



City of Bellevue  
Department of Planning and Community Development  
Development Services Division Staff Report

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Proposal Name: **Newport Heights Elementary School**

Proposal Address: 5225 119<sup>th</sup> Avenue SE

Proposal Description: To demolish an existing 43,920 square foot structure and remove 2 portables to construct a two-story 72,570 square foot facility with 125 parking stalls.

File Number: **LA-06-135787**

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 October 30 2006, by Bellevue School District 405.**

Director's Decision: **Approval with Conditions**

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

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Application Date: November 24, 2006  
Public Notice (500 feet): December 7, 2006  
Public Meetings: December 14, 2006  
Minimum Comment Period: December 21, 2006  
Bulletin Publication Date: **April 5, 2007**  
Appeal Deadline: **April 19, 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.

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## I. Request and Project Description

The Bellevue School District (BSD) requests Administrative Conditional Use approval to demolish an existing 43,920 square foot school to construct a two-story 72,570 square foot facility. Two portables will be removed from this site with this proposal.

This is the sixth 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 for Newport Hills would provide a better finished product—functionally, programmatically, and for maintenance purposes.

One of the purposes of 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 Newport Heights 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 Newport Heights 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 built environment.

The new facility responds to the Districts’ intent that all new elementary schools should be approximately 60 to 70,000 square feet. This was established as a target size to accommodate all of the standard and special programs found at the various schools. Unlike previous school sites developed by the District, redevelopment of the Newport Heights Elementary school will involve moving the existing student body from its current location at 12635 SE 56<sup>th</sup> Street to the Lake Heights Elementary School site that is located at 5225 119<sup>th</sup> Avenue SE. The YMCA and Kelsey Creek Home School are currently located on the Lake Heights site. Kelsey Creek will move to the Bellewood site for its permanent location while the “Y” will remain on-site in three existing structures. Upon completion of the school, the “Y” may move to the Newport Heights site or construct their own facility (see map below):



In 2006, the Bellevue School Board determined that the existing school conditions at the Newport Heights Elementary school should be addressed now rather than waiting until 2012 as shown on the original schedule (see attached B). The District, however, only has one swing school available (Bellewood Elementary) when school redevelopment occurs. Currently Bellewood is being utilized by the Woodridge student body and next year it will be utilized by the students of Sherwood Forest. By utilizing the existing Lake Heights Elementary site, the school board determined that it could construct two elementary schools in one year by leaving the existing Newport Heights student body in its current location while the Lake Heights site is redeveloped.

It should be mentioned that the names for the Lake Heights Site and Newport Heights will be swapped once Newport Heights Elementary is relocated to 119<sup>th</sup> Avenue SE. The Lake Heights name will then be used at the old Newport Heights site on SE 56<sup>th</sup> Street. The District is swapping these names to retain name identity associated with the facilities.

The current student population for the 2006-2007 school years is 573 students for Newport Heights. Student population at this school has stayed at this level for several years. Newport Heights Elementary was originally constructed in 1960 for 525 students while Lake Heights Elementary school was constructed in 1962 with a student population of 520.

Construction is scheduled to begin at the conclusion of the school year in June 2007 with completion estimated August 2008.

See attached plans and drawings (Attachment C).

## **II. Site Context and Description**

Newport Heights Elementary School will be bounded by four public streets: SE 52<sup>nd</sup> Street to the north, 119<sup>th</sup> Avenue SE to the east, 117<sup>th</sup> Avenue SE to the west and SE 54<sup>th</sup> Place to the south. The surrounding neighborhood contains single-family residences that were constructed in the late 1950's and early 1960's. The homes tend to be single story rambler styles with an occasional two-story structure.

The site topography is generally flat with the existing school buildings located along the eastern portion of the site. There is a large play field that lies on a shelf to the west where there is an elevational change of approximately 4 feet. The preponderance of trees on this site are located to the north. No building development is proposed in this area although there will be drainage located in the northeast corner. The plans propose a minimal amount of tree removal to occur for this drainage facility. See chart in Section IV.1 for tree retention requirements.

The existing school contains six individual buildings that are connected through external corridors. This configuration does not contribute to the safety of the student body as the whole site is readily accessible. The City Parks Department does not currently schedule the play field on this site. However, it will do so once redevelopment occurs on this site.



**III Proposed Site and Building Design**

The school is designed primarily as a three building, two story facility with approximately 47,816 square feet for the first floor and 24,754 square feet for the second floor for a total of 72,570 square feet. 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. See Section IV.D for further discussion regarding parking.

One of the primary changes with this design is the elimination of the external breezeways connecting the existing six buildings. The three distinct buildings will be connected by two glassed corridors. The southern most building has a finished floor elevation of 320, the central building an elevation of 318.5 and the north building an elevation of 317. Because of this elevational change, the corridor between buildings 1 and 2 is two stories while the corridor between buildings 2 and 3 is one story. These corridors will allow views into courtyard areas. The landscape plans depict seatwalls and tile areas for student use along with landscape materials of trees and various understory.

There is an external corridor defined by pavers at the north central portion of this facility that will outlet into a planned amphitheatre. The area is planned as a large gathering space for students as it contains a large area of seatwalls which step down a very gradual slope from elevation 315 to 313. Presently the north area of this site is used as an unstructured play area for students. The area west of this building has been designated as the structured play area of the site with the play field beyond.

The building is oriented to the south for better daylighting. There is a plaza located at the southeast portion of the building. This plaza will contain special pavement materials along with seatwalls and landscaped planters. It is connected to the primary parking area to the south by a defined pedestrian path that leads pedestrians to the building entry located within the second building. It is this building that will contain the school administrative activities. The bus drop-off and pick-up loading zone is located adjacent to this building entrance. Beyond the bus loading area to the east is visitor parking.

Building three which is located to the south will be a secondary point of access as this is where the parent drop off/pick up lane will be located. Beyond this lane is the primary parking area for this site. It is expected that teachers and parents would share these parking spaces. Staff also anticipates that play field users will park here after hours rather than using the gravel shoulder area along 117<sup>th</sup> Avenue SE.

This proposal is designed to step up in height from one to two stories. The administration building is one story in height with other one story areas occurring along most of the building edges. The one story element will frame the plaza to the north which faces 119<sup>th</sup> Avenue SE. By design, building 3 to the south contains the music and gymnasium areas. Access doors in the gymnasium lead directly to the covered play area to the west. Building 2 contains the primary elementary grades along with administration offices and library while Building 1 contains classrooms.

Building articulation is expressed by building offsets and breaks used to keep the structure compatible with adjacent single-family uses. These components allow the structure to be viewed in smaller increments rather than one building mass. Building façades increase to two stories for building elevations which are oriented towards the north portion of the site where the wooded area exists and along the western portion of the building that is adjacent to the playfield.

The same design principle has been applied to the roof line as well. The roof system is designed with a variety of roof heights to provide an interesting roof form. The roof will contain a 2:12 and 1:12 pitch with parapets at the one story level to step the building scale to a pedestrian level. All mechanical equipment will be placed within loft spaces under the roofs so mechanical equipment will be hidden from public view. Roof height will vary from 35 feet over the classroom wings which are located to the north and west building areas. The gym will have a building height of 31 feet.

Two types of building masonry have been chosen for this project: a split faced brick in the traditional reddish-brown hue along with a light tan ground faced CMU. Lap siding in a Cooper Red and corrugated metal paneling will be used as a primary material to contrast with the CMU materials. The majority of the roofs are a light grey single ply roofing material. The roof over the library will contain a silver standing seam metal roof. The light grey and silver color helps with reflectivity of the sun and reflecting heat; thereby, reducing the heat island effect for this project.

Since this facility has been oriented to increase daylight into classrooms, there is a high use of windows along with clerestory windows in the second story to allow light penetration deep within the facility. Stepping the facility down to one story allows better lighting into the courtyard for portions of the building wings directly adjacent to the courtyard.

**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.



The proposal has fulfilled the LUC requirements as shown below:

**LAND USE CODE (LUC) REQUIREMENTS**

<b>Category</b>	<b>LUC Requirements</b>	<b>Proposal by Applicant</b>
<b>Site Area (R-5 Zoning District)</b>	7,200 square feet	9.16 acres or 399,214 square feet
<b>Lot Coverage</b>	40 percent	11 percent
<b>Impervious Surface(1)</b>	80 percent	48 percent
<b>Building Height(2)</b>	40 feet	35 feet
<b>Building Setbacks</b> Front (north) Front (west) Front (east) Side/rear (south)	20 feet 20 feet 20 feet 50 feet	137 feet 233 feet 98 feet 185 feet
<b>Parking</b>	Unspecified Use	13 Visitor 73 Parent/ Visitor 35 Drop off/Pick up 4 handicap stalls <b>125 Total Stalls</b>
<b>Landscaping</b> Perimeter Buffers North South East West (playfield)	10 feet 10 feet 10 feet 10 feet	136 feet 12 feet 40 feet 0 (3)
<b>Parking lot Landscaping</b>	3,850 square feet	5,295 square feet
<b>Tree Preservation Interior</b>	15% minimum of the existing diameter tree inches= 582.45 diameter inches	3,300 diameter inches or 85% diameter inches remaining
<b>Tree Preservation Perimeter</b>	100% of diameter inches	100%

**B. Schools**

LUC Chapter 20.20.740 provides development standards for schools in residential districts. The proposal meets the dimensional standards for schools in regards to building setbacks, lot coverage, landscaping, and site and building design guidelines.

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.

2 LUC 20.20.740 allows school facilities to increase height by 10 feet beyond the underlying zoning height of 30 feet if mechanical is located within the two story structure and not on the roof. Site size must be larger than 5 acres. This proposal qualifies for this extra height allowance.

3 The applicant is providing an Alternative Landscape Option (ALO) per LUC 20.20.520.J to compensate for the remaining landscape for this area. See Section V.B for ALO discussion.

### **C. Height Requirement**

LUC Chapter 20.20.740 permits school facilities to 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 9.1 acres. Mechanical equipment will be housed in loft spaces under the roofs to conceal these features from public view.

### **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) based upon the existing parking conditions at the current Newport Heights site on 12635 SE 56<sup>th</sup> Street. Site reconnaissance was conducted on March 2<sup>nd</sup> and September 12, 2006.

Although the traffic analysis provided below was obtained at the *existing* Newport Height site at 12635 SE 56<sup>th</sup> Street, GTC has extrapolated this information to the *Lake Heights site* on 119<sup>th</sup> Avenue SE for applicability. The results are as follows:

#### GTC Findings and Conclusions:

##### Lake Heights/YMCA Site:

There are two points of access to the YMCA: one way ingress at the northeast property boundary and an exit drive near the southeast portion of the site. This driveway loop connects to an existing parking area for parents dropping off/picking up children from the YMCA and the home school. Parents are also parking in right of way area along 119<sup>th</sup> Avenue SE to avoid pulling into the parking lot. Parking in the right of way also takes place along SE 54<sup>th</sup> place and 117<sup>th</sup> Avenue SE. Parking is not taking place along SE 52<sup>nd</sup> as the contractor who is completing the CIP improvements on 119<sup>th</sup> Avenue SE is utilizing this area for staging.

##### Existing Newport Heights Elementary School:

At the end of the 2006 school year, 573 students attended this facility. The District projects a maximum capacity of 600 students. Currently, there are 66 parking spaces on site. Actual parking demand is 62 in the AM but the PM demand is for 113 parking stalls. Due to the shortage of parking stalls on-site, congestion develops within the parking lot and on adjacent City streets. GTC has observed that some parents are picking up and dropping off their children off-site along both sides of 56<sup>th</sup> Street and 128<sup>th</sup> Avenue SE.

During the AM peak, a total of 157 parent vehicles and 36 staff vehicles (193 inbound) are projected to enter the staff/parent loop entrance with 157 parent vehicles exiting. During the 2:15-2:45 PM peak, and estimated 95 parent vehicles would arrive and depart plus 12 staff vehicles would exit the new staff/parent loop (95 inbound/107 outbound).

There are four regular buses plus three daycare vans utilized during the AM peak and seven regular buses and four daycare vans during the school PM peak. The proposed site plan has been designed to separate bus and parent activities from one another. The bus drop off zone will be located on the east side of the building with access from 119<sup>th</sup> Avenue SE. Parent/teacher parking will take place in the south parking lot. Unlike other elementary schools within the District, this site

is one of the few which has frontage on four public rights-of-way. GTC has recommended to the District that bus and parent traffic be separated for the safety of its students and to relieve congestion on-site and to City streets. 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, 113 parking stalls are required. The District has met this number by providing 90 striped parking stalls plus parent/bus drop off lanes for a total of 125 parking stalls (13 Visitor, 73 Parent/ Visitor, 4 handicap, 35 Drop off/Pick up).

GTC observed the intersection of 126<sup>th</sup> Avenue SE and SE 56<sup>th</sup> Street and found that there are approximately 65 students who walk to and from the west of the existing school site on 126<sup>th</sup> Avenue SE.

## **V. Public Comment**

To date, staff has received numerous e-mails for this project. The majority of these e-mails raised questions about transportation. Many of these emails replicate questions raised at previous public meetings that are described below. See Section V.A.1-4 for Transportation's formal response.

In addition to the emails, staff has also received several CD's and a poster board from a commenter.

### Public Meetings

The Bellevue School District held two outreach meetings on the Newport Heights proposal as summarized below:

- ✓ The District and its consultants held an informational meeting for the Newport Hills Community Associated on August 15, 2006, at Newport Hills Baptist Church.
- ✓ An additional outreach meeting was held on November 2, 2006, at Newport Heights Elementary School.

A copy of the meeting minutes from each of these meetings is located within the project file.

In addition to the above outreach meetings conducted by the District, the Land Use Code (LUC) requires that the City hold a public meeting on this proposal. This meeting was held on December 14, 2006. There were eleven attendees at this meeting who expressed concerns on the matters listed below:

- ✓ Vehicular exit onto SE 54<sup>th</sup> Place
- ✓ Left turn pocket on 119<sup>th</sup> Avenue SE
- ✓ Reduction of vehicles and speeds along 119<sup>th</sup> Avenue SE
- ✓ Landscaping
- ✓ Lighting

An additional meeting was held by Transportation on February 6, 2007, to follow up with the attendees of the December 14<sup>th</sup> meeting regarding preliminary conclusions reached on Transportation issues listed above.

A. Transportation Questions and Responses

A representative from the Transportation Department attended public meetings held on December 14<sup>th</sup> and February 6<sup>th</sup> to address traffic and circulation issues. The following is an overview of inquiries from the public meeting.

1. *Why is there a need for a vehicular exit from the school onto SE 54<sup>th</sup> Place?*

Newport Heights Elementary School has a relatively large student population compared to most elementary schools in the Bellevue area. That creates a need for more parking lot capacity and increases the need for better parking lot circulation and ingress/egress in order to prevent severe congestion at the main access point during pick up and drop off times. Severe congestion at the main parent access point on 119<sup>th</sup> Avenue would spill back into that street, causing safety concerns and overall traffic flow problems. This would also greatly increase the tendency for pick up and drop off traffic to use the side streets around the school, increasing the impact on non-arterial residential streets. Based on information received to date, the Transportation Department has concluded that a driveway connection between the main parking lot and SE 54<sup>th</sup> Place will help improve overall traffic flow by providing an alternate route when the main exit to 119<sup>th</sup> becomes congested. If the connection to SE 54<sup>th</sup> is an exit only, then it is likely to be used primarily at peak periods, when exiting onto 119<sup>th</sup> will be difficult. As an exit only, it will generate less traffic on local residential streets than it would if it were also available as an entrance.

2. *Why is there a need for a northbound left turn pocket from 119<sup>th</sup> Avenue SE.*

Based on the information received to-date, the Transportation Department has concluded that the main access point on 119<sup>th</sup> Avenue SE is projected to exceed the Washington State Department of Transportation guidelines for left turn storage, as modified for local streets with a 20 or 25 MPH speed limit. The analysis is based on total traffic volume in both directions on 119<sup>th</sup> Avenue during the morning peak period and on the percentage of those vehicles predicted to make left turns into the school's main parking lot during the morning peak. In addition, overall safety is a significant consideration in deciding whether to install a left turn pocket; and the proposed turn pocket will improve safety by reducing delay and frustration for turning vehicles at the main parent access point. Another safety consideration is that the turn pocket provides space to create a refuge island for the proposed crosswalk. The amount of delay within the parking lot is not a factor in the left turn storage analysis.

Some citizens oppose the left turn pocket, based in part on an assertion that it would encourage more through traffic, which they assert is already excessive. However, the Transportation Department has concluded that through-traffic volume has been overestimated by opponents, partly because the volume of local traffic that is generated by the growing Newport Hills residential community has been underestimated. The Newport Hills area (within Bellevue city limits) presently contains approximately 3000 households, and the number continues to grow significantly, due to the availability of undeveloped land. That number of households would generate roughly 30,000 daily trips. Many of those trips go to and from other parts of Bellevue on 119<sup>th</sup> Avenue SE, which is designated as a collector arterial with the intended purpose of serving such trips in this area.

3. *Can anything be done to reduce vehicle speeds and volumes and improve pedestrian safety on nearby residential streets?*

The current speed on 119<sup>th</sup> Avenue SE is 25 miles per hour. A school zone with a speed limit of 20 mph during certain times will be created within approximately 300 feet of any school crosswalk

on 119<sup>th</sup> Avenue SE. Lowering the speed limit on 119<sup>th</sup> through creation of a school zone is expected to improve safety.

Generally, school zone speed limits are not created on low volume local streets such as SE 52<sup>nd</sup>, SE 54<sup>th</sup>, and 118<sup>th</sup> Avenue SE. However, other traffic control revisions, which should help reduce vehicle speeds and improve pedestrian safety, are proposed on those streets. New crosswalks, stop signs, warning signs, and curb placements to reduce street width are described elsewhere in this document and will be shown on the approved plans. In addition, the new driveway that is proposed to connect from the school site to 54<sup>th</sup> Place will be an exit only, which means that vehicles will not use local streets to enter the site.

The combination of a school zone on 119<sup>th</sup> and new crosswalks, stop signs, et cetera on other streets should make the entire neighborhood less attractive for through traffic by reducing overall speeds.

The Bellevue Transportation Department has a program called Neighborhood Traffic Calming. City staff who work with that program can evaluate vehicle speeds and volumes on residential streets and recommend whether additional traffic calming measures, such as speed humps or informational programs, would be beneficial. A public involvement process is used to be sure that a majority of neighbors supports the installation of such devices. The area around the school might be eligible for a Neighborhood Traffic Calming project independently of the school development project. The manager of the Neighborhood Enhancement Program attended the February 6<sup>th</sup> meeting to listen to neighborhood issues. City staff will be following up with a demonstration project for the area.

#### 4. *Summary of response to public comments:*

The issues discussed above should be addressed together, with the exit to SE 54<sup>th</sup> Place, the turn lane on 119<sup>th</sup> Avenue SE, the school zone speed limit and signage, and other street improvements all contributing to improve traffic flow and safety in a manner that accommodates the new school while minimizing negative impacts on the neighborhood as a whole. In addition, the reconstructed school site will have much more on-site parking than the old school had, as well as improved access to and from 119<sup>th</sup> and improved internal circulation; all of these project components will reduce the tendency of pick up and drop off traffic use on the side streets.

For further discussion regarding transportation, see Section VI.1 for Transportation discussion.

#### B. Landscaping

*Can landscaping be added along 117<sup>th</sup> Avenue SE to create additional visual interest from the sports field?*

The frontage west along 117<sup>th</sup> Avenue SE contains a gravel right of way shoulder that is used for parking by users of the play field. There is an existing fence beyond this area that surrounds the play field to keep balls in play. Typically, a 10 foot landscaping buffer is required for this area as it is adjacent to a street frontage. Placement of the landscape buffer adjacent to the fence is not practical as it will be adjacent to the sport field. Users of the field will use the 10 foot area east of the fence to collect out of bound balls so any plant materials would be trampled in this area. The play field will contain two baseball diamonds and a soccer field.

There was also a discussion about planting the City right of way where the existing gravel shoulder exists. But this is where field users park so any plantings would be trampled by

pedestrians and vehicles. The Transportation Department does not support landscaping in the right of way as future parking stalls could also be placed in this location.

To compensate for the reduction in frontage, the LUC permits Alternative Landscape Option (ALO). Landscaping required for this area may be placed at an alternative location on-site to achieve a better result than the minimum required by the code. The District has chosen to retain 85 percent of the evergreen trees on this site at the north, east and south portions of the site which is significantly over the minimum retention requirement of 15 percent. Additionally, the District is providing additional parking lot landscaping beyond the minimum landscape standard by increasing the amount of trees and shrubs in these areas.

### C. Lighting

*Some neighbors were concerned about spillover lighting from the school parking lot and any potential affects to the surrounding neighborhood.*

LUC 20.20.522 requires that adequate lighting be placed on-site within parking lots, walkways and the building exterior to facilitate pedestrian movement to and through this site. However, the LUC also requires that lighting not spillover to adjacent neighbors. Therefore, shields become necessary to confine lighting on-site. Cutouts of fixtures have yet to be provided for staff for staff review and approval. Submittal of these fixtures will be required prior to building permit issuance. See Section X for related condition.

## VI. City Department Analysis

### 1. Transportation Department

#### A. Background

Student population will not change with this application, aside from normal fluctuation; therefore, the proposed project will not significantly change the school's trip generation. However, the traffic generated by the school and the traffic generated by the YMCA will trade locations, which has implications for adjacent and nearby streets.

Predicted traffic operations as well as parking supply and demand are discussed in two technical memos from Gibson Traffic Consultants. The first, dated July 17, 2006, is entitled "Evaluation of Existing / Future Peak Traffic Conditions & Parking Impacts, Newport Heights Elementary School Relocation / Replacement Project." The second, dated September 25, 2006, is entitled "Supplemental Traffic, Parking & Pedestrian Analysis; Newport Heights Elementary." These documents are on file with the city. Key aspects of the analysis and recommendations are discussed elsewhere in this Staff Report.

#### B. Existing Transportation Facilities and Services

The school site to be reconstructed has frontage on 119<sup>th</sup> Avenue SE, which is classified as a Collector Arterial. This segment of 119<sup>th</sup> Avenue has been classified as a Collector Arterial at least as far back as 1993, when the neighborhood was annexed by the City of Bellevue. Existing traffic volumes on 119<sup>th</sup> Avenue during the school's morning and afternoon peak hours are approximately 1000 and 535 vehicles per hour, respectively. Note that the school's afternoon peak is 2:00 to 3:00, when non-school traffic is significantly lower than during the evening commute.

The school site also fronts on SE 52<sup>nd</sup> Street, SE 54th Place, and 117<sup>th</sup> Avenue SE, which are low-volume local residential streets. Specific traffic volume data are usually not collected for local streets, although the school district's traffic consultants recently counted 11 vehicles during the school's morning peak hour and 21 during the school's afternoon peak hour on SE 54th Place just west of 119<sup>th</sup>.

Presently, all vehicular access to the site is via three driveways off 119<sup>th</sup> Avenue SE. In addition, a small unpaved parking lot is accessed off SE 54th Place.

Standard street frontage improvements (curb, gutter, and sidewalk) do not exist on any of the site's frontages, except for a short piece of curb and sidewalk with wheelchair ramps and crosswalks at the intersection of SE 52<sup>nd</sup> Street and 119<sup>th</sup> Avenue. Curb, gutter, and sidewalk were recently installed by the city on the opposite side of 119<sup>th</sup> Avenue SE. Existing streetlights along 119<sup>th</sup> Avenue are generally adequate for lighting the school's frontage on that street, but another streetlight will be needed if an additional crosswalk is installed at the school.

Three Metro bus routes serve 119<sup>th</sup> Avenue SE adjacent to the school site. Route 240 provides all-day service. Route 114 provides peak period commuter service. Route 219 services primarily Newport High School, but may be used by other riders. In addition, several school buses that now serve the site on SE 56<sup>th</sup> Street will serve the new site.

### **C. Short-Term Impacts**

As is typical of elementary schools in Bellevue, the amount of pick-up and drop-off traffic will create 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 current site design.

1. Trip Generation: At its present location on SE 56<sup>th</sup> Street, the school has approximately 573 students. The school district projects enrollment of 562 at the new location on 119<sup>th</sup> Avenue in 2008. That figure is expected to remain stable for the foreseeable future, and the new school is being designed to hold no more than 600 students. Thus, 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 193 vehicles inbound and 157 outbound (350 total) in the morning peak hour (7:15 – 8:15 AM) and 95 vehicles inbound and 107 outbound (202 total) in the afternoon peak hour (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 at the current location.

Note that the figures above may not be all inclusive, because some parent pick-up and drop-off may have occurred on other nearby streets at the previous school location, where it was not counted by the school district's consultants. Transportation Department staff estimated this off-site traffic to be roughly 30 to 40 vehicles in the morning and fewer in the afternoon. The school district's traffic consultant stated that even if 30 to 40 more vehicles were added to the counts, the consultant's conclusions would not change regarding the need for off-site improvements or the adequacy of on-site pick-up and drop-off storage.

Elementary schools generate very little traffic during the highest hour between 4 and 6 PM, when other traffic is typically at its peak for the day. National data indicate trip generation of only 0.01 trips per student during the highest hour between 4 and 6 PM. In comparison, traffic counts show that the YMCA, which is presently on the site, generates approximately 78

inbound trips and 65 outbound trips (143 total) for the highest hour between 4 and 6 PM. Thus, the school project will reduce the site's traffic impact at the time when total traffic is at its worst.

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. Total on-site parking provided by the proposed project will be 90 spaces. Space along the edge of the main aisle through the parent parking lot can accommodate up to 20 additional short-term pick-up and drop-off vehicles, and 15 in the bus aisle may temporarily accommodate some pick-up and drop-off activity at peak times. The site design will provide efficient on-site circulation by separating most parent parking from the bus and staff access routes and by providing a new exit to SE 54<sup>th</sup> Place. The school district's traffic consultant examined peak demand for parking and pick-up/drop-off storage, and concluded that the proposed on-site parking and circulation design will be adequate for both the AM and PM peak periods. This will minimize the tendency for some parents to engage in off-site pick-up and drop-off activity.
3. Pedestrian Access and Safety: This site has not been used as a public school for many years; therefore, the routes by which students will most frequently walk to and from the site are not established by recent experience. City staff examined the layout of nearby streets and the distribution of homes within approximate walking distance, and decided to anticipate the most likely school walking routes by requiring various pedestrian and safety facilities on some of the school's street frontages and on other nearby streets, as summarized below:
  - a. 119<sup>th</sup> Avenue SE: Because of the volume of traffic on this street, safety concerns require that pedestrians anywhere on the school's frontage be separated from traffic by a curb and sidewalk along the school's entire frontage. Pedestrians approaching from the south on the eastern side of 119<sup>th</sup> will require a new crosswalk within the southern half of the school's frontage, including appropriate signage and lighting.
  - b. 117<sup>th</sup> Avenue SE: Pedestrians from the residential area to the northwest of the school site will enter the site via the paved and gated fire access road off 117<sup>th</sup> Avenue. A sidewalk on the east side of 117<sup>th</sup> from the intersection with NE 52<sup>nd</sup> to the fire access road is required to serve that pedestrian route.
  - c. SE 52<sup>nd</sup> Street adjacent to the site: No formal pedestrian routes into the school site will be provided from this street, and the number of pedestrians originating in the four houses facing the school along this street will be very limited. Therefore, no new facilities are required on the school's frontage along SE 52<sup>nd</sup>.
  - d. Intersection of SE 52<sup>nd</sup> and 117<sup>th</sup>: Two crosswalks with appropriate crosswalk warning signs are required to provide pedestrian access to the new sidewalk that will be installed along the northern part of the 117<sup>th</sup> Avenue frontage, per 3.b above. A curb extension (bulb out) with ramps will be added for pedestrian safety.
  - e. SE 54<sup>th</sup> Place: The number of pedestrians who will use this street east of the school's new driveway will be very limited due to the small area served. Pedestrians who would use 119<sup>th</sup> to access the school should be encouraged to use the sidewalk on the eastern side of 119<sup>th</sup> and the new crosswalk on the school frontage rather than using SE 54<sup>th</sup> Place as a pedestrian cut through. Therefore, no new pedestrian facilities are required on the school's frontage on SE 54<sup>th</sup> Place east of the new school driveway. West of the new driveway, a new curb and sidewalk are required to accommodate pedestrians accessing the site from the residential area that lies to the southwest of the site.
  - f. Intersection SE 54<sup>th</sup> Place and 117<sup>th</sup>: A curb extension (bulb out) with ramps and a new stop sign will be added for pedestrian safety.

- g. Crosswalk warning signs in compliance with city, state, and the Manual of Uniform Traffic Control Devices (MUTCD) standards must be installed on the approaches to all crosswalks.
- h. School zone signage, regarding both speed and crosswalks, in compliance with city, state, and MUTCD standards, must be installed where needed on 119<sup>th</sup> Avenue SE. Said standards will require the location of school zone signs on 119<sup>th</sup> Avenue some distance north and south of the school property.
- i. All new sidewalks or crosswalks will require handicapped ramps as needed to comply with the Americans with Disabilities Act.

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

1. On-Site Improvements and Traffic Management: The proposed project will include 90 on-site parking spaces plus short-term pick-up and drop-off space for up to 20 additional vehicles along the curb in the main aisle of the parent parking lot. In addition, 15 vehicles may use the bus aisle once buses have left the site to temporarily pick-up and drop-off students. This will maximize pick-up and drop-off capacity, reducing the tendency for off-site spillover of pick-up and drop-off activity. However, the fact that not all pick-up and drop-off vehicles can be accommodated at the same time in designated parking spaces during peak periods indicates a need to have on-site traffic monitoring and provision of information to parents to help reduce parking spillover. On-site pavement markings, signs, and pedestrian improvements will be installed to improve traffic flow and safety. Installation of a new exit to SE 54<sup>th</sup> Place opposite 118<sup>th</sup> Avenue is an important part of the improved on-site circulation pattern. See below for specific Conditions of Approval.
2. Street Frontage and Off-Site Improvements: The engineering design details of the street frontage improvements listed below are not finalized at the time of writing this staff report. Therefore, the improvements listed below, although required to mitigate traffic impacts and pedestrian safety, should be viewed as conceptual at the date of this report. Some of the engineering details may change prior to approval of the Clear and Grade or Building permits for this project.
  - a. 119<sup>th</sup> Avenue SE:
    - i. Install a new crosswalk between the site's two southern driveways, positioned to be consistent with the turn pocket and island design described below.
    - ii. Install a new streetlight approximately ten feet south of the western end of the new crosswalk.
    - iii. Install a northbound left turn pocket and merge area with tapers and islands, approximately as shown on plan sheet C9.03 as submitted to the City on March 6, 2007.
    - iv. Install a new six-foot wide sidewalk with curb and gutter along the site's entire frontage on 119<sup>th</sup> Avenue, connecting to the short piece of sidewalk recently installed by the city at the intersection of 119<sup>th</sup> and SE 52<sup>nd</sup> Street. Appropriate storm drainage treatment meeting the requirements of the Utilities Department must be installed in conjunction with the new curb and gutter. The face of curb shall be approximately 15 to 16 feet from the existing centerline, and an edge stripe (fogline) shall be located to provide an eleven-foot wide southbound travel lane. These details are approximately as shown on plan sheet C9.03 as submitted to the City on March 3, 2007.

- v. Turning movement drawings for buses must be submitted to show that the likely bus movements will clear the raised islands near the driveway from which buses will exit the site. If necessary, the curb and sidewalk should be moved back at that point to accommodate the bus movements.
  - vi. Install school zone speed limit signs and crosswalk warning signs consistent with city, state, and MUTCD standards.
- b. SE 54<sup>th</sup> Place:
- i. Install a new two-lane exit from the site opposite the end of 118<sup>th</sup> Avenue, located so that the southbound movement from the exit aligns with the southbound lane on 118<sup>th</sup>.
  - ii. Install new four-way stop signs and crosswalks with curb returns and ramps at the intersection of 54<sup>th</sup> and 118<sup>th</sup>.
  - iii. Install a new sidewalk with curb and gutter on the north side of 54<sup>th</sup> Place between 117<sup>th</sup> and 118<sup>th</sup>. The face of curb shall be located to allow a vehicle travel surface approximately 26 feet wide on SE 54<sup>th</sup> Place (not counting the raised edge on the opposite side). The sidewalk width shall be five to six feet, to be determined during engineering review.
  - iv. Install a new curb extension (bulb out) with ramps and a new stop sign at the intersection of 54<sup>th</sup> Place with 117<sup>th</sup> Avenue, with the face of the curb on the bulb out located to allow a vehicle travel surface approximately 23 feet wide.
  - v. Install a new extruded curb with landscaping from the new driveway exit to the school's eastern property boundary on 54<sup>th</sup> Place.
  - vi. Install standard signs to prohibit parking, stopping, or standing on the north side of SE 54<sup>th</sup> Place along the school's frontage.
  - vii. Storm water treatment must meet Utility Department requirements, as appropriate.
- c. 117<sup>th</sup> Avenue SE:
- i. Install a new curb extension (bulb out) with wheelchair ramps at the intersection with SE 52<sup>nd</sup> Street, with the face of curb on the bulb out located to allow a vehicle travel surface approximately 23 feet wide.
  - ii. Install a new sidewalk from SE 52<sup>nd</sup> to the new fire access road, which will allow pedestrian access into the site. The face of curb shall be located to allow a vehicle travel surface approximately 26 feet wide on 117<sup>th</sup> (not counting the raised edge on the opposite side). The sidewalk width shall be five to six feet, to be determined during engineering review.
  - iii. From the curb north of the fire access road, extend an eight-inch wide painted white edge stripe south to the end of the curb and sidewalk at the intersection with SE 54<sup>th</sup> Place. This edge stripe shall be located to allow a vehicle travel surface approximately 26 feet wide on 117<sup>th</sup> Avenue (not counting the raised edge on the opposite side).
  - iv. Install standard signs to prohibit parking on the pavement along the east side of 117<sup>th</sup>. Parking will continue to be allowed on the unpaved shoulder area adjacent to the ball fields.
  - v. Storm water treatment must meet Utility Department requirements, as appropriate.

See Sections X and XI for related conditions of approval.

3. **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, 117<sup>th</sup> Avenue SE, SE 52<sup>nd</sup> Street, and SE 54<sup>th</sup> Place adjacent to the school site are all classified as “Overlay Required”. Any trenching in the paved surface of any of those streets will require a grind and overlay at least 50 feet long for the full width of any affected lane. 119<sup>th</sup> Avenue SE adjacent to the site was recently repaved and will be classified as a “No-cut” street for five years from the date of repaving. If cutting into the paved surface of a no-cut street cannot be avoided, then the applicant must contact the city’s Right of Way Manager to obtain permission. This should be done via email to Ron Kessack ([rkessack@bellevuewa.gov](mailto:rkessack@bellevuewa.gov)). Such an email must include an explanation of why there is no viable alternative to cutting a no-cut street. Granting permission to cut a no-cut street will include a requirement for a grind and overlay at least 50 feet long, and possibly more, depending on the local conditions. See Section X for related condition.

#### **E. Possible Demonstration Projects by City**

In addition to the improvements required of the school district, the city intends to explore two possible demonstration projects that may be implemented on 119<sup>th</sup> Avenue SE at the city’s option in conjunction with or after the work by the school district:

1. Decorative color treatment or pattern may be added to the at-grade islands associated with the turn pocket.
2. Changeable electronic driver feedback signs with radar may be added to improve the effectiveness of the school zone signage.

#### **F. 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. That would be approximately six total PM peak hour trips for the proposed project. 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.

#### **G. Long-Term Impacts**

The city evaluates the long-term traffic impacts of a project by comparing the future land use or trip generation predicted for a project site to the assumptions made in the 2006-2017 Transportation Facilities Plan Final Environmental Impact Statement—November 2006. That Plan evaluates traffic impacts based on 14 different Mobility Management Areas for the city. For the Newport Heights Elementary School, both the old and the new sites are within the Newport Hills Mobility Management Area (MMA # 14); therefore, the long-term land use assumptions for that MMA as a whole will not change. Thus, at the MMA level, long-term traffic impacts of the proposed project are not an issue.

## H. 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.

## 3. 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
- Elevator connection
- 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 October 30, 2006, with an appeal period ending November 13, 2006. A copy of this DNS can be located within the project file.

## VIII. 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 of 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 Newport Hills 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. This proposal is consistent with the Comprehensive Plan's goals and policies.

The following are applicable Comprehensive Plan policies for the Newport Hills subarea:

### **Public Involvement Policy**

*Policy S-NH-1: Encourage developers of subdivisions or commercial buildings to engage in early communications with nearby residents and community groups to identify issues and opportunities.*

Response: The District has complied with this policy by holding two public meetings: one public meeting was held on August 15<sup>th</sup> and the other on November 2, 2006. The initial meetings yielded concerns regarding Transportation and cut through traffic on 119<sup>th</sup> Avenue SE. The City then held two public meetings: one on December 14, 2006, and the other on February 6, 2007.

### **Nonresidential Uses Policy**

*Policy S-NH-4: Retain the current land use designation for churches and schools.*

Response: The District has operated a school at this location since 1962. With this application, the District is not proposing a change of use but will maintain this site as an elementary school to serve the surrounding neighborhood. This application does not increase the intensity of school use on this site beyond what is already occurring now but provides minimal capacity to accommodate student demand that may occur in the future. Given these considerations, this proposal is consistent with the policy above.

### **Landscape Policies**

*Policy S-NH-44: Emphasize as a distinct visual element the preservation of existing trees on protected slopes and hilltops. Use these trees to screen incompatible land uses.*

*Policy S-NH-48: Make edges between different land uses distinct without interfering with security or visual access.*

Response: The LUC requires that schools provide a 10 foot landscape buffer of Type III landscaping that is comprised of overstory and understory materials. The District has responded to this policy by maintaining the forested area to the north with little modification with the exception of the northeast corner for drainage. The remaining east and southern property boundaries will more than fulfill the 10 foot buffer requirement. The landscaping plan reflects a mix of evergreen/deciduous tree materials along with shrubs and ground cover. The only exception to this is the west property boundary where the play field is located which is exempted through the ALO process. This proposal complies with the two policies listed above.

### **Community Focal Point Policy**

*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: Newport Heights Elementary serves as a focal point for the community. The school is not only used for educational purposes for also for human services delivery as well. 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.

## **Partnership and Cooperation Policies**

*Policy S-NH-40: Coordinate with the Bellevue School District and tenants on district property to enhance recreational, social, and cultural opportunities at school sites in the Newport Hills Subarea.*

*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. This has been formally implemented through Resolution 5840 (see Attachment A). Parks often schedules a myriad of 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 along with a soccer field. This proposal complies with both of the policies above.

*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-46: "Maintain and enhance safety for all users of the roadway network using measures such as.....Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations....."*

Response: The Comprehensive Plan policies above support 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. Such improvements help provide an adequate street system by reducing conflicts and improving safety.

- 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 fulfills this policy as it has been sensitively designed to blend in with the adjacent neighborhood. The proposed colors and materials will complement adjacent single-family development.

- 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.

Regarding streets, the Transportation Department has determined that with improved parking and circulation to accommodate pick-up and drop-off vehicles, implementation of measures to improve pick-up and drop-off activity, and construction of standard frontage improvements along 119<sup>th</sup> Avenue SE, along with the installation of a left turn pocket off of 119<sup>th</sup> Avenue SE; circulation and safety will be improved, and the street system can be deemed adequate. See Section VI for related analysis. See Section XI 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. There will be a building setback of 98 feet along the east portion of the site. This frontage will also contain a pocket of mature evergreen trees that will be retained with this application. Some of these trees are approximately 60 feet or more in height so the setback with the mature evergreen trees will create an adequate separation between this facility and adjacent residences. An even larger setback of 233 feet exists along the west side of the site towards 117<sup>th</sup> Avenue SE.

This application eliminates two portables to allow more efficient use of space for this site. 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 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. 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 Lake Heights 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 and XI 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. **Final Engineering Plans:** Prior to issuance of the primary building permit for the school project, the engineering plans must be complete and must correctly show all street frontage improvements and related access improvements, including the items listed below or specified above under Short-Term Impacts or Short-Term Mitigation. All frontage improvements must meet the requirements of City Code and the Transportation Department Design Manual. As appropriate, standard detail drawings from the Design Manual must be included in the final engineering plans. Plans submitted on March 6, 2007, are satisfactory for approval of the Administrative Conditional Use permit. However, further engineering review for the Clear and Grade or Building permits may necessitate changes of some engineering details.
  - a. Improvements to 119<sup>th</sup> Avenue SE, including a crosswalk, streetlight, northbound left-turn pocket, islands, curb, gutter, sidewalk, storm drainage, and signage.
  - b. Improvements to SE 54<sup>th</sup> Place, including a new driveway connection, stop signs and other signage, crosswalks, curb returns with ramps, and a sidewalk on part of the frontage.
  - c. Improvements to 117<sup>th</sup> Avenue SE, including paint markings, signage, crosswalks, curb returns with ramps, and a sidewalk on part of the frontage.
  - d. New crosswalk and related signage on SE 52<sup>nd</sup> Street.
  - e. Driveway openings must be constructed to accommodate necessary turning movements with minimal interference with other traffic. The specific width may be revised following review of turn movement diagrams.
  - f. 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.
  - g. 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.
  - h. All sidewalks, asphalt walkways, ramps, driveway crossings, and crosswalks must be ADA compliant.
  - i. Storm drainage treatment must meet Utility Department requirements, as appropriate.

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

3. **Trench and Pavement Restoration:** Pavement restoration including a grind and overlay at least 50 feet long for the full width of any affected lane must be provided, in addition to trench restoration, as described in the Design Manual, Section 21, and shown on standard drawings

ROW-1 through ROW-5 to repair any trenching in any adjacent street. The final engineering plans must show the extent and nature of required trench and pavement restoration, including copies of the appropriate detail drawings. 119<sup>th</sup> Avenue SE is presently classified as a "no-cut" street, which means that if street cuts cannot be avoided then special permission must be obtained from the city's Right of Way Manager, and the extent of any required grind and overlay may be greater than the 50-foot length specified above.

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

**4. 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

**5. 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

**6. 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

**7. Demolition:** Demolition/construction shall conform to the requirements of the IFC. Fencing or other method shall be used to keep non-construction personnel out of the demolition/construction area.

Authority: International Fire Code (IFC), Chapter 14  
Reviewer: Adrian Jones, (425) 452-6032

- 8. Stage:** The stage within the gymnasium shall meet the requirements of the IBC.

Authority: IBC 410  
Reviewer: Adrian Jones, (425) 452-6032

- 9. Detention pipes:** The detention and water quality vaults in the parking lot area 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: BFDDS 6-3 & Development Information Sheet  
Reviewer: Adrian Jones, (425) 452-6032

- 10. 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. 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

- 11. Site Lighting Fixtures:** Cutouts of 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

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

- 1. 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. 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. Prior to issuance of a temporary certificate of occupancy for this project, the school district shall submit a plan for Transportation Department review and approval. This plan shall outline how the school district will implement traffic monitoring and the provision of related information to parents.

Reviewer: Carl Wilson, 425-452-4228, and Toni Pratt, 425-452-5374  
Authority: BCC 20.30E.140 and Comprehensive Plan Policy TR-119

2. **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

3. **Fire Sprinklers/Fire Flow:** Automatic fire sprinklers shall be provided throughout the building along with the necessary fire flow

Authority: IFC 903, BCC 5675, and IFC Appendix B  
Reviewer: Adrian Jones, (425) 452-6032

4. **Fire Alarm Panel:** A fire alarm panel shall be located at the entrance to the building. With remote annunciators at approved locations (to be reviewed with submittal of the fire alarm application).

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

5. **Fire Lane:** No parking areas will be shown on the plans and located along non-parking areas of the landscaped islands in the parking lot as noted by the Fire Department.

Authority: BGDDS, Chapter 3  
Reviewer: Adrian Jones: (425) 452-6032

6. **Fire Alarm System:** Provide a fire alarm notification system throughout the building. The electrical plans submitted with the LA permit were not reviewed. Provide the contractor shop drawings for review and approval.

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

7. **Access Roads:** The 20 foot and 26 foot wide access roads shall be posted and marked "No Parking-Fire Lane" per Bellevue Standards.

Authority: IFC 503 & BFDDS Chapter 3  
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

**Attachments**

- A. Resolution 5840
- B. BSD Construction Schedule
- C. Plans and Drawings

**ATTACHMENT A**  
**(Resolution 5840)**

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:

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

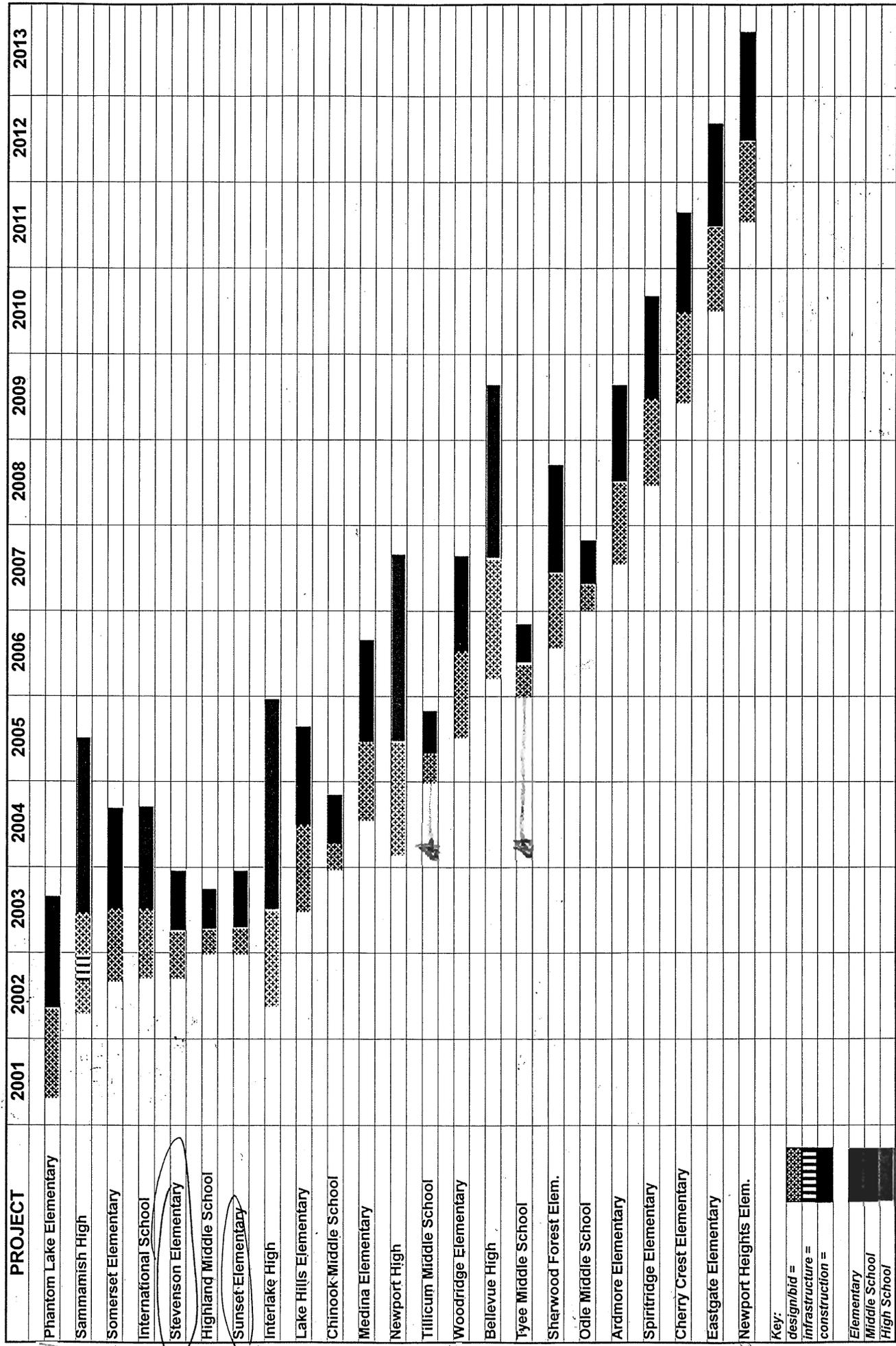
Attest:

  
Myrna L. Basich, City Clerk

**ATTACHMENT B**  
**(BSD Construction Schedule)**

Updated  
2/23/02

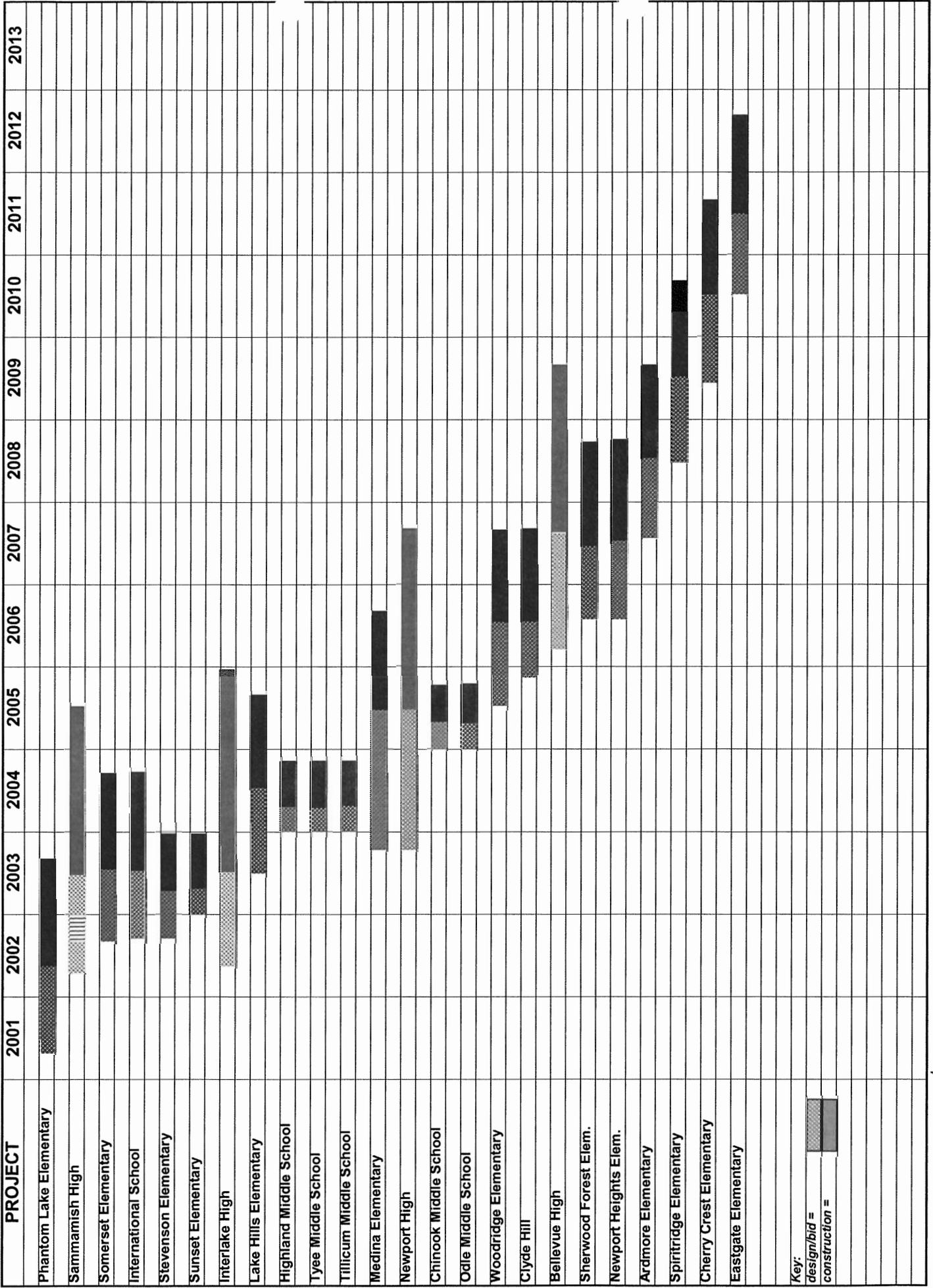
# BELLEVUE SCHOOL DISTRICT PLANNING AND CONSTRUCTION TIMELINE 2001-2013



Key:  
 █ design/bid =  
 █ infrastructure =  
 █ construction =  
 █ Elementary  
 █ Middle School  
 █ High School

○ = Added to list: minor additions, no demo

# BELLEVUE SCHOOL DISTRICT PLANNING AND CONSTRUCTION TIMELINE - 2001-2013



Key:  
 design/bid = [Dotted Pattern]  
 construction = [Solid Black Pattern]

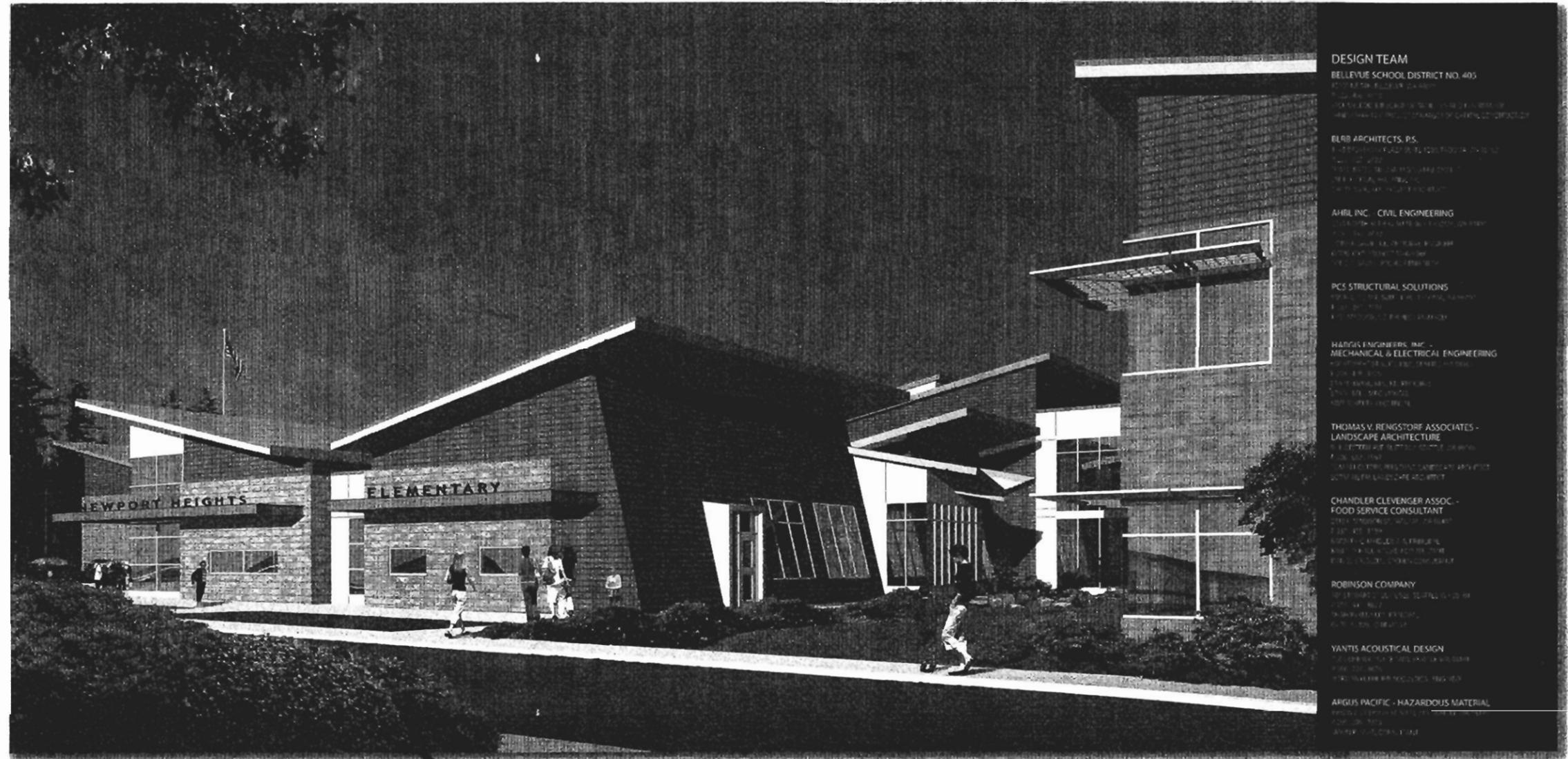
Updated 8/16

**ATTACHMENT C**  
**(Plans and Drawings)**

# NEWPORT HEIGHTS ELEMENTARY SCHOOL

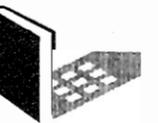
NEW CONSTRUCTION

BELLEVUE SCHOOL DISTRICT NO. 405



## AGENCY REVIEW

JANUARY 22, 2007



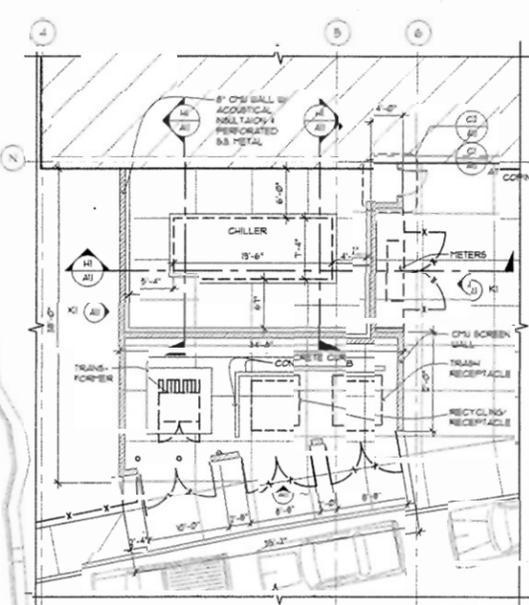
**BLRB architects**

NEWPORT HEIGHTS  
ELEMENTARY SCHOOL

NEW CONSTRUCTION

AGENCY REVIEW  
JANUARY 22, 2007





(F1) ENLARGED PLAN AT SERVICE YARD  
SCALE: 1/8" = 1'-0"

SITE REFERENCE PLAN  
SCALE: 1" = 30'-0"  
SCALE: 1" = 30'-0"



ADMINISTRATIVE  
CONDITIONAL USE PERMIT

NEWPORT HEIGHTS  
ELEMENTARY SCHOOL  
BELLEVUE SCHOOL  
DISTRICT NO. 405

BLRB  
architects

ARCHITECTURAL  
SITE PLAN

RECEIVED

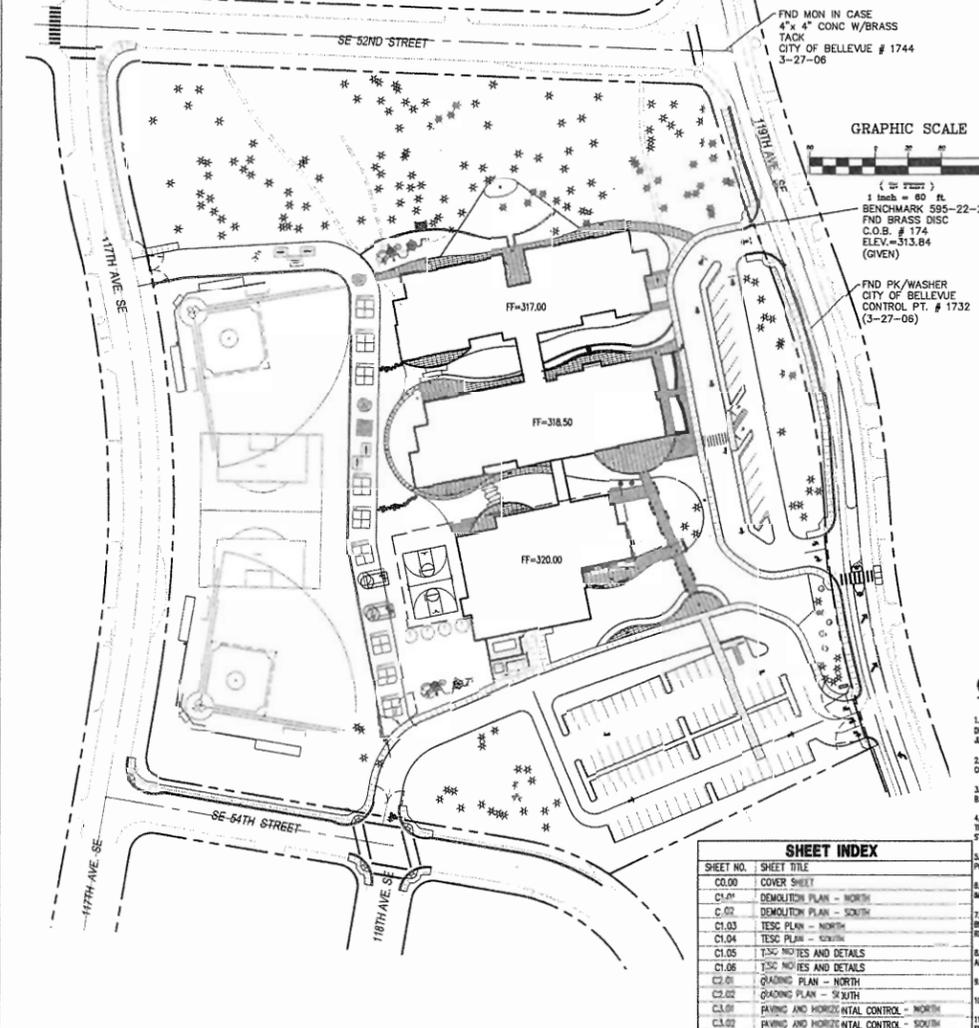
MAR 0 2007

PERMIT PROCESSING

BLRB ARCHITECTS, P.S.

# NEWPORT HEIGHTS ELEMENTARY SCHOOL

## PORTION OF THE SW 1/4 OF THE NW 1/4 OF SECTION 21, T 24N, R 05E, WM CITY OF BELLEVUE, KING COUNTY, WA



**OWNER/APPLICANT**  
BELLEVUE SCHOOL DISTRICT  
12111 NE 1ST STREET  
BELLEVUE, WA 98005  
PHONE: (206) 448-4040  
FAX: (206) 448-4078  
CONTACT: JACK MCLEOD

**SITE ADDRESS**  
5225 118TH AVENUE SOUTHEAST  
BELLEVUE, WA  
KING COUNTY PARCEL NO. 6079201005

**ARCHITECT**  
BLRB ARCHITECTS  
1145 BROADWAY AVENUE, SUITE 1200  
TACOMA, WA 98402-3524  
PHONE: (253) 627-5999  
FAX: (253) 627-5187  
CONTACT: DAVID POOL, AIA

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

**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: TODD SAMIN, E.I.T.

**FIRE DISTRICT**  
CITY OF BELLEVUE FIRE DEPT.  
STATION #3  
16100 NE 8TH - CROSSROADS  
PHONE: 425-452-6892  
CONTACT: DWIGHT ALDENBURY - ASSISTANT FIRE MARSHAL  
PHONE: 425-452-4112

**MECHANICAL ENGINEER**  
HARDS ENGINEERS, INC.  
600 STEWART STREET, SUITE 1000  
SEATTLE, WA 98101  
PHONE: (206) 448-3376  
FAX: (206) 448-4450  
CONTACT: BRADY BELL

**ELECTRICAL ENGINEER**  
HARDS ENGINEERS, INC.  
600 STEWART STREET, SUITE 1000  
SEATTLE, WA 98101  
PHONE: (206) 448-3376  
FAX: (206) 448-4450  
CONTACT: BRIAN HAUGK

**LANDSCAPE ARCHITECT**  
THOMAS RENSTORFF ASSOCIATES  
911 WESTERN AVENUE, SUITE 444  
SEATTLE, WA 98104-1031  
PHONE: (206) 383-2422  
FAX: (206) 383-2572  
CONTACT: THOMAS RENSTORFF

**GEOTECHNICAL ENGINEER**  
PACRIM GEOTECHNICAL, INC.  
12037 NE 5TH STREET  
BELLEVUE, WA 98005  
PHONE: (206) 365-8770  
FAX: (206) 365-8405  
CONTACT: KEVIN LAMB, P.E.

**WATER, SEWER, & STORM**  
CITY OF BELLEVUE UTILITIES DEPARTMENT- 425-452-6932  
TELEPHONE: ONEST- 1-800-421-2271  
POWER - PUESET SOUND ENERGY- 1-888-327-7779  
NATURAL GAS - PUESET SOUND ENERGY  
ONE CALL - 1-800-424-5555

**STRUCTURAL**  
PCS STRUCTURAL SOLUTIONS  
850 PACIFIC AVE., SUITE 110  
TACOMA, WA 98402  
PHONE: (253) 383-2787  
CONTACT: BRETT MADDOX, S.E.



**LEGEND**

EXISTING	DESCRIPTION	PROPOSED
(Symbol)	LIGHT	(Symbol) X
(Symbol)	POWER/TELE. POLE	(Symbol)
(Symbol)	GUY WIRE	(Symbol)
(Symbol)	TELEPHONE MH	(Symbol)
(Symbol)	TELEPHONE RISER	(Symbol)
(Symbol)	CATCH BASIN	(Symbol)
(Symbol)	STORM DRAIN MH	(Symbol)
(Symbol)	SANITARY SEWER MH	(Symbol)
(Symbol)	SIGN	(Symbol)
(Symbol)	HYDRANT	(Symbol)
(Symbol)	FIRE DEPT CONNECTION	(Symbol)
(Symbol)	WATER VALVE	(Symbol)
(Symbol)	WATER METER	(Symbol)
(Symbol)	WIRE FENCE	(Symbol)
(Symbol)	CHAIN LINK FENCE	(Symbol)
(Symbol)	WOOD FENCE	(Symbol)
(Symbol)	CONTOURS	(Symbol)
(Symbol)	ON-SIT. CLEARING LIMITS	(Symbol)
(Symbol)	SILT FENCE	(Symbol)
(Symbol)	STORM DRAIN LINE	(Symbol)
(Symbol)	WATER LINE	(Symbol)
(Symbol)	FIRE SERVICE	(Symbol)
(Symbol)	SANITARY SEWER LINE	(Symbol)
(Symbol)	ROOF DRAIN LINE	(Symbol)
(Symbol)	VALLEY LINE	(Symbol)
(Symbol)	CONCRETE RETAINING WALL	(Symbol)
(Symbol)	HEAVY DUTY PAVING	(Symbol) 07/03
(Symbol)	STANDARD DUTY PAVING	(Symbol) 07/03
(Symbol)	CEMENT CONCRETE	(Symbol) 07/03
(Symbol)	SPOT ELEVATION	(Symbol)
(Symbol)	CF-CURB FACE	(Symbol) 07/03
(Symbol)	FG-FINISHED GRADE	(Symbol) 07/03
(Symbol)	TW-TOP OF WALL	(Symbol) 07/03
(Symbol)	HP-HIGH POINT	(Symbol) 07/03
(Symbol)	LP-LOW POINT	(Symbol) 07/03
(Symbol)	CS-CURB SIDE AK	(Symbol) 07/03
(Symbol)	BC-BASE OF CURB	(Symbol) 07/03
(Symbol)	TC-TOP OF CURB	(Symbol) 07/03
(Symbol)	(FC) FLUSH CURB	(Symbol) 07/03
(Symbol)	(PC) POURED IN PLACE CURB	(Symbol) 07/03
(Symbol)	(IC) INTEGRAL CURB	(Symbol) 07/03
(Symbol)	(AC) ASPHALT THICKENED EDGE	(Symbol) 07/03
(Symbol)	(RC) ROLLED CURB	(Symbol) 07/03

### GENERAL NOTES

- 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 MAJORIAL CONSTRUCTION AND STANDARDS AND REQUIREMENTS OF THE LOCAL JURISDICTION.
- 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.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFETY BARRIERS, 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 MOST STANDARD SPECIFICATIONS 1-22.12.3 PUBLIC TRAFFIC CONTROL SHALL APPLY TO WORK WITHIN THE TRAVELER FOOT-OF-WAY WITH INTERSECT NORMAL TRAFFIC PATTERNS.
- ALL SEDIMENTATION/EROSION CONTROL FACILITIES MUST BE IN OPERATION PRIOR TO CLEARING AND BUILDING CONSTRUCTION. THEY MUST BE SATISFACTORILY MAINTAINED UNTIL THE PERMIT FOR ON-SITE EROSION HAS PASSED.
- 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.
- 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 2-08.02(2), IT SHALL BE SHORED AND CRIBBED. THE CONTRACTOR 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.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR WORKER SAFETY AND ANY AND ALL DAMAGE TO STRUCTURES AND IMPROVEMENTS RESULTING FROM HIS OPERATIONS. NEITHER AHBL NOR THE APPROVING AGENCIES ASSUME ANY RESPONSIBILITY.
- AN APPROVED COPY OF THIS PLAN MUST BE ON THE SITE THROUGHOUT CONSTRUCTION IS IN PROGRESS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
- UNDERGROUND UTILITY INSTALLATION OPEN CUTS THE MOST STANDARD SPECIFICATIONS, PARTICULARLY SECTION 7-08 SHALL GENERALLY APPLY UNLESS OTHERWISE STATED BELOW FOR OPEN CUTS ON EXISTING TRAVELER ROADWAYS, I.E. UTILITY CUTS:
  - IN TRENCHES THROUGH EXISTING PAVEMENT, THE OPEN CUT SHALL BE A HEAT-LINE CUT MADE BY EITHER SAW CUTTING OR JACKHAMMERS A CONTINUOUS LINE. TRENCH SIDES SHALL BE KEPT AS NEARLY VERTICAL AS POSSIBLE. CONSTRUCTION AND RESTORATION MUST BE DONE AS DETAILED BELOW AND IMMEDIATELY AFTER THE TRENCH IS BACKFILLED SO AS TO CAUSE LEAST DISRUPTION TO TRAFFIC. EXISTING PAVEMENT SHALL BE CUT ONE FOOT OUTSIDE THE EDGE OF THE TRENCH ON EACH SIDE.
  - IN CUTS PARALLEL TO ROAD ALIGNMENT:
    - ALL TRENCH BACKFILL UNDER ROADWAY SHALL BE MECHANICALLY COMPACTED TO 90% OF MAXIMUM DENSITY EXCEPT FOR TRENCHES MORE THAN EIGHT FEET IN DEPTH. THROUGHOUT THE LENGTH OF ANY PIPE RUN, BACKFILL TO BE PLACED IN 18" LAYERS. BACKFILL AT DEPTHS MORE THAN FOUR FEET SHALL BE COMPACTED TO 90% MAXIMUM DENSITY BY EITHER WATER SETTLING OR MECHANICAL COMPACTOR. THE TOP FOUR FEET OF THE TRENCH LINE SHALL THEN BE MECHANICALLY COMPACTED TO 90% AS DETERMINED BY TESTING SPECIFIED IN SECTION 2-05.12(4) OF MOST STANDARD SPECIFICATIONS.
    - IN ANY TRENCH IN WHICH WEDGEBACK CANNOT BE ACHIEVED WITH EXISTING BACKFILL, THE TOP FOUR FEET SHALL BE REPLACED WITH GRAVEL BASE AS SPECIFIED IN THE MOST STANDARD SPECIFICATIONS, SECTION 4-12.10. THIS NEW MATERIAL SHALL THEN BE MECHANICALLY COMPACTED TO 90%.
    - IN CUTS TRANSVERSE TO ROAD ALIGNMENT:
      - WITHOUT EXCEPTION, THE ENTIRE TRENCH SHALL BE BACKFILLED WITH GRAVEL BACKFILL FOR PIPE BEDDING (PER GRAVEL) OR CRIBBED SUBGRADE TOP CENTER MEETING THE REQUIREMENTS OF SECTION 4-12.10(4) AND 9-03.05 OF THE MOST STANDARD SPECIFICATIONS RESPECTIVELY. BACKFILL SHALL BE PLACED AND COMPACTED MECHANICALLY IN ONE-FOOT LIFTS WITH A LOCAL JURISDICTION INSPECTOR PRESENT. AFTER BACKFILL AND COMPACTOR, AN IMMEDIATE COLD MIX PATCH SHALL BE PLACED AND MAINTAINED IN A MANNER ACCEPTABLE TO THE LOCAL JURISDICTION OR AHBL. AN ASPHALT PATCH OR A PERMANENT HOT MIX PATCH THE SAME THICKNESS AS THE ORIGINAL ASPHALT OR A MINIMUM OF TWO-INCHES THICKNESS IS THE GREATER, SHALL BE PLACED AND SEALED WITH A PAVING GRADE ASPHALT WITH 30 CALIBER DUST. CEMENT CONCRETE PAVEMENT SHALL BE RESTORED WITH AN IN-DOT-SACK MIX USING OTHER TYPE I OR TYPE II CEMENT WHEN 30 CALIBER DUSTS.
      - ALL PIPE SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION ACCORDING TO MOST STANDARD SPECIFICATIONS 7-08.3(3). THIS SHALL INCLUDE NECESSARY LEVELING OF THE TRENCH BOTTOM ON THE TOP OF THE FOUNDATION MATERIAL AND PLACEMENT AND COMPACTOR OF REQUIRED BEDDING MATERIAL TO UNIFORM GRADE SO THAT THE ENTIRE LENGTH OF THE PIPE SHALL BE SUPPORTED ON A UNIFORM BED, LAYING 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 LOOSELED, REPAIRED, AND COMPACTED TO FORM A DENSE, STABILIZED BASE.
      - AFTER THE COMPLETION OF CONSTRUCTION, ALL EXPOSED AREAS SHALL BE SEEDDED AND MULCHED OR OTHERWISE STABILIZED TO THE SATISFACTION OF THE LOCAL JURISDICTION FOR THE PROTECTION OF ON-SITE EROSION.
      - 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 PRECONSTRUCTION MEETING AND MUST SHOW THE LOCATION OF THE MEASURES WHICH SHALL BE TAKEN TO PREVENT SOIL EROSION AND SEDIMENTATION.

**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	TESC NOTES AND DETAILS
C1.06	TESC NOTES AND DETAILS
C2.01	GRADING PLAN - NORTH
C2.02	GRADING PLAN - SOUTH
C3.01	PAVING AND HORIZONTAL CONTROL - NORTH
C3.02	PAVING AND HORIZONTAL CONTROL - SOUTH
C4.01	DRAINAGE PLAN - NORTH
C4.02	DRAINAGE PLAN - SOUTH
C4.03	DRAINAGE PROFILES
C4.04	DRAINAGE PROFILES
C4.05	JANITARY PROFILES
C5.01	SANITARY SEWER PLAN & PROFILE
C5.02	SANITARY SIDE SERVICE SEWER PLAN
C6.01	WATER PLAN - NORTH
C6.02	WATER PLAN - SOUTH
C7.01	NOTES & DETAILS
C7.02	NOTES & DETAILS
C7.04	NOTES & DETAILS
C8.01	CON STANDARD DETAILS NOT INCLUDED
C8.02	CON STANDARD DETAILS NOT INCLUDED
C8.03	CON STANDARD DETAILS NOT INCLUDED
C8.04	CON STANDARD DETAILS NOT INCLUDED
C8.05	CON STANDARD DETAILS NOT INCLUDED
C8.06	CON STANDARD DETAILS NOT INCLUDED
C8.07	CON STANDARD DETAILS NOT INCLUDED
C8.08	CON STANDARD DETAILS NOT INCLUDED
C8.09	CON STANDARD DETAILS NOT INCLUDED
C8.10	CON STANDARD DETAILS NOT INCLUDED
C8.11	CON STANDARD DETAILS NOT INCLUDED
C8.12	CON STANDARD DETAILS NOT INCLUDED
C8.13	CON STANDARD DETAILS NOT INCLUDED
C8.14	CON STANDARD DETAILS NOT INCLUDED
C8.15	CON STANDARD DETAILS NOT INCLUDED
C8.16	CON STANDARD DETAILS NOT INCLUDED
C8.17	CON STANDARD DETAILS NOT INCLUDED
C8.18	CON STANDARD DETAILS NOT INCLUDED
C8.19	CON STANDARD DETAILS NOT INCLUDED
C8.20	CON STANDARD DETAILS NOT INCLUDED

**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 PIPES 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 THIS 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.

**CALL TWO BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555**

**THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THE REVIEWING AGENCY**

**SITE MAP**  
SCALE: 1" = 60'

**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 2-08.02(2), IT SHALL BE SHORED AND CRIBBED. THE CONTRACTOR 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.

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

**BENCHMARK/VERTICAL CONTROL**  
VERTICAL DATUM: NAVD 83 PER CITY OF BELLEVUE BENCHMARK NO. 174. TOP OF BRASS CAP AT SE CORNER OF CONC. WALK ON THE NORTH SIDE OF THE NORTH ENTRANCE TO LAKE HEIGHTS CENTER. ELEV. = 313.84

**LEGAL DESCRIPTION**  
A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 21, TOWNSHIP 24 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN;  
SITUATE IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.  
SITE AREA: 395,214.48 SQ. FT. OR 9.05 ACRES

**BASIS OF BEARING/HORIZONTAL CONTROL**  
HORIZONTAL DATUM: NAVD 83/81 PER CITY OF BELLEVUE CONTROL POINTS NO. 174.4 AND NO. 173.2.  
BASIS OF BEARINGS: N171°51'59" BETWEEN FOUND MONUMENTS LISTED ABOVE.

**AUTOCAD FILE**  
AN AUTOCAD DRAWING FILE IS AVAILABLE TO ASSIST WITH SITE LAYOUT. PLEASE NOTE THAT ELECTRONIC FILES ARE PROVIDED FOR CONTRACTORS' CONVENIENCE AND SHALL NOT REPLACE ANY BE USED TO SUBSTITUTE THE CONTRACT DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR PROJECT LAYOUT ACCORDING TO CONTRACT DOCUMENTS AND COST FOR ELECTRONIC AUTOCAD FILES.

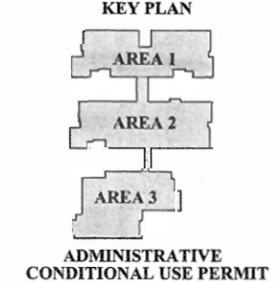


**Project Title:**  
NEWPORT HEIGHTS ELEMENTARY SCHOOL

**Client:**  
BLRB Architects  
1145 Broadway Plaza, Suite 1200  
Tacoma, WA 98402  
DAVID POOL  
(253) 627-6999

**Job No.:**  
208172.10

**Issue Set & Date:**  
UTILITY EXTENSION CLEARING & GRADING PERMIT SET  
12/14/06



**ADMINISTRATIVE CONDITIONAL USE PERMIT**  
NEWPORT HEIGHTS ELEMENTARY SCHOOL  
BELLEVUE SCHOOL DISTRICT NO. 405

**BLRB architects**

COVER SHEET

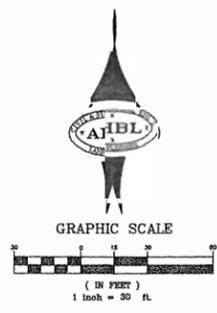
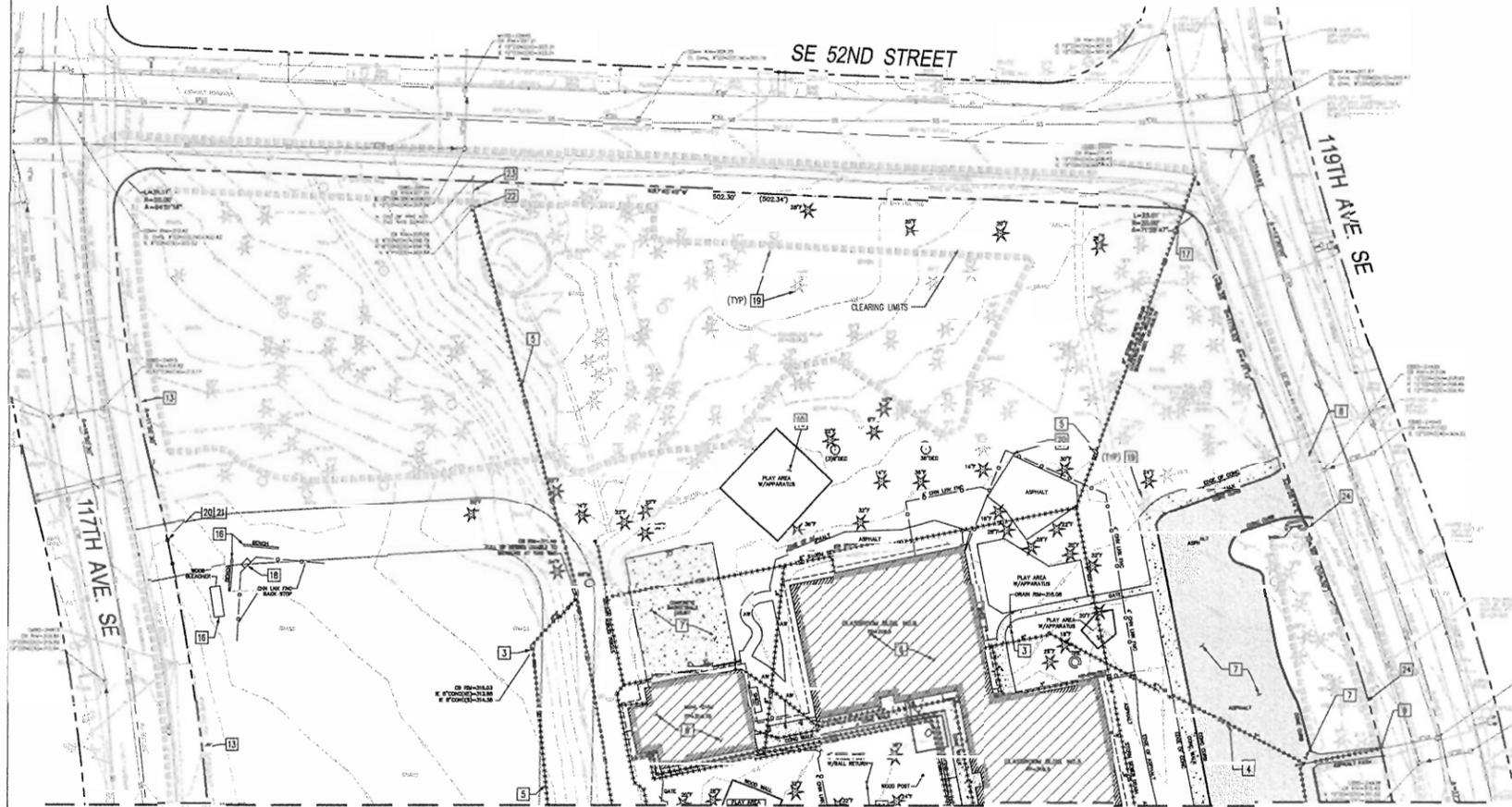
**RECEIVED**  
MAR 06 2007  
CO.00  
PERMIT PROCESSING

**CALL TWO BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555**

**THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THE REVIEWING AGENCY**

# NEWPORT HEIGHTS ELEMENTARY SCHOOL

## PORTION OF THE SW 1/4 OF THE NW 1/4 OF SECTION 21, T 24N, R 05E, WM CITY OF BELLEVUE, KING COUNTY, WA



**LEGEND**

	DEMOLISH BUILDING
	DEMOLISH ASPHALT PAVING
	DEMOLISH CONCRETE
	PROJECT LIMITS
	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO REMAIN

**DEMOLITION NOTES  
(SHEET C1.01)**

- 1 PROJECT LIMITS (TYPICAL)
- 2 PROTECT EXISTING CATCH BASIN/STORM PIPE
- 3 DEMOLISH CATCH BASIN
- 4 DEMOLISH SEWER PIPE
- 5 DEMOLISH STORM PIPE
- 6 DEMOLISH BUILDING IN ITS ENTIRETY, INCLUDING ALL BELOW GRADE STRUCTURES & UTILITIES. UTILITY TUNNELS SHALL BE DEMOLISHED AND BACKFILLED WITH STRUCTURAL FILL.
- 7 COMPLETELY DEMOLISH ALL EXISTING CONCRETE AND/OR ASPHALT WALK/PAVING, CURBS & BASE MATERIAL (TYP.)
- 8 SAWCUT EXISTING ASPHALT WHERE NEW ASPHALT JUNCTIONS
- 9 CAP EXISTING SANITARY SEWER LINE AT PROPERTY LINE
- 10 DEMOLISH PLAY STRUCTURE
- 11 DEMOLISH MISCELLANEOUS UTILITY
- 12 DEMOLISH SIGN
- 13 PROTECT EXISTING FENCE
- 14 DEMOLISH STEEL POLE
- 15 DEMOLISH RETAINING WALL
- 16 DEMOLISH EXISTING BENCH
- 17 CAP EXISTING STORM SEWER LINE AT PROPERTY LINE
- 18 DEMOLISH EXISTING BACKSTOP
- 19 PROTECT EXISTING TREE
- 20 DEMOLISH EXISTING FENCE, POSTS AND FOOTINGS
- 21 COORDINATE FENCE REMOVAL WITH OWNER
- 22 PROTECT EXISTING CATCH BASIN
- 23 PROTECT EXISTING STORMPIPE
- 24 COORDINATE SIGN REMOVAL AND SALVAGE WITH OWNER.

**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 BUILDINGS, PAVING, UTILITIES, BOLLARDS, GATES AND OTHER EXISTING SITE IMPROVEMENTS INCLUDING THEIR UNDERGROUND COMPONENTS AS CLARIFIED BY THIS DRAWING. IT IS THE CONTRACTOR'S 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. 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. SEE TESC PLAN, SHEETS C1.03 & C1.04 FOR CLEARING LIMITS.
3. MAINTAIN UTILITY SERVICE TO BUILDINGS OCCUPIED BY OWNER.
4. SEE ARCHITECTURAL PHASING PLAN FOR DEMOLITION SEQUENCE AND ADDITIONAL REQUIREMENTS.
5. CONTRACTOR SHALL LEGALLY DISPOSE OF THE OWNER'S PROPERTY, ALL DEMOLISHED AND REMOVED MATERIALS, UNLESS INDICATED OTHERWISE.
6. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COMPLETELY COORDINATE UTILITY DEMOLITION WITH NEW CONSTRUCTION. CONTRACTOR SHALL ENSURE THAT ADEQUATE FIRE PROTECTION IN ACCORDANCE WITH THE FIRE MARSHALL REQUIREMENTS IS PROVIDED FOR THE NEW BUILDING. SEE ARCHITECTURAL PLANS FOR PHASING REQUIREMENTS.
7. SEE SITE SURVEY PREPARED BY PENHALLEGON ASSOCIATES CONSULTING ENGINEERS, INC. FOR ADDITIONAL INFORMATION REGARDING EXISTING CONDITIONS ON THE PROJECT SITE.
8. GRIND AND/OR CRUSH ALL CONCRETE & ASPHALT PAVING TO BE REUSED IN PLACE OF GRAVEL BASE FOR PAVING. MAXIMUM SIZE OF REUSED MATERIAL PER SPECIFICATIONS.
9. SEE LANDSCAPE PLANS FOR ADDITIONAL TREE PRESERVATION REQUIREMENTS.

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**DEMOLITION GENERAL NOTES**

1. 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 REMOTELY 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.
2. IF CHANGED CONDITIONS ARE ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PROMPTLY OF (1) PRE-EXISTING SUBSURFACE CONDITIONS DIFFERING FROM THOSE INDICATED IN THE PLAN; 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.
3. 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.
4. 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.
5. VERIFY THAT ALL UTILITY SERVICES TO BE DEMOLISHED AND/OR ABANDONED HAVE BEEN DISCONNECTED.
6. ERECT BARRIERS, SHORING AND THE LIKE TO PROTECT PERSONNEL, CONSTRUCTION AND VEGETATION TO REMAIN. COMPLY WITH ALL STATE AND LOCAL AGENCY REQUIREMENTS.
7. DO NOT SHUT OFF OR CAP UTILITIES WITHOUT PRIOR NOTICE. COORDINATE WORK WITH LOCAL UTILITY PURVEYORS.
8. 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 FREE ACCESS ALONG ACCESS ROAD AT ALL TIMES; MEET ALL APPLICABLE CODES AND ORDINANCES.
9. PROTECT FROM HARM ANY TREES, OR OTHER OBJECTS SELECTED TO REMAIN.

**DEMOLITION GENERAL NOTES (CONTINUED)**

10. 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.
11. NO BLASTING ON SITE. DO NOT USE EXPLOSIVES.
12. SPRINKLE DEBRIS W/WATER AS NECESSARY TO LIMIT DUST TO LOWEST PRACTICABLE LEVEL. DO NOT SPRINKLE TO EXTENT CAUSING FLOODING, CONTAMINATED RUNOFF, LONG OR SATURATED SUBSOILS.
13. 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.
14. 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.
15. 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.
16. SEE OFFSITE IMPROVEMENT PLANS FOR ADDITIONAL DEMOLITION AND INCLUDE IN BASEBID ALL DEMOLITION REQUIRED TO CONSTRUCT OFFSITE IMPROVEMENTS.

Civil Engineer  
Structural Engineer  
Landscape Architect  
Community Planner  
Land Surveyor  
Neighborhood

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2215 North 30th Street, Suite 300, Tacoma, WA 98403  
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206.251.2425 TEL

Project Title:  
**NEWPORT HEIGHTS  
ELEMENTARY SCHOOL**

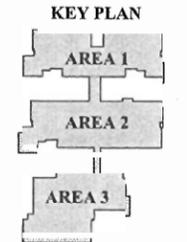
Client:  
BLRB Architects  
1145 Broadway Plaza, Suite 1200  
Tacoma, WA 98402  
DAVID POOL  
(253) 627.5599

Job No.: 206172.10  
Issue Set & Date:  
**UTILITY EXTENSION CLEARING  
& GRADING PERMIT SET**  
12/14/08



Civil Engineer  
Structural Engineer  
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Revisions:


Sheet Title:  
**DEMOLITION PLAN  
NORTH**

Des. by: TJC  
Type: TJC  
Drawn by: SFD  
Checked by: DGG

Sheet No.:  
**C1.01**  
2 of 37 Sheets

**ADMINISTRATIVE  
CONDITIONAL USE PERMIT**

**NEWPORT HEIGHTS  
ELEMENTARY SCHOOL**  
BELLEVUE SCHOOL DISTRICT

**BLRB architects**

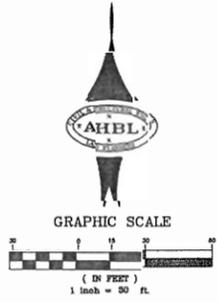
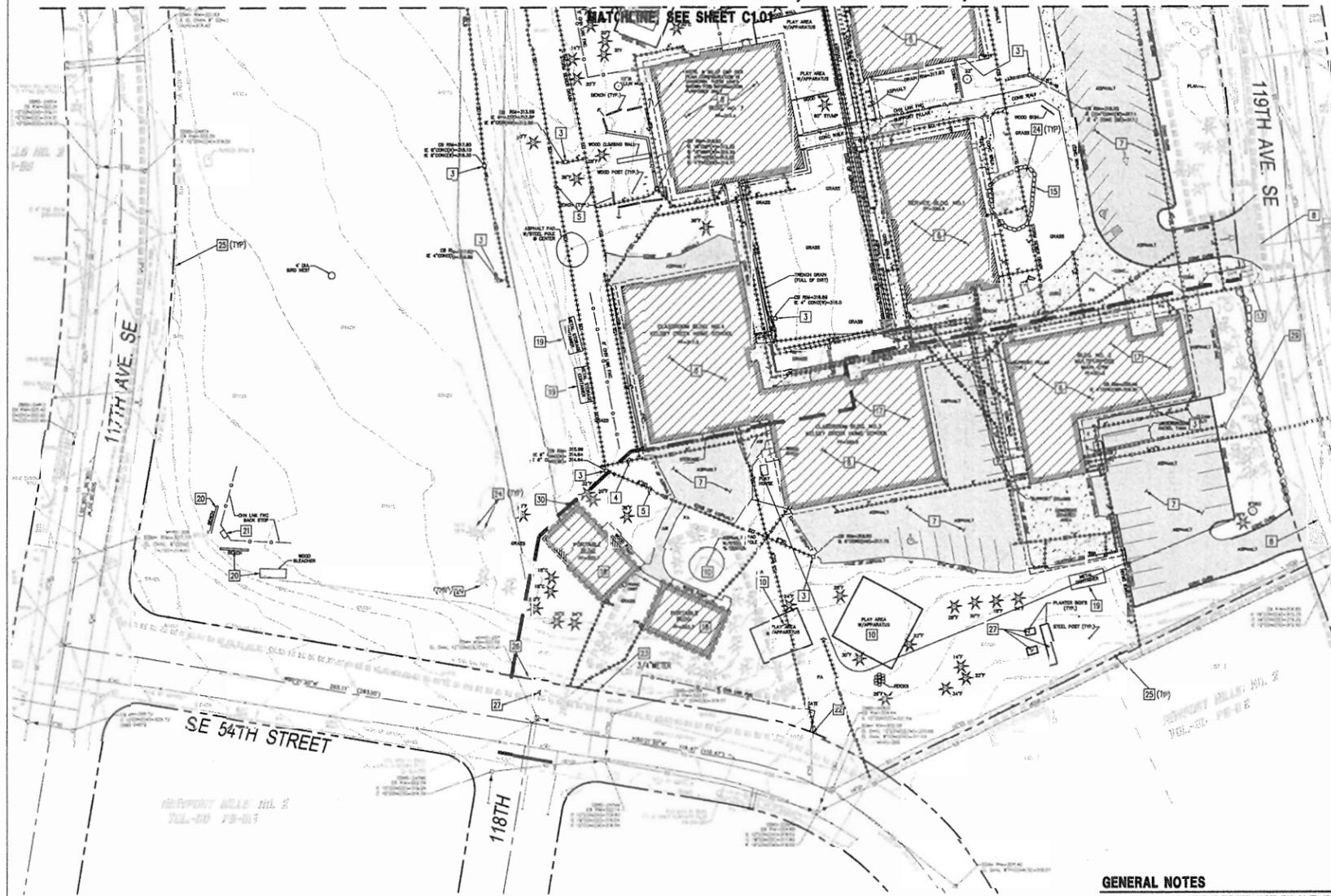
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**NEWPORT HEIGHTS ELEMENTARY SCHOOL**  
 PORTION OF THE SW 1/4 OF THE NW 1/4 OF SECTION 21, T 24N, R 05E, WM  
 CITY OF BELLEVUE, KING COUNTY, WA



**LEGEND**

- DEMOLISH BUILDING
- DEMOLISH ASPHALT PAVING
- DEMOLISH CONCRETE
- PROJECT LIMITS
- DEMOLISH UTILITY
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO REMAIN

**DEMOLITION NOTES (SHEET C1.02)**

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>1 PROJECT LIMITS (TYPICAL).</li> <li>2 PROTECT EXISTING CATCH BASIN /STORM PIPE.</li> <li>3 DEMOLISH CATCH BASIN.</li> <li>4 DEMOLISH SEWER PIPE.</li> <li>5 DEMOLISH STORM PIPE.</li> <li>6 DEMOLISH BUILDING IN ITS ENTIRETY, INCLUDING ALL BELOW GRADE STRUCTURES &amp; UTILITIES. UTILITY TUNNELS SHALL BE DEMOLISHED AND BACKFILLED WITH STRUCTURAL FILL.</li> <li>7 COMPLETELY DEMOLISH ALL EXISTING CONCRETE AND/OR ASPHALT WALK/PAVING, CURBS &amp; BASE MATERIAL (TYP.).</li> <li>8 SAWCUT EXISTING ASPHALT WHERE NEW ASPHALT MEETS.</li> <li>9 PROTECT EXISTING SEWER MAIN AND MANHOLE.</li> </ul> | <ul style="list-style-type: none"> <li>10 DEMOLISH PLAY APPARATUS.</li> <li>11 DEMOLISH MISCELLANEOUS UTILITY.</li> <li>12 DEMOLISH TRENCH DRAIN.</li> <li>13 PROTECT EXISTING WATER METERS AND SERVICES FOR REUSE BY LANDSCAPE.</li> <li>14 PROVIDE PAVEMENT RESTORATION PER PLAN.</li> <li>15 DEMOLISH RETAINING WALL.</li> <li>16 DEMOLISH FENCING IN ITS ENTIRETY, INCLUDING FOOTINGS.</li> <li>17 BUILDING TO BE OCCUPIED BY OWNER DURING THE INITIAL PHASES.</li> <li>18 REMOVE EXISTING PORTABLE.</li> <li>19 REMOVE METAL CONTAINER.</li> </ul> | <ul style="list-style-type: none"> <li>20 DEMOLISH EXISTING FENCE.</li> <li>21 DEMOLISH EXISTING BACKSTOP.</li> <li>22 CAP SANITARY SEWER AT PROPERTY LINE.</li> <li>23 REMOVE WATER METER AND CAP LINE AT PROPERTY LINE.</li> <li>24 PROTECT EXISTING TREE.</li> <li>25 PROTECT EXISTING FENCE.</li> <li>26 COORDINATE FENCE REMOVAL WITH OWNER.</li> <li>27 DEMOLISH PLANTER BOXES.</li> <li>28 REMOVE AND RELOCATE EXISTING SIGN.</li> <li>29 REMOVE ROCKERY COORDINATE WITH LANDSCAPE PLANS.</li> <li>30 PHASING LIMIT. SEE ARCHITECTURAL PHASING PLAN FOR ADDITIONAL INFORMATION.</li> </ul> |
|---|---|---|

**GENERAL NOTES**

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Project Title:  
**NEWPORT HEIGHTS ELEMENTARY SCHOOL**

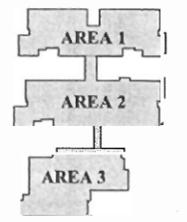
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 BLRB Architects  
 1145 Broadway Plaza, Suite 1200  
 Tacoma, WA 98402  
 DAVID POOL  
 (253) 627.5599

Job No.  
 208172.10

Issue Set & Date:  
**UTILITY EXTENSION CLEARING & GRADING PERMIT SET**  
 12/14/06



**KEY PLAN**

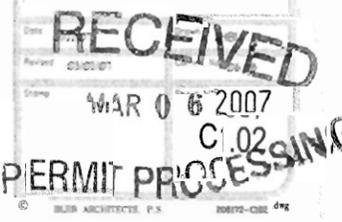


**ADMINISTRATIVE CONDITIONAL USE PERMIT**

**NEWPORT HEIGHTS ELEMENTARY SCHOOL**  
 BELLEVUE SCHOOL DISTRICT NO. 485

**BLRB architects**

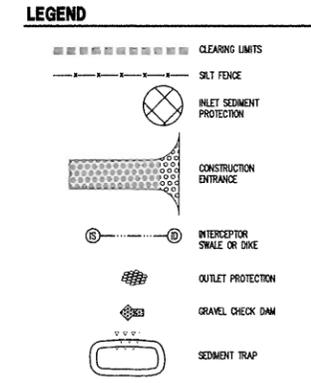
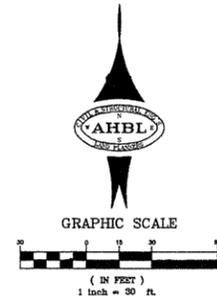
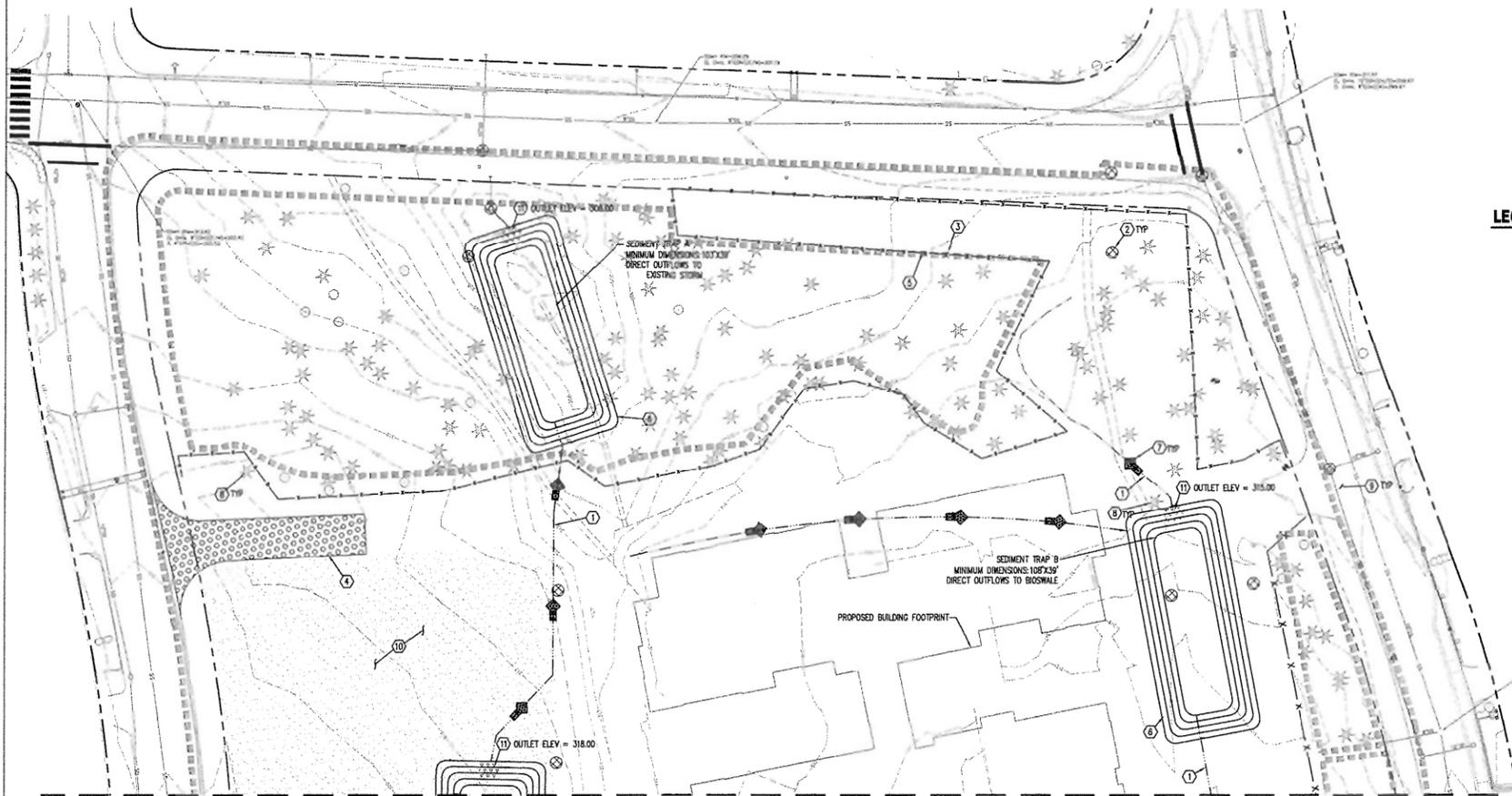
DEMOLITION PLAN SOUTH



# NEWPORT HEIGHTS ELEMENTARY SCHOOL

## PORTION OF THE SW 1/4 OF THE NW 1/4 OF SECTION 21, T 24N, R 05E, WM

### CITY OF BELLEVUE, KING COUNTY, WA



MATCHLINE, SEE SHEET C1.04

- TESC NOTES**
1. CONTRACTOR SHALL PROTECT ALL TREES INDICATED TO REMAIN AND THOSE OUTSIDE THE CLEARING LIMITS.
  2. CONTRACTOR SHALL CONFORM WITH ALL CONDITIONS OF THE CONSTRUCTION STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
  3. SEDIMENT SHALL BE REMOVED FROM DETENTION TANKS & CATCH BASINS AFTER FINAL SURFACING IS COMPLETE AND BEFORE FINAL ACCEPTANCE OF WORK.
  4. ALL EROSION CONTROL FACILITIES SHALL BE REMOVED FROM THE PROJECT PRIOR TO FINAL ACCEPTANCE OF THE WORK.
  5. MINIMUM DIMENSIONS OF SEDIMENT TRAPS ARE MEASURED AT WATER SURFACE ELEVATION UNLESS OTHERWISE NOTED.

- CONSTRUCTION SEQUENCE**
- THE PROPOSED DEVELOPMENT INCLUDES AN EROSION/SEDIMENTATION CONTROL PLAN DESIGNED TO PREVENT SEDIMENT-LADEN RUNOFF FROM LEAVING THE SITE DURING CONSTRUCTION.
- EROSION/SEDIMENTATION CONTROL WILL BE ACHIEVED BY A COMBINATION OF STRUCTURAL MEASURES, COVER MEASURES AND CONSTRUCTION PRACTICES THAT ARE TAILORED TO FIT THE SPECIFIC SITE.
- PRIOR TO THE START OF ANY GRADING ACTIVITY UPON THE SITE, ALL EROSION CONTROL MEASURES, INCLUDING A STABILIZED CONSTRUCTION ENTRANCE AND SILT FENCE, SHALL BE INSTALLED IN ACCORDANCE WITH THIS PLAN AND THE CONSTRUCTION DOCUMENTS.
- THE BEST CONSTRUCTION PRACTICES WILL BE EMPLOYED TO PROPERLY CLEAR AND GRADE THE SITE AND TO SCHEDULE CONSTRUCTION ACTIVITIES. THE PLANNED CONSTRUCTION SEQUENCE IS AS FOLLOWS:
1. STAKE AND FLAG THE CLEARING LIMITS.
  2. SCHEDULE AND ATTEND PRE-CONSTRUCTION MEETING WITH CITY OF BELLEVUE, COUNTY OFFICIALS, OWNER AND ENGINEER.
  3. PROVIDE MISCELLANEOUS DEMOLITION AND CLEAR AND GRUB AREA WITHIN CLEARING LIMITS REQUIRED FOR INSTALLATION OF TEMPORARY EROSION CONTROL MEASURES.
  4. PROVIDE FILTER FABRIC FENCE, SEDIMENT PONDS/TRAPS AND TEMPORARY INTERCEPTOR SWALES, AS SHOWN ON THE CONSTRUCTION PLANS.
  5. ALL ON-SITE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE EVERY 5 WORKING DAYS, EACH WORKING DAY DURING A RUNOFF PRODUCING RAIN EVENT AND WITHIN 24 HOURS AFTER A RUNOFF PRODUCING RAIN EVENT. THE CONTRACTOR SHALL REPAIR OR REPLACE EROSION CONTROL MEASURES AS REQUIRED.
  6. CLEAR AND GRUB THE REMAINDER OF THE SITE WITHIN THE CLEARING LIMITS AND ROUGH GRADE. DEMOLISH REMAINING STRUCTURES CALLED OUT ON PLANS. SEE LANDSCAPE PLANS FOR WORK OUTSIDE THE NOTED CLEARING LIMITS SHOWN ON THE CIVIL PLANS.
  7. PROVIDE COVER MEASURES TO INCLUDE ARMORING, MULCHING AND HYDROSEEDING TO STABILIZE EXPOSED AREAS AND PREVENT THE TRANSPORT OF SEDIMENT-LADEN STORMWATER OFF-SITE. COVER MEASURES SHALL BE APPLIED TO ALL AREAS AS DESCRIBED IN THE STANDARD EROSION CONTROL NOTES ON THE CIVIL PLANS.
  8. PROVIDE CATCH BASIN SEDIMENT PROTECTION ON ALL CATCH BASINS ACCORDING TO THE DETAIL ON THE CIVIL PLANS. DEBRIS BARRIERS AND ROCK PAD PROTECTION SHALL BE INSTALLED ON STORM CONVEYANCE SYSTEM, AS SPECIFIED ON PLANS.
  9. FINE GRADE AREAS TO RECEIVE SURFACING. PROVIDE PAVING AND SURFACING.
  10. STABILIZE ALL REMAINING DISTURBED AREAS.
  11. CONTACT CITY OF BELLEVUE FOR FINAL INSPECTION.
  12. REMOVE SEDIMENT FROM CATCH BASIN SUMPS AND REMAINING TEMPORARY EROSION CONTROL DEVICES WHEN AREA HAS BEEN PERMANENTLY STABILIZED WITH VEGETATION AND SURFACING, AND REMOVAL IS APPROVED BY THE OWNER AND CITY OF BELLEVUE.

- TESC KEY NOTES**
- ① MAINTAIN AND ADD INTERCEPTOR SWALES AS NECESSARY TO CONTROL RUNOFF, SEE (C1.05).
  - ② PROVIDE INLET SEDIMENT PROTECTION TO ALL STRUCTURES COLLECTING DRAINAGE, SEE (C1.05).
  - ③ PROVIDE SILT FENCE, SEE (C1.05).
  - ④ PROVIDE CONSTRUCTION ENTRANCE, SEE (C1.05).
  - ⑤ CLEARING LIMITS.
  - ⑥ TEMPORARY SEDIMENT TRAP, SEE (C1.06).
  - ⑦ GRAVEL CHECK DAM, SEE (C1.05).
  - ⑧ PROTECT EXISTING TREE.
  - ⑨ SWEEP STREET AS NECESSARY.
  - ⑩ PROVIDE MULCHING PER NOTES ON SHEET C1.06.
  - ⑪ TEMPORARY SEDIMENT TRAP OUTLET, SEE (C1.06).

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**NEWPORT HEIGHTS ELEMENTARY SCHOOL**

Client:  
**BLRB Architects**  
1145 Broadway Plaza, Suite 1200  
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DAVID POOL  
(253) 627.6999

Job No.  
206172.10  
Issue Set & Date:  
**UTILITY EXTENSION CLEARING & GRADING PERMIT SET**  
12/14/08



**NEWPORT HEIGHTS ELEMENTARY SCHOOL**  
BELLEVUE SCHOOL DISTRICT NO. 405

**BLRB architects**

Drawing Title:  
**TESC PLAN NORTH**

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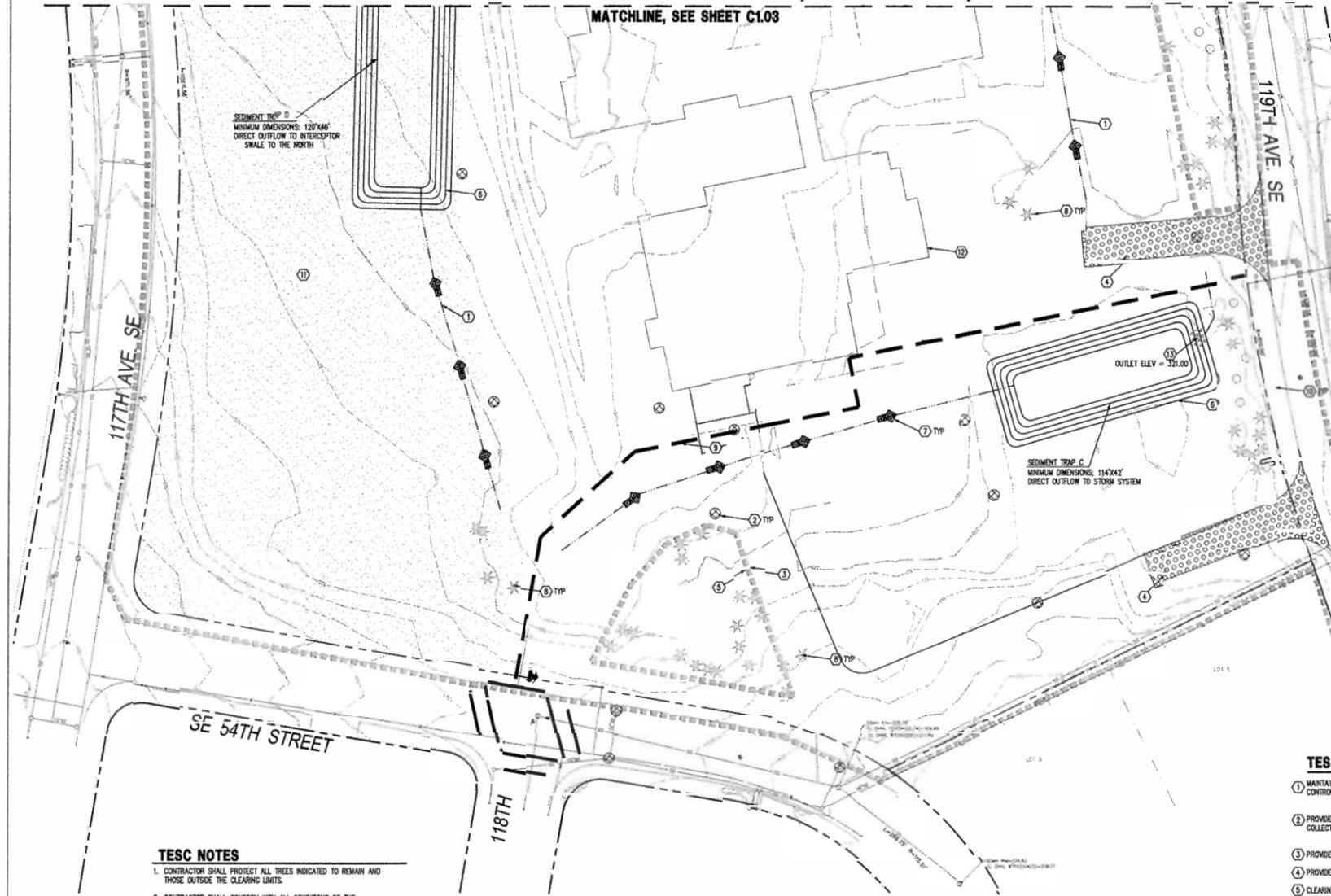
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**TESC PLAN NORTH**

**C1.03**  
4 of 37 Sheets

**NEWPORT HEIGHTS ELEMENTARY SCHOOL**  
 PORTION OF THE SW 1/4 OF THE NW 1/4 OF SECTION 21, T 24N, R 05E, WM  
 CITY OF BELLEVUE, KING COUNTY, WA

MATCHLINE, SEE SHEET C1.03



**TESC NOTES**

1. CONTRACTOR SHALL PROTECT ALL TREES INDICATED TO REMAIN AND THOSE OUTSIDE THE CLEARING LIMITS.
2. CONTRACTOR SHALL CONFORM WITH ALL CONDITIONS OF THE CONSTRUCTION STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
3. SEDIMENT SHALL BE REMOVED FROM DETENTION TANKS & CATCH BASINS AFTER FINAL SURFACING IS COMPLETE AND BEFORE FINAL ACCEPTANCE OF WORK.
4. ALL EROSION CONTROL FACILITIES SHALL BE REMOVED FROM THE PROJECT PRIOR TO FINAL ACCEPTANCE OF THE WORK.
5. TEMPORARY SEDIMENT TRAP MINIMUM DIMENSIONS MEASURED AT WATER SURFACE ELEVATION.

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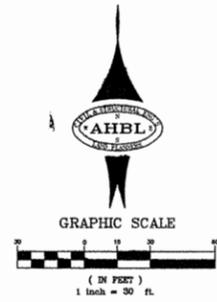
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**LEGEND**

- CLEARING LIMITS
- SILT FENCE
- ⊗ INLET SEDIMENT PROTECTION
- CONSTRUCTION ENTRANCE
- ⊖ INTERCEPTOR SWALE OR DIKE
- ⊗ OUTLET PROTECTION
- ⊗ GRAVEL CHECK DAM
- ⊗ TEMPORARY AND PERMANENT SEEDING
- PLASTIC COVERING
- ⊗ SEDIMENT TRAP

**TESC KEY NOTES**

1. MAINTAIN AND ADD INTERCEPTOR SWALES AS NECESSARY TO CONTROL RUNOFF, SEE (A) TESC.
2. PROVIDE INLET SEDIMENT PROTECTION TO ALL STRUCTURES COLLECTING DRAINAGE, SEE (A) TESC.
3. PROVIDE SILT FENCE, SEE (3) TESC.
4. PROVIDE CONSTRUCTION ENTRANCE, SEE (4) TESC.
5. CLEARING LIMITS.
6. TEMPORARY SEDIMENT TRAP, SEE (6) TESC.
7. GRAVEL CHECK DAM, SEE (7) TESC.
8. PROTECT EXISTING TREE.
9. PROJECT PHASING LIMITS. SEE ARCHITECTURAL PHASING PLANS FOR MORE INFORMATION.
10. SWEEP STREET AS NECESSARY.
11. PROVIDE MULCHING PER NOTES ON SHEET C1.06.
12. PROPOSED BUILDING FOOTPRINT.
13. TEMPORARY SEDIMENT TRAP OUTLET, SEE (7) TESC.



**NEWPORT HEIGHTS ELEMENTARY SCHOOL**

BLRB Architects  
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Job No. 206172.10  
 Issue Set & Date: UTILITY EXTENSION CLEARING & GRADING PERMIT SET 12/14/08



**KEY PLAN**



**ADMINISTRATIVE CONDITIONAL UCD PERMIT**

**NEWPORT HEIGHTS ELEMENTARY SCHOOL**  
 DISTRICT NO. 485

**BLRB architects**

TESC PLAN SOUTH

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**TESC PLAN SOUTH**

Designed by: TCS Drawn by: SFD Checked by: DSG

Sheet No. **C1.04**

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# NEWPORT HEIGHTS ELEMENTARY SCHOOL

## PORTION OF THE SW 1/4 OF THE NW 1/4 OF SECTION 21, T 24N, R 05E, WM

### CITY OF BELLEVUE, KING COUNTY, WA

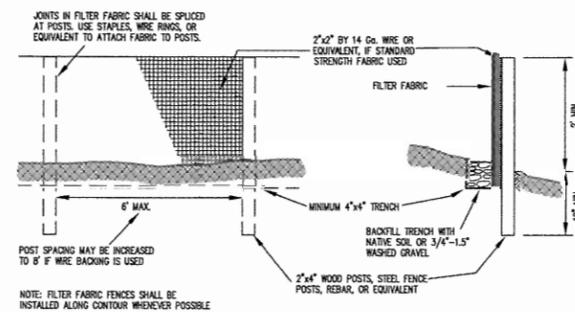
#### TEMPORARY AND PERMANENT SEEDING

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, SOO SHOULD BE INSTALLED IN THE BOTTOM OF THE DITCH OVER HYDROMULCH AND BLANKETS.
  - C. RETENTION/DETENTION PONDS SHALL BE SEED 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 SEED 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 (AUTE 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 SEEDING 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 SEED. 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 SEED 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 AERATED 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 PLANTANO, 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 COMMERCIALY 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 SEED 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 SEEDING 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 RESEED. IF RESEEDING IS INEFFECTIVE, AN ALTERNATE METHOD, SUCH AS SOODING, 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 RESEED AND PROTECTED BY MULCH. IF THE EROSION PROBLEM IS DRAINAGE RELATED, THE PROBLEM SHALL BE FIXED AND THE ERODED AREA RESEED AND PROTECTED BY MULCH.
  - C. SEEDING AREAS SHALL BE SUPPLIED WITH ADEQUATE MOISTURE, BUT NOT WATERED TO THE EXTENT THAT IT CAUSES RUNOFF.

#### 1 TEMPORARY AND PERMANENT SEEDING

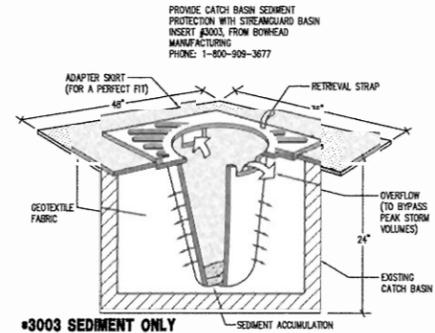
NOT TO SCALE

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	40	88	90
FESTUCA RUBRA VAR. COMMUNIS OR FOR ANNA			
ANNUAL RYE LOULUM MULTIFLORUM	40	88	90
RETTOP OR COLONIAL BENTGRASS	10	92	85
AGROSTIS ALBA OR AGROSTIS TENUIS			
WHITE DUTCH CLOVER	10	88	90
TRIFOLIUM REPENS			



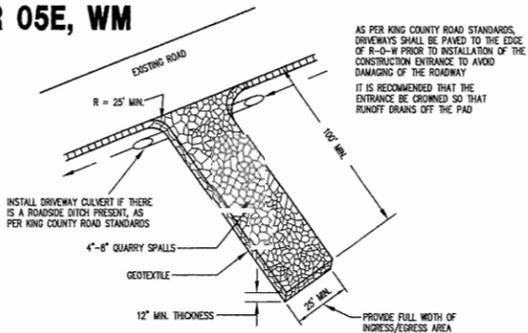
#### 2 SILT FENCE DETAIL

NOT TO SCALE



#### 3 INLET SEDIMENT PROTECTION

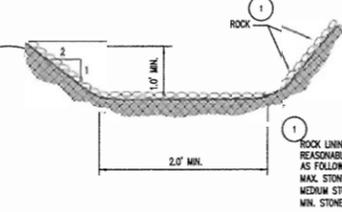
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- #### MAINTENANCE STANDARDS
1. QUARRY SPALLS SHALL BE ADDED IF THE PAD IS NO LONGER IN ACCORDANCE WITH THE SPECIFICATIONS.
  2. IF THE ENTRANCE IS NOT PREVENTING SEDIMENT FROM BEING TRACKED ONTO PAVEMENT, THEN ALTERNATIVE MEASURES TO KEEP THE STREETS 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 SLUMP SHALL BE CONSIDERED. THE SEDIMENT WOULD THEN BE WASHED INTO THE SLUMP.
  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.

#### 4 CONSTRUCTION ENTRANCE

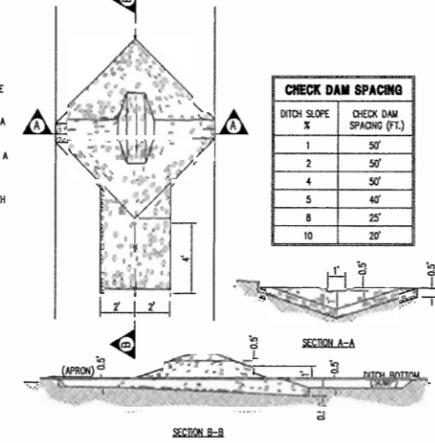
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#### 5 INTERCEPTOR DITCH

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".



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

#### 6 GRAVEL CHECK DAM

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Civil Engineers  
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Landscape Architects  
Community Planners  
Land Surveyors  
Neighborhood

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2215 North 30th Street, Suite 300, Tacoma, WA 98403  
253.383.2422 TEL.  
1200 Sixth Avenue, Suite 1620, Seattle, WA 98101  
206.287.2425 TEL.

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Job No. 206172.10

Issue No. 1.4 Date:

#### UTILITY EXTENSION CLEARING & GRADING PERMIT SET

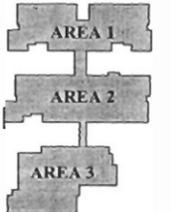
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#### KEY PLAN



#### ADMINISTRATIVE CONDITIONAL USE PERMIT

#### NEWPORT HEIGHTS ELEMENTARY SCHOOL BELLEVUE SCHOOL DISTRICT

BLRB architects

#### TESC NOTES AND DETAILS

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