STRATFORD MIDDLE SCHOOL
RENOVATION AND ADDITION
ARLINGTON PUBLIC SCHOOLS

BLPC #6
JUNE 15, 2015
**PROJECT SCHEDULE**

1. **Introductions and Discussion**  
   April 8, 2015

2. **Visioning and Site Planning**  
   April 20, 2015

3. **Site Planning and Massing**  
   May 4, 2015

4. **Learning Environments**  
   May 18, 2015

5. **Preliminary Concepts**  
   June 1, 2015

6. **Concept Development and Value Analysis**  
   June 15, 2015

7. **Preferred Concept and Conclusions**  
   June 29, 2015

8. **Review of School Board Presentation**  
   August 2015, TBD
• Historic preservation as evaluation criteria for site plan and massing
• Historic significance is both architectural and cultural
• View of south facade from Old Dominion and relationship of building to field historically significant
• Prefer options where addition is east of music wing (A3) or low at west end and under courtyard (A, A1, A2)
• Prefer options that minimize site disturbance
• Local historic designation hearing on June 17
• Upcoming workshop on July 15
• Signal at Old Dominion & new drive warranted is for outbound only, outbound + inbound, but NOT for inbound only

• Signal would be suitable at midpoint location (Option C)

• Concerns about driveway location too close to Lorcom & Old Dominion (Options C1 & G)

• Any inbound driveway scenario requires widening of Old Dominion

• Concern about U-turns on Old Dominion with right-out options (Options C, C1, & G)

• Concerns about directing traffic through “Five Points” with right-in access from Old Dominion (Option G)

• Arlington County expects an aggressive TDM plan for this site

• One-way streets not consistent with Arlington County transportation planning approach
STUDIES

SIGNAL AT OLD DOMINION - OUTBOUND ONLY; FULL ACCESS
STUDIES

VACATION LANE TO OLD DOMINION - ROAD AT SOUTH

- Road at south of site for building flexibility at courtyard
- Maximum queuing for cars on site
- Drop-off / arrival at 1st or 2nd floor level
- Road up to Old Dominion midpoint
- Field shifted
- Parking on road
• Importance of choice at the middle school level.
• Create opportunities in the corridors for informal gathering.
• Green space is really important. Make outdoor courtyards usable space.
• Flexibility in classroom setup and furniture arrangement is highly desirable - put everything on wheels.
• Need to add lockers and an auxiliary gym.
• The existing movable walls do a poor job of stopping sound transmission.
APS Stratford Project
Transportation Analysis Overview

Stratford BLPC #6
June 15, 2015
Outline

- Recent and Upcoming Project Activities
- Traffic analysis update
- Pedestrian and bicycle access recommendations
- Vacation Lane Impacts
Recent & Upcoming Project Activities

- Williamsburg site visit – May 27, 2015
- VDOT/County Meeting – June 9, 2015
- Five Points Meeting with County – June 24, 2015
Traffic Analysis Update
Vehicle Traffic: Key Takeaways

1. APS middle school drive rate is higher in the morning than afternoon.

2. Traffic analysis assumes 35% drive rate as a baseline, and 30% drive rate in a Transportation Demand Management (TDM) Scenario.

3. Future middle school morning traffic will be concentrated over a shorter period compared to current conditions, and will occur earlier than the highest peak of morning rush hour traffic.

4. With these assumptions, some intersections in the area will experience increased delay. Degree and location of intersection delay varies between site options.
Traffic Analysis: Drive Rate Assumptions

Range of APS Middle School Drive Rates

Average MS drive rate (28%-29%)

Swanson MS (24% in 2013 & 2014)

Williamsburg MS (41% in 2013 & 32% in 2014)

Source: 2013 and 2014 APS GO! Student Travel tallies (AM counts)
Traffic Analysis: Drive Rate Assumptions

Range of APS Middle School Drive Rates

Average MS drive rate (28%-29%)

Swanson MS (24% in 2013 & 2014)

Williamsburg MS (41% in 2013 & 32% in 2014)

Baseline scenario drive rate assumption: 35%

35% drive rate is the 75th percentile of APS middle schools

Source: 2013 and 2014 APS GO! Student Travel tallies (AM counts)
Traffic Analysis: Drive Rate Assumptions

Range of APS Middle School Drive Rates

- Average MS drive rate (28%-29%)
- Swanson MS (24% in 2013 & 2014)
- Williamsburg MS (41% in 2013 & 32% in 2014)

TDM scenario drive rate assumption: 30%

Baseline scenario drive rate assumption: 35%

Source: 2013 and 2014 APS GO! Student Travel tallies (AM counts)
## Vehicle Trips and Peak Hour UPDATED

### Existing H-B Woodlawn & Stratford

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trips during first peak hour*</td>
<td>179</td>
<td>96</td>
</tr>
<tr>
<td>Trips during second peak hour*</td>
<td>364</td>
<td>266</td>
</tr>
<tr>
<td>TOTAL</td>
<td>543</td>
<td>362</td>
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</table>

### New Neighborhood Middle School

<table>
<thead>
<tr>
<th></th>
<th>1,000 Seat School (High Est.**)</th>
<th>1,000 Seat School (Mid/TDM Est.***</th>
<th>1,300 Seat School (High Est.**)</th>
<th>1,300 Seat School (Mid/TDM Est.***</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>Projected trips generated by new Middle School (first peak hour only)</td>
<td>804</td>
<td>505</td>
<td>695</td>
<td>437</td>
</tr>
</tbody>
</table>

**Sources:**
- *March 2015 Driveway Counts and Manual Counts
- **Drive rate assumption: 35% (75th percentile of APS middle schools)
- ***Drive rate assumption: 30% (Assumes 15% of students in a family vehicle shift modes)
Ped/Bike Access
Recommendations
Existing Ped/Bike Infrastructure
### APS Students Within 1 Mile

<table>
<thead>
<tr>
<th>School</th>
<th>APS Students Within 1 Mile</th>
</tr>
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<tbody>
<tr>
<td>Swanson</td>
<td>3,183</td>
</tr>
<tr>
<td>H-B/Stratford</td>
<td>2,560</td>
</tr>
<tr>
<td>Williamsburg</td>
<td>1,753</td>
</tr>
</tbody>
</table>

Source: 2013 student address data
Location-Specific Recommendations

- Off-campus recommendations preliminary pending County/VDOT review
- On-campus recommendations to be refined after concept approved
• Install pedestrian hybrid beacon (HAWK) if not signalized
  – Exact location of HAWK TBD
Old Dominion Pedestrian Crossing

Pedestrian Hybrid Beacon—Tucson, AZ
• Mark high-visibility crosswalks on north and south legs of intersection (i.e., where crosswalks currently missing)
• Upgrade curb ramps to meet current ADA guidelines
• Install rapid flashing beacon if no signal
• Crossing guard
Rapid flashing beacon—St. Petersburg, FL
• Complete sidewalk network on both sides of Vacation Lane between Military and Lorcom
• Install raised intersection
• Install curb extension on northwest corner
• Reduce curb radius on northeast corner
• Mark high-visibility crosswalks on all legs (west leg already has high-visibility crosswalks)
Vacation/23rd

Curb extensions—DC

Raised intersection—Cambridge, MA
• Install raised crosswalk across Vacation Lane
• Provide curb extension on south side if widening along Vacation Lane
Raised crosswalk—Alexandria, VA
• Implement curb extensions/curb radius reductions to support Military Road crossings and slow turning vehicles
• Upgrade curb ramps to meet current ADA guidelines
• Mark high-visibility crosswalk on north leg
• Install rapid flashing beacon
• Crossing guard
Lorcom Climbing Lanes

- Adjust bike lanes and sharrows on Lorcom so bike lane is provided in the uphill direction (climbing lane).
Lorcom Climbing Lanes

Climbing lanes—Seattle, WA
On-Campus Pathways

• Provide convenient, accessible pathways:
  – Around school building
  – Between campus pedestrian access points and building entrances
  – Between all school and DPR property amenities

• Ensure pathways are sufficiently wide.
  – 5’ minimum
  – 8-12’ for high pedestrian traffic areas and loading/unloading zones.
  – 10-12’ for paths peds and bikes expected to share

• Ensure adequate drainage and lighting.
On-Campus Pedestrian Crossings

- Mark crosswalks where pedestrian pathways cross on-campus driveways or parking lots. Consider raised crosswalks.
- Provide convenient ADA compliant curb ramps from school parking lots and driveways
- Minimize and consolidate driveway entrances
- Indicate pedestrian priority at driveway openings by continuing the sidewalk across the driveway apron
On-Campus Pedestrian Crossings
• Arrange parking locations, signs, utilities, and landscaping to ensure clear sight lines between pedestrians and drivers.

• Choose landscaping that is low-growing and does not obstruct sight lines and/or continuously trim vegetation to preserve sightlines.
On-Campus Bicycle Parking, Lockers & Showers

- **Student bicycle parking**
  - One Class II or III space per 10 students
  - ½ to 1/3 of spaces should be Class II (covered) spaces
- **Staff bicycle parking**
  - One Class I secure space per 10 staff members
- **Lockers and Showers**
  - One clothes locker per Class I space, or two per space if lockers are in gender-specific changing rooms
  - One per gender (ideally two)
- **Also provide parking for kick scooters and skateboards**
- **Bicycle/scooter/skateboard parking** should be secure and conveniently located relative to the primary access routes
On-Campus Bicycle and Scooter Parking

Outdoor (Class II or III)
- Inverted U Racks are recommended.
- Locate in a visible place near the front door.
- Consider spaces for scooters or cargo bikes.
- A covered location is preferred.

Secure (Class I)
- A fully enclosed and secure ground floor room with sidewalk access is recommended.

VACATION LANE IMPACTS
• Currently evaluating potential peak-hour public parking restrictions on Vacation Lane to accommodate queuing and allow passing.
• 19 existing spaces
• ~ 9 spaces affected
Vacation/Military

- Currently evaluating potential peak-hour public parking restrictions on Vacation Lane to accommodate queuing and allow passing.
- 13 existing spaces
- ~5 spaces affected
Parking Occupancy

- Parking occupancy before New MS Arrival (6:50 AM)
Parking Occupancy

- Parking occupancy after New MS Dismissal (3:30 PM)
QUESTIONS?
Parking Occupancy

- Parking occupancy before H-B Arrival (7:50 AM)
Parking Occupancy

- Parking occupancy after H-B Dismissal (4:30 PM)
• 446 trees surveyed on site

• Fewer than 5 trees identified as highest priority for preservation

• ~10% of trees on site identified in poor condition, many of them dead

• Options C, C1, G or similar will impact trees south of field
- Replacement facilities correctly sized
- Upgrades to meet ADA access requirements
- Support facilities for ball field
- Additional seating areas
- Two vegetated bio-retention areas
- Park expressed desire to keep facilities contiguous
BLPC RESPONSE TO OPTIONS
## Site Option Preference

<table>
<thead>
<tr>
<th>Option</th>
<th>First Choice</th>
<th>Second Choice</th>
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<tbody>
<tr>
<td>A</td>
<td>40.00%</td>
<td>60.00%</td>
</tr>
<tr>
<td>A1</td>
<td>71.43%</td>
<td>28.57%</td>
</tr>
<tr>
<td>A2</td>
<td>0.00%</td>
<td>50.00%</td>
</tr>
<tr>
<td>A3</td>
<td>22.22%</td>
<td>11.11%</td>
</tr>
<tr>
<td>C</td>
<td>25.00%</td>
<td>50.00%</td>
</tr>
<tr>
<td>C1</td>
<td>0.00%</td>
<td>16.67%</td>
</tr>
<tr>
<td>G</td>
<td>0.00%</td>
<td>0.00%</td>
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## Next to Least Preferred Choice

<table>
<thead>
<tr>
<th>Option</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0.00%</td>
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<tr>
<td>A1</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>A2</td>
<td>0.00%</td>
<td>50.00%</td>
</tr>
<tr>
<td>A3</td>
<td>33.33%</td>
<td>33.33%</td>
</tr>
<tr>
<td>C</td>
<td>0.00%</td>
<td>25.00%</td>
</tr>
<tr>
<td>C1</td>
<td>66.67%</td>
<td>16.67%</td>
</tr>
<tr>
<td>G</td>
<td>33.33%</td>
<td>66.67%</td>
</tr>
</tbody>
</table>
A2 is preferred ONLY WITH OLD DOMINION ACCESS and modification per option C as explained in the survey response of Susan Cunningham on behalf of the BLPC group that met on 6/11.
6/12/2015 11:47 PM  View respondent's answers

Again, feel like A2 could work if it can be extended to allow the connection between two sides of school, same with G.
6/12/2015 1:12 PM  View respondent's answers

Two thoughts - 1. Old Dominion access options as far as buildability goes are a bit unclear (I am sure for everyone) Is the grade better on the eastern end? Second thought (can't take credit for thinking of it) is that with the promoting of the church as a viable drop-off - for a period of time each school day closing Vacation as a through street - make a pedestrian crosswalk at about the parking lot - have the buses enter and leave from Lorcum and utilize the current bus loop - in addition to the church, have parent's able to come in and go out via Military
6/10/2015 11:17 AM  View respondent's answers

Best to apply costs to definite program improvements inside the building than to site changes that would bring uncertain improvements. A/A1 seem to provide the better massing & site arrangements & entry points.
6/4/2015 8:11 PM  View respondent's answers

With increased population Arlington County buses should take on an increasing ridership.
6/3/2015 2:10 PM  View respondent's answers

I hesitate to support the options with a courtyard because there are so many buildings where that courtyard space is completely wasted. I would want to be sure that there is a carefully constructed plan as to how that outdoor space can be used well by the school community. I'm also concerned that the building options all appear to be traditional buildings with hallways in the middle of classrooms. I'm hoping we can think more creatively than that. I also think that the position of the addition depends upon what programming will go into the new space.
6/3/2015 1:47 PM  View respondent's answers
# BUILDING OPTION PREFERENCE

## OPTIONS SURVEY

<table>
<thead>
<tr>
<th>Option</th>
<th>First Choice</th>
<th>Second Choice</th>
</tr>
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<tbody>
<tr>
<td>A/A1</td>
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<td>33.33%</td>
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<tr>
<td>A3</td>
<td>11.11%</td>
<td>0.00%</td>
</tr>
<tr>
<td>C</td>
<td>50.00%</td>
<td>16.67%</td>
</tr>
<tr>
<td>C1</td>
<td>16.67%</td>
<td>66.67%</td>
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<tr>
<td>G</td>
<td>0.00%</td>
<td>0.00%</td>
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<table>
<thead>
<tr>
<th>Option</th>
<th>Next to Least Preferred Choice</th>
<th>Least Preferred Choice</th>
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<tbody>
<tr>
<td>A/A1</td>
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<td>0.00%</td>
</tr>
<tr>
<td>G</td>
<td>50.00%</td>
<td>50.00%</td>
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*0 1 8 2 1 6*
A3 is unworkable. It makes no sense to put an addition off of the music wing and make internal circulation challenging. I vehemently oppose any option that would employ this massing plan because it would make the student experience a complete nightmare.

6/12/2015 11:47 PM  View respondent's answers

Think A2 could be improved by adding component of C1 to make sure there is a cut through from the gym side of the extension to the theater side (I like the terraced green space on top). I think an extension off the music/theater side of the building as in A3 is really not going to work for students getting back and forth across building. I think entrances and exits on Old Dominion are going to be problematic for traffic.

6/12/2015 1:12 PM  View respondent's answers

Choice selections respect the historical facade as well as allow for adequate instructional movement. Option C may better accommodate Phase 2 of the project, though I appreciate the layout of A1.

6/11/2015 3:05 PM  View respondent's answers

A mix and match approach with A1,C1,G1 is my favorite. Important issues are - connecting the 2 pieces of the C at whatever height is allowed - one building spot for Phase 1 & 2 allows for one HVAC plant - the opening up of the gym stairs or turning them into storage or something and have an open stair / atrium (at Yorktown, the stair towers at the end of the neighborhoods are too dark and secluded on the first floor and Graham mentioned concern about the existing gym stairs and the atrium at YHS really works - the massing in this location also allows some or all to be built to go up in the next phase - also allows for some filling in of the C but allowing for the central tower vista to remain visible

6/10/2015 11:17 AM  View respondent's answers
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Comment</th>
<th>View Respondent's Answers</th>
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<tbody>
<tr>
<td>6/4/2015</td>
<td>8:11 PM</td>
<td>Expanding the length of the building, such as in A3, presents unnecessary challenges to efficient movement within the building.</td>
<td>View respondent's answers</td>
</tr>
<tr>
<td>6/3/2015</td>
<td>2:10 PM</td>
<td>New construction between the music wing and gym with a connection from new building to the existing building at the center stairs in the existing building. This will create the best interior flow. Add new elevator in the center.</td>
<td>View respondent's answers</td>
</tr>
<tr>
<td>6/3/2015</td>
<td>1:47 PM</td>
<td>I prefer the choices that do not require the addition of a lot of pavement. The options with the road going past the school cut it off from the rest of its environment -- I do not like that students would have to cross a road to access the field. That could be mediated by making it a &quot;nice&quot; road with traffic only permitted at drop off and pick up.</td>
<td>View respondent's answers</td>
</tr>
</tbody>
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BLPC SMALL GROUP SESSION

JUNE 9, 2015

BLPC Informal Discussion 5.1 – DRAFT
June 9, 2015 @ Cherrydale Library
Attendees: Doug, Dot, Susan

I. Project Scope and Budget

1. **A. Include Park.** Entire civic parcel (Park/School/Vacation Ln) should be planned together, with 30+ yr view
   - Keep and improve park amenities, but not necessarily in the same place. Educational needs, historic, topography, access and pedestrian safety are huge constraints already, having parks/schools boundary be immovable adds more unnecessary constraint.
   - Ideally help reactivate this stretch of Old Dominion/Lee Hwy
   - Could you fit a full size soccer field on top of the baseball field (shared use) if you closed the 23rd St entrance to cars?
   - If parking were built into the hillside at current Stratford bus loop, could the park expand to cover this parking and extend usable green space right up to Old Dominion? This would greatly improve the park amenities and usability

B. Show Phase 2. All designs need to show how 1300 students will be accommodated on the site (including access, parking and shared spaces)
   - If construction is phased, show where relocatables go in between phase 1 + 2
   - Consider combining phase 1 and 2, to reduce costs and educational interruption

C. Explore two new design concepts:
   - Option H - Phase 1 and 2 extend from cafeteria/gym in line with current building access (changes park use, but let's discuss pros/cons
   - Option I – Phase 1 and 2 extend from cafeteria/gym toward Old Dominion, possibly gaining a small building frontage on Old Dominion.

D. Clarify the implications of the proposed historic site designation
   - What does this mean for future changes to the site for educational purposes and maintenance? For parks and recreation?
   - What is different? What value? Possible drawbacks?
   - Would zoning (height, setback, parking) still apply as it does today, or does historic then take precedence in all matters?
   - Where did the 4 students enter the building – at the Vacation Lane/bus loop or Old Dominion/gym doors?
E. Flex Budget if needed

- Members of the County Board and State Legislature have said they can help find several million dollars for site access if needed.
- If phase 1 and 2 are combined, what savings?
- What would it take to do the right project (looking at school, park, access), how could we phase it and fund it?

2. Access/Circulation/Siting

A. Further study Old Dominion connection options.

- Explore the Option A2 “tree-line” Vacation to Old Dominion road at bottom of soccer field further. What connection points to Old Dominion are possible from here (fire station, current sidewalk, stafford, taylor or thomas st alignment, or in between) and what pros/cons of each?
- Study a full traffic light at LorcomOld Dominion, with and without a left turn from inbound Old Dominion into the school.
- Get specific about pedestrian crossing options and considerations for Lee/Old Dom.
- Could the drop off be on top of the new building – a bus/parent loop that comes off of Old Dominion and stays above the building (3rd floor or above)?
- Connect the park user parking lots to Old Dominion access and improve signage/visibility for the park. For instance, if A2 “tree-line” road doesn't connect to Old Dominion, the park parking should still connect to Old Dominion and can help disperse some of the parent traffic.
- If Vac/Old Dom road is used for only cars (not buses), do the grading limitations change (e.g. can be steeper, shorter flat drop off zones) so that upper road (C) and lower road (C1) both work?
- Keep main entrance to the building as close to the loop exit as possible, so cars line up behind the drop off point rather than leaving a large gap between drop off and exit.

B. Separate modes on Vacation Lane

- Vacation Lane mostly as is does not seem workable. If no other access (e.g. current A, A1, A2, C), close Vacation Lane as a thru street during school hours.
  - Buses only from bus loop up and enough space on the loop for them to turn back to Lorcom Lane. “Do not enter” during bus times (we can use the circa 1950 historic busses only version) from Lorcom to 23rd, Vacation and Randolph
  - Pedestrian zone, raised crosswalk between music addition and staff parking lot across the street
  - Parent drop and visitor parking only below this, likely will want to limit or will naturally limit to handicapped/visitor only with most dropoffs occurring at St. Andrew’s upper lot or along Military Road sidewalks.
  - Pedestrian controlled hawk signal at Lorcom. Crossing guard or signal at Military/Vacation. Four way stop at Vacation/23rd?
C. Establish student boundary scenarios for study – including associated maps of where students are coming from and whether busing or walking. Largest density is toward Rosslyn and Ballston, so many cars and walkers crossing Lee/Old Dominion.

D. Consider well-timed public transit routes instead of school buses (making the location in between 3 commuter routes a positive asset: improving access for staff and neighbors, encouraging parents to walk kids to school then jump on the bus to work, teaching kids life skills)

3. Massing & Use

A. Connecting New and Old. Study/present options for connecting the music wing to gym wing under the courtyard.

B. Staircase visibility. Improve staircase size, visibility, openness for safety and comfort, as in the bump outs at gym in Options G and C1. No dark corners or scary spots please, including improving those that exist around the gym stairs today.

C. Let the light in. Cantilever the building over some of the first floor spaces (at gym) to make room for road and daylight underneath. Similar to front bus loop entrance today. Pick up the glass block styling for some courtyard surfacing to let natural light into the spaces underneath?

D. Work with and celebrate the topography. Avoid an awkward appendage for phase 1, or forcing one for phase 2.
Specific comments on options:

<table>
<thead>
<tr>
<th>6/1/15 Option</th>
<th>Massing</th>
<th>Access</th>
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<tbody>
<tr>
<td>A/A2</td>
<td>Like the simplicity and interior circulation, though least favorable for historic</td>
<td>Hard to believe 400+ cars fit on Vacation. Divide modes, with buses above (Lorcom), pedestrians middle (upper lot/St. Andrew's path) and cars below (military)</td>
</tr>
<tr>
<td></td>
<td>Where does phase 2 go?</td>
<td></td>
</tr>
<tr>
<td>A3</td>
<td>Terrible interior circulation, though historic likes best</td>
<td>Like the idea of shifting the field – could do just drop off here and/or structured parking with basketball courts, outdoor classroom or play space on top</td>
</tr>
<tr>
<td></td>
<td>Where does phase 2 go?</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Simplest</td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>Is the addition single loaded corridor? Like the concept, especially connecting under/ across the courtyard while keeping view of the stair tower for some portion of this facade</td>
<td>If cars only, does the grading get easier (shorter flat sections, maybe steeper ok?)</td>
</tr>
<tr>
<td></td>
<td>Where does phase 2 go?</td>
<td>What would it take to connect the low road to Old Dominion?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Do not like linking the school road to 23rd St – makes bad access worse</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tree impact of the road? Doable?</td>
</tr>
<tr>
<td>G</td>
<td>Like the double loaded corridor</td>
<td>Prefer connecting to Old Dominion a little sooner, at current stairs to park or between baseball and tennis</td>
</tr>
<tr>
<td></td>
<td>How does the main entrance work?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Where does phase 2 go?</td>
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The group recommends a modified Option C, with in/out access to Old Dominion and on-site circulation road hugging the south side of the school field.

1. Project Scope and Budget

A. Include Park and Phase 2. Plan the whole parcel now (Park/School/Vacation Ln), show phase 2 on the plans and size access/parking appropriately

B. Clarify the implications of the proposed historic site designation
- What does this mean for future changes to the site for educational purposes and maintenance? For parks and recreation?
- What is different? What value? Possible drawbacks?
- Would zoning (height, setback, parking) still apply as it does today, or does historic then take precedence in all matters?
- Where did the 4 students enter the building – at the Vacation Lane/bus loop or Old Dominion/gym doors?

C. Flex Budget if needed
- Price the access and any park modifications, approach County Board and State for financial assistance now.

2. Access/Circulation/Siting

A. Require and maximize Old Dominion access, with a full traffic light
- “We would do the community a disservice if we expand the school without Old Dominion access.” “We should only pursue options with an Old Dominion entrance.”
- Include full traffic light supporting left/right turn out and right turn in. Study “left in” further, to determine impact on Lorcom/Old Dominion.
- Location near current C access point (midpoint between Five Points and Lorcom)
- Do not pursue Option G access further, since in/out can be accomplished with traffic light
- Explore connection the park parking lot to Old Dominion, possibly requiring traversing the whole loop during drop off times to avoid a left turn into the parking lot right at Old Dominion entrance
- Ask County and State for funding support; ask County to negotiate ability to add the light without widening the road.
B. “Really, truly separate modes as much as possible.”
- Lots of problems with overlapping modes on Vacation today, so most of the A options don’t work.
  - Vacation Lane should be primarily buses during pick up and drop off. Potentially add time limited “do not enter” signs on Vacation, plus 23rd and Randolph at Lorcom
  - Widen Vacation on school property to accommodate bus queuing at pick up
  - Discourage (or prohibit?) parent drop offs on Vacation. Provide workable satellite drop off lanes on Military Rd, at St. Andrew’s church, Lee Heights shopping center, possibly Lorcom with bike lane reconfigured for safety, in addition to Old Dominion primary access point.
  - If possible, make Vacation one-way or not a through street during school hours (recognizing the County prefers not to, but discussing further)
  - Try some of these solutions now, to benefit HB students and to iterate/improve before volumes increase

C. Include a circulation road on site (similar to A2 location) for cars
- Include a car turn around and parking along the road
- Prefer not to connect to Vacation Lane at all
- South side of field is preferred location, least safety, visual/historic disruption

D. Consider (and show) phase 2 in access, circulation and parking sizing

3. Massing & Use

A. Prioritize connection, circulation for students.
  - “Honor history and consider it, buy don’t let it be the primary driver”
  - Do not pursue A3 massing.
  - Do not pursue G massing.
  - Prefer a modified Option C, with a way to see the central stair tower – step the building height down at the stair tower, increase glass/transparency of the new building so you can see through view shed gap in middle
  - Simple circular loop through the school at most levels, if not all.
B. Plan for phase 2 massing now
- Consider access/parking implications
- Study building phase 2 on top of the current Stratford bus loop (stilts or parking garage within building)
- Constructability and phasing, impact on occupants
- Show notional phase 2 on the plans
- Consider building for 1300 now
Next Meeting

- BLPC #7 - June 29, 2015
- Additional meeting June 22?