DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110TH AVENUE NE, P.O. BOX 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: St. Louise Parish School Master Plan

LOCATION OF PROPOSAL: 133 156th Avenue SE

DESCRIPTION OF PROPOSAL: To develop a five phased plan for the existing school and church. Site improvements will include demolition of existing buildings, construction of new school facilities, reconfiguration of parking, and traffic circulation modifications.

FILE NUMBER: 08-112178 LA

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Department of Planning & Community Development. This information is available to the public on request.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on June 4, 2009.
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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

Carol V Helland
Environmental Coordinator

5/21/09
Date

OTHERS TO RECEIVE THIS DOCUMENT:
State Department of Fish and Wildlife
State Department of Ecology,
Army Corps of Engineers
Attorney General
Muckleshoot Indian Tribe

City of Bellevue
Development Services Department
Land Use Division Staff Report

Proposal Name:	**St. Louise Parish School**
Proposal Address:	133 156th Avenue SE
Proposal Description:	To develop a five phased plan for the existing school and church. Site improvements will include demolition of existing school buildings, construction of new facilities, reconfiguration of parking and traffic circulation modifications.
File Number:	**08-112178 LA**
Applicant:	St. Louise Parish School
Decisions Included:	Administrative Conditional Use, Process II
Planner:	Antoinette Pratt, Senior Planner
State Environmental Policy Act Threshold Determination:	**Determination of Non-Significance (DNS)** Carol V. Helland Carol V. Helland, Environmental Coordinator Development Services Department
Director's Recommendation:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: Carol V. Helland Carol V. Helland, Land Use Director

Application Date:	March 5, 2008
Notice of Application Date:	April 10, 2008
Minimum Comment Period:	April 24, 2008
Bulletin Publication Date:	May 21, 2009
Appeal Deadline:	June 4, 2009

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

I. Request and Project Description

St. Louise Parish requests Administrative Conditional Use approval to conduct the following improvements through a five phase plan which will accomplish the design goals while keeping the school and church functional throughout the transition (Note: Some of the phases proposed below may overlap based on fund raising campaign efforts):

Phase 1: This phase will be devoted to removal of a classroom portable, small chapel, a small classroom outbuilding and storage shed. A total of 35,500 square feet of the new education facility will be built with a total of 12 classrooms (including 4 specialty classrooms for art, science, reading and math), a library, computer lab and school offices. A portion of the final parking lot configuration will be completed including the storm water detention/filter system. Expected groundbreaking summer 2009.

Phase 2: An additional 14,540 square feet and 10 more classrooms will be added to the west end of the phase 1 portion of the building. Expected groundbreaking summer 2009 depending on fundraising.

Phase 3: Removal of the existing school classroom facilities and expansion of the parking lot will occur during this phase. The Main street entrance and playfield will be relocated.

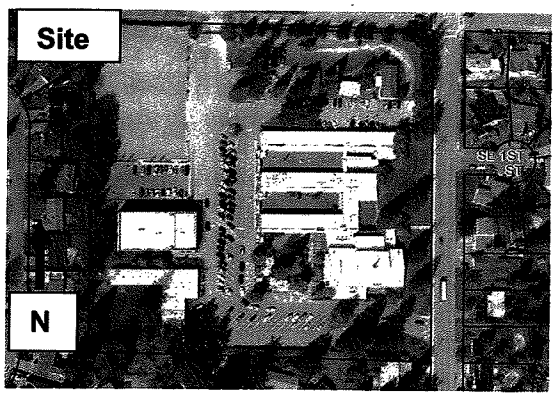
Phase 4: An additional 7,850 square feet single story addition of four additional specialty classrooms for music and religious education and flex space will be added during this phase.

Phase 5: This phase will be devoted to church redevelopment. The existing parish offices currently located within the setback will be removed during this phase with the completion of the final build-out of the parking lot area. The church intends to build a new fellowship hall at that time under a separate administrative conditional use permit.

The above phasing plan allows the Parish time to raise funds over a longer time frame and remain operational during construction upon completion of all phases. The future phases will be subject to LUC 20.40.500 which requires a completed building permit application two years after the date of the issuance of this decision. See Section XII for related condition. Additionally, if the applicant does not begin the subsequent phases prior to the end of this two year period, the applicant shall be required to submit a Land Use Exemption (LUX) with each building permit for each phase to ensure compliance with the LUC in force and effect at the time of building permit submittal. See Section XII for related condition.

See attached plans and drawings.

II. Site Context and Description

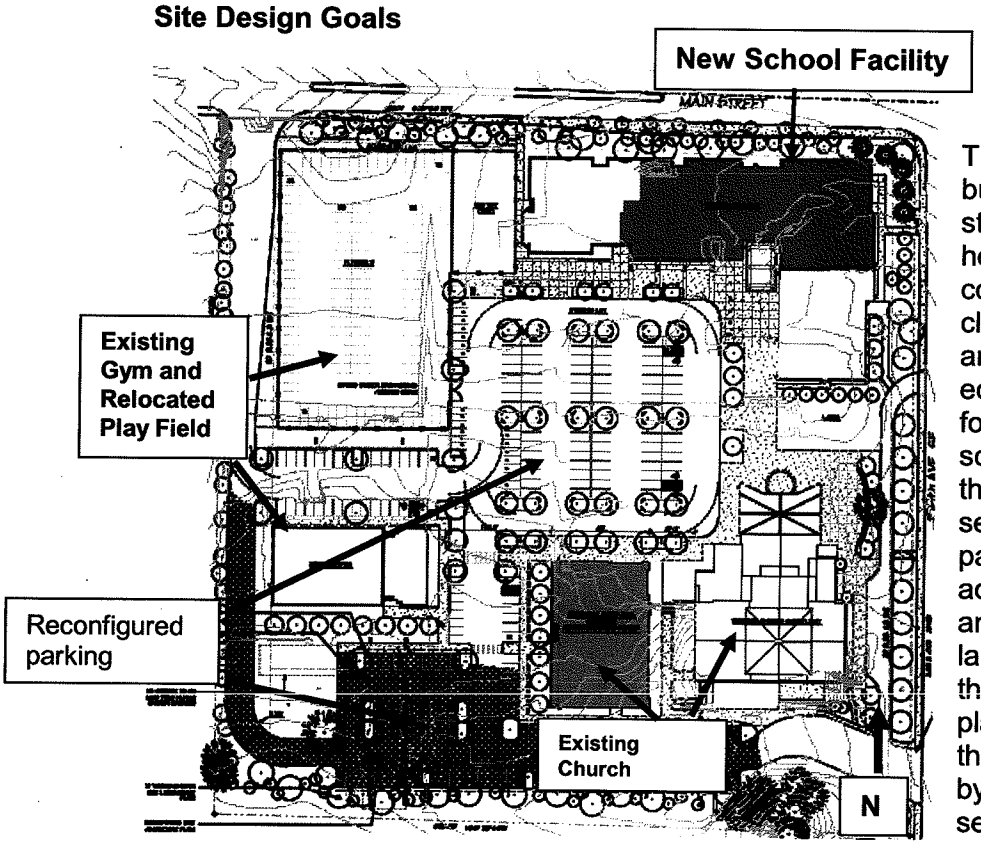


St. Louise Parish School was founded in 1961 to serve grades K through 8. The area was annexed to the City of Bellevue March 13, 1969.

Vehicular access occurs from two streets: Main Street and 156th Avenue SE. Single-family residential surrounds the site on all property boundaries. Site topography is generally flat.

III. Proposed Site and Building Design

Site Design Goals



The new education facility (to be built in four phases) will be a two-story 57,890 square foot building home room classrooms that will contain the following: specialty classrooms, a library, computer lab and school offices. The two-story education facility will have a smaller footprint than the existing one-story school buildings. This, in addition to the removal of a portable and several small outbuildings and the parish offices, will allow for additional parking, better vehicular and pedestrian circulation, improved landscaping and open space throughout the campus. The playfield will be moved adjacent to the school building for safer access by students and provide greater separation from neighboring residences.

The existing woodland character of the perimeter landscaping will be maintained to provide a larger than required buffer between the school building and adjacent streets and residential areas. Mostly native species have been chosen to minimize maintenance and irrigation requirements. The current minimally landscaped internal parking lot will be replaced and trees added to provide shading and visual relief. Site lighting will be shielded to prevent spillage onto neighboring properties. A pedestrian connection to the existing 156th street bus stop will be added to encourage the use of public transportation by staff and parishioners. All entrances will have barrier free access.

On-site storm water detention and filtering will reduce peak storm water run-off from the site into the city system.

Building Design

The new school building is designed to complement the adjacent residential neighborhood. The building design incorporates a stepped roof and changes in material and a modulated facade to minimize its perceived scale. A brown CMU base will anchor the building to the ground. The height of the building has been held six feet below the allowable height to keep the roof line as close to the level of neighboring residences as possible. The building will use horizontal cedar siding and fiber composite panel siding with earth toned stain and paint which is consistent with residential structures in the area. The metal roof color is dark grey to minimize reflection.

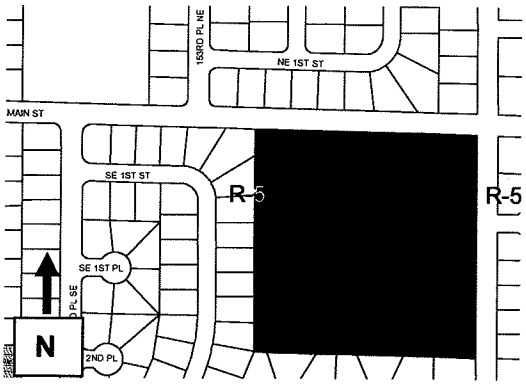
The interior of the building consists of a central open double-height core area at the main entrance which includes an open stair and elevator. The core area links the east and west corridors which are flanked by classrooms on each side. Each classroom has a generous amount of window area to take advantage of natural light and reduce the need for artificial lighting and provide better surveillance of the campus. Steel awnings and window tinting are provided to reduce solar heat gain.

The new building will contain an efficient mechanical system which ensures the optimal amount of fresh air in the classrooms. The lighting design is over twenty percent more efficient than required by the Washington State Energy Code (WSEC).

The overall building design will allow St. Louise School to transition into the future and continue to be an asset to the community while improving the campus's functionality, aesthetics and relationship with its neighbors.

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 permits primary and secondary educational facilities subject to prior Administrative Conditional Use approval.
The applicant has fulfilled this requirement by submitting this application for review and approval.

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

LAND USE CODE (LUC) REQUIREMENTS
R-5 Zoning

Category	LUC Requirements	Proposal by Applicant
Site Area	7,200 square feet	398,132 or 9.12 acres
Lot Coverage	40 percent	**Existing 14.4 percent** **Phase I 18.5 percent** **Phase II 20.3 percent** **Phase III 14.7 percent** **Phase IV 16.6 percent** **Phase V 17.5 percent**
Impervious Surface(1)	80 percent	**Existing 53 percent** **Phase i 51 percent** **Phase II 62 percent** **Phase III 59 percent** **Phase IV 61 percent** **Phase V 62 percent**
Building Height(2)	40 feet	34'-9" feet classroom buildings
Building Setbacks Front (north) Front (east) Side (south)**(3)** Rear (west)	 20 feet 20 feet 50 feet 50 feet	 22 feet 37 feet 6 feet (existing parish offices) 38 feet (existing parish offices)
Parking(4)	Unspecified Use	38 staff (teachers) 7 visitor stalls **371 stalls provided for school and church**
Landscaping Perimeter Buffers North South East West	 10 feet 10 feet 10 feet 10 feet	 26 feet 31 to 61 feet 30 feet 10 feet
Parking lot Landscaping	**Phase 3**: 5,635 square feet **Phase 5**: 8,995 square feet	**Phase 3**: 6,881 square feet **Phase 5**: 11,299 square feet
Tree Preservation Interior	15% minimum of the existing diameter tree inches=147.45 inches (983")	30.5% diameter inches remaining (284")
Tree Preservation Perimeter	100% of diameter inches	100%

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1 Impervious surface limits for allowed nonresidential uses in residential land use districts shall be 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, but full height allowance is not utilized.
3 Existing parish building located at the southwest corner of this site is nonconforming but will be removed during Phase 5 for a parking lot expansion.
4 See Section IV.f for further discussion regarding parking.

b. Schools

LUC Chapter 20.20.740 provides development standards for schools in residential districts. The submitted proposal meets the dimensional standards for schools including building setbacks, lot coverage and landscaping as detailed in the chart above. It should be mentioned that the existing parish offices located at the southwest corner of the property encroach into the required 50 foot side and rear yard setbacks. See chart above. This building is considered an existing, nonconforming structure and will be subject to the requirements of LUC 20.20.560. The Parish plans to remove this structure with phase five development to allow for additional parking installation.

c. Student Population

The average student population for the 2008-2009 school year is 445. In the past, the maximum student population has been 468 but historically, student population is approximately 450. The administration for St. Louise Parish School will be required to apply for a new conditional use if there is more than a 20 percent increase in student population from 468. Additionally, pre-kindergarten students shall be limited to 25 percent of the student body. See Section XII for related conditions. No pre-kindergarten program exists at this facility but one may be added at a later date.

d. Mechanical Equipment

Schools that achieve additional height under LUC 20.20.740 are not permitted to locate mechanical equipment on the roof. Such equipment must be fully incorporated into the building design. As such, mechanical installations required under LUC 20.20.740 will also meet the requirements of LUC 20.20.525 which requires that mechanical equipment be installed so as not to detract from the appearance of the building or at grade installations. All mechanical equipment must be screened from public view through the use of a solid, non-reflective visual barrier that equals or exceeds the height of the installed mechanical equipment. See Section XI for related condition.

e. Height Requirement

The LUC allows 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 applicant has proposed that all mechanical equipment be tucked within the roof over framing to gain extra height in the R-5 zoning district. Maximum building height for the building will be 34 feet from average existing grade. As such this project complies with the maximum height requirements for a school facility by incorporating required design enhancement.

f. Parking Standards

LUC 20.20.590 does not define the number of parking stalls required for an educational facility. As such, this proposal will be classified as an unspecified use per LUC 20.20.590.F.2. This site contains the following amount of parking stalls:

- Parking stalls striped for 200.
- A play field that is used for overflow parking for 114 vehicles.
- A play court that can hold 32 vehicles.
- A gravel lot in the northeast corner of the site for 40 vehicles.

- Total vehicle parking on-site is 386 stalls. **(5)**

Since the school is an unspecified use, the applicant hired The Transpo Group to conduct a parking analysis and transportation impact study. The original study is dated September 2008. That study plus several follow-up memorandums and emails comprise the complete parking and traffic analysis for the school and church. (See file for documents.) The Departments of Transportation and Development Services reviewed Transpo's analysis and recommendations in reaching the conclusions documented in this report. See Section XI for related conditions.

Currently, there are 445 students and 38 staff members on this site. The maximum student population is 468 (26 students per class with two classes per grade, K-8). There are 38 staff and faculty employed by St. Louise that will remain the same with this application. The Transpo Group assumed no carpooling between faculty. St. Louise does not offer bus service for its students; therefore, it is assumed that all students arrive via private vehicles.

St. Louise Parish School

When Transpo conducted site visits, they found that the existing drop off and pick up circulation plan is generally effective. Vehicles enter via 156th Avenue SE and exit via Main Street. The school administration supervises drop off and pick up activity to keep vehicles moving through the site and limit student contact to pedestrian areas until pick up. Transpo observed that the school's pick up and drop off activity is successfully handled on-site; however both Transpo and City staff observed periods of up to ten minutes during which parish school traffic created minor traffic concerns on 156th Avenue, as discussed below in Section VI of the Public Comment section.

St. Louise Catholic Church

The Transpo Group evaluated the existing parking conditions for the church to determine how redevelopment of the school will impact the church. Transpo found that the sanctuary can seat up to 857 people. There are approximately 15 people on staff. Mass is offered Mondays, Wednesdays, Thursdays, and Fridays at 9:00 a.m. On Saturdays, there is a 5:00 p.m. mass in the evening. On Sundays, there are four services: 8:30 a.m., 10:30 a.m., 12:30 p.m., and 6:00 p.m.. The 12:30 p.m. service is offered in Spanish. The 10:30 a.m. and the 12:30 p.m. services are highly attended at around 700 attendees per service. On Easter and Christmas, additional services are added at 7:00 a.m. for a total of five services on these high holidays.

Transpo noted that during mass, parishioners utilized the on-site striped stalls which were nearly all full. Parking was observed on the play court, the play field, and the gravel parking lot at the northeast corner. Total parked vehicles was 264 of the 386 available stalls. It should also be noted that on routine Sundays some parishioners were parked along the west side of 156th Avenue SE. No parking took place on Main Street. Some vehicles parking on 156th Avenue were too close to the church's driveway opening and were blocking required sight distances necessary for safe ingress/egress. (The City's Transportation Department has dealt with the problem of sight line blockage at the driveway, by recently creating a short no-parking zone on each side of the site's main driveway on 156th Avenue.)

On Easter Sunday, April 12, 2009, Transpo observed that church-related parking occurred on several nearby streets, including 153rd Place NE, 155th Avenue SE, 157th Avenue SE, SE 1st Street, SE 4th Street, and Main Street east of 156th Avenue. Transpo observed that virtually all of said on-

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5 No parking is permitted on the play court or field during school hours. School hours are from 8:30 a.m. to 2:00 p.m. on Mondays and 8:30 a.m. to 3:00 p.m. Tuesday through Friday.

street parking occurred in a legal manner. In spite of the extent of this parking overflow, the City is not likely to take restrictive measures. The City implements residential parking control zones only in areas where parking overflow affects residents several times per week.

Impact of Proposed Phases on Long Term Parking

Transpo has conducted a review of the existing parking arrangements for St. Louise Parish. They have also analyzed how the existing parking arrangement will be impacted temporarily/permanently by each of the identified phases as noted in the table below:

Existing Supply	Existing	Phase 1	Delta	Phase 2	Delta	Phase 3	Delta	Phase 4	Delta	Phase 5	Delta
South lot	57	57	0	57	0	57	0	57	0	108	51
Admin Building	9	9	0	9	0	9	0	9	0	0	-9
Central parking	94	94	0	94	0	149	55	149	55	149	55
N of School	40	9	-31	9	-31	0	-40	0	-40	0	-40
Subtotal	**200**	**169**	-31	**169**	-31	**215**	15	**215**	15	**257**	57
Play Court	**32**	**32***	0	**32**	0	**0**	-32	**0**	-32	**0**	-32
Playfield	114	114	0	114	0	114	0	114	0	114	0
gravel lot	40	0	-40	0	-40	0	-40	0	-40	0	-40
Subtotal	**154**	**114**	-40	**114**	-40	**114**	-40	**114**	-40	**114**	-40
TOTAL	**386**	**315**	-71	**315**	-71	**329**	-57	**329**	-57	**371**	-15

*** During Phase 1 construction play court not available, total parking 283 until completion.**

Given the information above, it appears that parking will be most impacted during phases I and II. During phase I construction, Transpo documented that the church needs a minimum of 282 parking stalls when there will only be 283 parking stalls available during this initial construction phase.(**6**) During phase III construction, the existing classrooms will be demolished and the existing parking lot reconfigured which will be very impactful to both the school and church.

To ensure that spillover parking into the neighborhood is limited during all of the identified phases, the church and school will need to institute alternate parking options to reduce minimum parking demand for this site. Alternative parking options could be any or all of the following:

- Develop a management plan to be implemented by assigned teachers and members of the church.
- Develop a temporary parking agreement for satellite parking with adjacent churches in the area to contain spillover parking in the adjacent neighborhood.
- Hold church services at an alternate facility during phase III construction to reduce vehicular access to the site.
- Designate student carpools to further reduce parking demand during the week for the school during phase III.

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6 This analysis took place on June 29, 2008. The 282 parking stalls are the minimum necessary on an ordinary Sunday with more being required for high holidays such as Christmas and Easter.

V. Landscaping

The submitted landscaping plan complies with the LUC standards for schools. As a condition of approval for this project, the school will be required to place a landscape assurance device with the City for maintenance. See Section XII for related conditions.

VI. Public Comment

As of the date of this report, one email and one telephone inquiry were received regarding the difficulty of getting out of residential driveways along 156th Avenue due to on-street queuing of traffic entering the site for church or school drop off/pick up activities. One citizen suggested that the site's driveway along 156th Avenue SE should be closed.

Response: These inquiries were sent on to Transpo for review for comment. Transpo stated that on June 5, 2008 (a school day), they had observed northbound queues on 156th Avenue of up to three or four vehicles near the site's entrance off 156th Avenue for up to ten minutes during the peak period. Transpo recommended that the school administration should remind parents not to block residential driveways. (See file—Transpo Memorandum dated November 18, 2008.)

On February 3, 2009 (a school day), city staff observed northbound queues on 156th Avenue of up to eight vehicles (but usually not exceeding four) for approximately ten minutes during the morning peak period. The paved street surface in that vicinity is approximately 38 feet wide, with curbside parking allowed in the southbound direction. The 38-foot width is not sufficient for this street segment to be officially designated for four lanes; however, at peak periods it does operate to some extent like a four-lane street near the site's main driveway. Southbound traffic entering the site uses the western parking lane like a right turn lane, and northbound through-traffic uses the eastern shoulder to pass northbound vehicles that queue up in the middle of the street to make left turns in to the site.

In view of the issues above, the Transportation Department asked Transpo to provide additional evaluation and recommendations, including a recommendation as to whether the one-way flow of school pick-up and drop-off traffic should be converted to two-way flow or be reversed, with the school's pick-up and drop-off traffic entering from Main Street and exiting to 156th Avenue. Transpo reported their conclusions in a memo dated April 2, 2009. Transpo recommended that the existing one-way flow for school pick-up and drop-off traffic entering from 156th should be retained. Briefly, the reasons for that recommendation are:

- The location of students' homes contributes to a trip distribution that led Transpo to conclude that 156th Avenue is the most efficient entry point.
- Two-way circulation would be less efficient, due to conflicting turning movements within the site if internal vehicle lanes were to carry two-way traffic. Solving such conflicts would require wider vehicle lanes within the site, which would reduce the space available for parking. Therefore, continuing to rely on one-way flow during the school's peak periods is preferable.
- Main Street does not have sufficient width for through-traffic to pass the vehicles that would queue up to enter the site. Thus, one-way traffic flow entering from Main Street could lead to longer on-street queues during the school's peak periods, even though Main Street carries less total traffic. In the worst case, such queues on Main Street might interfere with the signalized intersection of Main Street and 156th Avenue, causing that intersection to experience traffic operations and safety problems that do not occur when the one-way entry is off 156th Avenue.

After considering all the above, the City staff decided to retain the existing one-way flow of peak period school traffic, with vehicles entering the site from 156th Avenue and exiting to Main Street. The school will be required to develop and maintain a traffic management plan, along with their parking management plan. The option to change the direction of traffic flow through the site as part of a future phase of the development will be retained for possible implementation, if traffic flow problems become worse than expected with the existing direction of flow. See Section XI for related conditions of approval.

VII. City Department Response

The Departments of Transportation, Utilities, Clear and Grade, and Fire have the following comments regarding this proposal:

Transportation Department

1. Access and circulation

   a) The location of new or relocated driveways is generally acceptable per the applicant's proposed site plan and phasing plan. Driveway locations might be adjusted slightly during subsequent review of construction plans. The new special-purpose entry off 156th Avenue must be located at least 200 feet south of the site's northern property line.
   b) Vehicle and pedestrian sight lines at driveway connections to either adjacent street must comply with BCC 14.60.240 and 241.
   c) Driveways and internal circulation routes must be designed with sufficient width and turn radii to allow smooth flow of traffic in, out, and within the site during peak periods. To assist with smooth traffic flow, signs and markings for traffic control must be provided as needed and must comply with the Transportation Department Design Manual and other relevant traffic control standards.
   d) Prior to issuance of the first major building permit, the developer must submit for city review and approval and must agree to implement and abide by a Traffic and Circulation Management Plan. The intent of the plan will be to educate school and church drivers and to manage traffic on-site in order to minimize spill-over traffic problems on adjacent streets or in the nearby neighborhood. This plan may be combined with the parking management plan required by the Development Services Department. The plan should include methods such as the use of trained traffic monitors, movable on-site signage, and information periodically distributed to parents and church members. The plan must include a commitment to be revised as needed for future phases of the development and to accommodate changing situations. Changing the direction of school traffic flow may need to be considered as a future revision, if on-street circulation or safety problems are created by the present traffic flow pattern. The plan shall be signed by a person with authority to make such a commitment for the developer.

2. Street frontage improvements

   a) The width and construction design of any new or relocated driveway connection to either adjacent street, including related revisions to curbs and sidewalks, must comply with the Transportation Department Design Manual.
   b) Any curb or sidewalk to be installed or that must be replaced in either adjacent street right of way must comply with the Transportation Department Design Manual, except that the Transportation Department inspector may allow deviations to match existing facilities.

c) Relocation of the median opening on Main Street, planned for phase three of the development, must comply with the Transportation Department Design Manual. The old median opening must be closed with landscaping that meets city standards.

3. Trench and pavement restoration

Trenching in the paved surface of either adjacent street or to repair any street damage caused by construction activities must be restored per the Transportation Department Design Manual and city code BCC 14.60.250. The Transportation Department's trench restoration classification system changes from year to year, so trench restoration requirements must be reconfirmed for each phase of the development.

a) Presently, the Transportation Department's trench restoration classification system has Main Street in this vicinity classified as "Overlay Required." Under the present classification, any trenching or pavement damage in Main Street will require a grind and overlay at least 50 feet long for the full width of any affected lane.
b) Adjacent to the site, 156th Avenue is presently classified as a "No Cut Street." Under this classification, no trenching will be allowed in 156th Avenue adjacent to this site unless the Right of Way Manager grants a variance to the no-cut policy. The applicant may request a variance by contacting the Right of Way Manager to document the reasons for requesting a variance and to explain why there is no reasonable alternative. If a variance is granted, then a grind and overlay at least 50 feet long for the full width of any affected lane will be the minimum pavement restoration requirement.

See Section XI and XII for related conditions of approval.

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 utility design review, plan approval, and field inspection shall be performed under the Developer Extension Agreements. See Section XI for conditions. At the time of this staff report, a UE permit has been submitted to the Utilities Department.

Clear and Grade

The Clear and Grade Section has reviewed and approved this proposal. Further review will occur with the submittal of the associated clear and grade permits.

Fire Department

The site development plans for this application generally conform to Fire Code requirements. However, there are a number of conditions that must be met prior to issuance of building permits. See Section XI and XII for related conditions.

VIII. State Environmental Policy Act (SEPA)

The environmental review indicates no probability of significant adverse environmental impacts resulting from the proposal. Issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements.

Adverse impacts which are less than significant are usually subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory requirements correspond, no further documentation is necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A. Earth

This site contains non-sensitive slopes with a shallow site topography noted throughout the site. The area where the new construction will occur at the northeast corner of the site is generally flat and near the same elevation as Main Street and 156th Avenue SE. The applicant submitted a geotechnical report dated December 14, 2007 from Geotech Consultants, Inc. The report contains geotechnical recommendations for site and building considerations for this facility.

There is the potential for erosion and sedimentation impacts due to the construction of the classroom and chapel buildings. The Clearing and Grading Code BCC 23.76 contains adequate standards and requirements to mitigate expected impacts to earth resources due to erosion and sedimentation during construction.

B. Noise

As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Normal hours for construction are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday except for legal holidays. Exceptions to the construction related noise 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 2009 through the summer 2011. In order to minimize any detriment noise to residential uses in the immediate vicinity of St. Louise Parish, the administration 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 related noise 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, **the applicant must apply for a separate noise permit for review and approval by staff**. See Section XI for related condition.

C. Transportation

The applicant has stated that the proposed redevelopment of the site will not, by itself, lead to an increase in the number of students or in church attendance. School facilities will be improved and square footage per student will increase, but the maximum student enrollment is not intended to increase. Also, this Administrative Conditional Use permit will not increase church seating capacity. Therefore, the applicant contends that the proposed Administrative Conditional Use permit is not expected to generate additional traffic.

Phases 1 through 4 of the phasing plan listed in Section I of this document (Request and Project Description) is comprised of the various aspects of the proposed school improvement. As stated elsewhere in this document, the number of students at the school will be limited by the Administrative Conditional Use approval; however, the City's Administrative Conditional Use procedures allow up to 20 percent growth beyond the base number. Therefore, it may be

necessary to reevaluate traffic and parking impacts for Phases 2 through 4 at the time of construction permit issuance for each phase.

As stated in the phasing plan outlined in Section I of this document, Phase 5 includes construction of a new fellowship hall under a separate Administrative Conditional Use permit. Any additional traffic impacts or transportation impact fees associated with the new fellowship hall will be evaluated at that time. Prior to Phase 5, if church attendance should increase for any reason, then that growth can be accommodated by increasing the number of church services. This would allow more people to attend Sunday services without increasing peak period traffic impacts or peak parking demand, even though the total traffic volume to and from the site would increase.

The City of Bellevue uses transportation impact fees to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term off-site traffic impacts. For any phase of this development, any increase in traffic that is not presently anticipated may be reevaluated prior to building permit issuance, and transportation impact fees may be assessed if a particular phase meets the definition of "development" under BCC 22.16.020 C and is determined to generate additional traffic. See Section XI for related condition.

IX. 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. The approval of an Administrative Conditional Use may at any time be revoked if the use of on-site facilities are changed from the stated application. See Section XII for related condition. The criteria are as follow:

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

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

   Policy S-SE-1: "Strictly enforce the Land Use Code, Building Codes, Fire Code, and other regulations and standards related to development and use of property".

   Response: St. Louise Parish School has been in existence since 1961 with annexation occurring into the City of Bellevue on March 13, 1969. The site contains not only the Parish School but an existing church as well. St. Louise proposes to demolish the existing one story buildings at the northeast corner of this site for the new school facility. The Parish anticipates demolition of the existing classroom buildings in Phase III for parking modifications to support the new school facility and the church. This new parking lot will be placed in between the new school and the church to the south.

The new development will be designed to conform with the City's LUC, Building and Fire codes and other applicable development regulations. With conformance with these regulations, the new school will fulfill the criteria above.

Policy S-SE-2: "Enhance or improve the existing residential character through landscaping, building orientations, and building design for all new development and physical improvements."

Response: The applicant has designed a two story facility to blend in with the existing residential character of the neighborhood. Warm northwest colors have been chosen for the building exterior along with complimentary CMU materials. A barrel roof form along with partial shed roofs in grey metal have been chosen to add distinction to this facility. Building offsets and midlevel marquees for shade are provided to create visual interest at each elevation. A balcony off of the art classroom will provide additional space for this program's needs, i.e., interior and exterior art spaces.

Landscaping will be provided with this application to fulfill the Type III landscaping requirements along Main Street and 156th Avenue SE. Internal parking lot landscaping will be provided as well.

Policy S-SE-32: "Encourage high quality maintenance of private facilities to prevent deterioration and to enhance safety".

Response: The school administration has complied with this policy by providing a high quality facility that will blend with the adjacent neighborhood. The existing school facility will be demolished in favor of the proposed facility. In Phase 5, the church will also upgrade its facility to complete the campus update for St. Louise.

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 modifications. The proposal meets this criteria as the site design, i.e., circulation improvements will be an asset to the campus without impacting the adjacent neighborhoods in the area. The proposed classroom has been designed to be harmonious not only with the adjacent single-family neighborhood but with future upgrades to the existing church.

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

   The site will be served by adequate public facilities including fire protection and utilities. The access road will remain private with expansion for a drop off lane to ease vehicular congestion due to the high volume of vehicular traffic during peak periods. Some traffic operations problems which already occur on 156th Avenue during the site's peak periods should not become significantly worse as a result of the proposed redevelopment.

   It should be mentioned that if at any time the student population were to increase beyond 20 percent the applicant will be required to apply for a Conditional Use permit along with a traffic analysis to determine adequacy of public facilities. See Section XII for related condition.

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 change to internal traffic circulation, parking lot upgrade and addition of the new classroom facility will not be detrimental to the adjacent neighborhood. Spill-over parking in the surrounding residential area on Sundays, which already occurs, will not become significantly worse as a result of the proposed redevelopment.

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 Section XI and XII for related conditions.

X. Decision of the Director

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

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

1. **Signs:** If any change is made to the existing sign, a separate sign package shall be submitted to DSD 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. **Mechanical Equipment:** Mechanical equipment for the building shall be subject to the school code chapter. At grade mechanical shall be entirely screened from public view through use of a solid, nonreflective visual barrier that equals or exceeds the height of the installed mechanical equipment.

   Authority: LUC 20.20.740 and LUC 20.20.525.B through C
   Reviewer: Antoinette Pratt, (425) 452-5374

3. **Demolition:** Demolition/construction shall conform to the requirements of International Fire Code. Demolition and construction shall not interfere with access to buildings or fire hydrants or Fire Department Connections.

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

4. **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: Don Rust, (425) 452-4856

5. **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: Don Rust, (425) 452-4856

6. **Construction Hours:** Normal hours for construction related noises are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday except legal holidays. No deliveries shall be scheduled prior to 7:00 a.m. to 6:00 p.m. as well. Exceptions for construction related noise limitations 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 hours for construction related noise 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, **the applicant must apply for a separate noise permit for review and approval by staff**.

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

7. **Alternative Parking Options During Phase Development:** To ensure that spillover parking into the neighborhood is limited during the identified phases, the church and school will need to institute alternate parking options to reduce minimum parking demand for this site. Alternative parking options shall be secured for each phase prior to issuance of a building or clear and grade permit for any or all of the following:

   - Develop a management plan to be implemented by assigned teachers and members of the church.
   - Develop a temporary parking agreement for satellite parking with adjacent churches in the area to contain spillover parking in the adjacent neighborhood.
   - Hold church services at an alternate facility during phase III construction to reduce vehicular access to the site.
   - Designate student carpools to further reduce parking demand during the week for the school during phase III.

   Authority: LUC 20.20.590.F.2
   Reviewer: Antoinette Pratt (425) 452-5374

8. **Traffic and Circulation Management Plan:** Prior to issuance of the first major building permit, the developer must submit for city review and approval and must agree to implement and abide by a Traffic and Circulation Management Plan. The intent of the plan will be to educate school and church drivers and to manage traffic on-site in order to minimize spill-over traffic problems on adjacent streets or in the nearby neighborhood. This plan may be combined with the parking management plan required by the Development Services Department. The plan must be adjusted as needed for future phases of the development and to accommodate changing situations. More details are provided above in the section entitled City Department Response, Transportation Department.

Authority: LUC 20.30E.140, 165, 170, 175
Reviewer: Toni Pratt, (425) 452-5374; Carl Wilson, (425) 452-4228

9. **Transportation Infrastructure Design:** Clearing and grading permits or building permits for each phase of the development must show that any transportation-related infrastructure intended for construction during that phase will comply with relevant city standards in effect at the time of construction, including but not limited to the following:

   a) The location of new or relocated driveways is generally acceptable per the latest site plan submitted to date. Driveway locations might be adjusted slightly during subsequent review of construction plans.
   b) The width and construction design of any new or relocated driveway connection to either adjacent street, including related revisions to curbs and sidewalks, must comply with the Transportation Department Design Manual.
   c) Relocation of the median opening on Main Street, including median landscaping, must comply with the Transportation Department Design Manual.
   d) Signs and markings for traffic control must comply with the Transportation Department Design Manual and other relevant traffic control standards.
   e) Vehicle and pedestrian sight lines at driveway connections to either adjacent street must comply with BCC 14.60.240 and 241.
   f) Trenching in the paved surface of either adjacent street or any street damage caused by construction activities must be restored per the Transportation Department Design Manual. Presently, Main Street is classified as "Overlay Required" and 156th Avenue is classified as a "No Cut Street"; however, those classifications may change from year to year.

   Authority: BCC 14.60
   Reviewer: Carl Wilson, (425) 452-4228

10. **Transportation Impact Fees:** Impact fees for private schools are based on the number of additional students rather than on building square footage. Therefore, if the number of students will not increase, then the new school buildings will not be charged a transportation impact fee; provided that the old school space is demolished per the phasing plan outlined near the beginning of this document. If the old school space is not demolished per that phasing plan, and if the old school space will be used for purposes that generate additional traffic, then the applicant may be found in violation of this Administrative Conditional Use approval, and corrective action may be necessary, including possible payment of impact fees for school space. If any future phase of the school redevelopment is determined to increase the number of students, then transportation impact fees may be required prior to building permit issuance for said phase, based on the impact fee schedule in effect at that time.

    Transportation impact fees for churches and associated non-school space are based on the net increase in square footage, provided that the square footage increase will contribute to additional traffic. Whether new space for such uses will be charged an impact fee, and whether to grant credit for on-site demolition, will be determined prior to issuance of each non-school building permit, based on the impact fee schedule in effect at that time.

    Authority: BCC 22.16
    Reviewer: Carl Wilson, (425) 452-4228

XII. Conditions of Approval Prior to Certificate of Occupancy:

1. **Landscape Installation Assurance Device:** If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation the applicant shall file with DSD a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed.
   Authority: LUC 20.40.490
   Reviewer: Antoinette Pratt, (425) 452-5374

2. **Landscape Maintenance Assurance Device:** The applicant shall file with the DSD a landscape maintenance assurance device in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all landscaping on the site.

   Authority: LUC 20.40.490
   Reviewer: Antoinette Pratt, (425) 452-5374

3. **Increase in Student Population:** If student population increases beyond 20 percent the applicant shall be required to apply for a Conditional Use permit along with a traffic analysis to determine adequacy of public facilities. Additionally, when pre-Kindergarten students are added to this campus, they are limited to 25 percent of the student population. The baseline student population for this site is 468 to measure the 20 percent increase in student population.

   Authority: LUC 20.20.440, subnote 25.(b),i-iii
   Reviewer: Antoinette Pratt, (425) 452-5374

4. **Automatic Fire Sprinklers:** Provide automatic fire sprinklers throughout all building designed per NFPA 13.

   Authority: IFC 903.2.2
   Reviewer: Adrian Jones, (425) 452-6032

5. **Fire Department Connection:** Provide a Fire Department Connection for the Phase I school. This location shall be at approved locations at the front entrance to the school and within 50 feet of a fire hydrant.

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

6. **Fire Alarm Notification:** Provide a fire alarm notification system throughout the buildings.

   Authority: IFC 907 and Bellevue City Amendment 23.11.903.4.2
   Reviewer: Adrian Jones, (425) 452-6032

7. **Fire Sprinklers:** Provide automatic fire sprinklers throughout the buildings designed per NFPA 13.
   Authority: IFC 903
   Reviewer: Adrian Jones, (425) 452-6032

8. **Building Addresses:** Provide new addresses for each building.

   Authority: IFC 505
   Reviewer: Adrian Jones, (425) 452-6032

9. **Fire Lane:** Detention vaults and pipes in the roadway and parking areas shall be paved and be capable of supporting a fire apparatus with a vehicle load of 64,000 pounds (rear axel=48,000 lbs and front axle=19,000 lbs) and shall support the weight of the ladder truck outrigger which is 45,000 lbs over an 18-inch square.
   Authority: Bellevue Development Information 11/90
   Reviewer: Adrian Jones, (425) 452-6032

10. **Project Phasing—Fire Access**: Work in the access roads/parking lot shall be phased/scheduled such that access is always available for fire trucks/medical aid to get to all areas of the buildings.

   Authority: IFC 503, Amendment City Ordinance 5749
   Reviewer: Adrian Jones, (425) 452-6032

11. **Fire Hydrants:** Relocate existing fire hydrant to approved locations. The proposed locations are not acceptable as the one shown behind parked cars.
   Authority: IFC 503
   Reviewer: Adrian Jones, (425) 452-6032

12. **Vested Status of Land Use Approval:** The vested status of a land use permit or approval shall expire two years from the date of the City's final decision, unless a completed building permit application is filed before the end of the two year term. Upon issuance of a building permit, the vested status of a land use permit or approval shall be automatically extended during the life of the building permit.

   Authority: LUC 20.40.500.B.2 and 3
   Reviewer: Antoinette Pratt, (425) 452-5374

13. **Modifications to Proposed Phasing:** If the applicant does not begin the subsequent phases prior to the end of this two year period, the applicant shall be required to submit a Land Use Exemption (LUX) with each building permit for each phase to ensure compliance with the LUC in force and effect at the time of building permit submittal.

   Authority: LUC 20.30B.175.C
   Reviewer: Antoinette Pratt, (425) 452-5374

13. **Revocation of Administrative Conditional Use permit:** Approval of an Administrative Conditional Use permit may at any time be revoked if the use of on-site facilities, traffic pattern/parking or transportation methods are changed from the submitted application.

   Authority: LUC 20.30E.175.B
   Reviewer: Antoinette Pratt, (425) 452-5374

15. **Completion of Transportation Infrastructure:** Prior to initial occupancy of each phase of the development, all transportation-related infrastructure required for that phase must be constructed by the applicant in accordance with the approved plans and the requirements of this document and accepted by the appropriate city inspectors. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless a delay is required by the City.

Authority:	BCC 14.60 and the Transportation Department Design Manual and Standard Drawings
Reviewer:	Carl Wilson (425) 452-4228

Attachments

Plans and Drawings

PROJECT NOTES

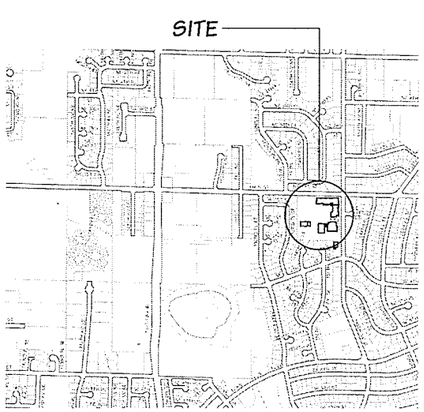
1.	PROJECT ADDRESS:	ST. LOUISE CATHOLIC CHURCH 133 156TH AVE. SE BELLEVUE, WA 98007
2.	PROJECT DESCRIPTION:	PHASED SCHOOL MASTER PLAN
3.	OWNER:	ARCHDIOCESE OF SEATTLE
4.	ARCHITECT:	BRODERICK ARCHITECTS 55 S. ATLANTIC STREET, SUITE 301 SEATTLE, WA 98134 206.682.7525 206.682.7529 (F) CONTACT: KEVIN BRODERICK
5.	CIVIL ENGINEER:	TAYLOR ENGINEERING CONSULTANTS 205 FRONT STREET S. P.O. BOX 1787 ISSAQUAH, WA 98027
6.	SOILS ENGINEER:	GEOTECH CONSULTANTS, INC. 13256 NORTHEAST 20TH ST. STE. 16 BELLEVUE, WA 98005
7.	LANDSCAPE ARCHITECT:	JANE GARRISON 195 FRONT STREET NORTH ISSAQUAH, WA 98027
8.	TRAFFIC CONSULTANT:	THE TRANSPO GROUP INC. 11730 118TH AVE. NE, STE 600 KIRKLAND, WA 98034
9.	STRUCTURAL ENGINEER:	COUGHLIN PORTER LUNDEEN 413 PINE ST. STE. 300 SEATTLE, WA 98101
10.	LEGAL DESCRIPTION:	NE 1/4 OF NE 1/4 OF SW 1/4 LESS CO RD
11.	PARCEL NUMBER:	3525059044
12.	ZONING:	R-5
13.	NUMBER OF STORIES:	2
14.	HEIGHT:	39 FT. ABV. AVG. EXIST GRADE (35 FT. FROM MEAN HT. BETWEEN EAVE/RIDGE AND AVG. EXIST. GRADE)
15.	SPRINKLERS:	YES

FIRE DEPARTMENT NOTES

1. DETENTION VAULTS AND PIPES IN THE ROADWAY AND PARKING AREAS SHALL BE PAVED AND 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.
2. RELOCATE EXISTING FIRE HYDRANT TO APPROVED LOCATIONS DURING PHASE 3. (IFC 508)
3. PROVIDE NEW ADDRESSES FOR EACH BUILDING (IFC 505)
4. PROVIDE AUTOMATIC FIRE SPRINKLER THROUGHOUT THE BUILDINGS DESIGNED PER NFPA 13. (IFC903)
5. PROVIDE A FIRE ALARM NOTIFICATION SYSTEM THROUGHOUT THE BUILDINGS WITH SPRINKLER SYSTEM. (IFC 907 & BELLEVUE AMENDMENT 23.11.903.4.2)
6. THE FIRE DEPARTMENT CONNECTION FOR THE PHASE 1 NEW SCHOOL SHALL BE LOCATED AT AN APPROVED LOCATION AT THE FRONT ENTRANCE TO THE SCHOOL AN WITHIN 50 FT. OF A FIRE HYDRANT. (IFC 912 & BFDD5)
7. DEMOLITION $ CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF IFC CHAPTER 14.
8. DEMOLITION AND CONSTRUCTION SHALL NOT INTERFERE WITH ACCESS TO BUILDINGS OR FIRE HYDRANTS OR FIRE DEPARTMENT CONNECTIONS.
9. WORK IN THE ACCESS ROADS/PARKING LOT SHALL BE PHASED/SCHEDULED SUCH THAT ACCESS IS ALWAYS AVAILABLE FOR FIRE TRUCKS/MEDICAL AID TO GET TO ALL AREAS OF THE BUILDING.

GENERAL NOTES

1. ANY SITE SIGNAGE WILL BE UNDER SEPARATE PERMIT.
2. PHASING OF OCCUPANCY AND CONSTRUCTION SEQUENCING MUST BE COORDINATED WITH THE BUILDING DEPARTMENT TO FACILITATE CONSTRUCTION WHILE THE SITE IS OCCUPIED BY STUDENTS AND PARISHIONERS.



4 A1.0 VICINITY MAP
N.T.S.

EXISTING SITE NOTES

1. EXISTING LOT INFORMATION:

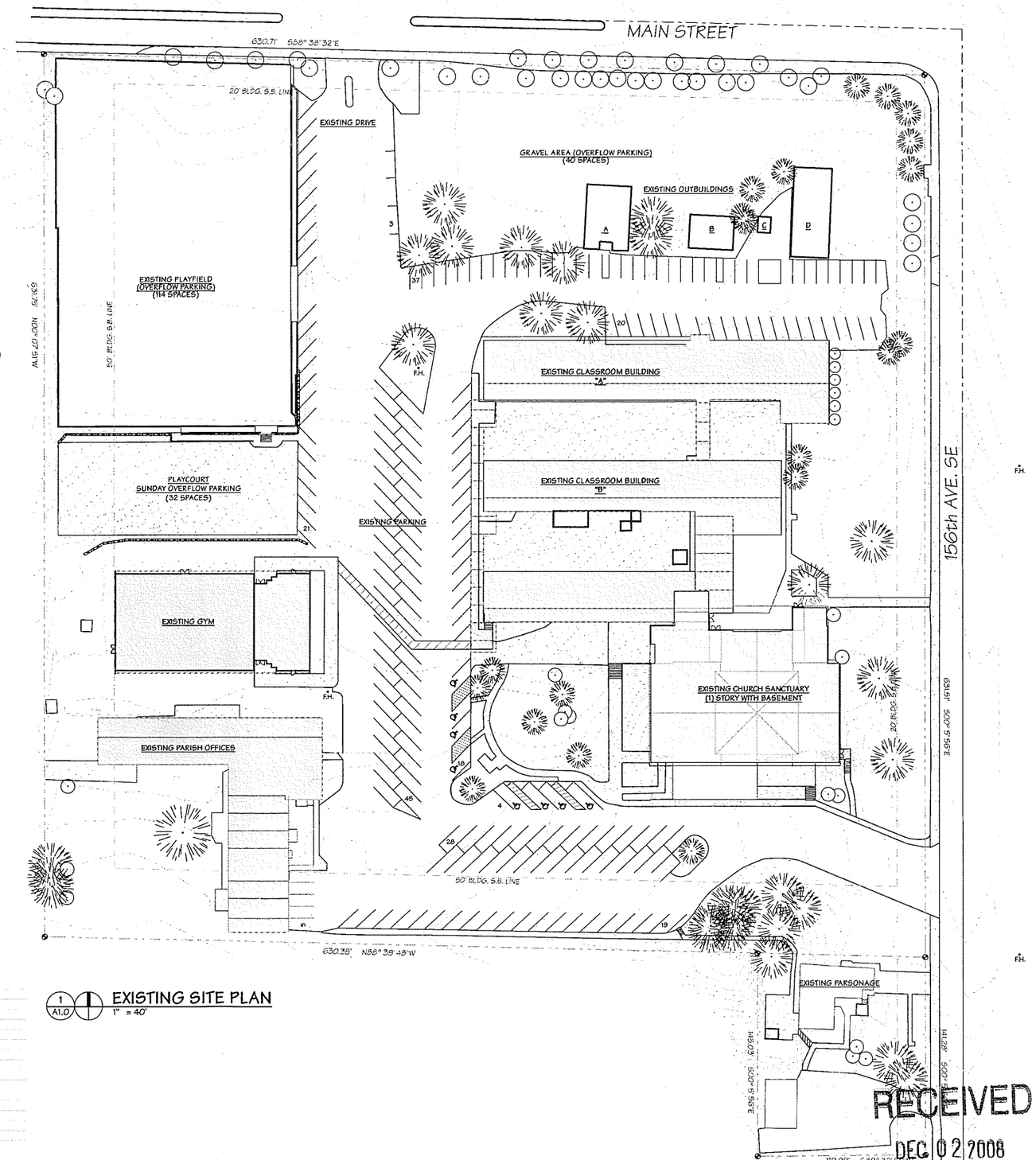
LOT SIZE:	398,132 SF (9.14 AC)
LOT COVERAGE:	57,427 SF / 398,132 SF = 14.4%
IMPERVIOUS SURFACE	
BUILDINGS:	60,300 SF
VEHICULAR:	104,950 SF
PEDESTRIAN:	46,439 SF
TOTAL:	211,689 (53%)

2. EXISTING BUILDING AREA SUMMARY:

CHURCH SANCTUARY	
MAIN FLOOR:	13,166 SF
BASEMENT:	11,900 SF
TOTAL:	**25,066 SF**
PARISH OFFICES:	**8,300 SF**
GYM	
MAIN FLOOR:	9,500 SF
MEZZANINE:	2,500 SF
TOTAL:	**12,000 SF**
CLASSROOM BLDG. "A"	**8,835 SF**
CLASSROOM BLDG. "B"	**13,850 SF**
OUTBUILDINGS (4)	
A:	1,360 SF
B:	730 SF
C:	95 SF
D:	1,691 SF
TOTAL:	**3,876 SF**
GRAND TOTAL:	**71,827 SF**

2. EXISTING PARKING:

PARKING PROVIDED: 200 SPACES (8 ACCESSIBLE)
GRAVEL PLAYFIELD OVERFLOW: 114 SPACES
SPORT COURT OVERFLOW: 32 SPACES
GRAVEL LOT: 40 SPACES
TOTAL: 386



1 A1.0 EXISTING SITE PLAN
1" = 40'

A1.0	EXISTING SITE PLAN / NOTES
A1.1	PHASE 1 SITE PLAN / BIRDS EYE
A1.2	PHASE 1 FLOOR PLANS / ELEVATIONS
A2.1	PHASE 2 SITE PLAN / BIRDS EYE
A2.2	PHASE 2 FLOOR PLANS / ELEVATIONS
A3.1	PHASE 3 SITE PLAN / BIRDS EYE
A4.1	PHASE 4 SITE PLAN / BIRDS EYE
A4.2	PHASE 4 FLOOR PLANS / ELEVATIONS
A5.1	PHASE 5 SITE PLAN / BIRDS EYE
E1	PRELIMINARY LIGHTING PLANS
L1	LANDSCAPE 1 OF 5
L2	LANDSCAPE 2 OF 5
L3	LANDSCAPE 3 OF 5
L4	LANDSCAPE 4 OF 5
L5	LANDSCAPE 5 OF 5

2 A1.0 SHEET INDEX
N.T.S.

RECEIVED
DEC 02 2008
PERMIT PROCESSING

4532 REGISTERED ARCHITECT
KEVIN J. BRODERICK
STATE OF WASHINGTON

ST. LOUISE CATHOLIC CHURCH
MASTER PLAN • ADMINISTRATIVE CONDITIONAL USE PERMIT
133 156TH AVE. SE • BELLEVUE, WA 98007

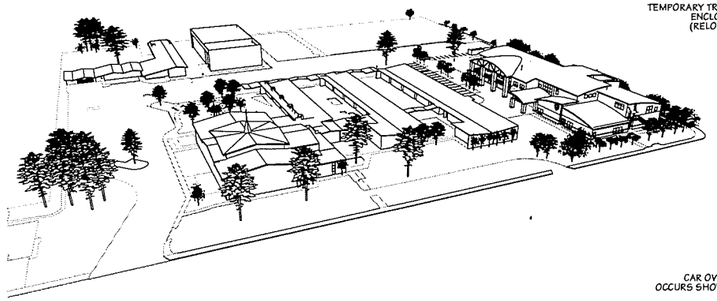
BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

05.058 PLOT DATE: 12/1/08

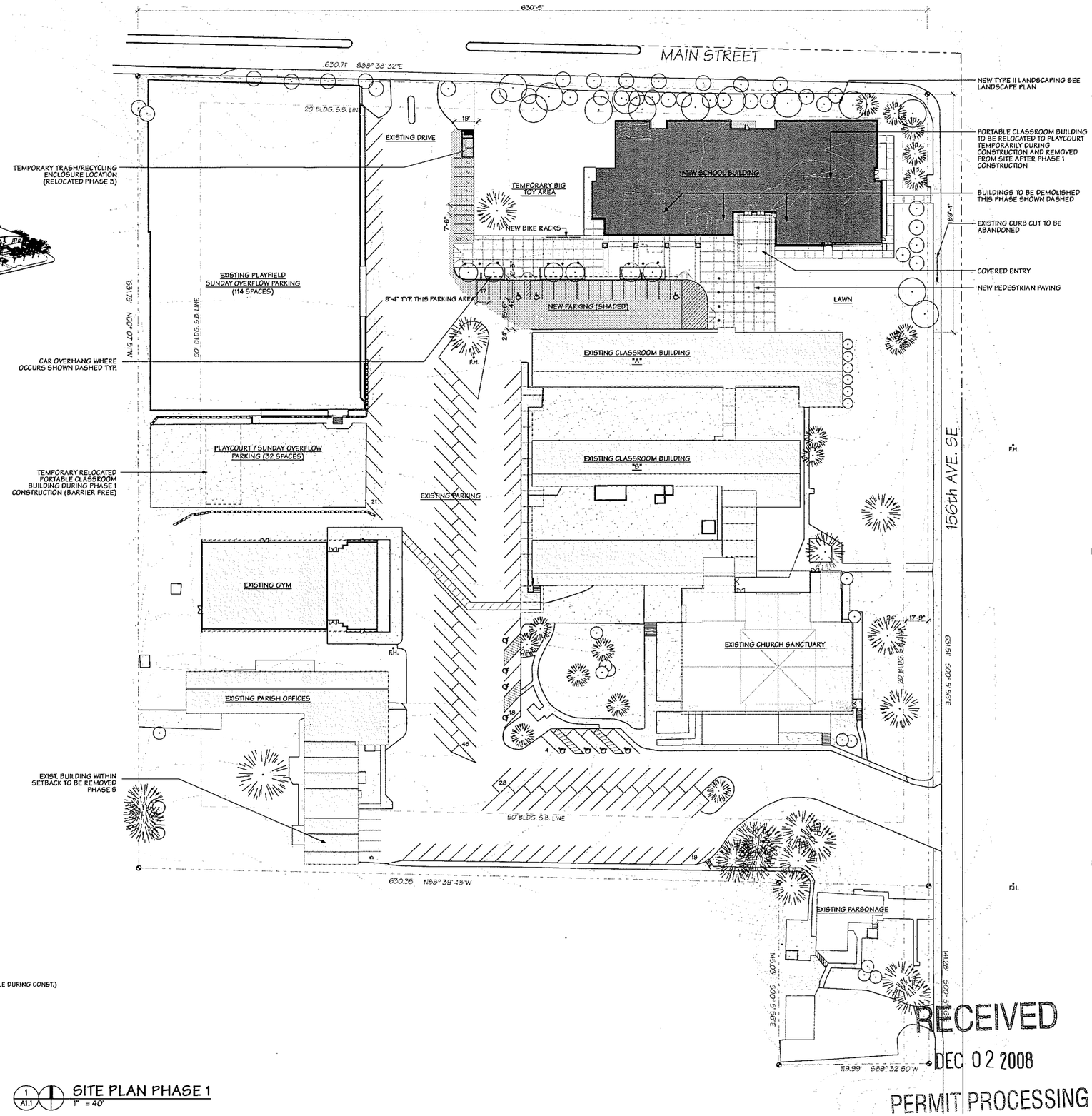
NO.	DATE	DESCRIPTION
	11/20/08	ADU CONDITIONAL USE PERMIT

11/20/08

A1.0



19 / A5.1 BIRDS EYE PHASE 2 LOOKING NW
N.TS.



PHASE 1 SITE NOTES

1. EXISTING LOT INFORMATION:

LOT SIZE:	398,132 SF (9.14 AC)
LOT COVERAGE:	73,713 SF / 398,132 SF = 18.5%
IMPERVIOUS SURFACE	
BUILDINGS:	90,920 SF
VEHICULAR:	99,160 SF
PEDESTRIAN:	52,000 SF
TOTAL:	242,080 (61%)

2. BUILDING AREA SUMMARY:

BUILDINGS TO BE DEMOLISHED

OUTBUILDINGS (4)	
A:	1,360 SF
B:	730 SF
C:	95 SF
D:	1,691 SF
TOTAL:	3,876 SF

EXISTING BUILDINGS TO REMAIN

CHURCH SANCTUARY	
MAIN FLOOR:	13,166 SF
BASEMENT:	11,900 SF
TOTAL:	25,066 SF
PARISHCENTER:	8,300 SF
GYM	
MAIN FLOOR:	9,500 SF
MEZZANINE:	2,500 SF
TOTAL:	12,000 SF
C.R. BLDG. "A"	8,935 SF
C.R. BLDG. "B"	13,650 SF

NEW BUILDING(S)

SCHOOL BUILDING	
UPPER FLOOR:	15,338 SF
MAIN FLOOR:	20,162 SF
TOTAL:	35,500 SF
BLDG. AREA PHASE 1:	**103,461 SF**

3. PARKING:

PARKING PROVIDED:
169 SPACES (11 ACCESSIBLE)
PLAYFIELD SUNDAY OVERFLOW: 114 SPACES
PLAYCOURT OVERFLOW: 32 SPACES (WILL NOT BE AVAILABLE DURING CONST.)
TOTAL: 315 SPACES

1 / A1.1 SITE PLAN PHASE 1
1" = 40'

RECEIVED
DEC 02 2008
PERMIT PROCESSING

4532 REGISTERED ARCHITECT
KEVIN J. BRODERICK STATE OF WASHINGTON

ST. LOUISE CATHOLIC CHURCH
MASTER PLAN • ADMINISTRATIVE CONDITIONAL USE PERMIT
133 156TH AVE. SE • BELLEVUE, WA 98007

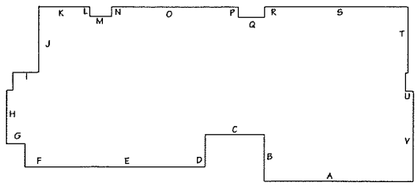
BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

05-058 PLOT DATE: 12/1/08

NO.	DATE	DESCRIPTION
1	11/20/08	ADD CORRECTION #2

11/20/08

A1.1



SEGMENT	ELEV.	LENGTH (FT.)	ELEV. X LENGTH
A	314.2	85	26,707
B	315	26	8,190
C	316	34	10,710
D	315.5	18	5,679
E	318	102	32,436
F	317	13	4,121
G	317	11	3,487
H	317	40	12,680
I	317	15	4,755
J	317	38	12,046
K	318	29	9,222
L	318	6	1,908
M	317.8	12	3,814
N	317.5	6	1,905
O	317	72	22,824
P	316.2	6	1,897.2
Q	316	15	4,740
R	316	6	1,896
S	316	81	25,596
T	314.5	47	14,782
U	314.5	5	1573
V	314.5	51	16,039.5
		718	227,040.3

AVERAGE EXISTING FINISH GRADE = 227,040 / 718 = 316.2

8 / A1.2 AVERAGE EXISTING GRADE CALCULATION
1" = 40'

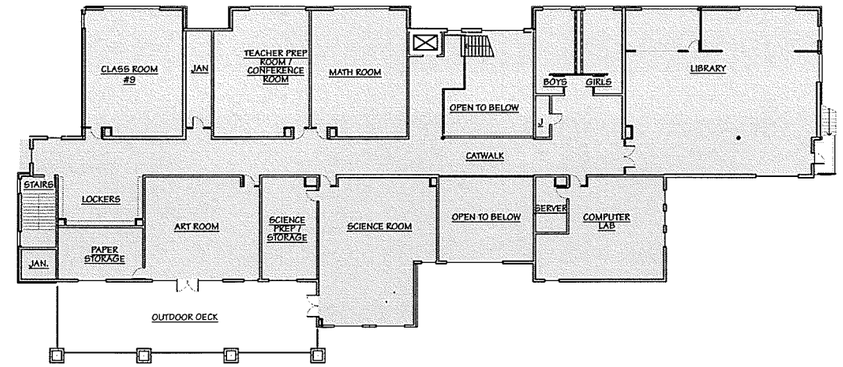
EXTERIOR METERIAL KEY

M1 PAINTED PANEL SYSTEM. COLORS TO BE EARTH TONE. SEE COLOR BOARK

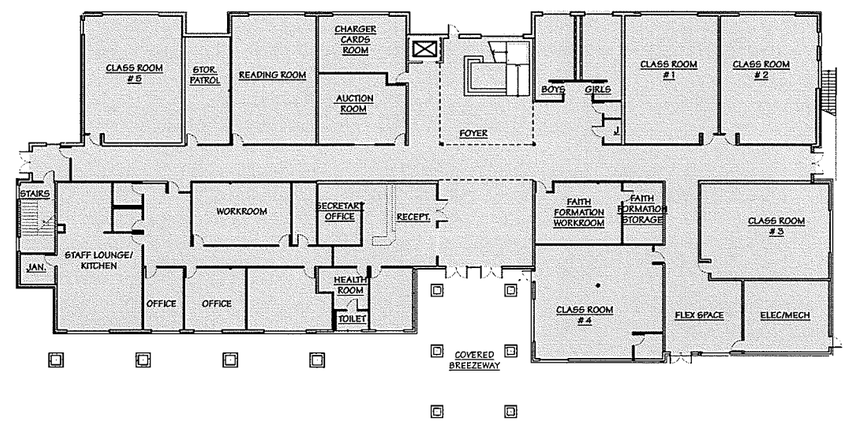
M2 SPLIT FACE / GROUND FACE CONCRETE BLOCK. COLORS TO BE EARTH TONE. SEE COLOR BOARD

M3 STANDING SEAM METAL ROOF. COLOR TO BE EARTH TONE. SEE COLOR BOARD

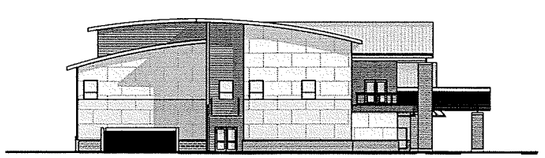
M4 STAINED CEDAR SIDING RAINSCREEN SYSTEM. SEE COLOR BOARD



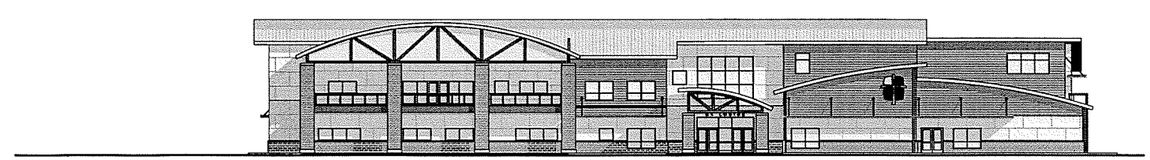
6 / A1.2 UPPER FLOOR PLAN PHASE 1
1" = 20'



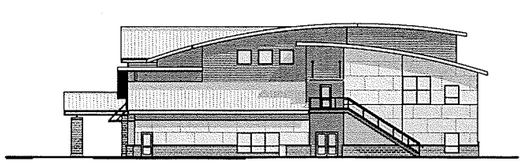
5 / A1.2 MAIN FLOOR PLAN PHASE 1
1" = 20'



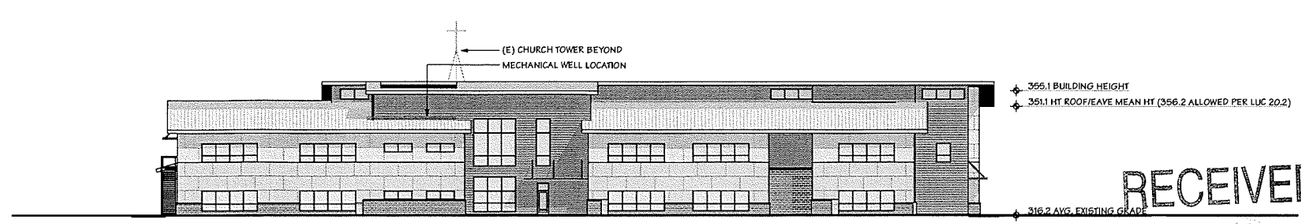
2 / A1.2 WEST ELEVATION PHASE 1
1" = 20'



4 / A1.2 SOUTH ELEVATION PHASE 1
1" = 20'



1 / A1.2 EAST ELEVATION PHASE 1
1" = 20'



3 / A1.2 NORTH ELEVATION PHASE 1
1" = 20'

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4532 REGISTERED ARCHITECT
KEVIN J. BRODERICK STATE OF WASHINGTON

ST. LOUISE CATHOLIC CHURCH
MASTER PLAN • ADMINISTRATIVE CONDITIONAL USE PERMIT
133 156TH AVE. SE • BELLEVUE, WA 98007

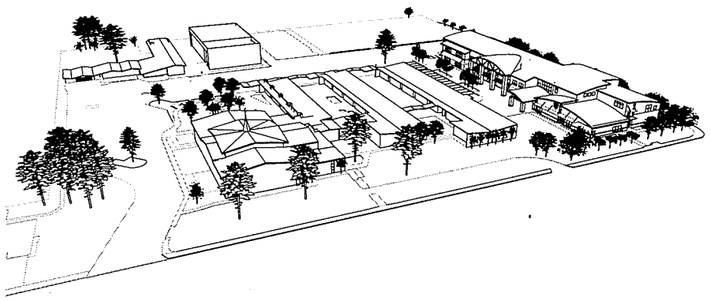
BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

05.058 PLOT DATE: 12/1/08

NO.	DATE	DESCRIPTION
	11/20/08	ACT FOR RECTIFY #2

11/20/08

A1.2



PHASE 2A AND 2B SITE NOTES

1. EXISTING LOT INFORMATION:

LOT SIZE:	398,132 SF (9.14 AC)
LOT COVERAGE:	80,983 SF / 398,132 SF = 20.3%
IMPERVIOUS SURFACE	
BUILDINGS:	99,120 SF
VEHICULAR:	99,160 SF
PEDESTRIAN:	50,400 SF
TOTAL:	248,680 (62%)

2. BUILDING AREA SUMMARY:

BUILDINGS TO BE DEMOLISHED

NA

EXISTING BUILDINGS TO REMAIN

CHURCH SANCTUARY

MAIN FLOOR:	13,166 SF
BASEMENT:	11,900 SF
TOTAL:	25,066 SF

PARISHCENTER: 8,300 SF

GYM

MAIN FLOOR:	9,500 SF
MEZZANINE:	2,500 SF
TOTAL:	12,000 SF

C.R BLDG. "A" 8,935 SF

C.R. BLDG. "B" 13,650 SF

NEW BUILDING ADDITION PHASE 2A

UPPER FLOOR:	15,338 SF
MAIN FLOOR:	20,162 SF
TOTAL:	35,500 SF

NEW BUILDING ADDITION PHASE 2B

SCHOOL BUILDING (PHASE 2 ADDITION)

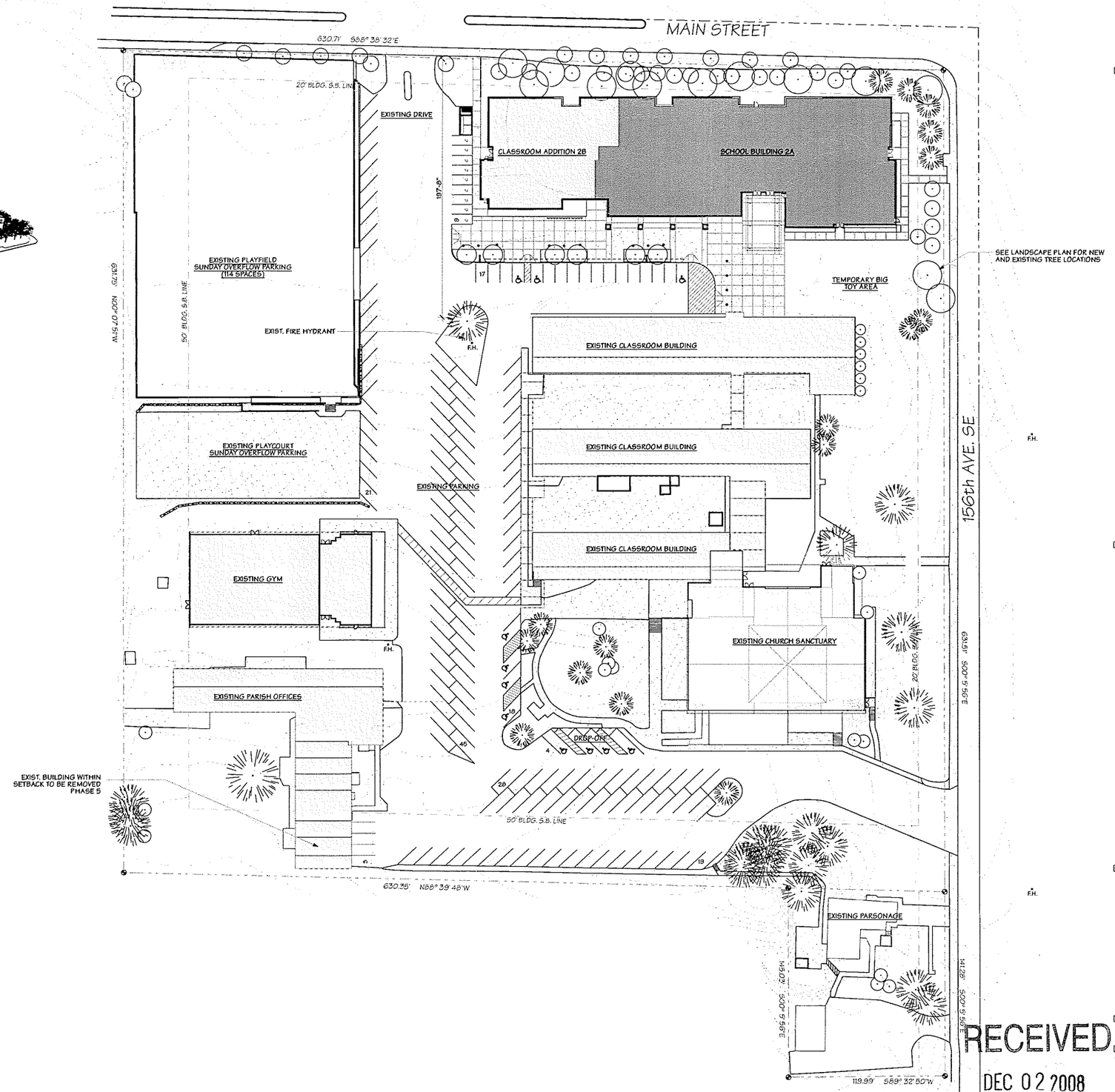
UPPER FLOOR:	7,270 SF
MAIN FLOOR:	7,270 SF
TOTAL:	14,540 SF

BLDG. AREA PHASE 2B: 117,991 SF

3. PARKING:

PARKING PROVIDED:

169 SPACES (11 ACCESSIBLE)
PLAYFIELD OVERFLOW SUNDAY PARKING: 114 SPACES
PLAYCOURT OVERFLOW PARKING: 32 SPACES
TOTAL PARKING: 315 SPACES



1 A2.1 SITE PLAN PHASE 1 AND 2
1" = 40'

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STATE OF WASHINGTON

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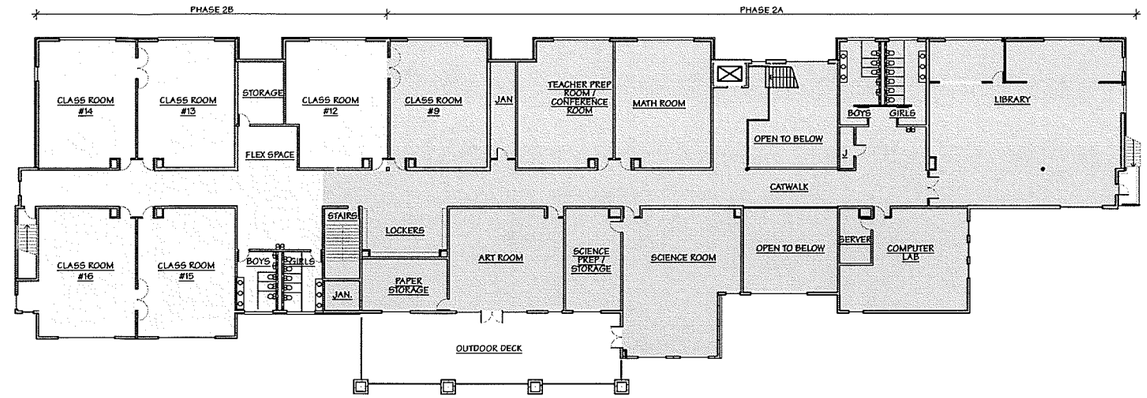
BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

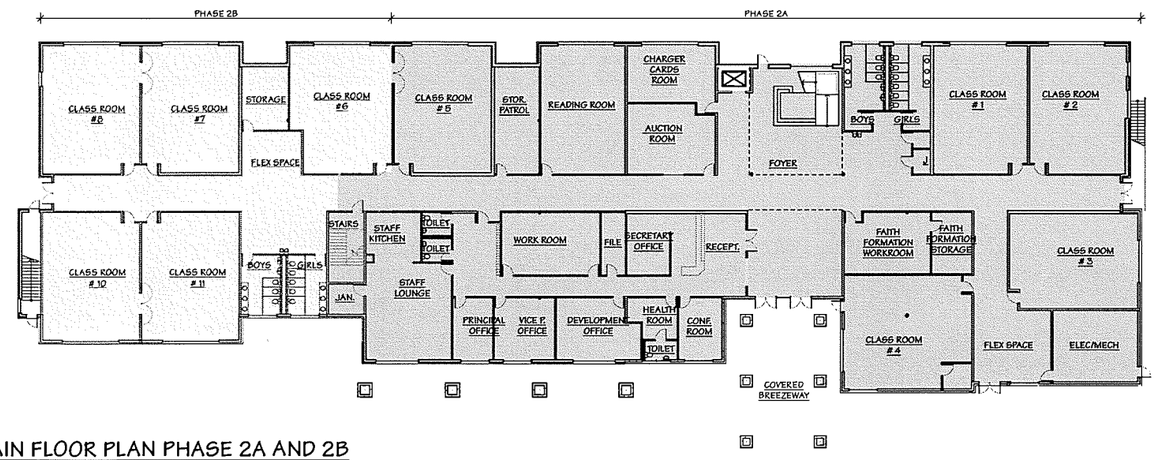
NO.	DATE	DESCRIPTION
	11/20/08	ACCESSORY #2

11/20/08

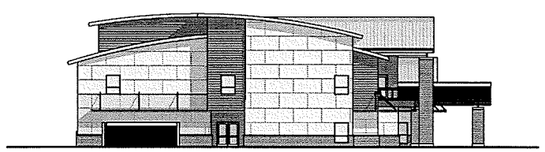
A2.1



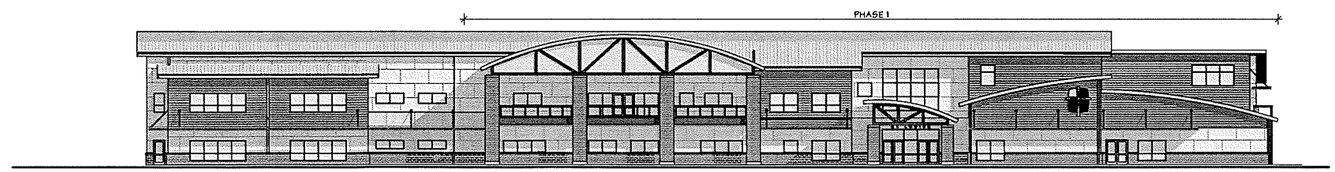
2 A2.2 UPPER FLOOR PLAN PHASE 2A AND 2B
1" = 20'



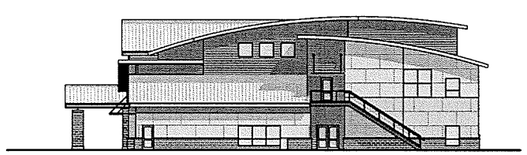
1 A2.2 MAIN FLOOR PLAN PHASE 2A AND 2B
1" = 20'



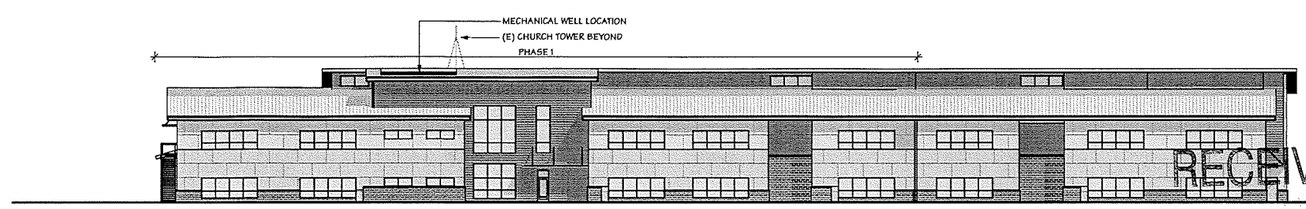
3 A2.2 WEST ELEVATION PHASE 2A AND 2B
1" = 20'



5 A2.2 SOUTH ELEVATION PHASE 2A AND 2B
1" = 20'



4 A2.2 EAST ELEVATION PHASE 2A AND 2B
1" = 20'



6 A2.2 NORTH ELEVATION PHASE 2A AND 2B
1" = 20'

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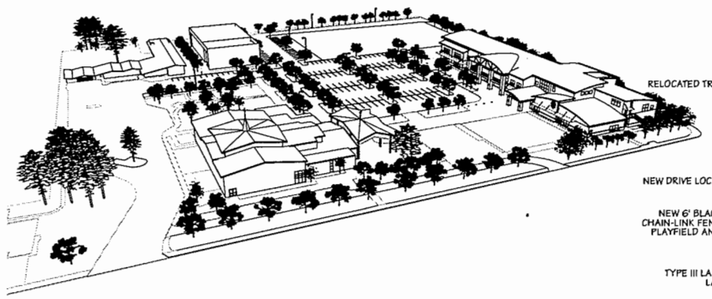
BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

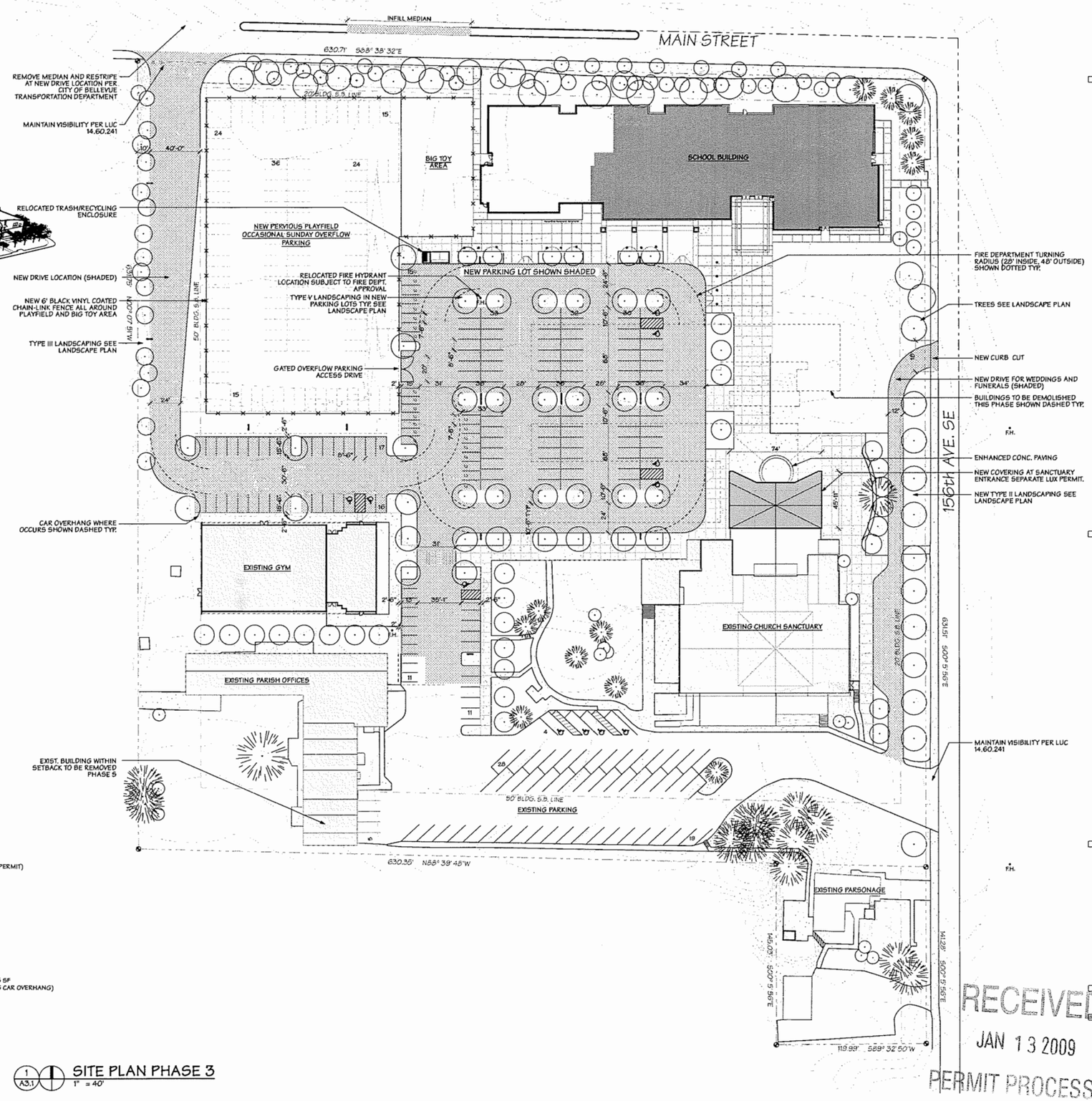
05.058 PLOT DATE: 12/1/08

NO.	DATE	DESCRIPTION
	11/20/08	ADJ COMMENTS SET #2

11/20/08

A2.2





PHASE 3 SITE NOTES

1. EXISTING LOT INFORMATION:

LOT SIZE: 398,132 SF (9.14 AC)

LOT COVERAGE: 80,983 SF / 398,132 SF = 20.3%

IMPERVIOUS SURFACE
BUILDINGS: 76,065 SF
VEHICULAR: 117,797 SF
PEDESTRIAN: 42,000 SF
TOTAL: 235,862 (59.2%)

2. BUILDING AREA SUMMARY:

BUILDINGS TO BE DEMOLISHED

C.R BLDG. "A" 8,935 SF

C.R. BLDG. "B" 13,650 SF
22,585 SF

EXISTING BUILDINGS TO REMAIN

CHURCH SANCTUARY
MAIN FLOOR: 13,166 SF
BASEMENT: 11,900 SF
TOTAL: **25,066 SF**

PARISHCENTER: **8,300 SF**

GYM
MAIN FLOOR: 9,500 SF
MEZZANINE: 2,500 SF
TOTAL: **12,000 SF**

SCHOOL BUILDING (PHASE 1 & 2)
UPPER FLOOR: 22,608 SF
MAIN FLOOR: 27,432 SF
TOTAL: 50,040 SF

NEW BUILDING ADDITION

COVERED ENTRY AT SANCTUARY (SEPARATE LUX NOT PART OF THIS PERMIT)

BLDG. AREA PHASE 3: 95,406 SF

3. PARKING:

PARKING PROVIDED: 215 SPACES (11 ACCESSIBLE)
PLAYFIELD OCCASIONAL OVERFLOW: 114 SPACES
TOTAL PARKING INCLUDING OVERFLOW: 329 SPACES

COMPACT: 24 SPACES (11% OF NON OVERFLOW PARKING)

4. PARKING LOT LANDSCAPING:

NEW PARKING AREA SPACES: 161
REQUIRED PARKING AREA LANDSCAPING (35 SF PER SPACE): 5,635 SF
PARKING AREA LANDSCAPING PROVIDED: 6,881 SF (NOT INCLUDING CAR OVERHANG)

1 A3.1 SITE PLAN PHASE 3
1" = 40'

REGISTERED ARCHITECT
KEVIN J. BRODERICK STATE OF WASHINGTON
4532

ST. LOUISE CATHOLIC CHURCH
MASTER PLAN • ADMINISTRATIVE CONDITIONAL USE PERMIT
133 156TH AVE. SE • BELLEVUE, WA 98007

BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

05.058 PLOT DATE: 1/13/09

NO.	DATE	DESCRIPTION
	11/20/08	ACU CORRECTION #2
	1/09/09	ACU CORRECTION #3

11/20/08

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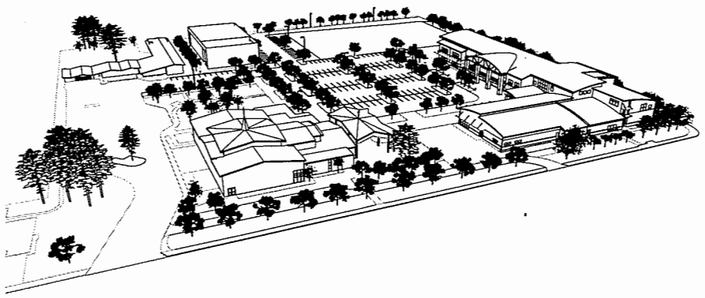
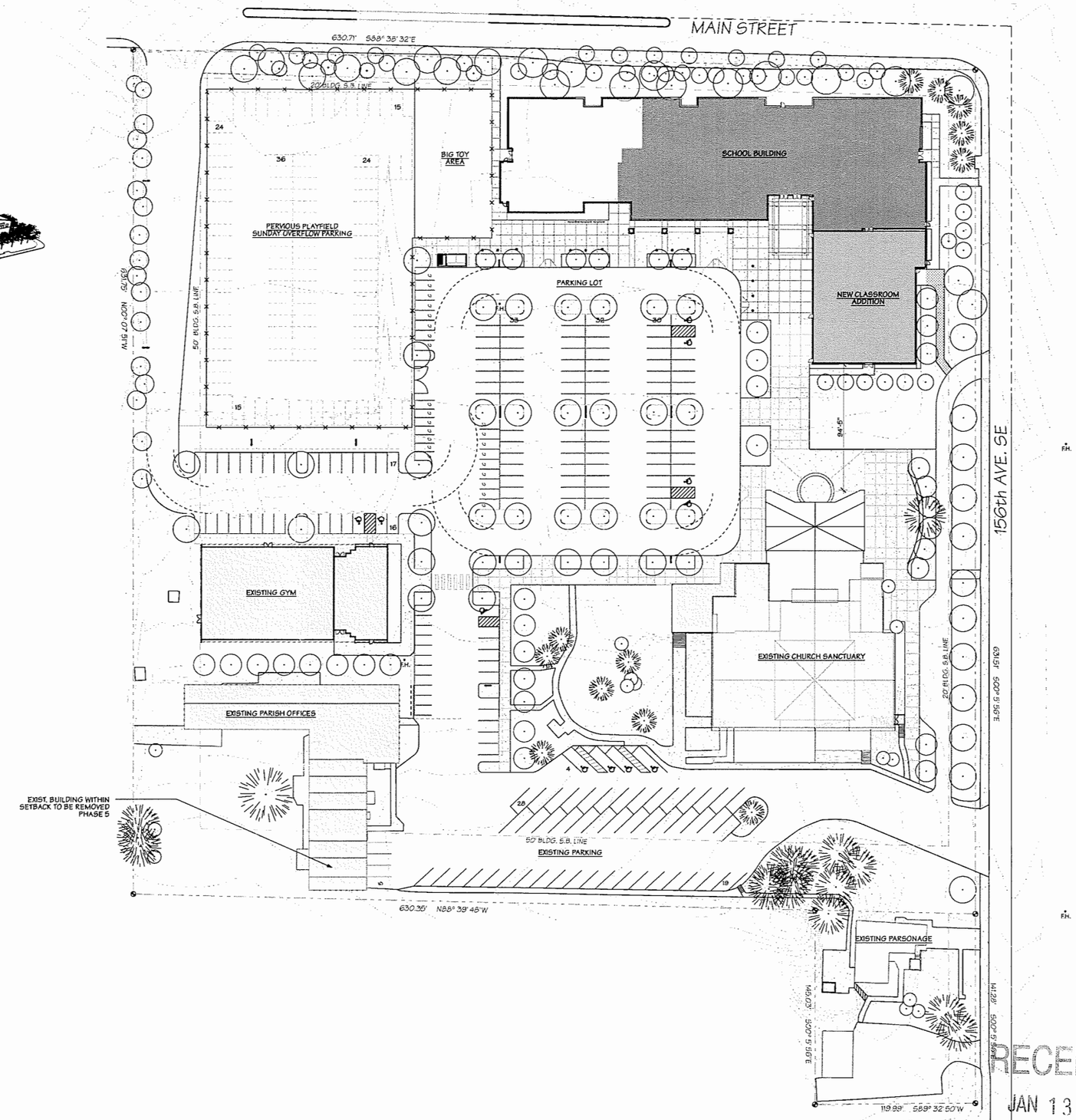
PERMIT PROCESSING

A3.1





PHASE 4 SITE NOTES

1. EXISTING LOT INFORMATION:

LOT SIZE:	398,132 SF (9.14 AC)
LOT COVERAGE:	80,983 SF / 398,132 SF = 20.3%

IMPERVIOUS SURFACE

BUILDINGS:	84,265 SF
VEHICULAR:	117,797 SF
PEDESTRIAN:	42,000 SF
TOTAL:	244,062 (61.3%)

2. BUILDING AREA SUMMARY:

BUILDINGS TO BE DEMOLISHED

NA

EXISTING BUILDINGS TO REMAIN

CHURCH SANCTUARY

MAIN FLOOR:	13,166 SF
BASEMENT:	11,900 SF
TOTAL:	**25,066 SF**

PARISHCENTER: **8,300 SF**

GYM

MAIN FLOOR:	9,500 SF
MEZZANINE:	2,500 SF
TOTAL:	**12,000 SF**

SCHOOL BUILDING (PHASE 1 & 2)

UPPER FLOOR:	22,608 SF
MAIN FLOOR:	27,432 SF
TOTAL:	**50,040 SF**

NEW BUILDING ADDITION

SCHOOL BUILDING ADDN (PHASE 4)
MAIN FLOOR: **7,850 SF**

BLDG. AREA PHASE 3: 103,256 SF

3. PARKING (NO CHANGE THIS PHASE):

PARKING PROVIDED: 215 SPACES (11 ACCESSIBLE)
PLAYFIELD OCCASIONAL OVERFLOW: 114 SPACES
TOTAL PARKING: 329 SPACES

1 A4.1 SITE PLAN PHASE 4
1" = 40'

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STATE OF WASHINGTON

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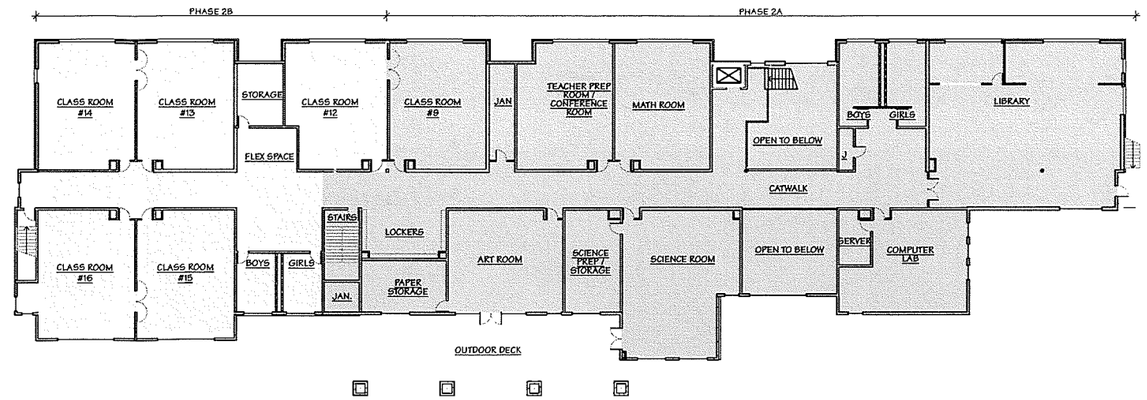
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

05.058 PLOT DATE: 11/13/09

NO.	DATE	DESCRIPTION
	11/7/08	ADU CORRECTION #1
	11/18/08	ADU CORRECTION #2

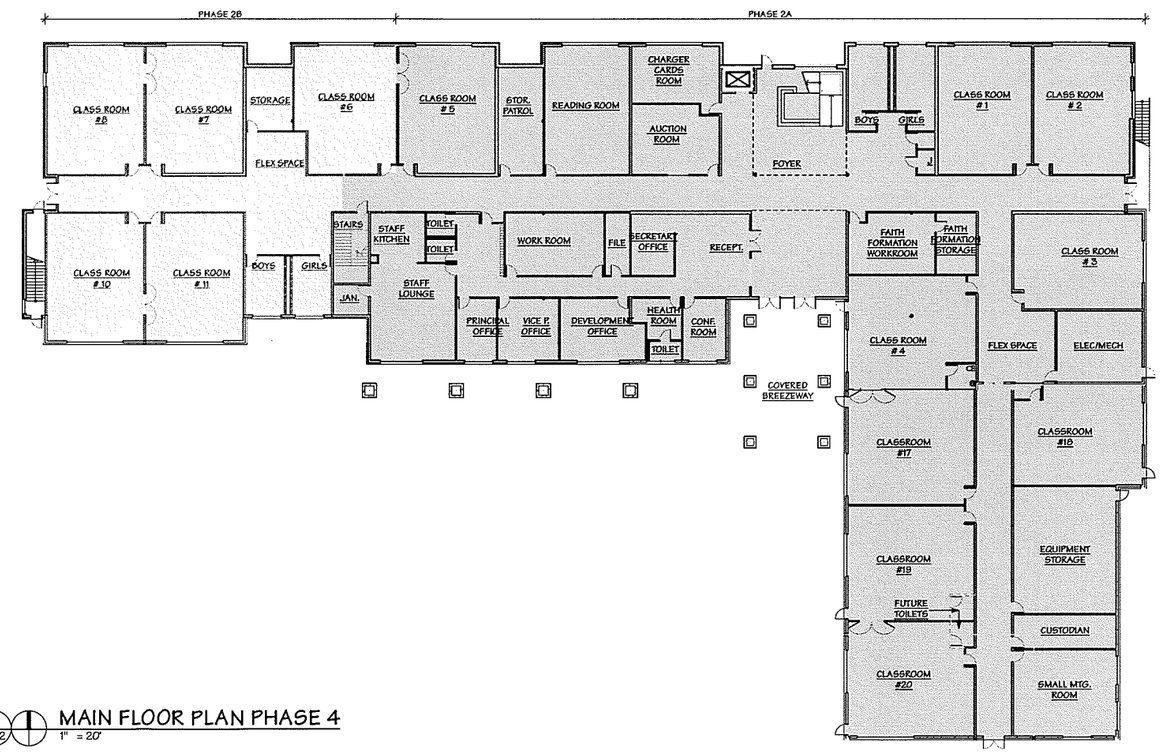
11/20/08

A4.1

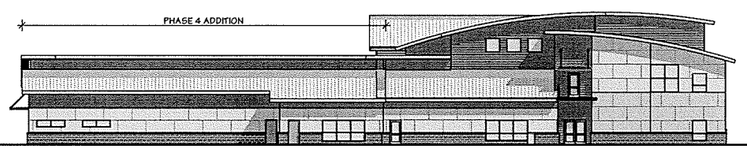


2 A4.2 UPPER FLOOR PLAN PHASE 4 1" = 20'

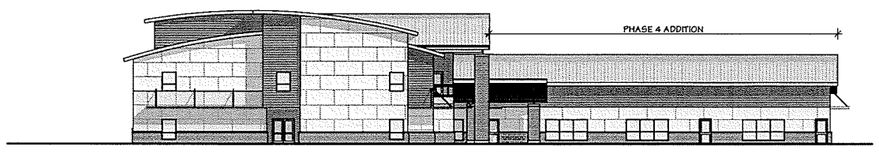
NOTE: NO CHANGE TO UPPER FLOOR THIS PHASE



1 A4.2 MAIN FLOOR PLAN PHASE 4 1" = 20'

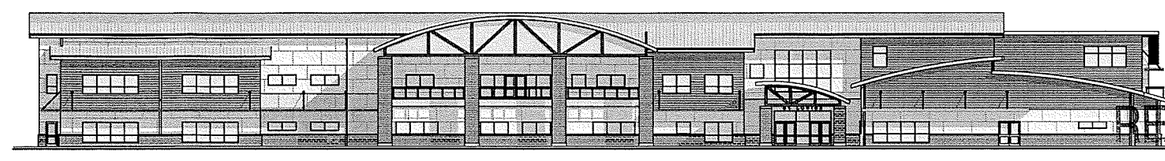


5 A4.2 EAST ELEVATION PHASE 4 1" = 20'



4 A4.2 WEST ELEVATION PHASE 4 1" = 20'

NOTE: NO CHANGE TO THE NORTH ELEVATION THIS PHASE



3 A4.2 SOUTH ELEVATION 1" = 20'

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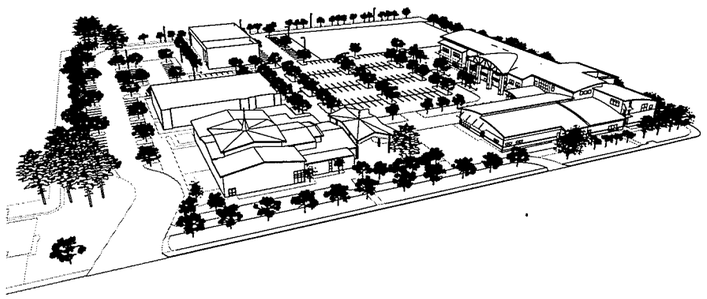
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

05.018 PLOT DATE: 12/1/08

NO.	DATE	DESCRIPTION
	11/20/08	ADU CORRECTIONS #2

11/20/08

A4.2



PHASE 5 SITE NOTES

1. EXISTING LOT INFORMATION:

LOT SIZE: 398,132 SF (9.14 AC)

LOT COVERAGE: 80,983 SF / 398,132 SF = 20.3%

IMPERVIOUS SURFACE
BUILDINGS: 84,265 SF
VEHICULAR: 122,791 SF
PEDESTRIAN: 42,000 SF
TOTAL: 249,056 (62.6%)

2. BUILDING AREA SUMMARY:

BUILDINGS TO BE DEMOLISHED

PARISHCENTER: **8,300 SF**

EXISTING BUILDINGS TO REMAIN

CHURCH SANCTUARY
MAIN FLOOR: 13,166 SF
BASEMENT: 11,900 SF
TOTAL: **25,066 SF**

GYM
MAIN FLOOR: 9,500 SF
MEZZANINE: 2,500 SF
TOTAL: **12,000 SF**

SCHOOL BUILDING (PHASE 1, 2, &4)
UPPER FLOOR: 22,608 SF
MAIN FLOOR: 35,282 SF
TOTAL: **57,890 SF**

NEW BUILDING
NA (FELLOWSHIP HALL NOT PART OF THIS ACU PERMIT)

TOTAL BLDG. AREA : 84,856 SF

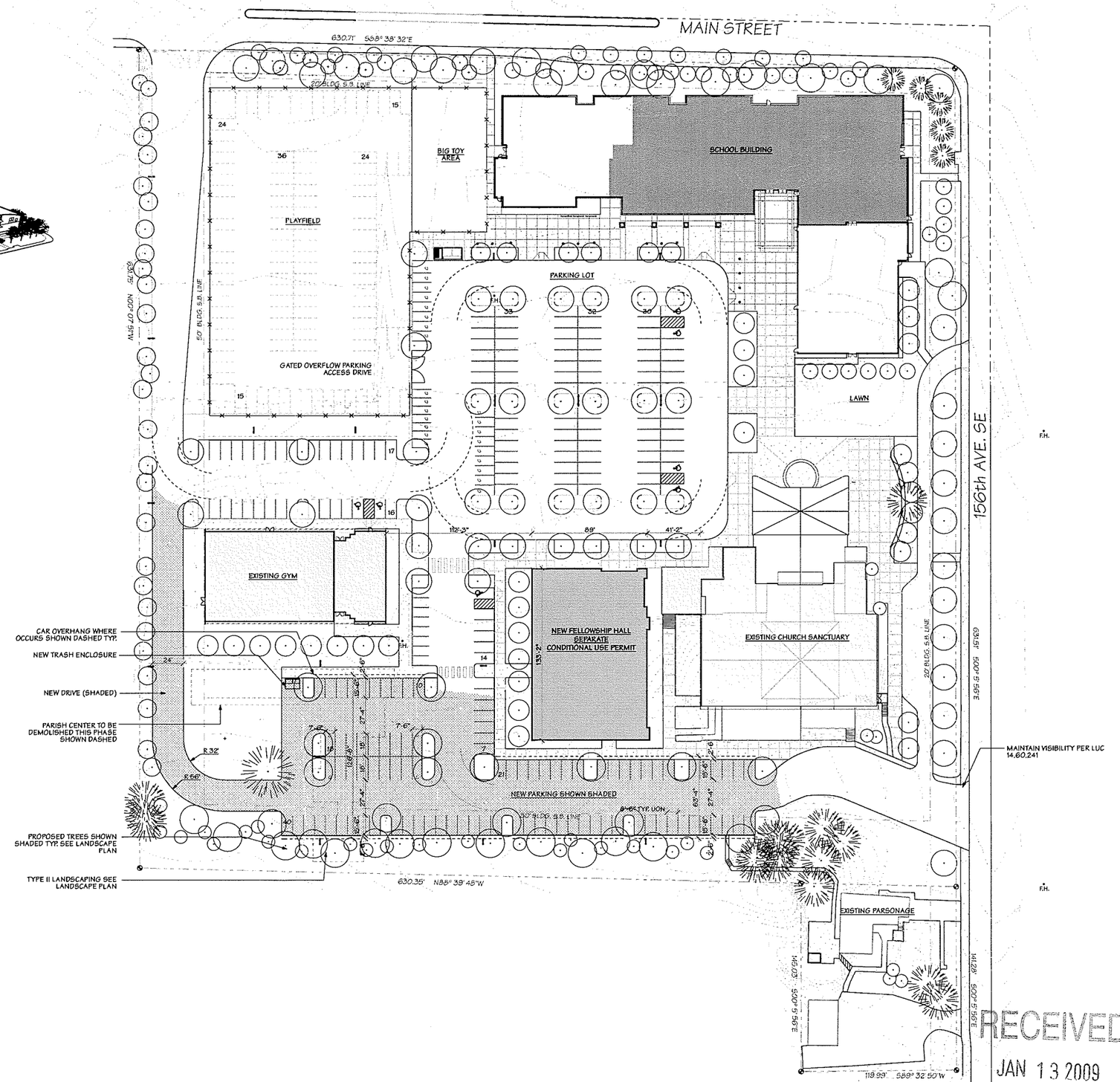
3. PARKING:

PARKING PROVIDED:
257 SPACES (7 ACCESSIBLE)
PLAYFIELD OCCASIONAL OVERFLOW: 114 SPACES
TOTAL PARKING INCLUDING OVERFLOW: 371 SPACES

COMPACT: 28 SPACES (11% OF NON OVERFLOW PARKING)

4. PARKING LOT LANDSCAPING:

PARKING SPACES: 257
REQUIRED PARKING AREA LANDSCAPING (35 SF PER SPACE): 8,995 SF
PARKING AREA LANDSCAPING PROVIDED: 11,289 SF (NOT INCLUDING CAR OVERHANG)



1 / A5.1 SITE PLAN PHASE 5
1" = 40'

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KEVIN J. BRODERICK
STATE OF WASHINGTON

ST. LOUISE CATHOLIC CHURCH

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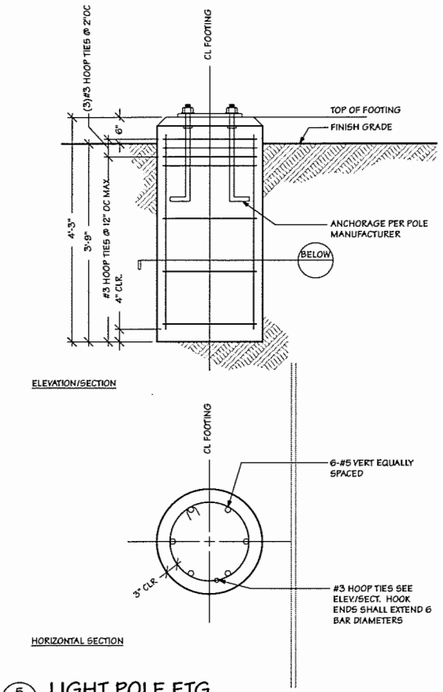
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

05.558 PLOT DATE 1/13/09

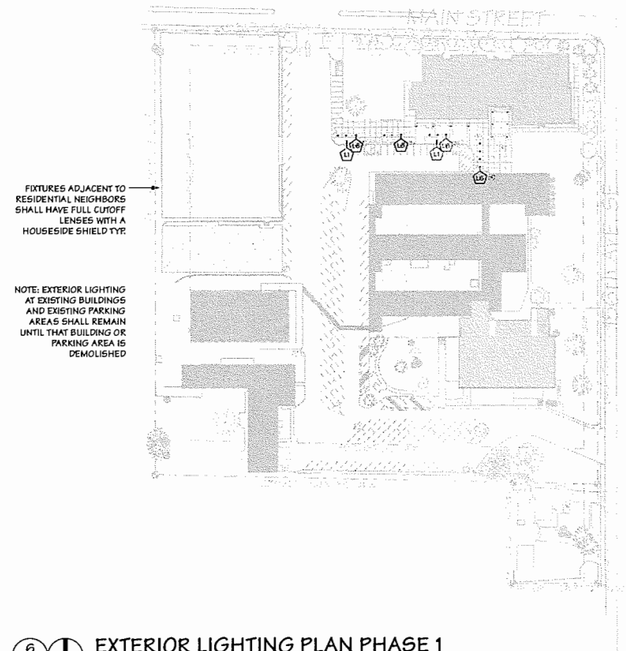
NO.	DATE	DESCRIPTION
	11/20/08	ADJ CORRECTION #2
	11/20/09	ADJ CORRECTION #3

11/20/08

A5.1

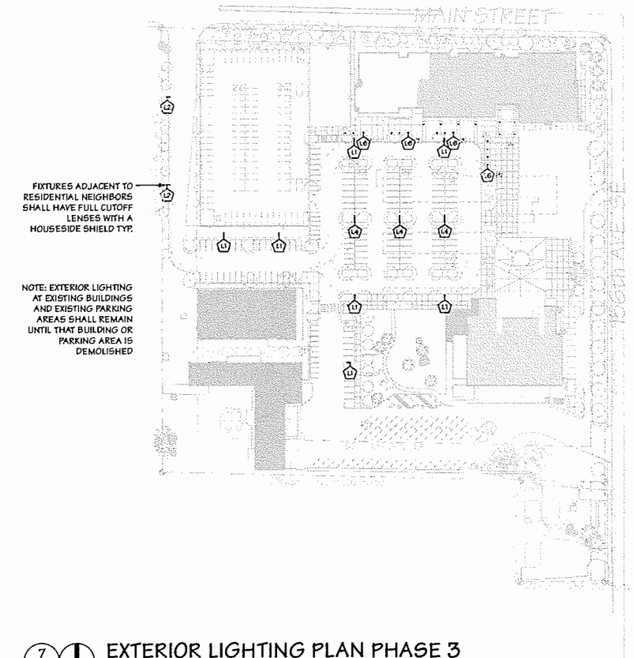


5 / E1 LIGHT POLE FTG.
3/4" = 1'-0"

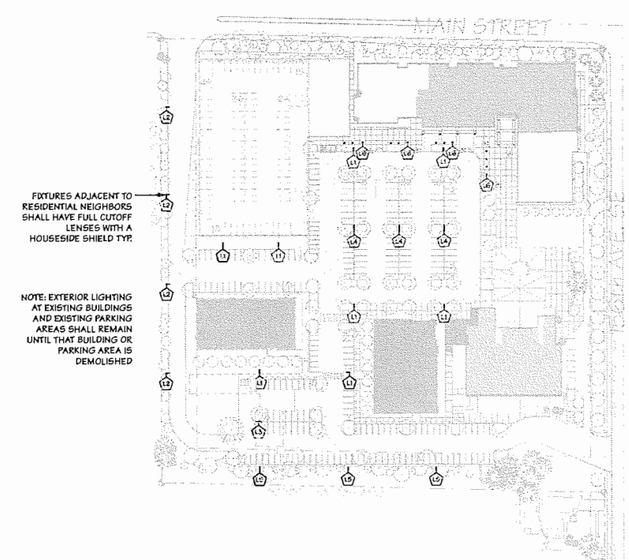


6 / E1 EXTERIOR LIGHTING PLAN PHASE 1
1" =100'

SITE LIGHTING FIXTURE SCHEDULE							
ID	QUANTITY	TYPE	MOUNTING HT.	DESCRIPTION	MANUFACTURER	NUMBER	LUMENS
L1	10	SINGLE	25'	FULL CUTOFF	KIM LIGHTING	AR3-400PMH-ED28	40000
L2	4	SINGLE	25'	FULL CUTOFF WITH HOUSESIDE SHIELD	KIM LIGHTING	AR2-400PMHED28-HS	40000
L3	1	DOUBLE	25'	FORWARD THROW FULL CUTOFF	KIM LIGHTING	AR4-400PMH-ED28	40000 (2)
L4	3	DOUBLE	25'	FULL CUTOFF	KIM LIGHTING	AR3-400PMH-ED28	40000 (2)
L5	3	SINGLE	25'	FULL CUTOFF WITH HOUSESIDE SHIELD	KIM LIGHTING	AR3-400MH-ED28-HS	40000
L6	13	BOLLARD	4'	BOLLARD	BEGA	8524MH	1700
L7	1	SCONCE	7'	WALL MOUNTED UP/DOWN LIGHT	HK LIGHTING GR...	ZX182-X-WM-MH	
L7	9	SCONCE	1'	WALL MOUNTED UP/DOWN LIGHT	HK LIGHTING GR...	ZX182-X-WM-MH	



7 / E1 EXTERIOR LIGHTING PLAN PHASE 3
1" =100'



8 / E1 EXTERIOR LIGHTING PLAN PHASE 5
1" =100'

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DEC 02 2008
PERMIT PROCESSING

4532 REGISTERED ARCHITECT
KEVIN J. BRODERICK
STATE OF WASHINGTON

ST. LOUISE CATHOLIC CHURCH
MASTER PLAN • ADMINISTRATIVE CONDITIONAL USE PERMIT
133 156TH AVE. SE • BELLEVUE, WA 98007

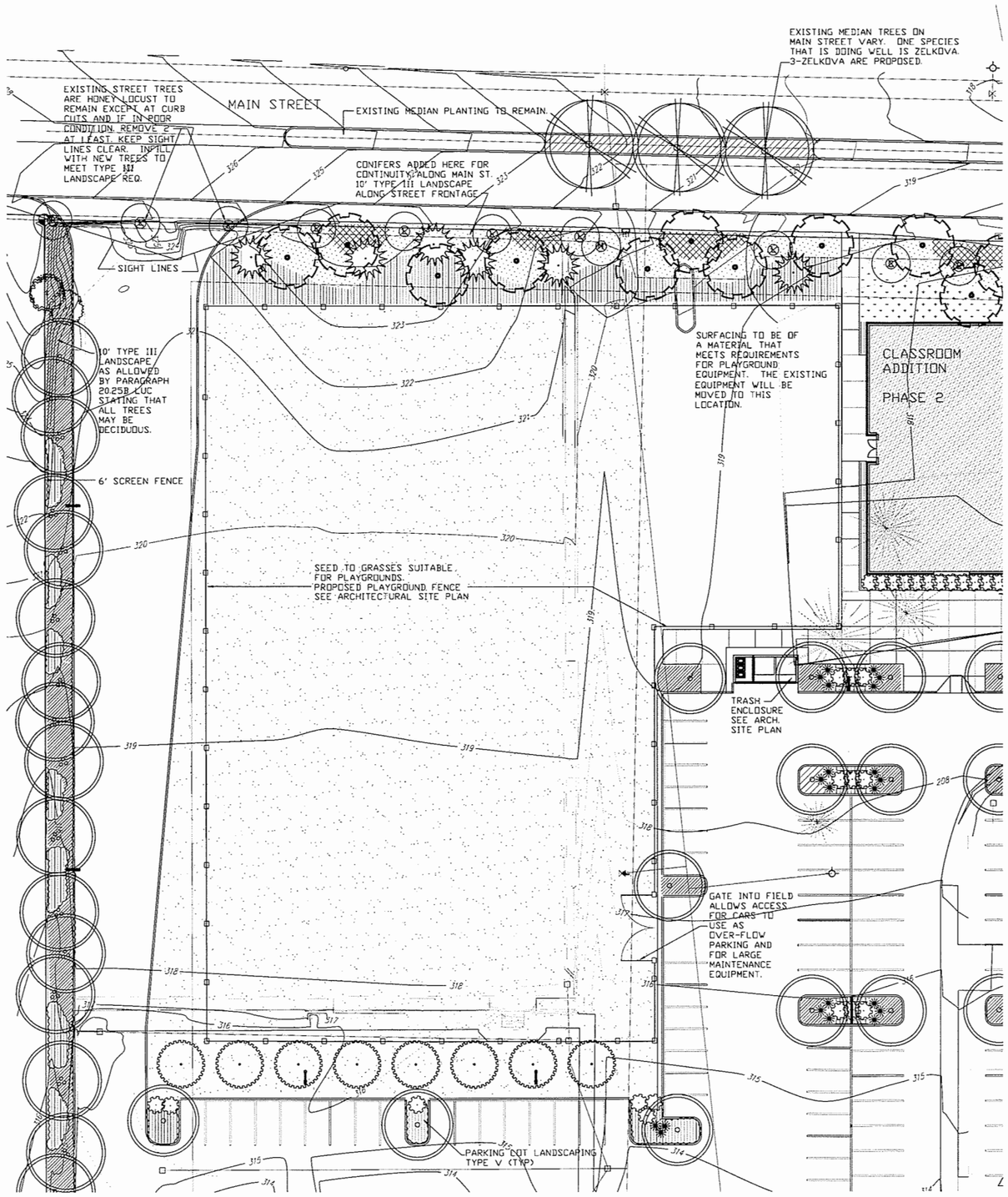
BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

PLOT DATE: 12/1/08
03.058

NO.	DATE	DESCRIPTION
	11/20/08	ADJ CORRECTIONS #2

11/20/08

E1



PARKING AREA CALCULATIONS

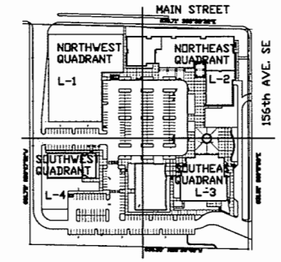
PHASE 3
161 STALLS
REQUIRED LANDSCAPING AT 35 SF/STALL = 5,635 SF
PROVIDED PARKING LOT LANDSCAPING = 6,881 SF

PHASE 5
257 STALLS
REQUIRED LANDSCAPING AT 35 SF/STALL = 8,995 SF
PROVIDED PARKING LOT LANDSCAPING = 11,289 SF

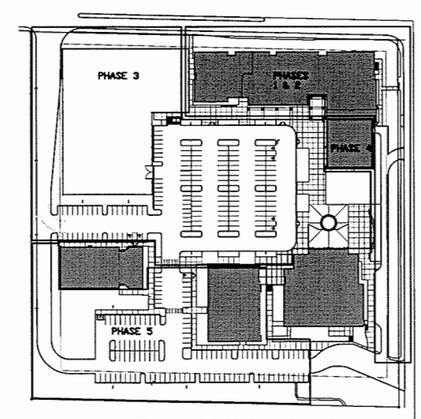
LANDSCAPE LEGEND

- GRASS
- EXISTING HONEY LOCUST STREET TREE
- EXISTING CEDAR NOT ON SURVEY
- EXISTING PINE NOT ON SURVEY
- EXISTING MADRONE NOT ON SURVEY
- EXISTING DOUGLAS FIR NOT ON SURVEY
- EXISTING JAPANESE MAPLE NOT ON SURVEY
- EXISTING SPRUCE NOT ON SURVEY
- EXISTING LANDSCAPING TO REMAIN OR BE UPGRADED.
- EXISTING CONIFER TO REMAIN
- EXISTING CONIFER TO REMOVE
- EXISTING BROADLEAF TREE TO REMAIN
- EXISTING BROADLEAF TREE TO REMOVE

NOTE: EXISTING CONTOURS, BUILDINGS AND TOPOGRAPHICAL FEATURES SHOWN FADED FOR CONVENIENCE OF REVIEW.

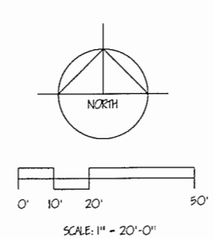


KEY MAP
NTS



PHASING PLAN
NTS

NORTHWEST QUADRANT



STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
JANE GARRISON
CERTIFICATE No. 117

RECEIVED
DEC 02 2008
PERMIT PROCESSING

NO.	DATE	REVISION	BY	CK
1			JG	

JANE GARRISON
LANDSCAPE ARCHITECT
160 NW GILMAN BLVD. #D
ISSAQUAH, WA 98027
(425) 392-3000
jane@janegarrison.net

SCALE: 1" = 20'-0"
DESIGNED JG
DRAWN JG
CHECKED
DATE 9-10-08
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0" 1"

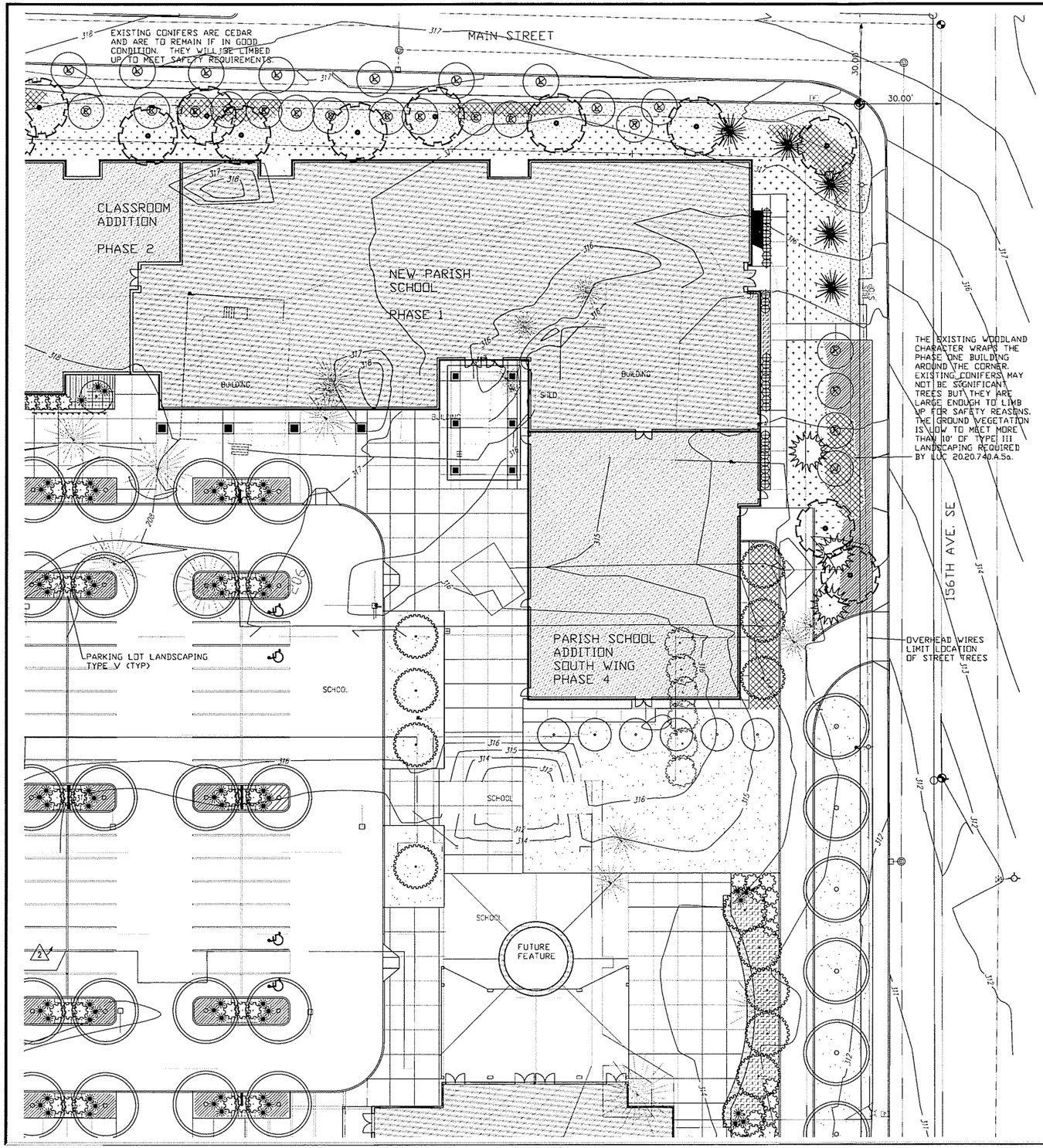
LANDSCAPE PLAN

ST. LOUISE PARISH MASTER PLAN
133 156TH AVE. BELLEVUE, WA
NORTHWEST QUADRANT

PROJECT NUMBER
0826

DRAWING

SHEET L-1 OF 5



PLANT LIST

SYM.	BOTANICAL NAME COMMON NAME	SIZE	COND.	REMARKS
	Arctostaphylos uva-ursi KINNIKINNICK	1 GAL.		24" O.C.
	Acer x Freemanii 'Jeffersred' AUTUMN BLAZE MAPLE	2" CAL.	BB	LIMBED 5'
	Acer tataricum ginnala 'Flame' FLAME AMUR MAPLE	8'-10'	BB	MULTI-TRUNK (3 MIN.) OPEN TREE FORM
	Acer truncatum x A. platanoides 'Warrenred' PACIFIC SUNSET MAPLE	2" CAL.	BB	LIMBED 4' FULLY BRANCHED
	Cistus crispus 'Sunset' SUNSET ROCKROSE	5 GAL.		DENSE FOLIAGE
	Epimedium x perralchicum or x versicolor EPIMEDIUM	1 GAL.		24" O.C. FULL GALLONS
	Gaultheria shallon SALAL	4" POTS		12" O.C. FULL POTS
	Hamamelis x intermedia 'Arnold Promise' ARNOLD PROMISE WITCHHAZEL	4'-5'	BB	MULTI-TRUNK (3 MIN.) OR ESPALIER
	Mahonia repens CREEPING MAHONIA	1 GAL.		24" O.C.
	Malus 'Prairifire' PRAIRIFIRE FLOWERING CRABAPPLE	1 1/2" CAL.	BB	FULLY BRANCHED
	Phormium tenax 'Morticia' MORTICIA COMPACT NEW ZEALAND FLAX	5 GAL.		FULL CONTAINERS
	Pyrus fauriei 'Westwood' KOREAN SUN PEAR	1 1/2" CAL.	BB	FULLY BRANCHED
	Sarcococca hookeriana humilis CREEPING SARCOCOCCA	1 GAL.		24" O.C. EA. MASS
	Sarcococca ruscifolia SWEETBOX OR SARCOCOCCA	1 GAL.		FULL CONTAINERS
	Thuja occidentalis 'Emerald Green' EMERALD GREEN ARBOR-VITAE	5'-6'	BB	DENSE FOLIAGE
	Thuja plicata 'Excelsa' EXCELSA CEDAR	6'-8'	BB	DENSE FOLIAGE
	Veronica 'Georgia Blue' GEORGIA BLUE SPEEDWELL	4" POTS		12" O.C.
	Vinca minor 'Sterling Silver' STERLING SILVER DWARF PERIWINKLE	4" POTS		12" O.C.
	Zelkova serrata 'Village Green' VILLAGE GREEN ZELKOVA	2" CAL.		LIMBED 5'

NORTHEAST QUADRANT

NORTH

0' 10' 20' 50'

SCALE: 1" = 20'-0"

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JANE GARRISON
CERTIFICATE NO.

NO.	DATE	REVISION	BY	CK
1			JG	
2			JG	

JANE GARRISON
LANDSCAPE ARCHITECT
160 NW GILMAN BLVD. #D
ISSAQUAH, WA 98027
(425) 392-[illegible]
jane@janegarrison.net

SCALE: 1" = 20'-0"
DESIGNED JG
DRAWN JG
CHECKED
DATE 9-10-08
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0" 1"

LANDSCAPE PLAN

ST. LOUISE PARISH MASTER PLAN
133 156TH AVE. BELLEVUE, WA
NORTHEAST QUADRANT

PROJECT NUMBER
0826

DRAWING

SHEET L-2 OF 5

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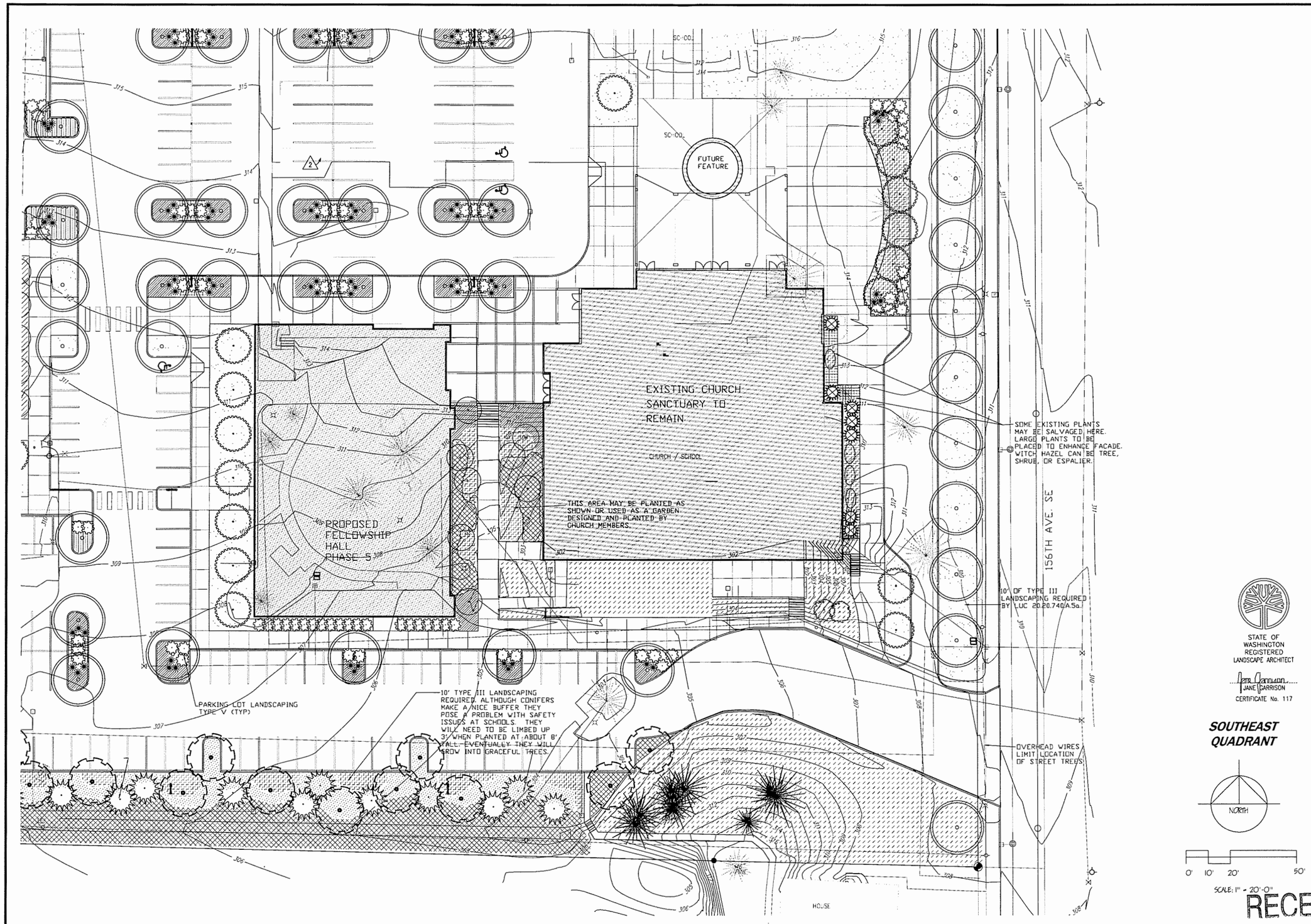


STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JANE GARRISON

CERTIFICATE No. 117

SOUTHEAST QUADRANT

NORTH

0' 10' 20' 50'

SCALE: 1" = 20'-0"

NO.	DATE	REVISION	BY	CK
1		△	JG	
2		△	JG	

JANE GARRISON
LANDSCAPE ARCHITECT
160 NW GILMAN BLVD. #D
ISSAQUAH, WA 98027
(429.392.[illegible])
jane@janegarrisonnet

SCALE: 1" = 20'-0"
DESIGNED JG
DRAWN JG
CHECKED
DATE 9-10-08
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0" 1"

LANDSCAPE PLAN

ST. LOUISE PARISH MASTER PLAN
133 156TH AVE. BELLEVUE, WA
SOUTHEAST QUADRANT

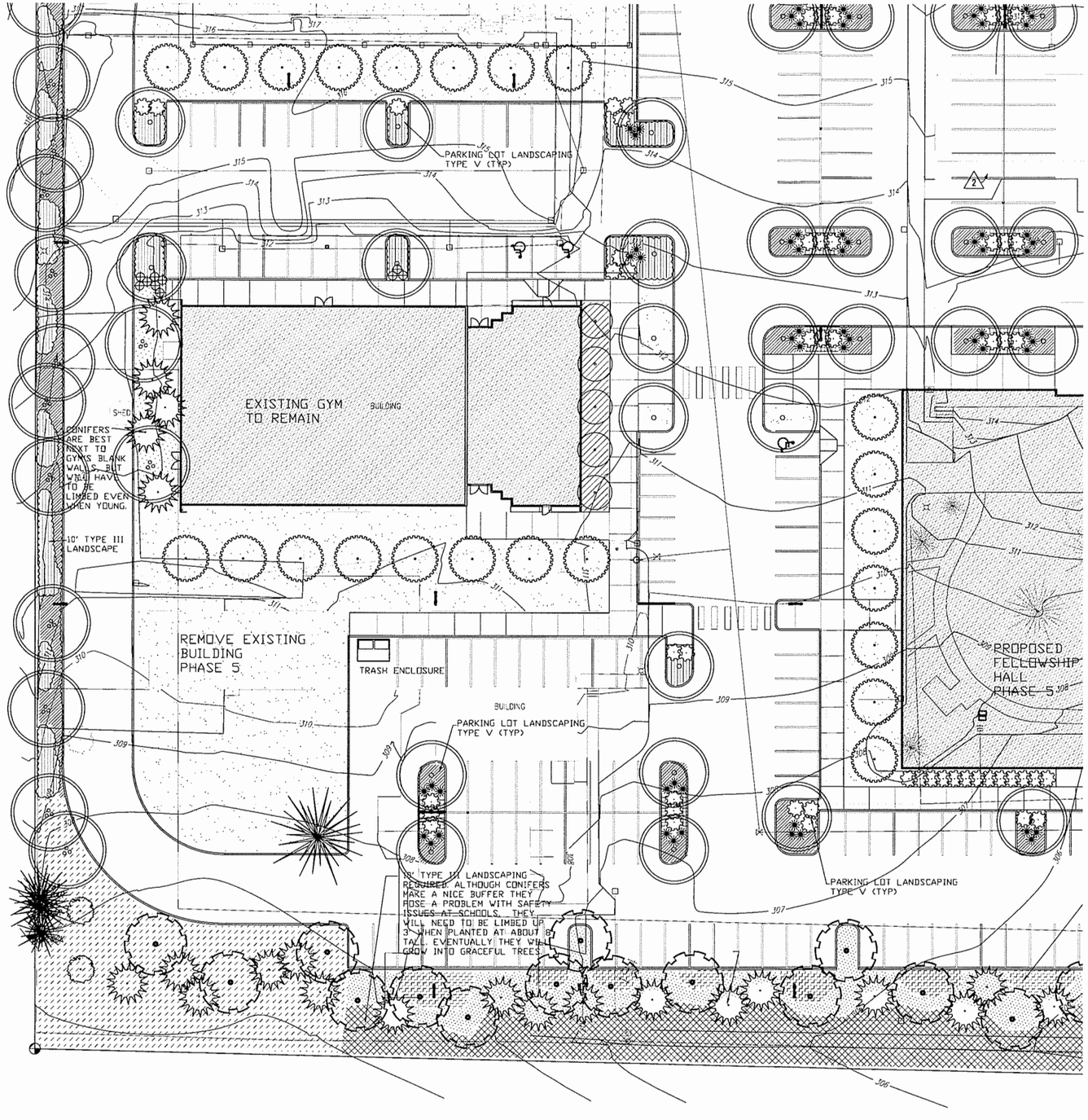
PROJECT NUMBER
0826

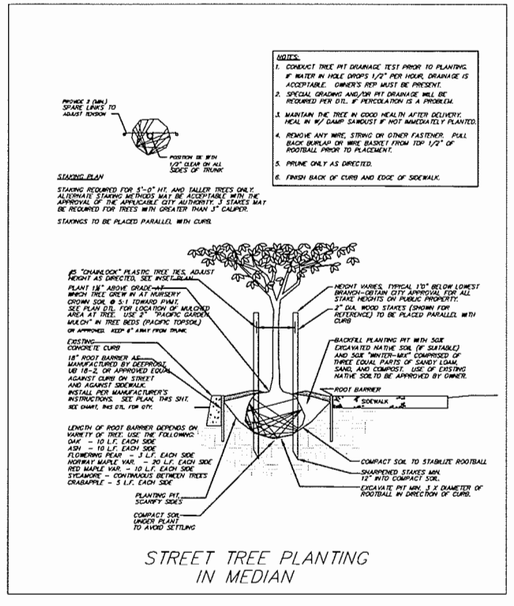
DRAWING

SHEET L-3 OF 5

RECEIVED
DEC 02 2008

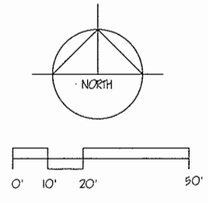
PERMIT PROCE[illegible]G





STREET TREE PLANTING IN MEDIAN

SOUTHWEST QUADRANT



SCALE: 1" = 20'-0"

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JANE GARRISON
CERTIFICATE NO. 117

NO.	DATE	REVISION	BY	CK
1			JG	JG
2				

JANE GARRISON
LANDSCAPE ARCHITECT
160 NW GILMAN BLVD. #D
ISSAQUAH, WA 98027
425.392.5000

SCALE: 1" = 20'-0"
DESIGNED JG
DRAWN JG
CHECKED
DATE 9-10-08
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING
0" 1"

LANDSCAPE PLAN

ST. LOUISE PARISH MASTER PLAN
133 156TH AVE. BELLEVUE, WA
SOUTHWEST QUADRANT

PROJECT NUMBER
0826

DRAWING
SHEET L-4 OF 5

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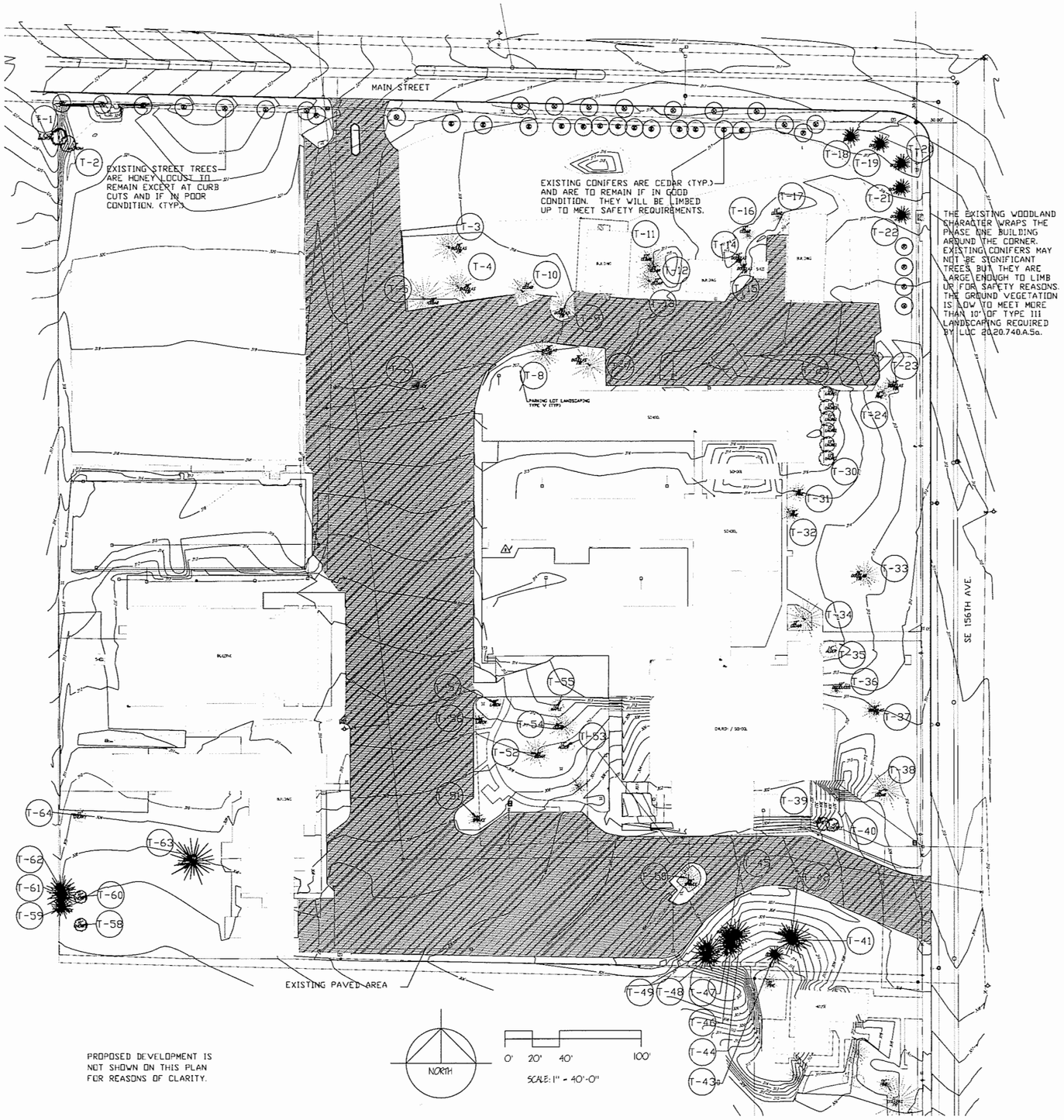

SIGNIFICANT TREES (AS SHOWN ON SURVEY)

NW QUADRANT OF SITE

TREE	SPECIES	DIAM.	PERIMETER	FACTOR	INTERIOR WT. DIAM.	DIAM.SAVED
T-1	Pacific Madrone	12"	12"			
T-2	Pacific Madrone	12"	12"			
T-3	Douglas Fir	28"		100%	28"	
T-4	Douglas Fir	28"		100%	28"	
T-5	Western Red Cedar	36"		100%	36"	
T-6	Western Hemlock	16"		100%	16"	
	SUB-TOTAL		24"		108"	

NE QUADRANT OF SITE

T-7	Douglas Fir	30"		100%	30"	
T-8	Douglas Fir	28"		100%	28"	
T-9	Douglas Fir	28"		100%	28"	
T-10	Western Red Cedar	24"		100%	24"	
T-11	Western Red Cedar	22"		100%	22"	
T-12	Western Red Cedar	14"		100%	14"	
T-13	Western Red Cedar	22"		100%	22"	
T-14	Douglas Fir	10"		100%	10"	
T-15	Douglas Fir	8"		100%	8"	
T-16	Western Red Cedar	12"		100%	12"	
T-17	Western Red Cedar	14"		100%	14"	
T-18	Pine	14"		100%	14"	14"
T-19	Douglas Fir	14"		100%	14"	14"
T-20	Douglas Fir	14"		100%	14"	14"
T-21	Douglas Fir	14"		100%	14"	14"
T-22	Douglas Fir	14"		100%	14"	14"
T-23	Sitka Spruce (not Douglas Fir)	14"		100%	14"	
T-24	Pine	16"		100%	16"	
T-25	Southern Magnolia (not Laurel)	12"		100%	12"	
T-26	Southern Magnolia (not Laurel)	12"		100%	12"	
T-27	Southern Magnolia (not Laurel)	12"		100%	12"	
T-28	Southern Magnolia (not Laurel)	12"		100%	12"	
T-29	Southern Magnolia (not Laurel)	12"		100%	12"	
T-30	Southern Magnolia (not Laurel)	12"		100%	12"	
T-31	Pine	16"		100%	16"	
T-32	Pine	16"		100%	16"	
T-33	Douglas Fir	24"		100%	24"	
	SUB-TOTAL		0"		438"	

SE QUANDRANT OF SITE

T-34	Western Red Cedar	32"		100%	32"	
T-35	Deciduous	14"		50%	7"	
T-36	Deciduous	10"		50%	7"	
T-37	Douglas Fir	18"		100%	18"	
T-38	Western Red Cedar	32"		100%	32"	
T-39	Cherry	10"		50%	5"	
T-40	Cherry	10"		50%	5"	
T-41	Douglas Fir	30"		100%	30"	30"
T-42	Douglas Fir	16"		100%	16"	16"
T-43	Douglas Fir	14"		100%	14"	14"
T-44	Western Red Cedar	24"		100%	24"	24"
T-45	Douglas Fir	18"		100%	18"	18"
T-46	Western Red Cedar	24"		100%	24"	24"
T-47	Western Red Cedar	14"		100%	14"	14"
T-48	Douglas Fir	24"		100%	24"	24"
T-49	Douglas Fir	24"		100%	24"	24"
T-50	Spruce	24"		100%	24"	
T-51	Spruce	14"		100%	14"	
T-52	Western Red Cedar	24"		100%	24"	
T-53	Red Alder	12"		50%	6"	
T-54	Western Red Cedar	24"		100%	24"	
T-55	Bigleaf Maple	12"		100%	12"	
T-56	Western Larch	14"		100%	14"	
T-57	Western Larch	10"		100%	10"	
	SUB-TOTAL		0"		422"	

SW QUANDRANT OF SITE

T-58	Cherry	10"		50%	5"	
T-59	Hemlock	18"	18"			
T-60	Cherry	10"		50%	5"	
T-61	Western Red Cedar	24"	24"			
T-62	Western Red Cedar	24"	24"			
T-63	Douglas Fir	36"		100%		36"
T-64	Cherry	10"		50%	5"	
	SUB-TOTAL		66"		15"	
	TOTAL		90"		983"	284"
			100% SAVED	15% =	147.45"	30.5% SAVED
			100% SAVED			

EXISTING NON-SIGNIFICANT TREES

- EXISTING HONEY LOCUST STREET TREE
- EXISTING CEDAR NOT ON SURVEY
- EXISTING PINE NOT ON SURVEY
- EXISTING MADRONE NOT ON SURVEY
- EXISTING DOUGLAS FIR NOT ON SURVEY
- EXISTING JAPANESE MAPLE NOT ON SURVEY
- EXISTING SPRUCE NOT ON SURVEY

THE NON-SIGNIFICANT TREES SHOWN ON THE PLAN ARE LOCATED BY EYE. THEY WILL BE JUDGED INDIVIDUALLY TO DETERMINE IF THEY ARE HEALTHY AND APPROPRIATE. THEY MUST BE LIMBED UP TO MEET THE SAFETY STANDARDS FOR VISIBILITY NEAR SCHOOLS.

SIGNIFICANT TREES

- EXISTING CONIFER TO REMAIN
- EXISTING CONIFER TO REMOVE
- EXISTING BROADLEAF TREE TO REMAIN
- EXISTING BROADLEAF TREE TO REMOVE

EVEN THOUGH THE CHERRY TREES ARE SHOWN ON PLAN TO REMAIN WE DID NOT INCLUDE THEM IN THE DIAMETER COUNT OF SAVED TREES. WE CAN'T COMMIT TO KEEPING SHORT-LIVED TREES ON A PHASED MASTER PLAN.

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
JANE GARRISON
CERTIFICATE No. 117

RECEIVED
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NO.	DATE	REVISION	BY	CK
			JG	JG

JANE GARRISON
LANDSCAPE ARCHITECT
160 NW GILMAN BLVD. #D
ISSAQUAH, WA 98027
(425) 392-3860
jane@janegarrison.net

SCALE: 1" = 40'-0"
DESIGNED JG
DRAWN JG
CHECKED
DATE 9-10-08
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0" 1"

SIGNIFICANT TREES

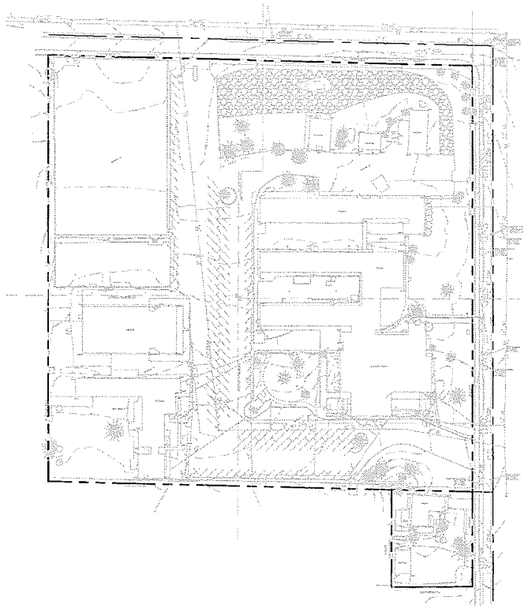
ST. LOUISE PARISH MASTER PLAN
133 156TH AVE. BELLEVUE, WA
LANDSCAPE PLAN

PROJECT NUMBER
0826

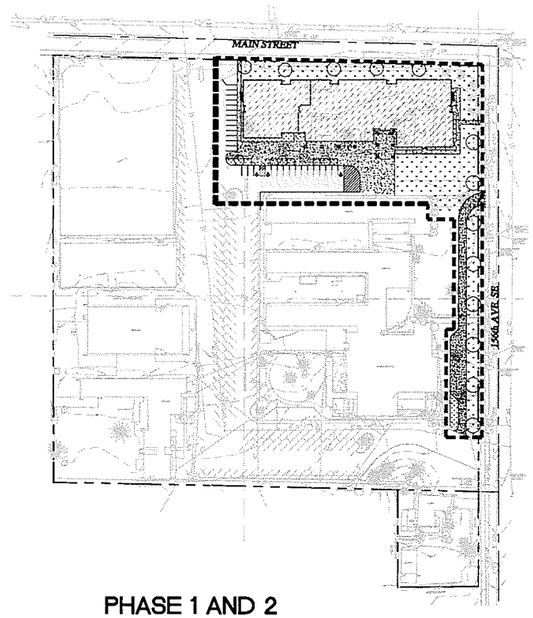
DRAWING

SHEET 5 OF 5

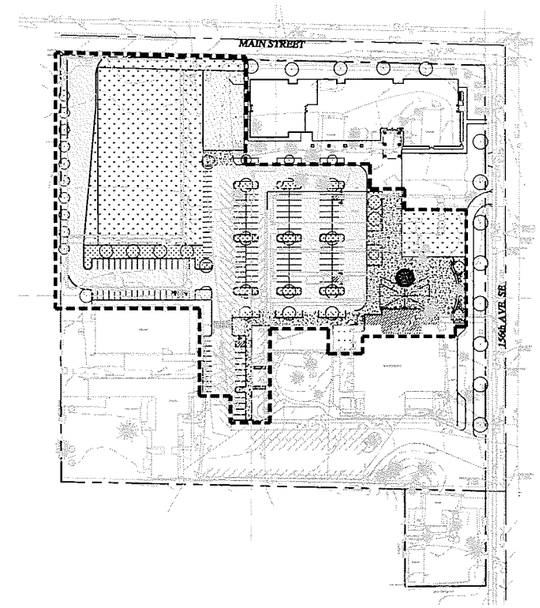
UTILITY MASTER PLAN



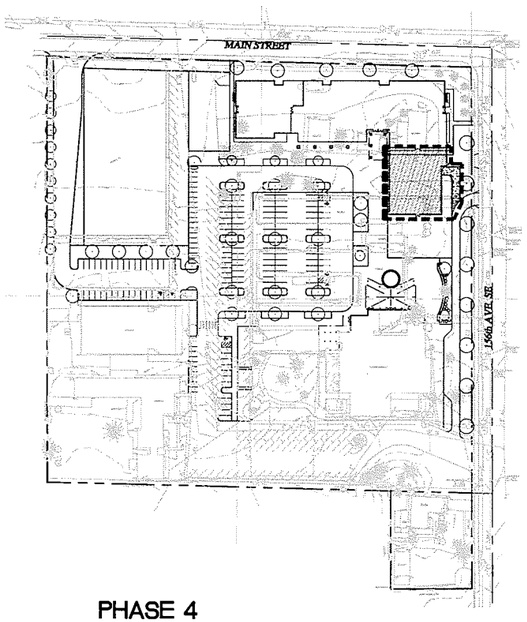
EXISTING
SCALE: 1"=100'



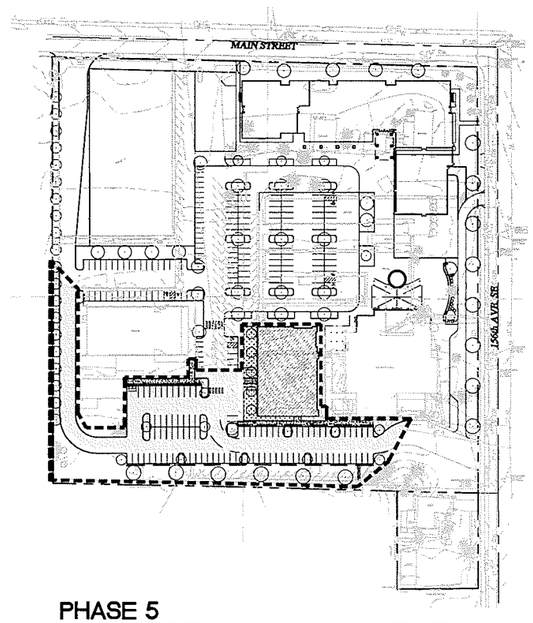
PHASE 1 AND 2
(PHASE 1: NEW PARISH SCHOOL, NEW PARKING/DROP-OFF AREA, NEW DRIVE FOR WEDDINGS AND FUNERALS, CONVERT LIBRARY INTO TEMPORARY FAITH FORMATION CLASSROOM)
(PHASE 2: CLASSROOM ADDITION)
SCALE: 1"=100'



PHASE 3
(NEW PLAYFIELD, BIG TOY AREA, VEHICLE ACCESS, PARKING, COVERED ENTRY, AND NARTHEX EXPANSION)
SCALE: 1"=100'



PHASE 4
(NEW SCHOOL WING)
SCALE: 1"=100'



PHASE 5
(NEW FELLOWSHIP HALL, REVISED SOUTH PARKING AREA, NEW DRIVE ALONG WEST PROPERTY LINE)
SCALE: 1"=100'

LEGEND:

RD	ROOF DRAIN
W	EXISTING WATER LINE
W	PROPOSED WATER LINE
SD	EXISTING STORM DRAIN
SD	PROPOSED STROM DRAIN
SS	EXISTING SANITARY SEWER LINE
SS	PROPOSED SANITARY SEWER LINE
W	EXISTING WATER LINE
W	PROPOSED WATER LINE
T	EXISTING TELEPHONE LINE
T	PROPOSED TELEPHONE LINE
E	EXISTING ELECTRICAL LINE
E	PROPOSED ELECTRICAL LINE

GRASS
ASPHALT PAVEMENT
CONCRETE PAVEMENT
FIRE HYDRANT
WATER METER
CATCH BASIN TYPE 1
CAPPED UTILITY LINE FOR FUTURE CONNECTION
TREE
SHRUB
TANK

ABBREVIATIONS:

BLDG	BUILDING	RD	ROOF DRAIN
CB	CATCH BASIN	SD	STORM DRAIN
DET	DETENTION	SS	SANITARY SEWER
E	ELECTRICAL	SW	SIDEWALK
EXIST	EXISTING	SYST	SYSTEM
FH	FIRE HYDRANT	T	TELEPHONE
G	GAS	W	WATER
IRRIG	IRRIGATION		
LF	LINEAL FOOT		
OHE	OVERHEAD ELECTRICAL		
P	POWER		

N

GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.

Taylor Engineering Consultants
205 Front St. S.
P.O. Box 1787
Issaquah, WA 98027
tel. 425-391-1415
fax 425-391-1551
www.tecchi.com

ST. LOUISE CATHOLIC CHURCH
UTILITY MASTER PLAN
141 156TH AVE. SE • BELLEVUE, WA 98007

BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
(206) 682-7525

NO.	DATE	DESCRIPTION

01/28/08

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PERMIT PROCESSING

C1

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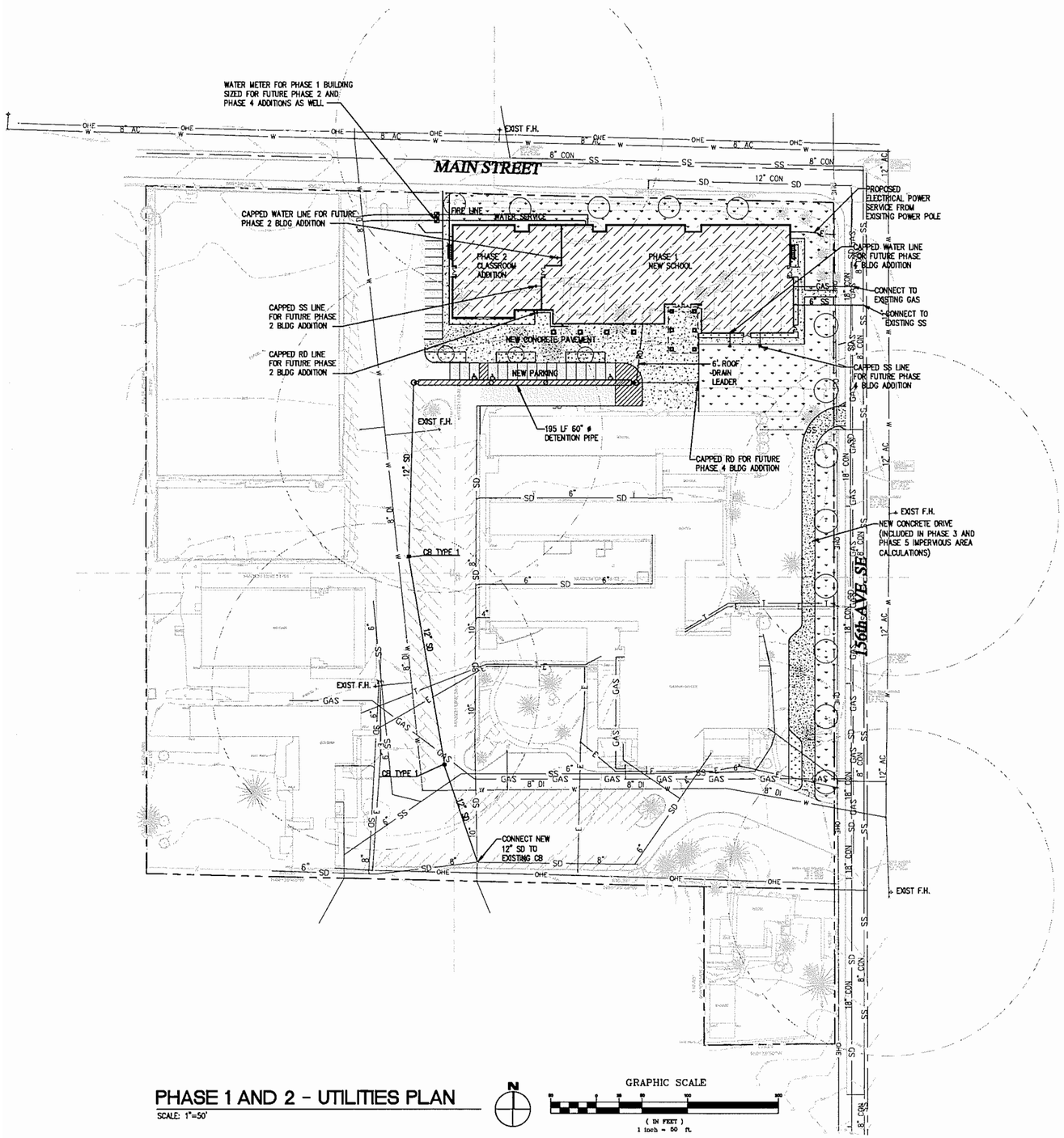
PHASE 1 & 2 - UTILITY MASTER PLAN



PHASE 1 AND 2 - UTILITIES PLAN

SCALE: 1"=50'

PHASE DESCRIPTION:

(PHASE 1: NEW PARISH SCHOOL, NEW PARKING/DROP-OFF AREA, NEW DRIVE FOR WEDDINGS AND FUNERALS, CONVERT LIBRARY INTO TEMPORARY FAITH FORMATION CLASSROOM)
(PHASE 2: CLASSROOM ADDITION)

PAVEMENT/ACCESS:

A NEW DROP-OFF AISLE OF ASPHALT PAVEMENT SHALL BE INSTALLED ALONG THE 156TH AVENUE SE FRONTAGE.

NEW PLAZA CONCRETE PAVEMENT SHALL BE INSTALLED SOUTH OF THE PROPOSED PHASE 1 AND PHASE 2 BUILDINGS.

NEW ASPHALT PARKING PAVEMENT SHALL BE INSTALLED ON THE WEST AND SOUTH SIDES OF THE PHASE 1 AND PHASE 2 BUILDINGS.

STORM DRAINAGE:

STORM RUNOFF TRIBUTARY TO THE NEWLY CONSTRUCTED SURFACES SHALL BE COLLECTED AS FOLLOWS:
BUILDING AREAS – ROOF DRAIN SYSTEM
LANDSCAPE AREAS – LANDSCAPE DRAINS TO STORM DRAIN PIPE SYSTEM
PLAZAS AND WALKWAYS – GRADE TO DRAIN TO PEDESTRIAN-FRIENDLY CATCH BASIN INLETS OR TO THE ADJACENT PARKING PAVEMENT AS APPROPRIATE.
PARKING PAVEMENT – GRADE TO DRAIN TO TRAFFIC-RATED CATCH BASIN INLETS
3,623 CUBIC FEET OF DETENTION SHALL BE PROVIDED IN 195 LINEAL FEET OF 60-INCH DIAMETER PIPE.

WATER SERVICE:

FIRE AND DOMESTIC WATER SERVICE SHALL BE FROM THE EXISTING 8" DUCTILE IRON MAIN LOCATED APPROXIMATELY 100' WEST OF THE PROPOSED BUILDING. THE METER WILL BE LOCATED NEAR THE NORTHWEST CORNER OF THE PROPOSED BUILDING. THE SERVICE SIZES SHALL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION. BOTH BUILDING PHASES (1 & 2) SHALL BE SERVED FROM THE SAME METERS.

SEWER SERVICE:

SANITARY SEWER SERVICE SHALL BE VIA A NEW 6" SERVICE CONNECTION TO THE EXISTING 8" CONCRETE SEWER MAIN IN 156TH AVENUE NE

GAS:

GAS SERVICE SHALL BE FROM THE EXISTING GAS MAIN IN 156TH AVENUE NE. SIZE IS TO BE CONFIRMED AT THE TIME OF BUILDING PERMIT.

POWER:

ELECTRICAL POWER SERVICE SHALL BE FROM THE EXISTING OVERHEAD POWER LINES ALONG THE 156TH AVENUE NE FRONTAGE.

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PHASE 1 & 2 - UTILITY MASTER PLAN
141 156TH AVE. SE • BELLEVUE, WA 98007

BRODERICK ARCHITECTS
55 SOUTH ATLANTIC STREET, SUITE 301
SEATTLE, WASHINGTON 98134
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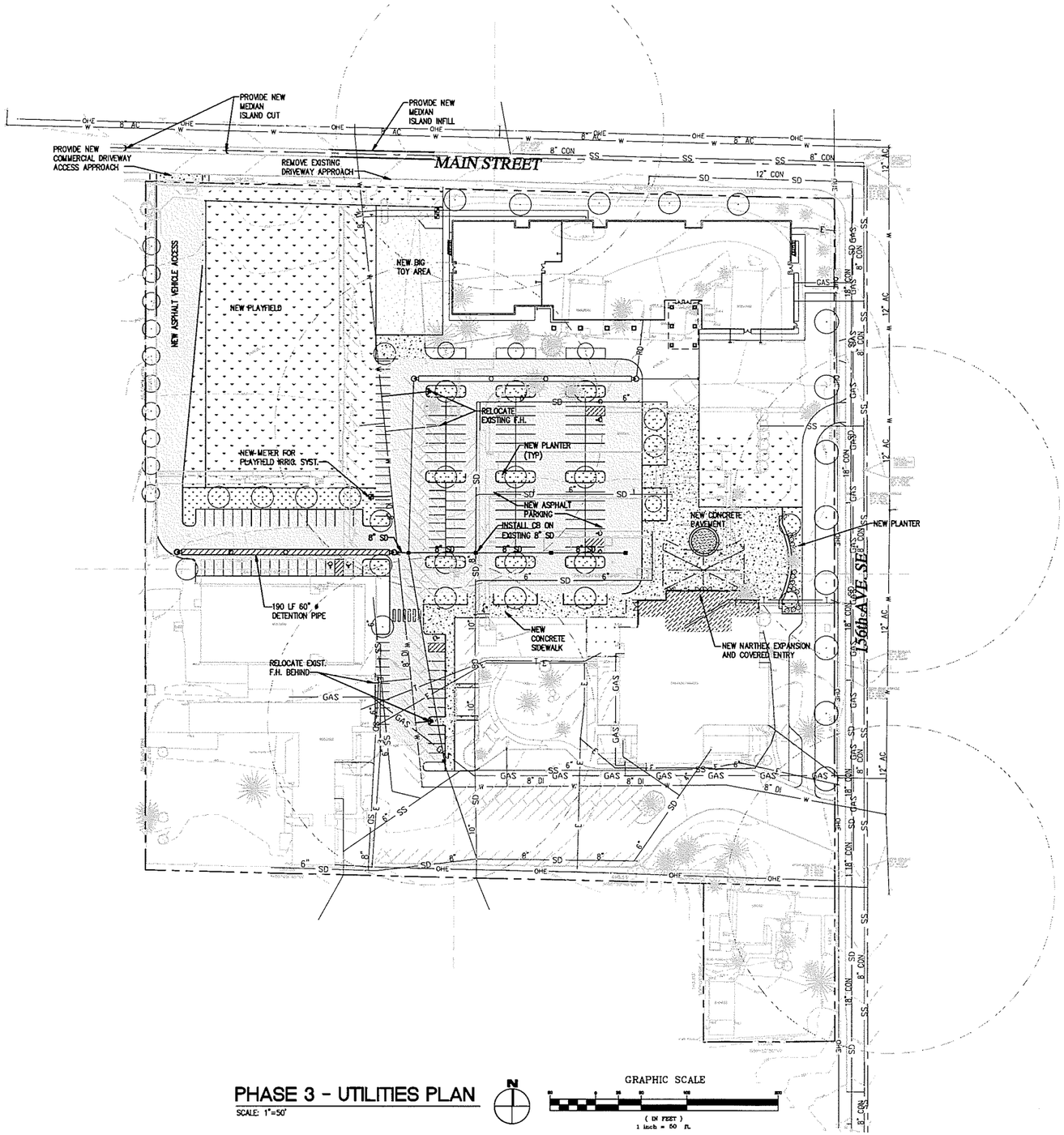
PHASE 3 - UTILITY MASTER PLAN



PHASE 3 - UTILITIES PLAN

SCALE: 1"=50'

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

PHASE DESCRIPTION:

NEW PLAYFIELD, BIG TOY AREA, VEHICLE ACCESS, PARKING, COVERED ENTRY, AND NARTHEX EXPANSION

PAVEMENT/ACCESS:

THE EXISTING NORTH ACCESS/ENTRANCE SHAL BE REMOVED AND RESTORED WITH PERIMETER LANDSCAPING. A NEW ACCESS DRIVE WILL BE INSTALLED AT THE NORTHWEST CONER OF THE CAMPUS PROPERTY.

A NEW PLAYFIELD WILL BE CONSTRUCTED AT THE APPROXIMATE LOCATION OF THE EXISTING PLAYFIELD BUT WITH THE FOOTPRINT ADJUSTED TO ACCOMODATE THE NEW ACCESS DRIVE ON THE WEST SIDE.

NEW ASPHALT PARKING SHALL BE INSTALLED SOUTH OF THE PLAYFIELD AND IN THE CENTRAL CAMPUS AT THE OLD CLASSROOMS LOCATION (CLASSROOM BUILDINGS TO BE DEMOLISHED PRIOR TO THIS PHASE).

A NEW NARTHEX SHALL BE CONSTRUCTED ON THE NORTH SIDE OF THE EXISTING SANCTUARY AND RELATED CONCRETE PLAZA PAVEMENT SHALL BE INSTALLED IN THE VICINITY.

STORM DRAINAGE:

STORM RUNOFF TRIBUTARY TO THE NEWLY CONSTRUCTED SURFACES SHALL BE COLLECTED AS FOLLOWS:
NARTHEX EXPANSION - EXISTING ROOF DRAIN SYSTEM
LANDSCAPE AREAS - LANDSCAPE DRAINS TO STORM DRAIN PIPE SYSTEM
PLAZAS AND WALKWAYS - GRADE TO DRAIN TO PEDESTRIAN-FRIENDLY CATCH BASIN INLETS OR TO THE ADJACENT PARKING PAVEMENT AS APPROPRIATE.
PARKING AND VEHICLE ACCESS PAVEMENT - GRADE TO DRAIN TO TRAFFIC-RATED CATCH BASIN INLETS
2,810 CUBIC FEET OF DETENTION SHALL BE PROVIDED IN 151 LINEAL FEET OF 60-INCH DIAMETER PIPE.

WATER SERVICE:

IRRIGATION WATER SERVICE SHALL BE NEAR THE SOUTH SIDE OF THE NEW PLAYFIELD AREA FROM THE EXISTING 8" DUCTILE IRON MAIN LOCATED NEAR THE WEST SIDE OF THE NEW PARKING AREA. THE METER WILL BE NEAR THE SOUTHEAST CORNER OF THE NEW PLAYFIELD AREA. THE SERVICE SIZES SHALL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION. TWO EXISTING FIRE HYDRANTS WILL BE RELOCATED: 1) THE EXISTING FIRE HYDRANT IN THE MIDDLE OF THE LARGE NEW PARKING AREA WILL BE RELOCATED TO THE NORTH INTO A NEW LANDSCAPE ISLAND. 2) THE EXISTING FIRE HYDRANT AT THE SOUTH SIDE OF THE NEW PARKING WILL BE RELOCATED TO THE WEST BEHIND THE PHASE 5 SIDEWALK.

SEWER SERVICE:

NONE

GAS:

NONE

POWER:

NONE

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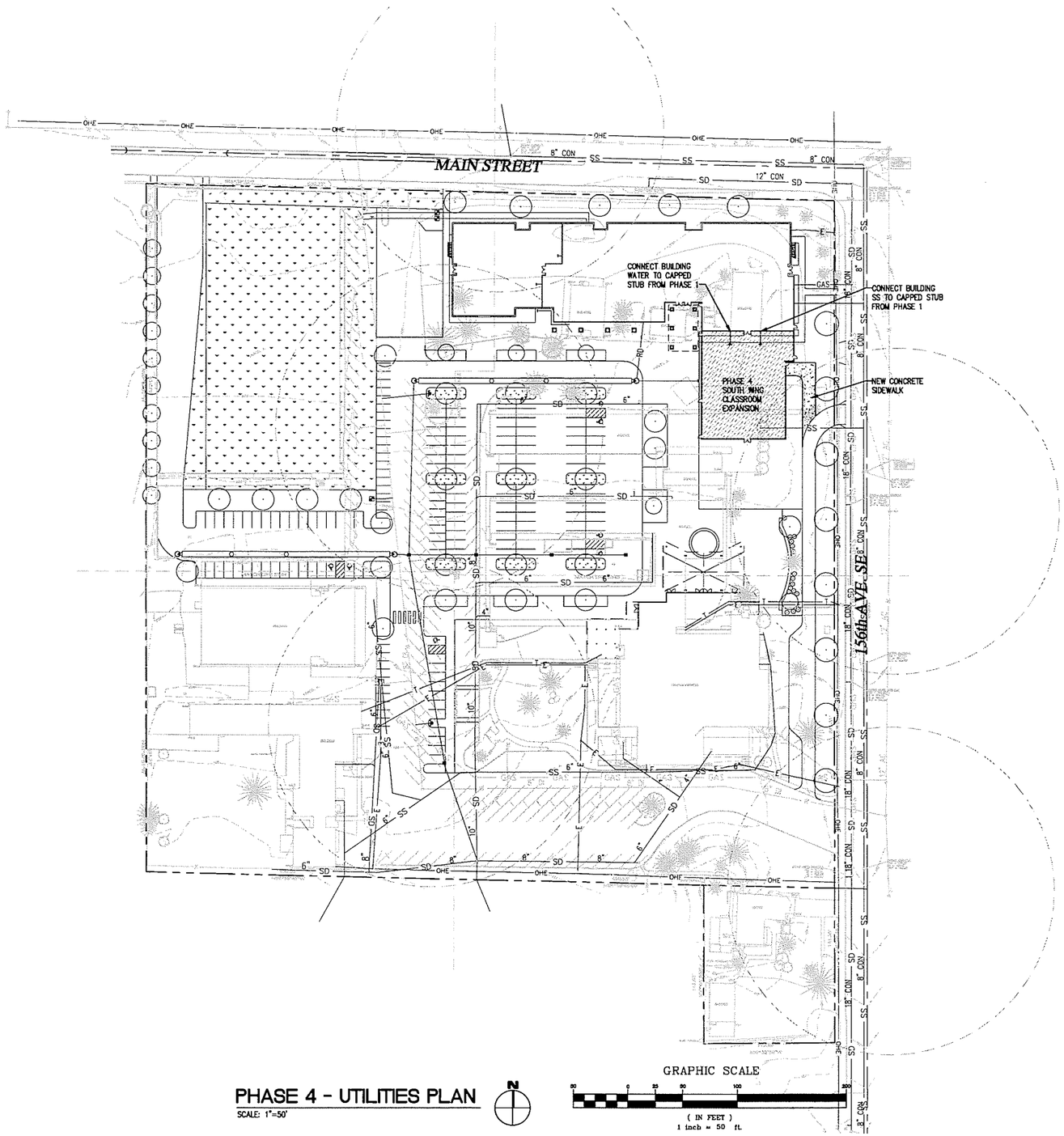
PHASE 4 - UTILITY MASTER PLAN



PHASE 4 - UTILITIES PLAN

SCALE: 1"=50'

PHASE DESCRIPTION:

NEW SCHOOL WING

PAVEMENT/ACCESS:

NO NEW ACCESS POINTS.

A CONCRETE WALK EXTENSION SHALL BE CONSTRUCTED ON THE EAST SIDE OF THE ADDITION.

STORM DRAINAGE:

STORM RUNOFF TRIBUTARY TO THE NEWLY CONSTRUCTED SURFACES SHALL BE COLLECTED AS FOLLOWS:
BUILDING AREAS – EXISTING CLASSROOM BUILDING ROOF DRAIN SYSTEM
PLAZAS AND WALKWAYS – GRADE TO DRAIN TO PEDESTRIAN–FRIENDLY CATCH BASIN INLETS OR TO THE ADJACENT PARKING PAVEMENT AS APPROPRIATE.
ALL RUNOFF SHALL BE ROUTED TO THE ADJACENT DETENTION SYSTEM INSTALLED AS PART OF PHASE 1. THE REQUIRED DETENTION FOR THE PHASE 4 ADDED IMPERVIOUS AREAS IS PROVIDED IN THE 195 LINEAL FEET OF 60-INCH DIAMETER PIPE INSTALLED AS PART OF PHASE 1, BUT SIZED FOR PHASES 1, 2 AND 4 BUILDINGS AND SITEWORK.

WATER SERVICE:

FIRE AND DOMESTIC WATER SERVICE TO THE ADDITION SHALL BE INTERNAL FROM THE EXISTING CLASSROOM BUILDING.

SEWER SERVICE:

SANITARY SEWER SERVICE TO THE ADDITION SHALL BE INTERNAL FROM THE EXISTING CLASSROOM BUILDING.

GAS:

GAS SERVICE TO THE ADDITION SHALL BE INTERNAL FROM THE EXISTING CLASSROOM BUILDING.

POWER:

ELECTRICAL POWER SERVICE TO THE ADDITION SHALL BE INTERNAL FROM THE EXISTING CLASSROOM BUILDING.

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1 A2 PERSPECTIVE PHASE 2B
N.T.S.

2 A2 SOUTH ELEVATION PH. 2B
3/32" = 1'-0"

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MASTER PLAN
141 156TH AVE. SE • BELLEVUE, WA 98007

REGISTERED ARCHITECT
KEVIN J. BRODERICK
STATE OF WASHINGTON

NO.	DATE	DESCRIPTION
	08/02/07	SCHEMATIC DESIGN

08/02/07

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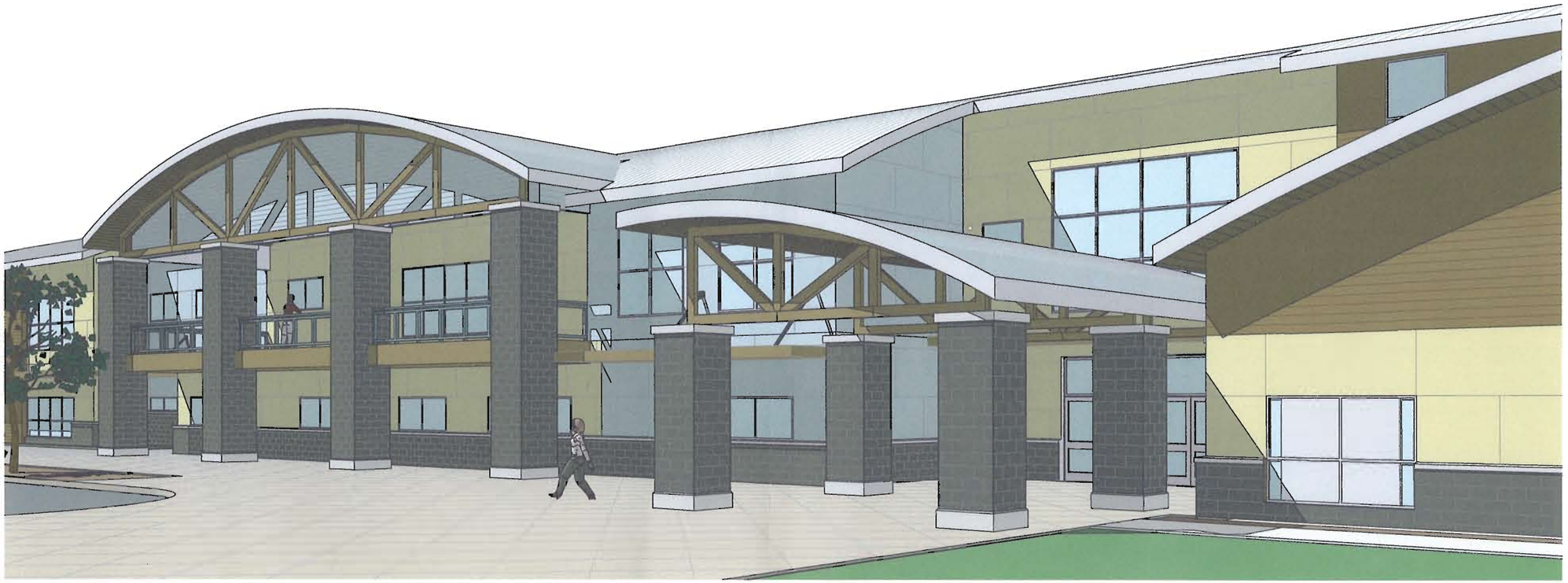
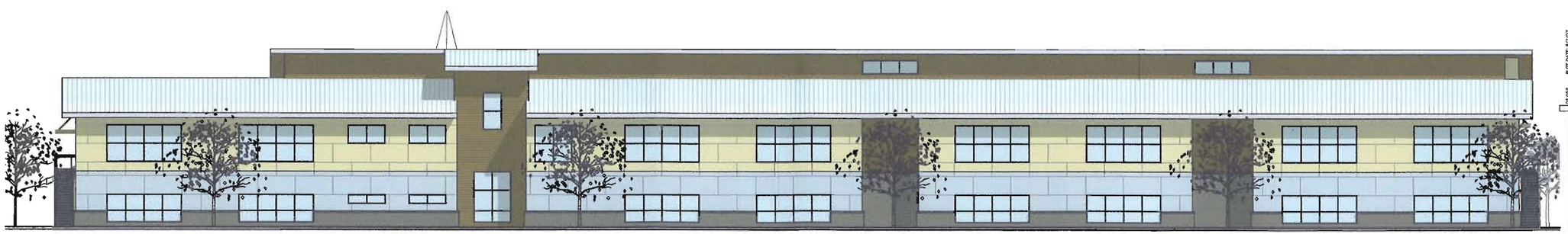


1 A3 PERSPECTIVE PHASE 2B
N.T.S.



2 A3 NORTH ELEVATION PHASE 2B
3/32" = 1'-0"

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REGISTERED ARCHITECT
KEVIN J. BRODERICK
STATE OF WASHINGTON

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