City of Bellevue
Department of Planning and Community Development
Land Use Staff Report

Proposal Name:	**Sherwood Forest Elementary School**
Proposal Address:	16411 NE 24th Street
Proposal Description:	To demolish an existing 40,644 square foot structure and remove three portables to construct a two-story 65,000 square foot facility with associated parking and landscaping. The 5,000 square foot Early Childhood Center (ECC) will remain with this application.
File Number:	**LA-06-136652**
Applicant:	Bellevue School District 405
Decisions Included:	Administrative Conditional Use, Process II
Planner:	Antoinette Pratt, Senior Planner, (425) 452-5374
State Environmental Policy Act Threshold Determination:	**Determination of Non-Significance Issued September 21, 2006, by Bellevue School District 405.**
Director's Decision:	**Approval with Conditions**

Carol V Helland for

Matthew A. Terry, Director
Department of Planning and Community Development

Application Date:	December 20, 2006
Public Notice (500 feet):	January 18, 2007
Public Meeting:	February , 2007
Minimum Comment Period:	February 1, 2007
Bulletin Publication Date:	**March 29, 2007**
Appeal Deadline:	**April 12, 2007**

For information on how to appeal a proposal, visit Development Services at City Hall or call (425) 452-4570. Appeal of the Decision must be made by 5 p.m. on the date noted for appeal of the decision.

I. Request and Project Description

The Bellevue School District (BSD) requests Administrative Conditional Use approval to demolish an existing 40,644 square foot school with six buildings to construct a two-story 65,000 square foot facility. Three portables will be removed from this site as well. This site has an Early Childhood Center (ECC) that is approximately 5,000 square feet in size. This building will not be demolished but will remain with this application. The District plans to close the child care facility during construction but will make minor interior improvements to the facility.

The new facility responds to the Districts' intent that all new elementary schools should be approximately 65,000 square feet. This was established as a target size to accommodate all of the standard and special programs found at the various schools. Sherwood Forest Elementary was originally constructed in 1960. Student enrollment at that time was 508 students while this facility is designed for a maximum student population of 450. However, the current student population for the 2006-2007 school years is 280 students. Student population at this school has remained at this level for several years. Unlike previous elementary schools, Sherwood Forest is a magnate school for special needs children. The District also modified school boundaries several years earlier which also affects the lower student count at this facility.

This is the fifth elementary school that the District will demolish as part of their capital facilities upgrade. The District is currently in the process of upgrading a majority of its elementary schools as part of recent bond measures that were passed by the citizens of Bellevue. The District has conducted studies to determine the cost effectiveness of upgrading its existing facility versus demolition and construction of a new facility. It was determined that a new facility would provide a better finished product—functually, programmatically, and for maintenance purposes.

Another reason for this request is to meet the requirements of State mandate, I-728, which requires schools to reduce the number of students per teacher within the classroom. This request also responds to Resolution 5840, which requires that Sherwood Forest elementary school, upon redesign, create a facility that not only meets the educational needs of the neighborhood but also focuses on the "recreational, cultural, social, health and human services needs" of the area as well (see Attachment A). The community use of schools is not specific to Sherwood Forest or to the Bellevue School District. Joint use of schools is beneficial because it reduces the need to construct additional facilities for the local community; thereby, reducing the nonresidential built environment in neighborhoods.

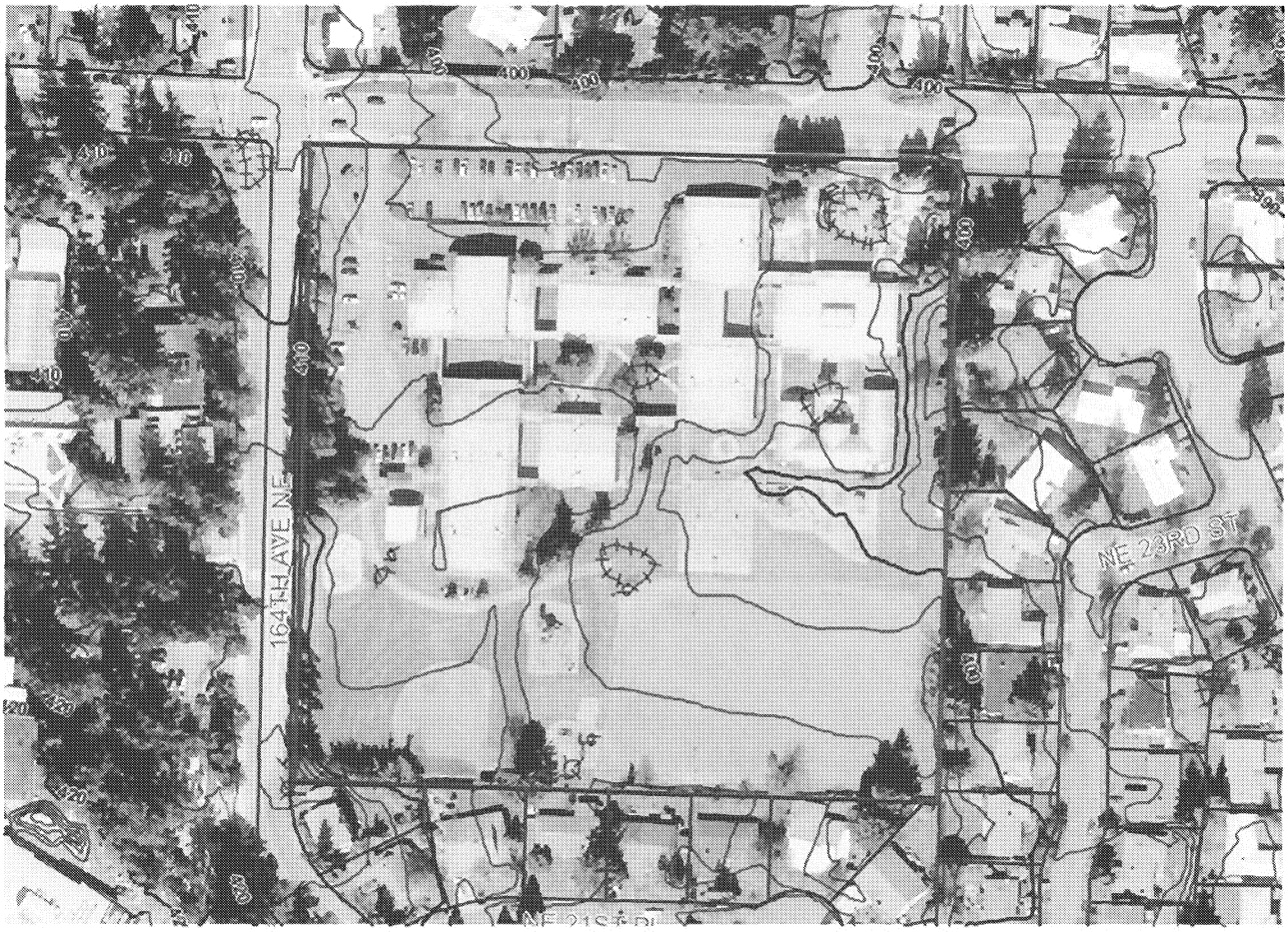
Construction is scheduled to begin at the conclusion of the school year in June 2007 with completion scheduled for August 2008. During the interim period, the students of Sherwood Forest Elementary will attend the Bellewood facility which is the District's swing school during construction of the new facility.

II. Site Context and Description

Sherwood Forest is 8.92 acres in size and is bounded by NE 24th Street to the north and 164th Avenue NE on its west property line. The surrounding neighborhood to the north, east, and south contains single-family homes that were constructed in the 1950's and 1960's. These homes tend to be single story rambler styles with an occasional two-story structure. Interlake High School is located to the west of this site across 164th Avenue NE. It was most recently updated by the District in 2003/2004.

The site topography slopes from the southwest to the northeast towards NE 24th Street with an overall site vertical relief of 20 feet. There are existing evergreen trees that are located along the west, south and eastern portions of the site which have been designated for retention. See chart in Section IV.A for tree retention requirements.

The existing school contains six individual buildings that are connected through external corridors. The external corridors do not contribute to the safety of the student body. This site has one sports field that is located to the south of the school structure. The City Parks Department schedules sporting events on this field but will not do so during construction. The existing sports field will remain in its current location. There is also a play area in the northeast corner of the site that is adjacent to NE 24th Street.



III. Proposed Site and Building Design

This school has been designed primarily as a two story facility with approximately 31,617 square feet for the first floor and 12,377 square feet for the second floor. By increasing height from one to two stories, it allows for a smaller building footprint to better utilize the site for parking and traffic circulation. Current parking and traffic conditions are congested causing spillover conditions onto NE 24th Street. As with other elementary schools in the District, staff has observed a high incidence of parent pick-up and drop-off activities in the morning and afternoon. See Section IV.D for parking discussion.

This facility has been designed as an "L" shaped facility to create a street presence along both NE 24th Street and 164th Avenue NE. The north building elevation has been designed as one story towards NE 24th Street to lower the scale of the building near this street frontage. The one story portion of the north elevation will contains the school's administrative functions and library. A secondary entry will occur from 164th Avenue NE that will be accented by a two story entry. This corridor will lead into a major gathering area depicted as a "gallery" that is adjacent to the library which will have a large floor to ceiling height (two stories) to accentuate this focal area.

One story classrooms are proposed further east of the library/gallery area for use by kindergarten and special needs children. The internal corridor south of the gallery leads to more classrooms, music and the gymnasium. There is minor entry area planned for this section of building to allow easy access to the gym. The upper stories have additional classroom space along with an occupational/physical therapy room.

There are two plaza areas proposed for this proposal. The first is located at the north building entry. The plaza has been designed to contain special pavers and landscaping to enhance the building entry in this location. To the northwest of this area, a sculpted lawn area with trees and landscaping is planned to provide a landscape presence to the northwest corner of the site. This area is approximately 75 feet wide.

The second plaza area is designed for students and is located internal to this site along the eastern edge of the facility. This area will contain special pavers, seatwalls, sculpted lawn areas and landscaping. This is also where the consolidated playground will be located that will contains both soft and hard surfaced play areas. A covered play area will be located in this area as well for protection during inclement weather. The ECC building will have its own designated play area that will be screened by a chain link fence. The existing sand field that is located at the southeast corner of the property will be reconfigured from one back stop to two with this application per City Park Department request.

The roof system for this facility has been designed with a variety of roof heights to provide an interesting roof form. Shed roofs are provided at the building entry for the administrative and library areas. The use of this roof form steps the roof down to the pedestrian level and accentuates the one story portion of the structure. The internal corridor at the secondary entry from 164th Avenue NE is two stories in form and gives building definition in this area. At the southwest corner of this west elevation, the roof line steps down again to one story with a two story roof line beyond for the gymnasium and upper classrooms. All mechanical equipment will be placed within loft spaces under the roofs so mechanical equipment will be hidden from public view.

Building materials for this structure will be a smooth faced (CMU) that will be contrasted with hardi-board, and prefinished metal. Northwest colors have been chosen for this project with the CMU being proposed in a multigrain grey/brick color. Brick and dark colored hardi-board are designed to accentuate the windows and upper elevations of the structure. The windows will be framed in dark brown to add connection to the proposed hardi-board. The shed roofs will be composed of composite shingle and metal.

As with the District's previous facilities, this structure has been oriented to increase daylight into classrooms. There is a high use of windows along with clerestory windows over the hallways to allow lighting deep within the facility.

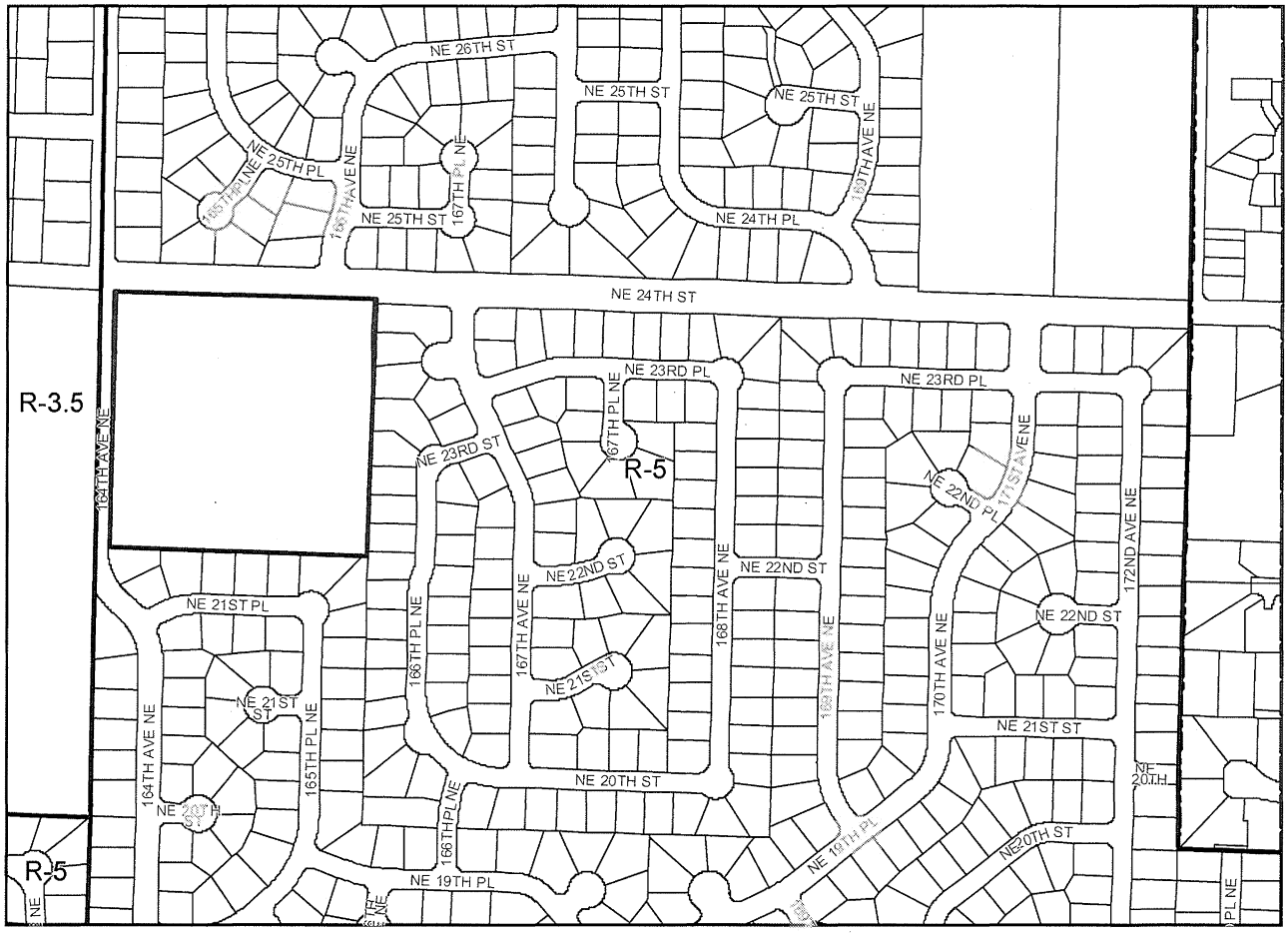
In regards to site layout, there are currently two driveways for this site all of which access from NE 24th Street. With this application, buses will have their own entry from 164th Avenue NE while parents will remain in the north parking lot. There will be one ingress/egress point from NE 24th Street. Because the Early Child Care Center is also located in this area, parent drop off for the Center will occur in this area as well but will not impact school operations as drop off for the Center will take place in advance of opening of the school. Staff parking will occur in the bus area. A bus lane is provided in the west parking lot. A service area is proposed to the south of this facility for deliveries and refuse removal.

See attachment B--plans and drawings.

IV. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

This site is located within an R-5 zoning district. As such, the Land Use Code (LUC) 20.10.440, Services (chart) permits primary and secondary educational facilities subject to prior Administrative Conditional Use approval. The applicant has fulfilled this requirement by submitting this application for review and approval.



In regards to minimum site standards, the proposal has fulfilled the LUC requirements as shown below:

LAND USE CODE (LUC) REQUIREMENTS

Category	LUC Requirements	Proposal by Applicant
Site Area	7,200 square feet	98.92 acres or 388,555 square feet
Building Coverage	40 percent	15 percent
Impervious Surface(1)	80 percent	43 percent
Building Height LUC 20.20.740	40 feet (to midpoint of pitched roof)	38 feet (to midpoint of pitched roof)
Building Setbacks Front (north) Front (west) Side (East) Rear (south)	 20 feet 50 feet 50 feet 50 feet	 75 feet 92 feet 52 feet 109 feet
Parking	Unspecified Use	25 Staff (2 handicap) 68 Parent/ Visitor (4 handicap) 10 stalls (parent lane) **103 Total Stalls**
Landscaping Perimeter Buffers North South East West **Parking lot Landscaping Type V** **Tree Preservation Interior** **Tree Preservation Perimeter**	 10 feet 10 feet 10 feet 10 feet 3,605 square feet 15% minimum of the existing diameter tree inches= 190.5 inches (1,270 total diameter inches existing) 100% of diameter inches	 10 to 75 feet 10 to 50 feet 52 feet 35 to 110 feet (Scale all of the above) 3,921 square feet 827 or 65% diameter inches remaining 30 trees removed for access/parking (sheet L5.01)

B. Schools

LUC Chapter 20.20.740 provides development standards for schools in residential districts. The submitted proposal meets the dimensional standards for schools, i.e., building setbacks, lot coverage, landscaping, and site and building design guidelines with exception of the following:

- **Trash Enclosure**: The trash enclosure is located within the 50 foot setback. It will be required to be relocated north of the driveway in the southwest corner. See Section X for related condition.
- **Site Lighting Fixtures:** Cutouts of lighting fixtures have not been provided with this application. Submittal of the proposed lighting fixtures will be required prior to building permit issuance. See Section X for related condition.

1 LUC 20.20.010, footnote 36 permits new allowed nonresidential uses in residential land use districts to increase impervious surface from 55 to 80 percent.

C. Height Requirement

Pursuant to LUC Chapter 20.20.740 school facilities may increase the maximum building height from underlying building height of 30 feet to 40 feet if the following parameters could be achieved: 1) No mechanical equipment on the roof and 2) a site size of 5 acres or larger. The proposal will not have any mechanical equipment on its roof and the site size is approximately 8.92 acres. Mechanical equipment will be housed in loft spaces under the roofs to conceal these features from public view. The request for additional height, in this case, can be granted.

D. Parking Standards and Site Circulation

LUC 20.20.590 does not define the number parking stalls required for an educational facility. As such, this proposal will be classified as an unspecified use per 20.20.590.F.2. To comply with the standards for unspecified uses, the applicant has submitted a Traffic, Parking and Pedestrian Study by Gibson Traffic Consultants (GTC) to gain an overview of the current parking conditions at this site. GTC conducted site reconnaissance on March 9, 2006.

There are 280 students currently attending this facility for the 2006-2007 school years. As mentioned earlier in this report, student attendance is much lower than the previous elementary facilities given its focus on special needs children. At the time of GTC's review, there were 325 students attending this facility.

The current parking configuration contains 75 parent parking stalls: 46 stalls within the bus/staff loop and 29 stalls in the parent loop area. There are two points of access to the parking lot from the north both of which are located within the central portion of the site. School buses, staff and parents all access these driveways for ingress/egress which is problematic during morning drop off and afternoon pick up. With this application, a separate school bus drop off/pick up area will be added off of 164th Avenue NE along with a designated parking area for staff. The parent parking lot will remain in the north parking lot to allow direct access to the front entry of the school along with access to the Early Childhood Center.

There is also an existing on-street loading around on the south side of NE 24th that is utilized by parents for drop off/pick up activities. The Transportation Department has determined that this turn out shall be removed from the City street as it is not utilized by Metro for formal bus activities. Transportation staff noted U-Turns and other types of driver behavior from this turn out which necessitates this requirement. This area will then be turned into a landscape buffer that will be completed with this application. See Section VI.1 for further Transportation discussion.

GTC found that Sherwood Forest Elementary has 69 inbound and 91 outbound trips during afternoon release, while there are 213 inbound trips and 155 outbound trips in the morning peak hour. Parents are more apt to drop off their children in the morning than pick up in the afternoon with students either walking home or carpooling with others. The PM parking demand for the existing site is 66.

In regards to buses, GTC found that unlike the other elementary schools, bus ridership is very high to this facility. Eight school buses are used for this site: 4 regular sized buses and 4 smaller sized buses. Additional use of the bus drop off zone will be available for parking once buses have left the lot and for evening time events.

To meet parking demand for this site, 90 parking stalls are required per GTC's report. The District will be providing 103 parking stalls: 23 staff stalls, 64 parent stalls, 6 handicap plus 25 stalls within

the bus loop and 10 within the parent/drop off loop. GTC has provided recommendations for on-site access and circulation. These recommendations have been included in the District's site design.

GTC observed 8 pedestrians during the morning peak hour crossing both NE 24th Street and 164th Avenue NE at the signalized intersection. There were 19 pedestrians crossing NE 24th Street and 13 pedestrians crossing 164th Avenue NE during the afternoon peak hour.

V. Public Comment

As of the date of this report, staff has not received any written correspondence on this proposal.

The Bellevue School District held an informational meeting on May 18, 2006, at Sherwood Forest to provide an overview of this proposal to parents and teachers.

In addition to the above meeting, City staff conducted its own public meeting as required per the Land Use Code (LUC) for schools on February 8, 2007. No one from the public attended this meeting; however, the District and its representatives were in attendance of this meeting.

VI. City Department Analysis

1. Transportation Department

A. Background

The Bellevue School District proposes to demolish and reconstruct the elementary school located at 16411 NE 24th Street. The school district expects that figure to remain stable or possibly decline slightly in the foreseeable future; therefore, no significant change in trip generation is expected under present conditions. However, the new school will be constructed to hold up to 450 students, allowing the school district to accommodate future student growth that could be transported from other areas or encompassed by expanding the Sherwood Forest service area. Therefore, among the transportation mitigation improvements and policies that are required below, some are listed as deferred requirements that will not be implemented until needed in the future.

Predicted traffic operations as well as parking supply and demand are discussed in a Traffic and Parking Study, dated August 2006, by Gibson Traffic Consultants. This document is on file with the city. Key aspects of the analysis and recommendations are discussed elsewhere in this Staff Report.

Note that Interlake High School is directly across 164th Avenue NE from the Sherwood Forest Elementary School site. In the traffic analysis and the design of frontage improvements for Sherwood Forest, care was taken to consider the effect of the High School traffic and to plan for minimizing traffic conflicts between the two school sites.

B. Existing Transportation Facilities and Services

The school site to be reconstructed has its primary frontage on NE 24th Street. Existing traffic volumes on NE 24th at the school site during the school's morning and afternoon peak hours are approximately 885 and 805 vehicles per hour, respectively. The morning peak hour is 7:15 to 8:15 PM, during which school traffic overlaps the morning commute. The school's afternoon peak hour is 2:00 to 3:00 PM, when non-school traffic is lower than during the evening commute.

Presently, all vehicular access to the site is via two driveways on NE 24th Street. NE 24th has a center turn lane along the school's frontage, which helps accommodate traffic turning in and out of the site.

The school site also fronts on 164th Avenue NE. Existing traffic volumes on 164th Avenue at the school site during the school's morning and afternoon peak hours are approximately 550 and 495 vehicles per hour, respectively.

Street frontage improvements (curb, gutter, and sidewalk) exist on the site's frontages, although some parts of the sidewalk are some substandard regarding width and ADA compliance. Existing streetlights are adequate for lighting the school's frontage on both streets, except in relation to a crosswalk that will be relocated.

Two Metro bus routes serve NE 24th Street and two others serve 164th Avenue NE adjacent to the school site. Routes 230 and 249 provide all-day service. Routes 225 and 250 provide peak-period commuter service. In addition, eight school buses that presently access the site via the driveways on NE 24th Street will be redirected to a new looped driveway on 164th Avenue.

C. Short-Term Impacts

As is typical of elementary schools in Bellevue, the amount of pick-up and drop-off traffic creates short periods of intense activity. The analysis below discusses trip generation at the site and indicates that the proposed site design will improve the accommodation of pick-up and drop-off traffic, compared to the previous site design.

1. Trip Generation: The school presently has approximately 325 students, a number that is expected to remain approximately the same for the foreseeable future. Thus, according to present expectations, the project will not cause trip generation to change significantly. The traffic study by Gibson Traffic Consultants predicted that trip generation for the new school site will be 213 vehicles inbound and 155 outbound (368 total) in the morning peak hour (7:15 – 8:15 AM) and 69 vehicles inbound and 91 outbound (160 total) during afternoon release (2:00 – 3:00 PM). Afternoon vehicle trip generation is significantly lower because some students who are dropped off by parents in the morning use other means to go home in the afternoon. These trip generation figures are based on actual counts of the school's driveways.

2. Parking and Pick-Up / Drop-Off Storage: The amount of parking and pick-up/drop-off storage needed at peak times is less than the total trip generation described above, since parent vehicles do not all come and go at once. In order to accommodate the number of vehicles expected to be on-site at one time, the proposed site plan includes the following:
   a. Total on-site parking provided by the project will increase from 75 to 90.
   b. The parent parking loop will accommodate up to 10 vehicles in a short-term pick-up and drop-off zone.
   c. At peak times, the parking lot aisles may also accommodate some parent vehicles.
   d. The site design will provide more efficient access and on-site circulation by separating parent parking (off NE 24th) from the new bus and staff area (off 164th), and by moving the main parent driveway farther from the intersection of NE 24th Street and 164th Avenue.

   Thus, the proposed project provides more capacity and greater efficiency for on-site parking and circulation then existed with the previous layout. Based on those site plan features, the school district's traffic consultant examined peak demand for parking and pick-up/drop-off

storage, and concluded that peak demand for parents and staff can be accommodated on-site in both the morning peak and afternoon release periods.

Compared to other elementary schools, the city has received very few complaints about traffic congestion or spillover parking for the existing Sherwood Forest Elementary School site. Based on that and the analysis above, the Transportation Department staff expect that the improved site plan will be adequate to accommodate the expected demand for parking and pick-up and drop-off traffic, assuming a student population of approximately 325.

3. New Bus and Staff Parking and Driveways off 164th Avenue NE: Separating these functions from the parent pick-up and drop-off area will improve the site's overall traffic function. However, the location of the proposed new driveways on 164th must be coordinated with the high school driveway across the street. Sight distance to the south and separation from the signalized intersection to the north must be considered. Also, the Transportation Department has determined that the existing crosswalk location across 164th Avenue, which would be between two closely offset driveways, will be potentially hazardous when the new bus and staff entrance is in use. This crosswalk must be relocated to a point roughly 100 feet north of the high school bus entrance. In conjunction with moving the crosswalk, the Transportation Department will coordinate with Metro to optimize the location of the northbound Metro bus stop on 164th Avenue.

D. On-Site Improvements, Traffic Management, Frontage Improvements, and Pavement Restoration as Short-Term Mitigation

1. On-Site Improvements: The proposed project will add 15 new on-site parking spaces plus 10 spaces in a pick-up and drop-off zone, and will create improved pick-up and drop-off circulation. These improvements will reduce the tendency for off-site spillover of pick-up and drop-off activity. See Sections X, XI, and XII for related conditions.

2. Traffic Management: In spite of the expanded on-site parking capacity, not all pick-up and drop-off vehicles can be accommodated in designated parking spaces at the same time during drop-off and release. This indicates a need to have on-site traffic monitoring and provision of information to parents to help manage traffic flow and parking. On-site pavement markings, signs, and pedestrian improvements will be installed to improve traffic flow and safety.

   Safe operation of the new driveways on 164th Avenue NE requires that they be coordinated with the location and operation of the high school driveways, due to their close proximity. As part of this, it is important to control improper usage of the high school bus entrance by non-bus traffic. The program to provide information regarding traffic and parking at the Sherwood Forest site should be coordinated with the provision of information to parents and students at the high school. Information provided to parents and students at the high school should include explanations of why non-bus traffic should not enter the high school bus entrance, including pointing out that improper entry is a ticketable traffic violation.

   See Sections X, XI, and XII for related conditions.

3. Street Frontage Improvements: The Transportation Department has determined that the following street frontage improvements are the minimum required for pedestrian and traffic safety, good traffic operations, and ADA compliance.

a. 164th Avenue NE:

i. Confirm ADA compliance of existing sidewalk and ramps regarding slope, width, and smoothness, and correct any part of the sidewalk that is not presently compliant.
ii. Driveway locations shall be approximately as shown on plans submitted to the city on February 22, 2007. The streetlight adjacent to the northern driveway must be relocated to be at least ten feet away from the driveway edge, as defined by point A in standard drawing DEV-5.
iii. Driveway grades shall not exceed 7% for 30 feet behind the sidewalk, and shall not exceed 15% at any point. Grade changes shall be rounded so that vehicles do not bottom out. Elevations confirming the driveway grades shall be shown on the final plans.
iv. Concrete driveway approaches shall be constructed per standard drawing DEV-5, which shall be included in the final plans. The width of both driveway approaches shall be sufficient to accommodate the turning movements of school buses. Drawings of bus turning movements confirming the adequacy of the driveway approach width must be submitted prior to approval of the engineering plans.
v. The crosswalk on 164th Avenue must be moved to a point roughly 100 feet north of the high school bus entrance. A standard crosswalk with islands in the center lane and new handicapped ramps shall be installed. At least one new streetlight is likely to be required, as determined by the city's streetlight engineer. Ramps at the previous crosswalk location shall be removed and replaced with standard curb and sidewalk. Engineering details for the crosswalk, ramps, islands, and street lighting will be finalized prior to approval of the engineering plans. In conjunction with moving the crosswalk, the Transportation Department will coordinate with Metro to optimize the location of the northbound Metro bus stop.
vi. Provide appropriate channelization for the new driveway entering the Sherwood Forest site. This requires converting the two-way center turn lane into a southbound left turn lane from the high school bus entrance to the new Sherwood Forest entrance, and providing a new taper and possibly relocated edge lines south of the Sherwood Forest entrance.
vii. Install "do not enter" signs for the northern Sherwood Forest driveway, located per the Transportation Department inspector.
viii. At the recommendation of the city's traffic operations engineers, signage and pavement markings for the high school bus entrance might require revision in order to reduce conflicts with the new elementary school entrance off 164th. This will be determined prior to approval of the engineering plans.

b. NE 24th Street:

i. Confirm ADA compliance of existing sidewalk and ramps regarding slope, width, and smoothness, including ramps at the intersection with 164th Avenue; and correct any part of the sidewalk that is not presently compliant.
ii. The driveway location shall be approximately as shown on plans submitted to the city on February 22, 2007. The existing streetlight within the planned driveway location must be relocated to a point at least ten feet away from the driveway edge, as defined by point A in standard drawing DEV-5.
iii. A concrete driveway approach shall be constructed per standard drawing DEV-5. The driveway approach width shall be 36 feet to accommodate one entry lane and two exit lanes for passenger vehicles.

iv. Remove the existing pullout and associated signs along the south side of NE 24th Street, and install standard curb and gutter matching the street alignment. Install landscaping behind the new curb in the former pullout area.
v. Remove the driveway apron where the existing driveway will be closed, and install standard curb, gutter, and sidewalk in that location.

See Sections X, XI, and XII for related conditions.

4. Trench and Pavement Restoration: According to Bellevue City Code 14.60.250, whenever work done by a developer requires cutting into the street surface, the city requires the surface and subgrade to be restored according to engineering principles documented in Transportation Department Design Manual, Section 21 and shown on standard drawings ROW-1 through ROW-5. Presently, NE 24th Street adjacent to the site is classified as "Standard Trench Restoration" east of 166th Avenue and as "Overlay Required" west of 166th Avenue and. 164th Avenue is classified as "Standard Trench Restoration" south of the high school bus entrance and as "Overlay Required" north of that point. Those segments of both streets that are presently classified as "Standard Trench Restoration" are tentatively scheduled for a pavement overlay during the summer of 2008, and will be classified as "No-cut" streets after the overlay. If any digging in the street surface will be required in the areas that are scheduled for an overlay, then the applicant is strongly encouraged to complete such work prior to the city's overlay project. See Sections X, XI, and XII for related conditions.

E. Concurrency

The State Growth Management Act and the Bellevue Traffic Standards Code (BCC 14.10) require concurrency testing for development projects under certain conditions. Concurrency testing is based on a comparison of traffic (including that generated by the project) to street capacity that exists or will exist within six years. Bellevue's concurrency testing focuses on the PM peak hour, which is defined as the highest hour between 4 PM and 6 PM. Elementary schools typically have very low trip generation during that time. The city's trip generation data for elementary schools indicate a rate of 0.01 PM peak hour trips per student. Based on 325 students, the site would generate approximately three total PM peak hour trips. Bellevue City Code 14.10 requires concurrency testing for any development project that would generate 30 or more new PM peak hour trips. Thus, the proposed project is well below the threshold for requiring a concurrency test.

F. Long-Term Impacts

The city evaluates the long-term traffic impacts of a project by comparing the future land use predicted for a project site to the assumptions made in the 2006-2017 Transportation Facilities Plan Final Environmental Impact Statement—November 2006. The Sherwood Forest Elementary School lies within Traffic Analysis Zone (TAZ) 90, which was predicted to contain 60,200 square feet of institutional development by the year 2017. The Sherwood Forest Elementary School, which is planned for a total of approximately 56,600 square feet, is the only known institutional use in that TAZ. Thus, the school project is within the land use assumptions of the Environmental Impact Statement for the Transportation Facilities Plan, and long-term area-wide traffic impacts of the proposed project are not an issue. Long-term local impacts within and adjacent to the site could become problematic if the student population increases significantly above the present number of 325. The above discussion regarding deferred improvements is intended to deal with that possibility.

G. Transportation Impact Fee

Bellevue City Code 22.16.070.B.2 exempts publicly funded educational institutions from the city's transportation impact fee requirements.

2. Utilities Department

The Utilities Department reviewed the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved. All design review, plan approval, and field inspection shall be performed under the Developer Extension Agreements. See Section X for conditions. At the time of writing this staff report, the applicant had submitted the required Developer Extension Agreements for water and storm.

Fire Department

The Fire Department has approved this proposal based upon the completion of these items prior to Temporary Certificate of Occupancy or Certificate of Occupancy for this project: They are as follows:

- Fire and sprinkler alarms
- Fire department connection
- Standpipe outlets
- Fire access
- Detention pipes in access road

See Sections X and XI for related conditions to above items.

VII. State Environmental Policy Act (SEPA)

The Bellevue School District is an agency with SEPA jurisdiction, which permits the District to complete their own environmental determinations. The District has chosen to exercise this right for this project. A Determination of Non-Significance (DNS) was issued on September 21, 2006, with an appeal period ending October 6, 2006. A copy of this DNS can be located within the project file.

Staff reviewed the submitted DNS that was issued by the District for this project and concurs with its issuance. As part of the City's Administrative Conditional Use (ACU) approval for this project, the City will issue a Notice of Action along with its ACU approval to formally support the District's issued DNS.

XIII. Applicable Decision Criteria

Administrative Conditional Use: The Director may approve or approve with modifications an application for Administrative Conditional Use if it complies with the decision criteria of Land Use Code Section 20.30E.140. After conducting the various administrative reviews associated with this project, including Comprehensive Plan goals and policies and the Land Use Code provisions, the following conclusions are made with regard to the Administrative Conditional Use decision criteria:

1. **The Administrative Conditional Use is consistent with the Comprehensive Plan.**

   This proposal is located within the Northeast Bellevue Subarea. The Comprehensive Plan designation for this site is Single-Family--High, which is consistent with the zoning classification of R-5 for this property.

Policy S-NE-1: "Enhance or improve the existing residential character through landscaping, building orientation, and building design for all new development and improvements."

Policy S-NE-3: "Encourage the maintenance of private and public properties through self-help programs and city and community cooperation."

Response: The redevelopment of Sherwood Forest by the District will provide a major public infrastructure improvement to the Sherwood Forest neighborhood. This project, as with Interlake High School located to the west of this site, will create a strong focal point along the south side of NE 24th Street. This school will enhance the residential character through retention of existing trees on site and upgraded landscaping. The building design will be complementary to the neighborhood while avoiding an institutional appearance.

Policy HS-8: "Encourage the development of partnerships among the City, schools, human services providers, and others to address the needs of children and families within the school setting."

Response: The City of Bellevue Parks and Human Services Department and the Bellevue School District have developed a partnership of shared services for neighborhood community. Parks often schedules after school sports activities in BSD facilities—particularly for use of existing sports fields. Parks has reviewed this proposal and has determined that the new sports field will be beneficial to the community as there will now be two backstops rather than the one that is currently in place.

Policy HS-9: "Encourage cooperation with the school district in the development and utilization of schools as a focal point for the identification of needs and delivery of services to children and families."

Response: Sherwood Forest Elementary serves as a focal point for the community. The school is not only used for educational purposes but also for human services delivery in the form of counseling for families and children. It is also the recreational hub for the neighborhood as families can bring their children after school hours to utilize the outdoor play equipment and covered play area.

Policy TR-38: "Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development."

Policy TR-44: "Design arterials and streets to fit the character of the areas through which they pass."

Policy TR-46: "Maintain and enhance safety for all users of the roadway network using measures such as.....minimizing the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions."

Response: The criteria above provide authority to require transportation-related improvements, on this site even if a project will not generate increased PM peak hour traffic. Improved parking and circulation to accommodate pick-up and drop-off vehicles, implementation of policies to improve pick-up and drop-off activity, and installation of street and pedestrian improvements to improve safety fall under these conditional use criteria. Such improvements help provide an adequate street system by reducing conflicts and improving safety.

This administrative conditional use permit is unusual in that the school is being designed to accommodate approximately 125 more students than presently exist or are expected in the school's service area. The design capacity of the new building will be 450 students, versus expected enrollment of 325. This provides reserve capacity for a student increase of approximately 38%, even though the school district has indicated that they have no plans to bring in additional students or to expand the school's service area in the near future.

Requiring up-front implementation of transportation improvements to accommodate undetermined future needs would be uneconomical if such improvements are never warranted. On the other hand, the city is concerned that some features of the proposed site layout might not be adequate for future traffic demand. The city's concerns include:

- Only one access point is presently planned for the parent pick-up and drop-off loop.
- Conflicts may develop between the elementary school's bus and staff entrance off 164th Avenue and the nearby high school driveways, especially if improper use of the high school's bus-only entrance continues.
- If enrollment increases, then an increase in both parent traffic and bus traffic could have significant impacts, especially if students are brought in from other areas.

These issues will be handled by requiring but deferring certain transportation improvements that may be implemented in the future, at school district expense, if necessitated in the future based on actual usage conditions. Any or all of the deferred improvements may be implemented when future review determines that they are necessary to improve safety or to correct deficiencies in the school's access or traffic circulation.

Review of the deferred improvements will initially be through Transportation Department review of future public comments and observation of future traffic operations at the site. If such initial review indicates that transportation problems are occurring, then the city may require the school district to submit a formal analysis for city review.

The deferred requirements are:

- Add a second driveway connecting to NE 24th Street opposite the intersection of 166th Avenue NE.
- Revise channelization (possibly including physical barriers) within 164th Avenue NE and revise signage at the high school bus entrance to control certain movements.
- Provide physical changes within the high school bus entrance to further restrict entering vehicles, possibly including a prohibition on all entering vehicles in order to reduce conflicts with the elementary school entrance.
- Provide expanded bus loading and unloading areas within the Sherwood Forest site or implement varied bus schedules if an increase in the number of buses warrants such revisions.
- Implement improved programs to monitor and control parent pick-up and drop-off behavior if necessary.
- If students will be transported from other areas in the future, implement new bus service from those areas to reduce parent traffic.

Installation of a second driveway in the northeast corner of the site would require revision of the bioswale that is planned for that area. During the initial design of the school project, the school district should identify tentative bioswale revisions that could be made in the future to accommodate the possible second driveway.

Given the above Comprehensive Plan's goals and policies for this subarea, this proposal fulfills the intent of these requirements.

2. **The design is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity.**

   See Section III for a description of the site and building design. The proposal meets the policy above as it has been sensitively designed to blend in with the adjacent neighborhood. The proposed colors and materials will complement adjacent single-family development and Interlake High School to the west. If any new signage is proposed for this development, then a separate sign permit application must be submitted for staff review and approval. See Section X for related condition.

3. **The Administrative Conditional Use will be served by adequate public facilities, including streets, fire protection and utilities.**

   The site will be served by adequate public facilities including fire protection and utilities.

   The Transportation Department has determined that with improved parking and circulation to accommodate pick-up and drop-off vehicles, implementation of policies to improve pick-up and drop-off activity, and construction of frontage improvements and pedestrian improvements; circulation and safety will be improved, and the street system can be deemed adequate. See Section VI for related analysis. See Section X, XI and XII for related conditions.

4. **The Administrative Conditional Use will not be materially detrimental to uses or property in the immediate vicinity of the subject property.**

   As conditioned, the demolition of the existing school and construction of a new facility will not be detrimental to the adjacent neighborhood. The new structure has been designed to consolidate the building footprint and internalize exterior corridors through construction of a two-story facility. As a nonresidential use within a residential neighborhood, the District has designed an attractive facility to complement the adjacent neighborhood while avoiding an "institutional" effect. The new facility, along with Interlake High School, will create a civic focal point for the neighborhood as a place not only to educate their children but to also meet and congregate together as a community.

   As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Normal construction hours are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday except for legal holidays. Exceptions to the construction hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction on schools which cannot be undertaken during exempt hours. However, prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction that extends from June 2007 to August 2008. In order to minimize detriment on residential uses in the immediate vicinity of the Sherwood Forest Elementary School, the District and the Contractor should not rely on City issuance of a blanket exemption from the Noise Control Code during the pendency of the construction period. Allowances for short term work outside of normal construction hours will be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. If expanded hours are

necessary to accommodate a specific component of the school construction, a written request for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. See Section X for related condition.

5. **The Administrative Conditional Use complies with the applicable requirements of this Code.**

   School facilities are permitted to be located within residential zones as an Administrative Conditional Use. As conditioned, the proposal meets the requirements of the LUC. See Sections X, XI, and XII for related conditions.

IX. Decision of the Director

After conducting the various administrative reviews associated with this proposal, including applicable Land Use consistency, and City Code and Standard compliance reviews, the Director of Planning and Community Development does hereby recommend **APPROVAL WITH CONDITIONS**:

X. Conditions of Approval Prior to Issuance of a Clear and Grade and Building Permits:

1. **Signs:** If any change is made to the existing sign, a separate sign package shall be submitted to PCD for staff review and approval. Any proposed sign shall be architecturally compatible with the existing building.

   Authority: BCC 22B.10.040.B.1,2
   Reviewer: Antoinette Pratt, (425) 452-5374

2. **Right of Way Use Permit:** The applicant is required to apply for a right-of-way use permit from the City of Bellevue Transportation Department, Right of Way division, before the issuance of any clearing and grading, building, foundation, or demolition permit. In some cases, more than one right of way use permit may be required, such as one for hauling and one for construction work within the right of way. A right of way use permit regulates activity within the city right of way, including but not limited to the following:

   a. Designated truck hauling routes.
   b. Truck loading and unloading activities.
   c. Hours of construction and hauling.
   d. Continuity of pedestrian facilities.
   e. Temporary traffic control and pedestrian detour routing for construction activities.
   f. Street sweeping and maintenance during excavation and construction.
   g. Location of construction fences.
   h. Parking for construction workers.
   i. Construction vehicles, equipment, and materials in the right of way.
   j. All other construction activities as they affect the public street system.

   Additionally, the clearing and grading permit requires a calculation of the amount of material to be imported/exported.

   Reviewer: Jon Regalia, 425-452-4599
   Authority: BCC 14.30 and 14.60.250

3. **Final Utilities Approval:** The Utilities Department approval of the Administrative Conditional Use application is based on the preliminary utility design. Final civil engineering of the utility design may require changes to the site layout to accommodate the utilities.

   Authority: BCC Title 24.02, 24.04, 24.06
   Reviewer: Kim Serwold, (425) 452-4119

4. **Developer Extension Agreement:** The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Developer Extension Agreement and Utilities Permit Processes.

   Authority: BCC Title 24.02, 24.04, 24.06
   Reviewer: Kim Serwold, (425) 452-4119

5. **Demolition:** Demolition/construction shall conform to the requirements of the IFC Chapter 14.
   Authority: International Fire Code (IFC) Chapter 14
   Reviewer: Adrian Jones, (425) 452-6032

6. **Fire Department Connection:** A fire department connection at an approved location near the address entrance to the site and within 50 feet from the fire hydrant.

   Authority: IFC 903.37 & BFDDS
   Reviewer: Adrian Jones, (425) 452-6032

7. **Detention Vaults:** Detention vaults and pipes in the roadway shall be capable of supporting fire apparatus with a gross weight of 64,000 lbs. (rear axle=48,000 lbs and front axle=19,000 lbs) and shall support the weight of the ladder truck outrigger which is 45,000 lbs over an 18 inch square.

   Authority: Bellevue Development Information—Structural Slab Design Loading
   Reviewer: Adrian Jones, (425) 452-6032

8. **Early Childhood Center:** The automatic sprinkler system shall remain in service at all times while the center is closed during construction.

   Authority: IFC 901
   Reviewer: Adrian Jones, (425) 452-6032

9. **Fire Protection Plans/Kiln:** Provide contractor shop drawing for staff review and approval.

   Authority: IFC 901, BFDDS
   Reviewer: Adrian Jones, (425) 452-6032

10. **Building Occupancy:** If the facility is to be used for functions other than education the facility shall be designed and protected for that type of occupancy as well.

    Authority: IFC 903/907
    Reviewer: Adrian Jones, (425) 452-6032

11. **Fuel Tank:** A Fire Department permit will be required to remove the large fuel oil tank on-site.

Authority: IFC, Chapter 27 and BFDDS
Reviewer: Adrian Jones, (425) 452-6032

12. **Construction Hours:** Normal construction hours are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday except legal holidays. No deliveries shall be scheduled prior to 7:00 a.m. to 6:00 p.m. as well. Exceptions to the construction hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction on schools which cannot be undertaken during exempt hours. No blanket exemption exists. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. If expanded hours are necessary to accommodate a specific component of the school construction, a written request for exemption from the Noise Control Code must be submitted **two weeks** prior to the scheduled onset of extended hour construction activity. In this time period, the site shall be posted on all street frontages prior to the start of construction activity.

Authority: BCC 9.18.040
Reviewer: Antoinette Pratt (425) 452-5374

13. **Site Lighting Fixtures:** Cutouts of lighting fixtures shall be submitted for staff review and approval. Submittal of the proposed lighting fixtures will be required prior to building permit issuance.

Authority: LUC 20.20.522, a-b
Reviewer: Antoinette Pratt (425) 452-5374

14. **Trash Enclosure**: The trash enclosure is located within the 50 foot setback and shall be relocated north of the service driveway in the southwest corner.

Authority: LUC 20.20.725
Reviewer: Antoinette Pratt (425) 452-5374

15. **Final Engineering Plans:** Prior to issuance of the project's primary building permit, the engineering plans must be complete and must correctly show all street frontage improvements and related access improvements, including the items listed below. All frontage improvements must meet the requirements of City Code, the Transportation Department Design Manual, the Americans with Disabilities Act, and requirements stated elsewhere in this Staff Report. As appropriate, standard detail drawings from the Design Manual must be included in the final engineering plans. Plans submitted as of February 22, 2007 are satisfactory for approval of the Administrative Conditional Use permit. However, further engineering review of the Clear and Grade or Building permits may necessitate changes of some engineering details.

    a. Improvements to 164th Avenue NE, including a relocated crosswalk with islands, streetlight revisions, channelization revisions, new signage, and new curb, gutter, and sidewalk as needed. Channelization and signage revisions may affect the bus entry to the high school, if this is determined to be necessary during engineering review.

    b. Improvements to NE 24th Street, including a new driveway connection and removal of the existing driveway apron and pullout.

    c. Driveway openings must be constructed per standard drawing DEV-5, with sufficient width to accommodate turning movements with minimal interference with other traffic. The specific width may be revised following review of turn movement diagrams.

d. In order to control traffic flow and improve safety, stop signs, other signs, and pavement markings shall be installed per city, state, and MUTCD standards, as appropriate.

e. No new overhead utility lines will be allowed along or across any street right of way. Existing overhead lines may need to be undergrounded, depending on the conditions of the right of way use permit for the relevant utility company.

f. All sidewalks, asphalt walkways, ramps, driveway crossings, and crosswalks must be ADA compliant.

g. Storm drainage treatment must meet Utility Department requirements, as appropriate.

Reviewer: Carl Wilson, 425-452-4228
Authority: BCC 14.60.110, 120, 150, 180, 181, 190, 210, 240, 241, and 250

16. **Trench and Pavement Restoration:** At the present time, standard trench restoration, as described in the Design Manual, Section 21, and shown on standard drawings ROW-1 through ROW-5, will be required to repair any trenching in NE 24th Street east of 166th Avenue or in 164th Avenue south of the high school bus entrance. Those street segments are tentatively scheduled for a pavement overlay project by the city during the summer of 2008, and will be classified as "no-cut" streets after the overlay. NE 24th Street west of 166th Avenue and 164th Avenue north of the high school bus entrance are presently classified as "overlay required". Any trenching or damage to the street surface in an "overlay required" street segment will require a grind and overlay at least 50 feet long for the full width of any affected lane. The final engineering plans must show the extent and nature of required trench and pavement restoration, including copies of the appropriate detail drawings.

Reviewer: Carl Wilson, (425) 452-4228
Authority: BCC 14.60.250

XI. Conditions of Approval Prior to Certificate of Temporary Occupancy and Certificate of Occupancy:

1. **Fire Sprinklers:** Automatic fire sprinklers shall be provided and designed per NFPA 13 throughout the entire building. Fire flow and pressure shall meet requirements of Appendix B.

Authority: IFC 903, Appendix B
Reviewer: Adrian Jones, (425) 452-6032

2. **Fire Alarm System/Control Panel:** Provide a fire alarm notification system throughout the building. Additionally the Fire Department shall approve locations of the fire alarm panel and annuciator panel.

Authority: BCC 5529 and IFC 907
Reviewer: Adrian Jones, (425) 452-6032

3. **Fire Department Connection:** Provide a fire hydrant at an approved location within 50 feet of the Fire Department Connection.

Authority: IFC 508 and 903.3.7
Reviewer: Adrian Jones, (425) 452-6032

4. **Fire Hydrants:** Provide fire hydrants at approved locations as required within 150 feet of all portions of the building.

   Authority: IFC 903
   Reviewer: Adrian Jones, (425) 452-6032

5. **Fire Department Access:** Provide unobstructed fire truck access to within 150 feet of all areas of the building.

   Authority: IFC 503
   Reviewer: Adrian Jones, (425) 452-6032

6. **Fire Lane:** Fire lanes shall be posted and marked "No Parking-Fire Lane".

   Authority: IFC 503
   Reviewer: Adrian Jones: (425) 452-6032

7. **Access Roads:** Provide Fire Department access to within 150 feet of all areas of each building. If the building is over 30 feet high the access road shall be 26 feet wide and within 15 feet but no more than 30 feet from the building. All gates to access roads shall have approved methods of opening them.

   Authority: IFC 503 and IFC 503.6
   Reviewer: Adrian Jones, (425) 452-6032

8. **Knox Box:** A Knox box is required at the main entrance of the school.

   Authority: IFC 506
   Reviewer: Adrian Jones, (425) 452-6032

9. **Kitchenette and Safe Room:** A Class I hood and suppression system shall be required if a range is installed and the safe rooms shall contain sprinkler head protection.

   Authority: IFC 610 and 903
   Reviewer: Adrian Jones, (425) 452-6032

10. **On-Site Parking, Circulation Improvements and Monitoring:** The school district shall implement on-site parking and circulation improvements as shown in the final site plan and engineering plans dated February 22, 2007. On-site circulation and safety shall be enhanced with pavement markings, directional signs, and stop signs as needed. The school district shall implement the use of an on-site traffic monitor whose duties will include managing pick-up and drop-off traffic to improve safety and reduce impacts on city streets. At the beginning of each school year and as needed throughout each school year, the school district shall provide information to parents regarding proper traffic behavior and safety during pick-up and drop-off periods. In order to assure safe and efficient operation of the new Sherwood Forest entry off 164th Avenue and the nearby Interlake High School driveway, the high school must improve its efforts to control improper use of the bus entry from 164th Avenue NE. Prior to issuance of a temporary certificate of occupancy for this project, the school district shall submit a policy plan for Transportation Department review and approval. This policy plan shall outline how the school district will implement traffic monitoring and the provision of related information to parents and students at both Sherwood Forest Elementary and Interlake High School.

Reviewer: Carl Wilson, 425-452-4228, and Toni Pratt, 425-452-5374
Authority: BCC 20.30E.140 and Comprehensive Plan Policy, TR-90

11. **Completion of Transportation Improvements:** Prior to issuance of a temporary certificate of occupancy, all street frontage improvements, pedestrian improvements, and transportation conditions shown on the final engineering plans or required by city codes or standards or by the conditions of approval stated herein must be completed to the satisfaction of the Transportation Department and approved by the Transportation Department's inspector.

Reviewer: Carl Wilson, 425-452-4228
Authority: BCC 14.60.110

XII. Future Improvements/Deferred Requirements

Any or all of the following deferred requirements may be implemented at school district expense when future review determines that they are necessary to improve safety or to correct deficiencies in the school's access or traffic circulation.

a. Add a second driveway connecting to NE 24th Street opposite the intersection of 166th Avenue NE.
b. Revise channelization (possibly including physical barriers) within 164th Avenue NE and revise signage at the high school bus entrance to control certain movements.
c. Provide physical changes within the high school bus entrance to further restrict entering vehicles, possibly including a prohibition on all entering vehicles in order to reduce conflicts with the elementary school entrance.
d. Provide expanded bus loading and unloading areas within the Sherwood Forest site or implement varied bus schedules if an increase in the number of buses warrants such revisions.
e. Implement improved programs to monitor and control parent pick-up and drop-off behavior if necessary.
f. If students will be transported from other areas in the future, implement new bus service from those areas to reduce parent traffic.

Reviewer: Carl Wilson, 425-452-4228
Authority: Comprehensive Plan Policies, TR-38, 44, and 46

Attachments

A. Resolution 5840
B. Plans and Drawings

ATTACHMENT A
(Resolution 5840)

WP0346C-RES
11/30/94

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 5840

A RESOLUTION adopting a joint resolution with the Bellevue School District to create a partnership to meet the needs of the community by focusing on schools as community resource centers.

WHEREAS, the complexity of community problems points to an increasing need for all governmental units and related public service organizations to mobilize their respective resources for the common purpose of improving the quality of community life; and

WHEREAS, the Bellevue School District and the City of Bellevue have a long history of joint cooperation in using public facilities and developing programs; and

WHEREAS, other related public, non-profit, and private community organizations provide programs and services for community betterment; and

WHEREAS, the limited amount of tax money and other resources available to meet public demands for facilities, programs, and services requires that it be used efficiently; and

WHEREAS, our community has facilities, equipment, and staff organized for the purpose of providing educational opportunities for children and youth; and

WHEREAS, our school and park facilities are a major focal point of this community; and

WHEREAS, one of a community's largest investments--its school buildings--could be used more efficiently to provide educational, recreational, cultural, and service programs for community residents of all ages; and

WHEREAS, great potential social and economic benefit can be derived from cooperation in facility use and program development for the benefit of all citizens; and

WHEREAS, a cohesive strategy to coordinate the efforts of the public, non-profit, and private sectors in developing and coordinating use of these community resources is needed; and

WHEREAS, we believe that there is a direct link between the quality of community life and the ability of the School District successfully to fulfill its mission to provide K-12 education; and

WHEREAS, improving the quality of community life by providing facilities, services and programs is the mission of the City; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City of Bellevue joins the Bellevue School District in adopting the following mutual goal:

> To further our common interest in enhancing the quality of community life in Bellevue, the City and School District will work as partners to meet the educational, recreational, cultural, social, health and human services needs of the community by focusing on schools as community resource centers.

Section 2. In furtherance of the goal established in Section 1 of this resolution, the City and the Bellevue School District agree to:

A. Marshal the resources of the whole community to develop programs and deliver services needed or desired by community residents.

B. Expand the uses and hours of operation at all public facilities to better meet the needs of the community.

C. Identify and overcome barriers to joint facility use and program development and support.

D. Explore ways to institutionalize and fund programs that will support the use of schools as community resource centers.

E. Approve the City/School District 1995 Joint Work Program that will test and evaluate the use of schools as community resource centers with four pilot projects at several schools in the District's East Attendance Area Community. These projects include:

ORIGINAL

1. A Community School at Phantom Lake Elementary that is using school facilities to provide lifelong learning opportunities for all ages.

2. Joint Middle School Master Planning at Tillicum that is looking at ways to enhance community use and access to school facilities.

3. A Human Services Collaborative that is finding better ways to give children and families access to health and human services at six schools in the attendance area.

4. A Neighborhood Outreach effort at Tillicum and its "feeder elementary schools" that is seeking to involve the local community in identifying needs that could be met at these neighborhood schools.

PASSED by the City Council this 5th day of December, 1994, and signed in authentication of its passage this 5th day of December, 1994.

(SEAL)

Donald S. Davidson, DDS, Mayor

Attest:

Myrna L. Basich, City Clerk

ATTACHMENT B
(Plans and Drawings)

CITY OF BELLEVUE
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
ENVIRONMENTAL COORDINATOR
450 110th AVENUE NE., P.O. BOX 90012
BELLEVUE, WA 98009-9012

NOTICE OF ACTION

Notice is given under SEPA, RCW 43.21C.080, that the **CITY OF BELLEVUE** took the action described in (2) below on March 29, 2007.

1. Any action to set aside, enjoin, review, or otherwise challenge such action on the grounds of noncompliance with the provisions of chapter 43.21C RCW (State Environmental Policy Act) shall be commenced on or before April 12, 2007.

2. **Description of agency action**: Administrative Conditional Use approval of the Bellevue School District's (BSD) proposal to demolish an existing 40,644 square foot facility to construct a two story 65,000 square foot facility with associated parking and landscaping based on a Determination of Non-Significance from the BSD issued on September 21, 2006.

3. **Description of proposal**: To demolish an existing 40,644 square feet facility and remove three portables and replace with a 65,000 square foot building with associated parking and landscaping.

4. **Location of proposal:** 16411 NE 24th Street.

5. **Type of environmental review under SEPA**: A Determination of Non-Significance, previously issued by the Bellevue School District September 21, 2006.

6. Documents may be examined during regular business hours at Bellevue City Hall, Planning and Community Development, 450 110th Avenue NE, Bellevue, WA 98009.

7. **Name of agency, proponent, or applicant giving notice:** City of Bellevue—Planning and Community Development

8. This notice is filed by **Carol V. Helland, Environmental Coordinator:**

Signed: Carol V Helland

Date of Notice: **March 29, 2007**
End of Appeal Period: **April 12, 2007**

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C).

This DNS is issued under WAC 197-11-990 **Notice of action.** A written appeal must be filed with the Bellevue City Clerk's Office by 5 p.m. on April 12, 2007.

This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Development Services Section.

This Notice of Action may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposal's probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project): or if the DNS was procured by misrepresentation or lack of material disclosure.

Bellevue School District No. 405
SHERWOOD FOREST ELEMENTARY

16411 NE 24TH STREET
BELLEVUE, WASHINGTON 98008

ARCHITECTURAL/STRUCTURAL
INTĒGRUS ARCHITECTURE
1426 ALASKAN WAY, SUITE 101
SEATTLE, WA 98104
206/628-3137, FAX 206/628-3138
ARCHITECTURAL CONTACT: REBECCA BAIBAK
STRUCTURAL CONTACT: TOM CORCORAN

MECHANICAL/ELECTRICAL
WOOD HARBINGER, INC.
3025 112TH AVE NE, SUITE 200
BELLEVUE, WA 98004
425/822-9499, FAX 425/822-4338
MECHANICAL CONTACT: DAVID DREWES-MOORE
ELECTRICAL CONTACT: SEAN BOLLEN

ACOUSTICAL
YANTIS ACOUSTICAL DESIGN
720 OLIVE WAY, SUITE 1400
SEATTLE, WA 98101
206/224-3680, FAX 206/583-0615
ACOUSTICAL CONTACT - ARCHITECTURAL: NORM PHILIPP
ACOUSTICAL CONTACT - MECHANICAL: SARAH ROLLINS

GEOTECH
AMEC EARTH & ENVIRONMENTAL
11335 NE 122ND WAY, SUITE 100
KIRKLAND, WA 98034
425/820-4669, FAX 425/821-3914
CONTACT: TODD WENTWORTH

CIVIL/LANDSCAPE
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2215 N 30TH ST, SUITE 300
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CIVIL CONTACT: CAROL HURST
LANDSCAPE CONTACT: DAN WOJTALA

KITCHEN
GEORGE E. BUNDY & ASSOCIATES
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206/523-9690, FAX 206/523-9692
CONTACT: DOUG HINDS

INTERIORS
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1904 3RD AVE, SUITE 631
SEATTLE, WA 98101
206/254-1150, FAX 206/254-1149
CONTACT: BOYKA THAYER

COST ESTIMATOR
THE ROBINSON COMPANY
101 STEWART STREET, SUITE 925
SEATTLE, WA 98101
CONTACT: TIM ERICSON

DRAWING INDEX - VOLUME 1

G0.0 COVER SHEET
G0.1 DRAWING INDEX
G0.2 CODE PLAN - SITE
G0.3 CODE PLAN - FIRST FLOOR
G0.4 CODE PLAN - SECOND FLOOR

ASBESTOS LOCATION PLANS
H0.0 GENERAL NOTES
H1.0 BUILDING 2 & DAYCARE ASBESTOS LOCATION PLAN
H2.0 BUILDING 1 & LIBRARY COMPLEX ASBESTOS LOCATION PLAN
H3.0 MULTI-PURPOSE BUILDING & ADMIN ASBESTOS LOCATION PLAN
H4.0 BUILDING 3 & 4 ASBESTOS LOCATION PLAN

SURVEY
TOPOGRAPHIC SURVEY - SHEET 1
TOPOGRAPHIC SURVEY - SHEET 2
TOPOGRAPHIC SURVEY - SHEET 3
TOPOGRAPHIC SURVEY - SHEET 4

CIVIL
C0.00 COVER SHEET
C1.01 DEMOLITION PLAN - NORTH
C1.02 DEMOLITION PLAN - SOUTH
C1.03 TESC PLAN - NORTH
C1.04 TESC PLAN - SOUTH
C1.05 ESC NOTES AND DETAILS
C2.01 HORIZONTAL CONTROL PLAN - NORTH
C2.02 HORIZONTAL CONTROL PLAN - SOUTH
C3.01 ROAD AND PAVING PLAN - NORTH
C3.02 ROAD AND PAVING PLAN - SOUTH
C3.03 ROAD PLAN NOTES AND DETAILS
C3.04 ROAD PLAN NOTES AND DETAILS
C4.01 GRADING AND DRAINAGE PLAN - NORTH
C4.02 GRADING AND DRAINAGE PLAN - SOUTH
C4.03 STORM PROFILES
C4.04 STORM PROFILES
C4.05 DRAINAGE NOTES AND DETAILS
C4.06 DRAINAGE NOTES AND DETAILS
C4.07 DRAINAGE NOTES AND DETAILS
C5.01 SEWER PLAN AND PROFILE
C5.02 SEWER NOTES AND DETAILS
C6.01 WATER PLAN - NORTH
C6.02 WATER PLAN - SOUTH
C6.03 WATER PROFILES
C6.04 WATER NOTES AND DETAILS
C7.01 CITY OF BELLEVUE NOTES AND DETAILS
C7.02 CITY OF BELLEVUE NOTES AND DETAILS
C7.03 CITY OF BELLEVUE NOTES AND DETAILS
C7.04 CITY OF BELLEVUE NOTES AND DETAILS
C7.05 CITY OF BELLEVUE NOTES AND DETAILS
C7.06 CITY OF BELLEVUE NOTES AND DETAILS

LANDSCAPE
L1.01 SITE PLAN - NORTH
L1.02 SITE PLAN - SOUTH
L2.01 LANDSCAPE PLAN - NORTH
L2.02 LANDSCAPE PLAN - SOUTH
L3.01 IRRIGATION PLAN - NORTH
L3.02 IRRIGATION PLAN - SOUTH
L4.01 DETAILS
L4.02 DETAILS
L4.03 DETAILS
L4.04 DETAILS
L4.05 DETAILS
L5.01 TREE RETENTION PLAN & DETAILS

ARCHITECTURAL
A0.1 SYMBOLS & ABBREVIATIONS
A0.2 WALL TYPES
A1.1 OVERALL FIRST FLOOR PLAN
A1.1A FIRST FLOOR PLAN - AREA A
A1.1B FIRST FLOOR PLAN - AREA B
A1.1C FIRST FLOOR PLAN - AREA C
A1.2 OVERALL SECOND FLOOR PLAN
A1.2A NOT USED
A1.2B SECOND FLOOR PLAN - AREA B
A1.2C SECOND FLOOR PLAN - AREA C
A1.3 MECHANICAL PENTHOUSE / ATTIC PLANS
A2.1 OVERALL FIRST FLOOR REFLECTED CEILING PLAN
A2.1A FIRST FLOOR REFLECTED CEILING PLAN - AREA A
A2.1B FIRST FLOOR REFLECTED CEILING PLAN - AREA B
A2.1C FIRST FLOOR REFLECTED CEILING PLAN - AREA C
A2.2 OVERALL SECOND FLOOR REFLECTED CEILING PLAN
A2.2A NOT USED
A2.2B SECOND FLOOR REFLECTED CEILING PLAN - AREA B
A2.2C SECOND FLOOR REFLECTED CEILING PLAN - AREA C
A3.1 ROOF PLAN
A4.0 OVERALL EXTERIOR ELEVATIONS
A4.1 EXTERIOR ELEVATIONS
A4.2 EXTERIOR ELEVATIONS
A4.3 EXTERIOR ELEVATIONS
A4.4 COVERED PLAY FLOOR PLAN, ELEVATIONS, & SECTIONS
A4.5 EXISTING ECC FLOOR PLAN & EXTERIOR ELEVATIONS
A5.1 BUILDING SECTIONS
A5.2 BUILDING SECTIONS
A5.3 BUILDING SECTIONS
A5.4 BUILDING SECTIONS
A5.5 BUILDING SECTIONS
A5.6 BUILDING SECTIONS
A6.1 WALL SECTIONS
A6.2 WALL SECTIONS
A6.3 WALL SECTIONS
A6.4 WALL SECTIONS
A7.1 ENLARGED TOILET ROOM PLANS & ELEVATIONS
A7.2 STAIR PLANS & SECTIONS
A7.3 STAIR/RAMP PLANS & SECTIONS
A7.4 RAMP PLAN & SECTION
A8.1 INTERIOR ELEVATIONS
A8.2 INTERIOR ELEVATIONS
A8.3 INTERIOR ELEVATIONS
A8.4 INTERIOR ELEVATIONS
A8.5 INTERIOR ELEVATIONS
A8.6 INTERIOR ELEVATIONS
A8.7 INTERIOR ELEVATIONS
A8.8 INTERIOR ELEVATIONS
A8.9 INTERIOR ELEVATIONS
A8.10 INTERIOR ELEVATIONS
A8.11 INTERIOR ELEVATIONS
A8.12 INTERIOR ELEVATIONS
A8.13 INTERIOR ELEVATIONS
A9.10 DOOR, DOOR FRAMES & RELITE FRAMING TYPES
A9.20 WINDOW TYPES
A9.21 WINDOW TYPES
A9.22 WINDOW DETAILS
A9.30 EXTERIOR DETAILS
A9.40 NOT USED
A9.50 CEILING DETAILS
A9.60 CASEWORK DETAILS
A9.70 STAIR DETAILS

KITCHEN
K1 KITCHEN EQUIPMENT PLAN
K2 KITCHEN EQUIPMENT SCHEDULE
K3 KITCHEN EQUIPMENT ROUGH IN AND DETAILS
K4 KITCHEN VENTILATOR DETAILS
K5 KITCHEN REFRIGERATION SYSTEM DETAILS

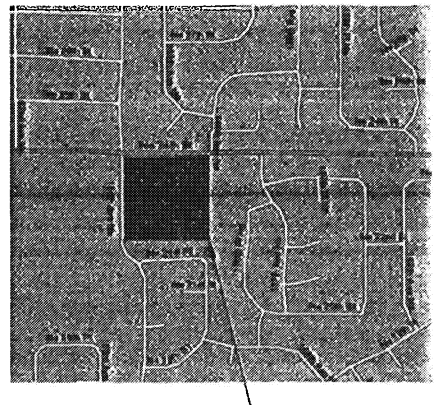
DRAWING INDEX - VOLUME 2

STRUCTURAL
S0.1 STRUCTURAL GENERAL NOTES
S0.2 QUALITY ASSURANCE NOTES
S0.3 QUALITY ASSURANCE NOTES
S1.1A AREA A FOUNDATION FIRST FLOOR PLAN
S1.1B AREA B FOUNDATION FIRST FLOOR PLAN
S1.1C AREA C FOUNDATION FIRST FLOOR PLAN
S1.2B AREA B SECOND FLOOR FRAMING PLAN
S1.2C AREA C SECOND FLOOR FRAMING PLAN
S1.3A AREA A LOW ROOF FRAMING PLAN
S1.3B AREA B LOW ROOF FRAMING PLAN
S1.3C AREA C LOW ROOF FRAMING PLAN
S1.4A AREA A HIGH ROOF FRAMING PLAN
S1.4B AREA B HIGH ROOF FRAMING PLAN
S1.4C AREA C HIGH ROOF FRAMING PLAN
S2.1 TYPICAL DETAILS
S2.2 TYPICAL DETAILS
S2.3 TYPICAL DETAILS
S2.4 TYPICAL DETAILS
S2.5 TYPICAL DETAILS
S3.1 SECTIONS & DETAILS
S3.2 SECTIONS & DETAILS
S3.3 COVERED PLAY PLANS, SECTIONS & DETAILS
S3.4 SECTIONS & DETAILS
S3.5 SECTIONS & DETAILS
S4.1 BRACE FRAME ELEVATIONS
S4.2 BRACE FRAME ELEVATIONS
S4.3 BRACE FRAME ELEVATIONS
S4.4 BRACE FRAME ELEVATIONS
S4.5 BRACE FRAME ELEVATIONS
S4.6 CMU WALL ELEVATIONS
S4.7 CMU WALL ELEVATIONS
S4.8 CMU WALL ELEVATIONS

MECHANICAL
M0.1 MECHANICAL LEGEND & ABBREVIATIONS
M0.2 MECHANICAL SCHEDULES
M0.3 MECHANICAL SCHEDULES
M0.4 MECHANICAL SCHEDULES
M0.5 MECHANICAL SCHEDULES
M2.1A FIRST FLOOR PLAN - PART A - HVAC
M2.1B FIRST FLOOR PLAN - PART B - HVAC
M2.1C FIRST FLOOR PLAN - PART C - HVAC
M2.2B SECOND FLOOR PLAN - PART B - HVAC
M2.2C SECOND FLOOR PLAN - PART C - HVAC
M2.3 ROOF PLAN - MECHANICAL
M3.3A PENTHOUSE ENLARGED PLAN - PART A - MECHANICAL
M3.3B PENTHOUSE ENLARGED PLAN - PART B - MECHANICAL
M3.3C PENTHOUSE ENLARGED PLANS - PART B AND C - MECHANICAL
M4.1 MECHANICAL PIPING DIAGRAMS
M4.2 MECHANICAL DETAILS & DIAGRAMS
M5.1 MECHANICAL CONTROL DIAGRAMS
M5.2 MECHANICAL CONTROL DIAGRAMS
M6.1 MECHANICAL SECTIONS
M6.2 MECHANICAL SECTIONS
P1.1A FOUNDATION PLAN - PART A PLUMBING
P1.1B FOUNDATION PLAN - PART B PLUMBING
P1.1C FOUNDATION PLAN - PART C PLUMBING
P2.1A FIRST FLOOR PLAN - PART A - PLUMBING
P2.1B FIRST FLOOR PLAN - PART B - PLUMBING
P2.1C FIRST FLOOR PLAN - PART C - PLUMBING
P2.2B SECOND FLOOR PLAN - PART B - PLUMBING
P2.2C SECOND FLOOR PLAN - PART C - PLUMBING
P3.1 PLUMBING DETAILS AND DIAGRAMS
P3.2 PLUMBING DETAILS AND DIAGRAMS
P4.1 ENLARGED BOILER ROOM PLAN AND PARTIAL ROOF PLAN - MECHANICAL
P4.2 ENLARGED RESTROOM PLANS
FP2.1A FIRST FLOOR PLAN - PART A - FIRE PROTECTION
FP2.1B FIRST FLOOR PLAN - PART B - FIRE PROTECTION
FP2.1C FIRST FLOOR PLAN - PART C - FIRE PROTECTION
FP2.2B SECOND FLOOR PLAN - PART B - FIRE PROTECTION
FP2.2C SECOND FLOOR PLAN - PART C - FIRE PROTECTION
FP3.1 FIRE PROTECTION PIPING DIAGRAMS

ELECTRICAL
E0.1 ELECTRICAL LEGEND & ABBREVIATIONS
E1.1 ELECTRICAL SITE PLAN
E2.1A FIRST FLOOR PLAN - PART A - POWER
E2.1B FIRST FLOOR PLAN - PART B - POWER
E2.1C FIRST FLOOR PLAN - PART C - POWER
E2.2B SECOND FLOOR PLAN - PART B - POWER
E2.2C SECOND FLOOR PLAN - PART C - POWER
E3.1A FIRST FLOOR PLAN - PART A - LIGHTING
E3.1B FIRST FLOOR PLAN - PART B - LIGHTING
E3.1C FIRST FLOOR PLAN - PART C - LIGHTING
E3.2B SECOND FLOOR PLAN - PART B - LIGHTING
E3.2C SECOND FLOOR PLAN - PART C - LIGHTING
E3.3 ENLARGED PLANS - LIGHTING
E4.1A FIRST FLOOR PLAN - PART A - COMMUNICATION
E4.1B FIRST FLOOR PLAN - PART B - COMMUNICATION
E4.1C FIRST FLOOR PLAN - PART C - COMMUNICATION
E4.2B SECOND FLOOR PLAN - PART B - COMMUNICATION
E4.2C SECOND FLOOR PLAN - PART C - COMMUNICATION
E4.5 EXISTING ECC FLOOR PLAN - COMMUNICATION
E5.1 ATTIC ENLARGED PLAN - PART A & B - ELECTRICAL
E5.2 PENTHOUSE ENLARGED PLANS - PART B & C - ELECTRICAL
E5.3 ENLARGED POWER PLANS
E5.4 ENLARGED COMMUNICATION PLANS
E5.5 ELECTRICAL DETAILS
E6.1 ELECTRICAL ONE-LINE DIAGRAM
E6.2 ELECTRICAL SCHEDULE
E6.3 NOT USED
E6.4 ELECTRICAL SCHEDULE
E6.5 ELECTRICAL SCHEDULE
E6.6 ELECTRICAL SCHEDULE
E6.7 ELECTRICAL SCHEDULE
E6.8 LIGHTING CONTROL PANEL SCHEDULES

VICINITY MAP



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TELEPHONE: 206.628.3137 / FAX: 206.628.3138

7975 REGISTERED ARCHITECT BRIAN FORD CARTER STATE OF WASHINGTON

Bellevue School District No. 405
SHERWOOD FOREST ELEMENTARY
16411 NE 24TH STREET
BELLEVUE, WASHINGTON 98008

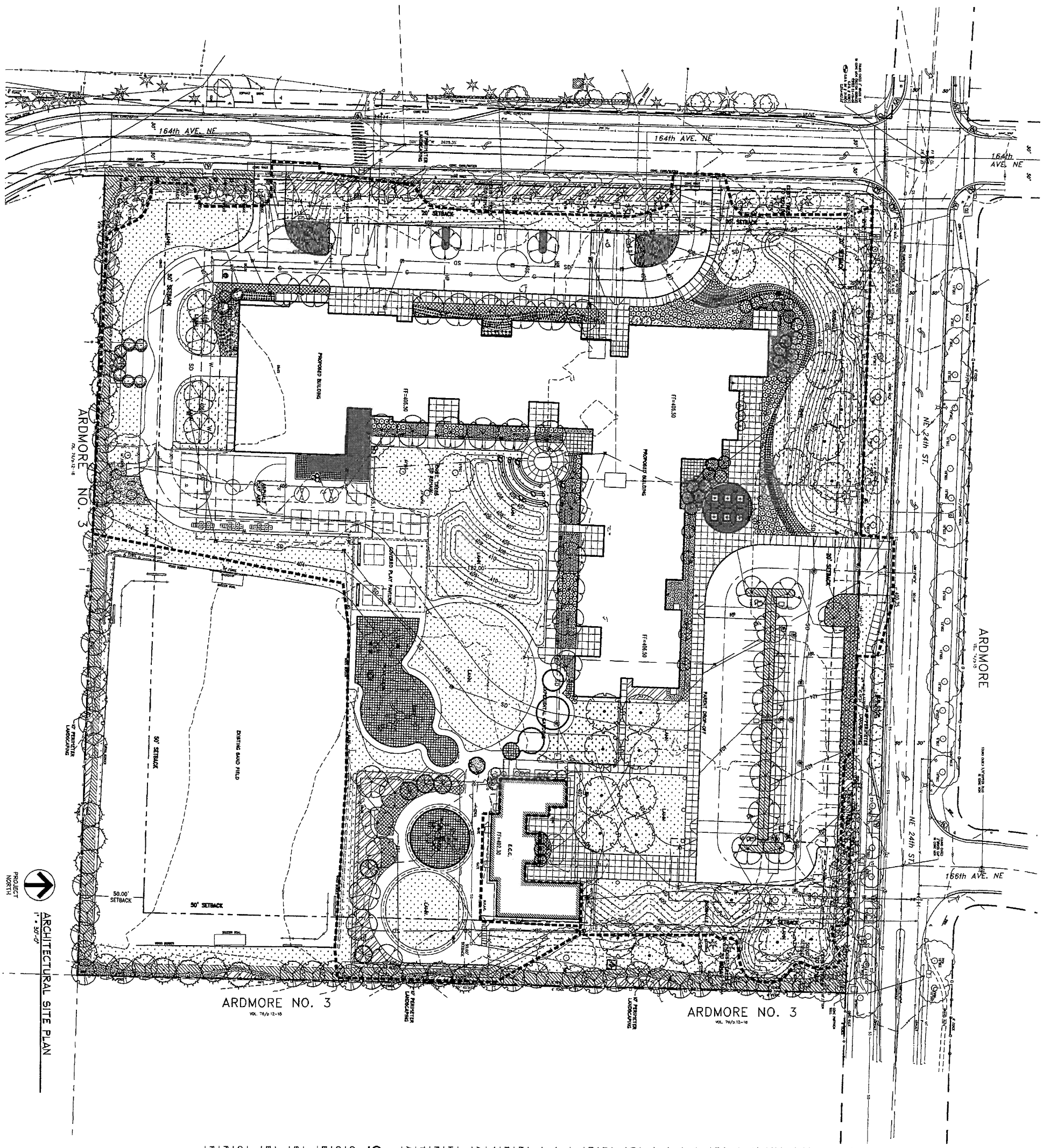
Date:	2/15/07
Job No.:	20562.00
Drawn By:	PP
Checked By:	RB
Filename:	562G0-1.DWG
Revisions:	

DRAWING INDEX, PROJECT TEAM & VICINITY MAP

G0.1

XREF LIST: TC-xsDWG 4dmrp4x4.DWG 562A1.DWG 4x4sp.DWG
17:32:37

4/30/34 XREF LIST: 552A_FPI.DWG 205726-b.DWG 205726-L001-02.DWG 205726-c.DWG 205726-a.DWG EII.DWG 552A_CPP_PPR.DWG 552A_CPP_FPI.DWG TC-ue.DWG stamp-bc.DWG 552111.DWG 552_code-data.DWG 552A_SPI.DWG 8x_11Log.DWG



ARCHITECTURAL SITE PLAN
1" = 30'-0"

PROJECT DATA

PROJECT NAME	BELLEVUE SCHOOL DISTRICT NO. 405 SHERWOOD FOREST ELEMENTARY
PROJECT ADDRESS	16411 24TH STREET BELLEVUE, WA 98008
PERMIT NUMBER	06-116235DB

SITE DATA

LEGAL DESCRIPTION	NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 25, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN
PARCEL NUMBER	2525059092
ZONE CLASSIFICATION	R-5

ADJACENT ZONES	NORTH	SOUTH	EAST	WEST
	R-5	R-5	R-5	R-3.5

SETBACKS	REQUIRED	ACTUAL
FRONT (NORTH)	20 FT	80 FT
FRONT (WEST)	20 FT	42 FT
SIDE (EAST)	50 FT	52 FT
REAR (SOUTH)	50 FT	109 FT

LOT AREA	388,571 SF OR 8.920 ACRES
	MAX ALLOWED ACTUAL
IMPERVIOUS SURFACE	80% (310,856 SF) 43% (167,085 SF)
BUILDING COVERAGE	35% (136,000 SF) 14.6% (56,820 SF)
NEW SCHOOL BLDG	51,780 SF
EXISTING ECC	5,040 SF
TOTAL COVERAGE	56,820 SF

NORTH PARKING LOT		
PARKING SPACES	REQUIRED	ACTUAL
TOTAL	NO MIN REQ'D	68
ACCESSIBLE	3:51-75 (1 VAN)	4 (2 VAN)

WEST PARKING LOT		
PARKING SPACES	REQUIRED	ACTUAL
TOTAL	NO MIN REQ'D	25
ACCESSIBLE	1:1-25 (1 VAN)	2 (1 VAN)

CODE ANALYSIS- EXIST ECC

OCCUPANCY GROUP	E	
CONSTRUCTION TYPE	VB	
BUILDING HEIGHT	MAX ALLOWED	ACTUAL
	40 FT	12 FT 6 IN
STORIES	MAX ALLOWED	ACTUAL
	1	1
BUILDING AREA	MAX ALLOWED	ACTUAL
	9,500 SF	5,040 SF
OCC. SEPARATION	NONE	SPRINKLER SYSTEM YES
FIRE WALLS	NONE	EXTERIOR WALLS N-R
PLUMBING FIXTURES	EXIST	EXTERIOR OPENINGS N-R

Bellevue School District No. 405
SHERWOOD FOREST ELEMENTARY
16411 NE 24TH STREET
BELLEVUE, WASHINGTON 98008

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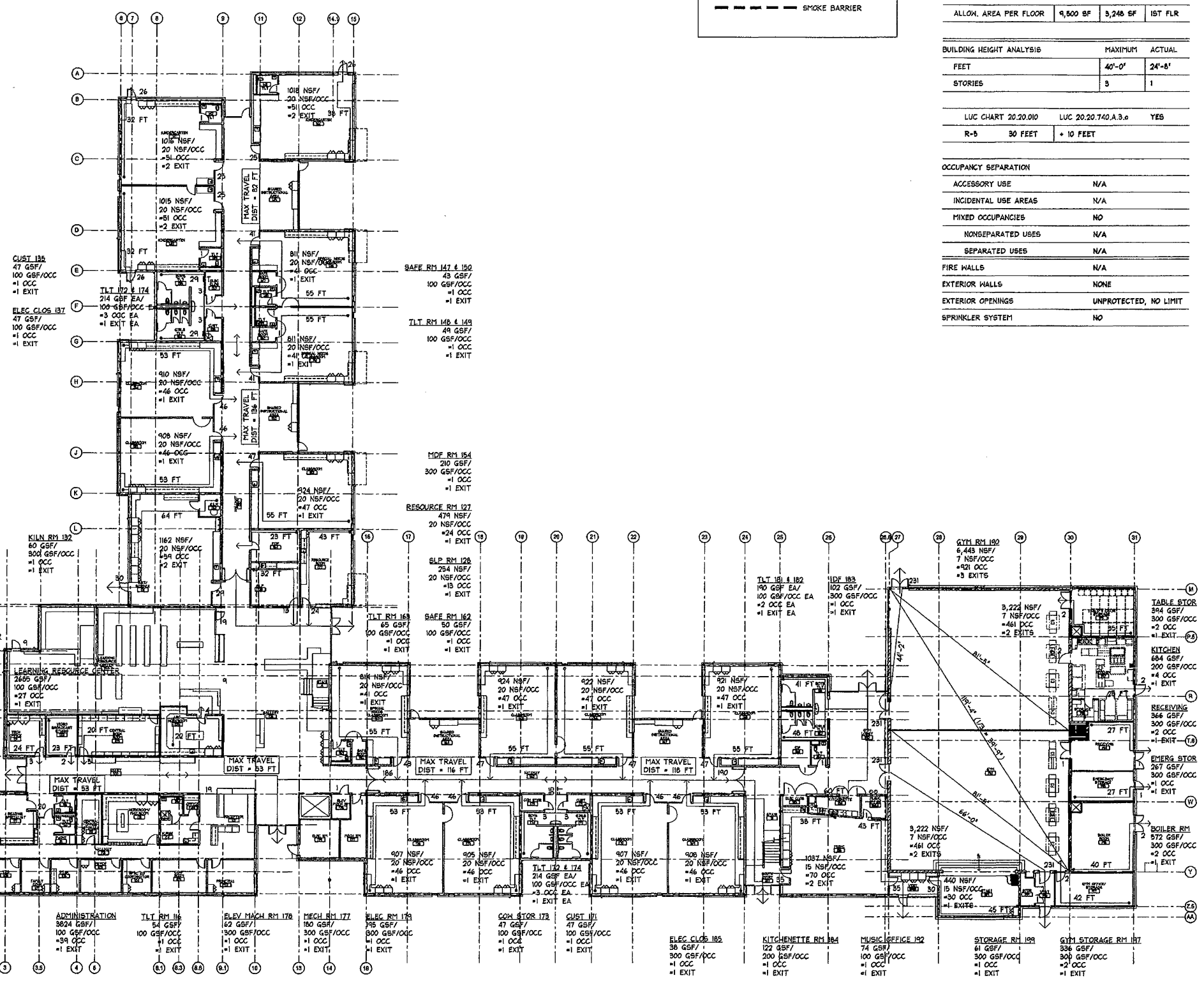
Date:	2/15/07
Job No.:	20552.00
Drawn By:	LS
Checked By:	RB
Filename:	552GO-2
Revisions:	

CODE PLAN - SITE

G0.2



CODE PLAN - FIRST FLOOR
1/16" = 1'-0"

RATED PARTITION LEGEND

- 2HR RATED PARTITION
- 1HR RATED PARTITION
- SMOKE BARRIER

CODE ANALYSIS- PAVILION

CODE	2003 IBC, AS AMENDED BY CH. 51-50 WAC, EXCLUDING CH. 1 'ADMINISTRATION'
OCCUPANCY GROUP(S)	GROUP A-3 (ASSEMBLY)
CONSTRUCTION TYPE	IIB

FLOOR AREA ANALYSIS: GROUP A-3 (ASSEMBLY)

PER TABLE 503	MAXIMUM	ACTUAL	FLOOR
ALLOW. AREA PER FLOOR	9,500 SF	9,248 SF	1ST FLR

BUILDING HEIGHT ANALYSIS	MAXIMUM	ACTUAL
FEET	40'-0"	24'-8"
STORIES	3	1

LUC CHART 20.20.010	LUC 20.20.740.A.3.a	YES
R-5 30 FEET	+ 10 FEET	

OCCUPANCY SEPARATION	
ACCESSORY USE	N/A
INCIDENTAL USE AREAS	N/A
MIXED OCCUPANCIES	NO
NONSEPARATED USES	N/A
SEPARATED USES	N/A
FIRE WALLS	N/A
EXTERIOR WALLS	NONE
EXTERIOR OPENINGS	UNPROTECTED, NO LIMIT
SPRINKLER SYSTEM	NO

CODE ANALYSIS- NEW BLDG

CODE	2003 IBC, AS AMENDED BY CH. 51-50 WAC, EXCLUDING CH. 1 'ADMINISTRATION'
OCCUPANCY GROUP(S)	GROUP A-3 (ASSEMBLY) GROUP E (EDUCATIONAL)
CONSTRUCTION TYPE	IIB

FLOOR AREA ANALYSIS: GROUP A-3 (ASSEMBLY)

PER TABLE 503	MAXIMUM	ACTUAL	FLOOR
ALLOW. AREA PER FLOOR	35,055 SF	6,874 SF	1ST FLR

9,500 + (9,500 x 69 / 100) + (9,500 x 200 / 100) = 35,055

FLOOR AREA ANALYSIS: GROUP E (EDUCATIONAL)

	MAXIMUM	ACTUAL	FLOOR
ALLOW. AREA PER FLOOR	53,505 SF	42,654 SF	1ST FLR
		12,635 SF	2ND FLR

14,500 + (14,500 x 69 / 100) + (14,500 x 200 / 100) = 53,505

PER TABLE 503 14,500 SF PER FLOOR

FRONTAGE INCREASE YES

100 x (F/P - 0.25) x W/30 = FRONTAGE INCREASE

100 x (1,765/1,870 - 0.25) x 30/30 = 69

THEREFORE: 6874/35,055 + 42,654/53,505 = .997

SPRINKLER PROTECTION INCREASE YES

SPRINKLER INCREASE = 200% FOR MULTI-STORY BLDGS

BUILDING HEIGHT ANALYSIS	MAXIMUM	ACTUAL
FEET	40'-0"	32'-10"
STORIES	3	2

LUC CHART 20.20.010	LUC 20.20.740.A.3.a	YES
R-5 30 FEET	+ 10 FEET	
PER TABLE 503 (A&E)	SPRINKLER INCREASE	YES
55 FEET	+ 20 FEET	
2 STORIES	+ 1 STORY	

OCCUPANCY SEPARATION		
ACCESSORY USE	N/A	
INCIDENTAL USE AREAS	SEPARATION	
BOILER ROOM 196	AUTO FIRE-EXT SYS	
STORAGE ROOMS OVER 100 SF	AUTO FIRE-EXT SYS	
CENTRAL BOOK RM 123	CENTRAL OFFICE STOR 112	
TABLE & CHAIR STOR 191	RECEIVING 194	
EMERGENCY STORAGE 195	GYM OFFICE / STOR 197	
COM & BOOK STORAGE 211	OT/PT STORAGE 221	
MIXED OCCUPANCIES	YES	
NONSEPARATED USES	N/A	
SEPARATED USES	YES	
FIRE WALLS	2 HOUR	
EXTERIOR WALLS	0 HOUR	
EXTERIOR OPENINGS	UNPROTECTED, NO LIMIT	
SPRINKLER SYSTEM	YES, NFPA 13 SYSTEM W/ QUICK RESPONSE HEADS	

PLUMBING FIXTURE CALCULATIONS

STUDENT USE

63,982 SF / 100 SF PER STUDENT = 640 STUDENTS

320 MALE / 320 FEMALE

WATER CLOSETS	REQUIRED	ACTUAL
MALE, 1 PER 30	11	15
(INCL 8 URINALS & 3 UNISEX)		
FEMALE, 1 PER 25	13	16
(INCL 4 UNISEX)		
LAVATORIES	REQUIRED	ACTUAL
MALE, 1 PER 2 WCs	6	9
(INCL 6 @ WASHFOUNTAINS & 3 UNISEX)		
FEMALE, 1 PER 2 WCs	7	10
(INCL 6 @ WASHFOUNTAINS & 4 UNISEX)		

STAFF USE

640 STUDENTS x 1 STAFF PER 20 STUDENTS = 32 STAFF

16 MALE / 16 FEMALE

WATER CLOSETS	REQUIRED	ACTUAL
MALE, 2:16-35	2	2
FEMALE, 2:16-35	2	3
LAVATORIES	REQUIRED	ACTUAL
MALE, 1 PER 2 WCs	2	2
FEMALE, 1 PER 2 WCs	2	3

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7976 REGISTERED ARCHITECT BRIAN FORD CARTER STATE OF WASHINGTON

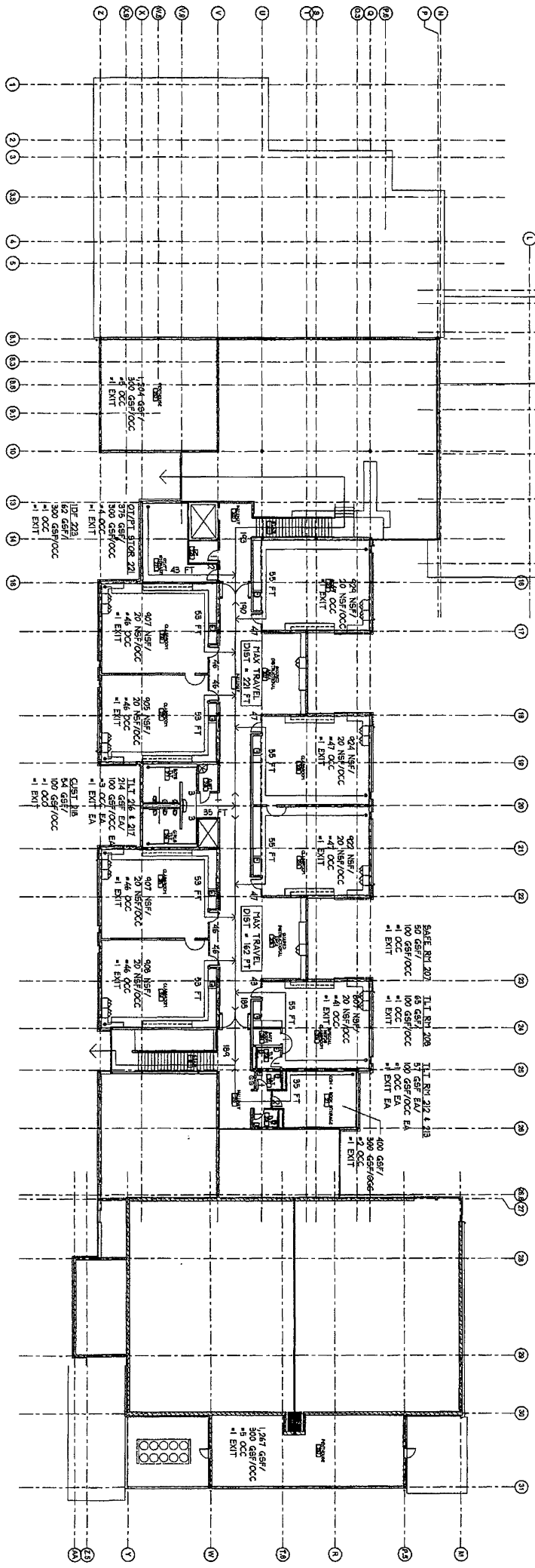
Bellevue School District No. 405
SHERWOOD FOREST ELEMENTARY
16411 NE 24TH STREET
BELLEVUE, WASHINGTON 98008

Date:	2/15/07
Job No.:	20552.00
Drawn By:	PP
Checked By:	LS
Filename:	552G0-3
Revisions:	

CODE PLAN - FIRST FLOOR

G0.3

14:54:59 XREF LIST: 552A_LEGEND_CODE.DWG TC-wa.DWG stamp-bc.DWG 552A_GR1.DWG 552A_TAGS.DWG 552A_FP2.DWG 552_code-data.DWG 552USL.DWG 8x_title.DWG



CODE PLAN - SECOND FLOOR
1/16" = 1'-0"

RATED PARTITION LEGEND

- 2HR RATED PARTITION
- 1HR RATED PARTITION
- SMOKE BARRIER

Bellevue School District No. 405
SHERWOOD FOREST ELEMENTARY

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Date:	2/19/07
Job No.:	20552.00
Drawn By:	PP
Checked By:	LS
Filename:	552G0-4
Revisions:	

CODE PLAN - SECOND FLOOR

G0.4

PROPERTY DESCRIPTION:

NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 25, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN;

SITUATE IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 inch = 20 feet

LEGEND

- HYDRANT
- WATER VALVE
- WATER METER
- MANHOLES (SS/SD)
- CB
- POWER/UTILITY POLE
- GUY ANCHOR
- POWER TRANSFORMER
- POWER/TELEPHONE VAULT
- TELEPHONE/TV RISER
- GAS VALVE
- STREET LIGHT
- LUMINAIRE
- SPOT ELEVATION
- SIGN
- MAILBOX
- ROCKERY
- CONIFEROUS TREE
- DECIDUOUS TREE
- TREE DRIPLINE
- FOUND CASED MONUMENT
- SET PK NAIL/WASHER
- FOUND "PACE" PK NAIL/WASHER
- SUBDIVISION LINES
- CENTER LINES
- PROPERTY LINES
- RIGHT-OF-WAY LINES
- FLOW LINE
- W WATER LINE
- SS SANITARY SEWER LINE
- SD STORM DRAIN LINE
- G GAS LINE
- UP UNDERGROUND POWER LINES
- UT UNDERGROUND TELEPHONE LINES
- UP/UT UNDERGROUND POWER/TELEPHONE LINES
- OH OVERHEAD POWER LINES
- CHAIN LINK FENCE
- WOOD FENCE

NOTES:

HORIZONTAL DATUM:NAD 83/91 PER CITY OF BELLEVUE HORIZONTAL CONTROL STATIONS 63R AND 0064.

BASIS OF BEARINGS:N89°00'00"E ALONG NORTH LINE OF THE NW 1/4 SECTION 25-25-05 BETWEEN CONTROL MONUMENTS STATED ABOVE.

VERTICAL DATUM: NAVD 88 PER CITY OF BELLEVUE BM #212R = TOP OF MONUMENT AT NW CORNER OF SECTION 25-25-05. ELEVATION = 331.085

SITE AREA: 388,571 SQ. FT. OR 8.920 ACRES

ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS OTHERWISE NOTED.

THE LOCATION AND DESCRIPTION OF ALL SURVEY MARKERS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS TAKEN ON 1/18 - 1/27, 2006, UNLESS OTHERWISE INDICATED.

WORK PERFORMED IN CONJUNCTION WITH THIS SURVEY UTILIZED THE FOLLOWING EQUIPMENT AND PROCEDURES: (A) 2" GEODIMETER 600 SERIES ELECTRONIC TOTAL STATION, MAINTAINED TO THE MANUFACTURER'S SPECIFICATIONS PER W.A.C. 332-130-100. (B) FIELD TRAVERSE, EXCEEDING REQUIREMENTS SET FORTH IN W.A.C. 332-130-090.

THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT AND DOES NOT PURPORT TO SHOW ALL EASEMENTS.

THIS TOPOGRAPHIC SURVEY DRAWING ACCURATELY PRESENTS SURFACE FEATURES LOCATED DURING THE COURSE OF THIS SURVEY. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED SOLELY UPON INFORMATION PROVIDED BY OTHERS AND PENNALLECON ASSOC. DOES NOT ACCEPT RESPONSIBILITY OR ASSUME LIABILITY FOR THEIR ACCURACY OR COMPLETENESS. CONTRACTOR/ENGINEERS SHALL VERIFY EXACT SIZE AND LOCATION PRIOR TO CONSTRUCTION.
CALL FOR LOCATE: UTILITY LOCATION SERVICE: 1-800-425-5555.

ALL MONUMENTS INDICATED AS FOUND WERE RECOVERED DURING THE COURSE OF THIS SURVEY AT THE DATE SHOWN IN THE SURVEYOR'S CERTIFICATE, UNLESS OTHERWISE NOTED.

SPOT ELEVATIONS HAVE BEEN TURNED OFF FOR PURPOSES OF CLARITY. TO VIEW THIS INFORMATION SEE LAYERS V-POINT-*.*

SEE SHEET 2

SEE SHEET 3

PORTION OF: NW 1/4, NW 1/4, SECTION 25, T. 25N., R. 5 E., W.M.

NEIL SHERMAN CASHER — STATE OF WASHINGTON — 17364 — REGISTERED PROFESSIONAL LAND SURVEYOR — EXPIRES 2-3-2006

CAD/CALC	FW				
DRAWN	FW/ARF				
PLAT CHK	NC				
SYM	REVISION	DATE	BY	APP'D	

PACE — An Engineering Services Company

1601 2nd Avenue Suite 1000
Seattle, WA 98101
p. 206.441.1855 | f. 206.448.7167
Civil | Structural | Planning | Survey
paceengrs.com

SHERWOOD FOREST ELEMENTARY SCHOOL

DATE	JANUARY 30, 2006
SCALE	1" = 20'
SURVEY TEAM	FW/AW
FIELD BOOK	1104 & ELEC
DWG FILE	A:\6504-SRV.dwg

TOPOGRAPHIC SURVEY
FOR
BELLEVUE SCHOOL DISTRICT NO. 405

PROJECT NO. 06604.10

SHEET 1 OF 4

FILE NAME: K:\PE-PROJECTS\2006\06604 SHERWOOD FOREST\CAD\6504_SURVEY.DWG
PLOT TIME: 1/31/2006 10:00 AM
PLOT SCALE: 1=20
PLOT BY: AW
XREF FILES:

ARDMORE
VOL. 74/p.15

166th AVE. NE

NE 24th ST.

N88°12'43"W 561.48'

N88°12'43"W 1326.62'

E. LINE OF NW 1/4, SECTION 25

SEE SHEET 1

SEE SHEET 4

ARDMORE
VOL. 78/p.12-18

CB RIM=400.45
IE 12"PVC(NE)=398.03
IE 12"PVC(SW)=397.98

CB RIM=400.66
IE 72"(N)=394.81
IE 12"CONC(E)=394.66

CB RIM=400.28
IE 12"PVC(SW)=398.08

SDMH RIM=400.72
IE 12"PVC(NE)=397.82
IE 24"CONC(S)=393.17

FOUND CASED 3/8"COPPER PLUG IN CONC MON

CB RIM=400.88
IE 12"CONC(NE-W-E)=393.38

FOUND CASED 2"BRASS CAP IN CONC MON

SSMH RIM=400.86
CL CHNL 6"CONC(S)=386.76
CL CHNL 8"CONC(W-E)=386.76

CB RIM=400.54
IE 12"PVC(SE)=395.74

SDMH RIM=401.12
IE 12"PVC(NW)=395.52
IE 24"CONC(W)=391.57
IE 24"CONC(E)=391.52

SSMH RIM=401.60
IE 8"PVC(E)=389.50
IE 6"CONC(S-N)=389.50

SSMH RIM=400.49
IE 8"CONC(W-E)=386.39

SSMH RIM=400.76
IE 8"PVC(S)=388.11
IE 8"CONC(W-E)=388.11

CB RIM=400.44
IE 6"PVC(S)=389.34
IE 18"CONC(W)=393.11
IE 24"CONC(N)=392.91
IE 24"CONC(E)=392.81

15" YD. RIM=401.38
IE 8"PVC(NW)=400.5
IE 4"CPEP(SW)=394.9

CB RIM=400.89
IE 8"PVC(SW)=398.05
IE 24"CONC(W-E)=392.38

CB RIM=401.08
IE 6"PVC(S)=398.03
IE 24"CONC(W)=392.18
IE 24"CONC(E)=391.98

SSMH RIM=403.66
IE 6"CONC(E-S-N)=395.46

CB RIM=403.30
IE 4"CONC(N)=402.20

CB RIM=404.58
IE 4"CONC(E)=403.64

15" YD. RIM=404.01
IE 4"CPEP(S)=403.3

CB RIM=403.95
IE 4"CPEP(W)=403.16
IE 4"DI(E)=403.06

CB RIM=403.91
IE 4"DI(N)=403.11
IE 4"CPEP(E)=403.11

CB RIM=407.08
IE 4"CONC(N)=406.51

12" YD. RIM=402.50
IE 4"CPEP(E)=401.5

12" YD. RIM=402.14
IE 4"CPEP(E)=401.5

15" YD. RIM=403.65
IE 4"CONC(E)=403.4

CB RIM=401.12
IE 8"PVC(SW)=397.22
IE 8"PVC(E)=396.72

CB RIM=395.06
IE 8"PVC(SW)=393.03
IE 8"CONC(E)=393.03

CB RIM=402.01
IE 6"PVC(SW)=396.46
IE 8"PVC(W-SE)=395.26

CB RIM=396.41
IE 6"CONC(SE)=393.91
IE 8"PVC(S-NW)=393.91
IE 8"PVC(NE)=393.81

24 PARKING SPACES
PARKING
ASPHALT PARKING
6 PARKING SPACES
1 HC SPACE
5 PARKING SPACES
ASPHALT
CONC WALK
CONC CURB/GUTTER
ASPHALT WALK
1-STORY CONC BLOCK BUILDING
1- STORY CONC BLOCK BUILDING
GRASS
COVERED PLAY AREA
COVERED PICNIC AREA
BIG TOY
36"CONC TUNNEL
BEAR SCULPTURE
CONC RETAINING WALLS
SWING SET RUBBER PLAY MAT
RUBBER PLAY MAT
WOOD
ROOF/WALK OVERHEAD
BRICK WALK
BRICK AREA
CONC RAMP
1-STORY BRICK BUILDING
1-STORY WOOD-FRAME BUILDING
SHED
CONC PARTITION WALL
GRAVEL PATH
6' FENCE
4' FENCE
3' FENCE
GATE
ASPHALT
CONC
TOY
MAT

SPOT ELEVATIONS HAVE BEEN TURNED OFF FOR PURPOSES OF CLARITY. TO VIEW THIS INFORMATION SEE LAYERS V-POINT-*.*

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 feet

LEGEND
- HYDRANT
- WATER VALVE
- WATER METER
- MANHOLES (SS/SD)
- CB
- POWER/UTILITY POLE
- GUY ANCHOR
- POWER TRANSFORMER
- POWER/TELEPHONE VAULT
- TELEPHONE/TV RISER
- GAS VALVE
- STREET LIGHT
- LUMINAIRE
- SPOT ELEVATION
- SIGN
- MAILBOX
- ROCKERY
- CONIFEROUS TREE
- DECIDUOUS TREE
- TREE DRIPLINE
- FOUND CASED MONUMENT
- SET PK NAIL/WASHER
- FOUND "PACE" PK NAIL/WASHER
- SUBDIVISION LINES
- CENTER LINES
- PROPERTY LINES
- RIGHT-OF-WAY LINES
- FLOW LINE
- WATER LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- GAS LINE
- UNDERGROUND POWER LINES
- UNDERGROUND TELEPHONE LINES
- UNDERGROUND POWER/TELEPHONE LINES
- OVERHEAD POWER LINES
- CHAIN LINK FENCE
- WOOD FENCE

NEIL SHERMAN CURRIE
STATE OF WASHINGTON
10345
REGISTERED
PROFESSIONAL LAND SURVEYOR

PORTION OF: NW 1/4, NW 1/4, SECTION 25, T. 25N., R. 5 E., W.M.

TOPOGRAPHIC SURVEY
FOR
BELLEVUE SCHOOL DISTRICT NO. 405

SHERWOOD FOREST
ELEMENTARY SCHOOL

PROJECT NO.
06604.10

DATE	JANUARY 30, 2006
SCALE	1" = 20
SURVEY TEAM	FW/AW
FIELD BOOK	1104 & ELEC

CAD/CALC	FW
DRAWN	FW/ARF
PLAT CHK	NC

PACE
1601 2nd Avenue Suite 1000
Seattle, WA 98101
p. 206.441.1855 | f. 206.448.7167
Civil | Structural | Planning | Survey

R:\06-05\06604 SHERWOOD FOREST\DWG\SSD_SURVEY.DWG
1/19/2007 10:03 AM
MF

SEE SHEET 1

SEE SHEET 4

CB RIM=414.42
IE 12"PVC(N)=407.9
IE 12"PVC(E)=410.2
IE 12"PVC(W)=411.0

CB RIM=413.22
IE 12"PVC(S)=411.5

CB RIM=414.24
IE 12"PVC(N)=411.2
IE 12"PVC(E)=411.1
IE 12"CONC(S)=411.2

CB RIM=413.67

CB RIM=413.64
IE 12"PVC(W)=410.8

VAULT MARKED "S.F.O."

CB RIM=405.57
IE 4"CPEP(N)=404.59
IE 4"CPEP(S)=404.51
IE 4"CPEP(E)=404.25

CB RIM=405.94
IE 4"PVC(S)=403.84
IE 8"PVC(N)=402.62

18" YD. RIM=405.99
IE 4"PVC(N)=404.4

5 PARKING SPACES

CB RIM=407.06
IE 4"CONC(N)=406.51

CB RIM=401.47
IE 4"CPEP(E)=400.59

CB RIM=401.54
IE 4"CPEP(E)=400.54

CB RIM=415.39
IE 8"PVC(SW)=413.2

CB RIM=415.99
IE 12"CONC(N)=412.3
IE 8"PVC(NE)=412.6
IE 12"CONC(S)=412.5

CB RIM=402.83
IE 4"CPEP(S)=402.13
IE 4"CPEP(N)=402.08

CB RIM=402.82
IE 4"CPEP(N)=401.82
IE 4"CPEP(W)=401.68
IE 8"CONC(S)=401.47

1-STORY CONC BLOCK BUILDING

PORTABLE WOOD BLDG.

ROOF/WALK OVERHEAD

BIKE SHELTER

GARDEN AREA

BASEBALL DIAMOND

BIG TOY

SAND BOX

BARK PLAY AREA

JUNGLE GYM

TOY

BENCH

TETHER BALL POST

GAME POLE

BACKSTOP

SOCCER GOAL

BBALL

GRASS

ASPHALT

GRAVEL ROAD

RAMP

WOOD BORDER

CONC WALK

ASPHALT WALK

CONC CURB/GUTTER

CONC CURB

6' FENCE

8' FENCE

10' FENCE

4' FENCE

164th AVE. NE

ASPHALT DRIVE

CONC

S. LINE OF NW 1/4, SECTION 25

ARDMORE NO. 3
VOL. 76/p.12-18

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 feet

LEGEND
- HYDRANT
- WATER VALVE
- WATER METER
- MANHOLES (SS/SD)
- CB
- POWER/UTILITY POLE
- GUY ANCHOR
- POWER TRANSFORMER
- POWER/TELEPHONE VAULT
- TELEPHONE/TV RISER
- GAS VALVE
- STREET LIGHT
- LUMINAIRE
- SPOT ELEVATION
- SIGN
- MAILBOX
- ROCKERY
- CONIFEROUS TREE
- DECIDUOUS TREE
- TREE DRIPLINE
- FOUND CASED MONUMENT
- SET PK NAIL/WASHER
- FOUND "PACE" PK NAIL/WASHER
- SUBDIVISION LINES
- CENTER LINES
- PROPERTY LINES
- RIGHT-OF-WAY LINES
- FLOW LINE
- WATER LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- GAS LINE
- UNDERGROUND POWER LINES
- UNDERGROUND TELEPHONE LINES
- UNDERGROUND POWER/TELEPHONE LINES
- OVERHEAD POWER LINES
- CHAIN LINK FENCE
- WOOD FENCE

SPOT ELEVATIONS HAVE BEEN TURNED OFF FOR PURPOSES OF CLARITY. TO VIEW THIS INFORMATION SEE LAYERS V-POINT-*.*

PORTION OF: NW 1/4, NW 1/4, SECTION 25, T. 25N., R. 5 E., W.M.

K:\DWGS\20605 SHERWOOD FOREST\CAD\SURVEY.DWG
11/06/2007 8:59 AM
2/13/2009 8:59 AM
AM

CAD/CALC FW
DRAWN FW/ARF
PLAT CHK NC

PACE
1601 2nd Avenue Suite 1000
Seattle, WA 98101
p. 206.441.1855 | f. 206.448.7167
Civil | Structural | Planning | Survey

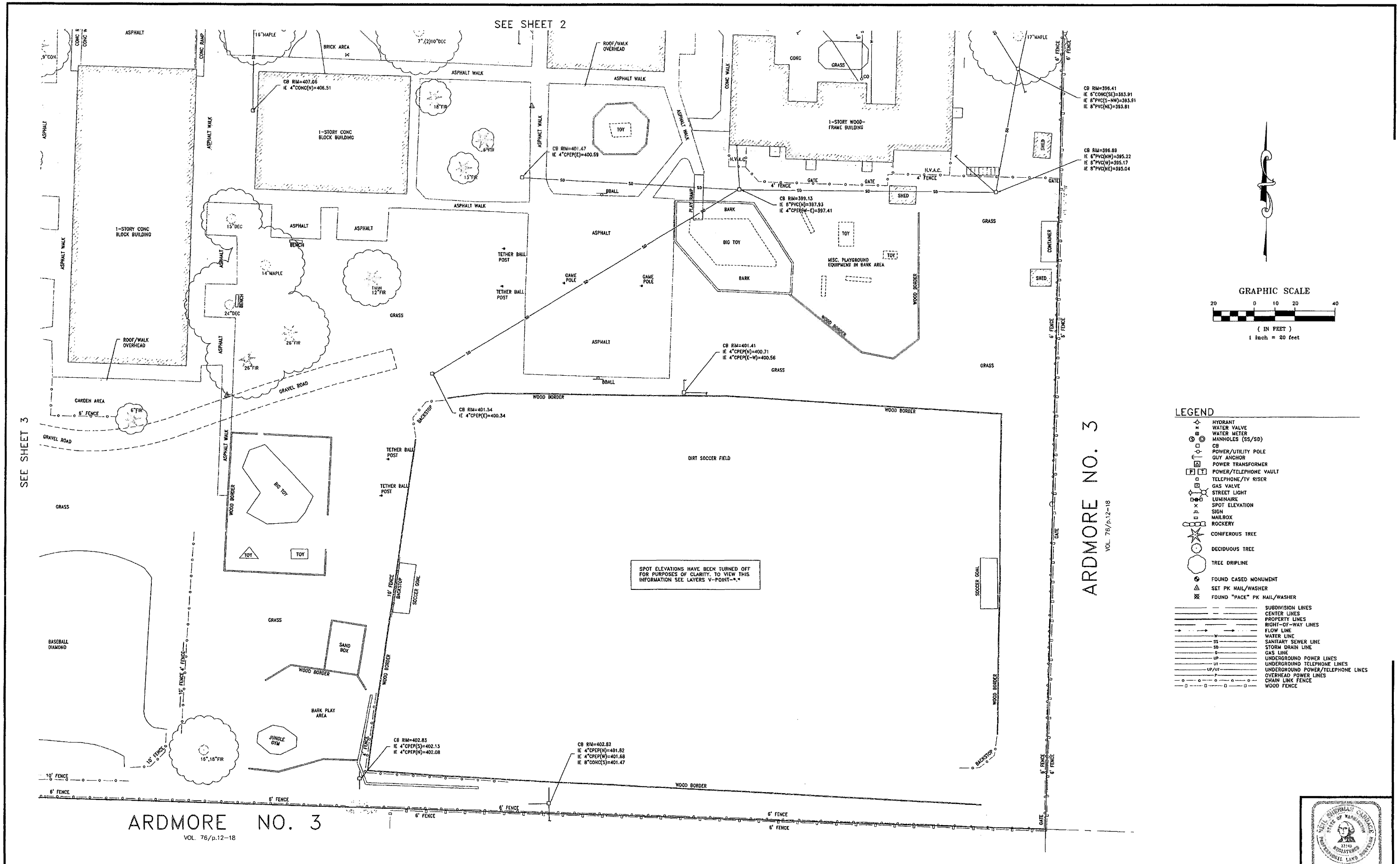
SHERWOOD FOREST
ELEMENTARY SCHOOL

DATE	JANUARY 30, 2008
SCALE	1" = 20'
SURVEY TEAM	FW/AW
FIELD BOOK	1104 & ELEC

TOPOGRAPHIC SURVEY
FOR
BELLEVUE SCHOOL DISTRICT NO. 405

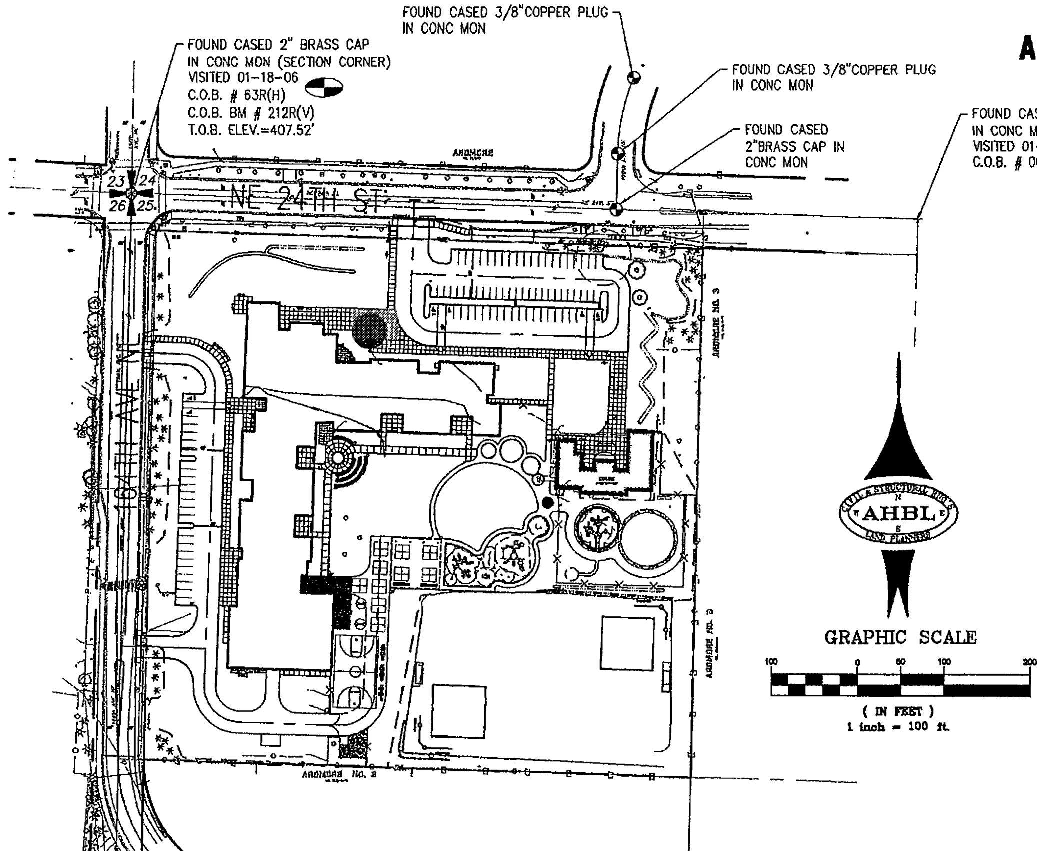
PROJECT NO.
06604.10

NOEL SHERMAN CARRUS
STATE OF WASHINGTON
22343
REGISTERED
PROFESSIONAL LAND SURVEYOR



PORTION OF: NW 1/4, NW 1/4, SECTION 25, T. 25N., R. 5 E., W.M.

CAD/CALC FW DRAWN FW/ARF	PACE 1601 2nd Avenue Suite 1000 Seattle, WA 98101 p. 206.441.1855 | f. 206.448.7167 Civil | Structural | Planning | Survey	SHERWOOD FOREST ELEMENTARY SCHOOL	DATE JANUARY 30, 2006 SCALE 1" = 20' SURVEY TEAM FW/AW FIELD BOOK 1104 & FLEC	TOPOGRAPHIC SURVEY FOR	PROJECT NO. 06604.10



SITE MAP
SCALE: 1"= 100'

A PORTION OF NW 1/4, NW1/4, SEC. 25, TWP. 25 N., RGN 5 E., W.M.
CITY OF BELLEVUE, WASHINGTON

OWNER/APPLICANT
BELLEVUE SCHOOL DISTRICT
12111 NE 1ST STREET
BELLEVUE, WA 98005
PHONE: (425) 456-4040
FAX: (425) 456-4078
CONTACT: JACK McLEOD

SITE ADDRESS
16411 NE 24TH ST
BELLEVUE, WA 98008-2427

ARCHITECT
INTEGRUS ARCHITECTURE
1426 ALASKAN WAY, SUITE 101
SEATTLE, WA 98101
PHONE: (206) 628-3137
FAX: (206) 628-3138
CONTACT: THOMAS M. CORCORAN, PE, SE

SURVEYOR
PACE ENGINEERING SERVICES
1601 2ND AVE SUITE 1000
SEATTLE, WA 98101
PHONE: (206) 441-1855
FAX: (206) 448-7167
CONTACT:

CIVIL ENGINEERS
AHBL, INC.
ENGINEERS, PLANNERS & LANDSCAPE ARCHITECTURE
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
PHONE: (253) 383-2422
FAX: (253) 383-2572
DESIGNED BY: DOREEN GAVIN, P.E., CAROL HURST, P.E.

STRUCTURAL
INTEGRUS ARCHITECTURE
1426 ALASKAN WAY, SUITE 101
SEATTLE, WA 98101
PHONE: (206) 628-3137
FAX: (206) 628-3138
CONTACT: THOMAS M. CORCORAN, PE, SE

LANDSCAPE ARCHITECT
AHBL, INC.
ENGINEERS, PLANNERS & LANDSCAPE ARCHITECTURE
2215 N. 30TH ST. SUITE 300
TACOMA, WA 98403
PHONE: (253) 383-2422
FAX: (253) 383-2572
CONTACT: Kristin Lavor

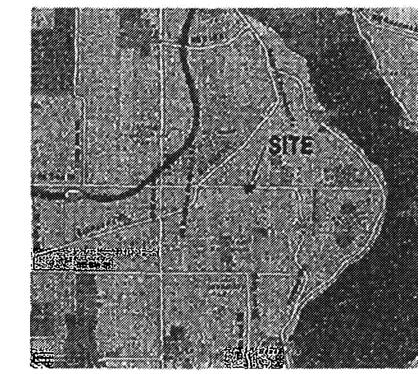
GEOTECHNICAL ENGINEER
AMEC EARTH AND ENVIRONMENTAL, INC.
11335 NE 122ND WAY, SUITE 100
KIRKLAND, WA 98034-6918
PHONE: (425) 820-4669
FAX: (425) 821-3914
CONTACT: TODD WENTWORTH, P.E.

UTILITIES
CITY OF BELLEVUE UTILITIES – (425) 452-6932
TELEPHONE – QUEST (800) 421-2271
POWER – PUGET SOUND ENERGY (888) 321-7779
NATURAL GAS – PUGET SOUND ENERGY
SEWER – CITY OF BELLEVUE – (425) 452-6932
WATER – CITY OF BELLEVUE – (425) 452-6932
ONE CALL – 1-800-424-5555

FIRE DISTRICT:
CITY OF BELLEVUE FIRE DEPT.
STATION #3
16100 NE 8TH – CROSSROADS
PHONE: 425-452-6892

CONTACT:
DWIGHT ALTENBURY – ASSISTANT FIRE MARSHALL
PHONE: 425-452-4112

PROJECT LOCATION



VICINITY MAP

SHEET INDEX

SHEET NO.	SHEET TITLE
C0.00	COVER SHEET
C1.01	DEMOLITION PLAN – NORTH
C1.02	DEMOLITION PLAN – SOUTH
C1.03	TESC PLAN – NORTH
C1.04	TESC PLAN – SOUTH
C1.05	ESC NOTES AND DETAILS
C2.01	HORIZONTAL CONTROL PLAN – NORTH
C2.02	HORIZONTAL CONTROL PLAN – SOUTH
C3.01	ROAD AND PAVING PLAN – NORTH
C3.02	ROAD AND PAVING PLAN – SOUTH
C3.03	ROAD PLAN NOTES AND DETAILS
C3.04	ROAD PLAN NOTES AND DETAILS
C4.01	GRADING AND DRAINAGE PLAN – NORTH
C4.02	GRADING AND DRAINAGE PLAN – SOUTH
C4.03	STORM PROFILES
C4.04	STORM PROFILES
C4.05	DRAINAGE NOTES AND DETAILS
C4.06	DRAINAGE NOTES AND DETAILS
C4.07	DRAINAGE NOTES AND DETAILS
C5.01	SEWER PLAN AND PROFILE
C5.02	SEWER NOTES AND DETAILS
C6.01	WATER PLAN – NORTH
C6.02	WATER PLAN – SOUTH
C6.03	WATER PROFILES
C7.01	CITY OF BELLEVUE NOTES AND DETAILS
C7.02	CITY OF BELLEVUE NOTES AND DETAILS
C7.03	CITY OF BELLEVUE NOTES AND DETAILS
C7.04	CITY OF BELLEVUE NOTES AND DETAILS
C7.05	CITY OF BELLEVUE NOTES AND DETAILS
C7.06	CITY OF BELLEVUE NOTES AND DETAILS

TRENCH NOTE
IF WORKERS ENTER ANY TRENCH OR OTHER EXCAVATION FOUR OR MORE FEET IN DEPTH THAT DOES NOT MEET THE OPEN PIT REQUIREMENTS OF WSDOT SECTION 2-09.3(3)B, IT SHALL BE SHORED AND CRIBBED. THE CONTRACTOR ALONE SHALL BE RESPONSIBLE FOR WORKER SAFETY AND AHBL ASSUMES NO RESPONSIBILITY. ALL TRENCH SAFETY SYSTEMS SHALL MEET THE REQUIREMENTS OF THE WASHINGTON INDUSTRIAL SAFETY AND HEALTH ACT, CHAPTER 49.17 RCW. CHAPTER 49.17 RCW.

UTILITY NOTE
UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE, AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE, AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY "ONE CALL" AT 1-800-424-5555 AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

TOPOGRAPHIC NOTE
THE EXISTING CULTURAL AND TOPOGRAPHIC DATA SHOWN ON THESE DRAWINGS HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, AHBL CANNOT ENSURE ACCURACY AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THESE DRAWINGS AS A RESULT.

FILL NOTE
FILL MATERIAL SHALL NOT CONTAIN PETROLEUM PRODUCTS, OR SUBSTANCES WHICH ARE HAZARDOUS, DANGEROUS, TOXIC, OR WHICH OTHERWISE VIOLATE ANY STATE, FEDERAL, OR LOCAL LAW, ORDINANCE, CODE, REGULATION, RULE, ORDER, OR STANDARD.

LEGAL DESCRIPTION
A PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 25, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN;

SITUATE IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

SITE AREA: 388,571 SQ. FT. OR 8.920 ACRES

CALL 48 HOURS

BENCHMARK/VERTICAL CONTROL
VERTICAL DATUM: NAVD 88 PER CITY OF BELLEVUE BM #212R = TOP OF MONUMENT AT NW CORNER OF SECTION 25-25-05. ELEVATION = 407.52

BASIS OF BEARING/HORIZONTAL CONTROL
HORIZONTAL DATUM:NAD 83/91 PER CITY OF BELLEVUE HORIZONTAL CONTROL STATIONS 63R AND 0064.
BASIS OF BEARINGS:N89°00'00"E ALONG NORTH LINE OF THE NW 1/4 SECTION 25-25-05 BETWEEN CONTROL MONUMENTS STATED ABOVE.

AUTOCAD FILE
AN AUTOCAD DRAWING FILE IS AVAILABLE TO ASSIST WITH SITE LAYOUT. PLEASE NOTE THAT ELECTRONIC FILES ARE PROVIDED FOR CONTRACTOR'S CONVENIENCE AND SHALL NOT REPLACE NOR BE USED TO SUBSTITUTE THE CONTRACT DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR PROJECT LAYOUT ACCORDING TO CONTRACT DOCUMENTS AND COST FOR ELECTRONIC AUTOCAD FILES.

GENERAL NOTES
1. UNLESS OTHERWISE SPECIFIED, ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST ADOPTED EDITION OF THE WASHINGTON DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARD PLANS AND SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION AND STANDARDS AND REQUIREMENTS OF THE LOCAL JURISDICTION.

2. A PRECONSTRUCTION MEETING WITH THE LOCAL JURISDICTION/PUBLIC WORKS DEPARTMENT, AHBL, AND THE CONTRACTOR SHALL BE HELD A MINIMUM OF ONE WEEK PRIOR TO COMMENCING CONSTRUCTION. CITY INSPECTOR SHALL BE GIVEN 48-HOURS NOTICE PRIOR TO THE START OF WORK.

3. THE CONTRACTOR SHALL CONTACT THE LOCAL JURISDICTION'S PUBLIC WORKS DEPARTMENT FOR INSPECTION OF ALL LOCAL UNDERGROUND UTILITY WORK BEFORE THE SYSTEM IS BACKFILLED, UNLESS OTHERWISE AGREED TO IN WRITING BY THE MUNICIPALITY.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT. ALL SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS 1-07.23 TRAFFIC CONTROL, SHALL APPLY IF WORK WITHIN THE TRAVELED RIGHT-OF-WAY WILL INTERRUPT NORMAL TRAFFIC PATTERNS.

5. ALL SEDIMENTATION/EROSION CONTROL FACILITIES MUST BE IN OPERATION PRIOR TO CLEARING AND BUILDING CONSTRUCTION. THEY MUST BE SATISFACTORILY MAINTAINED UNTIL THE POTENTIAL FOR ON-SITE EROSION HAS PASSED.

6. THE CONTRACTOR SHALL MAINTAIN A SET OF DRAWINGS UPON WHICH THE CONTRACTOR SHALL RECORD THE HORIZONTAL AND VERTICAL LOCATION OF THE AS-CONSTRUCTED IMPROVEMENTS. ACTUAL LOCATION OF EXISTING UTILITIES SHALL ALSO BE RECORDED. THE CONTRACTOR SHALL DELIVER THESE RECORD DRAWINGS TO AHBL AT THE COMPLETION OF WORK.

7. IF WORKERS ENTER ANY TRENCH OR OTHER EXCAVATION FOUR FEET OR MORE IN DEPTH THAT DOES NOT MEET THE OPEN PIT REQUIREMENTS OF WSDOT SECTION 2-09.3(3)B, IT SHALL BE SHORED AND CRIBBED. THE CONTRACTOR ALONE SHALL BE RESPONSIBLE FOR WORKER SAFETY AND AHBL ASSUMES NO RESPONSIBILITY. ALL TRENCH SAFETY SYSTEMS SHALL MEET THE REQUIREMENTS OF THE WASHINGTON INDUSTRIAL SAFETY AND HEALTH ACT, CHAPTER 49.17 RCW.

8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR WORKER SAFETY AND ANY AND ALL DAMAGE TO STRUCTURES AND IMPROVEMENTS RESULTING FROM ITS OPERATIONS. NEITHER AHBL NOR THE APPROVING AGENCIES ASSUME ANY RESPONSIBILITY.

9. AN APPROVED COPY OF THIS PLAN MUST BE ON THE SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.

11. UNDERGROUND UTILITY INSTALLATION OPEN CUTS THE WSDOT STANDARD SPECIFICATIONS, PARTICULARLY SECTION 7-08 SHALL GENERALLY APPLY UNLESS OTHERWISE STATED BELOW. FOR OPEN CUTS ON DRIVING TRAVELED ROADWAYS, I.E., UTILITY CUTS:
A. IN TRENCHING THROUGH EXISTING PAVEMENT, THE OPEN CUT SHALL BE A NEAT-LINE CUT MADE BY EITHER SAW CUTTING OR JACKHAMMERING A CONTINUOUS LINE. TRENCH SIDES SHALL BE KEPT AS NEARLY VERTICAL AS POSSIBLE. COMPACTION AND RESTORATION MUST BE DONE AS DETAILED BELOW AND IMMEDIATELY AFTER THE TRENCH IS BACKFILLED SO AS TO CAUSE LEAST DISRUPTION TO TRAFFIC. CEMENT CONCRETE PAVEMENT SHALL BE CUT ONE-FOOT OUTSIDE THE EDGE OF THE TRENCH ON EACH SIDE.

B. IN CUTS PARALLEL TO ROAD ALIGNMENT:

1. ALL TRENCH BACKFILL UNDER ROADWAY SHALL BE MECHANICALLY COMPACTED TO 95% OF MAXIMUM DENSITY EXCEPT FOR TRENCHES MORE THAN EIGHT-FEET IN DEPTH. THROUGHOUT THE LENGTH OF ANY PIPE RUN, MANHOLE TO MANHOLE, IN WHICH ANY PART IS MORE THAN EIGHT-FEET DEEP, BACKFILL AT DEPTHS MORE THAN FOUR-FEET SHALL BE COMPACTED TO 90% MAXIMUM DENSITY BY EITHER WATER SETTLING OR MECHANICAL COMPACTION. THE TOP FOUR-FEET OF THE TRENCH LINE SHALL THEN BE MECHANICALLY COMPACTED TO 95%. ALL DENSITIES SHALL BE DETERMINED BY TESTING SPECIFIED IN SECTION 2-03.3(14)D OF WSDOT STANDARD SPECIFICATIONS.

2. IN ANY TRENCH IN WHICH 95% DENSITY CANNOT BE ACHIEVED WITH EXISTING BACKFILL, THE TOP FOUR-FEET SHALL BE REPLACED WITH GRAVEL BASE AS SPECIFIED IN THE WSDOT STANDARD SPECIFICATIONS, SECTION 9-03.10. THIS NEW MATERIAL SHALL THEN BE MECHANICALLY COMPACTED TO 95%.

C. IN CUTS TRANSVERSE TO ROAD ALIGNMENT:

1. WITHOUT EXCEPTION, THE ENTIRE TRENCH SHALL BE BACKFILLED WITH GRAVEL BACKFILL FOR PIPE BEDDING (PEA GRAVEL) OR CRUSHED SURFACING TOP COURSE MEETING THE REQUIREMENTS OF SECTIONS 9-03.12(3) AND 9-03.9(3) OF THE WSDOT STANDARD SPECIFICATIONS RESPECTIVELY. BACKFILL SHALL BE PLACED AND COMPACTED MECHANICALLY IN ONE-FOOT LIFTS WITH A LOCAL JURISDICTION INSPECTOR PRESENT. AFTER BACKFILL AND COMPACTION, AN IMMEDIATE COLD MIX PATCH SHALL BE PLACED AND MAINTAINED IN A MANNER ACCEPTABLE TO THE LOCAL JURISDICTION OR AHBL. ON ASPHALT PAVEMENT, A PERMANENT HOT MIX PATCH THE SAME THICKNESS AS THE ORIGINAL ASPHALT OR A MINIMUM OF TWO-INCHES, WHICHEVER IS THE GREATER, SHALL BE PLACED AND SEALED WITH A PAVING GRADE ASPHALT WITHIN 30 CALENDAR DAYS. CEMENT CONCRETE PAVEMENT SHALL BE RESTORED WITH AN EIGHT-SACK MIX, USING EITHER TYPE I OR TYPE III CEMENT, WITHIN 30 CALENDAR DAYS.

12. ALL PIPE SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION ACCORDING TO WSDOT STANDARD SPECIFICATIONS 7-08.3(1). THIS SHALL INCLUDE NECESSARY LEVELING OF THE TRENCH BOTTOM OR THE TOP OF THE FOUNDATION MATERIAL AND PLACEMENT AND COMPACTION OF REQUIRED BEDDING MATERIAL TO UNIFORM GRADE SO THAT THE ENTIRE LENGTH OF THE PIPE SHALL BE SUPPORTED ON A UNIFORMLY DENSE, UNYIELDING BASE. IF THE NATIVE MATERIAL IN THE BOTTOM OF THE TRENCH MEETS THE REQUIREMENTS FOR "GRAVEL BACKFILL FOR PIPE BEDDING", THE FIRST LIFT OF PIPE BEDDING MAY BE OMITTED PROVIDED THE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENED, REGRADED, AND COMPACTED TO FORM A DENSE, UNYIELDING BASE.

13. AFTER THE COMPLETION OF CONSTRUCTION, ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED TO THE SATISFACTION OF THE LOCAL JURISDICTION FOR THE PREVENTION OF ON-SITE EROSION.

14. PLANS SHOWING ALL PROPOSED UNDERGROUND UTILITIES MUST BE PROVIDED TO LOCAL JURISDICTION. PLANS FOR WATER AND SANITARY SEWERS MUST BE PROVIDED PRIOR TO THE PRECONSTRUCTION MEETING. PLANS FOR ALL OTHER UTILITIES MUST BE PROVIDED PRIOR TO THE

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	LIGHT	
	POWER/TELE. POLE	
	GUY WIRE	
	TELEPHONE MH	
	TELEPHONE RISER	
	CATCH BASIN	
	STORM DRAIN MH	
	SANITARY SEWER MH	
	SIGN	
	HYDRANT	
	FIRE DEP'T CONNECTION	
	WATER VALVE	
	WATER METER	
—x—x—x—x—	WIRE FENCE	
—o—o—o—o—	CHAIN LINK FENCE	
—o—o—o—o—	WOOD FENCE	
—ELEV—	CONTOURS	—ELEV—
	ON-SITE CLEARING LIMITS	
	SILT FENCE	—x—x—
—SD—	STORM DRAIN LINE	—D—
—W—	WATER LINE	—W—
—F—	FIRE SERVICE	—F—
—SS—	SANITARY SEWER LINE	—S—
—RD—	ROOF DRAIN LINE	—RD—
	VALLEY LINE	—V—
	SEGMENTAL BLOCK RETAINING WALL	
—1"DOO—	DIESEL OIL DISCHARGE LINE	

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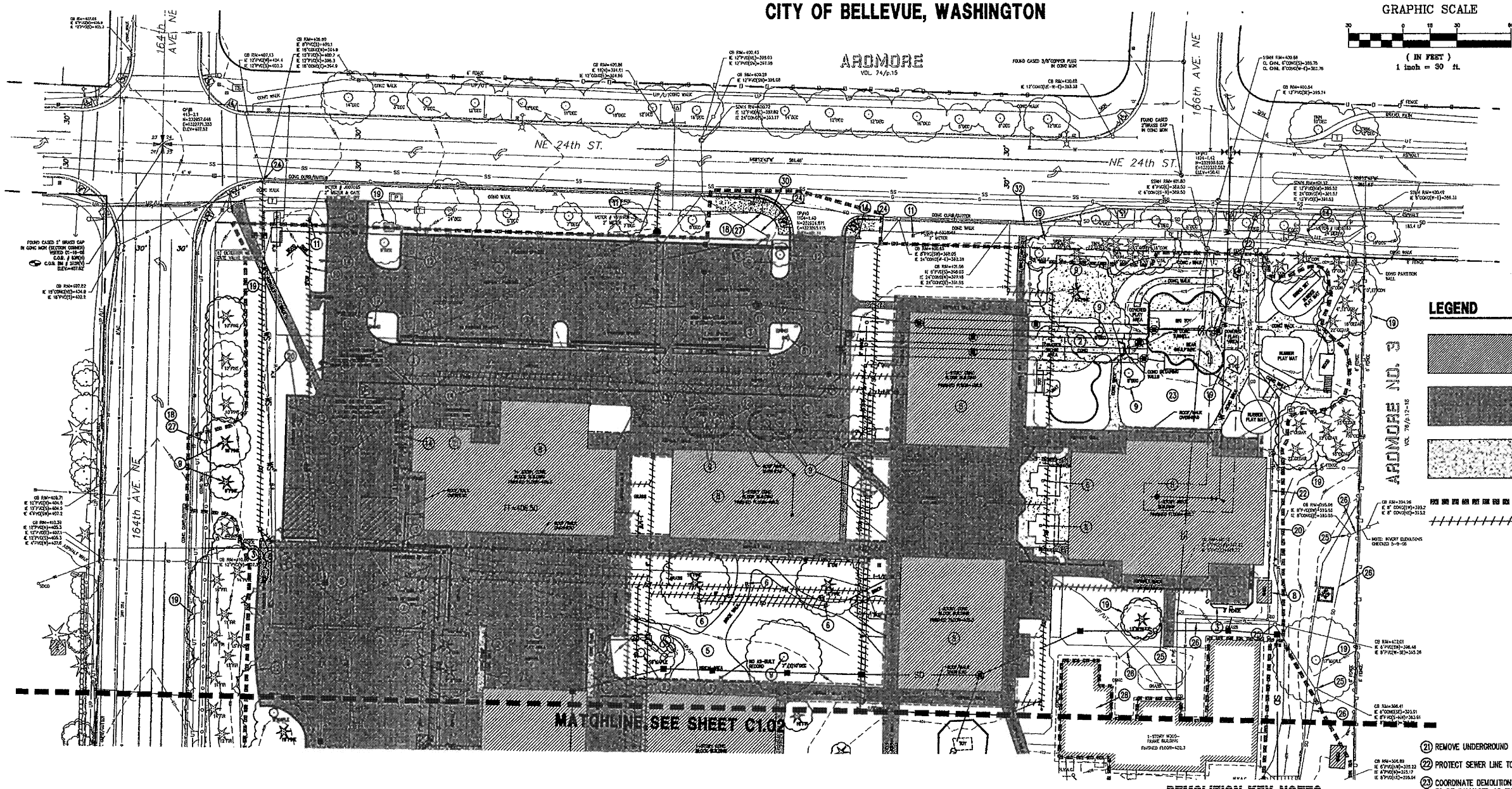

GENERAL NOTES

1. DEMOLITION: IT IS THE INTENT OF THE WORK UNDER THIS CONTRACT TO INCLUDE, BUT NOT LIMITED TO, THE DEMOLITION OF ALL EXISTING PAVING, UTILITIES, BOLLARDS, GATES AND OTHER EXISTING SITE IMPROVEMENTS INCLUDING THEIR UNDERGROUND COMPONENTS AS CLARIFIED BY THIS DRAWING. IT IS THE CONTRACTORS RESPONSIBILITY TO FULLY REVIEW THE SITE CONDITIONS AND TO CORRELATE THESE OBSERVATIONS WITH THE PROJECT WORK AND INCLUDE ALL NECESSARY DEMOLITION, WHETHER SHOWN OR NOT, AND INCLUDE ALL SUCH COSTS IN THE SCOPE OF WORK.

2. CONTRACTOR SHALL PERFORM ADDITIONAL CLEARING TO CONSTRUCT ONSITE AND OFFSITE IMPROVEMENTS IF NECESSARY.

3. CONTRACTOR SHALL OBTAIN NECESSARY PERMIT FROM FIRE DEPARTMENT PRIOR TO REMOVING DIESEL TANK.

4. CLEARING: IT IS THE INTENT OF THE WORK UNDER THIS CONTRACT TO CONDUCT ALL CLEARING NECESSARY TO BE ABLE TO COMPLETE ALL THE WORK OF THIS PROJECT.

5. CONTRACTOR SHALL LEGALLY DISPOSE OF, OFF THE OWNER'S PROPERTY, ALL DEMOLISHED REMOVED MATERIALS UNLESS INDICATED OTHERWISE.

6. SEE SITE SURVEY PREPARED BY PACE FOR ADDITIONAL INFORMATION REGARDING EXISTING CONDITIONS OF THE SITE.

7. COORDINATE FENCE REMOVAL WITH OWNER. SEE PLANS FOR NEW FENCING.

8. GRIND AND/OR CRUSH CONCRETE AND ASPHALT FOR REUSE AS GRAVEL BASE. MAXIMUM GRADATION PER SPECIFICATIONS.

9. SEE LANDSCAPE PLANS FOR PLAY EQUIPMENT TO BE REUSED.

CALL 48 HOURS BEFORE YOU DIG

DEMOLITION GENERAL NOTES

EXISTING UTILITIES AND UNDERGROUND STRUCTURES SHOWN ON THE PLAN ARE BASED UPON THE BEST AVAILABLE PUBLIC RECORDS AND/OR PRIVATE RECORDS AS SUPPLIED BY THE PROJECT OWNER AND/OR DATA OBTAINED VERBALLY FROM OWNERS OR OFFICIALS ASSOCIATED WITH THE PARTICULAR UTILITY. NEITHER THE OWNER NOR THE ENGINEER GUARANTEE ACCURACY OR COMPLETENESS OF THIS INFORMATION AND ASSUME NO RESPONSIBILITY FOR IMPROPER LOCATIONS ON THE CONSTRUCTION PLANS. OTHER UNDERGROUND FACILITIES NOT SHOWN ON THE DRAWINGS MAY BE ENCOUNTERED DURING THE COURSE OF THE WORK. ALL INVERT ELEVATIONS SHOWN ON THE DRAWINGS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

IF CHANGED CONDITIONS ARE ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PROMPTLY OF (1) PRE-EXISTING SUBSURFACE CONDITIONS DIFFERING FROM THOSE INDICATED IN THE PLANS, OR (2) PRE-EXISTING UNKNOWN SUBSURFACE CONDITIONS, OR AN UNUSUAL NATURE, DIFFERING MATERIALLY FROM THOSE ORIGINALLY ENCOUNTERED AND GENERALLY RECOGNIZED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE CONTRACT. THE CONTRACTOR AND OR OWNER SHALL MAKE NO CLAIMS TO THE ENGINEER FOR RECOMPENSATION FOR EXTRA WORK RESULTING FROM CHANGED CONDITIONS UNLESS THE ENGINEER HAS APPROVED THE WORK IN WRITING.

CONTRACTOR SHALL CALL THE UTILITIES UNDERGROUND LOCATION CENTER FOR FIELD LOCATION OF ALL UTILITIES AND SHALL NOT BEGIN EXCAVATION UNTIL ALL KNOWN UNDERGROUND FACILITIES IN THE VICINITY OF THE PROPOSED WORK HAVE BEEN LOCATED AND MARKED. IF THE UTILITY IS NOT A SUBSCRIBER OF THE UNDERGROUND LOCATION CENTER THEN THE CONTRACTOR SHALL GIVE NOTICE TO THAT UTILITY.

THE CONTRACTOR IS RESPONSIBLE FOR REVIEW OF ALL UTILITY PURVEYOR, AND CITY OR STATE RECORDS RELATIVE TO THE EXISTING UNDERGROUND UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR AVOIDING DAMAGE TO THESE FACILITIES AND SHALL RESTORE ALL UTILITIES AT CONTRACTOR'S OWN EXPENSE.

VERIFY THAT ALL UTILITY SERVICES TO BE DEMOLISHED AND/OR ABANDONED HAVE BEEN DISCONNECTED.

ERECT BARRIERS, SHORING AND THE LIKE TO PROTECT PERSONNEL, CONSTRUCTION AND VEGETATION TO REMAIN. COMPLY WITH ALL STATE AND LOCAL AGENCY REQUIREMENTS.

DO NOT SHUT OFF OR CAP UTILITIES WITHOUT PRIOR NOTICE. COORDINATE WORK WITH LOCAL UTILITY PURVEYORS.

MAINTAIN VEHICULAR AND PEDESTRIAN TRAFFIC ROUTES: ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, SIDEWALKS, AND ADJACENT FACILITIES; DO NOT CLOSE OR OBSTRUCT STREETS, SIDEWALKS, OR PASSAGEWAYS WITHOUT PERMISSION FROM AUTHORITIES HAVING JURISDICTION; MAINTAIN FIRE ACCESS ALONG ACCESS ROAD AT ALL TIMES; MEET ALL APPLICABLE CODES AND ORDINANCES.

PROTECT FROM HARM ANY TREES, OR OTHER OBJECTS SELECTED TO REMAIN.

DEMOLITION GENERAL NOTES (CONTINUED)

RESTORE ANY IMPROVEMENTS DAMAGED BY THIS WORK TO THEIR ORIGINAL CONDITION, AS ACCEPTABLE TO OWNER. REPAIR ANY DAMAGE TO ADJACENT STRUCTURES, UTILITIES, SITE, AND WORK OF THIS CONTRACT TO REMAIN AT NO ADDITIONAL COST TO OWNER.

NO BLASTING ON SITE. DO NOT USE EXPLOSIVES.

SPRINKLE DEBRIS W/WATER AS NECESSARY TO LIMIT DUST TO LOWEST PRACTICABLE LEVEL. DO NOT SPRINKLE TO EXTENT CAUSING FLOODING, CONTAMINATED RUNOFF, ICING OR SATURATED SUBSOILS.

REMOVE EXISTING ABOVE-GRADE AND BELOW-GRADE IMPROVEMENTS AS INDICATED AND AS NECESSARY TO FACILITATE NEW CONSTRUCTION. CARE SHALL BE TAKEN THAT DAMAGE DOES NOT OCCUR TO EXISTING PAVEMENT WHICH IS TO REMAIN IN PLACE AND THAT ALL PAVEMENT REMOVALS ARE ACCOMPLISHED BY MAKING A NEAT VERTICAL SAW CUT AT THE BOUNDARIES OF THE AREA TO BE REMOVED. MAKE CUTS AT CLOSEST PAVING JOINT.

THE CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, SETTING AND MARKING ALL LINE AND LOCATION STAKES, INCLUDING OFFSETS AND GENERAL CONSTRUCTION STAKING. WHEN WORK REQUIRING CONTROL IS BEING PERFORMED, ALL NECESSARY RELATED EQUIPMENT, SUPPLIES AND INSTRUMENTS SHALL BE ON SITE. A QUALIFIED LAYOUT ENGINEER, SURVEYOR, OR TECHNICAL SPECIALIST MUST BE ASSIGNED TO THE CONTRACTOR'S CREW FOR THIS WORK. THIS EQUIPMENT AND PERSONNEL MUST BE AVAILABLE, AT NO ADDITIONAL COST, TO OWNER FOR THE PURPOSE OF VERIFYING LAYOUT AND CERTIFYING THE ACCURACY OF WORK ON THE SITE.

TRAFFIC: DO NOT OBSTRUCT WALKS OR PUBLIC WAYS WITHOUT THE WRITTEN PERMISSION OF GOVERNING AUTHORITIES AND OF THE OWNER. WHERE ROUTES ARE PERMITTED TO BE CLOSED, PROVIDE ALTERNATE ROUTES IF REQUIRED.

DEMOLITION KEY NOTES

1. REMOVE ALL EXISTING ASPHALT WITHIN THE PROPERTY LIMITS AND BEYOND AS REQUIRED BY NEW CONSTRUCTION.
2. REMOVE ALL CONCRETE WALKS, SLABS, STAIRS, ETC AND THEIR GRAVEL BASES.
3. REMOVE ALL FENCE, POSTS AND GATES INCLUDING GOAL POSTS, TETHER BALL AND ALL BELOW GRADE FOUNDATIONS AND FOOTINGS.
4. REMOVE EXISTING SEWER PER SEWER DISTRICT REQUIREMENTS.
5. REMOVE BRICK AND SALVAGE FOR REUSE.
6. REMOVE ALL CATCH BASINS, YARD DRAINS AND ASSOCIATED PIPING.
7. REMOVE CONCRETE AND WOOD RETAINING WALL IN ITS ENTIRETY AND ALL FOUNDATIONS AND FOOTINGS.
8. DEMOLISH BUILDING AND CANOPIES SEE ARCHITECTURAL PLANS.
9. REMOVE TREE.
10. REMOVE WATER LINE.
11. REMOVE METER AND DEMOLISH CONCRETE VAULT PER GENERAL WATER NOTE 19, SHEET C6.01.
12. REMOVE CURB.
13. REMOVE METER PER GENERAL WATER NOTE 19, SHEET C6.01.
14. REMOVE SIGN.
15. COORDINATE WITH GAS COMPANY FOR REMOVAL OF GAS LINE AND EXISTING METER.
16. PROTECT EXISTING FIRE HYDRANT TO REMAIN.
17. REMOVE POLE.
18. COORDINATE RELOCATION OF POLE WITH PSE.
19. PROTECT TREES TO REMAIN. PROVIDE TREE PROTECTION PER LANDSCAPE PLANS.
21. REMOVE UNDERGROUND DIESEL TANK.
22. PROTECT SEWER LINE TO REMAIN.
23. COORDINATE DEMOLITION IN THIS AREA WITH ITEMS SCHEDULED TO BE SALVAGED AS SHOWN ON LANDSCAPE PLANS. ALL REMAINING ITEMS SHALL BE DEMOLISHED.
24. CAP EXISTING STORM.
25. PROTECT EXISTING CATCH BASIN TO REMAIN.
26. PROTECT EXISTING STORM LINE TO REMAIN.
27. RELOCATE EXISTING STREET LIGHT.
28. PROTECT EXISTING BUILDING TO REMAIN.
29. REMOVE ALL DEISEL OIL DISCHARGE (DOD) LINES.
30. REMOVE EXISTING PUBLIC SIDEWALK AS REQUIRED FOR NEW WORK (DRIVEWAYS, UTILITIES, ETC.) REMOVE SIDEWALKS TO NEAREST JOINT.
31. REMOVE EXISTING FIRE HYDRANT, VALVE AND WATER LINE.
32. REMOVE EXISTING CURB & GUTTER AS REQUIRED TO REMOVE VEHICLE PULLOUT.

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DEMOLITION PLAN NORTH

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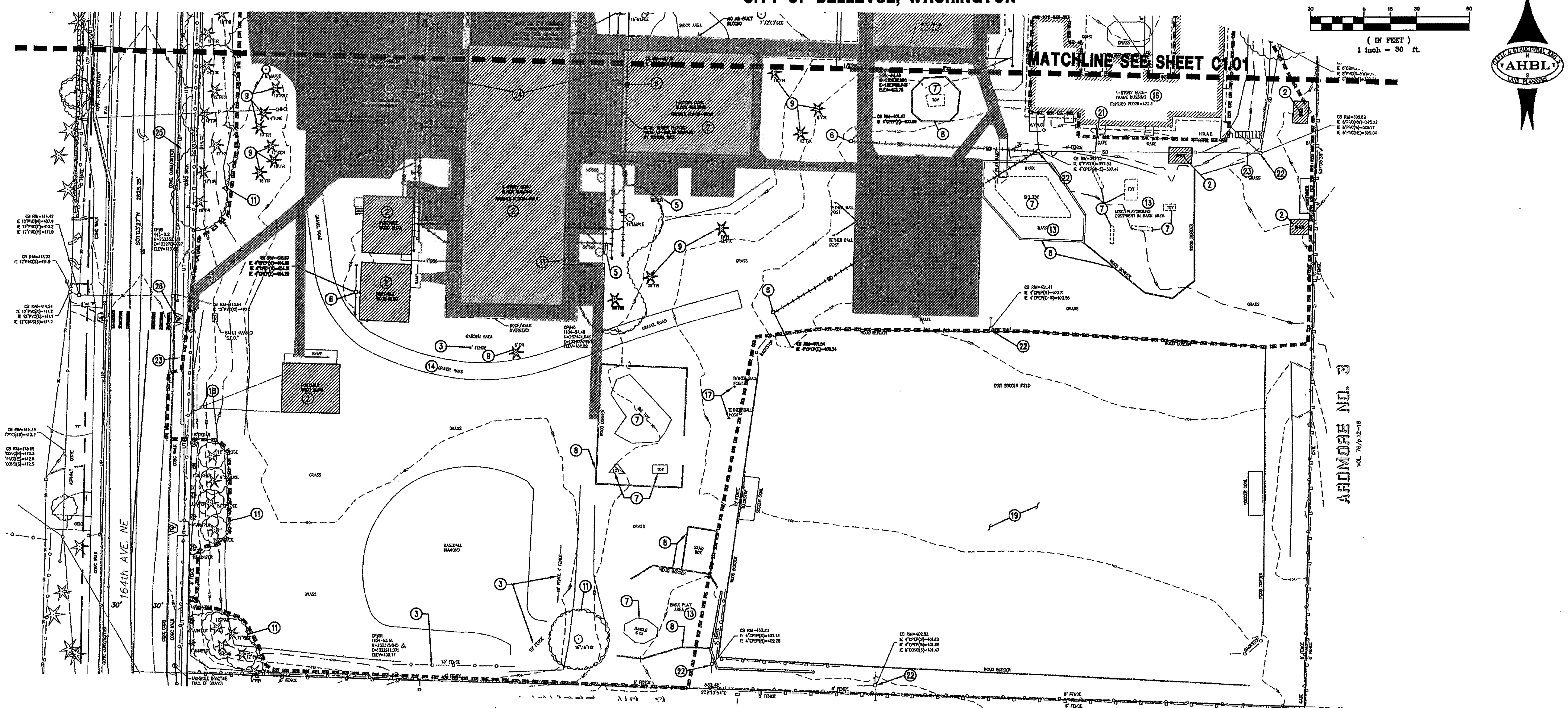

DEMOLITION KEY NOTES

1. REMOVE ALL EXISTING ASPHALT AND BASE WITHIN THE PROPERTY LIMITS AND BEYOND AS REQUIRED BY NEW CONSTRUCTION.
2. DEMOLISH BUILDING, SEE ARCHITECTURAL PLANS.
3. REMOVE ALL FENCE, POSTS AND GATES INCLUDING GOAL POSTS, TETHER BALL AND ALL BELOW GRADE FOUNDATIONS AND FOOTINGS.
4. REMOVE EXISTING SEWER PER SEWER DISTRICT REQUIREMENTS.
5. REMOVE ALL TABLES AND BENCHES.
6. REMOVE ALL CATCH BASINS, YARD DRAINS AND ASSOCIATED PIPING.
7. REMOVE PLAY STRUCTURES INCLUDING ALL FOUNDATIONS AND FOOTINGS.
8. REMOVE WOOD BORDERS.
9. REMOVE TREE.
10. REMOVE WATER LINE.
11. PROTECT TREE TO REMAIN. PROVIDE TREE PROTECTION PER LANDSCAPE PLANS.
12. REMOVE CURB.
13. REMOVE BARK.
14. REMOVE GRAVEL ROAD.
15. COORDINATE WITH GAS COMPANY FOR REMOVAL OF GAS LINE AND EXISTING METER.
16. PROTECT EXISTING BUILDING TO REMAIN.
17. REMOVE POLE AND FOUNDATION.
18. COORDINATE REMOVAL AND RELOCATION OF POLE WITH PSE.
19. PROTECT EXISTING FIELD TO REMAIN. NO EQUIPMENT OR STAGING ALLOWED ON FIELD.
20. REMOVE BIKE SHELTER.
21. PROTECT EXISTING STORM TO REMAIN.
22. PROTECT EXISTING CATCH BASIN TO REMAIN.
23. REMOVE EXISTING PUBLIC SIDEWALK AS REQUIRED FOR NEW WORK (DRIVEWAYS, UTILITIES, ETC.)
24. REMOVE ALL DEISEL OIL DISCHARGE (DOD) LINES.
25. REMOVE EXISTING DRIVEWAY DROP.
26. REMOVE EXISTING HANDICAP RAMP.

GENERAL NOTES

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2. CONTRACTOR SHALL PERFORM ADDITIONAL CLEARING TO CONSTRUCT ONSITE AND OFFSITE IMPROVEMENTS IF NECESSARY.

3. CONTRACTOR SHALL OBTAIN NECESSARY PERMIT FROM FIRE DEPARTMENT PRIOR TO REMOVING DIESEL TANK.

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5. CONTRACTOR SHALL LEGALLY DISPOSE OF, OFF THE OWNER'S PROPERTY, ALL DEMOLISHED REMOVED MATERIALS UNLESS INDICATED OTHERWISE.

6. SEE SITE SURVEY PREPARED BY PACE FOR ADDITIONAL INFORMATION REGARDING EXISTING CONDITIONS OF THE SITE.

7. COORDINATE FENCE REMOVAL WITH OWNER. SEE PLANS FOR NEW FENCING.

8. DEMOLISH BUILDING, SEE ARCHITECTURAL PLANS FOR MORE INFORMATION.

9. REMOVE TREE.

LEGEND

- DEMOLISH BUILDING
- DEMOLISH ASPHALT PAVING
- DEMOLISH CONCRETE

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DEMOLITION
PLAN
SOUTH

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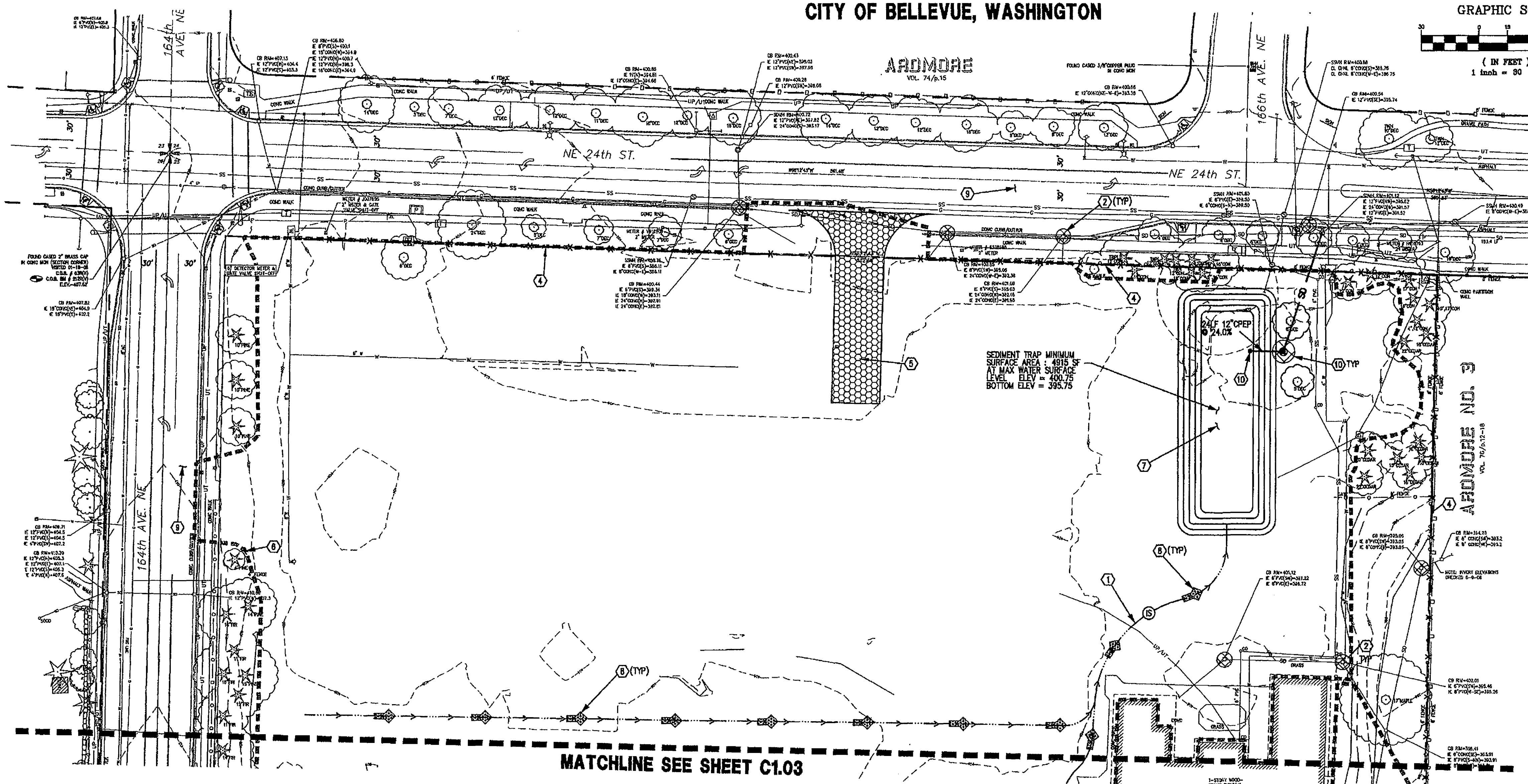

CLEARING AND GRADING NOTES [ATTACHMENT A]

ATTACHMENT "A"
THE FOLLOWING NOTES ARE REQUIRED TO BE INCLUDED ON THE CLEARING, GRADING AND TEMPORARY EROSION AND SEDIMENTATION CONTROL PLANS.

CLEARING AND GRADING STANDARD NOTES

1. ALL CLEARING & GRADING CONSTRUCTION MUST BE IN ACCORDANCE WITH CITY OF BELLEVUE (COB) CLEARING & GRADING CODE, CLEARING & GRADING EROSION CONTROL STANDARD DETAILS (EC-1 THROUGH EC-23), DEVELOPMENT STANDARDS, LAND USE CODE, UNIFORM BUILDING CODE, PERMIT CONDITIONS, AND ALL OTHER APPLICABLE CODES, ORDINANCES, AND STANDARDS. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THESE REQUIREMENTS. ANY VARIANCE FROM ADOPTED EROSION CONTROL STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY OF BELLEVUE DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT (PCD) PRIOR TO CONSTRUCTION.

IT SHALL BE THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION, OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO THE COB. ALL DETAILS FOR STRUCTURAL WALLS, ROCKERIES OVER FOUR FEET IN HEIGHT, GEOGRID REINFORCED ROCKERIES AND GEOGRID REINFORCED MODULAR BLOCK WALLS, MUST BE STAMPED BY A PROFESSIONAL ENGINEER.

2. A COPY OF THE APPROVED PLANS MUST BE ON-SITE DURING CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER REQUIRED OR RELATED PERMITS PRIOR TO BEGINNING CONSTRUCTION.

3. ALL LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD, THEREFORE, BE CONSIDERED ONLY APPROXIMATE AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS AND TO DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.

4. THE AREA TO BE CLEARED AND GRADED MUST BE FLAGGED BY THE CONTRACTOR AND APPROVED BY THE CLEARING AND GRADING INSPECTOR PRIOR TO BEGINNING ANY WORK ON THE SITE.

5. A REINFORCED SILT FENCE MUST BE INSTALLED IN ACCORDANCE WITH COB EC-5 AND SHALL BE LOCATED AS SHOWN ON THE APPROVED PLANS OR PER THE CLEARING AND GRADING INSPECTOR, ALONG SLOPE CONTOURS AND DOWN SLOPE FROM THE BUILDING SITE.

6. A HARD-SURFACE CONSTRUCTION ACCESS PAD IS REQUIRED PER CLEARING & GRADING STANDARD DETAIL EC-1 OR EC-2. THIS PAD MUST REMAIN IN PLACE UNTIL PAVING IS INSTALLED.

7. CLEARING SHALL BE LIMITED TO THE AREAS WITHIN THE APPROVED DISTURBANCE LIMITS. EXPOSED SOILS MUST BE COVERED AT THE END OF EACH WORKING DAY WHEN WORKING FROM OCTOBER 1ST THROUGH APRIL 30TH FROM MAY 1ST THROUGH SEPTEMBER 30TH EXPOSED SOILS MUST BE COVERED AT THE END OF EACH CONSTRUCTION WEEK AND ALSO AT THE THREAT OF RAIN.

8. ANY EXCAVATED MATERIAL REMOVED FROM THE CONSTRUCTION SITE AND DEPOSITED ON PROPERTY WITHIN THE CITY LIMITS MUST BE DONE IN COMPLIANCE WITH A VALID CLEARING & GRADING PERMIT. LOCATIONS FOR THE MOBILIZATION AREA AND STOCKPILED MATERIAL MUST BE APPROVED BY THE CLEARING AND GRADING INSPECTOR AT LEAST 24 HOURS IN ADVANCE OF ANY STOCKPILING.

9. TO REDUCE THE POTENTIAL FOR EROSION OF EXPOSED SOILS, OR WHEN RAINY SEASON CONSTRUCTION IS PERMITTED, THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS) ARE REQUIRED:

- PRESERVE NATURAL VEGETATION FOR AS LONG AS POSSIBLE OR AS REQUIRED BY THE CLEARING AND GRADING INSPECTOR.
- PROTECT EXPOSED SOIL USING PLASTIC (EC-14), EROSION CONTROL BLANKETS, STRAW OR MULCH (COB GUIDE TO MULCH MATERIALS, RATES, AND USE CHART), OR AS DIRECTED BY THE CLEARING AND GRADING INSPECTOR.
- INSTALL CATCH BASIN INSERTS AS REQUIRED BY THE CLEARING AND GRADING INSPECTOR OR PERMIT CONDITIONS OF APPROVAL.
- INSTALL A TEMPORARY SEDIMENT POND, A SERIES OF SEDIMENTATION TANKS, TEMPORARY FILTER VAULTS, OR OTHER SEDIMENT CONTROL FACILITIES. INSTALLATION OF EXPOSED AGGREGATE SURFACES REQUIRES A SEPARATE EFFLUENT COLLECTION POND ONSITE.

10. FINAL SITE GRADING MUST DIRECT DRAINAGE AWAY FROM ALL BUILDING STRUCTURES AT A MINIMUM 2% SLOPE, PER THE UNIFORM BUILDING CODE.

11. THE CONTRACTOR MUST MAINTAIN A SWEEPER ON SITE DURING EARTHWORK AND IMMEDIATELY REMOVE SOIL THAT HAS BEEN TRACKED ONTO PAVED AREAS AS RESULT OF CONSTRUCTION.

12. TURBIDITY MONITORING MAY BE REQUIRED AS A CONDITION OF CLEARING AND GRADING PERMIT APPROVAL. IF REQUIRED, TURBIDITY MONITORING MUST BE PERFORMED IN ACCORDANCE WITH THE APPROVED TURBIDITY MONITORING PLAN AND AS DIRECTED BY THE CLEARING AND GRADING INSPECTOR. MONITORING MUST CONTINUE DURING SITE (EARTHWORK) CONSTRUCTION UNTIL THE FINAL SIGN-OFF BY THE CLEARING AND GRADING INSPECTOR.

13. ANY PROJECT THAT IS SUBJECT TO RAINY SEASON RESTRICTIONS WILL NOT BE ALLOWED TO PERFORM CLEARING AND GRADING ACTIVITIES WITHOUT WRITTEN APPROVAL FROM THE PCD DIRECTOR. THE RAINY SEASON EXTENDS FROM NOVEMBER 1st THROUGH APRIL 30TH AS DEFINED IN SECTION 23.76.093A OF THE CLEARING AND GRADING CODE.

CONSTRUCTION NOISE NOTES
CONSTRUCTION NOISE OUTSIDE THE ALLOWABLE HOURS IS PROHIBITED PER BCC 9.18.040. TO BE CONSIDERED A VIOLATION, THE CONSTRUCTION-RELATED NOISE MUST BE AUDIBLE ACROSS A PROPERTY LINE OR AT LEAST 75 FEET FROM THE SOURCE. ANY VIOLATION IS A CIVIL INFRACTION AND THE CITY MAY ASSESS A MONETARY PENALTY TO THE INDIVIDUAL CREATING THE NOISE. THE PENALTIES ARE:
A WARNING WILL BE ISSUED IF NO CONSTRUCTION NOISE VIOLATION HAS BEEN COMMITTED BY THE SAME PERSON WITHIN THE PREVIOUS TWO YEARS AT ANY LOCATION WITHIN THE CITY.
A CITATION WILL BE ISSUED AND A $125 FINE IMPOSED IF ONE PREVIOUS VIOLATION HAS BEEN COMMITTED BY THE SAME PERSON WITHIN THE PREVIOUS TWO YEARS AT ANY LOCATION WITHIN THE CITY.
A CITATION WILL BE ISSUED AND A $250 FINE IMPOSED IF TWO OR MORE PREVIOUS VIOLATION HAS BEEN COMMITTED BY THE SAME PERSON WITHIN THE PREVIOUS TWO YEARS AT ANY LOCATION WITHIN THE CITY.

FOR ALL COMMERCIAL, MULTI-FAMILY, AND NEW SINGLE-FAMILY HOMES:
CONSTRUCTION-RELATED NOISE IS ALLOWED:
7 AM TO 6 PM ON WEEKDAYS
9 AM TO 6 PM ON SATURDAYS
CONSTRUCTION -RELATED NOISE IS NOT ALLOWED:
OUTSIDE OF ALLOWABLE HOURS
LEGAL HOLIDAYS
SUNDAYS

MOBILIZATION/STOCKPILE AREA NOTES
ANY EXCAVATED MATERIAL REMOVED FROM THE CONSTRUCTION SITE AND DEPOSITED ON PROPERTY WITHIN THE CITY LIMITS MUST BE DONE IN COMPLIANCE WITH A VALID CLEARING & GRADING PERMIT. LOCATIONS FOR THE MOBILIZATION AREA AND STOCKPILED MATERIAL MUST BE APPROVED BY THE

STREET SWEEPING NOTE
CONTRACTOR SHALL IMMEDIATELY SWEEP THE PAVED CITY RIGHT-OF-WAY WHEN DIRT OR OTHER CONSTRUCTION RELATED DEBRIS IS DEPOSITED.

DUST SUPPRESSION
DUST FROM CLEARING, GRADING, AND OTHER CONSTRUCTION ACTIVITIES SHALL BE MINIMIZED AT ALL TIMES. ANY DUST SUPPRESSANTS USED SHALL BE APPROVED BY THE DIRECTOR. PETROCHEMICAL DUST SUPPRESSANTS ARE PROHIBITED. WATERING THE SITE TO SUPPRESS DUST IS ALSO PROHIBITED UNLESS IT CAN BE DONE IN A WAY THAT KEEPS SEDIMENT OUT OF THE PUBLIC DRAINAGE SYSTEM.

DESIGN CHANGES AFTER PERMIT ISSUANCE
IF UTILITIES DESIGN CHANGES RESULT IN CHANGES TO THE CLEARING LIMITS SHOWN ON THESE PLANS, THE APPLICANT MUST SUBMIT A REVISION TO THE CLEARING AND GRADING PERMIT THAT INDICATES THE LOCATION OF THE NEW CLEARING LIMITS.

GEOTECHNICAL NOTES
THE PROJECT GEOTECHNICAL ENGINEER OF RECORD OR HIS REPRESENTATIVE MUST BE ONSITE DURING CRITICAL EARTHWORK OPERATIONS. THE GEOTECHNICAL ENGINEER SHALL OBSERVE ALL EXCAVATIONS AND FILL AREAS. IN ADDITION, THE ENGINEER SHALL INSPECT THE SOIL CUTS PRIOR TO CONSTRUCTION OF THE ROCKERIES AND INSPECT THE COMPACTION IN FILL AREAS. THE ENGINEER MUST SUBMIT FIELD REPORTS IN WRITING TO THE PCD INSPECTOR FOR SOILS VERIFICATION AND FOUNDATION CONSTRUCTION. ALL EARTHWORK SHOULD BE IN CONFORMANCE WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT.
THE GEOTECHNICAL ENGINEER MUST BE PRESENT AT THE PRE-CONSTRUCTION MEETING. IN ADDITION, THE FOLLOWING CONSTRUCTION STAGES MUST BE INSPECTED, MONITORED, AND TESTED AS NECESSARY BY THE GEOTECHNICAL ENGINEER OF RECORD:

1. SITE CLEARING AND STRIPPING OF ORGANIC TOPSOIL FOR ALL AREAS TO RECEIVE STRUCTURAL FILL, PAVEMENTS, OR FOUNDATIONS.
2. CUT SLOPES OVER FOUR FEET HIGH.
3. BENCHING FOR FILL TO BE PLACED ON SLOPES.
4. INSPECTION OF PROPOSED IMPORT FILL MATERIAL, PRIOR TO PLACEMENT.
5. PLACEMENT OF STRUCTURAL FILL, INCLUDING OBSERVATION OF PROPER MOISTURE CONTENT, LIFT THICKNESS, AND MINIMUM COMPACTION.
6. SUBGRADES FOR RETAINING WALLS, FOUNDATIONS, AND FOR THE BASE OF ROCKERIES.
7. INSTALLATION OF SUBSURFACE DRAINAGE FACILITIES.
8. UTILITY TRENCH BEDDING AND BACKFILL, INCLUDING OBSERVATION OF PROPER MOISTURE CONTENT, LIFT THICKNESS, AND MINIMUM COMPACTION.
9. UTILITIES ON STEEP SLOPES; SLOPE ANCHORS AND/OR BACKFILL SLOPE STABILIZATION.
10. ANY UNUSUAL SEEPAGE, SLOPE, OR SUBGRADE CONDITION AS DELINEATED IN THE GEOTECHNICAL REPORT OR DISCOVERED IN THE FIELD.

AT THE END OF THE CONSTRUCTION, THE GEOTECHNICAL ENGINEER SHALL SUBMIT A FINAL SUMMARY LETTER VERIFYING THAT CRITICAL STAGES OF THE CONSTRUCTION HAVE BEEN INSPECTED AND ARE IN CONFORMANCE WITH GEOTECHNICAL

GENERAL NOTES

1. SEE TESC NOTES ON SHEET C1.05.
2. DEMOLISH ALL EXISTING ON-SITE UNDERGROUND UTILITIES IN THEIR ENTIRETY, UNLESS NOTED OTHERWISE.
3. ASPHALT ON SITE SHALL REMAIN DURING INITIAL STAGES OF CONSTRUCTION IN ORDER TO PROVIDE "ALL WEATHER" ACCESS.

LEGEND

STORM DRAIN INLET PROTECTION
INTERCEPTOR SWALE OR DIKE
OUTLET PROTECTION
GRAVEL CHECK DAM
TEMPORARY AND PERMANENT SEEDING
PLASTIC COVERING
SILT FENCE
CLEARING LIMIT
SEDIMENT POND
CONSTRUCTION ENTRANCE
EMERGENCY OVERFLOW SPILLWAY

TESC KEY NOTES

1. PROVIDE, MAINTAIN AND ADD INTERCEPTOR DITCH AS NECESSARY TO CONTROL RUNOFF, SEE 2/C1.05.
2. PROVIDE INLET SEDIMENT PROTECTION TO ALL STRUCTURES COLLECTING DRAINAGE, SEE 6/C1.05.
3. PROVIDE INLET SEDIMENT PROTECTION IN ALL NEW STRUCTURES AS THEY ARE INSTALLED.
4. PROVIDE SILT FENCE, SEE 3/C1.05.
5. PROVIDE CONSTRUCTION ENTRANCE, SEE 5/C1.05.
6. CLEARING LIMITS.
7. TEMPORARY SEDIMENT POND, SEE 7/C1.05.
8. GRAVEL CHECK DAM, SEE 4/C1.05.
9. SWEEP STREET AS NECESSARY. SEE STREET SWEEPING NOTE ON C1.04.
10. TEMPORARY SEDIMENT POND OUTLET SEE 7/C1.05.

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Landscape Architects
Community Planners
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EXPIRES 8/21/07

Bellevue School District No. 405
SHERWOOD FOREST ELEMENTARY

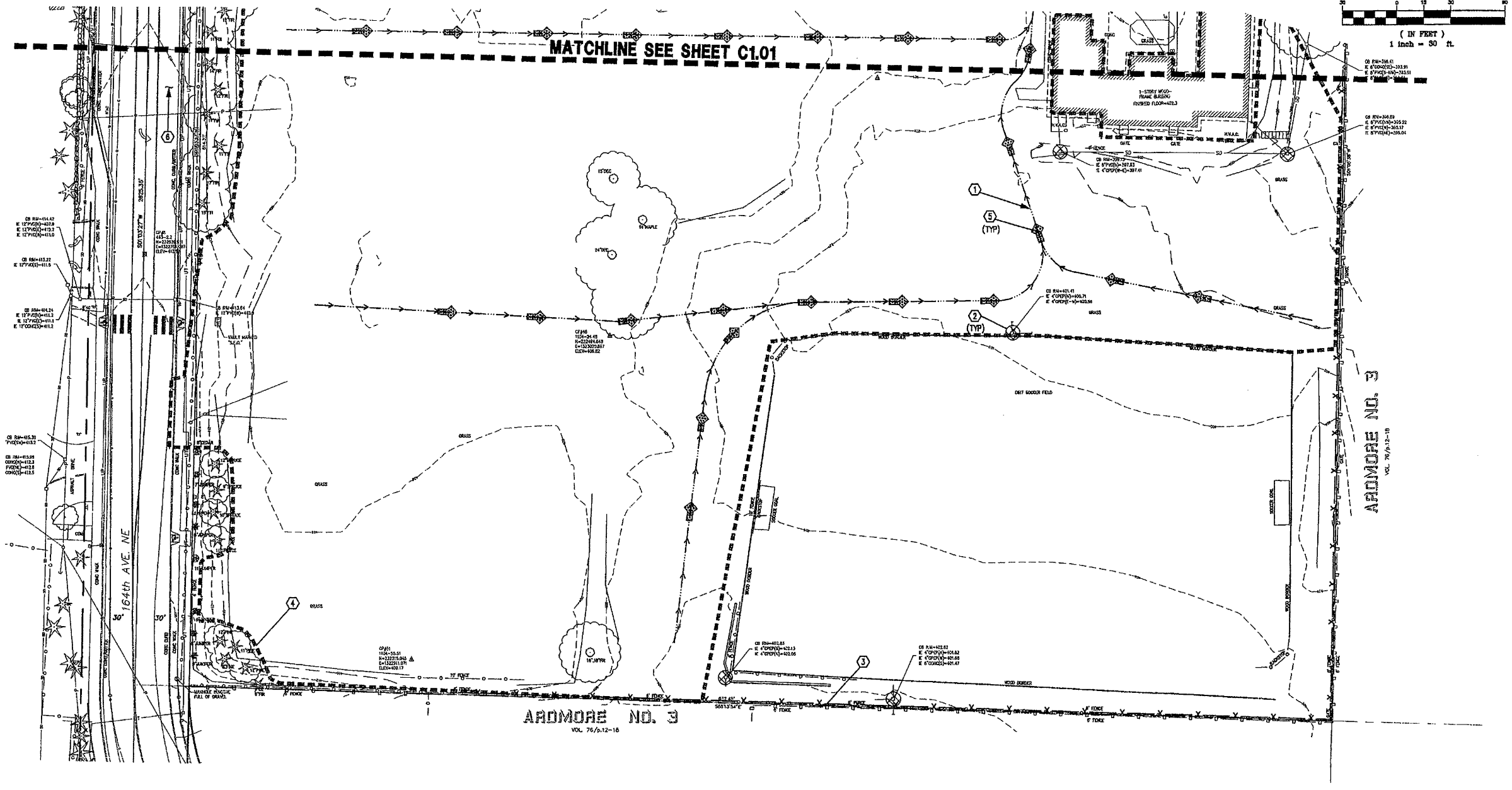
16411 NE 24TH STREET
BELLEVUE, WASHINGTON 98008

Date:	2/15/07
Job No.:	20552.00
Drawn By:	AHBL
Checked By:	
Filename:	
Revisions:	

TESC PLAN
NORTH

C1.03

A PORTION OF NW 1/4, NW1/4, SEC. 25, TWP. 25 N., RGN 5 E., W.M.
CITY OF BELLEVUE, WASHINGTON



GENERAL NOTES

1. SEE TESC NOTES ON SHEET C1.05.

2. DEMOLISH ALL EXISTING ON-SITE UNDERGROUND UTILITIES IN THEIR ENTIRETY, UNLESS NOTED OTHERWISE.

TESC KEY NOTES

1. PROVIDE, MAINTAIN AND ADD INTERCEPTOR SWALES AS NECESSARY TO CONTROL RUNOFF, SEE 2/C1.05.
2. PROVIDE CATCH BASIN PROTECTION TO ALL STRUCTURES COLLECTING DRAINAGE, SEE 6/C1.05.
3. PROVIDE SILT FENCE, SEE 3/C1.05.
4. CLEARING LIMITS.
5. GRAVEL CHECK DAM, SEE 4/C1.05.
6. SWEEP STREET AS NECESSARY.
7. PROVIDE CB PROTECTION ON ALL NEW STRUCTURES AS THEY ARE INSTALLED.

LEGEND

- STORM DRAIN INLET PROTECTION
- INTERCEPTOR SWALE OR DIKE (IS)
- OUTLET PROTECTION
- GRAVEL CHECK DAM (GCD)
- TEMPORARY AND PERMANENT SEEDING (SE)
- PLASTIC COVERING (PC)
- SILT FENCE
- CLEARING LIMIT
- SEDIMENT POND
- CONSTRUCTION ENTRANCE
- ASPHALT TREATED BASE (ATB)
- EMERGENCY OVERFLOW SPILLWAY

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EXPIRES 8/27/07

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Date:	2/15/07
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TESC PLAN SOUTH

C1.04

A PORTION OF NW 1/4, NW1/4, SEC. 25, TWP. 25 N., RGN 5 E., W.M.
CITY OF BELLEVUE, WASHINGTON

TEMPORARY AND PERMANENT SEEDING

1. PURPOSE: SEEDING IS INTENDED TO REDUCE EROSION BY STABILIZING EXPOSED SOILS. A WELL-ESTABLISHED VEGETATIVE COVER IS ONE OF THE MOST EFFECTIVE METHODS OF REDUCING EROSION.

2. CONDITIONS OF USE:
   A. SEEDING SHALL BE USED THROUGHOUT THE PROJECT ON DISTURBED AREAS THAT HAVE REACHED FINAL GRADE OR THAT WILL REMAIN UNWORKED FOR MORE THAN 30 DAYS. SEED SHALL NOT BE USED IN AREAS SUBJECT TO WEAR BY CONSTRUCTION TRAFFIC.
   B. CHANNELS THAT WILL BE VEGETATED SHOULD BE INSTALLED BEFORE MAJOR EARTHWORK AND HYDROSEEDED WITH A BONDED FIBER MATRIX. THE VEGETATION SHOULD BE WELL-ESTABLISHED (I.E. 75% COVER) BEFORE WATER IS ALLOWED TO FLOW INTO THE DITCH. WITH CHANNELS THAT WILL HAVE HIGH FLOWS, EROSION CONTROL BLANKETS SHOULD BE INSTALLED OVER THE HYDROSEED. IF VEGETATION CANNOT BE ESTABLISHED FROM SEED BEFORE WATER IS ALLOWED IN THE DITCH, SOD SHOULD BE INSTALLED IN THE BOTTOM OF THE DITCH OVER HYDROMULCH AND BLANKETS.
   C. RETENTION/DETENTION PONDS SHALL BE SEEDED AS REQUIRED.
   D. MULCH IS REQUIRED AT ALL TIMES BECAUSE IT PROTECTS SEEDS FROM HEAT, MOISTURE LOSS, AND TRANSPORT DUE TO RUNOFF.
   E. ALL DISTURBED AREAS SHALL BE REVIEWED IN LATE AUGUST TO EARLY SEPTEMBER AND ALL SEEDING SHOULD BE COMPLETED BY THE END OF SEPTEMBER. OTHERWISE VEGETATION WILL NOT ESTABLISH ITSELF ENOUGH TO PROVIDE MORE THAN AVERAGE PROTECTION.
   F. AT FINAL SITE STABILIZATION, ALL DISTURBED AREAS NOT OTHERWISE VEGETATED OR STABILIZED SHALL BE SEEDED AND MULCHED. FINAL STABILIZATION MEANS THE COMPLETION OF ALL SOIL DISTURBING ACTIVITIES AT THE SITE AND THE ESTABLISHMENT OF A PERMANENT VEGETATIVE COVER, OR EQUIVALENT PERMANENT STABILIZATION MEASURE (SUCH AS PAVEMENT, RIPRAP, GABIONS OR GEOTEXTILES) WHICH WILL PREVENT EROSION.

3. INSTALLATION SPECIFICATIONS
   A. THE OPTIMUM SEEDING WINDOWS FOR WESTERN WASHINGTON ARE APRIL 1 THROUGH JUNE 30, AND SEPTEMBER 1 THROUGH OCTOBER 1. SEEDING THAT OCCURS BETWEEN MAY 1 AND OCTOBER 31 WILL REQUIRE IRRIGATION THAT MAY BE REQUIRED UNTIL 75 PERCENT GRASS COVER IS ESTABLISHED. SEEDING THAT OCCURS BETWEEN OCTOBER 31 AND APRIL 30 WILL REQUIRE ARMORING OF THE SEED BED (JUTE MAT OR PLASTIC COVER) UNTIL 75 PERCENT GRASS COVER IS ESTABLISHED.
   B. TO PREVENT SEED FROM BEING WASHED AWAY, CONFIRM THAT ALL REQUIRED SURFACE WATER CONTROL MEASURES HAVE BEEN INSTALLED.
   C. THE SEEDBED SHOULD BE FIRM AND ROUGH. ALL SOIL SHOULD BE ROUGHENED NO MATTER WHAT THE SLOPE. IF COMPACTION IS REQUIRED FOR ENGINEERING PURPOSES, SLOPES MUST BE TRACK WALKED BEFORE SEEDING. BACKBLADING OR SMOOTHING OF SLOPES GREATER THAN 4:1 IS NOT ALLOWED IF THEY ARE TO BE SEEDED. PERFORM ALL OPERATION ACROSS OR AT RIGHT ANGLES TO THE SLOPE.
   D. WHEREVER PRACTICAL THE SUBGRADE SHOULD BE INITIALLY RIPPED TO IMPROVE LONG-TERM PERMEABILITY, INFILTRATION, AND WATER INFLOW QUALITIES. AT A MINIMUM, PERMANENT AREAS SHALL USE SOIL AMENDMENTS TO ACHIEVE ORGANIC MATTER AND PERMEABILITY PERFORMANCE DEFINED IN ENGINEERED SOIL/LANDSCAPE SYSTEMS. FOR SYSTEMS THAT ARE DEEPER THAN 8 INCHES THE ROTOTILLING PROCESS SHOULD BE DONE IN MULTIPLE LIFTS, OR THE PREPARED SOIL SYSTEM SHALL BE PREPARED PROPERLY AND THEN PLACED TO ACHIEVE THE SPECIFIED DEPTH.
   E. ORGANIC MATTER IS THE MOST APPROPRIATE FORM OF "FERTILIZER" BECAUSE IT PROVIDES NUTRIENTS IN THE LEAST WATER-SOLUBLE FORM. A NATURAL SYSTEM TYPICALLY RELEASES 2-10 PERCENT OF ITS NUTRIENTS ANNUALLY.
   F. IN GENERAL, 10-20-20 N-P-K (NITROGEN-PHOSPHORUS-POTASSIUM) FERTILIZER CAN BE USED AT A RATE OF 90 POUNDS PER ACRE. SLOW-RELEASE FERTILIZERS ARE PREFERRED BECAUSE THEY ARE MORE EFFICIENT AND HAVE FEWER ENVIRONMENTAL IMPACTS. IT IS RECOMMENDED THAT AREAS BEING SEEDED FOR FINAL LANDSCAPING CONDUCT SOIL TESTS TO DETERMINE THE EXACT TYPE AND QUANTITY OF FERTILIZER NEEDED. THIS WILL PREVENT THE OVER-APPLICATION OF FERTILIZER. FERTILIZER SHOULD NOT BE ADDED TO THE HYDROMULCH MACHINE AND AGITATED MORE THAN 20 MINUTES BEFORE IT IS USED. IF AGITATED TOO MUCH, THE SLOW-RELEASE COATING IS DESTROYED.
   G. HYDROSEED APPLICATIONS SHALL INCLUDE A MINIMUM OF 1,500 POUNDS PER ACRE OF MULCH WITH 3 PERCENT TACKIFIER. MULCH MAY BE MADE UP OF 100 PERCENT: COTTONSEED MEAL; FIBERS MADE OF WOOD; RECYCLED CELLULOSE, HEMP, AND KENAF; COMPOST; OR BLENDS OF THESE. TACKIFIER SHALL BE PLANT-BASED, SUCH AS GUAR OR ALPHA PLANTAGO, OR CHEMICAL BASED SUCH AS POLYACRYLAMIDE OR POLYMERS. ANY MULCH OR TACKIFIER PRODUCT USED SHALL BE INSTALLED PER MANUFACTURER'S INSTRUCTION. SEED AND FERTILIZER ARE ADDED AT TIME OF APPLICATION.
   H. MULCH IS ALWAYS REQUIRED FOR SEEDING. MULCH CAN BE APPLIED ON TOP OF THE SEED OR SIMULTANEOUSLY BY HYDROSEEDING.
   I. ON STEEP SLOPES, BONDED FIBER MATRIX (BFM) OR MECHANICALLY BONDED FIBER MATRIX (MBFM) PRODUCTS SHOULD BE USED. BFM/MBFM PRODUCTS ARE APPLIED AT A MINIMUM RATE OF 3,000 POUNDS PER ACRE OF MULCH WITH APPROXIMATELY 10 PERCENT TACKIFIER. APPLICATION IS MADE SO THAT A MINIMUM OF 95 PERCENT SOIL COVERAGE IS ACHIEVED. NUMEROUS PRODUCTS ARE AVAILABLE COMMERCIALLY AND SHOULD BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS. MOST PRODUCTS REQUIRE 24-36 HOURS TO CURE BEFORE A RAINFALL AND CANNOT BE INSTALLED ON WET OR SATURATED SOILS. GENERALLY, THESE PRODUCTS INCLUDE ALL NECESSARY INGREDIENTS EXCEPT FOR SEED AND FERTILIZER.
   J. COMPOST SHALL MEET SPECIFICATIONS FOR GRADE A QUALITY COMPOST IS WASHINGTON STATE DEPARTMENT OF ECOLOGY PUBLICATION 94-038.
   K. AREAS THAT WILL BE SEEDED ONLY AND NOT LANDSCAPED MAY NEED COMPOST OR MEAL-BASED MULCH INCLUDED IN THE HYDROSEED IN ORDER TO ESTABLISH VEGETATION. NATIVE TOPSOIL SHOULD BE REINSTALLED ON THE DISTURBED SOIL SURFACE BEFORE APPLICATION. AREAS THAT ALREADY HAVE GOOD TOPSOIL, SUCH AS UNDISTURBED AREAS, ,DO NOT REQUIRE SOIL AMENDMENTS.
   L. SEED THAT IS INSTALLED AS A TEMPORARY MEASURE MAY BE INSTALLED BY HAND IF IT WILL BE COVERED BY STRAW, MULCH OR TOPSOIL. SEED THAT IS INSTALLED AS A PERMANENT MEASURE MAY BE INSTALLED BY HAND ON SMALL AREAS (USUALLY LESS THAN 1 ACRE) THAT WILL BE COVERED WITH MULCH, TOPSOIL, OR EROSION BLANKETS.
   M. THE SEED MIXES LISTED HEREIN INCLUDE RECOMMENDED MIXES FOR BOTH TEMPORARY AND PERMANENT SEEDING. THESE MIXES, WITH THE EXCEPTION OF THE WETLAND MIX, SHALL BE APPLIED AT A RATE OF 120 POUNDS PER ACRE. THIS RATE CAN BE REDUCED IF SOIL AMENDMENTS OR SLOW-RELEASE FERTILIZERS ARE USED. LOCAL SUPPLIERS OR THE LOCAL CONSERVATION DISTRICT SHOULD BE CONSULTED FOR THEIR RECOMMENDATIONS BECAUSE THE APPROPRIATE MIX DEPENDS ON A VARIETY OF FACTORS, INCLUDING EXPOSURE, SOIL TYPE, SLOPE, AND EXPECTED FOOT TRAFFIC. ALTERNATIVE SEED MIXES APPROVED BY THE LOCAL AUTHORITY MAY BE USED.

4. MAINTENANCE STANDARDS:
   A. ANY SEEDED AREAS THAT FAIL TO ESTABLISH AT LEAST 80 PERCENT COVER (100 PERCENT COVER FOR AREAS THAT RECEIVE SHEET OR CONCENTRATED FLOWS) IN ONE MONTH SHALL BE RESEEDED. IF RESEEDING IS INEFFECTIVE, AN ALTERNATE METHOD, SUCH AS SODDING, MULCHING, OR NETS/BLANKETS, SHALL BE USED. IF WINTER WEATHER PREVENTS ADEQUATE GRASS GROWTH, THIS TIME LIMIT MAY BE RELAXED AT THE DISCRETION OF THE LOCAL AUTHORITY WHEN SENSITIVE AREAS WOULD OTHERWISE BE PROTECTED.
   B. AFTER ADEQUATE COVER IS ACHIEVED, ANY AREAS THAT EXPERIENCE EROSION SHALL BE RESEEDED AND PROTECTED BY MULCH. IF THE EROSION PROBLEM IS DRAINAGE RELATED, THE PROBLEM SHALL BE FIXED AND THE ERODED AREA RESEEDED AND PROTECTED BY MULCH.
   C. SEEDED AREAS SHALL BE SUPPLIED WITH ADEQUATE MOISTURE, BUT NOT WATERED TO THE EXTENT THAT IT CAUSES RUNOFF.

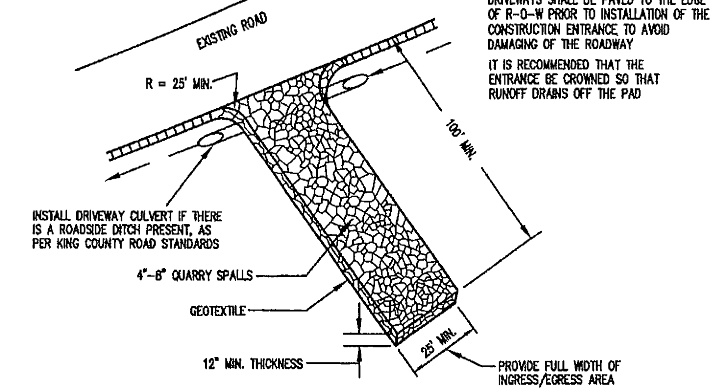
(1) TEMPORARY AND PERMANENT SEEDING
NOT TO SCALE

PLASTIC COVERING NOTES:

1. PLASTIC SHEETING SHALL HAVE A MINIMUM THICKNESS OF 6 MILS AND SHALL MEET THE REQUIREMENTS OF THE STATE STANDARD SPECIFICATIONS SECTION 9-14.5.
2. COVERING SHALL BE INSTALLED AND MAINTAINED TIGHTLY IN PLACE BY USING SANDBAGS OR TIRES ON ROPES WITH A MAXIMUM 10-FOOT GRID SPACING IN ALL DIRECTIONS. ALL SEAMS SHALL BE TAPED OR WEIGHTED DOWN FULL LENGTH AND THERE SHALL BE AT LEAST A 12 INCH OVERLAP OF ALL SEAMS.
3. CLEAR PLASTIC COVERING SHALL BE INSTALLED IMMEDIATELY ON AREAS SEEDED BETWEEN NOVEMBER 1 AND MARCH 31 AND REMAIN UNTIL VEGETATION IS FIRMLY ESTABLISHED.
4. WHEN THE COVERING IS USED ON UN-SEEDED SLOPES, IT SHALL BE KEPT IN PLACE UNTIL THE NEXT SEEDING PERIOD.
5. PLASTIC COVERING SHEET SHALL BE BURIED TWO FEET AT THE TOP OF SLOPES IN ORDER TO PREVENT SURFACE WATER FLOW BENEATH SHEETS.
6. PROPER MAINTENANCE INCLUDES REGULAR CHECKS FOR RIPS AND DISLODGED ENDS.

MULCHING NOTES:

1. MULCH MATERIALS USED SHALL BE HAY OR STRAW, AND SHALL BE APPLIED AT THE RATE OF 2 TONS/ACRE.
2. MULCHES SHALL BE APPLIED IN ALL AREAS WITH EXPOSED SLOPES GREATER THAN 2H:1V OR OTHERWISE SHOWN.
3. MULCHING SHALL BE USED IMMEDIATELY AFTER SEEDING OR IN AREAS WHICH CANNOT BE SEEDED BECAUSE OF THE SEASON.
4. ALL AREAS NEEDING MULCH SHALL BE COVERED BY NOVEMBER 1.



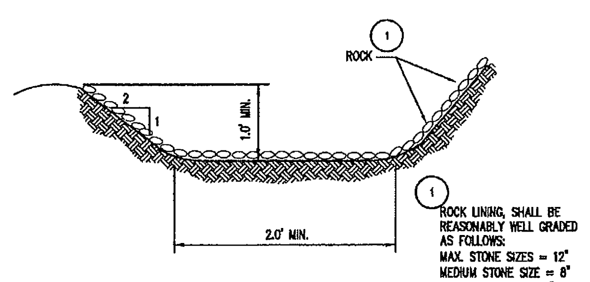
AS PER KING COUNTY ROAD STANDARDS, DRIVEWAYS SHALL BE PAVED TO THE EDGE OF R-O-W PRIOR TO INSTALLATION OF THE CONSTRUCTION ENTRANCE TO AVOID DAMAGING OF THE ROADWAY

IT IS RECOMMENDED THAT THE ENTRANCE BE CROWNED SO THAT RUNOFF DRAINS OFF THE PAD

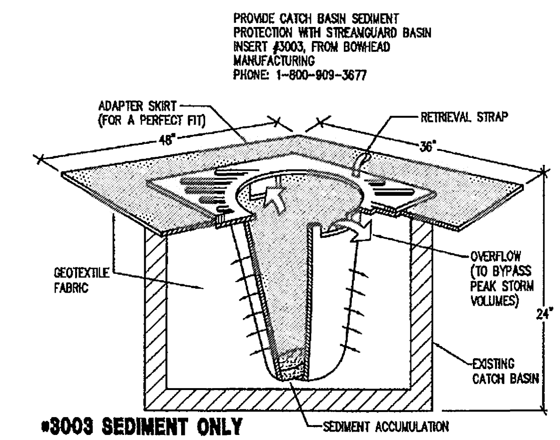
MAINTENANCE STANDARDS
1. QUARRY SPALLS SHALL BE ADDED IF THE PAD IS NO LONGER IN ACCORDANCE WITH THE SPECIFICATIONS.
2. IF THE ENTRANCE IS NOT PREVENTING SEDIMENT FROM BEING TRACKED ONTO PAVEMENT, THEN ALTERNATIVE MEASURES TO KEEP THE STREETS FREE OF SEDIMENT SHALL BE USED. THIS MAY INCLUDE STREET SWEEPING, AN INCREASE IN THE DIMENSIONS OF THE ENTRANCE, OR THE INSTALLATION OF A WHEEL WASH. IF WASHING IS USED, IT SHALL BE DONE ON AN AREA COVERED WITH CRUSHED ROCK, AND WASH WATER SHALL DRAIN TO A SEDIMENT TRAP OR POND.
3. ANY SEDIMENT THAT IS TRACKED ONTO PAVEMENT SHALL BE REMOVED IMMEDIATELY BY SWEEPING. THE SEDIMENT COLLECTED BY SWEEPING SHALL BE REMOVED OR STABILIZED ON-SITE. THE PAVEMENT SHALL NOT BE CLEANED BY WASHING DOWN THE STREET, EXCEPT WHEN SWEEPING IS INEFFECTIVE AND THERE IS A THREAT TO PUBLIC SAFETY. IF IT IS NECESSARY TO WASH THE STREETS, THE CONSTRUCTION OF A SMALL SUMP SHALL BE CONSIDERED. THE SEDIMENT WOULD THEN BE WASHED INTO THE SUMP.
4. ANY QUARRY SPALLS THAT ARE LOOSENED FROM THE PAD AND END UP ON THE ROADWAY SHALL BE REMOVED IMMEDIATELY.
5. IF VEHICLES ARE ENTERING OR EXITING THE SITE AT POINTS OTHER THAN THE CONSTRUCTION ENTRANCE(S), FENCING (SEE SECTION 3.4.1) SHALL BE INSTALLED TO CONTROL TRAFFIC.

(5) CONSTRUCTION ENTRANCE
NOT TO SCALE

TEMPORARY EROSION CONTROL SEED MIX			
(FOR USE IN AREAS WHERE JUST A TEMPORARY VEGETATIVE COVER IS REQUIRED)			
	% WEIGHT	% PURITY	% GERMINATION
CHEWINGS OR ANNUAL BLUE GRASS FESTUCA RUBRA VAR. COMMUTATA OR POA ANNA	40	98	90
ANNUAL RYE LOLIUM MULTIFLORUM	40	98	90
REDTOP OR COLONIAL BENTGRASS AGROSTIS ALBA OR AGROSTIS TENUIS	10	92	85
WHITE DUTCH CLOVER TRIFOLIUM REPENS	10	98	90



(2) INTERCEPTOR DITCH
NOT TO SCALE

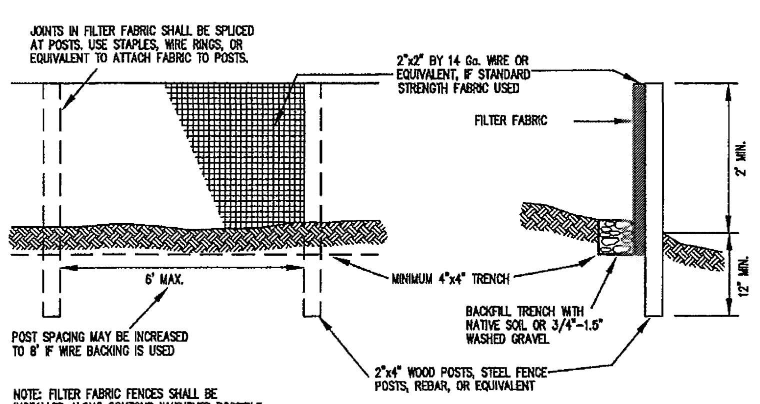


(6) INLET SEDIMENT PROTECTION
NOT TO SCALE

CHECK DAM NOTES:

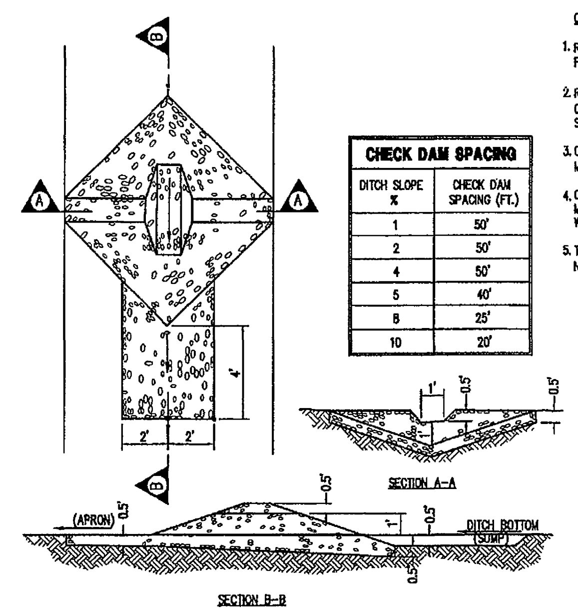
1. ROCK CHECK DAMS SHALL BE OF 2" TO 8" FACE, SOUND QUARRY ROCK.
2. ROCK CHECK DAMS SHALL BE 1' HIGH IN THE CENTER AND A MINIMUM OF 0.5' HIGHER ON THE SIDES.
3. CHECK DAMS SHALL BE TOED IN AT THE BASE A MINIMUM OF 0.5' TO PREVENT EROSION.
4. CHECK DAMS SHALL BE CONSTRUCTED IN SUCH A MANNER THAT THE ROCK IS FIRMLY PLACED WITH A MINIMUM OF SPACE BETWEEN ROCKS.
5. THE FACES OF THE DAM SHALL BE SMOOTH WITH NO ROCKS PROTRUDING MORE THAN 2".

CHECK DAM SPACING	
DITCH SLOPE %	CHECK DAM SPACING (FT.)
1	50'
2	50'
4	50'
5	40'
8	25'
10	20'

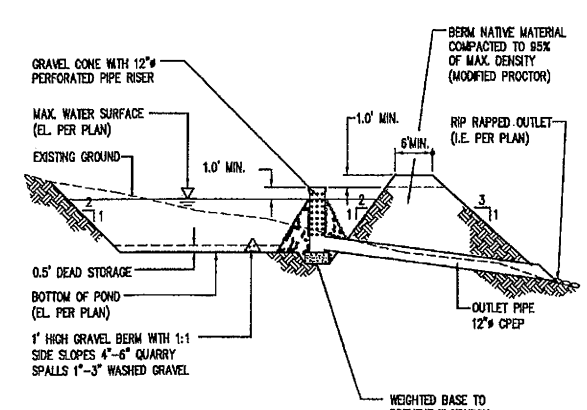


NOTE: FILTER FABRIC FENCES SHALL BE INSTALLED ALONG CONTOUR WHENEVER POSSIBLE

(3) SILT FENCE DETAIL
NOT TO SCALE



(4) GRAVEL CHECK DAM
NOT TO SCALE



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ESC NOTES AND DETAILS

C1.05

2005120672B-2057280C105.dwg, C1.03, 2/12/2007 12:53:03 PM, tsavin, OCE_TDS600 HDI_TAC1.pc3, ARCH D (36.00 x 24.00 Inches), 1:1

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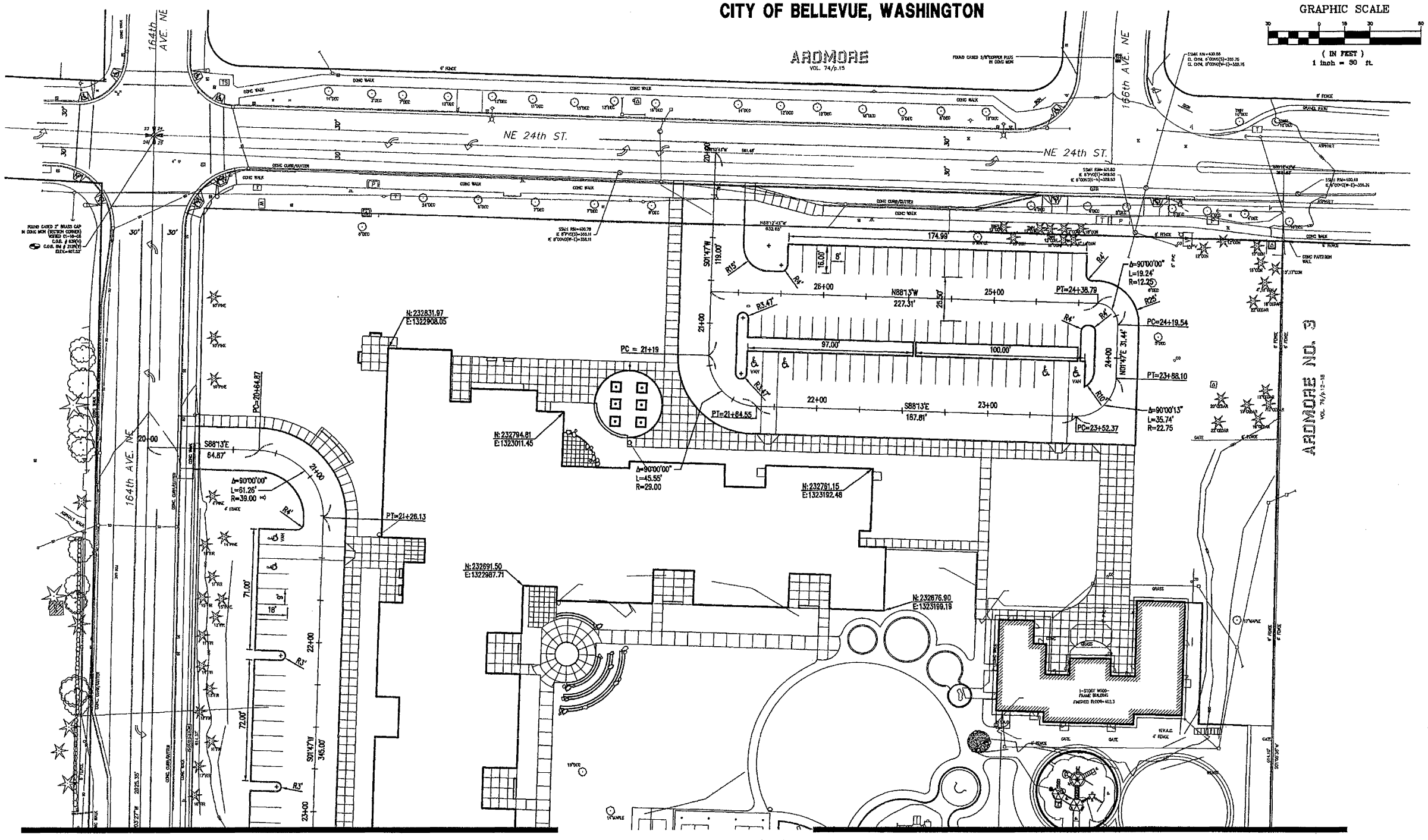

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HORIZONTAL CONTROL PLAN NORTH

C2.01

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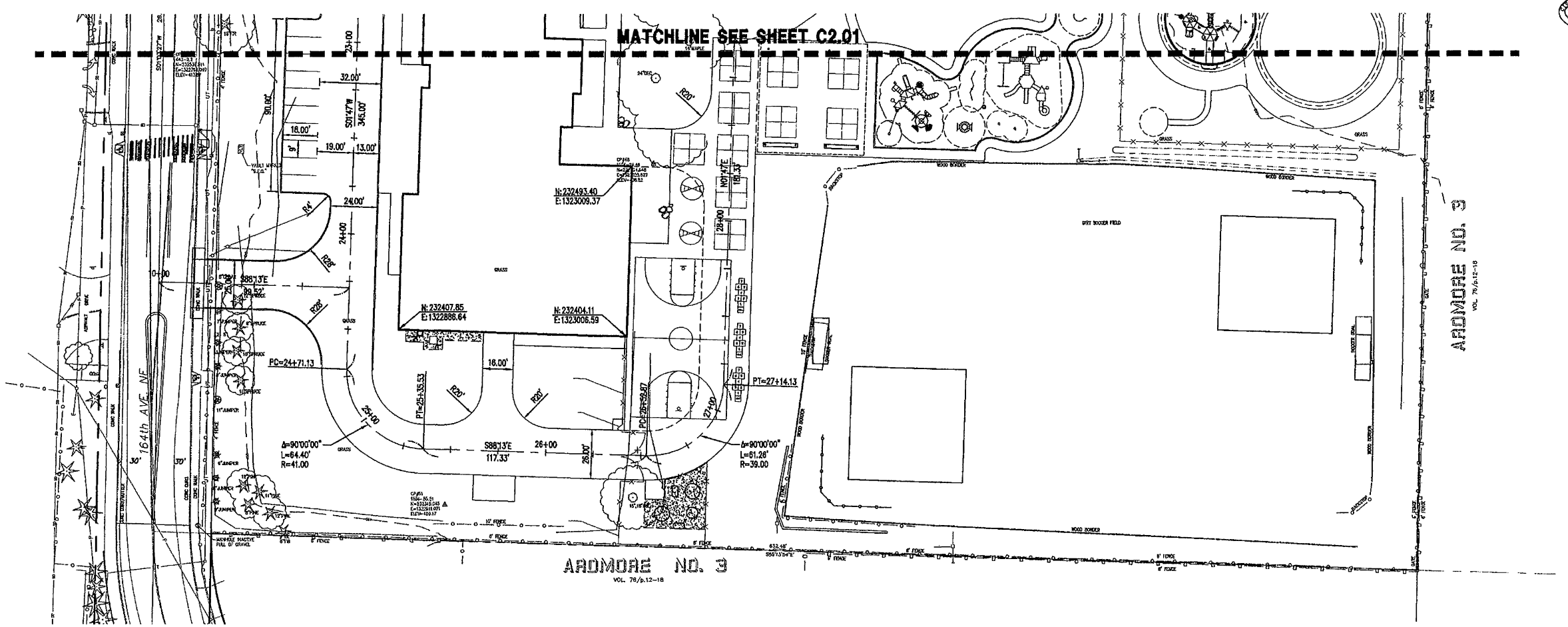

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HORIZONTAL CONTROL PLAN SOUTH

C2.02

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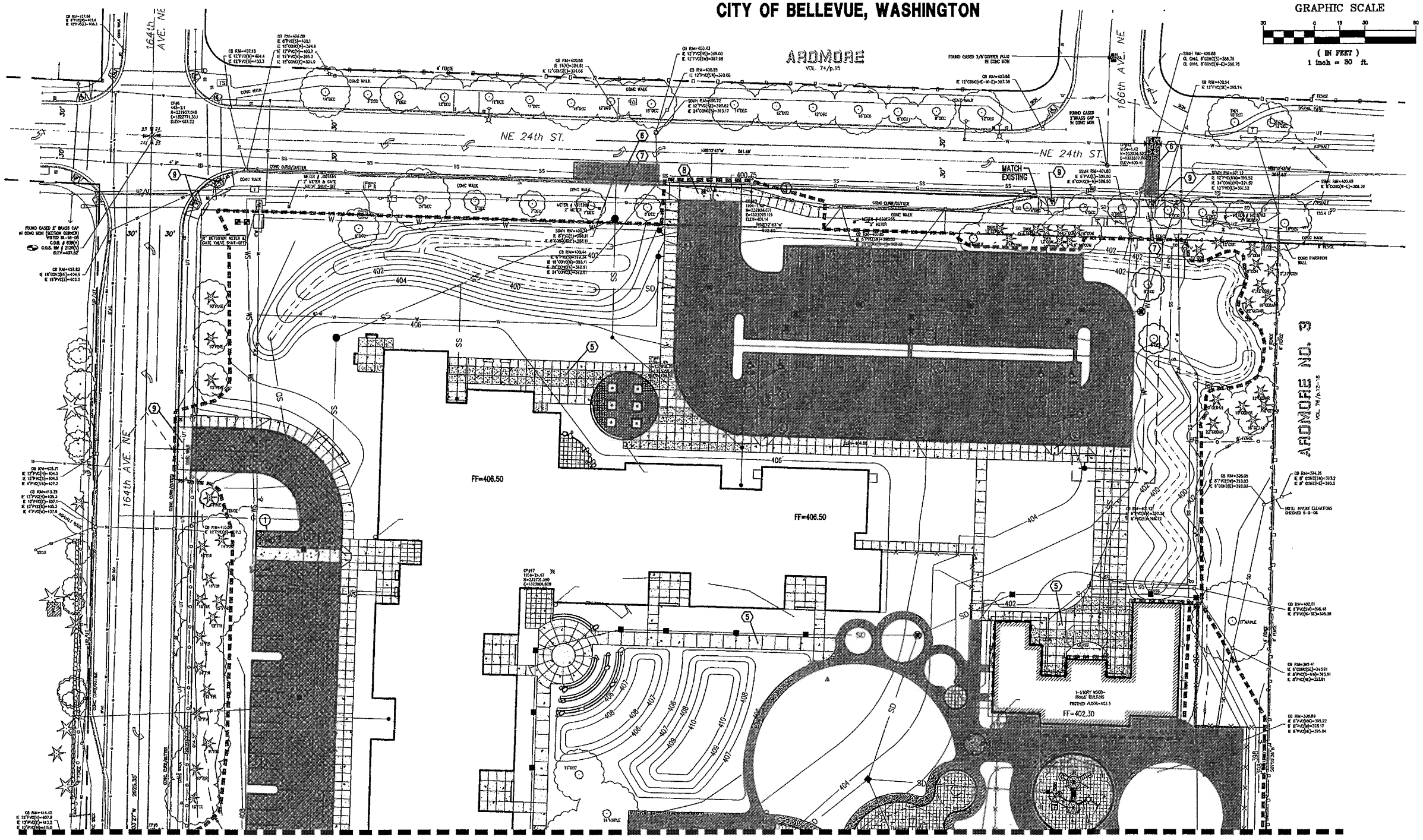

MATCHLINE SEE SHEET C3.02

GENERAL NOTES

1. SEE ARCHITECTURAL PLANS FOR SPECIAL FINISHES AND SPECIAL JOINT PATTERNS FOR CONCRETE.
2. SEE LANDSCAPE PLANS AND ELECTRICAL PLANS FOR LOCATION OF SLEEVES AND CONDUIT. CONTRACTOR SHALL COORDINATE TIMING OF INSTALLATION WITH PAVING CONTRACTOR.
3. ALL PARKING STALL STRIPES SHALL BE 4 INCH WIDE, SOLID WHITE.
4. ALL CONCRETE SCOURING AND JOINT PATTERNS SHALL BE AS SPECIFIED BY THE ARCHITECT AND/OR LANDSCAPE ARCHITECT.
5. ALL DIMENSIONS ARE TO FACE OF CURB AND CENTER OF PAINT STRIPES UNLESS OTHERWISE INDICATED.
6. ALL PARKING STALLS ARE STANDARD EXCEPT THOSE MARKED "COMPACT STALLS." TYPICAL STALL IS 9'-0" IN WIDTH.
7. SEE LANDSCAPE PLANS FOR PAVER DETAILS

STRIPING KEY NOTES

1. BARRIER FREE PARKING PER DETAIL 4/C3.03.
2. PROVIDE BARRIER FREE RAMP PER DETAIL 5/C3.03.
3. PROVIDE PAINTED ARROWS PER DETAIL 6/C3.03.
4. PROVIDE WHITE PAINTED STENCIL OF MESSAGE INDICATED. TEXT SHALL BE MINIMUM OF 18" TALL.
5. PROVIDE SOLID PAINTED YELLOW 6-INCH STRIPE THE ENTIRE LENGTH OF DESIGNATED FIRE LANE. ADJACENT TO STRIPE, SURFACE SHALL BE MARKED WITH BLOCK LETTERING NOT LESS THAN 18" IN HEIGHT AND 3" IN BRUSH STROKE AND READ "NO PARKING – FIRE LANE". LETTERING SHALL BE YELLOW AND SPACED AT MAXIMUM OF 50' INTERVALS. AT VERTICAL CURBS THE TOP AND SIDE OF CURB SHALL BE PAINTED.
6. PROVIDE 6" WIDE WHITE STRIPING 9' APART FOR CROSSWALK AS SHOWN ON PLAN.

LEGEND

- STANDARD DUTY PAVING 7/C3.03
- PORUS PAVING
- HEAVY DUTY PAVING 7/C3.03
- CONCRETE PAVEMENT
- PAVERS
- FIRE LANE

PAVING KEYNOTES

1. CURB & GUTTER CITY OF BELLEVUE STANDARD DRAWING TE-10
2. VERTICAL CURB 1/C3.03
3. INTEGRAL CURB & WALK 2/C3.03
4. ASPHALT SHALL BE FLUSH WITH CONCRETE STRIP. (TYP.)
5. CONCRETE SIDEWALK 3/C3.03
6. PAVEMENT PATCH PER CITY OF BELLEVUE STANDARD DETAIL ROW-1.
7. RESTORE SIDEWALK DEMOLISHED DURING UTILITY INSTALLATION PER CITY OF BELLEVUE STANDARD DETAIL TE-11 AND REPLACE HANDICAP RAMP
8. DRIVEWAY, CITY OF BELLEVUE STANDARD DETAIL DEV-7A
9. REPLACE HANDICAP RAMP IN ACCORDANCE WITH CITY OF BELLEVUE STANDARD DETAIL TE-12.

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ROAD AND PAVING PLAN NORTH

C3.01

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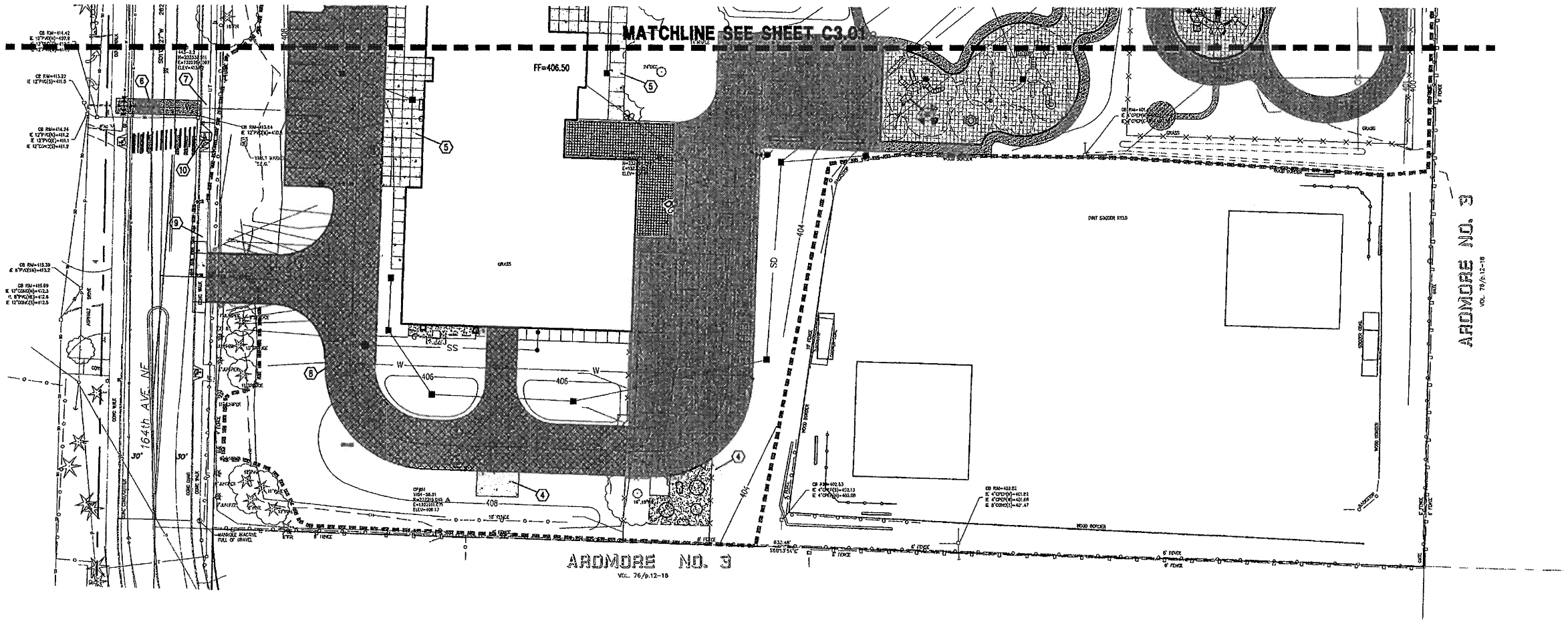

GENERAL NOTES

1. SEE ARCHITECTURAL PLANS FOR SPECIAL FINISHES AND SPECIAL JOINT PATTERNS FOR CONCRETE.
2. SEE LANDSCAPE PLANS AND ELECTRICAL PLANS FOR LOCATION OF SLEEVES AND CONDUIT. CONTRACTOR SHALL COORDINATE TIMING OF INSTALLATION WITH PAVING CONTRACTOR.
3. ALL PARKING STALL STRIPES SHALL BE 4 INCH WIDE, SOLID WHITE.

KEY NOTES

1. NOT USED
2. NOT USED
3. PROVIDE WHITE PAINTED ARROWS PER DETAIL 6/C3.03
4. PROVIDE WHITE PAINTED STENCIL OF MESSAGE INDICATED. TEXT SHALL BE MINIMUM OF 18" TALL.
5. PROVIDE SOLID PAINTED YELLOW 6-INCH STRIPE THE ENTIRE LENGTH OF DESIGNATED FIRE LANE. ADJACENT TO STRIPE, SURFACE SHALL BE MARKED WITH BLOCK LETTERING NOT LESS THAN 18" IN HEIGHT AND 3" IN BRUSH STROKE AND READ "NO PARKING – FIRE LANE". LETTERING SHALL BE YELLOW AND SPACED AT MAXIMUM OF 50' INTERVALS. AT VERTICAL CURBS THE TOP AND SIDE OF CURB SHALL BE PAINTED.

LEGEND

- STANDARD DUTY PAVING
- HEAVY DUTY PAVING
- CONCRETE PAVEMENT
- PAVERS
- FIRE LANE

PAVING KEYNOTES

1. CURB & GUTTER CITY OF BELLEVUE STANDARD DRAWING TE-10
2. VERTICAL CURB 1/C3.03
3. INTEGRAL CURB & WALK 2/C3.03
4. ASPHALT SHALL BE FLUSH WITH CONCRETE STRIP. (TYP.)
5. CONCRETE SIDEWALK 3/C3.03
6. PAVEMENT PATCH PER CITY OF BELLEVUE STANDARD DETAIL ROW-1.
7. RESTORE SIDEWALK DEMOLISHED DURING UTILITY INSTALLATION PER CITY OF BELLEVUE STANDARD DETAIL TE-11
8. PROVIDE TAPERED END FOR VERTICAL CURB.
9. DRIVEWAY, CITY OF BELLEVUE STANDARD DETAIL DEV-7A
10. PROVIDE HANDICAP RAMP PER CITY OF BELLEVUE STANDARD DETAIL TE-12.

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ROAD AND PAVING PLAN SOUTH

C3.02

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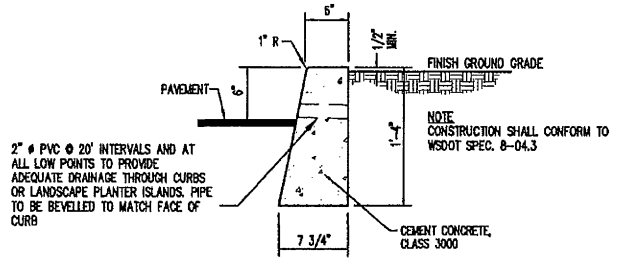
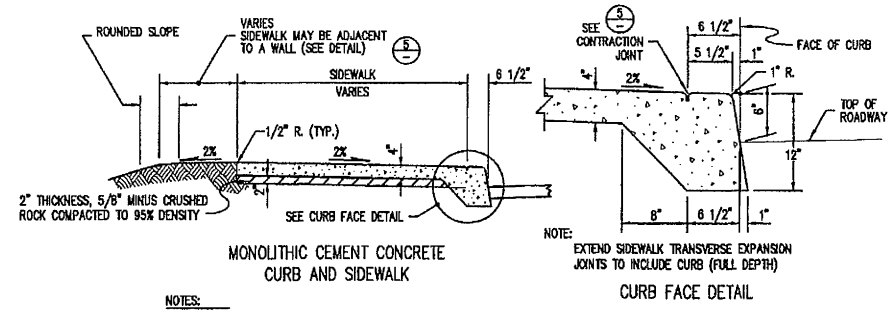


1 VERTICAL CEMENT CONCRETE CURB
NOT TO SCALE



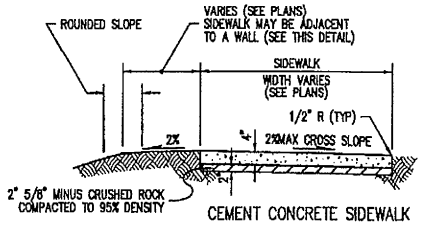
MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

CURB FACE DETAIL

NOTES:

1. COMPACTION FOR CONCRETE CURB AND WALKS TO BE 95% OF MAXIMUM DENSITY. SEE SPECIFICATIONS. COMPACTED SUBGRADE SHALL BE 6" MINIMUM
2. EXPANSION JOINTS SHALL BE AT 10'-0" INTERVALS OR AS SHOWN ON ARCHITECUTRAL PLANS.
3. CEMENT CONCRETE SHALL BE CLASS B-3000
4. PROVIDE 1/4" THICK FIBRE BOARD BETTWEEN CURBS WHEN BUTTING AGAINST A DIFFERENT CURB TYPE
5. SEE ARCHITECTURAL PLANS FOR ANY SPECIAL FINISHES

2 INTEGRAL CURB AND WALK
NOT TO SCALE



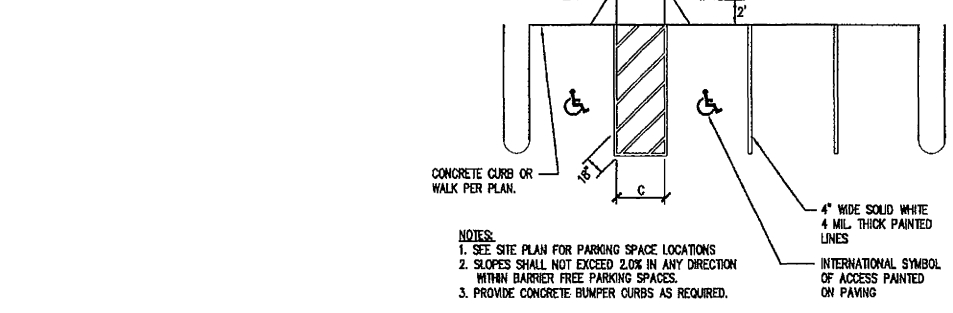
CEMENT CONCRETE SIDEWALK
ADJACENT TO BUFFER STRIP

NOTES:

1. COMPACTION FOR CONCRETE CURB AND WALKS TO BE 95% OF MAXIMUM DENSITY. SEE SPECIFICATIONS. COMPACTED SUBGRADE SHALL BE 6" MINIMUM.
2. EXPANSION JOINTS SHALL BE AT 10'-0" INTERVALS OR AS SHOWN ON ARCHITECUTRAL PLANS
3. CEMENT CONCRETE SHALL BE CLASS B-3000.
4. PROVIDE 1/4" THICK FIBRE BOARD BETTWEEN CURBS WHEN BUTTING AGAINST A DIFFERENT CURB TYPE.
5. SEE ARCHITECTURAL PLANS FOR ANY SPECIAL FINISHES, COLOR, SCORING, AND JOINT PATTERNS.
6. PROVIDE WWF IN ALL WALK AREAS THAT ARE SUBJECT TO VEHICLE CROSSING

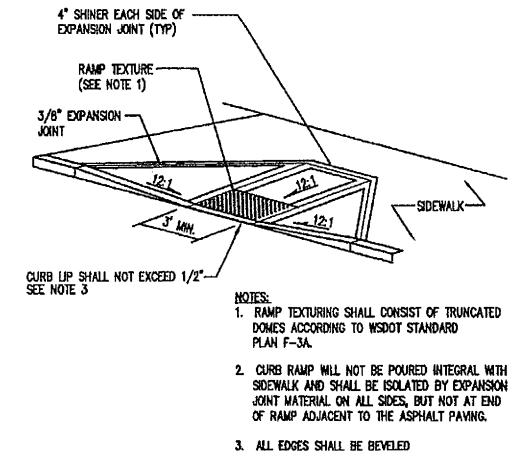
ON-SITE CONCRETE SIDEWALK

3 CEMENT CONCRETE SIDEWALK
NOT TO SCALE



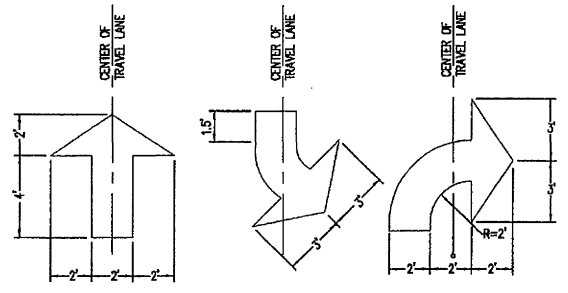
NOTES:
1. SEE SITE PLAN FOR PARKING SPACE LOCATIONS
2. SLOPES SHALL NOT EXCEED 2.0% IN ANY DIRECTION WITHIN BARRIER FREE PARKING SPACES.
3. PROVIDE CONCRETE BUMPER CURBS AS REQUIRED.

4 BARRIER FREE PARKING AREA & STRIPING
NOT TO SCALE



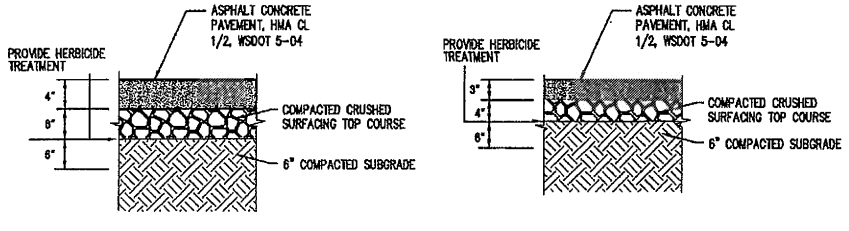
NOTES:
1. RAMP TEXTURING SHALL CONSIST OF TRUNCATED DOMES ACCORDING TO WSDOT STANDARD PLAN F-3A.
2. CURB RAMP WILL NOT BE POURED INTEGRAL WITH SIDEWALK AND SHALL BE ISOLATED BY EXPANSION JOINT MATERIAL ON ALL SIDES, BUT NOT AT END OF RAMP ADJACENT TO THE ASPHALT PAVING.
3. ALL EDGES SHALL BE BEVELED

5 BARRIER FREE RAMP
NOT TO SCALE



NOTES:
1. PAVEMENT MARKING SHALL CONFORM TO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES STANDARDS AND WSDOT 8-21
2. ARROWS SHALL BE SOLID WHITE 4 MIL THICKNESS PAINTED LINES OR THERMOPLASTIC

6 PAINTED ARROW DETAILS
NOT TO SCALE



NOTE:
1. DEPTHS ARE COMPACTED THICKNESS.

HEAVY DUTY

NOTE : DEPTHS ARE COMPACTED THICKNESS

LIGHT DUTY

7 ASPHALT CONCRETE PAVEMENT STRUCTURE
NOT TO SCALE

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ROAD PLAN NOTES AND DETAILS

C3.03

KIRSTEN S. GAVIN
STATE OF WASHINGTON
21667
REGISTERED PROFESSIONAL ENGINEER
EXPIRES 8/27/07

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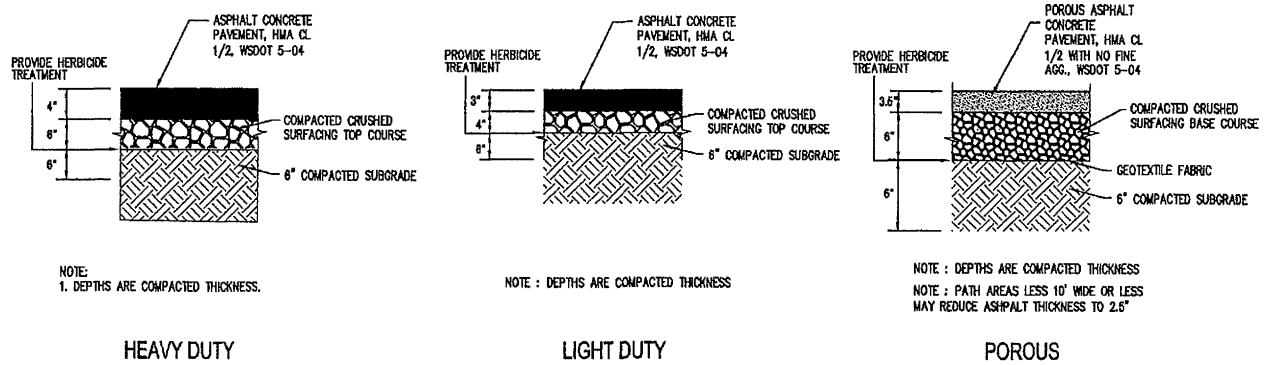
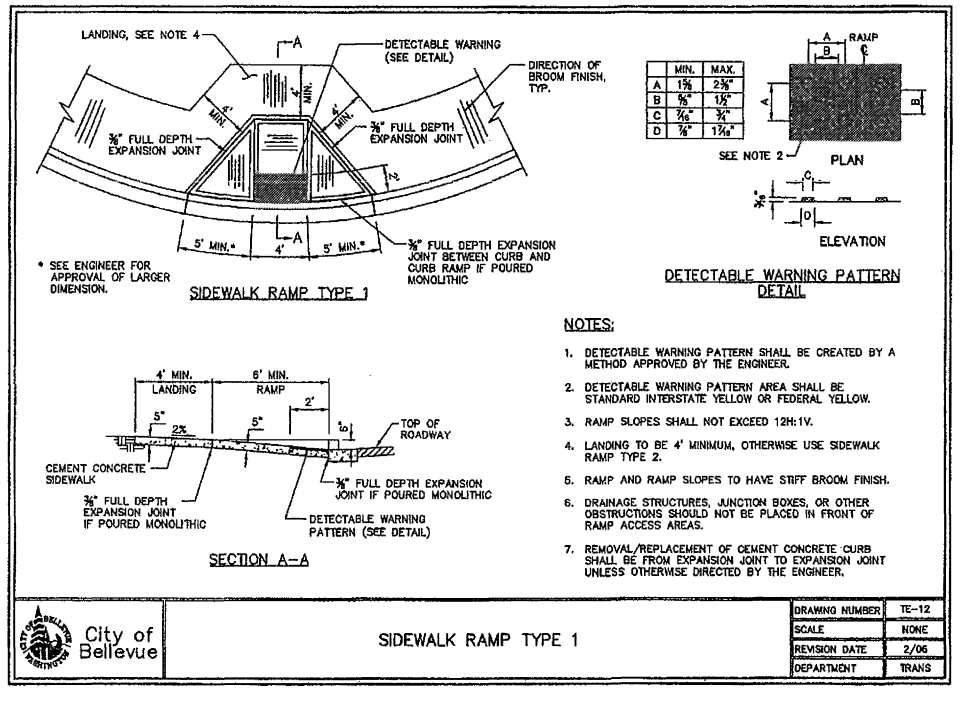


1 ASPHALT CONCRETE PAVEMENT STRUCTURE
NOT TO SCALE



NOTES:

1. DETECTABLE WARNING PATTERN SHALL BE CREATED BY A METHOD APPROVED BY THE ENGINEER.
2. DETECTABLE WARNING PATTERN AREA SHALL BE STANDARD INTERSTATE YELLOW OR FEDERAL YELLOW.
3. RAMP SLOPES SHALL NOT EXCEED 12H:1V.
4. LANDING TO BE 4' MINIMUM, OTHERWISE USE SIDEWALK RAMP TYPE 2.
5. RAMP AND RAMP SLOPES TO HAVE STIFF BROOM FINISH.
6. DRAINAGE STRUCTURES, JUNCTION BOXES, OR OTHER OBSTRUCTIONS SHOULD NOT BE PLACED IN FRONT OF RAMP ACCESS AREAS.
7. REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

City of Bellevue

SIDEWALK RAMP TYPE 1

DRAWING NUMBER	TE-12
SCALE	NONE
REVISION DATE	2/06
DEPARTMENT	TRANS

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13497
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EXPIRES 8/27/07

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ROAD PLAN NOTES AND DETAILS

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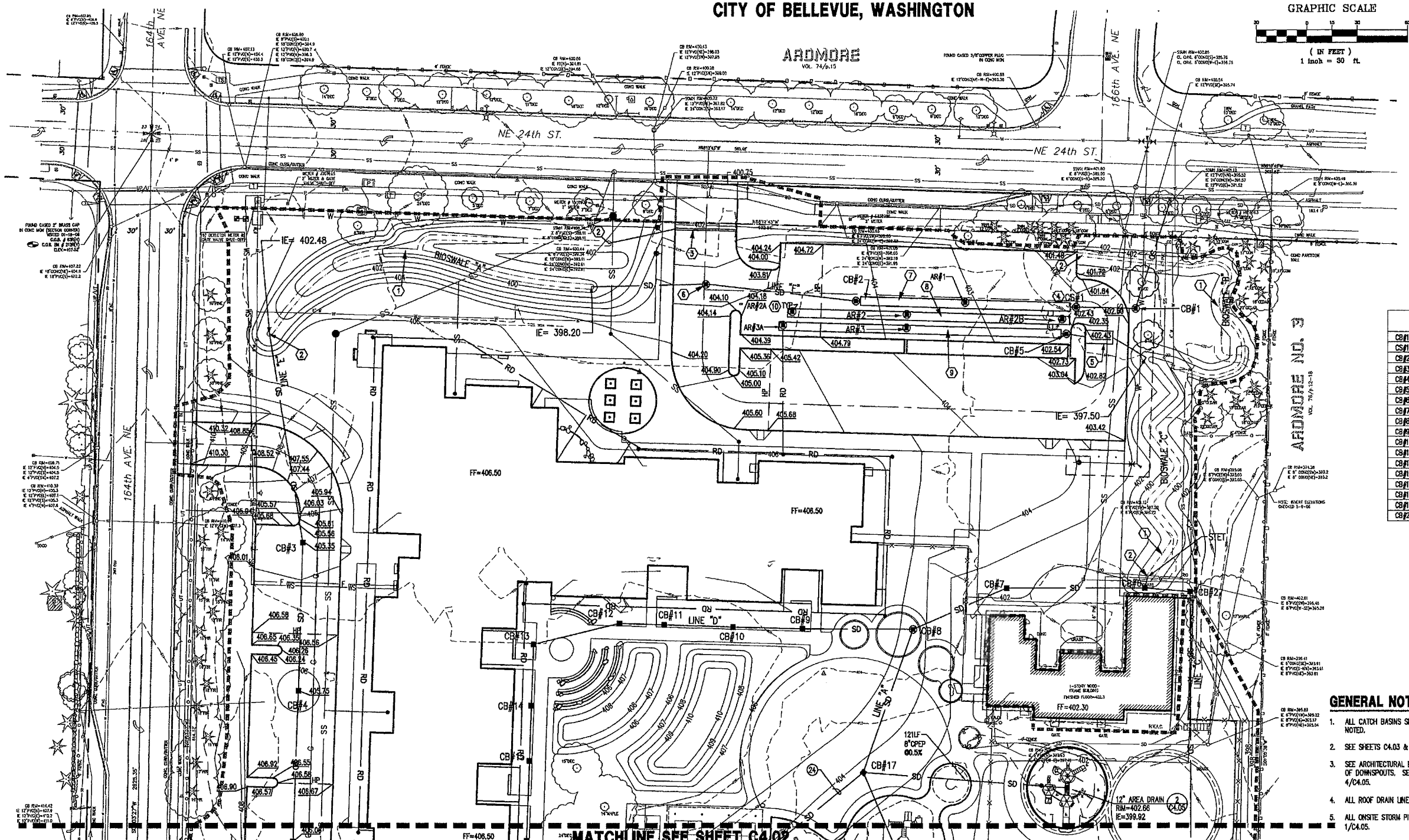

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CB#3	N 232714.3868	E 1322860.9723
CB#4	N 232626.5325	E 1322858.5187
CB#5	N 232839.0748	E 1323311.9339
CB#6	N 232687.4398	E 1323358.7346
CB#7	N 232687.4398	E 1323276.7291
CB#8	N 232663.0970	E 1323221.2214
CB#9	N 232663.4105	E 1323155.7562
CB#10	N 232665.8467	E 1323073.4904
CB#11	N 232664.4381	E 1323114.7679
CB#12	N 232665.2273	E 1323042.8546
CB#13	N 232654.2554	E 1322998.9333
CB#14	N 232618.0075	E 1322995.7575
CB#15	N 232585.5967	E 1322994.8256
CB#17	N 232578.6962	E 1323182.2370
CB#27	N 232665.1185	E 1323385.4422

GENERAL NOTES

1. ALL CATCH BASINS SHALL BE TYPE I UNLESS OTHERWISE NOTED.
2. SEE SHEETS C4.03 & C4.04 FOR STORM PROFILES.
3. SEE ARCHITECTURAL PLANS FOR LOCATION AND QUANTITY OF DOWNSPOUTS. SEE DOWNSPOUT CONNECTION DETAIL 4/C4.05.
4. ALL ROOF DRAIN LINES SHALL BE 6" PVC AT 1% MINIMUM.
5. ALL ONSITE STORM PIPES AHLL BE INSTALLED PER DETAIL 1/C4.05.

STORM DRAINAGE GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENT EDITION OF THE CITY OF BELLEVUE UTILITIES DEPARTMENT ENGINEERING STANDARDS AND THE DEVELOPER EXTENSION AGREEMENT.
2. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN, AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HEREON WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.
3. THE FOOTING DRAINAGE SYSTEM AND THE ROOF DOWNSPOUT SYSTEM SHALL NOT BE INTERCONNECTED UNLESS SUCH CONNECTION IS AT LEAST 1 FOOT BELOW THE FOOTING DRAINAGE SYSTEM AND DOWN SLOPE OF THE BUILDING FOUNDATION.
4. PROVIDE AND MAINTAIN TEMPORARY SEDIMENTATION COLLECTION FACILITIES TO ENSURE THAT SEDIMENT OR OTHER HAZARDOUS MATERIALS DO NOT ENTER THE STORM DRAINAGE SYSTEM. FOR ALL CONSTRUCTION DURING THE RAINY SEASON, DOWNHILL BASINS AND INLETS MUST BE PROTECTED WITH CATCH BASIN INSERTS. SIMPLY PLACING FILTER FABRIC UNDER THE GRATE IS NOT ACCEPTABLE.
5. PRIOR TO FINAL INSPECTION AND ACCEPTANCE OF STORM DRAINAGE WORK, PIPES AND STORM DRAIN STRUCTURES SHALL BE CLEANED AND FLUSHED. ANY OBSTRUCTIONS TO FLOW WITHIN THE STORM DRAIN SYSTEM, (SUCH AS RUBBLE, MORTAR AND WEDGED DEBRIS), SHALL BE REMOVED AT THE NEAREST STRUCTURE. WASH WATER OF ANY SORT SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM OR SURFACE WATERS.
6. ENDS OF EACH STORM DRAIN STUB AT THE PROPERTY LINE SHALL BE CAPPED AND LOCATED WITH AN 8' LONG 2" X 4" BOARD, EMBEDDED TO THE STUB CAP AND EXTENDING AT LEAST 3 FEET ABOVE GRADE, AND MARKED PERMANENTLY "STORM". A COPPER 12 GA. LOCATE WIRE FIRMLY ATTACHED. THE STUB DEPTH SHALL BE INDICATED ON THE MARKER.
7. ALL GRATES IN ROADWAYS SHALL BE DUCTILE IRON, BOLT-LOCKING, VANED GRATES PER THE STANDARD DETAILS. STRUCTURES IN TRAFFIC LANES OUTSIDE OF THE CURBLINE WHICH DO NOT COLLECT RUNOFF SHALL BE FITTED WITH ROUND, BOLT-LOCKING SOLID COVERS. OFF-STREET STRUCTURES WHICH DO NOT COLLECT RUNOFF SHALL BE FITTED WITH BOLT-LOCKING SOLID COVERS.
8. VEGETATION/LANDSCAPING IN THE DETENTION POND AND/OR DRAINAGE SWALE(S) ARE AN INTEGRAL PART OF THE RUNOFF TREATMENT SYSTEM FOR THE PROJECT. SUCH DRAINAGE FACILITIES WILL NOT BE ACCEPTED UNTIL PLANTING IS COMPLETE.
9. ALL CPEP PIPE SHALL BE ADS N-12

CALL 48 HOURS BEFORE YOU DIG

DRAINAGE KEY NOTES

1. PROVIDE BIOSWALE PER DETAIL 6/C4.05.
2. PROVIDE OUTLET PROTECTION PER DETAIL 3/C4.05.
3. TRENCH DRAIN PER DETAIL 5/C4.05.
4. CONTROL STRUCTURE PER DETAIL 3/C4.06.
5. 8 X16 STORMFILTER VAULT
   IE IN = 397.38
   IE OUT = 395.08 (1/C4.06) (2/C4.06)
6. 72" STORMFILTER MANHOLE
   IE IN =397.94
   IE OUT = 395.64 (1/C4.07) (2/C4.07)
7. 119LF 60"ø CMP DETENTION PIPE @ 0.00% PER CITY OF BELLEVUE STANDARD DETAIL D-31.
8. 168LF 60"ø CMP DETENTION PIPE @ 0.00% PER CITY OF BELLEVUE STANDARD DETAIL D-31.
9. 168LF 60"ø CMP DETENTION PIPE @ 0.00% PER CITY OF BELLEVUE STANDARD DETAIL D-31.
10. PROVIDE ACCESS RISER PER CITY OF BELLEVUE STANDARD DETAIL D-24. RISERS TO BE AT FINISHED GRADE. CONTRACTOR SHALL

VICINITY MAP

INTEGRUS ARCHITECTURE
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TEL: 206.623.1389 · FAX: 206.623.2339

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Bellevue School District No. 405
SHERWOOD FOREST ELEMENTARY

16411 NE 24TH STREET
BELLEVUE, WASHINGTON 98008

Date:	2/15/07
Job No.:	20552.00
Drawn By:	AHBL
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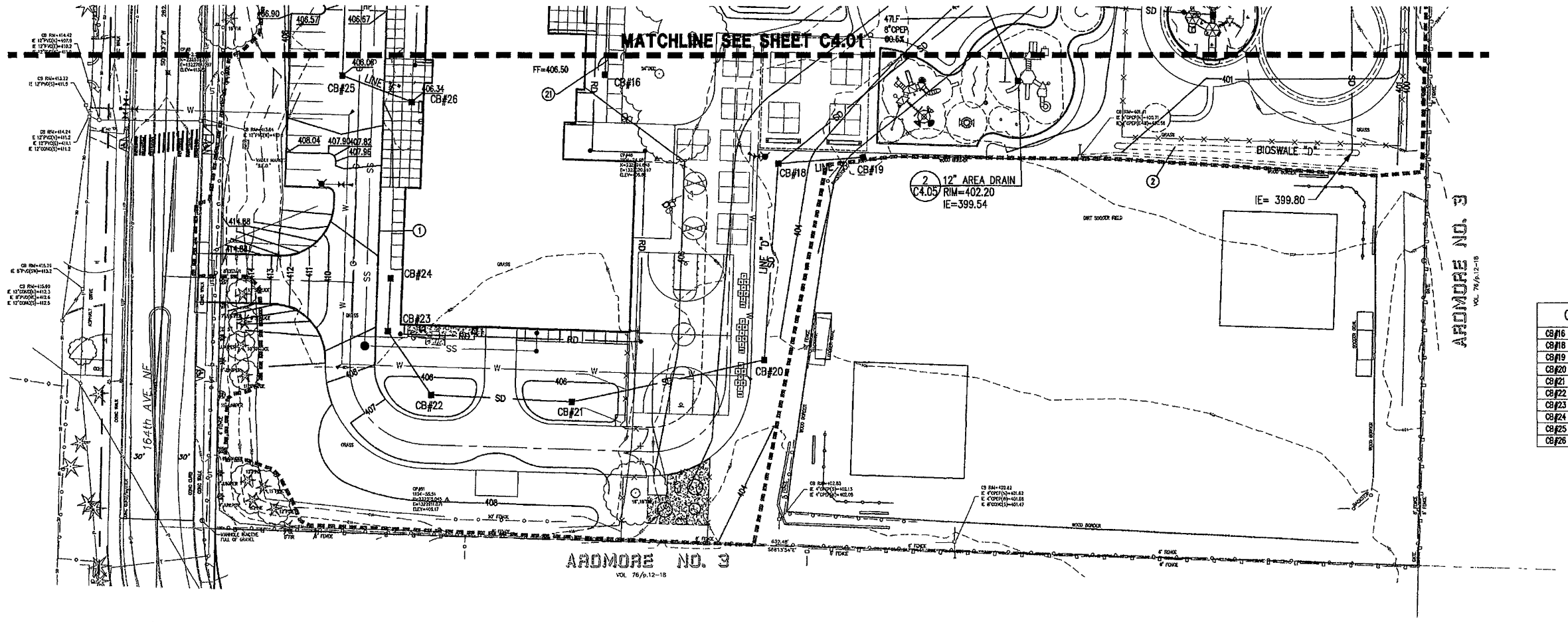
GRADING AND DRAINAGE PLAN NORTH

C4.01

20552001\CAD\GRADING\20552001_dwg, C4.01, 2/13/2007 12:51:09 PM, bwells, DCE_1200DWG for 1_24x36 (ARCH D (36.00 x 24.00 Inches), 1:1

A PORTION OF NW 1/4, NW1/4, SEC. 25, TWP. 25 N., RGN 5 E., W.M.
CITY OF BELLEVUE, WASHINGTON

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.



CB TABLE (SOUTH)		
CB#16	N 232538.6249	E 1322993.2741
CB#18	N 232492.2068	E 1323084.4758
CB#19	N 232495.5198	E 1323128.9084
CB#20	N 232369.3138	E 1323077.1887
CB#21	N 232367.3884	E 1322976.3080
CB#22	N 232370.9869	E 1322902.5354
CB#23	N 232404.4722	E 1322879.7957
CB#24	N 232431.8779	E 1322861.1745
CB#25	N 232537.9891	E 1322855.4887
CB#26	N 232524.4027	E 1322892.1173

STORM DRAINAGE GENERAL NOTES

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9. ALL CPEP PIPE SHALL BE ADS N-12.

KEY NOTES

(1) PROVIDE SEGMETAL BLOCK WALL PER DETAIL 4/C4.06.

(2) PROVIDE BIOSWALE PER DETAIL 6/C4.05.

GENERAL NOTES

1. ALL CATCH BASINS SHALL BE TYPE I UNLESS OTHERWISE NOTED.
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3. SEE ARCHITECTURAL PLANS FOR LOCATION AND QUANTITY OF DOWNSPOUTS. SEE DOWNSPOUT CONNECTION DETAIL 4/C4.05.
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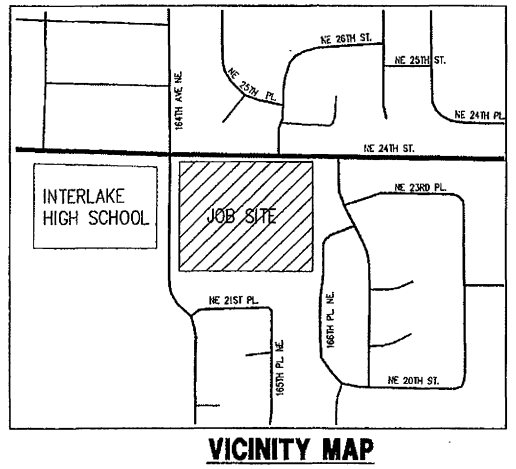
5. ALL ONSITE STORM PIPES SHALL BE INSTALLED PER DETAIL 1/C4.05.



VICINITY MAP
NOT TO SCALE

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EXPIRES 8/21/07

Bellevue School District No. 405
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BELLEVUE, WASHINGTON 98008

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GRADING AND DRAINAGE PLAN SOUTH

C4.02

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Structural Engineers
Landscape Architects
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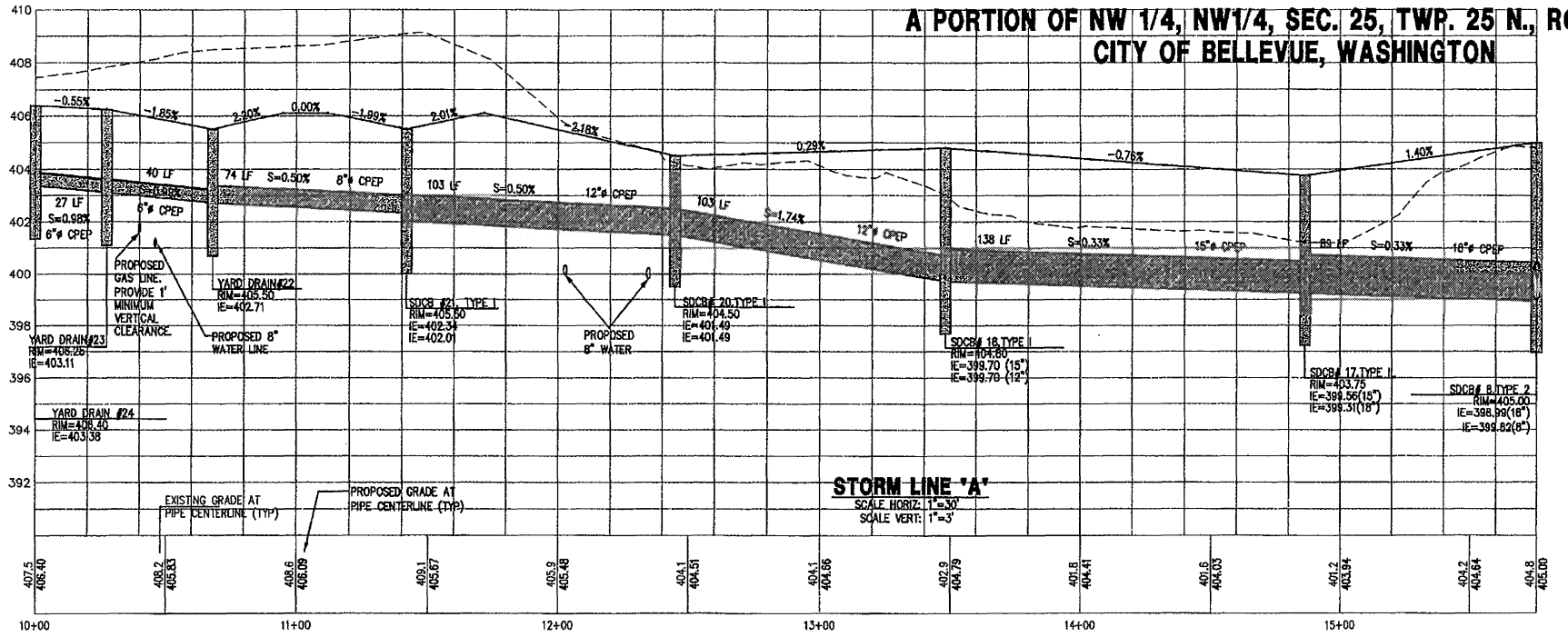
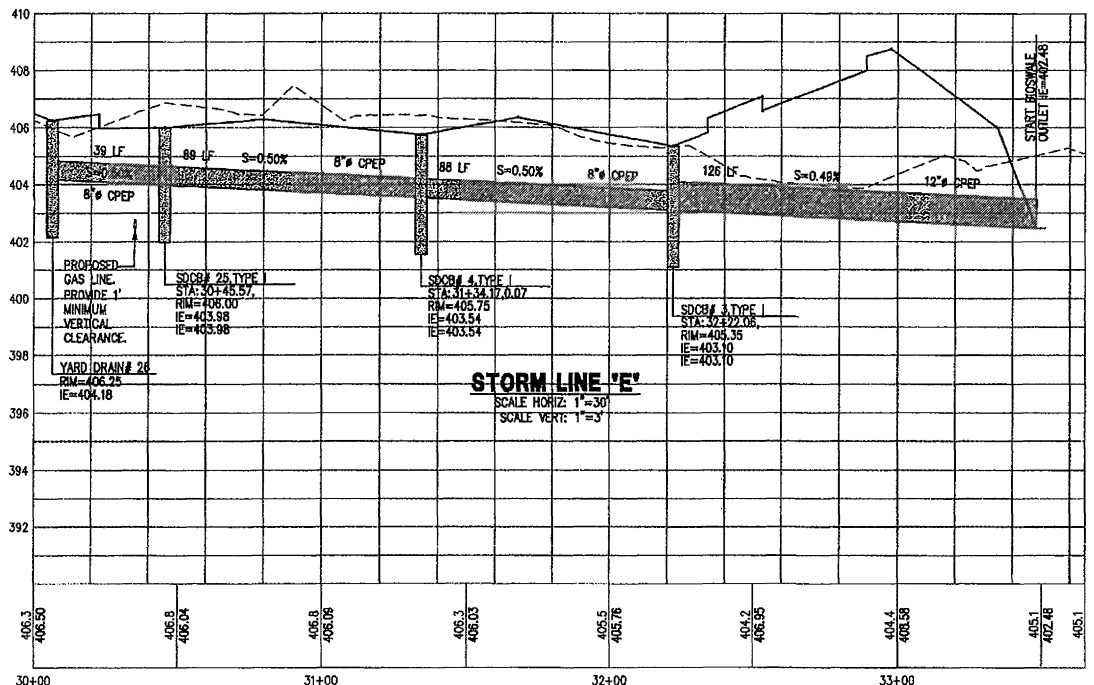
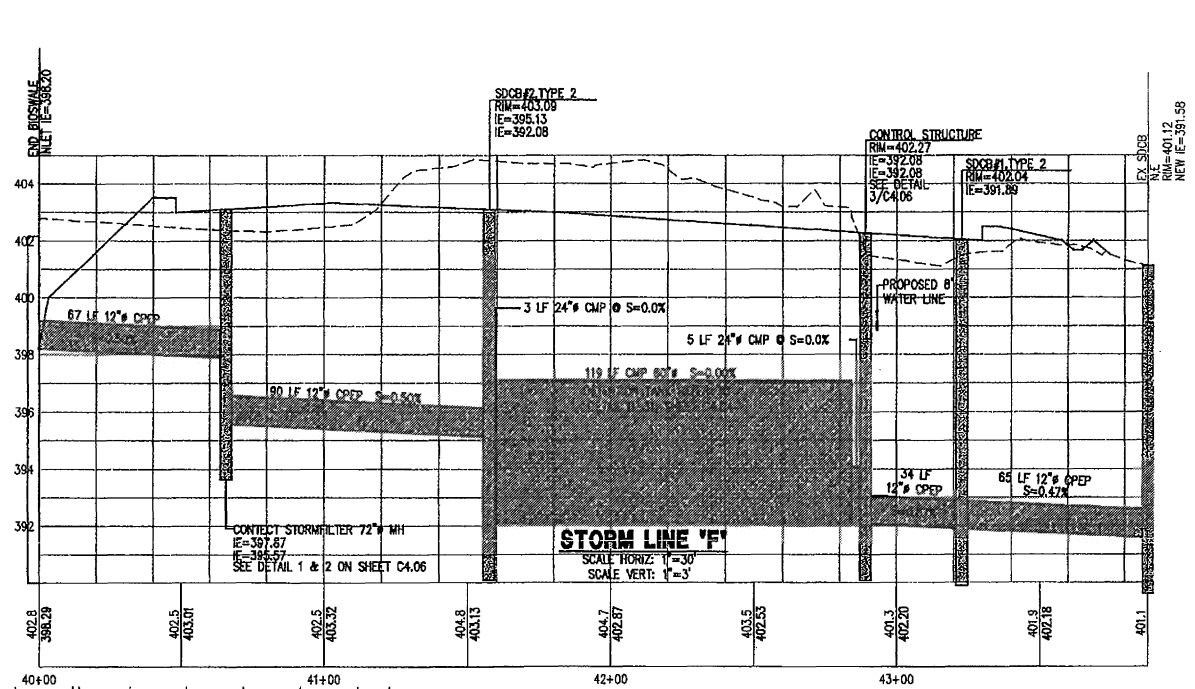


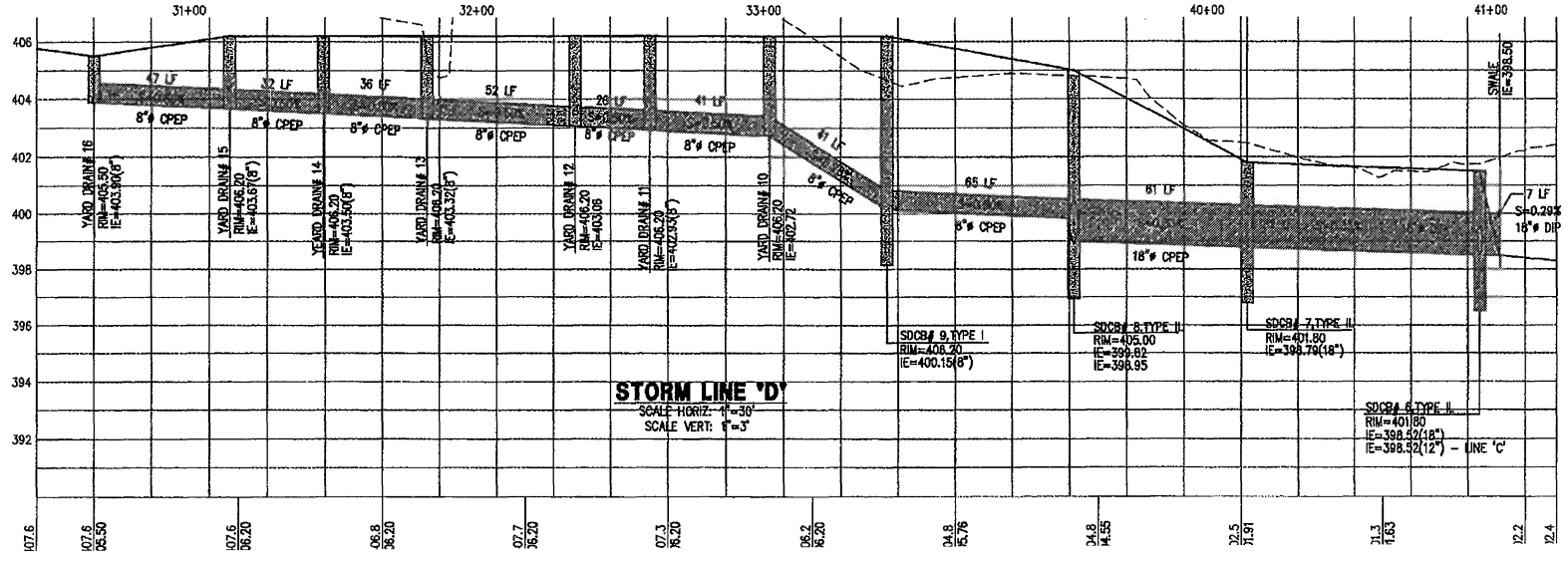
STORM LINE "A"
SCALE HORIZ: 1"=30'
SCALE VERT: 1"=3'



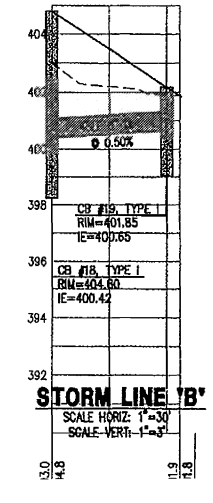
STORM LINE "E"
SCALE HORIZ: 1"=30'
SCALE VERT: 1"=3'



STORM LINE "F"
SCALE HORIZ: 1"=30'
SCALE VERT: 1"=3'



STORM LINE "D"
SCALE HORIZ: 1"=30'
SCALE VERT: 1"=3'



STORM LINE "B"
SCALE HORIZ: 1"=30'
SCALE VERT: 1"=3'

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2/15/07
ROBERT S. GAINES
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REGISTERED
PROFESSIONAL ENGINEER
EXPIRES 8/27/07

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STORM PROFILES

C4.03

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G:\PROJECTS\20552\Civil\Dwg\C4.03_STORM PROFILES.dwg, 2/15/2007 12:34:34 PM, bsmith, COPY_TO=0000.HPGL2,FAST,Left,ARCH D (24.00 x 36.00) Landscape, 1:1