



ISSAQUAH MIDDLE SCHOOL NO. 6

Development Objectives



Issaquah Middle School No. 6

The new Issaquah Middle No.6 project locates a new middle school at the gateway site for the Talus development. The existing site, at 9 acres and sloping a total of 130 feet, presents many challenges to provide a project that meets the programmatic and functional requirements of an Issaquah middle school, while also complying with the City of Issaquah Development regulations.

This proposal successfully creates a middle school campus that mitigates the many challenges presented by the site, and seeks to integrate the many public aspects and amenities inherent in a school in a way that is consistent with Talus development goals, while also incorporating the need for creating a safe and secure campus for middle school students and staff.

The new Issaquah Middle School No. 6 is approximately 130,000 sf and includes classrooms, school administration, commons, kitchen and servery, library, gym and auxiliary gym, and general staff and building support spaces as well as below-grade parking.

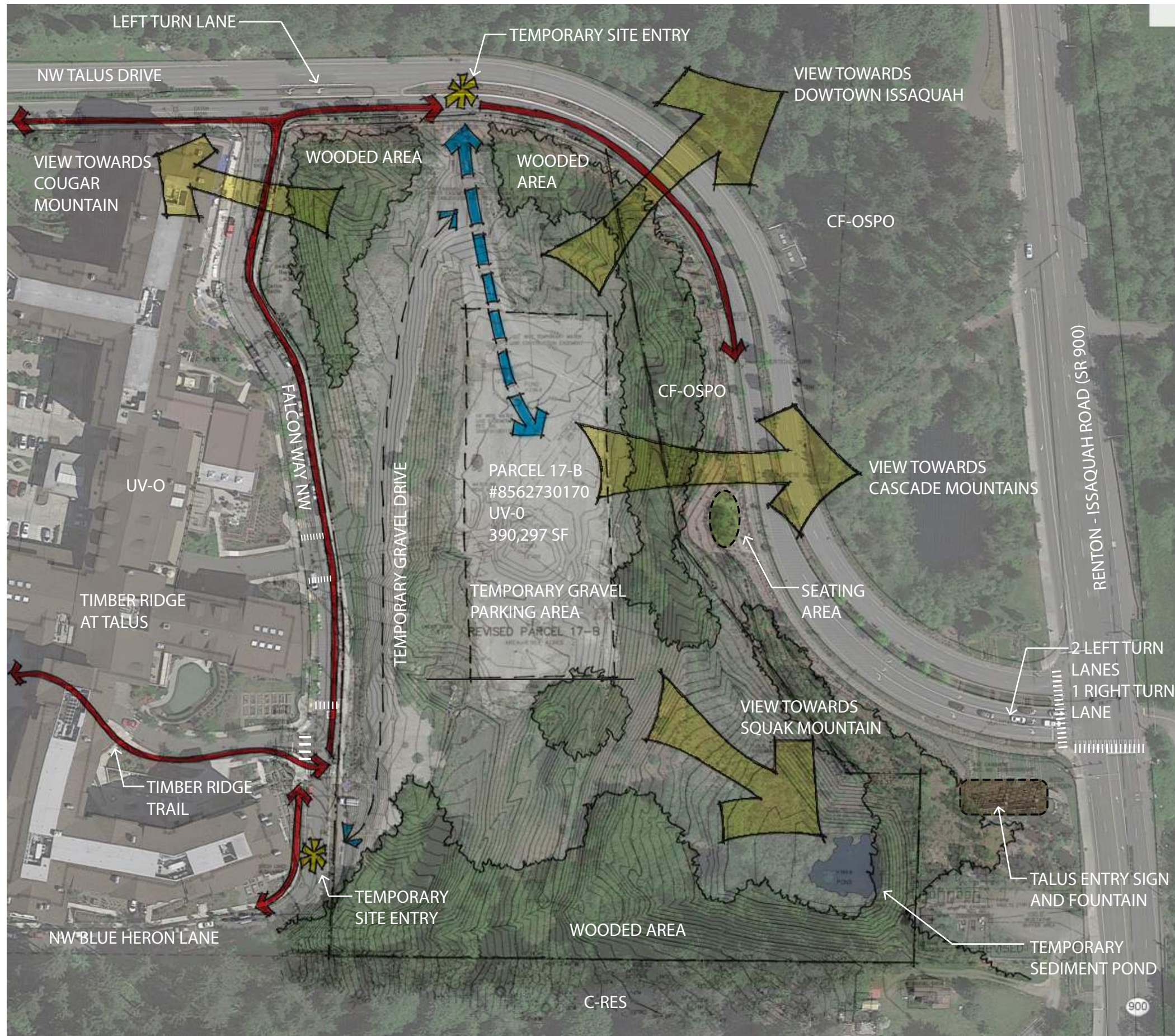
The proposed site work includes a new internal road for vehicular queuing and on-grade visitor parking, a separate road for bus queuing, and a fire lane / garage access road. The site includes a multi-purpose athletic field and an on-site trail to connect the Talus neighborhood. Site walkways, stairs, and ramps are provided as well as an overhead pedestrian bridge connecting the bus loop with the educational building. New landscaping and retaining walls are proposed throughout the site.

PROGRAM:

GENERAL INSTRUCTION	26,284 SF
SCIENCE	10,211 SF
VISUAL ARTS & PROJECT STUDIOS	3,304 SF
PERFORMING ARTS	5,936 SF
LIBRARY	5,155 SF
PHYSICAL EDUCATION	18,777 SF
ADMINISTRATION & STUDENT SERVICES	5,196 SF
COMMONS	6,208 SF
KITCHEN	3,228 SF
COVERED PLAY	4,800 SF
SUPPORT SPACES	6,196 SF
TOTAL BUILDING AREA	130,000 SF
STRUCTURED PARKING	42,000 SF



Existing Site Analysis



ZONING CODE SUMMARY

PROJECT NAME	- ISSAQUAH MIDDLE SCHOOL NO. 6
PROJECT ADDRESS	- 95 NW TALUS DRIVE - ISSAQUAH, WA 98027
PARCEL NUMBER	- 8562730170
NEIGHBORHOOD TYP	- URBAN VILLAGE
ZONE CLASSIFICATION	- URBAN VILLAGE OFFICE

ADJACENT ZONES

- NORTH	- COMMUNITY FACILITIES - OPEN SPACE PRIVATELY OWNED
- SOUTH	- CONSERVANCY RESIDENTIAL
- EAST	- COMMUNITY FACILITIES - OPEN SPACE PRIVATELY OWNED
- WEST	- URBAN VILLAGE MULTI-FAMILY

SETBACKS (TABLE 18.07.480)

	REQUIRED	ACTUAL
- BUILD-TO LINE (NORTH)	0-20 FT	20 FT
- SIDE YARD (EAST)	7 FT	30 FT
- SIDE YARD (WEST)	7 FT	80 FT
- REAR YARD (SOUTH)	7 FT	300 FT

BUILDING HEIGHT (TABLE 18.07.480)

	ALLOWED	ACTUAL
	65'	64'

PARKING

	REQUIRED	PROVIDED
TOTAL SPACES	123 STALLS	150 STALLS
STRUCTURED PARKING	62 STALLS	90 STALLS
COMPACT STALLS	73 STALLS	60 STALLS

FAR AREA RATIO CALCULATION

FLOOR AREA RATIO	MINIMUM	ACTUAL
	0.75	0.70
DEVELOPABLE SITE AREA	201,297 SF (REFER TO DEDUCTED AREAS BELOW)	
GROSS FLOOR AREA	140,000 SF (INCLUDES BALCONIES GREATER THAN 6' DEEP)	

DEVELOPABLE SITE AREA: THE GROSS SITE AREA MINUS DEDUCTIONS FOR CRITICAL AREAS AND ASSOCIATED BUFFERS, ENVIRONMENTAL PROTECTION, AND MINUS DEDUCTIONS FOR SIGNIFICANT PLAZAS AND SIGNIFICANT PUBLIC PARKS.

GROSS SITE AREA	390,297 SF
MINUS	120,000 SF (TRACK/FIELD)
MINUS	10,000 SF (TRAIL DEDICATION)
MINUS	30,000 SF (BUS LANE)
MINUS	15,500 SF (INTERNAL DRIVE)
MINUS	13,500 SF (PSE, DRAINAGE, WATER LINE & WALL EASEMENT)
DEVELOPABLE SITE AREA	201,297 SF

GROSS FLOOR AREA: THE SUM OF THE TOTAL HORIZONTAL AREAS OF THE SEVERAL FLOOR OF ALL BUILDINGS ON A LOT, MEASURED FROM THE INTERIOR FACE OF EXTERIOR WALLS. THE TERM "GROSS FLOOR AREA" INCLUDES BASEMENTS, ELEVATOR SHAFTS AND STAIRWELLS AT EACH STORY; FLOOR SPACE USED FOR MECHANICAL EQUIPMENT WITH STRUCTURAL HEAD ROOM; INTERIOR BALCONIES; AND MEZZANINES. GROSS FLOOR AREA SHALL NOT INCLUDE OUTSIDE BALCONIES THAT DO NOT EXCEED A PROJECTION OF SIX (6) FEET BEYOND THE EXTERIOR WALLS OF THE BUILDING. PARKING STRUCTURES BELOW GRADE AND ROOFTOP MECHANICAL STRUCTURES ARE EXCLUDED FROM THE GROSS FLOOR AREA.

FLOOR AREA RATIO: THE RELATIONSHIP BETWEEN THE AMOUNT OF GROSS FLOOR AREA IN A BUILDING (OR BUILDINGS) AND THE DEVELOPABLE SITE AREA ON WHICH THE BUILDING(S) STANDS. IT IS OBTAINED BY DIVIDING THE GROSS FLOOR AREA OF A BUILDING BY THE DEVELOPABLE SITE AREA. STRUCTURED, UNDERBUILDING, AND SURFACE PARKING ARE NOT INCLUDED IN THE GROSS FLOOR AREA CALCULATION.

$$\frac{\text{GROSS FLOOR AREA OF A BUILDING(S)}}{\text{DEVELOPABLE SITE AREA}} = \text{FAR} \quad \frac{140,000 \text{ SF}}{201,297 \text{ SF}} = 0.70$$

Site Context



View looking east on Talus Drive



View looking west on Talus Drive



View looking west on Talus Drive



View looking south on Falcon Way



View looking north on Falcon Way



View of Timber Ridge at Talus to the west

Site Context



View looking south from Falcon Way along temporary drive



View from Falcon Way to temporary park lot



View of Timber Ridge at Talus from Talus Drive



View of Talus Drive from Landscape Buffer



View of Timber Ridge at Talus, temporary parking lot and temporary drive from Talus Drive

Talus Community



Trail system within Talus Community



Calabria at Talus



Red Alder Grove Picnic Shelter at Talus



Townhomes within Talus



Neighborhood Street within Talus

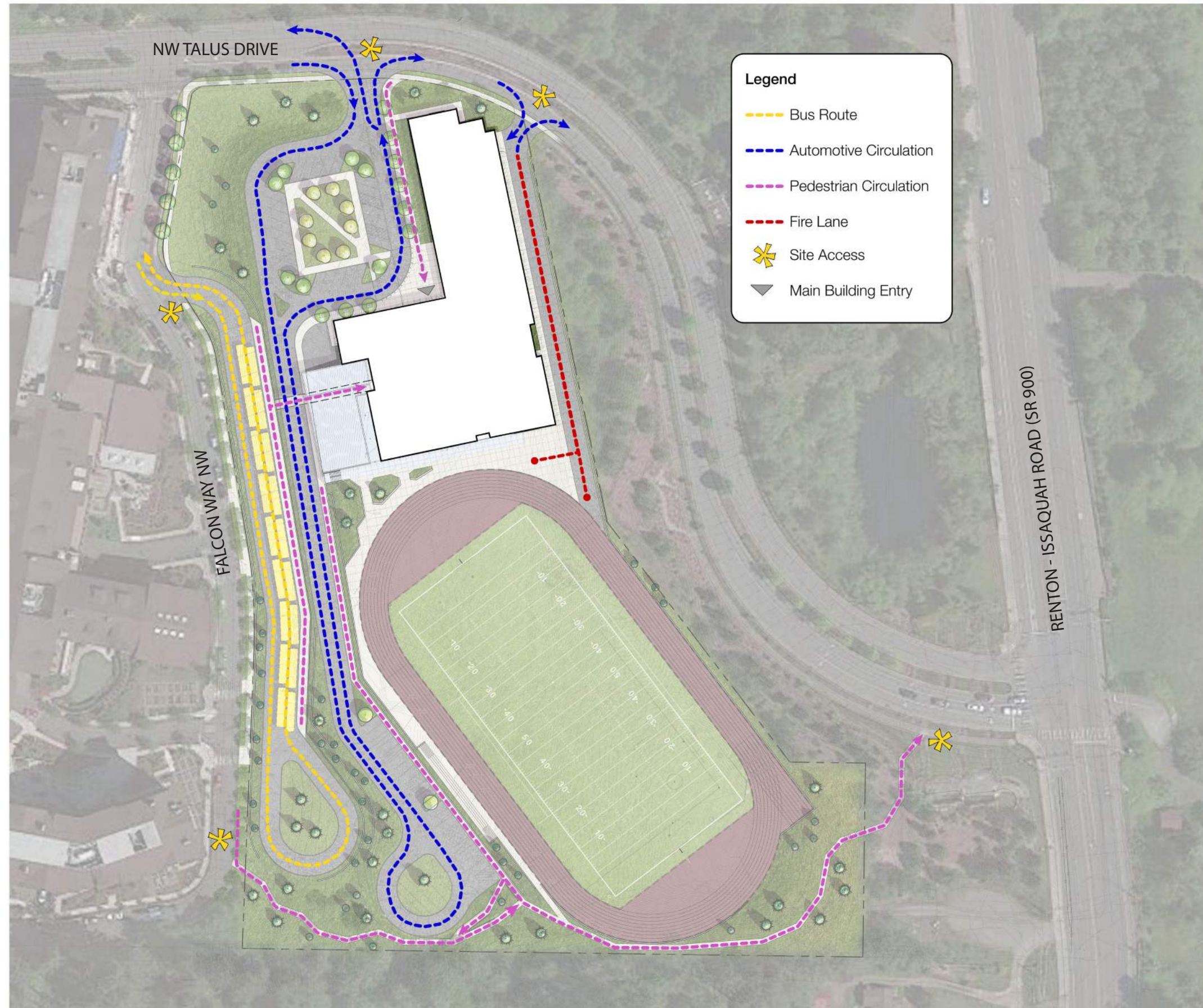


Spring Peak at Talus

Proposed Site Plan



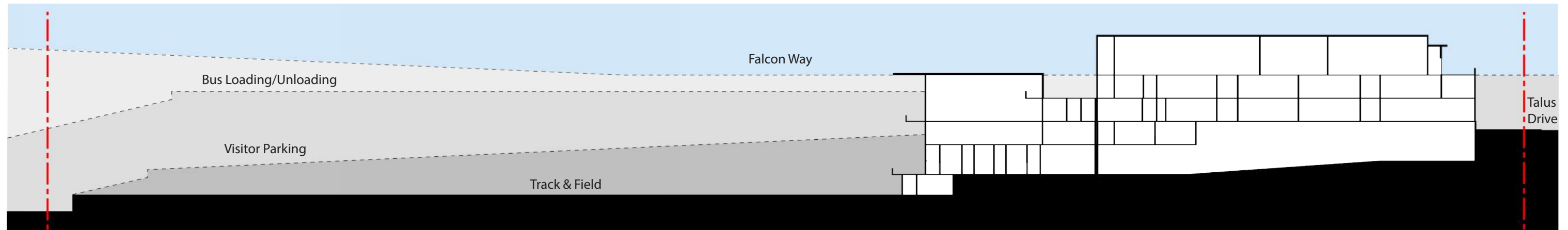
Circulation Plan



Site Sections



Site Section A
1" = 30'-0"

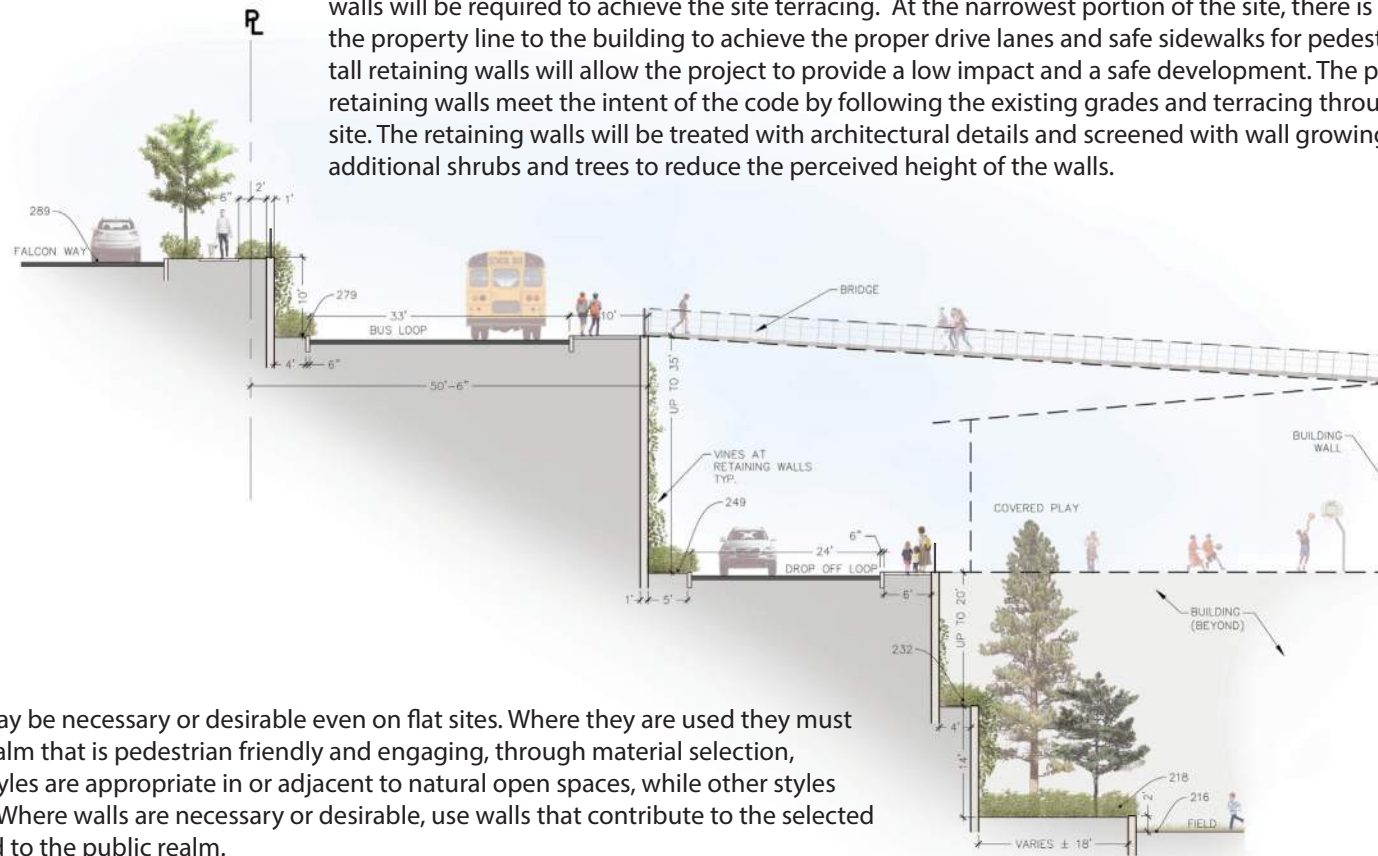


Site Section B
1" = 60'-0"

Site Walls Adjustments

Due to site constraints and building program the development is proposing site walls greater than 10'.

To minimize traffic impact within the Talus community and the development site, the proposal has separate drive loops for the bus loading/unloading and the automobile access on site. Considering the grade change from Falcon Way to the school entry is 30' and an additional 46' to the track/field, tall retaining walls will be required to achieve the site terracing. At the narrowest portion of the site, there is 60' from the property line to the building to achieve the proper drive lanes and safe sidewalks for pedestrians. The tall retaining walls will allow the project to provide a low impact and a safe development. The proposed retaining walls meet the intent of the code by following the existing grades and terracing throughout the site. The retaining walls will be treated with architectural details and screened with wall growing plants and additional shrubs and trees to reduce the perceived height of the walls.



18.19C.210 Site Walls

A. Purpose and Intent: Site walls may be necessary or desirable even on flat sites. Where they are used they must be factored into creating a public realm that is pedestrian friendly and engaging, through material selection, placement, height, etc. Some wall styles are appropriate in or adjacent to natural open spaces, while other styles are suited to the built environment. Where walls are necessary or desirable, use walls that contribute to the selected architectural style and positively add to the public realm.

1. Site walls adjacent to pedestrian areas (e.g., walkways, sidewalks, trails) shall be no taller than four (4) feet in height. If taller walls are required, e.g., as a retaining wall, two (2) choices are available:

- Up to four (4) foot tall wall next to or near the pedestrian area, with taller walls (up to ten (10) feet in height) terraced behind the lower wall
- Up to ten (10) foot tall wall set back from the pedestrian area with enough setback to accommodate evergreen trees spaced every thirty (30) to thirty-five (35) feet. Additional walls may terraced behind the first wall. Setback must accommodate mature tree size without impinging on pedestrian area. Setback space between trees will be filled with shrubs and ground covers consistent with CIDDS landscape standards.
- In all cases of terracing, walls shall be terraced with enough space between walls to comfortably accommodate shrubs, vines, and ground cover, and, if the wall design accommodates it, trees, to soften the visual impact of walls and blend them into their setting.

2. Wall materials shall complement the selected architectural styles, such as block or shotcrete covered soil nail walls. Wall materials shall not distract from the overall composition and the selected architectural style. Tri-plane faced block is an example of a distracting and busy wall material.

3. Materials shall be scored or changed at a pedestrian scale frequency. Pedestrian scale materials include brick and other block or modular element. If concrete is used, it shall be treated architecturally with scoring or other detailing, at a human scaled frequency.



Design Guidelines

Chapter 18.19C
Talus Replacement Regulations, Subsequent to Development Agreement Termination
Talus Appendix A – Planning Goals

Goal 1: Design and Urban Village Community with an overall Mountain Village character that reflects the site elements of Cougar Mountain

Proposal: Using the primary character of the existing sloped site to advantage, the approach consolidates the building into a smaller footprint and more vertical than a typical school- going 5 stories above the lowest floor. It appears anchored firmly to the site and emerges up along the eastern site edge, paralleling Talus Drive and affording views to the east across the valley. On the uphill side, the building is L shaped, wrapping the primary public zone of the site along Talus Drive, providing a welcoming urban character with the main site entrance, connecting walkways, an entry plaza, entry canopy, and public parking. This space is defined on the western edge with a natural uphill slope planted with native trees to lend a mountain character, relating to the original Cougar Mountain conditions. Tiered areas of the site, primarily to accommodate the track and field and vehicular circulation, will be defined by site walls which will seek to also emulate northwest mountain areas.

Goal 2: Promote sustainability throughout Talus

Proposal: The school is required to meet the sustainable standards per the Washington Sustainable Schools Protocol.

Goal 8: Provide a Varied Transportation System

Proposal: Students who live in the Talus community will be encouraged to walk or bike on the existing trail system and bike lanes. An automobile drop-off loop will be provided and a separate bus lane with loading and unloading will be provide for students living outside the Talus community.

Goal 9: Plan a roadway circulation system that provides attractive, safe, comprehensible, and convenient access throughout the Talus neighborhoods

Proposal: An internal drive, designed to meet the Issaquah street standards, will be provided from Talus Drive. A separated bus lane will be provided for loading and unloading, accessed from Falcon Way, with a pedestrian bridge over the lower internal drive for students to access the school safely.

Goal 10: Provide a safe, convenient, continuous, and attractive pedestrian and bicycle circulation system the creates a pedestrian and bicycle friendly setting at Talus

Proposal: The main public access from Talus Drive will have a generous landscaped entry walk. A pedestrian trail will be provided connecting the Timber Ridge Trail to the existing sidewalk on Talus Drive. A pedestrian bridge will be provided connecting the bus lane along Falcon Drive down the sloping site to the school commons.

Goal 12: Create a Village Center that is the heart of the community, provides a sense of arrival to the community, and provides a gathering place for community members and visitors

Proposal: Located at the gateway site to the Talus development, the school provides a valuable community resource that will be used by the Talus community. A central component of the site development is orienting the school building and the main public part of the site directly visible and accessible from Talus Drive. Potential community use elements at the school include the track and field, and within the facility the large Commons, two gymnasiums, a library on the upper floor with strong visual connections from the community, and an extension of the Timber Ridge trail system on the site.

Talus Appendix B – Urban Village Design Guidelines
Design Guidelines
Architectural and Site Design

2. Orient buildings to the street using building design, prominent entry ways, types of ground floor uses, and pedestrian connections to establish strong relationships.

Proposal: The layout of the school campus is designed to create a welcoming presence for the Issaquah community while also providing a safe and secure environment for the students. The school itself is located on the northeast corner of the site directly adjacent to Talus Drive, with the main site entry arriving at the public zone of the site directly adjacent to the main entry of the school. A generous landscaped walkway along the site entry leads to an entrance plaza and the primary building entrance, defined by an entrance canopy. Administrative areas at the entrance welcome visitors, with a lobby leading directly into the Commons, the heart of the school.

3. Site structures to provide a comfortable pedestrian environment. Provide minimal street setbacks, a continuous street wall, and design elements such as prominent and multiple entryways, plazas, and courtyards

Proposal: Tiering of the site levels and pedestrian pathways on the site provide access and connections from Talus Drive and Falcon Way across the site.

4. Encourage pedestrian orientation and scale at street level through the use of design features that create architectural interest and quality.

4a. Limited building setbacks from the street to ensure a strong connection between the building and the street. Use of elements in this area that maintain a strong connection to the street, the Urban Village character, and the pedestrian nature of TALUS, such as appropriate landscaping, plaza, or other architectural elements.

Proposal: The school is located 15' back from Talus Drive anchoring the building at the intersection of Talus and the proposed internal drive. Landscape features and architectural elements will engage the street edge.

4d. Wall modulation, window design and placement, entrance treatment, wall detailing that articulate and vary the facades of the buildings. Wall detailing may include a change in texture or the use of reveals, offsets, projecting ribs, cornices and awnings, etc.

Proposal: The building's overall massing is well modulated with 3 prevailing building elements: 5 story main classroom wing with a transparent base at screened parking and a lightweight floating roof plane; 3 story classroom west wing with entry canopy; and 3 story south wing with lightweight roof plane and overhang, cantilevered student plaza, and covered play structure. Additionally, each building element will be further modulated using window patterns, and varying building materials and colors.

4e. Roof line modulation such as pitched roof forms, parapet modulation and/or breaks in the roofline, and detailing such as eaves or cornices. All rooftop elements such as HVAC units and vents should be screened in a manner that is architecturally consistent with the building design and blocks views from adjoining properties.

Proposal: The roof line will modulate with the varying building heights. All rooftop elements will be screened consistent with the building design.



Talus Appendix B – Urban Village Design Guidelines
Design Guidelines
Architectural and Site Design Continued

4i. Provide weather protection, such as canopies and overhangs, that effectively connect buildings and promote year-round use where appropriate. Building entrances should have weather protection.

Proposal: An entry canopy will be provided at the main entry to the school. A covered play area and covered balcony will be provided for students for year-round outdoor activities. A covered bus shelter will be provided at the bus load/unload drive.

9. In areas where buildings or walls are built on slopes use techniques to minimize the buildings impact to others' views, such as: use multiple, terraced low retaining walls or rockeries; and on downhill elevations articulate and screen elevations as well as provide transitional plantings.

Proposal: Due to the significant grade change from Falcon Drive to the proposed site, the school will not block views for the uphill developments.

11. Provide attention to detail for all sides of buildings, so there is no "back" side

Proposal: Given the sustainable goal to daylight most areas of the school, all sides of the building will be well articulated.

13. Limit the impact of large parking lots or structures on the streetscape. In addition to the techniques discussed above under Parking, the following are also encouraged: dispersing surface parking into several small lots, landscaping parking lots, encouraging shared parking lots, tucking parking under structures, using changes in grade, rock walls, landscaping, and stairs to reduce the scale of and connect parking lots, and locating parking away from streets when feasible

Proposal: A structured parking garage will be incorporated under the school building for 50% of the required parking. There will be two small surface parking lots on site, one adjacent to the internal entry drive screened by the slope of Talus Drive and the grade change to Falcon Way and the second surface parking lot will be located at the south end of the site screened by the grade changed to Falcon Way.



18. Screen or locate all service areas to conceal trash containers, loading docks, transformers, back-flow preventors, and other mechanical and/or electrical equipment.

Proposal: The trash containers and loading dock will be located on the southwest end of the building screened from the internal drive. There will be some mechanical and electrical equipment located on the southeast end of the building screened from Talus by the grade change and screening walls.

Central Issaquah Area Development and Design Standards
Design Standards

14.0 Buildings

14.3.A.1. Set back buildings with heights over three (3) stories through changes in building materials, articulation and modulation that differs from the first three floors

Proposal: The main 5 story classroom wing will be articulated along the east façade with a transparent base (for screened parking), 3 levels of classrooms, and a transparent top level with lightweight roof. The west side at the public zone of the site will be stepped back at the top floor. The three-story south wing will be modulated with lightweight roofs, cantilevered student plaza, large roof overhang and exterior stairways.

14.3.A.2. Break larger buildings into the appearance of several smaller buildings.

Proposal: The building's overall massing is well modulated with 3 prevailing building elements: 5-story main classroom wing with a transparent base at screened parking and a lightweight floating roof plane; 3 story classroom west wing with entry canopy; and 3-story south wing with lightweight roof plane and overhang, cantilevered student plaza, and covered play structure.

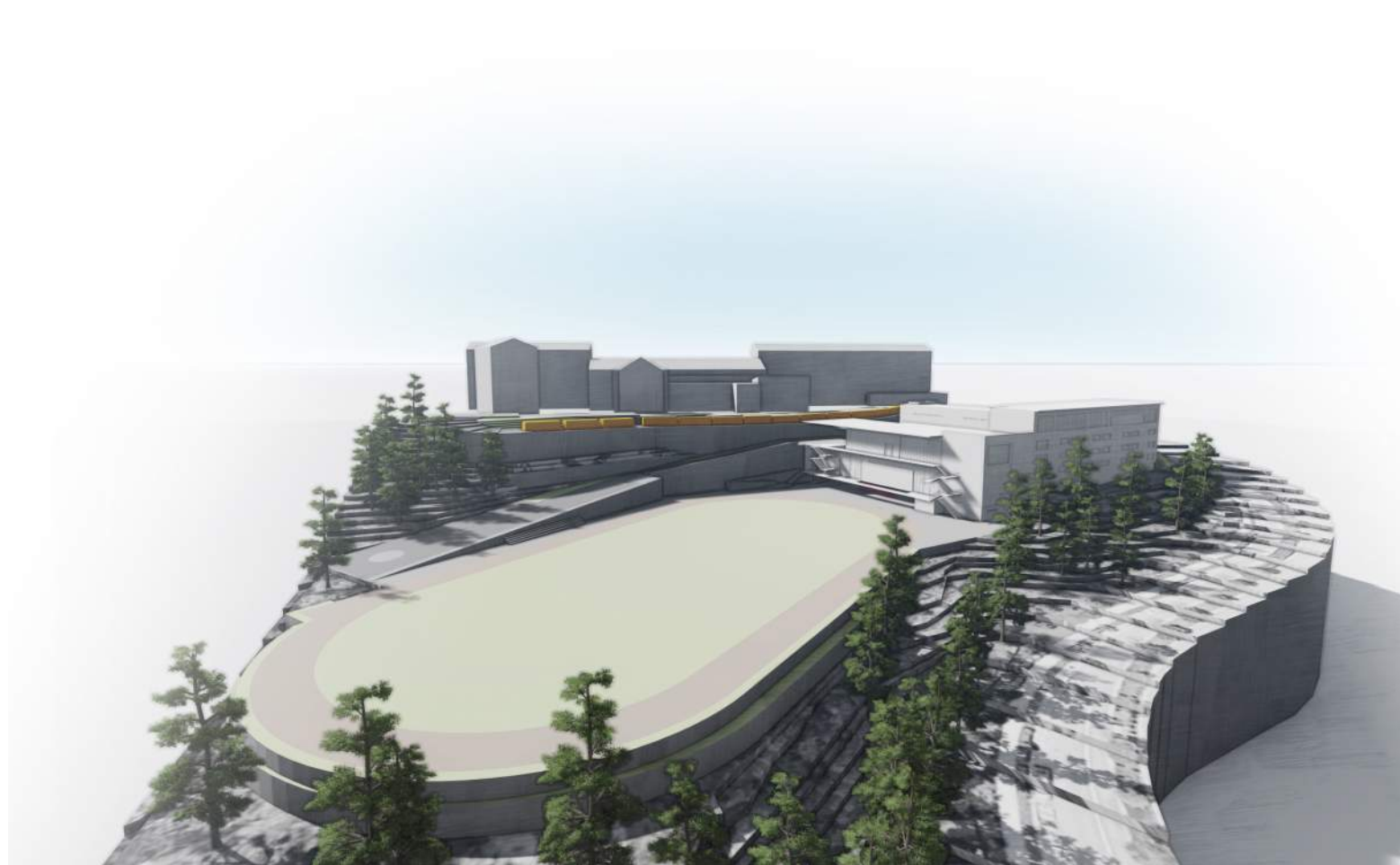
14.3.A.7. Distinguish a building base, middle and top through techniques such as setting back buildings with heights over three (3) stories or varying character, materials, color or height.

Proposal: The building will be distinguished vertically with a layered articulation using modulation of the façade, window patterns, parapets, balconies and roof overhangs.

City of Issaquah – Vision of Sustainable Development

Per Chapter 39.35D RCW, the school is required to meet the standards for High Performance Public Buildings. The school will meet the standard per the Washington Sustainable Schools Protocol (WSSP).

Building Massing



View looking northwest from field



View of main entry from NW Talus Drive