

Community Collaboration

91st & College Property

January 22, 2020

Welcome and Introductions

Ms. Britain-Smith, Director of Operations

- Meetings will be facilitated by MSDWT
- Meetings are inclusive
 - District Staff
 - School Board Members
 - Parents
 - Community Organizations
 - Community Leaders
 - Professional Partners
- Advisory Group

Agenda

Wednesday, January 22, 2020

4:00 - 5:30 PM

- Welcome – Ms. Britain-Smith, Director of Operations
- Response to Community Feedback
 - Master Planning Process – President Fencil
 - Summary Community Feedback & Upcoming Information Sessions - Dr. Taylor
 - Property Considerations – Mr. Licata
 - Safety and Security Concerns on Central Campus – Chief Clouse
 - Transportation Operations – Mr. Clevenger
 - Community Use - 91st & College (Alt. Plan) – Schmidt Associates (Architect)
 - Site Development Process – (Alt. Plan) – Schmidt Associates (Architect)
- Feedback Exercise – Ms. Britain-Smith

Master Planning Process

Mr. Fencil, School Board President

Master Planning Process

- Student Focused
 - Improve learning environments and supports to students
 - Enrollment Management - Enrollment review is an ongoing process
 - Demographic Study - 2015 (Projections through 2025)
 - WT Enrollment Data <https://www.msdt.k12.in.us/future-planning/faq/>
- Master Planning - Concepts for Cost Estimating
- Community Focused
 - Engagement and Feedback Opportunities
 - Community partnership collaboration
 - Open and responsive to community feedback
 - Board vote December 11 approved referenda amounts to go on the May 5 ballot
- School Board Commitment to Middle School Development at 91st & College
 - Invited to attend School Board meeting tonight at 6PM where this alternative plan will be discussed
 - Upcoming School Board vote on a resolution commitment

Summary Community Feedback & Upcoming Information Sessions

Dr. Taylor, Assistant Superintendent

Summary Feedback of Needs from Community

- Improve school and site safety
- Pay teachers and classified staff competitive wages
- Improve supports for students' social, emotional, and behavior needs
- Increase academic supports to student achievement
- Improve transportation efficiency
- Maintain our current staff levels
- Increase technology for 21st Century learning
- Make all areas of our schools accessible to individuals with disabilities
- Bring school and athletic facilities up to standard with other Districts in Marion and surrounding counties so that we will not have to do major renovations for a long time to come

Referendum Facts & Information Sessions

All
Information Sessions
Open to the Public

*RSVP required due to
space limitations
and for our planning

February 20, 7:00-8:00 PM @ Nora Library
8625 Guilford Avenue

February 24, 7:30-8:30 AM @ CEC
8550 Woodfield Crossing Blvd.

March 5, 7:00-8:00 PM @ CEC
8550 Woodfield Crossing Blvd.

March 9, 7:30-8:30 AM @ CEC
8550 Woodfield Crossing Blvd.

March 18, 12:00-1:00 PM @ Michigan Rd. Library
6201 N. Michigan Road

March 20, 12:00-1:00 PM @ Glendale Library
6101 N. Keystone Avenue

April 8, 5:00-6:00 PM @ CEC
8550 Woodfield Crossing Blvd.



WASHINGTON
TOWNSHIP SCHOOLS

Please RSVP by
calling or emailing:

317-205-3332 ext 77200 or
mwilson@msdwt.k12.in.us

District Owned Property Review

Mr. Licata, Chief Business Officer

District Owned Property

Location	Size (usable acres)	Notes/Current Zoning	Estimated "Investment Value" Ranges
8550 Woodfield Crossing Blvd	Approx. 4.75	Land south of CEC NC Cross Country Course Zoned SU2, Special Use, School	\$1,100,000 - \$1,300,000
8100 N. Ditch Road	Approx. 29	Zoned SU-2, Special Use, School	\$1,015,000 - \$1,160,000 (Single Family) \$2,030,000 (Multi-Family Assumption)
8900 N. Ditch Road	Approx. 14	Daubenspeck Nature Park Zoned SU-2, School/DP - Planned Development	\$675,000 (Single Family) \$340,000 - \$400,000 (Park)
5900 Lieber Road	Approx. 18	Zoned SU-2, School	\$810,000 - \$900,000
9100 N. College Ave	Approx. 38	Land currently used by Dynamo Soccer Zoned SU-2, Special Use, School D2, Dwelling	\$2,280,000 - \$2,470,000

Provided to MSDWT - May 2015

Safety & Security on Central Campus

Chief Clouse, WT School Police

Safety & Security Concerns - Central Campus

Arrival/Dismissal - Central Campus

- On average, 4-5 accidents per school year over the past three years on NC property
 - Most occur due to students trying to park at or near the transportation facility; others on Panther Dr. at both arrival and dismissal times because of congestion
 - Buses often stage in front of transportation prior to next movement; overflow student parking
- Bus driver arrival at 1:30 PM to NC bus barn prohibits effective use of post security; impossible to verify who is coming in due to the amount of drivers arriving & gates open
- Large amount of student pedestrians to/from Northview lot, mixed with school buses returning to transportation or bus barn at both arrival and dismissal
 - Near misses have occurred; Andy Frain officers help at arrival/dismissal times
 - Unfortunately, students do not all cross at the crosswalk due to numerous access points and can walk in front of bus traffic

Safety & Security Concerns - Central Campus

Special Events - Central Campus

- During special events (athletics, etc) incoming bus barn traffic causes congestion with arriving vehicular traffic to events
 - This causes difficulty with efficient and safe traffic control
 - This includes after school activities, such as athletic practices that occur on central campus where vehicles, pedestrians and returning buses are intermingling
- Bus barn security extremely difficult to provide after hours, and especially during events
 - Three occasions of incursions over the past four years resulting in vandalism to buses
- During high profile weekend special events at NC, buses sometimes precluded from getting to their assigned areas
 - Entrance gates are blocked and security has to intervene, removing officers from their assigned duties at the event

Managing Campus Safety - Assessment

Best Practice Design Solutions Needed at the Main Campus– Site & Buildings



- X Create a welcoming main entrance to the building through a secure vestibule which leads directly to the main reception area. Access into school corridors are controlled from here. Including card readers to monitor when a door is being opened and by who also helps with access control.
- X Limit the number of access points so school personnel can better monitor the comings and goings throughout the school day.

- X Physically separate school bus drive, parent drop-off/pick-up routes, and parking areas to help alleviate the chance of traffic-related issues. Clearly mark all separate areas with signs and include traffic flow directions for clear orientation. This is helpful in guiding students, parents, and emergency personnel.
- X There should be clear lines of sight from road/parking lot/entry for school personnel. Make sure any landscape elements are maintained and trimmed regularly so bushes or trees do not block this line of sight.
- X Include windows in main office area so staff can monitor parking lots and entry walkways.
- X Sufficient exterior lighting eliminates potential hiding spots and increases overall visibility from school personnel.

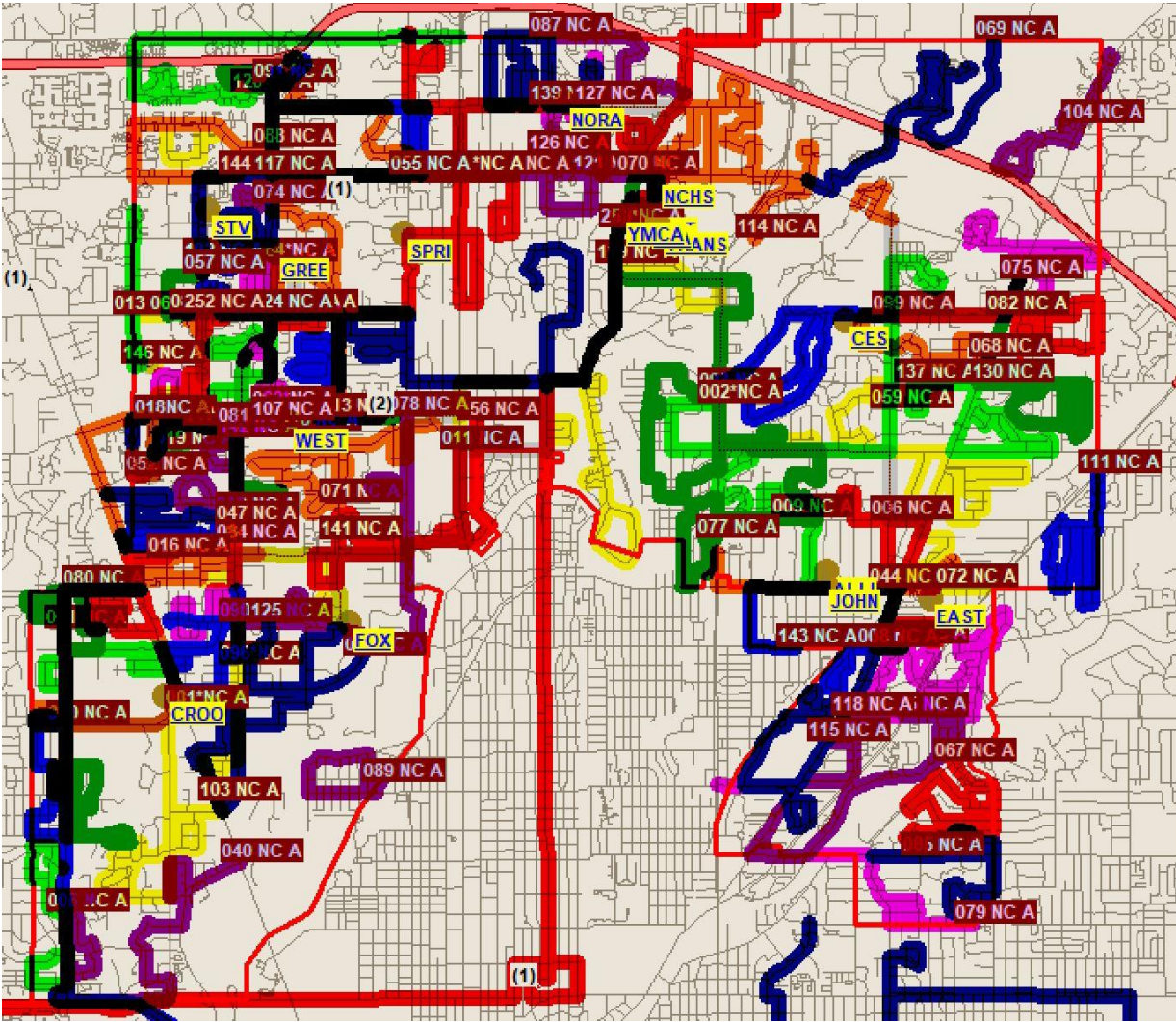
Transportation Safety Best Practices

- Move bus parking areas away from vehicular parking, drop-off & pick up and main drive
 - Lessens the likelihood of accidents and resulting liability (property damage and injury)
 - Arrival/Dismissal: teen drivers with little experience trying to negotiate tricky driving maneuvers on campus around school buses, whether driving or parking
 - A central facility can allow us to **SEQUESTER** bus movement **AWAY** from cars/students to prevent those interactions
- Limit bus movement around student pedestrian movement
 - Allows for better control of pedestrian movement at NC
- Traffic on 86th St. as well as Westfield has grown substantially since 2006
 - Two traffic studies since 2012; all suggest reducing bus movement in central campus area
- Personal vehicle parking
 - Buses take up tremendous space limiting vehicular parking for special events
 - Leads to people parking on non-roadway areas, causing damage to facilities

Transportation Operations

Mr. Clevenger

Transportation Operations Review



Benefits of Centralized Bus Parking

Accessibility/Efficiency - All Buses on One Site

- Mechanical Repairs
- Pulling Video
- Proximity to Fuel/Fluids

Operational Benefits

- Easier Monitoring of Buses (Security, Spot Checks, Timeliness, etc.)
- Decreased Shelter Staffing (Open/Close Gates, Start Buses in Cold, etc.)
- Proximity to Transportation Office (Route Updates, Work Orders, Payroll, etc.)

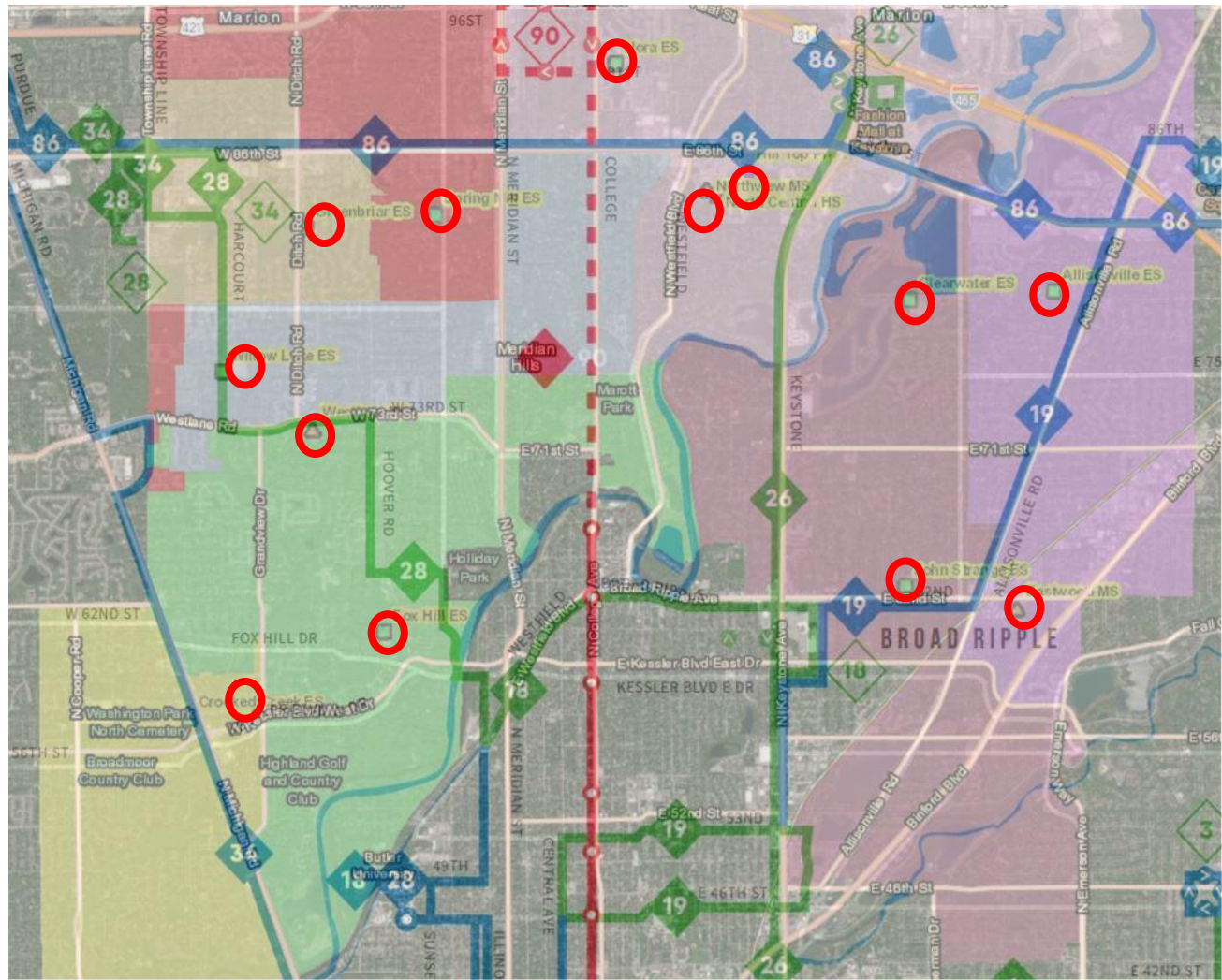
“Centralized bus parking allows for better utilization of resources and greater operational efficiency through centralization of services and elimination of redundancies.”

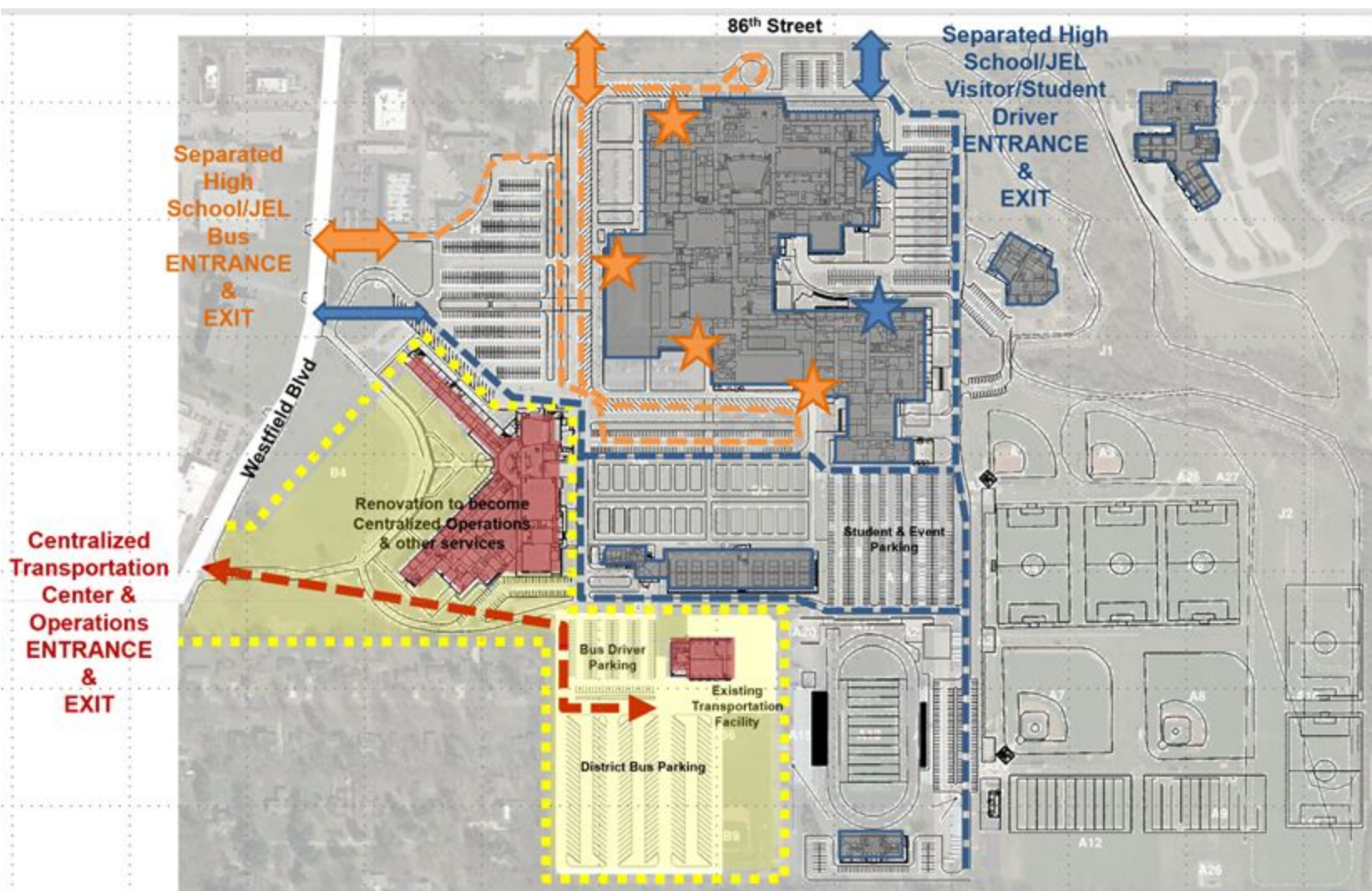
- Matt Miles - MSD Lawrence Township

“Housing all buses in a central location is beneficial from both a mechanical and operational perspective. Monitoring all buses in one location allows quicker reaction time and units can be serviced much faster with less downtime.”

- Pat Murphy - Perry Township Schools

MSDWT Boundary/IndyGo Route Map Overlay





Renovations to Northview Middle School and Central Campus to include:

- Transportation Dept. (maintain existing space)
- Centralized Transportation Center - Bus Shelter Hub (relocate existing space including Eastwood and Westlane)
- District Warehouse & Expanded District Storage
- Maintenance Department
- WT Police Department
- Technology Hub
- Training/Professional Development Center/Community Rooms
- Staff Wellness Clinic (maintain existing space)
- Alternative Education Programs (maintain existing space with expansion)
- NC Athletic Multi-Purpose Training Space
- Other possible centralized services

Community Use - 91st & College

Northview Middle School

Architect - Schmidt Associates

Community Use – 91st & College Northview Middle School



Amenities - Community Use

Equitable District Middle School Amenities - Planned for growth & always moving population.

- Tennis Courts
- Running/Walking Track
- Football and Soccer Field
- Baseball and Softball Field
- Cross Country
- Sidewalks - Walking Paths

Environmental Preservation

Community Use – 91st & College Northview Middle School



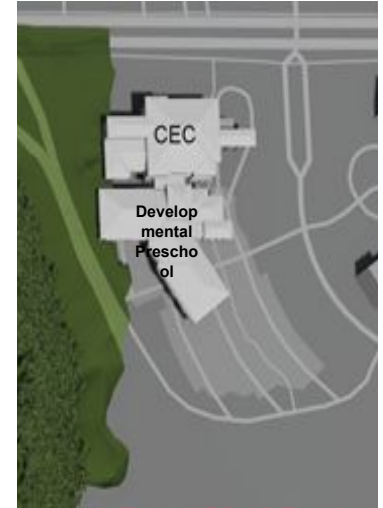
Amenities - Community Use

Equitable District Middle School
Amenities - Planned for growth &
always moving population.

- Meeting spaces
- Library
- Cafetorium
- Gymnasiums
- Athletic spaces
 - Running Track
 - Cross Country Course
 - Softball/Baseball Fields
 - Football Field
 - Tennis Courts

Main Campus Community Questions

- Potential of a parking garage?
 - A parking garage has been evaluated as part of the planning process.
 - Average cost of ONE Regular Duty Asphalt Parking Space = \$1870
 - Average cost of ONE Parking Garage Parking Space = \$15,000
- Potential of a bridge across creek to CEC?
 - A bridge has been evaluated as part of the planning process.
 - Estimated cost of bridge & access drive = \$2,250,000
 - Bridge and drive would disturb the Cross-Country course.
 - Stream crossing would involve DNR, IDEM & Army Corp approval due to environmental impact.
- Could Transportation Facility be located on CEC site?
 - Many uses were evaluated in regards to the CEC site.
 - Pulling Developmental Preschool off the Main Campus and creating a new Developmental Preschool addition onto the CEC will require all the remaining site.
- Could the Football Stadium and Soccer Fields flip locations?
 - This was the first option evaluated by the team.
 - The cost of rebuilding the entire Football/track stadium in a new location does not allow for the current scope of work for all other sports/activities. Cost prohibitive.
- Will access paths for students be considered for crossing 86th & Westfield Blvd?
 - This is a concern that will be included in the design process conversations with the city as the plans are developed.



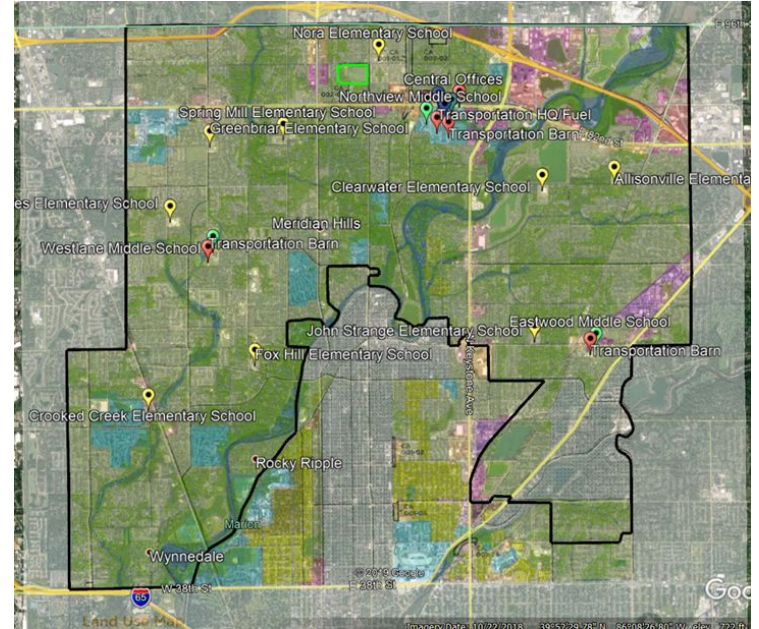
Site Development Process

Architect – Schmidt Associates

Site Development Process

Before Referendum - Current Site Investigation

- Review of available site information for general topography, existing vegetation, drainage patterns, land use patterns, utilities, roadway access
- Conceptual layout of property to confirm initial fit: comparable program to Eastwood and Westlane: 30 bus drop-off spaces, 250 car parking, 6 tennis courts, baseball, softball, soccer, football field and running track
- Initial drainage and utility concept based on layout and site drainage patterns
- Conduct traffic study to support signal warrant (needed to install traffic signal)
- Evaluate option costs for project budget



Site Development Process

After Referendum

1. Order site topographical survey, soil borings to support detailed design drawings.
2. Design Development Phase which includes input & collaboration.
3. Upon review and approval of concept, project moves into engineering/construction documentation phase; prepare drawings based on interpretation of applicable ordinances/guidelines.
4. Submit architectural & engineering drawings for State Building release.
5. Submit complete site construction drawings for SU2 administrative approval.
6. Submit drainage/entrance plans for city approval
7. Construction contractor uses SU2 approval, drainage approvals to obtain an Improvement Location Permit and begins to process of building the project.



Site Development Process

Drainage & Flooding Concerns - Engineering Formula

$$Q_{2p} = 0.5 Q_{2e}$$

$$Q_{10p} = 0.5 Q_{10e}$$

$$Q_{25p} = 0.75 Q_{10e}$$

$$Q_{100p} = Q_{10e}$$

Formula for the amount of groundwater that can be released per code. This calculation is used in the engineering phase.

Site Development Process

Drainage & Flooding Concerns - Current Site Investigation

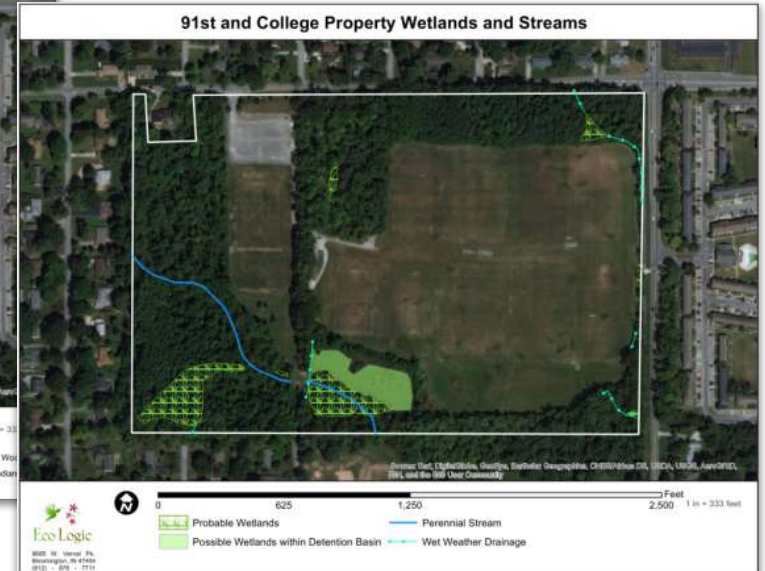
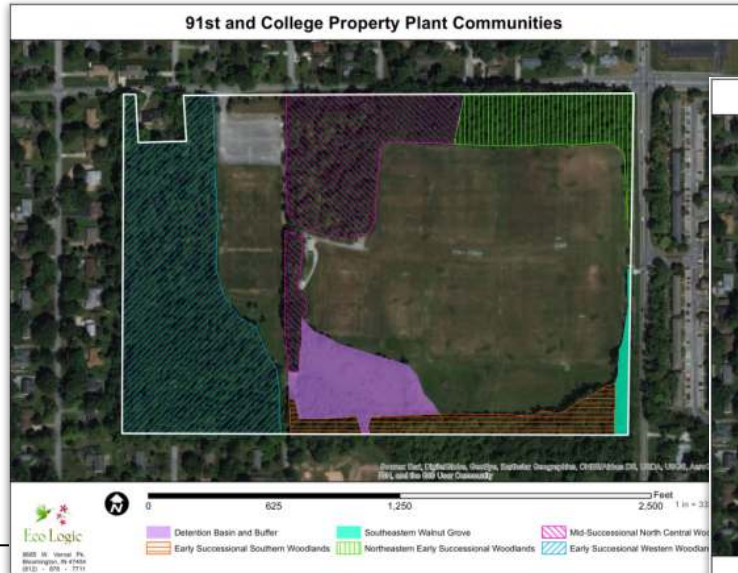
- Significant erosion currently at the outfall of the Holly Creek Regional Basin



Site Development Process

Drainage & Flooding Concerns - Current Site Investigation

- Environmental Study - Completed - Plant Communities, Soils, Heritage Trees, Invasive Plants, Wetlands and Streams
 - Study allows for insight into eco-friendly design opportunities



Site Development Process

Drainage & Flooding Concerns - Current Site Investigation

- Traffic Study - In process



Site Development Process

Drainage & Flooding Concerns - Amount of Parking/Hard Surface

Preliminary site parking & hard surface layout to be equitable to Eastwood and Westlane Middle Schools.

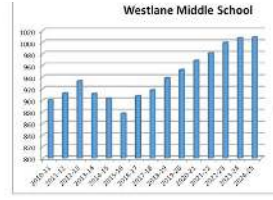
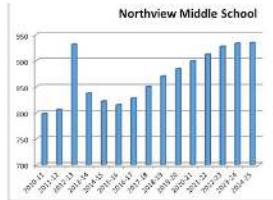
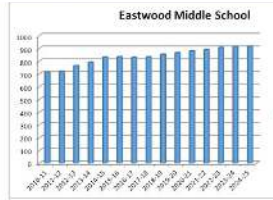
- 250 car parking and drives
- 30 bus drop-off/pick-up spaces and drives
- Use of existing site parking area for event parking
- Building perimeter circulation and fire lanes
- Site internal pedestrian pathways/sidewalks
- Site perimeter pedestrian pathways/sidewalks as required by code
- Surface associated with 6 tennis courts, baseball, softball, soccer, football field and running track access paths or pads.
- Surface associated with Middle School Building Pad

Above hard surface components could range between 25-30% of total site acreage. - Note that this includes the building in which a portion of it will be 2 stories for footprint efficiencies.



Site Development Process

Programming & Building Utilization



SPACE REQUIREMENTS

Quantitative Parameters

Grade Configuration: 6th through 8th grade
Target Capacity: 800-1,250 students
Organizational Strategy: Academic teams, organized by grade level but flexible to change over time as needed

Net Program Areas

The net area of a building is a tally of usable spaces. In a school building, this includes space such as classrooms, offices, music and art rooms, libraries, gymnasium and, the like. Net area does not include hallways and other spaces which exist to support the usable spaces.

Categories for Net Areas

- CORE** 1. **Core Academics**
classrooms, learning support, teacher support
- ACTIVITIES** 2. **Activities Programs**
music, art, PE, etc.
- COMMONS** 3. **School Commons**
lobby, discovery center, storage, cafeteria
- OFFICE** 4. **Main Office & Supports**
main office, student support services, nurse, staff support
- SUPPORT** 5. **Building Support**
maintenance, custodial, storage, etc.

- Middle School Enrollment Capacity
 - All three Middle Schools are planned for the same capacity of 1050 at each building.
 - Each Middle School enrollment capacity includes a growth factor which allows for shifting enrollment as demographics throughout district shift.
 - The determination of utilizing the 1050 middle school design capacity came out of the demographic study completed in 2015.
- Consolidating the three middle schools into two was suggested during the last feedback session. To consolidate it would create two schools of 1575 students. In looking at this suggestion, neither Eastwood or Westlane's sites or buildings could handle this significant increase in utilization. In addition, both sites and buildings are currently under construction as part of the 2016 referendum.
- The district has created Educational Specification for all elementary and secondary schools. The Educational Specifications create accountability for equitable building and sites for all students throughout the district.

Site Development Process

Energy Savings

With each project, and as part of either the 2016 or/and the 2020 referendum, energy savings opportunities are implemented depending on the existing conditions and the level of renovation.

- Throughout the projects, the following items are included:
 - New LED lighting inside and out with occupancy sensors to automatically turn off lighting when not in use.
 - New and/or recommissioned HVAC Control systems which allow for proper monitoring, scheduling, and temperature setbacks.
 - New HVAC systems when required, energy recovery devices are utilized to reduce the cost of properly ventilating the buildings.
 - High efficiency heating and cooling plants
- In addition to the physical construction opportunities and as part of the projects, utility rebate incentives are received when installing high efficiency equipment.
- Solar opportunities will also be vetted, such as solar panels at bus canopy/shelters and heating water in locations such as locker rooms.



Site Development Process

Costs

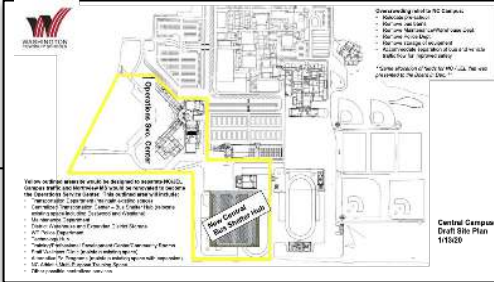
How can a New Middle School on New Site fit within existing 2020 Referendum without removing scope from other projects?

- Efficiencies in renovation and expansion of existing structures, such as the existing Transportation Dept. Maintenance Building and Fueling Stations.
 - Consolidation of bus and bus driver parking into one location creates canopy, lighting and asphalt paving efficiencies.
- Efficiencies in renovation of existing structures, such as the existing Northview building into centralized Operations Center functions
 - District Warehouse & Expanded District Storage
 - Maintenance Department
 - WT Police Department
 - Technology Hub
 - Training/Professional Development Center/Community Rooms
 - Staff Wellness Clinic (maintain existing space)
 - Alternative Education Programs (maintain existing space with expansion)
 - NC Athletic Multi-Purpose Training Space
 - Other possible centralized services

Architects anticipate total cost of design and construction of a NEW Middle School at 91st & College and Central Campus renovations for Transportation and Operations Center to NOT exceed combined allocations already projected for these projects.

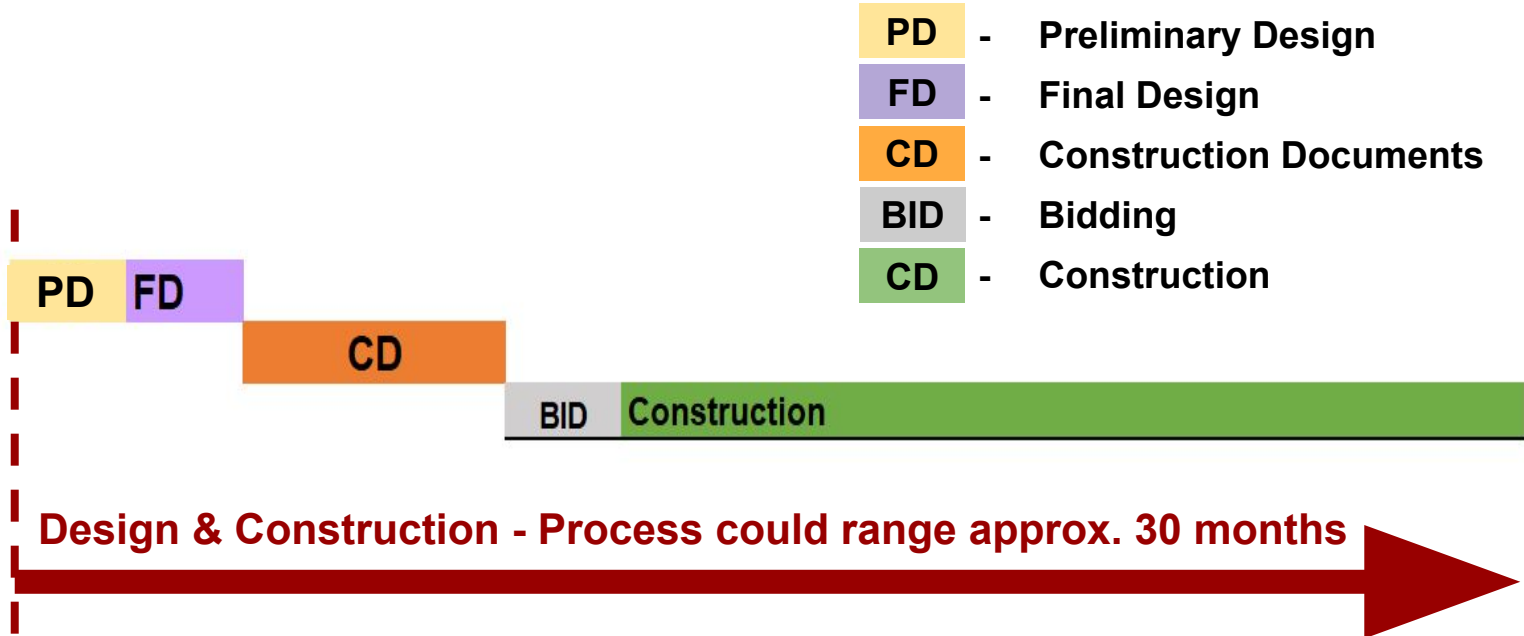


91st & College Alternative DRAFT Plan – 01/22/2020



Site Development Process

Timeline for a New Middle School



Community Activity & Feedback

- Understanding School Budget Activity – Mr. Licata
- Community Feedback Opportunity – Ms. Britain-Smith

School Budget Activity



Budget Activity

Washington Township Education Fund (EF) Budget

Budget Area		Actual %
Classroom Instruction Expenses Instructional Assistants, Instructional Supplies	Teachers,	78%
School Administration Assistant Principals, Other School Admin. Support	Principals,	9%
Support Services for Students Health Services, Psych Services, SPED Admin.	Guidance,	6%
Instructional Support Services Library/Media Services, Instructional Technology	Curriculum Dev.,	6%
Athletic Coaches		1%
Total		100% (75.6 Million)

Washington Township Operations Fund (OF) Budget

Budget Area		Actual %
Support Services - General Administration Board of Education, Districtwide Administration (non-school based)		4%
Central Services Purchasing, Warehouse, Technology	Fiscal,	14%
Operations & Maintenance of Facilities Maintenance of Buildings, Grounds & Equipment, Police, Insurance	Operations Staff,	41%
Transportation associated with transporting students and maintaining school buses.	All expenses	27%
Minor Facility Construction & Improvements Minor Building Improvements, Skilled Craft Employees		7%
District Wide Equipment		7%
Major Facility Construction & Improvements Large Construction Projects, Major School Renovations & Major Athletic Facility Improvements		0%
Total		100% (38.7 Million)

Join us tonight at 6 PM for the School Board meeting where the alternative plan will be presented and discussed.

Next Meeting
Wednesday, January 29, 2020
4:00 - 5:30 PM

H. Dean Evans Community and Education Center
8550 Woodfield Crossing Blvd

Room A, B, C

Individual Feedback

We have had robust input from the community meetings leading to an alternative plan for 91st & College while meeting the goal of improving safety on the NC campus.

At this point in the planning, what additional questions or concerns do you have?

Please complete an individual feedback form and leave it on the table before you leave.