



# VANDEWALLE & ASSOCIATES INC.

**Date:** February 6, 2023  
**To:** Village of Bayside  
**From:** Jackie Mich, AICP  
**Re:** **Bayside Middle School**

---

## **Introduction**

The Fox Point-Bayside School District seeks review and approval from the Architectural Review Committee for the construction of a new, approximately 115,000-square-foot middle school on the southwest portion of the existing middle school site, located at 601 Ellsworth Lane in the Village of Bayside. The project is designed in two phases to minimize disruption to the school year. In Phase 1, the new school building will be constructed while the existing school building is still standing, and in Phase 2, remaining site improvements will be completed after the existing school building is demolished. This includes reconfiguration of the parking areas and pick up/drop off staging areas and rearrangement and replacement of outdoor recreational facilities on the north half of the site.

A recommendation and summary of changes suggested by Vandewalle staff is provided on the last page of this report.

## **Land Use and Zoning Requirements**

Schools are a permitted use in the “C” Residence District, and the proposed project complies with the bulk and building setback requirements specified for the “C” Residence District. The proposed middle school also includes uses incidental to the operation and use of a school such as recreational facilities, parking, and loading.

The proposed plan satisfies the Village’s impervious surface requirement. The maximum impervious surface percentage in the “C” Residence District is 40%. The proposed site plan proposes a total impervious surface area of 229,171 square feet (5.26 acres), or 39.98% of the site. Additionally, the proposed plan reflects a decrease of 7,692 square feet (0.18 acres) of impervious surface over current conditions. (These figures reflect the King Road bus lane option, described later in this report.)

## **Site Plan and Building**

The proposed building will be located on the southwest portion of the site. Surrounding uses include single family residential development to the east, south, and west, and Ellsworth Park to the north, all which are located in the “C” Residence district.

The applicant proposes a 115,000-square-foot, one- and two-story middle school building a reconfigured parking lot and loading area, two stormwater retention, a softball field north of the proposed building, new asphalt and soft-surface playground areas, and landscaping and pathways throughout the site.

The school’s main entrance will be on the east side of the building facing a greenspace area and main parking lot. Two additional entrances are provided on the east side of the building. Five entrances are provided on the west side of the building, and the north face features entrances for the loading and receiving area.

The southern third of the building itself is comprised of two stories, primarily consisting of the main classroom areas for core instruction, arts, and electives, as well as of areas designated for circulation, common space, and administration. The northern two thirds of the building are proposed as single-story and consist primarily of elective classrooms, athletics facilities, district office space, and support and service areas.

## **Architectural Design**

The proposed middle school building includes a complementary mix of exterior building materials, including dark grey brick veneer; metal panels in shades of dark grey, light grey, and bright red; warm brown, wood-look metal panels; and glazing. All are quality materials appropriate for a building of this caliber. The generally vertical orientation of the windows throughout balances nicely with the generally horizontal format of the school building design. The modern/contemporary design complements the architecture of surrounding homes and of Bayside in general. The proposed design is attractive and consistent with design styles seen for new educational buildings around the state.

## **Landscaping**

Overall, ample landscaping is provided, which softens the impact of the relocated school building on surrounding properties and provides benefits to students and staff. Plants located around the main entrance will consist of lawn with shade and ornamental trees as well native prairie plantings. Significant landscaping is proposed along the south edge of the building as part of an outdoor classroom area with walkways. The southern property line also features significant landscaping to continue buffering and screening the site from the adjacent residential properties to the south. Stormwater retention facilities also include considerable landscaping features, and the main parking lot and playground areas will feature shade trees and additional landscaping. Sizeable, landscaped planting beds are proposed on the west side of the site facing King Road.

## Access, Circulation, and Parking

The site has existing vehicle access points on Ellsworth Lane to the north and Standish Place to the east. These will be retained in the new project, and no new access points are proposed. An existing access point on King Road will be used for a service drive, which will be used only for deliveries and maintenance vehicles. A gate is proposed to discourage other vehicle traffic in this location.

The site plan includes walkways connecting to greenspaces immediately east and immediately south of the main school building. These walkways also provide direct access to the main parking lot and continue to run north through the site to provide connections to the outdoor recreational facilities on the north half of the site. They generally provide safe pedestrian access for students and staff throughout the site.

### *Bus Lane*

A key consideration for this site is to ensure safe pedestrian connections for students from the school to the recreational facilities to the north and to pickup/drop-off areas. Another goal is to separate vehicle traffic from bus traffic, which reflects current best practices for school design. There is also a need to provide for substantial car queuing on the school property in order to minimize the number of cars backed up on to public streets during afternoon pickup.

This is a challenging site as it is surrounded by local residential streets with a rural cross-section, which are not designed significant vehicle and heavy vehicle traffic. After much discussion, the applicant proposes two different options for the bus lane, which will be used for student drop-off in the morning and pickup in the afternoons. One option includes a bus pickup lane on the west side of the site, accessed from King Road. The second option includes a bus pickup circle on the east side of the property, accessed from Standish Place. Each option comes with pros/cons and tradeoffs. These are summarized in the table below and on the following page.

**Comparison of Bus Lane Options**

	<b>King Road Option</b>	<b>Standish Place Option</b>
<b>Description</b>	Buses enter a one-way bus lane adjacent to King Road, entering at King Road on southwest end of site and exiting onto King Road. Partial overlap of bus lane with existing King Road.	Buses enter and exit a one-way bus circle/lane accessed from Standish Place. Bus lane is fully on school district site.
<b>Bus Queuing/ Stacking Length</b>	12 buses	12 buses
<b>Car Queuing/ Stacking Length</b>	57 cars	45-47 cars (estimated)
<b>Parking</b> (currently 110 spaces)	123 spaces	108 spaces (67 in main lot and 41 overflow spaces)

<b>Separation of bus and car traffic</b>	Yes – bus pickup and car pickup located on opposite sides of school	Yes – bus pickup and car pickup located on east side of school, separately accessed
<b>Separation of pedestrian and car/bus traffic</b>	Yes – students are separated from and do not have to cross vehicle traffic	Yes – students are separated from and do not have to cross vehicle traffic
<b>Impact on neighboring properties</b>	Idling impacts to King Road neighbors. Minor bus traffic impacts to King Road and other adjoining streets.	Minor bus traffic impacts to Standish Place, Pelham Parkway, and other adjoining streets.
<b>Potential for damage to adjacent streets/intersections</b>	Yes, to King Road and Ellsworth Lane and intersection	Yes, to Standish and Pelham and intersection
<b>Bus/car conflict on surrounding streets</b>	Potential for conflict at King Road and Ellsworth Lane intersection; exiting buses turning left from King onto Ellsworth conflict with eastbound on Ellsworth going toward the school	Less potential for conflict, as exiting buses are directed to Standish and exiting cars are directed to Ellsworth

*Parking*

With 123 proposed parking spaces, the King Road option provides more parking than the 110 spaces currently provided, while the Standish Place option provides 108 spaces, resulting in a net loss of two parking spaces. The Village zoning ordinance requires a total of 75 parking spaces for this property. Under either option, the project meets minimum parking requirements and should meet the school’s parking needs.

**Recommendation**

Overall, this project reflects careful site planning – particularly given the challenges of the site. The proposed plans include good architecture, landscaping, and stormwater management practices. Village and Vandewalle staff recommend the Standish Place option, because it avoids bus idling impacts on King Road residents and directs bus traffic away from the car traffic on Ellsworth Lane, all while adequately separating car and bus traffic.

Accordingly, Vandewalle staff recommends approval and offers the following additional recommendations, in addition to any other recommendations or modifications suggested by the Architectural Review Committee:

1. Proceed with Standish Place option for the bus lane. Update any impervious surface calculations or other submittal materials as needed to reflect this option.
2. Work with School District on agreement(s) to address any outstanding operational and maintenance concerns such as snow removal, landscaping maintenance, damage to Village infrastructure, and maintenance of stormwater facilities (pervious pavers, swales, ponds, etc.).
3. Provide bike parking for student and staff use.