

Hello everyone,

In the interest of full transparency, I wanted to inform you of a change to the site plan which the Planning and Transportation commissions are recommending the County Board. This proposal is detailed below.

Basically: the original plan called for 133 total on-site spaces and "rear" pedestrian access to Washington Blvd via a painted route across the new rear staff parking lot. The commissions requested a separate sidewalk to make this pedestrian connection. APS can meet this request (as described below) in a cost-neutral way if the on-site parking is reduced by 9 spaces. The alternative proposal still meets the recommended minimum parking requirement.

We will not have the opportunity to review this proposal as a full BLPC body so if you and/or the constituencies you represent would like to weigh in on this issue, it will be heard by the County Board next Saturday November 17th. The Board will consider written and in-person testimony in making their decision.

Regards,  
Hans Bauman, Chair Reed BLPC

----- Information about proposed site plan adjustment from APS staff -----

Since the October 9<sup>th</sup> joint BLPC/PFRC meeting, APS has presented the proposed Reed Use Permit to various Arlington County commissions. Of particular note to the BLPC, both the Transportation Commission (November 1<sup>st</sup> meeting) and the Planning Commission (November 5<sup>th</sup> meeting) asked that a dedicated sidewalk be added to the project that connects 18<sup>th</sup>/Madison St. to Washington Blvd. Both Commissions also questioned why APS proposed an on-site parking quantity that exceeded the minimum recommended by the Multimodal Transportation Analysis (MMTA). Given the School Board's "strong direction" at schematic design approval to find ways to reduce costs below \$55.0 million, APS staff explored options to add the sidewalk in a way that did not increase overall project costs. Below are descriptions of the existing condition, original proposed use permit option, and alternate option with the added sidewalk.

### Existing Condition

- There is currently a sidewalk connecting the Reed parking lot to Washington Blvd.
- Portions of the existing sidewalk exceed a 5% slope without handrails/landings, meaning it is not an ADA accessible route.
- Due to the slope of the roadway, the sidewalk along Washington Blvd. is not an ADA accessible route.



## Original Proposed Use Permit Option

- A pedestrian connection to Washington Blvd. is achieved with a marked path through the expanded parking lot, instead of a dedicated sidewalk.
- Because of the existing site topography, the expanded parking lot exceeds a 5% slope without handrails/landings, meaning it is not an ADA accessible route.
- The expanded parking lot has 78 spaces and when combined with the 18<sup>th</sup>/McKinley lot a total 133 on-site parking spaces is provided. This is 9 spaces higher than the minimum of 124 spaces recommended in the [MMTA](#).
- Consistent with the existing condition, due to the slope of the roadway, the sidewalk along Washington Blvd. is not an ADA accessible route.



## Alternate Option with the Added Sidewalk

- An ADA accessible sidewalk to Washington Blvd. is added parallel to the expanded parking lot.
- To offset the cost of the new sidewalk and associated railings/retaining walls, the expanded parking is reduced by 9 spaces. The revised expanded parking lot has 69 spaces and when combined with the 18<sup>th</sup>/McKinley lot a total 124 on-site parking spaces is provided, matching the minimum recommended in the [MMTA](#).
- The revised design allows more green space between the lot and Washington Blvd.
- Consistent with the existing condition, due to the slope of the roadway, the sidewalk along Washington Blvd. is not an ADA accessible route.

