

Part 1 of 3 - Summary of Meeting #1 Discussion Guide

Collected via Discussion Guide from Joint BLPC and PFRC Meeting #1, input from Jan. 19 through Feb. 2

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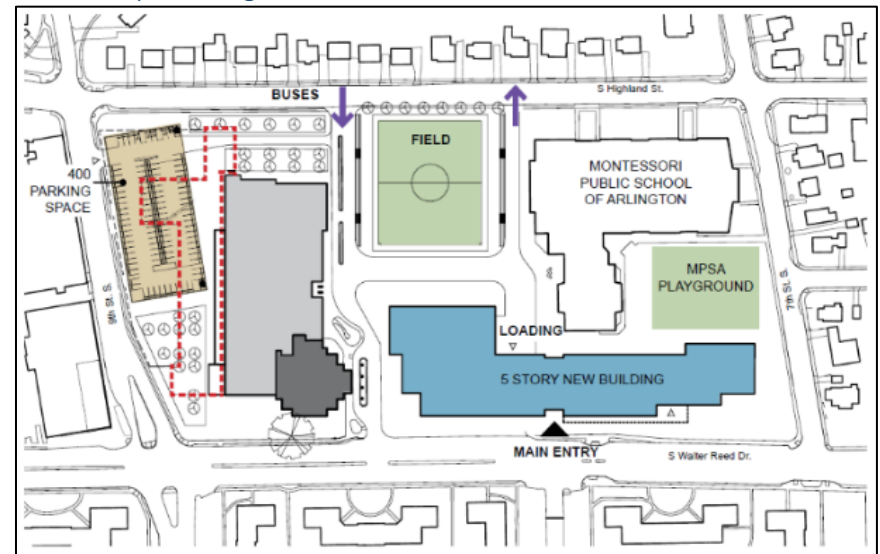
Background:

At meeting #1, Jeff Chambers introduced the Preliminary Site Plan Diagram. Breakout groups use the Discussion Guide: www.apsva.us/wp-content/uploads/2022/01/BLPC-Meeting-One-Discussion-Guide.docx to provide in a facilitated discussion with a note taker. Key resources including the PFRC Principles of Civic Design and the visual Preliminary Site Diagram are shown below.

PFRC Principles of Civic Design

- Orient the primary building entrance to the appropriate adjacent street or public space so movement and entrance to buildings are natural and intuitive.
- Emphasize pedestrians, bicycles, and mass transit over automobiles in building placement, entry, and architecture.
- Ensure building and site are functionally and spatially coherent, facilitating the flow of people to, from, and within the site.
- Create “positive” outdoor spaces with a pedestrian emphasis.
- Respect neighborhood context... (Civic Values)
- Optimize open space for public relaxation and recreation, and minimize building footprint and areas used for parking, on-site roads, and service drives. (Civic Values)
- Emphasize pedestrians, bicycles, and mass transit over automobiles and building placement, entry, and architecture. (Siting and Orientation)

Preliminary Site Diagram



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1. Height of ACC Building – Joint BLPC and PFRC Meeting #1 Feedback (Level 1)

Likes	Dislikes	Information/Suggestions
Support higher density to make more open space, support comment about adding, not on edges	Park & Rec Commission – need to consider quality of open space when evaluating building height. Proposed open space quality does not match mass of proposed building.	The Heights building is taller than 4 floors, would be helpful at follow up to hear how height impacts building flow; Accessibility needs to be addressed
Building up along Walter Reed seems appropriate because it maximizes the use of space adjacent to higher density buildings and allows for green space to be concentrated across the street from the single-family residential areas.	5 story building will tower over Walter Reed and will dwarf residential houses in the neighborhood, not in favor of increasing height	Concerned that having an empty building there long term is unsettling for the neighborhood.
Prefer massing adjacent to main entrance (across from 8th street) or south portion – prefer north end of building lower	Concern about proximity to HS students and K-5	Loading dock is a critical function of the school – more accessible along Walter Reed. Place next to autotech and let autotech draw people in with more prominent location maybe along Walter Reed -- think of car dealerships - how garage doors can be appealing. Placement of loading dock in center of parcel decreases flexibility as buildings/fields come or evolve.
Allows all programs to remain and some to continue throughout construction.	Concerned how the new school building is hiding entrance to Montessori school	Ensure buffer space and attractive streetscape in front of building to protect students and visitors from traffic on Walter Reed
Supportive of the location of the main entrance on Walter Reed		Support higher density to make more open space, support comment about adding, not on edges
		Take advantage of sunlight and heating/cooling measures.
		Concern about shadows from the taller building shading MPSA & playground
		Hoping primary massing height was on corner of Walter Reed and 9th – better if building was consolidated in that area

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Height of ACC Building - Feedback from Stakeholder Civic Groups (Level 2)

Likes	Dislikes	Information/Suggestions
there seems to be an 'okay' with the height, but the bigger concern is the massing location. Many feel that the height is fine	Height of the building is out of place for the neighborhood.	I think the building should be taller if it means more green space. Super important for the kids to have fields that are accessible even if it means a taller building.
The terracing brings interest and a more airy atmosphere to the building.	High school will literally overshadow MPSA.	From the drawing it appears that the building is not using ground at the corner of S. Walter Reed Dr. and S. 7th St. that will not be used for outdoor recreational space. If using that space would enable the building to be shorter it might make the neighbors happier.
	A taller building is harder to evacuate, a particular concern for people with disabilities, who are often less mobile.	Further tier the section of building closest to 7th St. S & WR, scaling 3-4 stories so as not to completely dwarf MPSA of natural light.
		If additional height in exchange for more open space is warranted, consideration should be given to more height toward the 9th St. side of the building.
		Consideration should be given to using glass in the upper floor(s) to allow light pass through and (hopefully) visually diminish the height of the building.
	The new Career Center building should be designed as if the full complement of 1,800 students will use it someday.	

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Height of ACC Building - Feedback Public Engage Feedback (Level 3)

Likes	Dislikes	Information/Suggestions
Don't waste land and build low. Utilize space – contingency planning, long-term (30 year+ outlook)	Elementary school dwarfed by high school building. I don't have any easy solutions, but the design seems to take away the light and space that make this elementary school space so inviting.	Elevators. Ensure the new, five story building has at least 2 if not 3 elevators. That is a tall structure.
If additional height in exchange for more open space is warranted, consideration should be given to more height toward the 9th St. side of the building.	5 stories already seems quite tall for the current neighborhood	Suggested that consideration be given to using glass in the upper floor(s) to allow light pass through and (hopefully) visually diminish the height of the building

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2. Parking Garage - Joint BLPC and PFRC Meeting #1 Feedback (Level 1)

Likes	Dislikes	Information/Suggestions
Location of parking structure makes sense given the layout of the rest of the site. The parking garage accommodates many uses other than just the Career Center.	Distance from the garage to ACC and MPSA	Safety, in the garage (lighting/sight/access/etc) & going to schools.
Current option is closer to Columbia Pike, which makes it easier to get in and out of the site	Intersection at 9th & Highland challenging w/volume of traffic	Accessible parking and access need to be incorporated.
Location of garage fits into neighborhood the best of the options previously reviewed	Placement seems unfair to residents on S. Highland St.- screening will be important	Solar panels ready for all buildings including garage and look to make top floor flexible to solar or green roof.
Existing ACC serves as a barrier between the proposed new building and the MPSA building.	Left turns from/to NB Walter Reed at 9th difficult during rush hours (intersection difficult)	They under parked TJ? and required teachers to enter parking lottery. Teachers left and they're having trouble getting substitutes as well. It's unaffordable for teachers to live nearby.
There is an existing parking structure across the street, which makes the location of the proposed new parking structure logical	Drop off and congestion currently on Highland Street and parking garage will add to this. 400 parking spaces seems pretty high. Only 200 parking spots at Wakefield with 2200 students.	

Parking Garage - Feedback from Stakeholder Civic Groups (Level 2)

Likes	Dislikes	Information/Suggestions
Location works, it is balanced by another large structure across 9th St. S	Parking is not adjacent to either building, and it is unclear how users will access parking from either building, as the current Career Center building blocks access.	want to know with certainty that the proposed garage on 9th Street meets the volume requirements for students and teachers of both MPSA and Career Center programs.
Fully support APS providing adequate parking onsite for staff/student/visitor needs.		MPSA/library needs their own designated parking, such as ADA, short-term visitor and

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		potentially some staff spots closer to its location.
		There are concerns about how traffic will exit the parking structure: desire is that traffic not exit onto S. Highland Street, which is very narrow
		Be sure space in the structure includes space for cars needed for the Auto program at the Career Center
		safety - the more people that use this space the safer it will be. I am imagining walking to the garage on this campus after dark by myself and it's not a pretty thought based on this design. 9th Street is already scary-desolate.
		Perhaps consider a 'hybrid' approach with part of the structure sunk in to minimize the number of above ground floors that are needed, and perhaps reduce the overall footprint of the structure.

Parking Garage - Feedback Public Engage Feedback (Level 3)

Likes	Dislikes	Information/Suggestions
the 9th St and Highland St. section of the property, with the long side orientation of the garage on 9th St (as proposed), is the best location for the garage	Very shortsighted to put above ground because of expense. It will be regretted.	Wherever you place the parking lot, please make sure that there is enough parking in it for ALL of the staff who work at the sites as well as for many students.

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Likes	Dislikes	Information/Suggestions
I like the location given the limited options and I realize we can afford more levels if it is above ground.	9th street garage seems far away from the new building and from MPSA.	Entrances and exits from the structure should be on 9th St. and there should be at least two entrances/exits each.
	This will make 9th street look very unappealing and create a dark cold unnecessary feel.	Could consideration be given to undergrounding some portion of the garage for handicapped usage and tunnel access to all buildings onsite

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3. Transportation - Joint BLPC and PFRC Meeting #1 Feedback (Level 1)

Likes	Dislikes	Information/Suggestions
Goals are right, sensitive about overloading the street.	Seems like residents on S. Highland St. are taking all of the burden from this project with traffic. This is a residential street that already has congestion and problems with PU/DO for MPSA.	Accessibility targets need to be addressed explicitly for both the building and for transportation
Those are the right goals. Schools suffer from attracting quality teachers when parking is not available.	Glad that this has been declared an option school site, however option site will dictate more APS school buses most likely, thus increasing traffic to the school	Consider using or expanding the ART Bus system for students and teachers and others visiting the center; Need to be thoughtful about location of public bus stops/shelters as the shelters take up significant real estate
Buses for MPSA and ACC visit the site at different time	Concern that multimodal transportation is difficult and need to improve routes for bikes	Possibly elevate fully supporting use of alternative transportation modes to ACC to a goal
Buses come to the site during arrival and dismissal (8), but also shuttles throughout the day (7 or 8 buses). Flow now works well, biggest issue with current setup is confluence of parent PUDO in bus loop as opposed to designated location on Highland. School likes proposed plan since bus traffic only comes onto the site and parent PUDO is off site, doesn't mix buses and cars	Concern about traffic from site along 7th to Glebe Road and access at Glebe/arteries	Understand most teachers have to commute by car but we should look at minimizing the amount of traffic coming in.
		An issue is the way buses come back out on Highland. The queuing of cars, with buses turning, that will be a problem. Add that to a concept that needs to be fixed. Maybe Highland be one way?
		(LIBRARY) Will there be sufficient parking for quick drop off for books? Can there be temporary spaces/short term parking on Walter Reed or 9th street for quick drop off of books?

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Transportation - Feedback from Stakeholder Civic Groups (Level 2)

Likes	Dislikes	Information/Suggestions
These are the right priorities	The new Career Center plan further will increase traffic along Highland, either to access the campus via the U lanes or to access the proposed parking garage.	Have buses exit onto Walter Reed and put a traffic light at that intersection
	Plans must ensure that there is sufficient room for bus PUDO to occur and get past loading dock areas, WHILE loading areas are being used.	As staff considers options to minimizing traffic impacts caused by the APS facilities at the site, the safety of those accessing the CP Library (and the vehicular traffic that may generate) needs to be addressed as well.
		Add teacher retention to the list. Teachers do not want to work where they can't park and substitutes don't want to accept assignments if they can't park either
		Incorporate ample bike parking and Safe Routes to School (e.g. safe crossing for Walter Reed and other streets) for walkers.
		Please add ADA accessibility to the list. Fleet struggled with lack of accessibility for disabled students, and we do not want to repeat that failure of design.
in addition, adequate parking on surface streets/WR should be identified as part of all 3 of these goals.		

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Transportation - Feedback Public Engage Feedback (Level 3)

Likes	Dislikes	Information/Suggestions
I agree with these goals.	Traffic in the neighborhoods would be significantly increased causing delays in pick ups and delays in those who live in the surrounding neighborhood to reaching their houses.	The loading dock for the new building is identified, but where are the loading docks for the other buildings onsite? What is the traffic flow going to look like for all loading dock activities?
	neighborhood concerns about increased traffic impacts on Highland St should be addressed.	Question how realistic is it to “emphasize pedestrians, bicycles, and mass transit over automobiles” when determining transportation demand given that all programs on this site are county-wide option programs. By definition, demand for vehicle access will be higher than at other similar-sized campuses.

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Process used by the Evaluation Team to produce the summaries

Feedback collected from the breakout groups at the Jan 19 meeting		Terms	Examples
1	Sort feedback by topic based on the discussion/topics	Topic	Height of ACC building
2	Move any comments that are solely questions to the FAQ list	Theme	Likes, Dislikes, Information
3	Review comments in each topic, coding by common themes and subtopics	Subtheme	"Too tall"; "Not enough open space"
4	Review codes at least 1 day after finishing first coding pass; Update codes if necessary		
5	By topic and theme, sum total number of subthemes		
6	By topic and theme, sort subthemes by most common to least common		
7	By topic and theme, identify a comment from each subtheme that best represents the subtheme, copy to Feedback summary		
8	Feedback summary sheet is by Feedback Group > Topic > Theme > Subtheme		
Feedback from Engage			
	As feedback comes in from Engage, add to an "Email Q&C" list		
	Categorize feedback respondent as either "Civic Group" or "Public/Citizen"		
	For "Civic Group" repeat steps 1-8 above		
	For "Public/Citizen", repeat steps 1-8 above		

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Meeting #1 Materials and Recordings www.apsva.us/engage/arlington-career-center-project/

- Joint BLPC & PFRC Meeting One Pre-Meeting Materials: [Presentation](#) | [Video](#)
- ACC BLPC & PFRC Meeting #1 – Transportation Analysis: [Presentation](#)
- Meeting #1 [PowerPoint Presentation](#)
- Meeting #1 [Discussion Guide/Feedback Form](#)
- Meeting #1 [Breakout Group Notes](#)
- General Session – [View Video](#)
- Breakout Group #1 – [View Video](#)
- Breakout Group #2 – [View Video](#)
- Breakout Group #3 – [View Video](#)
- Breakout Group #4 – [View Video](#)
- Breakout Group #5 – [View Video](#)
- Breakout Group #6 – [View Video](#)
- Breakout Group #7 – [View Video](#)