Entrances are still adequate and forecast queues can be stored within available turn lane lengths and will not adversely impact on-site circulation or parking maneuvers. After these changes, please confirm that queues are still maintained within the provided storage.

The following comments list minor technical or typographical errors noted in the TIA and analysis files through our review. While we don't anticipate these to fundamentally affect the conclusions or recommendations of the TIA, they should be addressed/corrected to support the technical accuracy of the TIA:

- **Page 2-1:** There appears to be a typo “Route 17 carries approximately 9,700~~0~~ vehicle per day.” In addition, we recommend using consistent naming conventions throughout the document when referring to roadways (e.g., Route 15 versus US 15).
- **Page 2-2:** The sentence “No VDOT traffic data available for Alwington Boulevard” is not needed as volumes are provided in the following sentence.
- **Page 3-3:** We recommend that actual lane widths be approximated rather than a standard 12' for all approaches. The existing lane widths along Shirley Avenue appear to be closer to 11'.
- **Page 6-2:** We recommend that sub bullet ‘a’ be separated from bullet ‘6’ like you have done in other sections.
- Typos are present in the operational summary tables. For example, the WBT at Culpepper St/Shirley Ave in the 2026 Background – School PM peak show a delay of 2.7 seconds and a LOS A. However, the Synchro results show that the calculated delay is 22.7 seconds and has a LOS of C. All tables should be reviewed and corrected. Related text should also be updated.
- Synchro: We recommend all analysis files and level of service tables be updated to reflect any changes related to the comments above.
- Page numbers appear to be off. For example, Section 6 starts on page 6-2.

Thank you for the opportunity to review. If you have any questions, please contact us at 919.473.9529.

ATTACHMENTS

Attachment A – Alternative Site Entrance #3 Location Sketch

REFERENCES

1. Timmons Group. Taylor Middle School – Addition Traffic Impact Analysis. September 2023.
2. Timmons Group. Taylor Middle School Special Use Permit application and supporting documentation. January 2024.

3. Virginia Department of Transportation. *Traffic Operations and Safety Analysis Manual* – Version 2.0. February 2020.

DISCLAIMER

This memorandum prepared by KITTELSON & ASSOCIATES INC. merely represents our professional, unbiased opinion with regard to the deliverable. This opinion is based solely on KITTELSON & ASSOCIATES, INC.'S evaluation of the information provided by the Town of Warrenton, and should not be considered an exhaustive review, insurance against errors or omissions in the deliverable, or advocacy of the intended project. The Town of Warrenton agrees that the purpose and intent of KITTELSON & ASSOCIATES, INC.'S evaluation of the deliverable is to reduce the risk of errors or omissions only and not to eliminate such risk. KITTELSON & ASSOCIATES, INC. offers no warranty or guarantee with regard to this plan review.

Attachment A
Alternative Site Entrance #3
Concept Sketch

DATE: 09/07/2023
PROJECT: 2152-00
DESIGNER: TD
CHECKED: JMM
TAMM: JMM
P/N: JMM
MARK: JMM
DATE: 01/12/2024
BY: JMM
REV: 005

RRMM ARCHITECTS, P.C.
1101 EAST BROADWAY, SUITE 100
WARRENTON, VA 20186
(504) 257-0200
www.rrmm.com



NOTE: 1- ALL SPORTS FIELD LIGHTING TO BE PROVIDED WITH THIS APPLICATION. 2- ALL FUTURE UTILITIES TO BE PROVIDED IN ACCORDANCE WITH VA REGULATORY REQUIREMENTS. 3- PROPOSED SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE SIGNAGE REGULATIONS OF THE STATE OF VIRGINIA. 4- PROPOSED LANDSCAPE WILL BE PROVIDED IN ACCORDANCE WITH THE LANDSCAPE REGULATIONS OF THE STATE OF VIRGINIA.



PROPERTY RECORDS FOR THE SITE

Parcel ID	Owner	Area (sq ft)
...



TOWN OF WARRENTON

Department of Community Development

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<http://www.warrentonva.gov>
LandDevelopment@warrentonva.gov
(540) 347-2405

STAFF COMMENTS

TO: Denise Harris, AICP, Planning Manager
FROM: Amber Heflin, CZA, Zoning Official
DATE: February 7, 2024
SUBJECT: Taylor Middle School, 244 Waterloo Street (6983-48-7973-500)
SUP 2023- 4
Submission 01/18/2024; 2nd Review

I. Zoning Ordinance Review

The following analysis is based on the relevant Articles of the Zoning Ordinance.

Article 7 – Parking

Staff comment: **Advisory comment remains:** Staff will verify the proposed spaces will meet the required minimum dimensions at the time of site development plan.

The applicant will be required to demonstrate that parking stalls and drive aisle widths will meet minimum requirements at the time of site plan submission. Staff is unable to determine that these requirements have been met at this time.

Staff comment: *Comment remains:* Provide justification that two loading spaces will be adequate to handle the needs of the use.

Clarification: Justification with this submission is utilizing calculations within the Fauquier County Zoning Ordinance. The Town has separate requirements located under Article 7-18 of the Town of Warrenton Zoning Ordinance. Revise justification.

Article 8 – Landscaping

Staff comment: **Advisory comment remains:** 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.

The applicant will be required to address landscaping at the time of site plan submittal. Zoning staff is unable to complete a full review to verify that landscaping requirements have been met at this time.

Article 9-8 – Lighting

Staff comment: **Advisory comment remains:** 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 the photometric plan will be reviewed at the time of site plan submittal.

The applicant will be required to address site lighting at the time of site plan submittal. Zoning staff is unable to complete a full review to verify that lighting requirements have been met at this time.

Staff comment: *Comment remains:* The applicant provided a preliminary photometric plan for review with the SUP submittal, and staff is concerned that the site lighting proposed along Shirley Avenue will exceed 1.0 footcandle at the property line.

Clarification: Overall, the preliminary lighting plan looks acceptable. However, Zoning staff still has concerns about the site lighting at the entrances along Shirley Avenue. A more in-depth review of lighting requirements will be conducted at the time of site development plan, as fixture details may change.

Staff comment: **Advisory comment remains:** 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.

The applicant will be required to address site lighting at the time of site plan submittal. Zoning Staff is unable to complete a full review to verify that lighting requirements have been met at this time.

Staff comment: **Advisory comment remains:** Complete lighting plan was not provided with this submittal. The photometric plan only shows site lighting within the travel ways. Revise.

The applicant will be required to address site lighting at the time of site plan submittal. Zoning Staff is unable to complete a full review to verify that lighting requirements have been met at this time. See previous comment regarding the photometric plan.



TOWN OF WARRENTON

Department of Public Works & Utilities

PO BOX 341
WARRENTON, VIRGINIA 20188
<http://www.warrentonva.gov>
TELEPHONE (540) 347-1858
FAX (540) 349-2414

Memorandum

Date: February 5, 2024

To: Denise Harris, Planning Manager

From: Paul Bernard, Town Engineer
Steven Friend, Assistant Director, Public Utilities
John Ward, Assistant Director, Public Works

Re: SUP-23-04 Taylor Middle School Addition – 2nd Submission

The 2nd submittal provides no additional information than the 1st submission. This process for the Taylor Middle School major building addition SUP, the only comments at this time (which will be answered with more detailed plans) is to ensure that the modification to the access points to public streets, and 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 ensuring adequate fire protection for the school. The Town is committed to provide adequate water and sewer facilities to support this program. The final project design will need to demonstrate adequate provisions for stormwater management and erosion and sediment controls meeting all the current Town and State ordinances and requirements including details and calculations as part of the final site plan submittal and review process.

This submittal has included a Statement of Justification (SoJ) that indicates the anticipated water demand and wastewater generation. The current monthly water use averages around 69,000 gallons. That would equate to around 3,450 gallons a day, assuming a 5-day week. The SoJ implies the projected wastewater generation from the new school will be around 15,600 gallons per day. While this is a significant increase over what is currently generated, the existing pumps at the pump station should be able to handle this, however, the Town will need to implement improvements to the current pump station's wet-well and structure.

The Traffic Impact Analysis implies no major impacts to the road network this proposal plans to connect to. This assessment is being reviewed by VDOT for their thoughts on the future planning for improvements to Shirley Highway.

More detailed infrastructure designs and details will be required with the construction site plan submittal and review process. Therefore, I have no additional comments at this time.



Warrenton Volunteer Fire Company, Inc.

167 WEST SHIRLEY AVE. WARRENTON, VIRGINIA 20186
FIRE STATION 1 (540) 347-0522 EMS STATION 1 (540) 347-4873
BUSINESS SERVICES (540) 347-3232 FAX (540) 347-6513



MEMORANDUM

Date: October 15, 2023
From: James K. Swain, Fire Chief
To: Denise Harris, Planning Manager
Planning and Community Development – Town of Warrenton
Subject: Comments on Taylor Middle School – 350 East Shirley Ave.

Thank you for taking the time to seek our feedback and recommendations on the proposed project. Please see the bullet points below on some of our thoughts/ideas regarding Fire Department access and our ability to operate at the site during an emergency.

- Please provide information on the sprinkler system.
- Fire Department Connection (FDC) should be 4" stortz connection instead of 2.5" siamese.
- Water supply for FDC? It is on the same side of the building and not across the roadway blocking pathway of responding apparatus.
- Please show locations of all fire hydrants on the property so we can ensure coverage and locations are appropriate.
- 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.
- Pathways around building – to utilize ground ladders to access windows or rooflines for firefighters the ground needs to be level for ¼ of the height.
- 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.
- 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.
- 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?
- Will the water supply be upgraded into the complex? Will this be a loop system?
- All curbs be rounded for better access?
- What will be the separation from the old building to the new construction?

Date: January 22, 2024
Subject: 2nd Submission Comments

- Access gates – the plans show they are locked during school hours. We need to design a plan where emergency services can gain access during emergencies.
- No further comments

We are looking forward to commenting on and working with the Town Officials as well as County Public Schools Staff relating to this building during construction and once completion has been achieved.



TOWN OF WARRENTON

POLICE DEPARTMENT

333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190



To: Chief T. Carter

From: Major A. Arnold

Date: 02/07/24

Re: CPTED Assessment for Taylor Middle School 2nd Submission

I have reviewed the Special Use Permit paperwork and I have read the responses from the applicant on my suggestions submitted previously.

I have no further recommendations / updates at this time.



COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
 457 East Shirley Avenue
 Warrenton, Virginia 20186

Stephen C. Brich, P.E.
 Commissioner

Date: February 06, 2024

To: Denise Harris – Planning Manager Town of Warrenton.

cc: Ben Davison, P.E. VDOT

Re: **Taylor Middle School TIA & SUP – 2nd Submission**

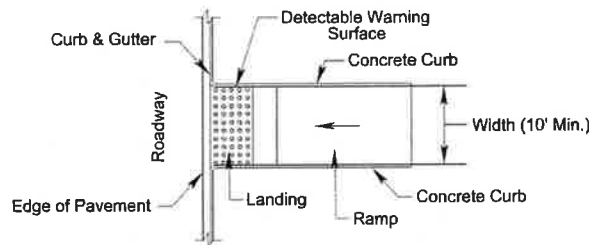
Dear Ms. Harris:

The above referenced Traffic Impact Analysis prepared by Gorove Slade with an engineer seal date of January 12, 2024, and a received by VDOT date of January 24, 2024, has been reviewed.

The following comments are advisory for the Town’s consideration.

Special Use Permit Plans:

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)
2. The shared use path width (10’ min) should be extended across East Shirley Ave. The current plan shows narrow CG-12 for the connection with Shirley Ave.



Note: Ramp and Landing to be constructed of Hydraulic Cement Concrete Sidewalk (4" Depth)

Curb & Gutter Typical
 (St'd. CG-12, Type B with Buffer Strip)
 Not To Scale

FIGURE A(1)-11* ST'D. CG-12 TYPE B FOR SHARED USE PATH WITH CURB & GUTTER

3. While the public access easement for the future trail extension of the shared use path appears to be conceptual feasible, the proposed grading needs to be confirmed in order to ensure that the shared path can be constructed in the future. VDOT recommends that the shared use path is rough

graded with the future site plan. A typical cross section showing existing grades of Shirley Ave, future shared use path and proposed parking lot is recommended.

- The current/proposed entrance geometry does not appear to meet VDOT standards. The minimum entrance width is 30'. Since this road is within the Town jurisdiction, VDOT will defer to the Town. VDOT recommends that all proposed entrance radius are confirmed with Autoturn movements.

Commercial Entrance Designs along Highways with Curb and Gutter

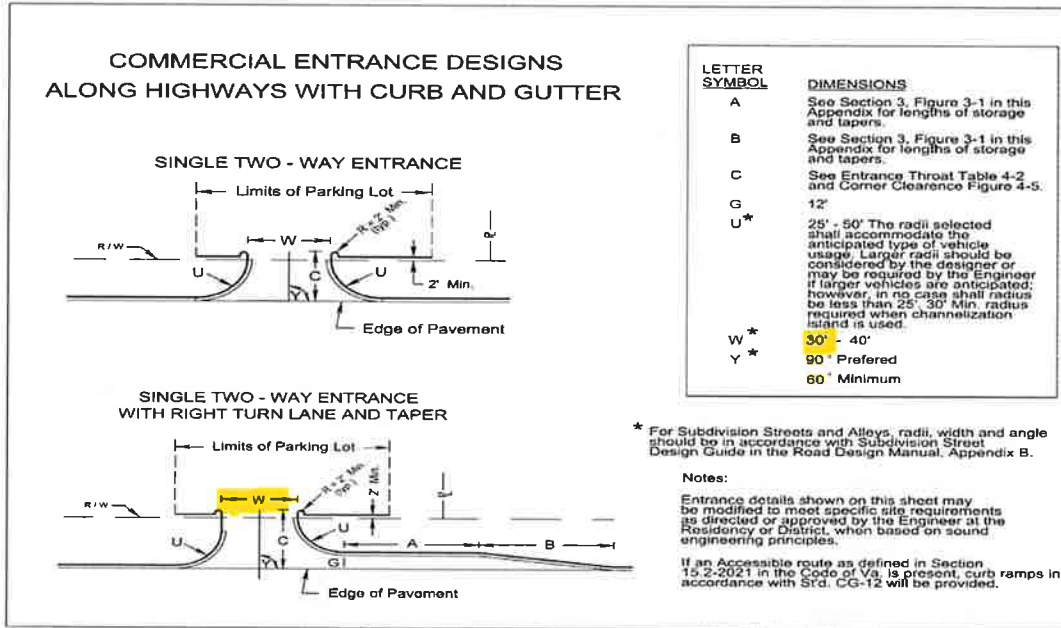


FIGURE 4-10 COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH CURB AND GUTTER*

- The existing turn lane widths, length of storage, and taper lengths do not appear to meet VDOT min standards. VDOT understands that there are site constraints but standard turn lane geometry is recommended to ensure safety. The SUP plans do not provide enough detail to provide a complete review.

<u>LENGTH OF STORAGE</u>	<u>TAPER - Urban</u>	
	Urban - Length determined by capacity analysis for Left and Right Turn Storage (100' Minimum)	- For Design Speeds 50 MPH or Higher
	- For Design Speeds 45 MPH or Less	**T - 100' Min. (single) **T - 150' Min. (dual)

FIGURE 3-1 RIGHT AND LEFT TURN LANE CRITERIA FOR SINGLE AND DUAL LANES

(*) For instructions on selection of design speed, see [Appendix A1](#).

