

Attachment A – Discussion Guide and Input Form for Arlington Career Center Project Meeting #2

Provide input on Arlington Career Center: Siting and Transportation

Send completed forms to [engage@apsva.us](mailto:engage@apsva.us) by **March 3, 2022**

View recordings of the Feb. 16 19 BLPC/PFRC meeting at [www.apsva.us/engage/arlington-career-center-project/](http://www.apsva.us/engage/arlington-career-center-project/)

Background on Discussion Questions

A. Content extracted from “Arlington Career Center Project Meeting #2 Advance Materials – Part 2 of 3, Background an Revised Site Design and Massing Concept” [presentation](#).

B. REVISED SITE DESIGN AND MASSING CONCEPT

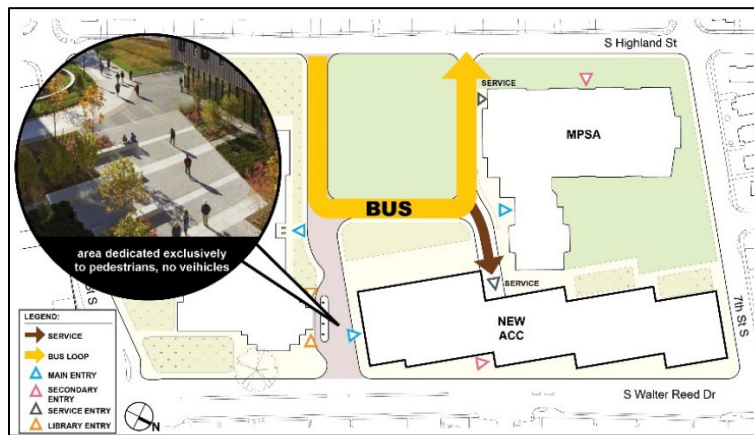
- **Developing a Revised Site Plan and Massing** – the Revised Site Plan and Massing is a confluence of many inputs, including:
  - Space and adjacency requirements derived from the Ed Specs
  - PFRC Principles of Civic Design
  - Transportation data collection, observations, and analysis
  - Discussions with ACC and Arlington County staff
  - Feedback from BLPC, PFRC, and the public
  
- **Using the PFRC Principles of Civic Design to Influence the Building Massing** – the Revised Site Design and Building Massing use several strategies to effectively respond to the PFRC Principles of Civic Design

Principle of Civic Design	Strategy
12. Develop massing strategies appropriately scaled to the stie and neighborhood	<ul style="list-style-type: none"> <li>• Stepping the massing down toward 7<sup>th</sup> St S, up toward Columbia Pike</li> </ul>
13. Use massing to emphasize pedestrian, human scale to building, breaking into smaller subparts that respond to site and program	<ul style="list-style-type: none"> <li>• Break down massing to several distinct subparts, including a portion near 7<sup>th</sup> St S reserved for a future addition if the School Board selects the Alternative Ed Specs</li> <li>• Massing shift creates positive outdoor spaces along Walter Reed Dr for pedestrians and students</li> </ul>
10. Ensure building and site are functionally and spatially coherent	<ul style="list-style-type: none"> <li>• Outdoor spaces relate to the activities inside the building</li> <li>• Integrate seating with plaza</li> <li>• Provide options for outdoor dining</li> <li>• Activate sidewalk with landscape</li> </ul>

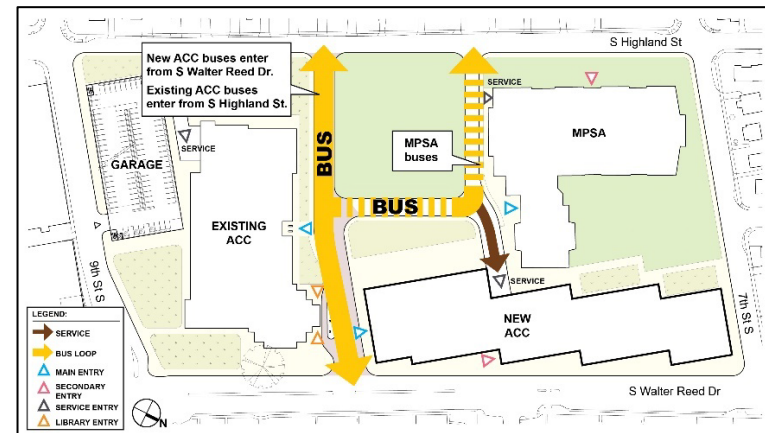
<p>8. Orient primary building entrance to the appropriate adjacent street or public space so movement and entrance to buildings are natural and intuitive</p>	<ul style="list-style-type: none"> <li>Relocate entry to a prominent position closer to Columbia Pike and adjacent to a public plaza</li> </ul>
<p>2. Take advantage of prominent sites and major civic programs to create bold architecture</p> <p>11. Create positive outdoor spaces with pedestrian emphasis</p>	<ul style="list-style-type: none"> <li>Provide terraces to create elevated 'plaza' space for school</li> <li>Articulate massing to emphasize building entry and create a bold and strong street presence</li> </ul>

**Bus and Service Circulation**

- APS considered two options for bus and service circulation within the site: (1) buses use the “U” shape loop, entering and exiting from S Highland St, reserving the space between the existing ACC and new ACC for pedestrians, no vehicles and (2) like option #1 and adding the ability for busses to enter and exit from Walter Reed Dr.



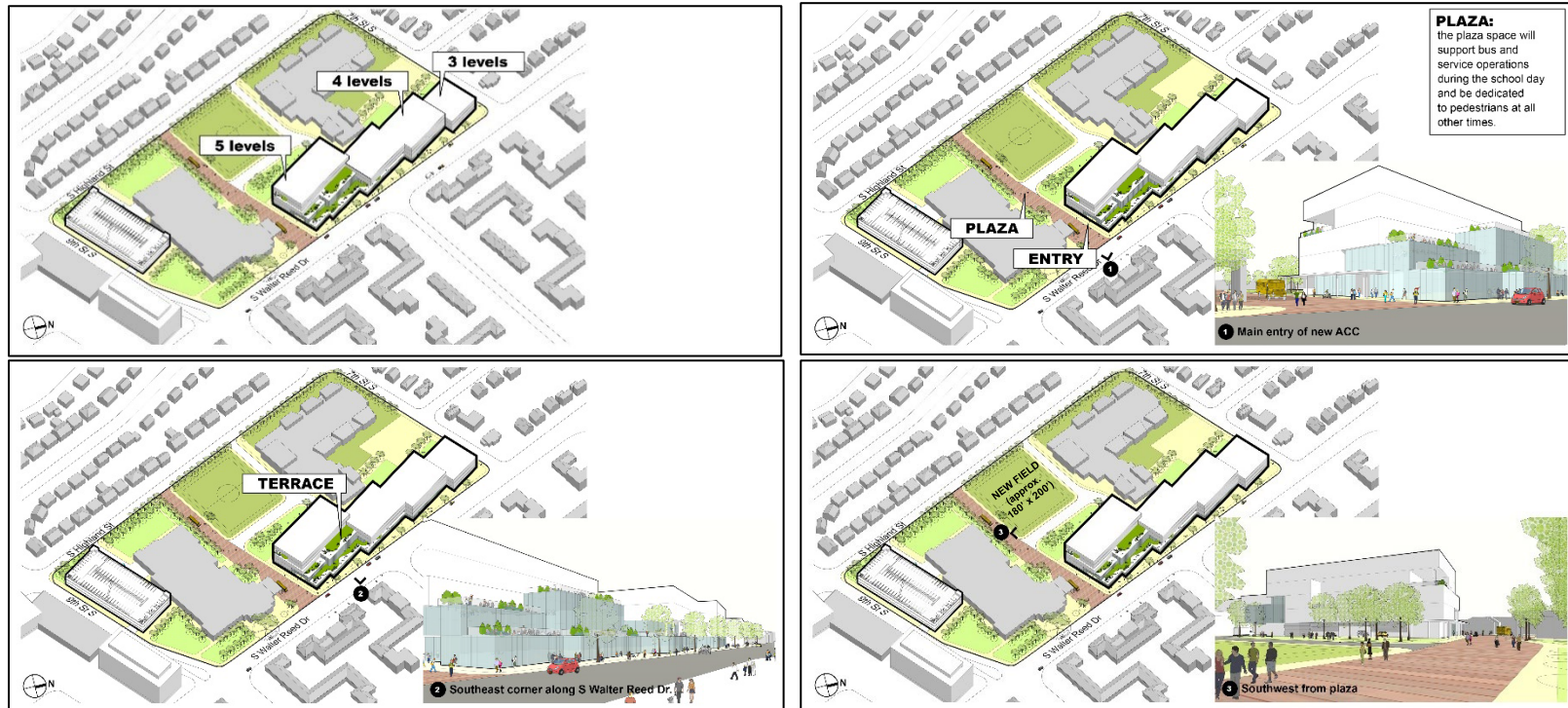
**Option 1**



**Option 2**

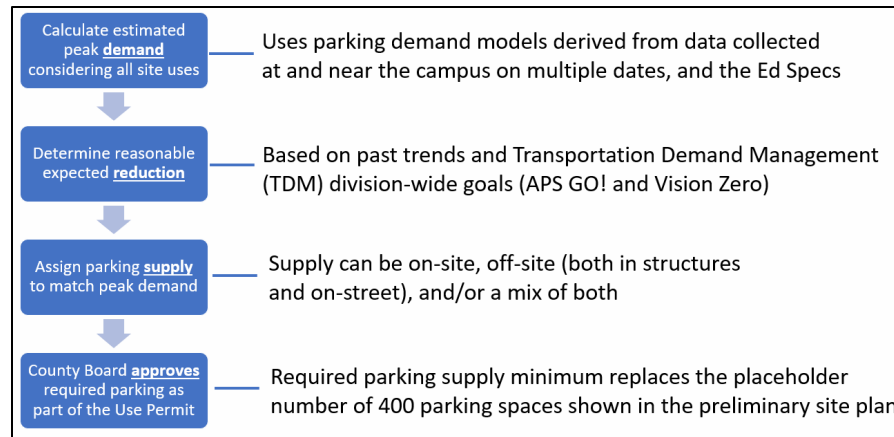
- To support long-term planning and flexibility for bus operations, the Revised Site Design proposes a design consistent with Option 2 that includes a plaza extending from Walter Reed Dr to S Highland St designed to support bus and service operations during the school day and dedicated to pedestrians at all other times.

- **Key Features of the Revised Site Plan and Massing**



C. **ON-SITE PARKING**

- **Preliminary Site Plan On-site Parking** – the 400 spaces of on-site parking within a four-level above-grade parking structure included in the Preliminary Site Plan, reviewed during BLPC/PFRC Meeting #1, was a placeholder which was intended to be updated based on further data collection and analysis during the design phase.
- **On-site Parking Requirements** – determining an appropriate amount on-site parking follow a rigorous, data-driven process that includes:



**Process for Determining On-site Parking**

- Range of Expected Peak Parking Demand** – The parking model calculates combined campus demand throughout out the day to determine when the combined demand peaks. Based on the parking model the daily peak parking demand is estimated to occur at 12pm. The chart below shows peak parking demand (in parking spaces) for two scenarios: (1) Base Ed Specs and (2) Maximum Site Capacity.

Population	Peak Parking Demand (spaces)	
	ACC Base Ed Specs 2,283 students on campus	Maximum Site Capacity 2,570 students on campus
APS Staff	237-273	279-316
Library & Visitor	37	37
High School Students	64-83	64-83
<b>Total</b>	<b>338-393</b>	<b>377-436</b>

*-Ranges reflect demand based on existing versus target driving mode splits*

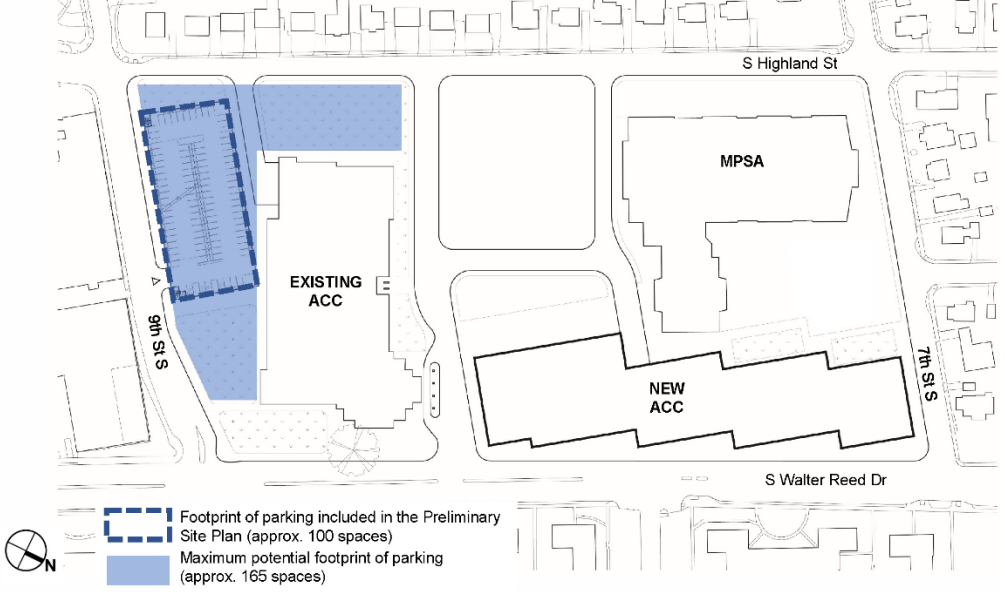
*-Maximum site capacity assumes no additional high school students compared to Base Ed Specs – High School student demand would increase if another high school program was added to campus*

*-ACC Base Ed Specs students on campus includes 1,795 for ACC and 488 for MPSA*

*-Maximum Site Capacity student on campus is derived from the FY 2023-32 CIP direction approved by the School Board on October 28, 2021 and includes 1,795 for ACC and 775 for TBD*

**Range of Estimated Peak Parking Demand**

- **Potential Footprint of On-Site Parking**

Items to Consider Regarding the Quantity and Location of On-Site Parking	Site Plan Diagram for Potential Parking Footprint
<ul style="list-style-type: none"> <li>● Range of expected peak parking demand</li> <li>● Prioritization of users for on-site vs. on-street parking</li> <li>● Availability and proximity of on-street spaces to meet a portion of peak demand</li> <li>● Initial capital and ongoing operational/maintenance costs</li> <li>● Construction phasing and duration</li> <li>● Trade-offs for alternative uses such as open space and required stormwater management</li> <li>● Impact on flexibility for future site development</li> <li>● Ability to modify (expand or reduce) as parking demand changes</li> </ul>	 <p>The diagram shows a site plan with several buildings and parking areas. A large blue-shaded area on the left is labeled 'EXISTING ACC'. A smaller blue-shaded area to its right is labeled 'NEW ACC'. A larger area to the right is labeled 'MPSA'. The site is bounded by S Highland St to the north, S Waller Reed Dr to the south, 9th St S to the west, and 7th St S to the east. A legend at the bottom left indicates that a dashed blue line represents the 'Footprint of parking included in the Preliminary Site Plan (approx. 100 spaces)' and a solid blue area represents the 'Maximum potential footprint of parking (approx. 165 spaces)'. A north arrow is also present.</p>

- **Recommended Range for On-site Parking** – APS will use input from BLPC/PFRC Meeting #2, in addition to the items listed above, to develop a recommended range for on-site parking to include in the proposed Concept Design presented at the BLPC/PFRC Meeting #3 in March.

Discussion Questions

Questions	Responses
<p><b>Name of person completing this form</b></p> <p><i>If you are responding on behalf of a stakeholder group, enter your name and the full name of the stakeholder group. Please only send one (1) official response from the stakeholder group.</i></p>	<p><i>Name:</i></p> <p><i>I am completing this form on behalf of:</i></p> <p><input type="checkbox"/> Myself</p> <p><input type="checkbox"/> Stakeholder group: _____</p> <p><input type="checkbox"/> Breakout group #: _____</p>
<p>Questions</p>	
<p><b>1. Public Space between the Existing ACC and New ACC/New Field</b></p>	<p>a. The revised site concept proposes an area between the existing ACC and new ACC/new field that would both support bus/service operations during the school day and resemble a public plaza at all other times. What features of this proposal do you like the best?</p> <p>b. What other alternatives or suggestions do you have for that area of the site, including the curb cut along Walter Reed Dr., that may strengthen alignment with the Principles of Civic Design?</p>

Questions	Responses
<p><b>2. On-site Parking</b> - the Preliminary Site Plan included an above-ground parking garage. Feedback from BLPC/PFRC Meeting #1 indicated that some surface parking may be convenient/preferred. Now that an estimated range for peak parking demand is available, APS seeks feedback on how that estimate should influence the quantity and location of on-site parking.</p>	<p>a. How appealing to you is expanding the parking footprint around the existing ACC building if it were to modify the shape and/or height of the above-grade parking garage?</p> <p>b. For each recent capital project APS has relied on available and convenient on-street parking to support a limited portion of peak parking demand. What groups (e.g., APS staff, HS students, Library staff, APS/Library visitors) should be prioritized for on-site parking?</p>
<p><b>3. Strengths and Concerns with Revised Site Plan</b></p>	<p>a. Which aspects of the building and site concepts offer the most appeal to you?</p> <p>b. Which aspects of the building and site concepts offer the least appeal to you?</p>

Questions	Responses
<b>4. Alignment with PFRC Principles of Civic Design</b>	Which, if any, Principles of Civic Design do not seem to be reflected in the revised building and site concepts? How might such principle(s) be made more apparent in the Concept Design?
<b>5. Use this space to capture feedback that does not fit in the 4 questions above</b>	

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