



Lake Ridge Occoquan Coles Civic Association
of Prince William County
P.O. Box 204
Occoquan, Virginia 22125

August 21, 2017

Mr. Sherman Patrick, Land Use Planner
Compton & Duling, L.C.
12701 Marblestone Drive, Suite 350
Woodbridge, Virginia 22192-8307

Mr. Jerry W. Davis, Managing Partner
Xanadu Group, LLC
13920 Kings Highway
Montross, VA 22520

Dear Messrs. Patrick and Davis:

Attachment 1 lists the Lake Ridge Occoquan Coles Civic Association (LOCCA) concerns about the proposed development of age-restricted condominiums on the parcels located at 12400 and 12440 Clipper Drive, Woodbridge, Virginia. These concerns are based on citizen input conveyed at the informational meeting conducted June 29, 2017, hosted by the Lake Ridge Baptist Church, and further LOCCA/PELT discussions held at our regular monthly meeting held on July 27, 2017.

To summarize, LOCCA and the community at-large are opposed for several reasons to what we believe is an overly-dense and aggressively intense project on this small assembled parcel. First, retooling the vision now, three decades later, for a small parcel of land that now sits in the middle of a mature community, poses what LOCCA and the surrounding communities believe to be substantive ethical and physical challenges. Certainly, there needs to be a broader discussion with the same community stakeholders that granted the land to the LRBC as an off-site parking facility, as well as to the many newer residents who have put down roots, invested their savings and decided to call this area their home.

Second, the current process, where the developer files with the County before engaging with the citizens is not the process by which LOCCA/PELT and the surrounding community have worked challenging issues for the past four decades. Normally, the applicant, facilitated by LOCCA/PELT, engages all parties in the surrounding area to discuss viable options for development. Once there is consensus, the applicant proceeds with the Prince William County development review and approval process. This precludes issues from arising that are likely to pose delays, or perhaps even derail or invoke denial of the application in the public hearing process.

Finally, the proposed assembled parcels now sit within a mature and fully-developed Residential Planned Community (RPC) setting at the entrance to the Westminster and River Ridge communities and immediately adjacent to the Rockledge Elementary School. The proposed scale and intensity of use are inconsistent with the current RPC setting and translate directly into serious challenges and problems in maintaining the ambience of the present RPC setting. We believe these concerns and others relating to proper land use, architecture and

community design, traffic and pedestrian safety, topography and storm water management, and landscaping and buffer design translate into a cumulative impact that negatively changes the character of the community.

While we do not support the project in its current form, we stand ready to continue the dialogue. We hope you will study and pay serious attention to the comments and concerns expressed here and see that it would be most prudent not to file an application for the project proposed at the June 29th meeting. Instead, LOCCA/PELT stands ready to meet as early and as often as necessary to share citizen, neighborhood, and community input to explore whether or not a viable use for this land can now be found given the passage of 30+ years and changed nature of the community at large. We look forward to having you at future LOCCA/PELT meetings prior to any Planning Commission or Board of County Supervisor public hearing on the case.

Respectfully,

/ Original Signed /

K. Jack Kooyoomjian, Ph.D.
President, LOCCA

/ Original Signed /

Ms. Kathleen Harding
Secretary, LOCCA

/ Original Signed /

Dr. Larry Heath, MD
LOCCA/PELT Co-Coordinator for
Westminster at Lake Ridge

/ Original Signed /

Mr. Clancy McQuigg
Member, PELT Committee, LOCCA

Attachments

- 1 – LOCCA Community Comments and Concerns
- 2 – Lake Ridge Occoquan Civic Association (LOCA) letter dated June 25, 1992

cc: Pastor Neil Newcomb, Minister of Education & Administration, Lake Ridge Baptist Church
Mr. John Murray, President, River Ridge Homeowners Association Board of Directors
Mr. Frank Rodriguez, Chairman, Thousand Oaks Townhouse Association
Mr. Brian Tenney, Executive Director, Westminster at Lake Ridge
Mr. Bruce Bartels Chairman, Ingleside Board of Directors

The Honorable Ruth Anderson, Occoquan District Supervisor
Mr. William Milne, Occoquan District Planning Commissioner
Ms. Rebecca Horner, Planning Director, Prince William County
The Honorable Lillie Jesse, Occoquan Representative, Prince William County School Board
Mr. David Beavers, Supervisor of Planning & Financial Services, Office of Facility
Services, Prince William County Schools
Mrs. Amy Schott, Principal, Rockledge Elementary School
Ms. Tracy Leonard, President Rockledge Elementary School PTA
Mr. Justin Patten, Prince William County Department of Public Works



Background Information

a. **Historical Overview:** This 2-parcel, 2.46-acre assemblage of 2 lots came to be transferred to the Lake Ridge Baptist Church (LRBC) in the late 1970's and early 1990's. Ridge Development Corporation, and its parent company, Weaver Brothers, the developer of Lake Ridge sold 2.06 acres of A-1 property abutting the Rockledge Elementary School and Westminster properties to the Church for a very reasonable price. The Board of the adjacent Thousand Oaks Townhouse Association (TOTA) also gave the LRBC (at no cost) 0.40 acres of RPC land fronting Mariner Lane at the intersection with Clipper Drive in exchange for a commitment to build a parking lot on the property and not to cut down trees near the TOTA pool area during the Phase II expansion project on the main parking lot adjacent to the church. The acquisition of these properties was necessary because the LRBC long-range plan for Phase III expansion of its sanctuary did not have adequate on-site parking. Additionally, at the time, the Prince William County (PWC) Code did not allow off-site parking. The LRBC needed an off-site parking lot to allow for their Phase III expansion, since its existing parking would not handle beyond Phase I & II expansions. LOCCA/PELT, the community and PWC worked with the Church in a cooperative manner to change the PWC Code (Mr. Clancy McQuigg was a member of the PWC ZORC, as well as a LOCCA Board Member at that time) to allow off-site parking, as well as to acquire the necessary land to accommodate Phase III expansion.

b. **The Challenges of Development of the Current Site:** The land is “topographically challenging,” and currently houses a diverse mix of mature trees which provide a pleasant setting for the entrance and signage at the Westminster and River Ridge entrance. It was always anticipated that the LRBC, upon development of off-site parking, would allow for retention of some trees and retain the current up-scale entrance and signage features. If change should occur, this should be at the expense of the applicant, with coordination and approval of the affected communities. The LRBC parcel was never envisioned to have any structure on it, especially the large-scale buildings currently proposed. It was to be a low-key, low-profile parking lot with residential-styled downward directed lighting fixtures. At the Clipper Drive and Mariner Lane intersection area, access to the parcel is from a stubbed area on Clipper Drive internal to the River Ridge & Westminster communities on private land owned and maintained by the Westminster and River Ridge communities.

c. **Facts About The 0.4 Acre RPC Land Transferred by TOTA to the LRBC:** The TOTA residents that worked with the LRBC community to have their land simply transferred and titled over to the Church for use as a parking lot were willing to do this, because they were repeatedly assured and promised and believed that the Church would never place anything more than a parking lot on the transferred property. It was never envisioned that a multi-story condo would occupy the 2.46-acre parcel, which would overwhelm the area next to the Rockledge Elementary School and denude the entrance area to the Westminster and River Ridge communities.



Comments and Concerns

Subsequent sections provide the comments and concerns of LOCCA. At LOCCA's July 27th meeting, these were discussed and elaborated upon. Although this paper has been provided to representatives from the River Ridge, Westminster, and Thousand Oaks communities in an earlier draft form, it is anticipated that those organizations will present, in their own format, their specific concerns and comments at subsequent community meetings and/or the Planning Commission and Board of County Supervisors public hearings.

Land-Use

a. **A Community Shared-Use Vision for this Land:** Although never discussed openly, LOCCA/PELT envisioned that when the future 2.46-acre parking lot area was built, it would comply with PWC code and retain buffered landscaping consistent with PWC canopy requirements for parking lots. Additionally, as a gesture of good will, it was envisioned that the Church would, as necessary, allow for shared parking to meet periodic overflow parking needs of the Rockledge Elementary School at parent-teacher and PTO nights, or other periodic neighborhood overflow parking needs of the adjoining communities of Westminster, River Ridge, or TOTA. This concept was embodied in a LOCA letter dated June 25, 1992 (Attachment 2) to the Director of PWC Schools Maintenance Department, Mr. J. Stephen Snarr, P.E. when LOCA sponsored a community courtesy review of the new roof on the Rockledge Elementary School building (See the attached letter under item 6 addressing the future off-site parking facility next to the Rockledge Elementary School). This letter was signed by 10 community representatives, including the President of TOTA and the Chairman of the TOTA ACC, and cc'd to the community leadership, including the LRBC, the County Government, and the original holder of the land (Ridge Development Corp.) which was sold to TOTA and the LRBC. This issue needs to be revisited in broader discussions with the community.

b. **Proposed Use as 3/4-Story Multi-Family Condominium Community:** A large multi-level Multi-family residential development fronting Mariner Lane and Clipper Drive is not an appropriate use of this property at this location. Any attempt to put a multi-story building on this small parcel of land as proposed on June 29, 2017 will destroy the aesthetics of the entrance to both the Westminster and River Ridge communities and change entirely the character of the community fronting Mariner Lane. Westminster's 62.5-acre property's current density is 5 per acre. This is counting the 60 nursing home rooms and 40 assisted living rooms as individual units, in addition to apartments and cottages. River Ridge's 83 acres has a density of 2 units per acre. The proposed development on 2.46 acres creates a density of 22 units per acre. This is up to 10 times the density of living units for the contiguous communities.

Architecture and Community Design

a. **Mass of Proposed Buildings:** The mass of the building closest to Mariner is too great. The building is too close to Mariner and will physically and aesthetically over-power the site, especially with what are the existing low-key surrounding residential and school uses.



b. **Residential Garages:** The design of the free-standing garages in front of the buildings along Clipper Drive must be consistent with that of the residential buildings. The intent of the garages must not be to screen the larger residential buildings.

Transportation

a. **Traffic Study is Needed to Address Safety Issues:** A traffic study would be helpful to know the peak use times and conflicts, especially in relation to safety for the Rockledge Elementary School walkers. In addition, the conflicting traffic patterns for the LRBC Condo residents with the Westminster and River Ridge and TOTA resident traffic at the Mariner and Clipper Drive intersection area needs to be studied. The traffic study should also account for service and maintenance traffic, emergency services (EMT, ambulance, fire & rescue), as well as the safety of Rockledge ES walkers.

b. **Minimizing Effects of Construction Traffic:** At the June 29th informational meeting at the LRBC, it was recognized by the participants that special attention is needed to minimize adverse impacts of construction traffic. There were concerns expressed by the community for the safety of the elementary school walkers, especially near the Clipper Drive and Mariner Lane entrance area. This matter needs very careful review.

c. **Safety of Rockledge ES Walkers:** When the life care set-aside of 142 acres was made, it was originally contemplated that there would be a manned guard house and controlled access to the Westminster and River Ridge communities. In addition, it was discussed that the guard's ancillary duties would be provide safe egress for the TOTA elementary school children who were walkers to and from the Rockledge Elementary School. As the community developed, however, the guard house feature was dropped, but the two lanes in and one lane out configuration was retained at the Clipper Drive main entrance area. There still is a need to address safety of the elementary school children who are walkers. This needs to be addressed with the professional PWC Schools staff and with Rockledge Elementary School staff in particular.

d. **Historic Old Bacon Race Road:** Old Bacon Race Road crosses the subject property. By developing the subject parcel as proposed, either as a parking lot or as condos, will obliterate any vestige of Old Bacon Race Road.

Landscaping and Buffers:

a. **We Live in the Charter Virginia Green Community in the State of Virginia:** Treescape retention, tree preservation, generous landscaping and buffers, boulevard plantings along roadway corridors, and other features exceeding PWC code are typically requested by LOCCA/PELT and complied with by the development community. This has been, and continues to be, a standard practice for nearly 5 decades. The LOCCA is the Charter Virginia Green Community Awardee in the State of Virginia. This designation was awarded by the Virginia Department of Forestry in 1991. The award recognized the outstanding work LOCCA has done with the development community and PWC over several decades in retaining greenways and retaining and enhancing wooded areas, buffers, and wildlife corridors within projects in the



Lake-Ridge-Occoquan area. These characteristics serve as purposeful design elements within the community., and this development should be no exception to this long-standing practice in the community.

b. **Current Buffer, Treescape and Landscaping Commitments in the Surrounding Area are Significant:** As a nearby example, the adjacent Westminster and River Ridge communities have significant buffer commitments on their perimeters as well as within the 142 Acre adjacent life-care community campus-like setting. LOCCA/PELT worked with Ridge Development to set aside this 142-acre campus-style property exclusively for a residential life-care use. The applicant agreed to the proffers for development of the 142-acre parcel. For example, there is a proffer to retain a 150-foot buffer providing privacy for residents on both sides of the buffer area with Westminster. This also provides for a wildlife transit and feeding corridor. The current buffer area with the River Ridge Community and the TOTA Community on Mariner Lane is designed to retain essentially a 100 foot buffer area and to retain significant portions of Old Bacon Race Road.

Topography, Storm Water, and Soil Retention:

a. **Site Has Topography SWM, and Access Challenges :** There is a need to address the challenging topography of this 2.46-acre parcel so that the proposed use fits harmoniously into the profile and contours of the area. The challenges on the visual presentation of any development to the community is one aspect, but storm water management (SWM) controls and soil retention are others. The access and maintenance issues need to be carefully coordinated with all the stakeholders, especially Westminster, River Ridge, Rockledge Elementary School and the TOTA communities.

b. **This Site is Surrounded by Grand-Fathered Properties with Respect to PWC code changes made to comply with the Chesapeake Bay Preservation Act. This creates serious SWM Challenges on the Site for Any Type of Development:** There are difficulties in managing storm water on the subject property because of the challenging topography. Any proposed development would be surrounded by pre-Chesapeake Bay requirements with less stringent SWM standards. The collective result has been in our recent history, the dramatic flooding of the Historic Town of Occoquan, which received flood waters from the grandfathered upstream developments following a series of heavy rains. Adding more impervious surfaces to this property would only exacerbate the already challenging situation.

*Lake Ridge - Occoquan Civic Association
of Prince William County, Virginia*

P. O. BOX 204
OCCOQUAN, VIRGINIA 22125

June 25, 1992

Mr. J. Stephen Snarr, P.E.
Director, Maintenance Department
Prince William County Public Schools
P.O. Box 389
Manassas, VA 22110

Dear Mr. Snarr:

Thank you so much for the opportunity to conduct a courtesy review on the new roof planned for the Rockledge Elementary School. It was most thoughtful of you and Dr. Gates to offer us the opportunity to discuss this with the community and to make suggestions on your plans.

The Planning, Environment, Land-Use and Transportation (PELT) Committee of the Lake Ridge-Occoquan Civic Association (LOCA) has reviewed the May 11, 1992 letter and attached rendering. It was reviewed in full committee at the LOCA/PELT meeting of May 28, 1992. LOCA supports your efforts to enhance the appearance of the Rockledge Elementary School in line with the surrounding physical facilities, and believes that your proposal will be an excellent addition to the school site. The PELT Committee offered a number of suggestions for you to consider, as follows:

1) THE NEW ROOF SHOULD BE CONNECTED TO THE EXISTING ROOF DRAINS: If you do not connect to the existing roof drains, we suggest installation of rain gutters and downspouts to prevent drainage on the brick facing. Since there was no explanation offered on this point, the PELT Committee reviewers assumed that the existing internal roof drains would be covered by the new metal roof. The simplest way to solve this problem may be to connect to the existing roof drains. If you are not, connecting to the existing roof drain, then the rain water which formerly went to the storm sewer directly from the roof drains, will now drain onto the site around the building. This would result in the following complications:

- a) Possible icing of the walkways in the winter months,
- b) Possible flooding of existing and future landscaping due to roof runoff from the massive roof area, and
- c) The site plan should address Best Management Practices (BMPs) to deal with the new on-site runoff pattern.

If rain gutters are installed, then you will have to reconfigure the drainage to address the above issues. If you tie into the existing roof drains, none of this should be a problem.

2) THE NEW ROOF SHOULD BE HEAVY GAUGE METAL AND COATED FOR LONG LIFE AND LOW MAINTENANCE: Technically, re-roofing the existing flat roof on the building should be equivalent to installing the proposed metal roof. Aesthetically, the proposed standing-seam metal roof, with a dark brown earth-tone color similar to the color of the shingled roof on the Lake Ridge Baptist Church should be a more aesthetic structure that conforms with the area. With regard to the proposed metal roof, the following suggestions were offered by the PELT Committee:

a) Standard metal roofing panels are typically rated for a ten year life. However, there are a number of options available that would result in lower maintenance costs, such as heavy gauge metal, better coatings (i.e., the PELT Committee architects recommended a Kynart Finish, which is a baked polymer coating that is typically rated from 20 to 30 years.)

b) The snow loading should be considered in the design of the loading capacity of the roof. It was suggested that an adequate safety factor might be that for an unusual snow loading for our area (between three and five feet of snow). The heavier gauge metal and an upgraded bracing system should easily accomplish this design criterion.

3) THE EXISTING FREE-STANDING ROCKLEDGE MONUMENT SIGN NEEDS TO BE STAINED AND PAINTED: A comment offered by the PELT Committee was the observation that your very attractive monument sign for the Rockledge Elementary School is in need of re-staining of the wood and repainting of the white letters. It was suggested that the sign be re-painted and re-stained with the existing colors at the time that you schedule to conduct the re-roofing activity, for a total "spruce-up" of the school exterior.

4) HANDICAPPED ACCESS IS NEEDED AT THE SCHOOL AND ALONG MARINER LANE: Handicapped access points at the school entrance and along Mariner Lane, especially to accommodate the future elderly residents at the adjacent River Ridge project which is now under construction will be needed in the very near future. The River Ridge project has installed handicapped access points along their Clipper Drive entrance area, but more access points are obviously needed along Mariner Lane.

5) DUMPSTER ENCLOSURE IS NEEDED AND A RECYCLING AREA SHOULD BE CONSIDERED: When the Rockledge Elementary School was built, the Design and Construction Standards Manual (DCSM) did not require a dumpster enclosure. It is suggested that you consider an enclosure for your present dumpster. Additionally, it would be an excellent example for the school children to "Learn by Doing," if the dumpster pad were enlarged to accommodate a recycling area for cans, bottles, paper and commercial cardboard.

As you know, recycling is now required in Prince William County, but no penalties are currently assessed for non-compliance. In the future, it may be that additional DCSM and other requirements will be mandated regarding recycling. It would be an excellent example if the Prince William County

School system took lead and initiated a "Learning by Doing" recycling program in the school system. What better place than at schools that are undergoing some upgrades, such as at Rockledge Elementary School? By taking an initiative, the school system will be setting a profoundly important example for our leaders and citizens of tomorrow. One other suggestion in this regard was offered regarding the need to recycle commercial cardboard. The school system should look at the feasibility of recycling their cardboard boxes.

6) THERE ARE OTHER ISSUES THAT NEED COORDINATION WITH THE COMMUNITY: Other items and issues of mutual concern to the community, the school, the Lake Ridge Baptist Church, the neighboring Thousand Oaks residents, and the future River Ridge elderly residents that you should be aware of are as follows:

a) FUTURE OFF-SITE PARKING FACILITY NEXT TO ROCKLEDGE ELEMENTARY SCHOOL: You need to be alerted to the Lake Ridge Baptist Church's eventual off-site parking facility. This may be built from three to five years from now, and it would be an excellent opportunity to discuss shared use of their future two-acre off-site parking facility. The church is in the process of acquiring an additional 0.4 acre adjacent parcel from the neighboring Thousand Oaks Townhome Community to facilitate development of this future off-site parking facility. The church may be open to discuss shared usage by the school, such as for PTO meetings and special events, as well as commuter parking. They would likely be open to serious discussions for shared construction funding to build their future parking lot, and we would like to encourage you to take a serious look at this as a possible future benefit for the school site. Of course, landscaping mutual bordering areas would also be a subject deserving of coordination.

b) LIGHTING IS NEEDED ALONG MARINER LANE FROM THE CLIPPER DRIVE INTERSECTION TO THE HARBOR DRIVE INTERSECTION: Lighting of Mariner Lane has been sorely needed for safety concerns for many years. Evening activities at the school ~~on the church~~ and for residents would be unquestionably safer if lighting was installed along Mariner Lane near the school and all along the Mariner Lane sidewalk. The walkers have to get to school in the darkness of early morning winter hours, and lighting would help make this venture to school safer for the school children. This issue has been raised to LOCA by residents for over fourteen years, but nothing has ever been done about it. We would like to encourage you and appropriate County officials to look very seriously at this issue as you consider additional safety-related physical plant improvements needed in this area.

c) THE FUTURE RIVER RIDGE SITE ENTRANCE AREA DESERVES EXTRA PATROL DUTY BY AN ADULT CROSSING GUARD: When the River Ridge community was originally rezoned, there was significant discussion by LOCA's PELT Committee and the Thousand Oaks Community regarding the safety of the school children that walk along the Mariner Drive/Clipper Drive area when the main entrance to the River Ridge Community is fully functional. According to the developer's own traffic estimates, the development will experience over 1,500 vehicle trips per day.

In the original discussions between the developer and LOCA's PELT Committee, as well as in the public hearings for this rezoning, it was agreed that the developer would have their security guard watch for the children, and that the children would walk on an "upper road" near the guard house, so that the guard would watch them. Since that discussion, the guard house has been placed even further back on the Clipper Drive entrance area, making it less practical for the security guard to watch the school children. Certainly, this topic is deserving of serious discussions, since the adjacent River Ridge project will generate significant traffic, where there currently is none, although there is presently construction traffic in that area, which deserves special attention, as well. Additionally, the development will house elderly residents who drive and may need more reaction time to respond to emergency maneuvers.

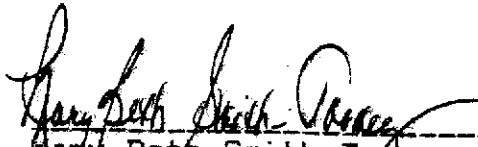
As an additional complication, the Mariner Lane/Clipper Drive intersection area is also designated as a school bus pickup/discharge point for both the high school and the middle school pupils. There is concern about the increased traffic that will come from the River Ridge community and its impact on the safety of the children at this pickup/discharge area. Perhaps a review of this situation would be useful for possible addition of two more stop signs at this intersection to create a 4-way stop sign configuration to address the above-stated safety concerns at this soon-to-be even busier intersection.

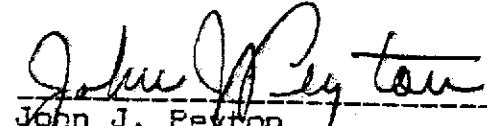
d) THE FUTURE RIVER RIDGE RESIDENTS MAY BE A USEFUL POOL OF VOLUNTEERS FOR ROCKLEDGE ELEMENTARY SCHOOL PROGRAMS: You may want to consider recruiting some of the future elderly residents of the River Ridge project to be volunteer helpers at Rockledge. The youngsters will appreciate the assistance from their future elderly neighbors, and this would be an excellent form of "therapy" and volunteer work for our future residents.

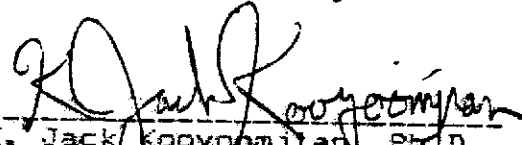
e) THE LITTER ALONG THE MARINER LANE SIDEWALK NEEDS CONSTANT ATTENTION: The Mariner Lane sidewalk is often strewn with shards of broken glass, mud and debris. The shrubbery often has branches overhanging onto the sidewalk area, and gets in the way of the walkers to the school. The slope has constant erosion, caused by many factors, such as bikers and others, which ultimately results in muddy sidewalks for the school children to negotiate. The school custodian has cleaned the sidewalk area nearest the school many times. The Thousand Oaks Community have mowed the slope area and cut back some shrubbery. However, the whole sidewalk is in need of constant attention for the above listed items, and this should be a community effort to keep the area clean. This is brought to your attention as an item also deserving of attention by the School Staff.

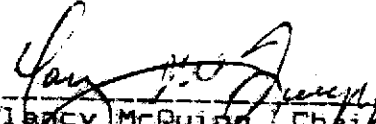
Again, thank you for the opportunity to review your excellent proposal and to offer these additional suggestions. In addition, if you would like, LOCA's PELT Committee would be most pleased to assist in hosting a coordination meeting to address some of the above issues with the community.


Most cordially,


Mary Beth Smith-Toomey
Acting President, LOCA



John J. Peyton
Acting Vice-President, LOCA

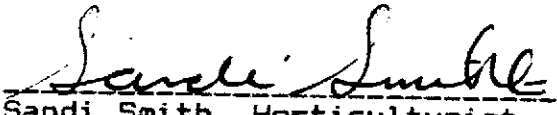

K. Jack Kooyoomjian, Ph.D.
Chairman, PELT Committee, LOCA



Clancy McQuinn, Chairman
Homeowners Assn. Committee, LOCA



Warren L. Walker, R.A.
PELT Committee, LOCA


Michael J. Klain
Treasurer, LOCA


Jesse C. Oak, Jr. AIA
PELT Committee, LOCA


Sandi Smith, Horticulturist
PELT Committee, LOCA


Gilbert Santa Cruz, President
Thousand Oaks Townhouse Assoc.
PELT Committee, LOCA


Randy Stanaland, Chairman
Architectural Control Cmtee.
Thousand Oaks Twnhse. Assoc.

cc: Mrs. Loretta Blanks, Principal
Rockledge Elenentary School
Rev. Ted Fucson, Minister
Lake Ridge Baptist Church
Dr. Teddy Gates
Mr. Gilbert Santa Cruz, President,
Thousand Oaks Townhouse Association
Mr. Kenneth O. Thompson
Westminster Corporation
Thousand Oaks Townhouse Associatin
Prince William County:
Board of Supervisors
Planning Commission
Planning Office
Dept. of Develop. Admin.
Dept. of Public Works
County Executive
County Attorney
Zoning Administrator

(SNARR)

**Prince William County
Public Schools**

P.O. Box 389
Manassas, Virginia 22110
(703) 791-7200

May 11, 1992

Mr. Jack Kooyoomjiam
12453 Skipper Circle
Woodbridge, Va.

RE: Roof at Rockledge Elementary


Dear Mr. Kooyoomjiam:

As we discussed last week, the School Division is planning to install a sloped, standing-seam metal roof on Rockledge Elementary School. Only the two story instructional area will be completed this summer. The new roof will utilize painted galvanized steel panels for both the wall panels and the roof panels. The panels will be painted a dark brown earthtone, similar to the color of the shingled roof on Lake Ridge Baptist Church.

Attached is an architectural rendering of Rockledge Elementary School with the new roof installed. The roof will be sloped 1/2" per foot and at the peak will rise approximately 44" above the existing roof elevation. The School Division believes the proposed construction will fit in nicely, and will, in fact, bring the appearance of Rockledge Elementary School more in line with the surrounding development. I look forward to the comments from your architectural review committee.

If I may provide you with additional information about our project, please call at 791-7222 (day) or 670-7065 (evening).

Sincerely,
Maintenance Department


J. Stephen Snarr, P.E.
Director

cc: Dr. Teddy Gates
Mrs. Loretta Blanks

