MEETING MINUTES

PROJECT WILSON SCHOOL – 1601 Wilson Boulevard, Arlington, VA
PROJECT # LAD # 056-10002-001; BIG # 14520 WILS
MEETING DATE 13 May 2015
MEETING TIME Wednesday, 7:00pm – 10:00pm
LOCATION 4100 Vacation Lane, Arlington, VA – HB Library
SUBJECT BLPC #3: Transportation and Preliminary Concept Studies

<table>
<thead>
<tr>
<th>ATTENDEES</th>
<th>APS DESIGN &amp; CONSTRUCTION</th>
<th>DCS</th>
<th>Ben Burgin, Jennifer Xu, Steven Bernheisel</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILDING LEVEL PLANNING</td>
<td>BLPC</td>
<td></td>
<td>Casey Robinson, Karen Gerry, Nancy Caruso,</td>
</tr>
<tr>
<td>COMITTEE</td>
<td></td>
<td></td>
<td>Maggie Wiseman, David Soles, Vanessa</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pirovassi, Tom Mallan, Bill Podolski,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Danielle Arigoni, Kristen Colston,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Richard Layman, Melissa McCracken, Laura</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Edelbrock, Jae Cho, Miles Mason,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Carroll Colley, Paul Mulligan, Dennis</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Gerrity, Welch, Colleen Koval, Tova Solo,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Miranda Baltaxe, Sophie Falkenheim</td>
</tr>
<tr>
<td>OTHER ATTENDEES</td>
<td>OTH</td>
<td></td>
<td>Arlova Vohnm, Dennis Sellin, Jennifer</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fioretti, Meliha Aljabar</td>
</tr>
<tr>
<td>LEO A DALY</td>
<td>LAD</td>
<td></td>
<td>Jack Chin</td>
</tr>
<tr>
<td>BJARKE INGELS GROUP</td>
<td>BIG</td>
<td></td>
<td>Sean Franklin, Daniel Sundin, Ji-Young</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Yoon, Adam Sheridan</td>
</tr>
<tr>
<td>TOOLE DESIGN GROUP</td>
<td>TDG</td>
<td></td>
<td>Carol Kachadoorian, Christina (Tina)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fink, Wendy Phelps, Sheila Borkar</td>
</tr>
</tbody>
</table>

1. Introduction
   1.1 Ben Burgin, Assistant Director for Design and Construction, commenced the meeting.

2. Rosslyn Highlands Park Update By Arlington County Parks & Recreation - (Handout is attached.)
   2.1 Meliha Aljabar gave an overview of the current process for re-development of the Rosslyn Highlands Park.
   2.2 A handout was passed out that explained the current condition and amenities of the park and how it is engaged with
       the community and its importance as a pedestrian path between Wilson Blvd and 18th Street.
   2.3 An explanation was given regarding how an Ultimate Frisbee field will affect the park related to how much open
       space is leftover for other programs as well as for through block connections.
   2.4 The programming of the park has not yet been determined and will be a county-led planning process that will be in
       concert with the new Wilson School project. There will be community engagement.
   2.5 Question: Can the park be used for the school?
       2.5.1 Answer: The goal is to utilize accessible equipment for all ages.
   2.6 Question: Explain the amount of park that is for the community?
       2.6.1 Answer: If the Frisbee field is added, it will limit the available park area for the community.
   2.7 Question: Has APS considered swapping land?
       2.7.1 Answer: It is part of the conversation but yet to be determined.
   2.8 There was a request for any future presentations regarding the park to be less skewed towards the negatives of
       having a Frisbee field.

3. Preliminary Transportation Findings by Toole Design Group - (Presentation is online, handout is attached.)
   3.1 TDG began by reiterating the study they are doing for the Wilson School project and the context behind the research.
   3.2 Question: Who is paying for any possible transit subsidy for Wilson School staff or students?
       3.2.1 Answer: Funding will come from the APS budget.
   3.3 Question: What does travel planning assistance mean?
3.3.1. Answer: It is a system that provides necessary information for the user to help with travel planning utilizing alternative modes of transportation such as public transit, bike or walk. APS explained that this system was utilized successfully when the APS offices moved to the Syphax complex.

3.4. Question: Has there been analysis or data for where staff members reside?
   3.4.1. Answer: Yes, the data is available on the maps previously presented. The data used were zip codes.

3.5. Question: Regarding existing bicycle ridership, do the riders originate from the location of the data collection?
   3.5.1. Answer: It is unknown where the origination point is but the success of the existing bicycle network allows for this mode of transportation.

3.6. Question: Can bicycles be taken onto metrorail or bus?
   3.6.1. Answer: Yes, bicycles can be taken on to metrorail with the exception of rush hour and for select holidays (July 4th, Inauguration Day or other special events or holidays when large crowds use the system). Up to 2 bicycles can be transported using the bike racks attached to metrobuses. Foldable bicycles are allowed inside. More information can be obtained here: http://www.wmata.com/getting_around/bike_ride/.

3.7. Question: When the data considers stress when analyzing the feasibility for bicycling, does it consider hills?
   3.7.1. Answer: The analysis is not based on exertion. It is based on personal safety.

3.8. Question: Regarding existing bicycle ridership, do the riders originate from the location of the data collection?
   3.8.1. Answer: The analysis is based on existing conditions but the team is paying attention to all of the new development potential and those details will be addressed as part of the “future conditions” presentation.

3.9. Question: Will APS consider building more parking and renting it out and using it as an income stream?
   3.9.1. Answer: APS will look into it.

4. Preliminary Concept Studies by Bjarke Ingels Group (BIG) – (Presentation is online.)
   4.1. BIG presented an overview of the information gathered from the workshop that was held during BLPC #2 as well as programming and initial concepts.

   4.2. Question: Are the bars (Fanning Bars) big enough to have fields, etc?
      4.2.1. Answer: Yes, the scheme is flexible.

   4.3. Question: Why would you not connect the bars (Fanning Bars)?
      4.3.1. Answer: There are connections from the ends of the bars. The very far ends that stick out past the last connections to the other bars will be filled with rooms and spaces.

   4.4. Question: How do the concepts address mobility, circulation and spaces?
      4.4.1. Answer: That is the design teams’ next steps and will be presented more in depth during the next BLPC meeting.

   4.5. Question: Where do you see the large spaces residing? Underground?
      4.5.1. Answer: The exact space locations have yet to be determined but some can reside underground while others may be located above grade. Note that all educational spaces (classrooms, labs, etc) need natural daylight exposure.

   4.6. Question: How do the siting and the plan of the building get affected by the transportation plan?
      4.6.1. Answer: It is not affected. Because of the small site and the flexibility of each scheme, the design will work regardless of the conclusion of the transportation study.

   4.7. Is the size of the concept massing the size of the required program?
      4.7.1. Answer: Yes, they are all based on the required program that the design team has been developing.

   4.8. Question: Will the site be dug out to be level?
      4.8.1. Answer: The building will have to connect to the street edge. The slope of the site allows us to have multiple connections to the street. Further information will result from continued development and that will be available during the following BLPC meetings.

   4.9. Question: Why do the schemes all have a large ground floor presence when open space is at a premium? The building is large and the terraced open spaces are not the equivalent to at-grade open space.
      4.9.1. Answer: Because we are an urban site with tight parameters, when you shrink the building footprint, the building has to rise to accommodate the program. There are pros and cons for each and the team will continue to study them.

   4.10. Question: Will there be more information regarding general solar exposure and how much exposure for the interior courtyards?
       4.10.1. Answer: Each design option will try to maximize solar exposure. The terraced schemes when oriented more towards the south will be the most efficient. Combine building orientation with the use of atriums, daylight will be able to penetrate deep into the building. The design team will provide sun analysis in future meetings.

   4.11. Question: What would be the program of the space immediately adjacent to Penzance be if the siting option is closest to the Penzance site?
       4.11.1. Answer: The adjacent structures will be a factor in program placement.

   4.12. Question: What is the building separation dimension between Penzance and the Wilson School?
4.12.1. Answer: A building must set back from the property line a minimum of 20' to have the ability for unlimited windows on that side. If both Penzance and the Wilson School set back the minimum, the buildings will be 40' apart. However, if Penzance chooses not to have unlimited windows, the buildings may be closer than 40'.

4.13. Question: How many program spaces will be underground?
4.13.1. Answer: There will be back of house and service spaces underground and some educational spaces that do not require natural light or if having natural light is a hindrance. However, most spaces will want to be above ground.

4.14. Question: Why is the Gymnasium not underground anymore?
4.14.1. Answer: As a result of the programming changes that were made between the feasibility study and now, the Wilson School is a smaller school so most of the spaces can now be above ground.

4.15. A comment was made regarding the transportation presentation. Certain BLPC members believe the transportation presentation is publicity driven as it does not ask the BLPC members for suggestions or comments.

4.16. Question: Will digging 100% of the site be necessary?
4.16.1. Answer: There may be schemes that do not need the entire site dug up but it is too soon to eliminate that possibility.

4.17. BLPC members expressed a desire to have a clearer roadmap and understanding of what decisions and when are expected by the group. Giving the BLPC access to recent Concept and Schematic Design booklets was suggested as a way for the group to understand what is needed to reach those levels of completion.

4.18. It was requested that the BLPC members receive an agenda ahead of time.

5. Conclusion

5.1. Next BLPC meeting on May 27, 2015

The above represents our understanding of the topics discussed, and the decisions reached. Should any recipient notice significant omissions or errors, please notify Jack Chin at jchin@leoadaly.com within seven days of receipt.

Submitted by: Jack Chin
Date: 18 May, 2015
Rosslyn Highlands Park

QUICK FACTS

Location
1579 Wilson Boulevard

Owner
Arlington County

Size
30,132 SF / 0.7 acres (including parking lot)

Amenities
one playground, one full basketball court, benches, picnic table, canopy trees, pedestrian paths

This approx 5,300 SF playground is used throughout the day by children and their caregivers.

A full high school-size basketball court provides drop-in sport space and an active lunch break for workers.

Shaded by mature trees, benches and picnic table serve as a green respite along this popular pedestrian route.

The whole community will be engaged in the planning and design for the future of Rosslyn Highlands Park through a process managed by the Arlington County Department of Parks and Recreation.
Open Space **Tradeoffs** in siting an **ultimate Frisbee field** in the WRAPS study

It is possible to site a regulation-size ultimate Frisbee field within the WRAPS study area if:
- County and School open spaces are adjacent, and
- The field spans both County and school property.

Ultimately, the decision to locate a regulation-size ultimate Frisbee field at the Rosslyn Highlands Park/Wilson School site will be made based in large part on input received from the entire community, including current and future park neighbors, users and students.

---

**Without Ultimate Field**

- Compact-size athletic field for field sports practice, as well as other flexible field sports.
- >0.4 acres County parkland, allowing room for **both** a community basketball court and playground, plus some space for respite (for example).
- Enhancement of pedestrian path through WRAPS site, linking to existing pedestrian network.

**With Ultimate Field**

- Regulation-size field for ultimate Frisbee practice and some games, as well as other flexible field sports.
- <0.2 acres County parkland, allowing room for **either** a community basketball court or playground (for example). Space for respite is constrained.
- Interruption of pedestrian path at the middle of WRAPS site.
How do the multiple travel modes available to students, staff and visitors at the Wilson Site compare to one another in terms of route selection and travel time?

To answer the question above, routes and travel times for four different travel modes (walking, bicycling, transit and driving) were plotted from four different locations to the Wilson Site. The trip origin locations were selected at various distances from the Wilson Site based on division-wide student address data from 2013 and staff zip code data from the surveys conducted in 2013 (Stratford Program) and 2015 (HB Woodlawn).

<table>
<thead>
<tr>
<th>Rhodes Street Apartments</th>
<th>N. Hudson Street</th>
<th>S. Park Drive</th>
<th>Falls Church</th>
</tr>
</thead>
<tbody>
<tr>
<td>About ½ mile from Wilson Site</td>
<td>About 2 miles from Wilson site Close to bus stop and Metrorail stop Identified bike network Network of neighborhood streets to access site</td>
<td>About 3.3 to 3.6 miles from Wilson site, depending on mode Close to Arlington Boulevard bus service Identified bike network with signal across Arlington Boulevard Network of neighborhood streets to access site</td>
<td>Between 8.5 to 12 miles from Wilson site Nearest bus stop is 0.8 mile walk Identified bike network between here and site Network of streets to get to site</td>
</tr>
</tbody>
</table>
Holmes Run Drive (Falls Church)

**Walking**
- 2 hours 49 minutes
  - Via Wilson Blvd: 2 h 45 min
  - Via US 50/VA 650: 2 h 57 min
  - Via Washington Blvd: 3 h 2 min

**Biking**
- 60 minutes
  - Via Falls Church Trail: 1 h
  - Via Washington and Old Dominion Trail: 58 min

**Public Transit**
- 1 hour 6 minutes
  - Depart: 8:01 AM
  - Depart: 8:05 AM
  - Depart: 8:12 AM

**Driving / Drop-off / Carpool**
- 20 minutes
  - Via 166: 19 min
  - Via US 50: 19 min
Transportation Demand Management (TDM) Information
ATP Overview and Services

✓ Part of Arlington County Commuter Services
✓ ATP has proven record TDM experience
✓ Business-to-business services with approx. 700 employer clients; 315 residential clients
✓ ATP offers APS one-on-one TDM assistance
✓ Education and outreach as often as desired

• Ridesharing info, transit assistance, school-wide events
• iRide for teens (discount bus fare on Arlington Transit)
• Guaranteed Ride Home emergency assistance info
• Champions program will help each school develop a tailored TDM plan
TDM Options Available to Rosslyn Employees

- 80% of employees that work in Arlington’s Metrorail Corridors have access to some sort of incentive or service that supports biking, walking, sharing rides, or taking transit to work.

- About 60% of employees who work in the Metrorail corridors get a transit subsidy, like SmartBenefits, that makes transit cheaper.

---

<table>
<thead>
<tr>
<th>TDM Services Available at Worksites by Worksite Location</th>
<th>Metrorail Corridor (n = 2,100)</th>
<th>Non-Metrorail Location (n = 410)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any Services Available</td>
<td>78%</td>
<td>57%</td>
</tr>
<tr>
<td>Services Available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commute Info</td>
<td>36%</td>
<td>25%</td>
</tr>
<tr>
<td>Preferential parking for carpool/vanpool</td>
<td>17%</td>
<td>9%</td>
</tr>
<tr>
<td>Transit/vanpool subsidy</td>
<td>56%</td>
<td>37%</td>
</tr>
<tr>
<td>Carpool subsidy</td>
<td>10%</td>
<td>8%</td>
</tr>
<tr>
<td>Bike/walk services</td>
<td>32%</td>
<td>26%</td>
</tr>
<tr>
<td>Guaranteed Ride Home program</td>
<td>18%</td>
<td>10%</td>
</tr>
<tr>
<td>Carshare membership</td>
<td>25%</td>
<td>22%</td>
</tr>
<tr>
<td>Bikeshare membership</td>
<td>5%</td>
<td>2%</td>
</tr>
<tr>
<td>Transit schedule/route information</td>
<td>47%</td>
<td>49%</td>
</tr>
<tr>
<td>Ridematch (carpool/vanpool)</td>
<td>27%</td>
<td>18%</td>
</tr>
</tbody>
</table>
National Association of Chain Drug Stores relocated from Alexandria two years ago where they were providing free parking to all employees. Upon moving to the Rosslyn/Courthouse area, the parking policy changed and employees now have half of their monthly parking expense paid for ($75/month/employer, $75/month/employee). The organization offers the maximum $130/month direct transit subsidy and gives SmarTrip cards to new employees to encourage use of the nearby Metro stations. NACDS recently participated in National Walk@Lunch Day and is a Silver Level Champion. If they agree to apply for Best Workplaces for Commuters, they will jump up to Platinum due to their generous transit benefit.

- ATP is already working with about 250 employers in Rosslyn
- 108 ATP Champions so far in 2015
- 20 Champions in Rosslyn
  - American Psychiatric Association
  - International Relief and Development
  - Opower (Courthouse)
  - Rosslyn BID
  - The Cadmus Group
- TDM benefits include:
  - Pre-tax & subsidy
  - Transit schedule/route information
  - Bike/walk services
  - Ridematch services