EXECUTIVE SUMMARY

The enclosed report details the design team’s recommendations regarding the development of the New Education/Academic Administration Building at the corner of Brambleton Avenue and Colley Avenue for the Eastern Virginia Medical School (EVMS). This new building is intended to facilitate the M1, M2 and Medical Masters programs and their staff as well as consolidate numerous academic administration departments currently dispersed in multiple buildings both on and off the EVMS campus. The purpose of this study was to quantify the program, identify key adjacencies and relationships and conceptually develop a vision for this new facility. In addition, the study includes recommended modifications to the existing adjacent parking garage and vehicular circulation in keeping with the school’s master plan for a pedestrian-friendly connector through the campus. A series of work sessions with EVMS staff resulted in the following program document that totals 144,000 gross square feet of new construction and a 350 space parking garage.

<table>
<thead>
<tr>
<th>Program Summary</th>
<th>SF</th>
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<tbody>
<tr>
<td>Instructional</td>
<td>25,350 sf</td>
</tr>
<tr>
<td>Flexible Study + Assessment</td>
<td>7,500 sf</td>
</tr>
<tr>
<td>Education Faculty</td>
<td>10,820 sf</td>
</tr>
<tr>
<td>Academic Admin/Support</td>
<td>42,600 sf</td>
</tr>
<tr>
<td>Other</td>
<td>5,730 sf</td>
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<tr>
<td><strong>Net Area</strong></td>
<td>92,000 sf</td>
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<tr>
<td><strong>Gross Building Area</strong></td>
<td>144,000 sf</td>
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VISION:
During the early stages of the programming effort, we collaborated with Eastern Virginia Medical School to articulate a vision for the project that will serve to guide decision-making and development for both the planning and design phases of the project. The vision is articulated in the statements below:

- Eastern Virginia Medical School's physical facilities should embody and strengthen its well-defined purpose as a provider of excellent education and foster scholarship.

- The new Education/Academic Administration Building needs to be designed and built to support education the best way known.

- The building should have a cohesive and attractive design that unifies the campus and builds upon the standards set throughout the rest of EVMS.

- The facility should foster team-based learning environment that promotes both inter- and intra-professional collaboration.

TRENDS:
As part of the programming exercise, we identified emerging trends in the delivery of education. These trends include:

- Working together in small 7-8 person interprofessional groups allowing students to engage more directly in problem solving and applied learning.

- More flexibility, moving around in task responsive ways.

- The University of Virginia Learning Studio has proven to be an ineffective model and would be a good example of lessons learned for the Education/Academic Administration Building.

- Access to electrical power for laptops, iPads, etc. during classes and while studying has become very important.

- Program and take advantage of the "connective tissue" of the facility for collaboration (i.e. study space in corridors; open/communicating stairs to facilitate chance interactions – the potential of playing music in stairwells)
CHALLENGES:
As part of the programming exercise, we identified potential challenges related to the project. These challenges include:

- Floor plate is limited to approximately 19,500 square feet (210’ x 100’ overall dimension) due to site constraints and setbacks.
- Integrate a parking garage below education/administration space.
- Increasing class sizes; Increasing interview numbers.
- Assessment and Study Areas need to be acoustically isolated from noise coming from exterior traffic, garage traffic, plenum noise, etc.
- Can testing be accommodated in shifts to better utilize the space needed for the Flexible Study and Assessment Space?
- Maintaining the flexibility to allow for growth and academic change between now and the time when the new building will be built.
- Move the entirety of Medical Education (M1 & M2) and Medical Masters programs to the new building; currently 250-300 students – not planned to grow in the foreseeable future.
- Build flexibility into the program to allow for what the reality will be when it’s built (4-5 years down the road).

GOALS/OPPORTUNITIES:
As part of the programming process, the EVMS planning committee expressed their goals for the future of Eastern Virginia Medical School. These goals include:

- Provide diverse, informal gathering/study spaces both inside and outside.
- Create group meeting rooms to accommodate 7-8.
- Provide ample access to light throughout the building with a focus on the environmental quality of spaces.
- Accommodate facilities to welcome visitors to events at the school.
- As the building site is the most prominent corner as you approach the campus, we should endeavor to produce an iconic building that acts as the public face for EVMS.
- Focus on planning and programming the building correctly the first time to avoid “11th hour” changes (i.e. open and collaborative work space vs. private/closed offices).
- The opportunity to foster a pedestrian/campus feel by providing landscaped spaces and tying into the internal north/south spine along Children’s Lane.
- Maintain design awareness of future, long term development on and around the campus.
EVMS New Education/Academic Administration Building

ROOM 101 / 60 STUDENT CLASSROOM

ROOM 102 / 150 STUDENT CLASSROOM WITH STAGE
EVMS New Education/Academic Administration Building

2P
1P

700 SF STUDENT LOUNGE

STUDENT LOUNGE
LOBBY
PREFUNCTION
6,300 SF 150 STUDENT CLASSROOM
2,400 SF 60 STUDENT CLASSROOM
1,780 SF MAINTENANCE/HOUSEKEEPING
380 SF  INTERNAL AUDIT
3,950 SF  MARKETING AND COMMUNICATIONS
580 SF  ALUMNI RELATIONS

2,320 SF  IT
2,120 SF  HUMAN RESOURCES
ROOM 601 / 150 FLEXIBLE STUDY + ASSESSMENT SPACE

75 STUDENT CARRELS

WAITING + LOCKERS

RECEPTION

PROCTOR

SPECIAL TESTING NEEDS

75 STUDENT CARRELS
The parking garage sketch shown here depicts the recommended layout and circulation paths for garage PG03. In this layout, the existing entry and exit on the East side of the garage are closed and relocated to the North side of the garage off of Pembroke Avenue. Both the entry and exit will each have two dedicated lanes. The ground floor of the garage will require restriping to accommodate the modifications, otherwise interior circulation remains unchanged. Circulation paths are arranged to avoid crossing of entering and exiting traffic thereby reducing potential congestion within the garage. This layout also allows the existing adjacent visitor lot on the ground floor of parking garage 4W to retain its current function.

It should be noted that this reconfiguration of the garage will result in the loss of approximately 20 parking spaces. These spaces will need to be accounted for according to the consortium agreement with Sentara and CHKD.
The traffic planning goal is to minimize the conflicts between pedestrians and cars in support of the vision of Children’s Lane becoming a pedestrian corridor.

It is recommended to move the access to the parking garage to the Pembroke Avenue side of the garage. The Pembroke Avenue block between West Olney Road and Children’s Lane will need to be improved to accommodate access to the existing Visitor Lot in conjunction with the new garage access. Left turn access to both facilities will be controlled using pavement markings and signing.

The intersection of Children’s Lane and Pembroke Avenue will be designed for slow speeds which creates a safe condition for pedestrians. The pedestrians will interrupt the entering and exiting traffic when they cross Pembroke Avenue on the western side of the intersection; however, the interruptions are anticipated to be intermittent enough to minimize queueing problems for cars at the intersection and near the new access to the garage.

For pedestrians exiting and entering the garage, control features, such as fencing, hardscape and landscaping will be used to guide them to use the crosswalk away from where drivers enter the garage. These features will be used for safety and to assist with traffic operations. Congestion is anticipated to come in waves, much like it does today during shift changes and office/education hours. The duration is expected to be short and not any worse than it is currently.

Other considerations for pedestrians and traffic operations include the control of Fairfax Avenue and Children’s Lane. Based on field observation, modifying the two-way stop to a four-way stop may relieve some of the congestion that currently exists. Further study will guide a recommendation for control.

This project does not include any improvements on W. Olney Road, along the frontage of CHKD’s Hofheimer Building; however, it will remain as an alternative route for drivers to gain access to the garage. Also, if Pembroke Avenue is reconstructed west of the garage, providing more direct access to Brambleton Avenue, the recommended midblock access does not preclude master plan flexibility.