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Meeting Notes

Project:	Bethesda-Chevy Chase High School 4301 East West Highway Bethesda, MD	**Work Session #2**
Meeting Location:	Smolen ■ Emr ■ Ilkovitch Architects	Meeting Date: October 23, 2012
Owner:	Montgomery County Public Schools	Architect's Project No.: 12011

The following meeting notes are a summary of our understanding of topics covered at this meeting. The information has been condensed into a summary and is not an exact transcript of this meeting. If a conflict is noted, please contact our office so that the item may be corrected in a timely fashion.

Attendees

Gary Mosesman (GM)	SEI	Stacy Farrar	BBC
Jim Emr (JE)	SEI	Patrick Kidd	BCC
Ina Kovacheva	SEI	Linda Platt	BCC
Karen Lockard (KL)	BCC Principal	Adam Clay	Neighbor
Debbie Szyfer (DS)	MCPS	Fritz Hirst	Neighbor
Jim Tokar (JT)	MCPS	A. Kelly	Community
Bruce Crispell (BC)	MCPS	Karie McMickile	Parent
Michael Shpur	MCPS	Charlie Birney	Parent
Ricardo Hernandez	BCC	Jack Hayes	Neighbor
Michelle Hainbach	BCC	Carlotta Amaduzzi	Parent
Lynn Amono	Neighbor	Bridget Cowie	BCC
Marcie Sandalow	Neighbor	Tim Price	Neighbor
Debbie Missal	BCC	Barbara Bollman	BCC
Mary Cobbelt	BCC	Aaron Krant	Community
David Rubashkin	Parent	Valarie Barr	Neighbor
Jane Ward	BCC	Amy Selco	Neighbor
Jim Tapley	AD	Liz Dayen	Neighbor
Laurie Rosen	BCC	Craig and Stasi Brown	Neighbor
Peter Siegel	BCC	Rafe Petersen	BCC
Susan Kitt	BCC	Margret Mahouse	BCC
Hunter Hogewood	BBC	Mikel Moore	Neighbor
Lisa Loche	Neighbor	Andrew Niebler	Westland
Ariel Lautman	Neighbor	Ed Krauze	BCC

	General
1	MCPS briefly discussed the feasibility study process and noted that the meetings will be an additive process. MCPS noted that community and staff input during the meetings is very important. The notes from the meeting will be posted on the MCPS website.
2	Bruce Crispell, MCPS Director Division of Construction, reviewed the capacity requirements for BCC and projected enrollment in elementary, secondary and high school levels in the county.
3	DS reviewed the educational specification (ed spec). The current enrollment of BCC is 1840, with enrollment projected to grow to 2200 students by the 2017–2018 school year. The ed spec. will increase the capacity of

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	BCC to a maximum of 2400 students. The design team will explore multiple design concepts for the addition through a series of meetings. A general discussion of capacity issues affecting the design parameters was followed by a question and answer period.
4	MCPS noted that the addition will not include renovation to the existing building. The directive at this time is to study an addition only and not touch any portion of the existing facility other than corridor connections. It was further noted that state funding is not provided if renovated areas have received funding in the past 15 years. It was noted that certain program relationships are desired, but are not shown if it will require renovation of existing spaces. In the Schematic Design process the relocation of certain spaces may be considered to meet certain program requirements. For example, if concept C is the preferred concept, we would consider relocating the administration suite that would be hidden by the addition, and relocate the admin. into the new addition.
5	It was inquired if the feasibility study will include concepts of a smaller size. DS noted that the study will explore the feasibility for the maximum size; if it is feasible to build to the maximum capacity, reducing the size of the addition will not be an issue.
6	Concern about the play fields related to existing difficulties of practicing and need to practice off-site. MCPS noted that artificial turf field will be explored as an add alternate to the project. This would significantly increase the allowable use of the football field. MCPS is not actively seeking out private funding at this time, but private funding will be explored. Additional comment related to looking into including the baseball field to have artificial turf was requested by attendees
7	Due to the urban situation of BCC, the community wanted to know if MCPS would consider items such as formal carpooling, incentives for use of public transportation and other opportunities to reduce staff parking. The community requested that MCPS look at other cities such as D.C, New York, Chicago, etc. and see how they handle parking. It was noted that if the project required LEED certification the use of carpooling and low emission vehicle parking would be utilized.
8	General onsite parking was discussed. MCPS and the design team noted that all concepts presented will provide additional onsite parking spaces.
9	Student travel distance and corridor flow were discussed. SEI noted that all concepts presented will alleviate congestion and improve circulation flow. It was suggested, that due to current congestion within the existing facility, the design team consider providing additional lockers in the addition, and expanding the existing corridors by removing the current lockers to improve circulation. All proposed concepts will create additional circulation connections to the existing facility and will provide more corridor space for circulation. SEI will provide preliminary calculation of the existing school circulation and provide a comparison between each proposed concept.
10	MCPS noted that the current direction from the Board of Education (BOE) is to do a feasibility study to add additional program spaces to the building. The sole purpose of these work session meetings is to explore the feasibility of providing an addition to the existing school. The feasibility study work session is not intended to be the forum to request options for not adding on to the facility. If the community wants other options to not add onto BCC they should contact the BOE.
11	GM discussed overall existing site conditions and traffic circulation on site. GM reviewed restrictions on the site and identified building opportunities. Location of tennis courts and parking counts were discussed. Currently there are 234 permanent parking spaces on site.
12	GM reviewed initial design concepts. Concept A: (Area: 84,000GSF Efficiency Factor: 57%) - The new addition is located on part of the existing tennis courts with a single loaded corridor loop to the existing buildings on the main floor level. - The single loaded corridor will cover a portion of the bleachers; fire truck access will be maintained via the existing fire lane and extend through to Pearl St. - A raised tennis court structure is proposed to accommodate all 6 tennis courts and provide additional surface parking below. In addition to the existing parking, it is anticipated that concept A will provide an additional 90 parking spaces.

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	- Concept A is least efficient in terms of circulation and traffic flow through the building. - Columns supporting the single loaded corridor will obstruct views from the bleachers. Additional bleachers will be provided to compensate for the seats with obstructed views. - It was suggested that the design team explore a concept that creates a 3rd story addition and reduce impact on tennis court side. This will allow for additional parking and minimize the building footprint. SEI to explore concept for next meeting.
13	Concept B: (Area: 79,000GSF Efficiency Factor: 60%) - The addition includes a double loaded corridor over the bleachers. - Loop circulation through a connection to the existing building on the main level. - A raised tennis court structure is proposed to accommodate all 6 tennis courts and provide additional surface parking below. Concept B is anticipated to provide 100 additional parking spaces - the most parking spaces of all concepts. - The classrooms in the double loaded corridor facing the existing building will receive indirect light. Concerns of views and light were raised. - Columns supporting the addition will obstruct views from the existing bleachers. - Fire truck access will be maintained via the existing fire lane and extend through to Pearl St.
14	Concept C: (Area: 75,000GSF Efficiency Factor: 63%) - The addition proposes to create a new front façade and plaza to the existing facility. - 4 story addition providing loop circulation and connections to the existing facility on all floors. - Concept C proposes an interior entrance plaza providing a gathering space which can help alleviate open lunch periods. - Most efficient of all concepts in terms of circulation and traffic flow. - Existing bus loop will be shortened and some parking will be lost. A raised tennis court structure is proposed to accommodate all 6 tennis courts and provide additional surface parking below. Additional 50 parking spaces are anticipated to be provided by this concept. - The exterior courtyard between the existing facility and the new addition will provide indirect light into the existing building.
15	Concept D: (Area: 78,000GSF Efficiency Factor: 61%) - Concept D investigates the option of raising the proposed addition in front of the existing building to accommodate the existing bus loop. - The concept provides 3 stories of loop circulation and connections at three floors.. - Additional 76 parking spaces are anticipated to be provided by this concept. - The exterior courtyard between the existing facility and the new addition will provide indirect light into the existing building.
16	General Concerns on concepts: - ADA access in all concepts was a concern. SEI noted that the addition will conform to the current building standards and will be ADA accessible. - Security concerns of open but covered bleachers were raised - Concerns of obstructed sightlines of the fields were expressed in concept A and B. - Loss of fields and tennis courts were noted and should be anticipated during construction. - Constructability, staging, and cost concerns were raised in regards to all concepts; this will be explored further in the feasibility study. - Constructability of concepts C & D were discussed. SEI noted that the bus loop can be temporary relocated to the auditorium side (near Chelton St) during construction. - Storm water concerns near Pearl St were raised. Storm water management will be taken into

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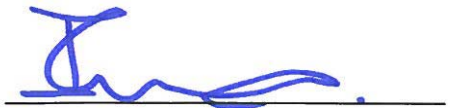
	consideration in the design process. The building and site design will be governed by sustainable principles to reduce the environmental impact.
17	It was suggested that flexible teaching spaces with folding partitions be considered in the design. KL noted that a space with movable partitions exists in the facility and the wall is not utilized as much as anticipated. Additional comments related to noise restrictions and maintained of these systems were reviewed briefly.
18	It was noted that currently buses idle on Pearl Street in front of residential homes in the neighborhood. It is the intent to have all buses on site. The design team is working with MCPS to determine the number of additional buses and determine if it is technically feasible to have all buses on site. This will be reviewed in detail once the proposed options are determined. It was further noted that staggering of bus arrival may need to be considered.
19	It was inquired if the addition can be designed to allow for future construction by adding additional floors. This is a rare practice due to the constantly changing building code requirements and significant upfront cost. However, the proposed feasibility study concepts will be taking the facility to the maximum capacity.
20	SEI noted that in all concepts student safety will be a priority. The location of portables and construction staging area will be considered with each concept.
21	Any further questions should be directed to the Principal Karen Lockard and will be addressed at the next work session.

Future Meeting Schedule
Work Session #3 on November 8th – 3:00 p.m. Work Session #4 on November 28th – 7:00 p.m. PTA Presentation on December 11th – 7:00 p.m. **Location for all meetings to be at Bethesda-Chevy Chase HS cafeteria.**

This concludes the notes of the work session as recorded by Smolen ■ Emr ■ Ilkovitch Architects.



Prepared by: Ina Kovacheva, LEED ®AP BD + C

Reviewed by: Gary Mosesman, AIA, LEED ®AP BD + C

ATTACHED:
Sign In Sheet 09-23-12.pdf

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