SCHEDULE AND PROCESS
BLPC #1 (4/8) Introductions and Process
PFRC #1 (4/15) Introductions and Process
BLPC #2 (4/20) Site Planning and Design Principles
BLPC #3 (5/4) Site Planning Options
PFRC #2 (5/14) Site Planning
BLPC #4 (5/18) Building and Learning Environments
BLPC #5 (6/1) Preliminary Concepts
PFRC #3 (6/11) Preliminary Concepts
ARRIVAL AND DISMISSAL OBSERVATION DATES

- October 9—Observed arrival
- October 17—Observed dismissal
- March 18—Observed arrival and dismissal.
- March 24—Observed arrival and dismissal.
- April 16—Observed arrival with BLPC
- April 17—Observed dismissal with BLPC
- April 30—Observed early dismissal with BLPC
ARRIVAL AND DISMISSAL OBSERVATION

GENERAL OBSERVATIONS

• Arrival and dismissal currently staggered.
• H-B bus and parent drop-off/pick-up via Vacation Lane.
• Stratford bus and parent drop-off/pick-up in back lot via 23rd Street.
• No formalized parent drop-off and pick-up procedure.
• Minimal staff support for H-B arrival and dismissal.
ARRIVAL AND DISMISSAL OBSERVATION

BUS LOOP

• Bus loop holds a maximum of 9 buses.
• Bus loop used by parents for drop-off/pick-up, usually when buses not present.
• Parents dropping off/picking up occasionally mix with buses in the loop and sometimes block buses.
• Buses headed westbound on Vacation Lane can have difficulty turning out of the bus loop.
ARRIVAL AND DISMISSAL OBSERVATION

VACATION LANE

- Students walk on the north side of Vacation Lane and on the bus loop portion of the south side of Vacation Lane, where there is no sidewalk.
- Buses and parent vehicles must sometimes wait for opposing traffic to clear before proceeding—not unusual on a neighborhood street.
- Parent behavior sometimes contributes to back-ups.
- During early dismissal, 10 buses fit between the upper parking lot and 23rd (including the bus loop) and 3 lined up on Vacation Lane between 23rd and Lorcom.
- School bus stop at Vacation Lane and 23rd serves Taylor Elementary and Arlington Traditional.
ARRIVAL AND DISMISSAL OBSERVATION

UPPER LOT

- Parents drop-off/pick-up in upper lot.
- Parents queue near western exit for pick-up, blocking parked cars.
- Students crossing to waiting parents aren’t always as careful as they should be and don’t always use marked crosswalk.
ARRIVAL AND DISMISSAL OBSERVATIONS

LOWER LOT

- Parents drop-off/pick-up in lower lot.
- Parents queue at pick-up, blocking parked cars.
ARRIVAL AND DISMISSAL OBSERVATIONS

23RD ST

- No sidewalks, except for a short segment between Lorcom and Stratford driveway access.
- Driveway access narrow. Buses and parent vehicles must sometimes wait for opposing traffic to clear before proceeding.
- Poor visibility at 23rd and Lorcom for cars exiting onto Lorcom.
KEY TRANSPORTATION DATA

BUSES

• Preliminary bus estimates
  – 1,000 seats—13 buses
  – 1,300 seats—17 buses

• Preliminary estimates are biased toward a higher number of buses than may ultimately be needed.
### KEY TRANSPORTATION DATA

#### PARKING

- 153 spaces on the combined APS/DPR property
  - Approx. 59 spaces on APS property
  - Approx. 94 spaces on DPR property
- 159 spaces required by zoning for 1,000 seats
- 207 spaces required by zoning for 1,300 seats
- Parking requirements can be reduced through TDM

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<th>APS or DPR Property</th>
<th># Spaces Not ADA &amp; Not Reserved</th>
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KEY TRANSPORTATION DATA

STUDENT AND STAFF TRAVEL

• Still developing student and staff mode estimates.
• Estimates to be based on:
  – Survey results
  – Site characteristics
KEY TRANSPORTATION DATA

AVERAGE APS NEIGHBORHOOD MIDDLE SCHOOL TRAVEL: GRADES 6-8

Survey Notes

• Tally numbers represent the average of the 2013 and 2014 Student Travel Tallies for all neighborhood middle schools.

• Survey numbers represent the average of the 2013 Parent Surveys for all neighborhood middle schools.

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### KEY TRANSPORTATION DATA

#### H-B STUDENT TRAVEL VS AVG. APS NEIGHBORHOOD MS TRAVEL

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<th>Mode</th>
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<th>Average APS Neighborhood Middle</th>
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<tr>
<td>Family Vehicle PM</td>
<td>18.0%</td>
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**Survey Notes**

- H-B tallies cover grades K-10
- H-B tallies do not include student drivers.
Survey Notes

- H-B and Stratford numbers are from the 2013 APS GO! Staff Survey.
HISTORIC DESIGN PRINCIPLES

STRATFORD JUNIOR HIGH

PERIOD OF SIGNIFICANCE:
1950 (original design & construction)
1959 (integration)
**HISTORIC DESIGN PRINCIPLES**

The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings

Key Standards for Rehabilitation Applicable to Stratford:

2. The **historic character** of a property shall be retained and **preserved**. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

9. New additions, exterior alterations, or related new construction shall **not destroy** historic materials that characterize the property. The new work shall be **differentiated** from the old and shall be **compatible** with the **massing**, size, scale, and architectural features to protect the historic integrity of the property and its environment.

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**Rehabilitation** is defined as the act or process of making possible a compatible use for a property through repair, alterations, and **additions** while preserving those portions or features which convey its historical, cultural, or architectural values.

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The Secretary of the Interior established ten Standards for Rehabilitation. “The standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the buildings historic character.”

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**Preservation, Restoration, Rehabilitation, Reconstruction**
Historic Preservation & the Stratford School

Arlington Historic Preservation Program
May 4, 2015
• Code of Virginia § 15.2-2306

• Types of historic designation:
  – Local historic districts
    • Protected via zoning overlay and design review process with HALRB
    • See §11.3 and 15.8 of ACZO
    • Arlington currently has 36 local districts
  
  – Listings in National Register of Historic Places
    • Honorific list without protections
    • Maintained by National Park Service
    • Rehabilitation tax credits available
    • Arlington currently has 71 listings in National Register
How are historic Arlington schools locally designated?

- The HALRB receives a request to study and create a Local Historic District.
- Public hearing process initiated between County’s Historic Preservation staff, HALRB, APS staff, and the School Board (guided by both the Zoning Ordinance and the MoU).
- In collaboration with APS, the HP Staff and HALRB prepares the designation report and draft design guidelines.
- Series of public hearings are held with the HALRB, School Board, Planning Commission, and County Board.
- County Board makes final determination on the designation request.
- If the County Board approves the school as a local historic district, an overlay zone is created that protects the exterior of the building and property.
How are projects reviewed in Local Historic Districts?

- The HALRB reviews plans for exterior alterations, demolition, and new construction through a Certificate of Appropriate (CoA) process (design review).
- When reviewing CoA applications, the HALRB can approve, deny, or approve with conditions.
- The CoA applications first are reviewed by the Design Review Committee (DRC) – a subcommittee of architects and designers on the HALRB.
- The DRC comments on appropriateness of the project prior to a public hearing by the HALRB.
- The HP staff, DRC, and HALRB use the approved Design Guidelines to determine if alterations are appropriate.
Examples of HALRB Review

BF Saul Clarendon Center, North Block

Full project review and historic facade preservation.
Timeline for Stratford Designation Request:

- **May 20**: HALRB and APS staff work session re: designation report and design guidelines.
- **June 1**: HP staff to present draft design guidelines to APS staff for review.
- **June 17**: HALRB Public Hearing on designation request and design guidelines.
- **Date TBD**: Designation report and design guidelines to School Board for review and action.
- **July 15**: HALRB and APS staff work session.
- **Date TBD (Summer)**: Designation report and design guidelines return to HALRB (with School Board comments) for 2nd public hearing.
- **September**: Request to Advertise (RTA) for public hearings.
- **October**: Planning Commission review.
- **October**: County Board review and action.
SITE PLANNING ACTIVITY | 4
SITE PLANNING ACTIVITY - BLPC #2

KIT OF PARTS

- REPLACEMENT PARKING
  - 10,000 GSF X 4
  - 5,000 GSF X 8

- NEW PARKING (40 SPACES)
  - 10,000 GSF X 4
  - 5,000 GSF X 8

- PHASE 1 BUILDING BLOCKS
  - 10,000 GSF X 4
  - 5,000 GSF X 8

- PHASE 2 BUILDING BLOCKS
  - 10,000 GSF X 4
  - 5,000 GSF X 8

- BUS DROP-OFF
- FIELDS

Arlington Public Schools
Stratford Middle School - 29
SITE PLANNING ACTIVITY - BLPC #2
Nine options came out of Site Planning Activity at BLPC #2

Preliminary cost ranking from cost estimator

Group discussion excluded 4 options, retained 5
SITE PLAN CRITERIA

- Bus Drop-off / Pick-up
- Parent Drop-off / Pick-up
- Separation of Modes
- Neighborhood Traffic
- Parking
- Pedestrian Access
- Stratford Field
- Park
- Building Site
- Cost
- ???
OPTION A
ENHANCED ACCESS ON VACATION LANE

- All drop-off and pick-up from Vacation Lane
- Parent drop-off at north entrance
- New bus drop-off with stacking and queuing
- No change to park or west parking
- Maximum field area
- 140 parking spaces
- Cost: $
OPTION A

ENHANCED ACCESS ON VACATION LANE

- Low cost
- Can study either mode in either location
**OPTION B**

**VACATION LANE TO 23RD ST LOOP**

- New loop road from Vacation lane to 23rd St
- Buses enter at Vacation Lane
- New bus drop-off south of Phase 1 addition
- Parent drop-off at north entrance
- No change to park
- Field shifts south
- 150 parking spaces
- Cost: $$
OPTION B
VACATION LANE TO 23RD ST LOOP

- Routes buses to 23rd St
- Does not alleviate neighborhood traffic
OPTION C
VACATION LANE TO OLD DOMINION

- Connection from Vacation Lane to Old Dominion
- All buses enter from Vacation Lane
- New bus drop-off south of Phase 1 addition
- Parent drop-off at north entrance
- No change to park or west parking
- Field shifts south
- 160 parking spaces
- Cost: $$
OPTION D

OLD DOMINION TO VACATION LANE

- Connection from Old Dominion to Vacation Lane
- All buses enter site from Old Dominion
- New bus drop-off south of Phase 1 addition
- Parent drop-off at north entrance
- No change to park or west parking
- Field shifts south
- 160 parking spaces
- Cost: $$
SITE PLAN OPTIONS
OPTION C/D RETAINED

- Drive accommodates buses well
- Opportunity for prominent building entry
- Potential connection to west parking
- Right-out to Old Dominion easier to control
- Option D retained pending traffic analysis
OPTION E
OLD DOMINION RIGHT-IN / RIGHT-OUT

• All buses enter site from Old Dominion
• Buses queue and stack
• Parent drop-off at north entrance
• Park access from 23rd St
• Redesign of park fields
• Basketball to Stratford field
• 88 parking spaces
• Cost: $$$
OPTION E

OLD DOMINION RIGHT-IN / RIGHT-OUT

- High cost
- Loss of parking
- Impact to park
- Constrained drop-off
**OPTION F**

**OLD DOMINION TO 23RD ST**

- New connection from Old Dominion to 23rd St
- All buses enter site from Old Dominion
- Parent drop-off at north entrance
- Park fields remain
- 143 parking spaces
- Cost: $$
OPTION F
OLD DOMINION TO 23RD ST

- Routes buses to 23rd St
- Does not improve existing condition enough
OPTION G
OLD DOMINION LOOP

- All buses enter and exit site from Old Dominion
- Parent drop-off at north entrance
- Park fields relocated within the loop
- Park access from 23rd St
- 120 parking spaces
- Cost: $$$
• BLPC split decision
• Divides site
• Puts all buses on Old Dominion
• Separates modes well
• Could drive be for parents?
OPTION H
22ND ST ACCESS OPTIONS

- All buses enter site from 22nd St / Military Rd
- 22nd St requires widening
- Parent drop-off at north entrance
- Park fields remain
- Field area reduced
- Limits location for Phase 2 building
- 160 parking spaces
- Cost: $$$$
OPTION H
22ND ST ACCESS OPTIONS

- Routes buses to 23rd St
- High cost
- Impacts private property
- Impacts field
- Creates stormwater problems
23RD ST BUS LOOP

- Improves existing 23rd St bus loop
- Smaller area for right-hand drop-off
- Parent drop-off at north entrance
- Park fields remain
- Maximum field area
- 130 parking spaces
- Cost: $
**OPTION I**

**23RD ST BUS LOOP**

- Low cost
- Improves existing road infrastructure
- Separates modes better than Option A
- May be combined with A going forward
SITE PLAN OPTIONS
OPTIONS RETAINED BY BLPC

A

C/D

G

I
QUESTIONS AND DISCUSSION
# Project Schedule

## BLPC and School Board Process

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