FRISBEE FIELD
Rotating the Penzance tower allows the Field to fit behind.
Stratford and the Clinic require 27,000 gross square feet of area... this would mean H-B would have a very limited ground floor presence.
Major issue is that building footprint is extremely difficult to work with... 12,000sf of the space would not have access to daylight.
Arlington Public Schools
Wilson School Site Evaluation
Preliminary Transportation Findings and Site Access Recommendations
Public Facilities Review Committee (PFRC)
June 11, 2015
Tonight’s agenda

• Show schedule for transportation analysis
• Review baseline survey information
  – Staff, Students (11th and 12th grade), Parents
• Provide initial network analysis, i.e., physical condition
  – Support County goals for multi-modal transportation system
  – Support school’s TDM program, APS Go!
• Present site access options
Purpose of Transportation Analysis

- Existing conditions
- Future conditions
- Recommendations

Consult with APS, County, and Design Team

April → May → June → July → August → Fall 2015
BASELINE SURVEY INFORMATION
Student Travel Mode TO Comparison

Middle School
Grades 6-8
(Countywide: Gunston, Kenmore, Jefferson)

High School Grades
9-10
(Countywide: Wakefield, Washington & Lee, Yorktown)

High School Grades
11-12
(Countywide: Wakefield, Washington & Lee, Yorktown)

Source: 2013 APS GO! Parent Survey of All APS Middle Schools, 2013 APS GO! Parent Survey of All High Schools, 2013 APS
Student Travel Mode FROM Comparison

**Middle School**
Grades 6-8
(Countywide: Gunston, Kenmore, Jefferson)

**High School**
Grades 9-10
(Countywide: Wakefield, Washington & Lee, Yorktown)

**High School**
Grades 11-12
(Countywide: Wakefield, Washington & Lee, Yorktown)

Source: 2013 APS GO! Parent Survey of All APS Middle Schools, 2013 APS GO! Parent Survey of All High Schools, 2013 APS GO! 11th and 12th Grade Travel Survey
## Staff Travel Mode Comparison

<table>
<thead>
<tr>
<th></th>
<th>Walk</th>
<th>Bike</th>
<th>Personal Vehicle</th>
<th>APS Vehicle</th>
<th>Carpool</th>
<th>Transit</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodlawn/Stratford</td>
<td>5%</td>
<td>5%</td>
<td>82%</td>
<td>0%</td>
<td>0%</td>
<td>8%</td>
<td>2%</td>
</tr>
<tr>
<td>Key Elementary</td>
<td>6%</td>
<td>3%</td>
<td>81%</td>
<td>2%</td>
<td>2%</td>
<td>6%</td>
<td>2%</td>
</tr>
<tr>
<td>Washington &amp; Lee High</td>
<td>8%</td>
<td>7%</td>
<td>71%</td>
<td>0%</td>
<td>5%</td>
<td>8%</td>
<td>1%</td>
</tr>
<tr>
<td>Rosslyn commuters</td>
<td>10%</td>
<td>43%</td>
<td>N/A</td>
<td>6%</td>
<td>41%</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>

Sources: 2013 APS GO! Staff Survey of All APS High Schools, Arlington County Commercial Building Survey
80% of those working in Arlington’s Metrorail Corridors have access to incentives or services that support biking, walking, sharing rides, or taking transit to work.

- About 60% get a transit subsidy, like SmartBenefits

### Importance of incentives to support travel mode shift (Staff Survey)

<table>
<thead>
<tr>
<th></th>
<th>Walk</th>
<th>Bike</th>
<th>Transit</th>
<th>Car pool</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subsidy</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Parking*</td>
<td></td>
<td></td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Showers</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travel planning help</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>*Secure/covered parking for bicycling and priority parking for carpooling</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
UNDERSTANDING THE TRANSPORTATION CONTEXT
Existing transportation system

Schools will become part of

- Well-developed multi-modal networks
- High pedestrian and transit use
- Mixed land uses results in mixed trip purposes
- Arrival and dismissal times generally vary from rush hour windows

First, let’s understand how the H-B Woodlawn and Stratford program schedules fit with existing traffic
During Arrival

HB Woodlawn Zero Period
Stratford buses arrive
HB Woodlawn buses arrive
HB Woodlawn 1st Period

Quinn St & Wilson Blvd

Vehicles
Pedestrians
Bicyclists
During Dismissal

- Sports buses load
- Stratford buses leave
- HB Woodlawn school day ends
- Stratford buses leave
- HB Woodlawn late buses leave

Bar chart showing vehicle, pedestrian, and bicyclist traffic at Quinn St & Wilson Blvd during dismissal times.
Typical School Day Arrival and Departure Schedule

- **Staff (97):**
  - 0% before 6
  - 50% between 6 and 8
  - 100% between 9 and 10

- **Students (693):**
  - 0% before 6
  - 50% between 6 and 8
  - 100% between 9 and 10

- **Visitors (24):**
  - 0% before 9
  - 100% between 9 and 10

- **Special Events (420):**
  - 1% before 6
  - 0.5% between 6 and 9
  - 1% between 9 and 10
PEDESTRIAN NETWORK AND CONDITIONS
Pedestrian Network

All trips start and end with walking

<table>
<thead>
<tr>
<th></th>
<th>Walk Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilson Site</td>
<td>91</td>
</tr>
<tr>
<td>Stratford – HB</td>
<td>73</td>
</tr>
<tr>
<td>Woodlawn</td>
<td></td>
</tr>
</tbody>
</table>
Existing pedestrian network

- Sidewalk network nearly 100%
- Elements create safety and comfort with
  - Paving Materials
    - Concrete, brick, etc.
  - Buffers
    - Parallel parking
    - Grass, planting boxes, trees
  - Amenities
    - Benches
    - Way-finding
Existing pedestrian network

- Sidewalk gap on 18th Street
  - Street re-build will resolve
- Narrow corner at Wilson and North Quinn
- Limited curb ramp capacity
- ADA concerns
  - Uneven surfaces
  - Missing and non-compliant curb ramps
  - Steep cross-slopes at driveway crossings
Existing pedestrian network

• High level of pedestrian traffic
• Signalized Intersections
  – Pedestrian countdown timers present
  – Drivers seem to yield to pedestrians in crosswalks
• Unsignalized locations (stop controlled and mid-block)
  – Need high visibility crosswalks
  – Additional signage present
BICYCLE NETWORK AND CONDITIONS
Bike network comparison

Current site compared to Wilson site has

• A denser transportation network
• More off-road bike facilities
• More parking
• More bike share stations
• More low stress facilities
• About the same topography
Counts represent number of bicycles at each intersection from 7:00 AM to 9:30 AM
Bicycling to Wilson Site

Identified and assessed potential routes

- Wilson Boulevard
- Clarendon Boulevard
- Key Boulevard
- Cleveland-Third-North Barton
- North highland Street
- 21 Street North
- North Rhodes Street
- Fort Meyer Drive Pedestrian Bridge
Bicycling to Wilson Site

• Balance between
  – Low stress streets with un-signalized crossing
  – Higher stress streets with signalized crossings
  – Use trails where possible
    ✓ Public
    ✓ Private

• Major crossings at
  – Washington Boulevard
  – Fairfax Drive
  – Lee Highway

• Compared
  – County-designated routes with school-friendly routes

• Identified opportunities to reduce stress on existing
  – E.g., less time on Wilson Boulevard and Clarendon Boulevard
Example: Cleveland-Third-North Barton

Changes from low stress to higher stress crossing to lower stress
TRANSIT NETWORK
Transit network

Questions:

- Is there bus service near where staff and students live
- Does the bus service serve the Wilson Site
- Does the bus service serve a Metrorail station
- What is the travel time
- What is the service profile: Days of week, time of day, frequency of service
Metrorail stations

- Courthouse station: .5 mile, 9 minutes on foot
- Rosslyn station: .3 mile, 8 minutes on foot
Bus routes
• Metrobus = dark blue
• ART Bus = dark green

Walk sheds
• ¼ mile = tan
• ½ mile = beige
Where does staff live?
Where do students live?

- Students in 1 ½ mile Wilson Site Walk Zone, Fall 2013 enrollment
  - 49 HB Woodlawn
  - 397 all other secondary APS students
Does public transit get you to the school?

- Travel mode comparisons, four locations
- Depart for school at 8 a.m.
- 3 for staff or students; 1 staff only

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
<th>Trip composition</th>
<th>Travel time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rhodes Street</td>
<td>½ mile</td>
<td>Bus only</td>
<td>8 minutes</td>
</tr>
<tr>
<td>N. Hudson</td>
<td>2 miles</td>
<td>Bus only</td>
<td>16 to 23 minutes</td>
</tr>
<tr>
<td>S. Park Drive</td>
<td>3.5 miles</td>
<td>Bus only</td>
<td>22 minutes</td>
</tr>
<tr>
<td>Holmes Run Drive</td>
<td>12 miles</td>
<td>Walk-bus-rail</td>
<td>60+ minutes</td>
</tr>
</tbody>
</table>
ROAD NETWORK
Daily Traffic Volume

18th Street N

Key Boulevard

N Quinn Street

Wilson Boulevard

WILSON SITE MULTIMODAL TRANSPORTATION STUDY
Daily Traffic Speed

18th Street N Speed
Limit: 25 MPH
85th Percentile
Speed: 22 MPH

Key Boulevard
Speed Limit: 25 MPH
85th Percentile
Speed: 26 MPH

N Quinn Street
Speed Limit: 25 MPH
85th Percentile
Speed: 24 MPH

Wilson Boulevard
Speed Limit: 25 MPH
85th Percentile
Speed: 24 MPH
Crash Data Summary

- Three years of crash data
- Excludes near misses or close calls
- 66 total crashes
- 10 crashes resulted in EMS call
- 19 crashes involved pedestrian or bicyclist
- 10 crashes during peak arrival and dismissal

Source: Arlington County Department of Environmental Services (2011-2014)
Pedestrian and Bicycle
• 19 total crashes
• Crashes more common along Wilson Boulevard, Lee Highway, and Pierce Street

Source: Arlington County Department of Environmental Services (2011-2014)
OTHER TRENDS

• 5 out of 9 crashes at Quinn/Wilson were at parking lot/garage driveways
• 1 of these crashes involved a bicyclist

Source: Arlington County Department of Environmental Services (2011-2014)
ACCESS TO THE SITE
Key questions

• Where will **buses** unload and load students?
• Where will **parents** drop-off and pick-up students?
• Where will the **parking garage entrance** be located?
• How will **all users access** their school program **by foot**?
Curb Management

- **Assumption:** Staggered school start time, so that buses for each school will not be arriving or departing the campus at the same time
- **Given:** Both bus and parent drop-off and pick-up will occur on the street
- **Given:** On-street parking will remain on 18th Street and Quinn Street when not used for school-related unloading and loading
- **Necessity:** Enforcing parking to ensure parents and buses can use the street. APS and Arlington County staff are coordinating on this issue.
Street network

- New Street
  - On-line date uncertain
  - Adjacent redevelopment needs (Penzance) will be considered
  - Offers additional network and circulation for school-related travel
WHERE WILL BUSES UNLOAD AND LOAD STUDENTS?
Our recommendation is that buses will unload and load students on 18th Street.
Buses – Wilson Boulevard is not an option

Per County direction is not stop traffic on Wilson Boulevard for school buses unloading and loading
Buses – 18th Street and Quinn Street Curb Length

- Quinn Street – 175 feet available
- 18th Street (School Frontage Only) – 285 feet
- 18th Street (School Frontage + Park) – 375 feet*

* Mid-block pedestrian crossing maintained
Buses – How many can fit?

<table>
<thead>
<tr>
<th></th>
<th>Curb Length Available (feet)</th>
<th># of buses that can be stored</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>H-B Woodlawn</td>
</tr>
<tr>
<td></td>
<td></td>
<td>13 total, 50 feet for each</td>
</tr>
<tr>
<td>Quinn Street</td>
<td>175</td>
<td>3</td>
</tr>
<tr>
<td>18th Street (School Frontage Only)</td>
<td>285</td>
<td>5</td>
</tr>
<tr>
<td>18th Street (School + Park)</td>
<td>375</td>
<td>7</td>
</tr>
</tbody>
</table>

**Conclusion:**
- Buses for either program will not fit on one side of Quinn Street at one time
- Buses for H-B Woodlawn will not fit on one side of 18th Street at one time

**Additional considerations:**
- All Stratford buses need to fit for arrival and dismissal
- Buses at H-B Woodlawn arrival come in batches; they come all at once for dismissal
Where will parents drop-off and pick-up students?

Where will the parking garage entrance be located?

How will people access the school by foot?
Parent Drop-off

- With buses on 18th Street, parent drop-off can be on Quinn Street.
- Approximately 7-9 vehicles can fit along the east side of Quinn Street.
H-B Program – Arrival (First Period)

- Not all buses drop-off at the same time, requiring less curb space for bus queuing
- Service/loading may not be available during arrival
- Parking entrance reduces space available for parent drop-off
H-B Program - Dismissal

- All buses arrive for dismissal at same time, requiring more curb space.
- Possible locations for additional space includes:
  - Quinn Street (West side, north of 18th)
  - Double stacking on 18th Street.
- Parking entrance reduces space available for parent drop-off.
Stratford Program – Arrival and Dismissal

- All buses arrive at same time
- Stratford entrance is farther from buses than H-B Woodlawn
- Some parent drop-off for H-B Woodlawn may overlap with Stratford arrival
- Service/loading may not be available during Stratford arrival and dismissal
What if the school is oriented towards Wilson Blvd?

- Longer distances to school entrances
- Parking entrance, service/loading may reduce queuing space for buses
- Vehicle entrances interrupts pedestrian path of travel on sidewalk
- Entrances may not be available during bus unloading and loading
How will parents approach and depart drop-off?

All parents must approach drop-off from the east on Wilson Blvd.
Both sides of Quinn Street?

- Drop-off on both sides of Quinn Street:
  - Provides additional space for queuing
  - Provides more ways to approach and leave
- Would need improved crossing across Quinn Street to get to school entrances
QUESTIONS?
SITE ORGANIZATION
H-8 Woodlawn would work best with 2 entrances one main entrance along 18th street and a field entrance facing Wilson.

Stratford Program Entrance along 18th towards Quinn.

With this orientation the best spot for buses would be along 18th street. Parent drop-off would be along Quinn.

H-8 Woodlawn would work best with 2 entrances one main entrance along Wilson Blvd and a field entrance facing 18th Street.

Stratford Program Entrance along Quinn.

With this orientation the best spot for buses would be along Quinn street. Parent drop-off would be along 18th along with the parking entrance.
**COMPARISON - FIELD LAYOUT**

18th Street
- With the field along wilson blvd, the 7-Eleven property shortens the length of the field. The total area could be made up but it will not be as continuous of a rectangle.
- The garage is most efficient under the field and in this layout the entrance would be more difficult to accommodate.

Wilson Boulevard
- With the field along 18th street, The field can take up the full width of the site.
- The garage is most efficient beneath the field and in this layout the entrance would be more easy to accommodate at the low point of the site (18th & Quinn)
**Comparison - Relationship to Context**

- **Massing along 18th Street.** Massing of the building would be along residential street. This would make the building relate more to the Queens Court Apartments.
- **Field adjacent to Wilson Blvd.** With the Field located along Wilson, enclosure becomes a larger issue. County Staff has expressed concerns with having a gap along Wilson Blvd for safety reasons. This issue is solvable.
- **No continuous green space between County Park and Field.**

- **Massing along Wilson Blvd.** Massing of the building would be along the higher density street of Wilson Blvd.
- **Field along 18th St.** Field is protected from busier Wilson Blvd by the building.
- **Continuous green space between County Park and Field.** County Staff has expressed this as a desire through PFRC and WRAPS meetings.
18TH STREET

- Entrances closer to drop off zone
- Better solar exposure
- Smaller field b/c 7-ELEVEN
- Massing less related to surrounding neighborhood
- Green space not continuos
- Better energy efficiency

WILSON BLVD

- Larger continuos open space
- Further from bus drop offs
- Efficient garage layout
- Field adjacent to county park
IMPACTS ON SUSTAINABILITY
Summer Solstice: June 21

9 am  11 am  1 pm  3 pm
Winter Solstice: Dec 21

9 am

11 am

1 pm

3 pm
ENERGY CONSUMPTION - WILSON ORIENTED BUILDING

**Annual Profile**

- 48% Cooling
- 13% Heating (Gas)
- 11% Lighting
- 6% System Fans
- 5% Heating
- 16% Room Electricity

**Monthly Profile**

- Total EUI = 33.5

**Graphs**

- Fuel (Btu/ft²)
ENERGY CONSUMPTION - 18TH STREET ORIENTED BUILDING

Annual Profile

- Room Electricity: 17%
- Lighting: 7%
- System Fans: 6%
- Heating: 44%
- Cooling: 15%
- DHW: 12%

TOTAL EUI = 30.9

Compared to South Orientation

- Less Heating
- Higher Cooling

Monthly Profile

- Room Electricity
- Cooling (Electricity)
- Lighting
- System Fans
- Heating (Gas)
- Heating (Gas)
- DHW (Electricity)

Wilson School PFRC #2 . June 11, 2015
ENERGY CONSUMPTION - QUINN STREET ORIENTED BUILDING

Annual Profile

- Room Electricity: 15%
- Lighting: 6%
- System Fans: 48%
- Heating: 15%
- Cooling: 11%

WWRs:
- West: 60%
- East: 90%
- South and North: 20%

TOTAL EUI=33.7

Compared to South Orientation
- More Heating
- More Cooling

Monthly Profile

Chromatic bar chart showing energy consumption for different months and categories.
SHADOW COMPARISON ON BUILDING

Dec 21, 9 am

11 am SOUTH 1pm

3pm

NORTH

WEST

Shading Condition in Winter
**SUSTAINABILITY COMPARISON**

- **More sunlight on the southern facade.** This creates more solar gain which is helpful to heat the building in the wintertime, but creates issues during the warmer months.
- **Lower baseline EUI by ~10%.** Lower EUI means less energy consumption.
- Opportunities for Solar Panels on the Roof & South Facade
- Geothermal located underneath the field.
- Other Energy Conservation Measures will be required to achieve Net-Zero

- **Higher baseline EUI by ~10%.** Higher EUI means less energy consumption. The difference is not enough to have significant impact on achieving Net-Zero
- Opportunities for Solar Panels on the Roof & Field Enclosure to North. The roof is still in direct sunlight for most of the year even when located along Wilson Blvd.
- Geothermal located underneath the field.
- Other Energy Conservation Measures will be required to achieve Net-Zero
BUILDING ORGANIZATION STRATEGIES

How can architecture improve this baseline organizational diagram.
SENSE OF COMMUNITY

VARIETY OF OUTDOOR SPACES
VARIETY OF INDOOR SPACES
WONDER
SENSE OF COMMUNITY

VARIETY OF OUTDOOR SPACES

VARIETY OF INDOOR SPACES

WONDER
SENSE OF COMMUNITY
VARIETY OF OUTDOOR SPACES
VARIETY OF INDOOR SPACES
WONDER
PRESENTED CONCEPTS

FANNING BARS

TERRACED COURTYARDS

ZIGGURAT

JENGA

SHIFTING ATRIUM
MOST PROMISING CONCEPTS

FANNING BARS

TERRACED COURTYARDS

ZIGGURAT

SHIFTING ATRIUM
PROGRAM STRIPS

For Ziggurat the program is organized in a linear fashion according to access from lobby and adjacency requirements.
SEQUENCE OF PROGRAM AND LEARNING SPACES

That linear organization is then spiraled up the building culminating in the library at the top of the building.
INTERIOR CIRCULATION STRATEGY

The programs wrap around a central atrium. This is also where the interior circulation of the building takes place.
VARIETY OF OUTDOOR TERRACES

By making the atrium off center, the terraces and depths of spaces accommodate different uses.
WILSON BOULEVARD ORIENTATION

This scheme works well along Wilson Boulevard because of its height and adjacency to the Penzance Tower. The field in the back is 39,000sf.
**18th Street Orientation**

It also works along 18th Street because it can be largest in the corner where there is the most daylight. The field in this instance becomes a bit smaller, because of the 7-Eleven.
MODEL PHOTOGRAPH

Wilson School PFRC #2 . June 11, 2015
BUILDING IS TOO TALL
WHAT DOES THE ATRIUM LOOK LIKE?
HOW DO PEOPLE CIRCULATE?
BUILDING IS TOO TALL
WHAT DOES THE ATRIUM LOOK LIKE?
HOW DO PEOPLE CIRCULATE?
BUILDING IS TOO TALL
WHAT DOES THE ATRIUM LOOK LIKE?

HOW DO PEOPLE CIRCULATE?
Ziggurat as shown last time was 10 levels above grade.
To make it lower, we had to make the floor plates deeper, creating less daylight in each space and taking up more site area to accommodate the program.
FANNING BARS
WHERE IS THE COMMUNITY SPACE?

HOW DO THE BARS CONNECT?
WHERE ARE THE INTIMATE SPACES?
WHAT ARE THE SPACES BETWEEN THE FANS?
IS THE BUILDING TOO OPEN TOWARDS WILSON?
CONCERNS WITH FANNING BARS SCHEME

WHERE IS THE COMMUNITY SPACE?

HOW DO THE BARS CONNECT?

WHERE ARE THE INTIMATE SPACES?

WHAT ARE THE SPACES BETWEEN THE FANS?

IS THE BUILDING TOO OPEN TOWARDS WILSON?
WHERE IS THE COMMUNITY SPACE?
HOW DO THE BARS CONNECT?
WHERE ARE THE INTIMATE SPACES?
WHAT ARE THE SPACES BETWEEN THE FANS?
IS THE BUILDING TOO OPEN TOWARDS WILSON?
WHERE IS THE COMMUNITY SPACE?
HOW DO THE BARS CONNECT?
WHERE ARE THE INTIMATE SPACES?
WHAT ARE THE SPACES BETWEEN THE FANS?
IS THE BUILDING TOO OPEN TOWARDS WILSON?
WHERE IS THE COMMUNITY SPACE?
HOW DO THE BARS CONNECT?
WHERE ARE THE INTIMATE SPACES?
WHAT ARE THE SPACES BETWEEN THE FANS?

IS THE BUILDING TOO OPEN TOWARDS WILSON?
H-B Woodlawn Students find spots to make their own.
H-B Woodlawn students find spots to make their own.
CLASSROOM BARS
CLASSROOMS

The bars then rotate out to create coverage for high ceiling spaces on the lower levels.
GROUND FLOOR FOR THE COMMUNITY

The classroom fanning creates a large “flexible ground floor that can contain all of the public and active functions of the school.
**DINING AND H-B LOBBY**

The exact order and layout of these spaces is yet to be determined but would include the Lobby/Dining, the Stratford Multi-Purpose Room, the auditorium & the gymnasium.
STRATFORD MULTI-PURPOSE ROOM

The exact order and layout of these spaces is yet to be determined but would include the Lobby/Dining, the Stratford Multi-Purpose Room, the auditorium & the gymnasium.
H-8 AUDITORIUM

The exact order and layout of these spaces is yet to be determined but would include the Lobby/Dining, the Stratford Multi-Purpose Room, the auditorium & the gymnasium.
H-B GYM

The exact order and layout of these spaces is yet to be determined but would include the Lobby/Dining, the Stratford Multi-Purpose Room, the auditorium & the gymnasium.
FANNING BARS

The exact order and layout of these spaces is yet to be determined but would include the Lobby/Dining, the Stratford Multi-Purpose Room, the auditorium & the gymnasium.
VARIETY OF OUTDOOR TERRACES

On each terrace that is created by the fan, there could be a different theme. Some possible terrace themes could include, athletics, gardening, lounging, gardening, science (solar farm) & beekeeping.
ADJUSTED TO WILSON SITE

When located on the site, bars extend to the site setback lines.
PARKING UNDER FIELD

The parking is located behind the building, sunken below the level of 18th Street.
DROP-OFF AND ENTRY SEQUENCE

On either side of the garage, at the level of 18th Street, covered entry-ways lead to the lobbies of each school.
FIELD/OPEN SPACE

Above the parking garage and the entrances is the Field/Open Space for the project. This will serve many functions including the Physical Education for the school. All of the terraces are then oriented towards this open space.
**ENTRANCE FROM THE FIELD**

The field is manipulated to create more daylight along the covered entry paths.
SUNKEN COURT YARDS

To bring more daylight into the Lower Level, 2 of the wedges between the bars are sunken to create closed courts.
Glass ends provide an openness to the street, but may complicate the structural engineering of the building and provide challenges for programming the spaces at the ends of the bars.
Closing the bars solves some of the technical and programmatic issues, but gives the project a different reading from the street... less open.
Either solution has a completely open building towards the field.
ARRIVAL & ENTRANCES
A covered entry from 18th Street provides access to the ground level of the each program.
18TH STREET ORGANIZATION
18TH STREET ORIENTATION: ACQUIRING FUTURE 7-ELEVEN

If the 7-Eleven is acquired by APS or the county the field/open space would be comparable to the Wilson Blvd. orientation.
18TH STREET

PROS
• Shorter travel distance for all students from the bus drop off
• Separating School from Penzance
• Shorter distance for loading/unloading

CONS
• Field not adjacent to county park
• Massing not as related to surrounding neighborhood
• Open space limited by 7-Eleven

WILSON BOULEVARD

PROS
• Massing of building relates well to surrounding neighborhood
• Field is adjacent to county park
• Open Space is behind and protected by the school building
• Larger immediately available area for open space

CONS
• Longer Travel distance for students from buses (130 ft)

RECOMMENDED OPTION
BUILDING ORGANIZATION
BUILD UP - FIRST FLOOR

- HB CLASSROOMS
- ADMIN/CLINIC
- INDIVIDUAL SPACE
- CENTRAL SPACE
- HB THEATER/MUSIC

Wilson School PFRC #2 . June 11, 2015

167
BUILD UP - SECOND FLOOR

HB CLASSROOMS

TEACHERS LOUNGE

STRAFORD MULTI-PURPOSE

HB VISUAL ARTS
On the building there are large and small gathering spaces outdoors as well as the ones indoors.
INTERIOR HANGOUT STAIRS

FANNING BARS
BUILDING ORGANIZATION

Wilson School PFRC #2  .  June 11, 2015  183