

Mears Middle School Meeting Notes
Neighborhood Design Charrette/Workshop
Monday, February 2, 2009

The design charrette was held at Mears Middle School Library where over 30 people attended. The meeting started by a brief project overview by Don Porter who used a projected image of the aerial to discuss site issues. Elise followed with an explanation of the charrette process and what the expected outcomes for the evening would be. She reviewed project goals:

1. Provide a safe and efficient site circulation for pedestrians, vehicles and buses. The design shall:
 - separate buses from parent traffic
 - separate pedestrians from vehicles
2. Preserve buffers to the extent possible
3. Provide adequate parking
4. Resolve fire access issues to separate fire lane from traffic lanes

Elise also described design parameters for the project. These include elements that need to be accommodated or standards that need to be met. They are summarized as follows:

- Provide space for 16 buses
- Provide between 265 and 174 parking spaces (265 currently required by Title 21; 244 existing spaces; 174 required by proposed Title 21)
- Separate bus from vehicle drop-off/pickup zones
- Maximize vehicle queuing space on site
- Provide required emergency access
- Provide landscape buffers on north, east, and west (minimum 15 feet-required by code)
- Provide two driveways with minimum driveway offsets (see plans), west driveway as shown
- All work to be within Mears boundaries
- Maintain existing pedestrian accesses to site
- Provide hockey rink
- Provide 9 relocatables

Minor questions and discussion occurred before Elise divided the attendees into three groups, separating teachers, administrators, couples, and friends to assure each table had a broader perspective. Prior to breaking into groups, Elise introduced ASD personnel and design team members, some of whom would function as experts going from table to table assisting teams with specific information, others who would function as facilitators/group leaders. Three design team members, Tre, Charlie, and Nicole were assigned to tables where they lead the design process with each set of attendees. Each table had 1:20 scale plans, aerials, maps, scales, pencils, templates, and other design tools to assist participants.

Elise and the remainder of the design team walked from table to table, providing direction, overseeing efforts and offering assistance. Steve Kalmes provided information regarding buses, site circulation, pedestrian safety, and related issues. Principal Michael Perkins, provided information on the school, how it functions and operates. Rob Balivet worked with groups, providing ideas and even on occasion assisting graphically. Frank Rast, Don Porter, Randy Ribble were available to provide engineering and related information. Eric Morey, Mike Price and (add others) observed and assisted.

Each group selected a spokesperson that prepared the team's ideas for presentation to the entire group. At around 8:15, Elise asked groups to complete their work and take a break, during which time graphics were hung so all could see the ideas of each group. The attendees reconvened and the spokesperson for each group gave a brief presentation summarizing their ideas. See the attached summary of each group's discussion as written by their facilitator. Design ideas are summarized below for each group:

Group 1: Connect to Ensign

Provide parent drop-off at southwest corner of building.

Keep buses where they are now, eliminate parent parking and access. Allow staff parking to use bus circulation area, place close to hockey rink.

Consider moving hockey rink south of tennis court.

Group 2: Make bus only entry to the west. Create bus staging area south and east of school using diagonal bus layout.

Create parent entry to the east with divided separated entry/exit. Align parent drop-off with east face of school.

Put additional parking on the northwest portion of the building.

Build pedestrian connection to Ensign.

Relocate hockey rink adjacent to new bus area.

Group 3: Combine bus/vehicle entrance on the east. Use divided median to separate exit and entry.

Route buses through parking lot while allowing parent traffic a lane for drop-off parallel to the building. Parents would exit the site or park on the east side of the building.

Buses would continue around the existing hockey rink.

Stack buses in two lines that would wrap around the existing perimeter road, close to the relocatables. Bus exit would use the existing west entrance on to 100th.

A graphic depiction of each group's designs is attached.

As facilitators were working with their groups, they asked participants to record, on yellow stickies, ideas and issues that were outside the project scope or that needed additional follow-up.

Three notes were collected:

The need for a hockey rink is absurd.

Combine tennis courts and hockey rink into one facility.

Mears (staff and volunteers, etc.) need to provide adult supervision on east side of bldg to move car traffic daily – no back up on 100th.

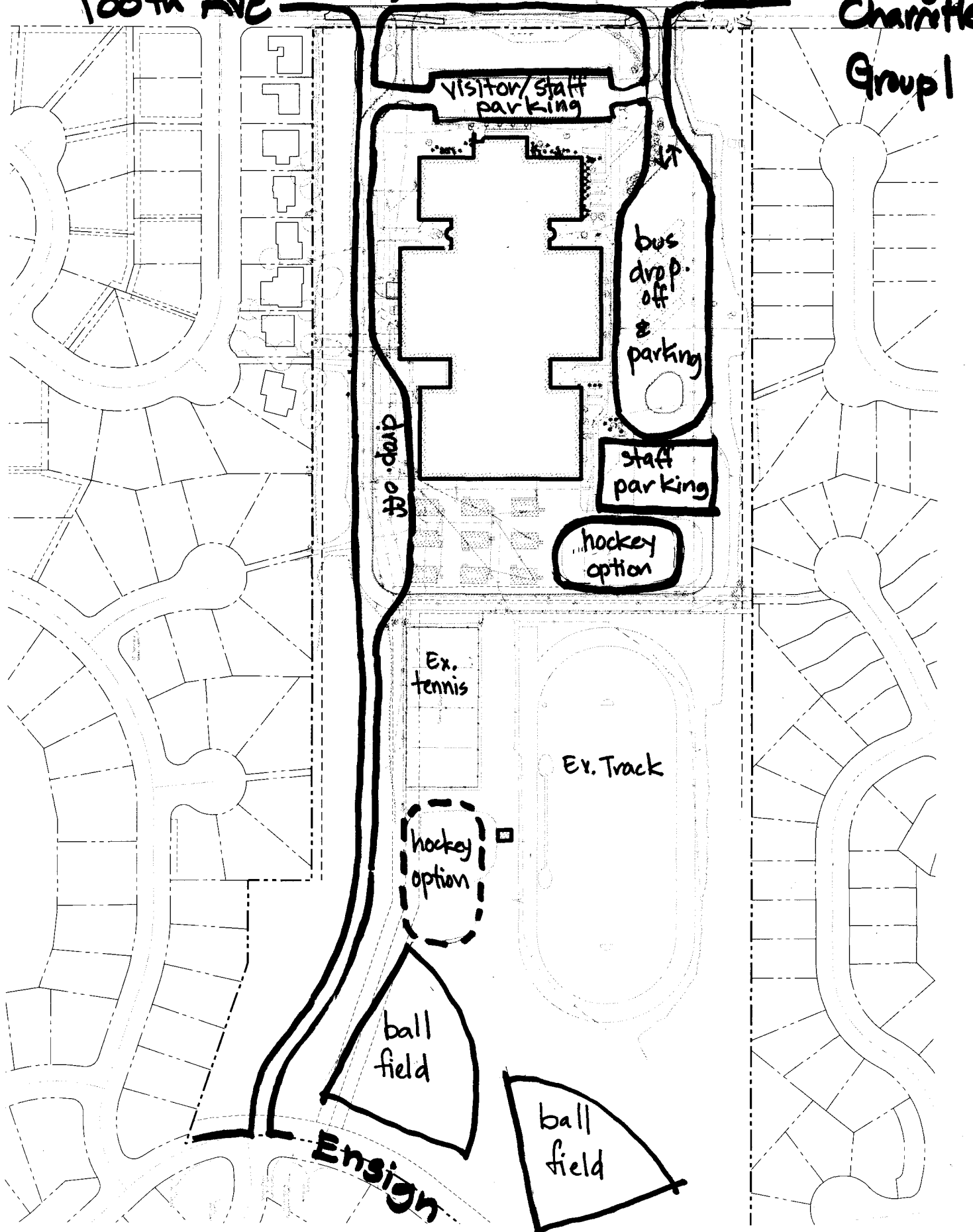
The meeting ended at 8:45 p.m. after discussion, which included a promise to post meeting notes online and to keep the group informed. Elise told participants that the design team would review their ideas and use as many as possible to redesign the site. The ASD confirmed that a follow-up presentation would be scheduled for some time in March.

2-2-09
Design
Charlotte
Group 1

100th Ave

Vehicle
entry

Bus entry/
exit



visitor/staff
parking

bus
drop
off
&
parking

staff
parking

hockey
option

hockey
option

ball
field

ball
field

Ensign

Ex.
tennis

Ex. Track

drop
off

100th

Bus entry / exit

Vehicle entry

Vehicle exit

2.2.09
Design
Charrette

Group 2

parking

parking

parent drop-off

parent parking

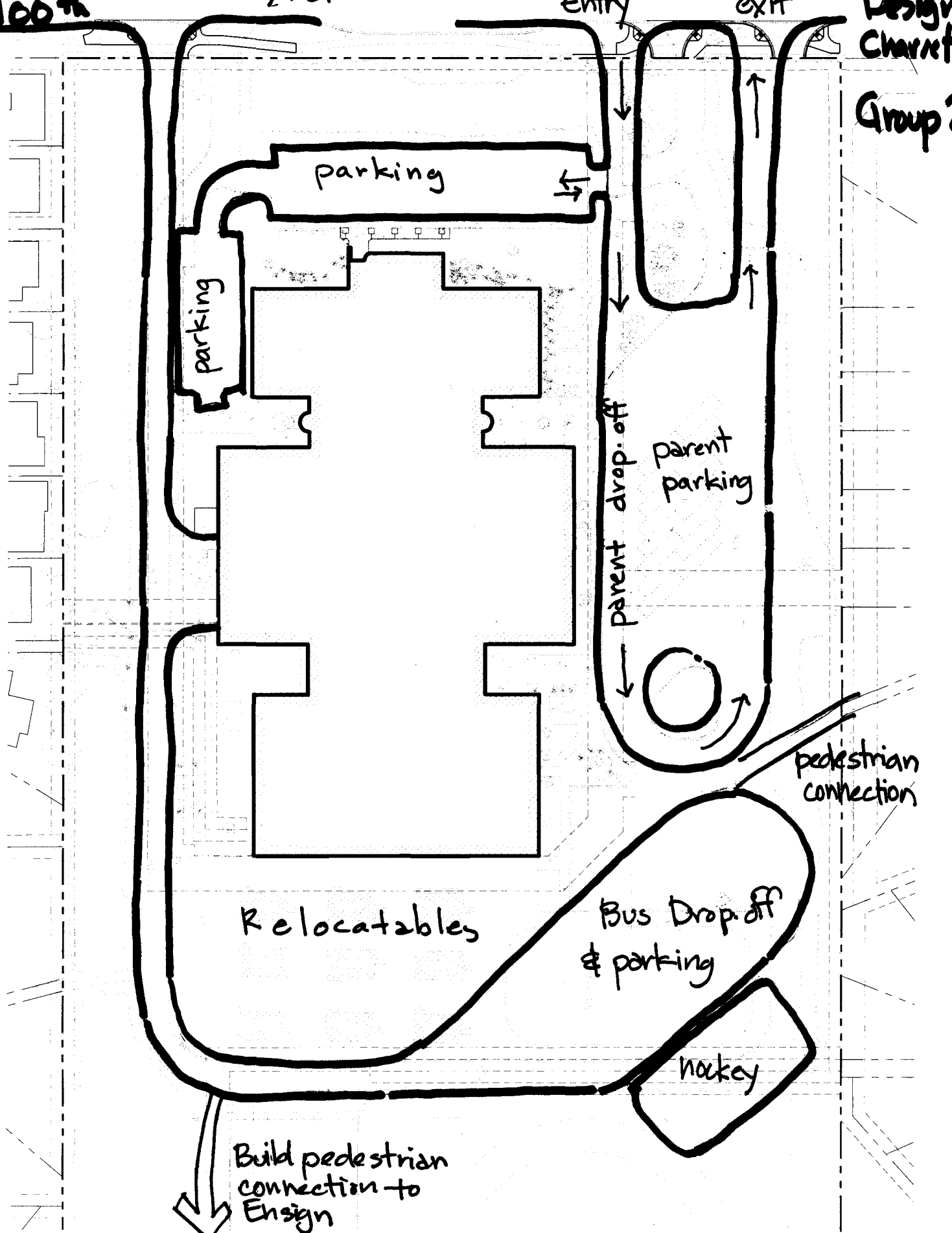
pedestrian connection

Relocatables

Bus Drop-off
& parking

hockey

Build pedestrian connection to Ensign



100th Ave

Bus exit

Bus/vehicle entry

2-2-09
Design
Charrette

Group 3

vehicle exit

staff/visitor parking

service

vehicle drop-off

Bus only lane

Relocatables

ex. hockey

Bus only

Bus queuing

ex. track

