



City of Bellevue  
 Development Services Department  
 Land Use Division Staff Report

Proposal Name: **Bellevue High School**

Proposal Address: 10416 SE Wolverine Way

Proposal Description: Process I Conditional Use Application to demolish three existing structures while partially demolishing a fourth to construct three new academic wings, administration, Career and Technology Education (CTE), library and Performing Arts Center (PAC). Reconfigured parking and landscaping will occur with this application. No modification is proposed to the existing stadium. Renovation of the remaining gymnasium will also occur with this application. This approval includes a Process II steep slope modification.

File Number: **09-119090 LB**

Applicant: Bellevue School District 405

Decisions Included: Conditional Use Application, Process I  
 Critical Areas Land Use Permit, Process II

Planner: Antoinette Pratt, Senior Planner, (425) 452-5374

State Environmental Policy Act Threshold Determination: **Determination of Non-Significance Issued July 16, 2009, by the Bellevue School District 405.**

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: July 1, 2009  
 Public Notice (500 feet): August 6, 2009  
 Public Meetings: August 27, 2009 and November 19, 2009  
 Minimum Comment Period: August 27, 2009  
 Bulletin Publication Date: February 18, 2010  
**Process II Appeal Deadline (CALUP): March 4, 2010**  
**Process I Hearing Date (CUP): March 4, 2010; 7:00 p.m. Council Chambers Bellevue City Hall**

For information on how to appeal a proposal, visit Development Services at City Hall or call (425) 452-4570. Appeal of the Process II decision must be made by 5:00 p.m. on the date noted for appeal of the decision.

## I. Request and Project Description

The Bellevue School District (BSD) requests Conditional Use approval to demolish three out of four classroom buildings totaling approximately 155,833 square feet and to replace them with a new 196,000 square foot addition for three classroom wings, library, administration, Career and Technology Education (CTE), and Performing Arts Center (PAC). Partial demolition and modernization will occur to the remaining fourth structure totaling approximately 71,000 square feet for the existing gymnasiums. Modernization will take place to the remaining 60,444 square feet including the existing cafeteria, kitchen, music and multi-purpose spaces. These areas will be converted into locker rooms and a new auxiliary gymnasium. Infill construction will also be performed to connect the existing gymnasium and multipurpose buildings with the new commons/cafeteria areas. Two modularitys will be removed with this application. Upon completion of this modernization effort, the facility will contain 227,054 square feet in one structure for a net increase of 40,167 square feet.

### Project Phasing

Bellevue High School (BHS) will be constructed in two phases with this Conditional Use permit. This will be a phased occupancy project, i.e., students will remain on-site throughout the construction process. Construction is set to begin in June 2010 and be completed August 2012. One building and clear and grade permit will be issued for this project but will contain internal phasing as listed below:

- Phase I: Summer of 2010 and the 2010-2011 academic year will focus on construction of the new academic classrooms, CTE classrooms, administration suite, library, and commons/kitchen facilities. Students will still be located with the existing classrooms during this phase. Modernization of the existing structures will take place during this time frame.
- Phase II: Scheduled for 2011 – 2012 academic year. Construction will focus on the new PAC along with adjacent music and drama classrooms. January 2012, students will be moved from the existing structures into the new classroom wings. Demolition will take place after this time. Modernization of the existing structures will take place during this time frame.

In addition to the above campus improvements, the BSD will also perform life safety and accessibility improvements across the campus for those structures remaining on-site. Hazardous abatement will be included as well.

### Student Population

The current student population for the 2009-2010 school years is approximately 1,327 students which has held steady at this level for several years. BHS was constructed in 1948 and opened with 1,450 students. The new facility is designed for up to 1,600 students.

Like Newport High school, BHS is a closed facility. This means that only students who live within the boundary of this facility can attend. No one may petition the BSD from outside this boundary to attend this school. Staff understands that the BSD is preserving capacity for students who live within nearby adjacent neighborhoods which will keep student population at a standard level after completion of this project. The BHS attendance area serves the following neighborhoods: Woodridge, Enatai, West Bellevue, Medina, Clyde Hill, Hunts Point, and Yarrow Point. See Attachment A for map showing BHS Attendance Radius.

### State Requirements

One purpose of this request is to meet the requirements of State mandate I-728, which requires schools to reduce the number of students per teacher within the classroom. This request also responds to Resolution 5840 (see Attachment B), which requires that high schools, upon redesign, create a facility that not only meets the educational needs of the neighborhood but also focuses on the "recreational, cultural, social, health and human services needs" of the area as well. The community use of schools is not specific to BHS or to the Bellevue School District. Joint use of schools is beneficial because it reduces the need to construct additional facilities for the local community; thereby, reducing the built environment. The new facility responds to the BSD's intent that all new high schools should be approximately 250,000 square feet in size. This was established as a target size to accommodate all of the standard and special programs found at the various schools.

### Critical Areas Land Use Permit

The BSD is also required to obtain a Critical Areas Land Use Permit (CALUP) in order to construct the classroom wing into an existing 40 percent slope located within a landscape buffer of the west parking lot. Land Use Code (LUC) 20.25H.120.B.1 prescribes a 50-foot critical area buffer from the top of bank of a protected slope. The request is to eliminate this slope and buffer area in order to cantilever the proposed classroom wings along the western portion of the site. LUC 20.25H.140 allows for the modification of a critical area and critical area buffer through a critical areas report. The critical areas report is a mechanism by which certain LUC requirements may be modified for a specific proposal. The critical areas report is intended to provide flexibility for sites where the expected critical areas functions and values are not present due to degraded conditions. See Section IV.3 for further discussion.

See Attachment C for plans and drawings.

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



The site is considered a multi-fronting lot that fronts on three streets: SE 10<sup>th</sup> Avenue SE, 107<sup>th</sup> and 108<sup>th</sup> Avenues SE. Primary access comes from SE Wolverine Way but the site has very limited frontage on this street at its northwest property line. The site is surrounded by single-family uses to the north, south, and east, with the exception of a small pocket of Office zoning at the northwest corner and multifamily zoning along the remaining west property boundary.

BHS is located on a ridge and surrounded by vegetative buffers on its east and west property boundaries. Elevation varies across this site from 200 feet at the north end of the site to 160 feet near the football stadium to the south. The site then slopes down to the 108<sup>th</sup> Avenue SE with an elevation change of approximately 60 feet.

The existing softball and baseball fields to the north of the school will remain undisturbed with this application. To the south, there are tennis courts, a track, and football stadium that will also remain. Redevelopment of this site is confined to the existing shelf at the middle of the site as there are steep slopes that exist along the east and west property boundaries.

BHS was originally constructed in 1948 and is an example of post-war modern architecture. Since its construction, significant expansion occurred every four years through the mid 1960's due to an unprecedented increase in student population. However, with each addition, the original architectural vocabulary was lost and site inefficiencies were created over time.

#### Boundary Line Adjustment (BLA)

BHS was originally comprised of four individual lots. A boundary line adjustment was necessary to remove these lots lines so that all of the BSD's buildings could be located on one lot and eliminate violations to the land use and building codes. The consolidation of lots is recorded with King County Records and Elections under recording number 20100106900001.

### **III. Proposed Site and Building Design**

#### **Design Goals**

The school is designed primarily as a two story facility with a partial daylight basement.

#### **Site Design**

Site circulation and access is proposed to be modified with this application. Currently there are three access points to BHS: SE Wolverine Way, 108<sup>th</sup> Avenue SE, and an informal access through a private drive from SE 10<sup>th</sup> Street. A new access point on 108<sup>th</sup> Avenue SE is proposed at the northeast corner of BHS to enhance life/safety access to this site and to accommodate future facility access needs. Two new parking lots are proposed where the existing school facility is located. The north parking lot would be devoted to student use. The south lot would be a combination of both student and staff. Drop off and pick up activities would occur in the south lot as well. See Sections IV.4 and VI Transportation for further discussion regarding parking, site circulation and traffic patterns.

The existing parking lot to the west would be remodeled and serve as the primary staff parking area. A smaller lot for visitors and some staff will be constructed adjacent to the administration suite entry. Pedestrian walkways will be enhanced in this lot through use of different paving materials to guide staff/students to the front door. New staircases would be added at the northwest and southwest corners of the classroom wings due to grade changes in this location.



Two student plazas are proposed with this application. The north plaza area is adjacent to the new drop off/pick up area and is framed by the classroom and administration wings, commons, and PAC. The primary building entry occurs at the north elevation. It is further defined by a new entry icon that contains a cascading waterfall of roof water that spills into a rain garden between two planes of

red brick masonry which will be reminiscent of the existing facility. The bronze sculpture from the original facility will be transferred to the glass lobby. Additionally, the use of the red brick masonry will provide continuity to the brick used on the original high school. To the east of the building entry, is the north plaza that provides a focal point along the building elevation while also providing views to the skyline of downtown Bellevue. This courtyard creates a “front door effect” for the facility while allowing administrators visual access to student activities in this area. This courtyard will be composed of both hard and softscape items such as vegetation, seatwalls, benches, accent pavers, etc. A pedestrian pathway will connect to the new athletic field proposed adjacent to the softball and baseball fields. A bioswale will be created within the drop off /pick up area. Pedestrians will cross with a proposed foot bridge to the northern playfields.

The interior commons area is designed to link the new academic buildings with the existing main gymnasium and forms the terminus of both the north and south student plazas. The commons also forms the link between the more private classroom wings and the public athletic and performing arts center facilities. The new plan includes three gymnasiums (one main and two auxiliary), an exercise room and separate locker facilities for PE and athletic activities. An enlarged weight room will be built along the outside wall of the existing cafeteria across from the new team locker rooms and training room.



The south plaza or “Woverine Plaza” will be used for student gatherings—particularly prior to athletic events. Ticket booths, concession stands, and bathroom facilities will be located along the south elevation from the commons area. This area will also be framed with vegetation, seatwalls, benches, lighting, and accent pavers and boulders. This plaza area connects to existing stairs that lead down

into the stadium while providing views south overlooking the stadium and surrounding hills to the south. The existing six tennis courts will remain in their current configuration but may be used temporarily for construction parking. The existing shot put area adjacent to the south plaza will also remain its current location with proposed upgrades.



Pedestrian access to the PAC is designed to occur through the north plaza area. Theatre attendees will park in the student, staff and visitor parking areas for performances. Internal to the facility, the proposed “commons” area will double as a lunch eating area as it is adjacent to the kitchen during school hours but after hours this area will act as a gathering place for theatre attendees.

Pedestrian access from both 108<sup>th</sup> Avenue SE and SE Wolverine Way would be improved with this application. Additional sidewalks will be installed north of the southeast access while a new sidewalk will be installed adjacent to the new northeast driveway to 108<sup>th</sup> Avenue SE. Sidewalk exists along most of the west portion of SE Wolverine Way. New sidewalk will be added to areas where this hardscape does not currently exist.

### Building Design

One of the primary changes with this design is the elimination of the external breezeways connecting the existing buildings. Consolidation of the individual structures into one building will improve campus security by converting external breezeways into internal corridors. The proposed two-story design of the facility creates a more compact facility with full-interior circulation that is easy to supervise and allows for after-hours use by community groups.

A secondary requirement for this facility is that it should be designed to meet future educational needs. This is accomplished by clustering the specialized (science) classrooms at the center of each wing so that future education models, such as small learning center or an academy model can be accommodated, either vertically or horizontally in the two academic wings of two stories. A third one story wing will accommodate art, special education and marketing.



Each academic wing is oriented along an east-west axis for optimal day-lighting and partially cantilevers over the CTE classrooms below and the existing parking lot. The CTE programs have been arranged so that they can be clustered contiguously for auto tech and radio/TV. These programs will be located in the lower level on the west side within the existing slope between the upper bench and lower west student parking lot. By locating the CTE programs within the partial daylight basement of this wing, the programs gain extra ceiling height to support the CTE program requirements.

The PAC will be constructed north of the PE/Athletic complex and form the east boundary of the north entry plaza. The music facilities include rehearsal classrooms for band, orchestra and choir, piano, and guitar. In addition, there are teacher offices, assorted storage rooms and practice and ensemble rooms. The drama facilities are anchored by a studio area which will function as classroom, green room and Black Box Theater. Dressing and changing rooms will be included along with a shop area and storage areas for props and costumes. The theater will seat 450 and include an orchestra pit and a stage sized to accommodate a full band concert.

Similar to Interlake, Sammamish, International, and Newport High Schools, the BHS PAC has been designed as a semi-independent component of the school. The PAC joins the new commons area that acts as a lobby to allow separate ingress and egress for evening activities yet allowing the rest of the school to be closed off to maintain security. A ticket office will be provided in the lobby of the new entry to the facility which connects directly to the auditorium. Security doors and grills will be provided to secure the gymnasium and confine visitors to the theatre and commons areas.

The roof forms, with the exception of the upper floors of the academic wing, are all low slope (1/4":12"). The sloped roofs accommodate mechanical equipment. The sloped roofs form a clerestory above the upper floor corridors in these areas to bring in natural daylight.

If the BSD proposes any change to the existing signs for this facility, a separate sign permit package will need to be submitted prior to the issuance of building permits. See Section XII for related condition.

In regards to lighting fixtures, no examples have been submitted for staff review and approval for this project. The applicant will be required to submit examples of the selected wall and parking lot lighting fixtures with a cutoff function for staff review and approval prior to issuance of a building permit. See Section XII for related condition.

#### Materials and Colors

The structure of the facility is proposed to be steel. Cladding is brick and cement fiber board. Low slope roofs are modified bitumen SBS. Moderate (2 1/2":12") roofs are raised rib metal roofs of a neutral earth tone color. Roofs visible from eye level will be green roofs. The exterior surfacing of the building will be constructed using the rain screen principles of ventilations, and weeps behind the exterior water repelling surface.

Exterior colors for the facility are designed using traditional northwest colors. Three types of materials are proposed for this facility: An exterior red brick color will frame the north courtyard on both sides. It will also be used to frame a portion of the south courtyard, PAC, and gymnasiums. A tan cement fiber board will be used for the classroom wings with brick accent along with concrete accents. The window frame color is light gray. All existing buildings to be modernized will be re clad to match the rest of the school. Any exposed structural steel elements on the exterior will be painted gray.

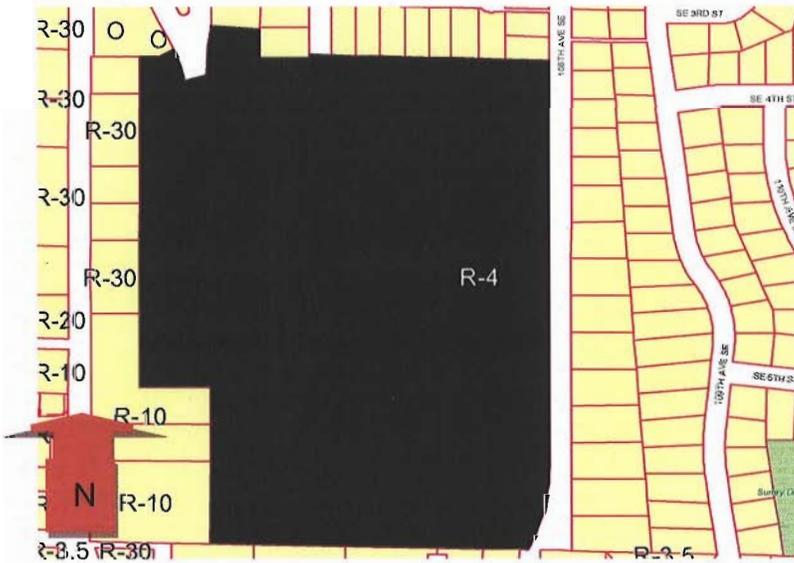
Sustainability

BHS's modernization recognizes that responsible design is sustainable design - there are opportunities where good design can both reduce the impact on the environment and reduce long term maintenance and operation costs as well. There are several innovative systems in the current design, including (but not limited to):

- Proper solar orientation for perimeter day-lighting,
- Clerestories for internal borrowed day-lighting,
- Thermal displacement ventilation mechanical system for variable indoor air quality and energy efficiency,
- Green roofs, photovoltaic electricity harvesting capacity on the roof
- Recycled materials where possible with project phasing
- Air-to-air heat exchangers
- Rain gardens
- Reduced irrigation

**IV. Consistency with Land Use Code/Zoning Requirements**

**1. General Provisions of the Land Use Code**



BHS is located within an R-4 land use district. Educational facilities are permitted in residential areas; however, the Land Use Code (LUC), 20.10.440--Services (footnote 25) requires Conditional Use approval for schools that have a programmatic feature that is designed taller than 40 feet. The BHS PAC has been proposed at 58 feet; thus, a Conditional Use permit is required. See Section VIII below for further analysis of the conditional use criteria.

The proposal has fulfilled the LUC requirements for minimum site standards as shown below:

**LAND USE CODE REQUIREMENTS**

<b>Category</b>	<b>LUC Requirements</b>	<b>Proposal by Applicant</b>
<b>Zoning</b>	R-4	No changes to zoning
<b>Site Area</b>	8,500 square feet	40.2 acres or 1,742,400 square feet
<b>Lot Coverage</b>	35 percent	176,618 sq ft or 10 percent (proposed)
<b>Impervious Surface(1)</b>	80 percent	Existing: 15.93 acres or 39 percent Proposed: 18.01 acres or 45 percent
<b>Building Height(2)</b>	75 feet	58 feet (PAC)
<b>Building Setbacks</b> Front (East) Front (South) Rear (West) Side (North)	20 feet 20 feet 50 feet 50 feet	224 feet 674 feet 270 feet 638 feet
<b>Parking</b>	1:4 parking ratio for auditoriums  Unspecified for schools	315 parking stalls required for PAC(3)  110 Staff 20 Visitor 20 NEVAC (Student) 400 Student  <b>Total Provided: 550 stalls</b>
<b>Landscaping</b> Perimeter Buffers North South East West(4)	10 feet 10 feet 10 feet 10 feet	20 to 160 feet 10 feet 60 to 100 feet 150 to 235 feet
<b>Parking lot Landscaping</b>	19,250 square feet (35 sq. ft. per stall)	25, 598 square feet (46 sq. ft. per stall)
<b>Tree Preservation Interior</b>	15% minimum of the existing diameter tree inches= 2,218 diameter inches	11,173 diameter inches or 75.5% remaining
<b>Tree Preservation Perimeter</b>	100% of diameter inches	100%--(Exception for new 108 <sup>th</sup> Avenue SE Road access)

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

2 LUC 20.20.740 allows school facilities to increase height beyond 40 feet for programmatic elements such as Performing Arts Centers, gymnasiums and libraries. See Section VIII.5 for further discussion.

3 The 315 stalls are based upon a 450 seat PAC with an additional capacity for 180 additional attendees in adjacent music spaces with a more conservative multiplier of two rather than four noted with the LUC.

4 Steep slopes exist along the western portion of the site.

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## 2. Schools

LUC Chapter 20.20.740 provides development standards for schools in residential land use districts. The submitted proposal meets the dimensional standards for schools including building setbacks, lot coverage and landscaping as detailed in the chart above.

## 3. Critical Areas Functions and Values

### A. Geologic Hazard Areas

Geologic hazards pose a threat to the health and safety of citizens when commercial, residential, or industrial development is inappropriately sited in areas of significant hazard. Some geologic hazards can be reduced or mitigated by engineering, design, or modified construction practices. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided (WAC 365-190). Steep slopes may serve several other functions and possess other values for the City and its residents. Several of Bellevue's remaining large blocks of forest are located in steep slope areas, providing habitat for a variety of wildlife species and important linkages between habitat areas in the City. These steep slope areas also act as conduits for groundwater, which drains from hillsides to provide a water source for the City's wetlands and stream systems. Vegetated steep slopes also provide a visual amenity in the City, providing a "green" backdrop for urbanized areas enhancing property values and buffering urban development.

### B. Critical Areas Requirements LUC 20.25H.055:

#### i. Analysis of Technical Feasibility for New or Expanded Essential Public Facilities

Finding: RCW 36.70A.200 classifies public schools as an essential public facility which the LUC formally accepts per LUC 20.50.018, Definitions. As such, schools may be allowed in a critical area, critical area buffer or critical area structure setback. Applicants of such facilities must still provide analysis of critical area to be disturbed along with necessary mitigation for such encroachments.

### C. Consistency With Land Use Code Critical Areas Performance Standards with LUC Section 20.25H.125 (Geohazards).

Finding: The BSD hired the GeoDesign, Inc. to conduct a geotechnical analysis for this site. See file for a Critical Areas Report dated July 11, 2008, along with a geotechnical addendum submitted April 17, 2009. Site reconnaissance was conducted June 2008 to assess critical slopes on site.

GeoDesign, Inc. noted that this site contains six areas which qualify as steep slope. See figure 2 of report.

- Area A is the densely vegetated slope located along the west portion of the site just west of the existing parking lot. No work is proposed in this area.
- Area B is located adjacent to the classroom wings above the existing parking lot. Total square footage of Area B is 10,780 square feet. The proposed classroom wing will occupy 9,800 square feet of this area for excavation of the lower building level for the CTE programs. Per the geotechnical analysis of February 5, 2010, the steep slope in Area B will cease to exist.
- Area C is located west of the football field. No work is proposed in this area.

- Area D is a curvilinear area north and east of the existing football stadium. Minor encroachment may occur in this area due to placement of the new athletic commons area that will be located south of this structure.
- Area E is located west of the existing southeast access from 108<sup>th</sup> Avenue SE. Work to widen the existing southeast access will take place east of this slope.
- Area F is located on the east side of the property between the east school building and 108<sup>th</sup> Avenue SE. A new parking lot will be located west of this slope. No work is proposed in this area.

For each area noted for encroachment (B, D and E), GeoDesign, Inc. reviewed the proposed development and concluded that the proposed construction activities will not adversely impact the slope stability of the site, adjacent properties, nor the remaining structures on this site. GeoDesign Inc. also noted that they did not observe any slope instabilities. See report dated July 11, 2010, which details Critical Areas Report (CAR) criteria and are hereby adopted by reference. DSD accepts the conclusions of GeoDesign, Inc. and approves the noted encroachments to the above areas.

#### 4. Parking Standards

LUC 20.20.590 does not define the number of parking stalls required for an educational facility. As such, this proposal is classified as an unspecified use per LUC 20.20.590.F.2. To determine the parking and circulation conditions on this site, Gibson Traffic Consultants (GTC) conducted several reviews of this site and provided four traffic studies dated November 2008, June 2009, July 2009, and December 2009. Copies of all reports are available for review within the project file.

#### Existing Parking Conditions

The school administration reports that the current student population for the 2009-2010 school years is 1,327 students. A parking lot analysis was conducted on October 7, 2008. GTC noted that there are currently 550 parking stalls split between six locations. Allocated staff parking accounts for 120 stalls. This allocation represents parking stalls available to teachers and school administration but also custodians who come in at night and itinerant staffing specialists that are sent to this site. Allocated student parking accounts for 430 stalls. Total parking provided at the existing site is 550 stalls.

The following table details the existing parking conditions:

Parking Lot	AM Parking Counts (9:00 AM)				PM Parking Counts (2:00 PM)			
	Student		Staff and Visitors		Student		Staff and Visitors	
	Occupied	Available	Occupied	Available	Occupied	Available	Occupied	Available
1	33	48			25	48		
2	165	192			149	192		
3			63	80			74	80
4	82	104			76	104		
5	52	70	30	40	51	70	28	40
6	12	16			15	16		
<b>Total</b>	<b>344</b>	<b>430</b>	<b>93</b>	<b>120</b>	<b>316</b>	<b>430</b>	<b>102</b>	<b>120</b>
<b>% Occupancy</b>	<b>80.00%</b>		<b>77.50%</b>		<b>73.49%</b>		<b>85.00%</b>	
<b>Overall</b>	<b>79.45%</b>				<b>76.00%</b>			

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From review of the table above, the 550 parking stalls are not being utilized to their maximum and are under parked during core hours.

There is a large amount of parent drop off/pick up that takes place on campus from the west side of campus (from 105th Ave NE and SE Wolverine Way) and the east side of campus (Driveway to 108th Ave NE and south Driveway to SE 10th St). In the AM peak-hour (7:00 to 8:00) of a representative school day, there are 415 student drop offs while there are 251 pick-ups in the School PM peak-hour (2:30 to 3:30) for the entire site.

The existing pick up/drop off causes severe traffic circulation problems that affect the surrounding surface streets and neighborhoods. Additionally, Bellevue Way experiences significant backups during peak school drop-off hours particularly in the southbound direction. The southbound queue on 108<sup>th</sup> Avenue SE to the school is particularly impactful. After analysis of a range of alternatives, a new entrance to the site from 108<sup>th</sup> Avenue SE was identified as necessary to accommodate the existing school along with growth access needs. Additionally, life/safety considerations drove the need for a new access point to help dissipate school related off-site surface street congestion that could impede emergency response. An additional access on 108<sup>th</sup> Avenue SE will provide further access options for the Fire and Police Departments.

Along with the proposed new 108<sup>th</sup> Avenue SE entrance, a new drop off/pick- up area is planned. This area is located north of the north plaza and will allow for curbside drop off/pick up. Two pass through lanes will be created north of the curb. Vehicles will route around the rain garden that will be used to provide formal separation for vehicles dropping off and exiting from this site. For further discussion regarding traffic circulation see Section VI. Transportation

#### Metro Ridership

For the 2009-2010 school years, the school administration has issued 895 Metro bus passes for students living more than a one mile walking radius from the school. Comparatively, for the 2008-2009 school years, the school administration issued 1,172 passes. **(5)** The BSD does not provide bus service to its high school facilities. Public transit service is provided on both Bellevue Way and 108<sup>th</sup> Avenue SE. BHS has five designated buses: the 222, 550, 885, 886, and 240. Four of the buses, 222, 550, 885, and 886 provide service along Bellevue Way with a stop north of SE Wolverine Way, while the 240 provides service along 108<sup>th</sup> Avenue SE adjacent to SE 10<sup>th</sup> Street.

#### Future Parking Demand

BHS is being designed for up to 1,600 students with this application in order to accommodate future potential growth. This is an approximate increase of 23 percent in students from 1,327 to 1,600. Using current parking utilization assumptions, a 23 percent increase in the number of students would increase parking stalls from 344 to 423 in the a.m. Conversely, in the p.m., the student parking stall demand would increase from 316 to 389. Both of the a.m. and p.m. peak hour parking usages are below the site proposed maximum of 550 parking stalls. The total number of parking stalls will not be increased with this application and the straight line increase in daily parking demand described above is considered to be a worst case estimate. Consistent with the environmental goals of the Comprehensive Plan and the BSD focus on sustainability, growth in daily student parking demand should not be permitted to increase at a pace equal to future increases in student enrollment. See Section XIII for related conditions.

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**5** This does not contain bus pass issuance for Spring Quarter in comparison to the 2008-2009 bus issuances. The final number will be determined when Spring Quarter commences.

Many of the 550 parking stalls will be reoriented with this application. Existing parking is located as follows:

- Bellevue Way: 365 parking stalls
- SE 10<sup>th</sup> Street: 60 parking stalls
- 108<sup>th</sup> Avenue SE: 125 parking stalls

The new configuration will be as follows:

- Bellevue Way: 180 parking stalls
- SE 10<sup>th</sup>: 45 parking stalls
- 108<sup>th</sup> Avenue SE: 325 parking stalls

GTC has concluded that the existing parking stalls will meet the demand for the new school facility along with the identified evening time activities of the PAC (see chart in Section IV.1 above). The 550 parking stalls will not only meet the needs of the current student population but will be adequate to accommodate the population that the school is being designed for. The DSD has reviewed and approved the parking specifications detailed within GTC's reports. See Sections V, Round Table Meeting and VI Transportation for operational discussions of the parking lots and proposed gate systems that are recommended to mitigate impacts associated with proposed reorientation of parking supply. See Section XII and XIII for related conditions.

Proposed Interim Parking and Site Circulation

Staff has anticipated on-site construction conditions and determined that vehicular circulation and parking will be very limited. The BSD will be required to prepare an interim parking and site circulation plan during the phased occupancy period for this site. This plan shall be submitted prior to issuance of the clear and grade and/or building permits for this project. See Section XII for related condition.

Beginning in the first year, all existing parking west of the school will be displaced by construction activities. In its place, a paved temporary lot will be constructed on the north end of the existing playfield. This lot will accommodate 184 vehicles. The total onsite parking including existing stalls to the east and south include another 144 vehicles, for a total capacity during construction of 328 vehicles. This represents a net loss on campus of 222 parking stalls. Staff, visitor and NEVAC parking will be provided while standard student parking will be significantly reduced.

**Interim Parking Stalls**

<b>ON SITE PARKING</b>	<b>EXISTING</b>	<b>DURING CONSTRUCTION</b>
<b>Staff</b>	116	116
<b>Visitor</b>	13	13
<b>NEVAC(6)</b>	20	20
<b>Students:</b>	388	179
<b>Seniors</b>	236	
<b>Juniors</b>	145	
<b>Sophomore</b>	7	
<b>TOTAL</b>	<b>537 (7)</b>	<b>328</b>

6 NEVAC stands for Northeast Vocational Area Cooperative

7 The 537 parking stalls referenced here represents the number of assigned parking stalls. It does not represent the total number of stalls on site.

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Available student parking on campus will be reduced to 179 stalls. The school and BSD plan to address this shortfall in two ways. First, all on-site student parking permits will only be issued to four person carpools. This scheme is being successfully implemented at Issaquah High School. School personnel will monitor compliance with this program. The enforced increase in carpooling among students on campus will help reduce the parking demand to some extent. Encouraging greater use of buses will also help, but additional demand will still exist. To address this, the school is negotiating with churches located along Bellevue Way to provide additional student parking for a fee. Students using these lots can cross at 10<sup>th</sup> Street SE and access the school by way of an existing path located between 10<sup>th</sup> Street SE and the south end of the school property that will be improved through widening, adding gravel and clearing brush along the pathway.

The on-site temporary parking lot is also designed to accommodate student drop-off and pick-up. However, in order to maximize parking, the available space for waiting is limited even compared to the existing arrangement. To reduce congestion, parents will be encouraged to have their students avail themselves to other options such as buses, carpools or bicycles. Additionally, parents will be encouraged to drop off and pick up their students at off-site locations secured by the BSD. It should be mentioned, depending upon the construction schedule, it may also be possible to gain access to the new parking along the west side of the site by the beginning of 2012, but this is not certain at this point.

#### Athletic Events—Interim Parking Solutions

As with any high school, there are many athletic events which take place on the site. The BSD will be required to prepare an interim parking plan for major athletic events such as football and basketball as they traditionally yield the largest attendance. The BSD will arrange for Interlake, Sammamish, and Newport High Schools to accommodate BHS football events for the month of September for phase I and beyond if necessary, while the scheduled early utility work south of the existing buildings is completed. After this time, the BSD anticipates that the temporary parking will be in place to accommodate the remainder of the season. Furthermore, by the second half of the season, the BSD anticipates that access will be closer to completion.

The Building and Fire Departments will review pedestrian access between the parking and stadium to ensure adequate separation from construction zones.

#### **6. Landscaping**

The BSD has complied with the landscape standards for schools. The landscape for this school will be designed to use little water and have low maintenance requirements. An emphasis will be placed on using native plants and/or drought resistant ornamentals that have proven to be adaptable to the Puget Sound climate. The saving of existing mature trees is a priority and has influenced site design decisions.

Existing lawn areas not impacted by new site development will be preserved, but installation of new lawn areas will be minimized to help reduce watering requirements. Imported topsoil and mulch will be incorporated in all new landscape areas to promote healthy plant growth and reduce weeds. Certain landscape areas, particularly in the parking lots, will be designed as rain gardens to help offset storm water infrastructure requirements. These areas will act as natural filtration areas, providing pollutant removal, storm water retention, and wildlife habitat. Rain garden areas near the building may be used to incorporate roof water run-off and present teaching opportunities.

## V. Public Comment

### BSD Held Public Meetings

The BSD held several public meetings on this proposal. These meetings were well attended by the public. Community meeting minutes were provided by the BSD. See Attachment D for meetings dates and minutes. Many of the concerns expressed at these meetings focused primarily on Transportation.

### City Held Public Meetings

In addition to the BSD run outreach meetings, the LUC requires that the City hold a public meeting on this proposal. Two public meetings were held by the City: August 27, 2009 and November 19, 2009. There were numerous attendees at each of these meetings. Transportation and safety concerns were the primary issues raised at each of these meetings.

### Round Table Meeting

City staff also conducted a Round Table Meeting on November 5, 2009, upon the request of participants from the August 27<sup>th</sup> meeting. The purpose of this meeting was to create a smaller, solution-oriented representative stakeholder forum to discuss divergent opinions regarding transportation issues, public safety, operational concerns, and the alternative design layouts proposed by the BSD. Representatives were chosen from each of the neighborhoods within the BHS service area. See project file for list of participants.

Staff asked each participant to meet with their respective neighbors and stakeholder groups to create a list of their top interests prior to the meeting so that they could be placed on a consolidated list for discussion at the Round Table. Staff received a list from each participant which was then consolidated into one list. Many of the issues raised for discussion fell into the following categories: Site Design, Behavioral Modifications, and CUP Conditions. See Attachment E for the consolidated list. Prior to the Round Table, the attached consolidated list was sent to each participant. Staff asked each participant to review the list and identify their top five priority interests.

In preparation of this meeting, the BSD created a video detailing drop off/pick up activities of the a.m. peak demand at BHS at SE Wolverine Way and 108<sup>th</sup> Avenue SE access points. This video is located on a CD within the project file. Additionally, the BSD asked their project consultants to provide a graphic that showed all of the proposed site design alternatives in a matrix form. See Attachment F for this matrix.

On November 5<sup>th</sup>, all the participants reviewed the transportation video to gain an overview of existing site conditions. Staff then separated the participants into two separate groups so that each could review and come to consensus on their top five interests and preferred site circulation plan. One group was led by the City's Land Use Director and the other was led by the City's Mediation Program Manager. Towards the end of the meeting, the two groups re-convened to reach consensus on their top five interests and the site design layout that closely aligned with those interests. Consensus was reached around a hybrid site design that contained the following components:

1. A new vehicular access on 108<sup>th</sup> Avenue SE at the northeast corner of the site. This access would be controlled with gates upon entry/exiting of the site for a.m./p.m. peak hour demands. See *Sheet L1.3*.

2. An emergency warning sign at the top of SE Wolverine Way to signal and allow access for emergency vehicles. *See Sheet L1.2.*
3. A warning sign at the top of the new northeast access to warn drivers when the gates are closed to 108th Avenue SE. *See Sheet L1.5.*
4. A gate between the north and south parking lots from 108<sup>th</sup> Avenue SE to control circulation to and from 108<sup>th</sup> Avenue SE. *See Sheet L1.5.*
5. Pick up and drop off from 108<sup>th</sup> Avenue SE would be accommodated in the south parking lot for vehicles arriving from the south. Vehicles would be permitted to return south but be prohibited from continuing north. *See Sheet L2.1.*
6. Parking for students based upon home address, for example, a student arriving from west Bellevue would not be assigned a parking stall located on the east side of the BHS campus.
7. Teacher and students parking areas in both the east and west parking lots. *See Sheet L2.1.*
8. In the future, the use of 105<sup>th</sup> Avenue SE, the southbound left turn movement from 105<sup>th</sup> to Wolverine could be curtailed, if a separate neighborhood review process supports that decision.

The Transportation representative reviewed the above items and stated that the above items would need to be forecasted to ensure that there were no residual issues with the hybrid approach. GTC provided its review of the hybrid and found that there was a slight issue with item #5 above. The forecasts showed that if vehicles were not permitted to continue north they would avoid the southeast access in favor of a defacto drop off on the private road from SE 10<sup>th</sup> Avenue. Drop off in this area would increase by 84 trips. To avoid this scenario, a full out bound movement was necessary from the southeast driveway on 108<sup>th</sup> Avenue to ensure that drop off/pick up takes place in the designated south parking lot.

The results of the Round Table meeting were then reported out at the next public meeting which was held on November 19<sup>th</sup> to bring closure to the public engagement portion of this project.

#### Electronic Mail (Email) Correspondence

To date, staff has received numerous e-mails regarding this project. The majority of these e-mails raise questions about transportation. (See Section VI Transportation for their formal response). Many of these emails replicate questions raised at BSD and City held public meetings as described above.

A consolidated summary of concerns raised has been provided below together with the City response:

#### **Transportation Concerns:**

1. *Why does there need to be an additional vehicular access on 108<sup>th</sup> Avenue SE? (The City has received many emails regarding the addition of a driveway at the NE corner of the site.)*

Response: Presently, BHS has the following three vehicular access points:

- 1) SE Wolverine Way: This is the school's main access, and it connects to the school's main pick-up and drop-off location. However, school related circulation is spilling onto surrounding surface streets and as a result the traffic demand during the school's peak periods exceeds the route's capacity, resulting in extensive traffic backups down SE Wolverine Way onto Bellevue Way. These backups interfere with through traffic

on Bellevue Way, including possible interference with emergency vehicles. School-related backups on Bellevue Way sometimes extend into the signalized intersection at Bellevue Way and Main Street, interfering with the operation of that intersection. As discussed below, it is not feasible to make significant capacity improvements on SE Wolverine Way.

- 2) Driveway off 108<sup>th</sup> Avenue SE near the southeast corner of the school building: This driveway is used for some drop-off activity, but the drop-off and turn around areas are very limited, leading to congestion that spills back into 108<sup>th</sup> Avenue SE.
- 3) Driveway off SE 10<sup>th</sup> Street adjacent to 107<sup>th</sup> Avenue: SE 10<sup>th</sup> is a local residential street with limited capacity, no sidewalks, no drop-off areas, and limited turn around opportunities. Hence, it is not desirable to use this route as a major access to the school.

The above summary of problems with the school's three existing vehicular accesses indicates that access improvements are needed, especially for pick-up and drop-off activity during the school's peak times. Improvements to on-site circulation and on-site pick-up and drop-off areas will help, but access to and from the site must also be improved in order to meet the circulation demand that needs to be accommodated on-site for existing capacity and potential future growth. Due to topographic constraints on all sides of the site, adding a new driveway off 108<sup>th</sup> Avenue SE is the most feasible option for improving access. This new driveway would bring the total number of access points to four. In comparison, Interlake High School has five vehicular access points and Sammamish High School has four. The recent redevelopment of Newport High School increased that school from three to four access points, and a new cross-campus connection was created that allows pick-up and drop-off traffic to access Newport High School from either 124<sup>th</sup> Avenue or Factoria Blvd.

2. *Can SE Wolverine Way be expanded to contain the additional traffic proposed with this building renovation?*

Response: Improving SE Wolverine Way to accommodate an increase in school traffic would involve several major challenges, including the following:

1. Widening the street would require expensive cut and fill with retaining walls in order to deal with steep side slopes on each side.
2. The geometry for the intersections of SE Wolverine Way / Bellevue Way and SE Wolverine Way / 105<sup>th</sup> Ave does not meet present design standards, which call for intersections to be close to 90 degrees and call for a relatively flat landing area behind the stop bar. Any major reconstruction of SE Wolverine Way would be required to meet the latest design standards, and that would probably require realigning both intersections. Such realignment would require expensive regrading of the adjacent side slopes.
3. In order to meet present design standards, any major reconstruction of SE Wolverine Way would need to include sidewalks on both sides, increasing the total width.
4. Acquisition of additional right of way would be needed to accommodate the cuts, fills, retaining walls, sidewalks, and realignments mentioned above. Due to the proximity of nearby buildings, acquisition and demolition of some buildings would likely be required.
5. A detailed cost estimate is not available; however, dealing with the situations described above would likely be cost prohibitive. Given that the BSD has a limited budget for the BHS project, the expense of improving SE Wolverine Way would detract from other key parts of the project.

6. Finally, improving SE Wolverine Way would not provide all of the access capacity needed for such a site. As described above, other large high schools in Bellevue all have at least four access points in order to meet their peak period traffic demand.
3. *Will approval of a new driveway encourage an increase of pass through traffic on 108<sup>th</sup> Avenue SE?*

Response: The new driveway and other on-site circulation revisions will improve the flow of traffic in and out of the site, reducing peak period congestion on 108<sup>th</sup> Avenue SE. However, these changes are not expected to encourage an increase of through traffic on 108<sup>th</sup>. The City previously installed speed humps and islands on 108<sup>th</sup> Avenue SE, as well as traffic signal revisions at 108<sup>th</sup> Avenue SE and Main, to discourage through traffic. These traffic calming measures have proven to be effective. A condition is included with this recommendation that requires post occupancy traffic monitoring that can be used as a basis for operational modifications to ensure future conditions are consistent with the CUP approval. See Section XIII for related condition.

4. *Why are public schools exempt from concurrency?*

Response: The State Growth Management Act and the Bellevue Traffic Standards Code (BCC 14.10) require concurrency testing for development projects under certain conditions. Concurrency testing is a comparison of traffic (including that generated by the project) to street capacity that exists or will exist within six years. However, BCC 14.10.020.I.7 exempts "publicly funded educational institutions," such as BHS, from concurrency testing requirements. That exemption for public schools was adopted in 1993 per Ordinance #4606.

5. *Pedestrian/vehicular interaction on this site is of concern given existing site conditions. How will this improve with the new site layout?*

Response: The site plan includes an improved pick-up and drop-off loop north of the new main entrance to the building. The pick-up and drop-off loop will be served by an improved pedestrian circulation system. This combination will make on-site traffic circulation more efficient while protecting pedestrians from vehicular conflicts.

6. *Can the existing trail from Bellevue Way to BHS be upgraded with this application?*

Response: An informal dirt trail traverses the southern edge of the school property from 106<sup>th</sup> Avenue to Bellevue Way along the route of a previously vacated segment of SE 10<sup>th</sup> Street. The trail has been used by some foot traffic to and from BHS for a number of years, even though the trail has no modern improvements. Recently, Puget Sound Energy (PSE) acquired a utility easement along the same route as the trail, and the terms of that easement preclude installation of any structures such as stairs or boardwalks that would interfere with PSE's ability to install underground utilities. Thus, options for major improvements to the trail are limited unless the trail is relocated outside the PSE easement.

During the school's reconstruction period, it may be necessary for the BSD to obtain temporary off-site parking. One option being considered for off-site parking is to use the churches located on the west side of Bellevue Way south of SE 10<sup>th</sup> Street. If one or more of the churches are used for off-site school parking, then the trail along vacated SE 10<sup>th</sup> Street would be the most direct walking route to the school. In that case, the BSD should improve the trail as allowed within the constraints of the PSE easement, such as widening the trail, clearing adjacent vegetation, and installing a compacted gravel surface. Such improvements

could be maintained at minimal cost even when pedestrian access to parking at the churches is no longer needed.

**Life Safety Concerns:**

*Does the existing site layout fulfill life/safety requirements for Police and Fire?*

Response: The Fire and Police Departments have reviewed the submitted application and determined that the life safety will be improved with the modernization of this site. The addition of a new driveway access at the northeast corner of 108<sup>th</sup> Avenue SE will provide an alternate access point in the event of an emergency beyond the existing SE Wolverine Way access that will greatly improve emergency access when combined with emergency warning signal signs at site access points.

**Land Use Questions/Concerns:**

1. *Construction noise from the BHS renovation is of concern. What are the legal hours of construction for this project?*

Response: The Bellevue City Code (BCC 9.18.C.) regulates construction noise during development. It states the following:

Sounds created by construction and emanating from construction sites are exempt from the provisions of this chapter between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 a.m. and 6:00 p.m. on Saturdays which are not legal holidays. Sounds emanating from construction sites on Sundays or legal holidays or outside of the exempt work hours are prohibited pursuant to BCC 9.18.040 unless expanded hours of operation are authorized by the applicable department director subject to the following criteria. Approval of expanded exempt hours may be authorized if:

Necessary to accommodate transportation mitigation such as evening haul routes; *construction on schools* and essential government facilities which cannot be undertaken during exempt hours; construction activities and site stabilization in the fall prior to the onset of winter weather; or emergency work.

Accordingly, the contractor chosen for this project will be required to operate within the hours noted above unless a noise exemption is requested for extended hours and meets the criteria necessary for approval.

2. *Why was a Determination of Non-Significance (DNS) issued for the BHS project?*

Response: The Bellevue School District is a State agency with authority to conduct its own environmental reviews per WAC 197-11-926. The SEPA regulation reads as follows:

When an agency initiates a proposal, it is the lead agency for that proposal. If two or more agencies share in the implementation of a proposal, the agencies shall by agreement determine which agency will be the lead agency.

Given the above, the BSD determined that it would retain its lead agency status and conducted its own SEPA review rather than the City of Bellevue conducting this review. City staff has since received copies of the issued Determination of Non-Significance (DNS) dated July 16, 2009, with a comment period that concluded on July 31, 2009. The DNS for

this project will accompany the Conditional Use permit required for this project under file number 09-119090 LB.

3. *How will parking be redistributed on site given the new site layout?*

Response: Parking will be redistributed with the new site layout. See Section IV.4 (parking) above and Section V, Round Table Meeting, items 1 through 8 for a full discussion regarding the existing and proposed parking layouts.

4. *How will this project be viewed from my residence at the northeast corner of this site?*

Response: An adjacent neighbor was concerned about views from his residence at the northeast corner of the site. To address this issue, the BSD's consultants developed a 3-D model to show how the new access point and structure will be viewed from his residence. The viewing of this modeling took place on February 10, 2010. See email dated February 10, 2010 confirming meeting with adjacent property owner along with 3-D modeling of the new vehicular access at the northeast corner of site.

5. *How will spillover lighting be contained on-site? Additionally, how will lighting from vehicles be diminished upon exiting of this site?*

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

Additionally, the BSD has proposed to plant additional landscaping along the east portion of the site adjacent to the new parking areas to increase natural vegetative cover from head light sweeps. Removal of brush/blackberries in the northeast corner of the site shall take place along with plant replacement for understory vegetation. Additional planting will also take place off-site along the east side of 108<sup>th</sup> Avenue SE to further limit light sweeps into the Westwood neighborhood. See Section XII for related conditions.

6. *Gates are proposed for the 108<sup>th</sup> Avenue SE new access. Can the gates be designed so that they may blend into the neighborhood?*

Response: To control site access during ingress or egress from this site, gates are proposed to control vehicular traffic. A comment was received regarding the aesthetics of these gates and how they will relate with the adjacent neighborhood. DSD has conferred with the Fire Department regarding the use of colored materials for these gates to diminish their presence. The Fire Department has agreed to such alternate coloring so long as reflectors are used. See Section XIII for related condition.

## VI. City Department Response

The Clear and Grade Division and the Parks Department have approved this project as proposed with no further conditions of approval. Utilities, Fire, Building, and Transportation have the following comments regarding this proposal:

### 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 engineering design review, plan approval, and field inspection shall be performed under the Developer Extension Agreements. See Section XII for conditions. At the time of this report, the applicant has been submitted the required Developer Extension Agreements for water, sewer or storm water.

### 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 or certificate of occupancy. See Sections XII and XIII for related conditions.

### Building Division

This proposal contains nine internal phases of construction activities. The BSD will be required to work with the selected contractor to determine how construction patterns and staging will take place on the site. The BSD and contractor must also address how students will be protected as demolition and construction activities take place from one building to another. Construction work areas and staging areas must be isolated from occupied areas of the building and from egress routes leading from those occupied areas to the public way. To address these issues, the BSD and contractor are required to submit a phasing plan for review and approval by the City before each phase change in construction that effects fire access or occupants ingress/egress. This information should be part of the BSD bid package to inform the selected contractor of the phasing responsibilities and student protection issues. Additionally, phased construction and simultaneous occupancy of adjacent areas must be **APPROVED** by the City of Bellevue **BEFORE** such conditions can be permitted. A fire/life safety plan shall be submitted for the project immediately upon notice of award of contract (IBC/IFC).

The Building Division has approved the conceptual design for this proposal. All plan review and field inspection will be performed under the required building permits for this project. See Section XII for related condition.

### Transportation Department

#### A. Background

The redeveloped school could accommodate up to 1600 students, which would be a 23% increase from the present enrollment of 1300. However, such an increase would be largely due to population fluctuation in the community that cannot be forecast. The project by itself will have little effect on the student population, aside from a possible "new school" effect that has sometimes led to a slight increase in enrollment when the Bellevue School District

has reopened schools following major capital improvements. For example, Newport High School's enrollments increased by 2.5% after major physical improvements were completed in 2007. Note that the present facilities at BHS can accommodate significantly more than the present enrollment of 1300. As recently as 2006, the enrollment at BHS was 1430.

The BSD's traffic engineers, Gibson Traffic Consultants, prepared a report entitled "Traffic & Parking Study, BHS Expansion." The first draft submitted to the City was dated November 2008. The report was updated and resubmitted in June 2009. Subsequent addendums to the report were dated July 15, 2009; August 10, 2009; and December 31, 2009. These addendums were in response to questions asked by citizens or City staff. These documents and numerous related emails provide detailed information on existing and predicted vehicular level of service, pedestrian and transit activity, parking, and pick up and drop off activity related to the project. These documents and emails are on file with the City. Most of the data and analyses in the Traffic and Parking Study and addendums are not repeated in this staff report but are incorporated by reference and used to support the analysis and conclusions presented below.

The traffic analyses prepared by Gibson Traffic Consultants used 2008 as the base year. That year represented the most recent data available when the first draft of the analysis was prepared. The consultants' analyses assume a "worst case" forecast of 1600 students in the future, and a 23% increase in site-generated traffic, compared to recent student numbers. Actual growth of site-generated traffic may be less when the school's sustainability focus is implemented. The consultants' traffic analysis also assumed that background traffic on nearby streets (that is, traffic not generated by the high school) would increase at 2% per year until the project is completed in 2012.

During several rounds of public discussion and several revisions to the site plan and the traffic analysis, several different transportation scenarios were considered as the school BSD, City staff, consultants, and citizens evaluated various proposals to mitigate the project's traffic impacts. A summary of those scenarios, including the scenario that lists the Transportation Department's required mitigations, is included later in this document. See Sections XI, XII, and XIII for related Transportation conditions of approval.

## **B. Existing Transportation Facilities and Services**

### **1. Adjacent Streets**

- a) SE Wolverine Way is a local street which serves as the school's primary access, entering the site from the northwest. SE Wolverine Way also carries some residential traffic to and from the neighborhood immediately north of the school site. SE Wolverine Way carries approximately 2700 vehicles per day. That volume includes approximately 660 total trips to and from the school during the school's morning peak hour (7 to 8 AM), and approximately 500 total trips to and from the school during the school's afternoon peak hour (2:30 to 3:30 PM), according to traffic counts submitted by Gibson Traffic Consultants. SE Wolverine Way is severely congested during the school's peak periods, and that congestion significantly impacts both Bellevue Way and 105<sup>th</sup> Avenue SE.
- b) 108<sup>th</sup> Avenue SE is a two lane collector arterial, carrying approximately 4200 vehicles per day south of Main Street. That daily volume includes approximately 350 vehicles (total both ways) during the school's morning peak hour and approximately 300 (total both ways) during the school's afternoon peak hour. In

addition to school traffic, 108th Avenue SE carries residential traffic to adjacent neighborhoods and some through traffic. In recent years, the City has taken steps, to curtail through traffic 108<sup>th</sup> Avenue SE south of Main Street. BHS has a driveway off 108<sup>th</sup> Avenue SE, which carries approximately 260 total trips to and from the school during the school's morning peak hour, and approximately 115 total trips to and from the school during the school's afternoon peak hour, according to counts from Gibson Traffic Consultants. Poor on-site circulation causes traffic using this driveway to queue back into 108<sup>th</sup> Avenue SE, causing significant congestion and long queues on the street, and interfering with the passage of other traffic on 108<sup>th</sup> Avenue SE.

Some citizens have expressed concerns about school drop-off activity occurring in the travel lanes on 108<sup>th</sup> Avenue SE, and have requested increased traffic enforcement and installation of No Parking, Stopping, or Standing signs in that area. Such problems are expected to be greatly improved by proposed on-site circulation improvements and by addition of a new driveway, which will reduce congestion on 108<sup>th</sup>. Therefore, additional traffic signage is not anticipated to be necessary, and the presence of the signs can compromise neighborhood character without offering any functional benefit. However, the need for enforcement and signage will be reassessed if the on-site circulation improvements do not go far enough to address this impact.

108<sup>th</sup> Avenue SE is a designated bike route. However, during the City's recent update of the Pedestrian and Bicycle Transportation Plan, the City (with input from bike riding citizens) concluded that widening this segment of 108<sup>th</sup> to establish bike lanes on the shoulders was not feasible due to topographic constraints. Therefore, the adopted bike plan does not call for any physical improvements in this segment, and a condition to require such an improvement could not be imposed on this development in the absence of this policy support.

- c) SE 10<sup>th</sup> Street is a local residential street that provides access to a driveway at the south side of the school site. That driveway carries approximately 160 total trips to and from the school during the school's morning peak hour, and approximately 110 trips to and from the school during the school's afternoon peak hour, based on counts from the consultants. All vehicles accessing the school via the driveway off SE 10<sup>th</sup> Street also use 108<sup>th</sup> Avenue SE. (Note that 107<sup>th</sup> Avenue SE, which connects to SE 10<sup>th</sup> adjacent to the school site, does not provide a vehicular connection to the school.)

### 3. Non-Adjacent Streets

- a) Bellevue Way: Most traffic using SE Wolverine Way also uses Bellevue Way, a major arterial that carries roughly 26,000 vehicles per day between Main Street and SE Wolverine Way. Limited circulation capacity on the school site and limited capacity on SE Wolverine Way often causes congestion to spill back onto Bellevue Way. This problem primarily affects the southbound left turn lane at the intersection of Bellevue Way and SE Wolverine Way. The queue in that southbound left turn lane often backs up to Main Street during the school's morning peak hour.
- b) 105<sup>th</sup> Avenue SE: Some school traffic on SE Wolverine Way also uses 105<sup>th</sup> Avenue SE, a local street that carries roughly 700 vehicles per day. The City previously prohibited northbound right turns from the school to 105<sup>th</sup> Avenue in order to reduce some of the volume of school traffic that had used 105<sup>th</sup> Avenue SE.

However, southbound left turns from 105<sup>th</sup> to SE Wolverine Way are still allowed. The number of vehicles making that southbound left turn contributes to congestion on Wolverine during the school's peak hours.

- c) 109<sup>th</sup> Avenue SE: Some citizens have expressed concerns about school-related traffic cutting through the Surrey Downs neighborhood, especially on 109<sup>th</sup> Avenue SE and some other local residential streets. City staff evaluated that issue in the past and determined that very little school-related traffic was cutting through Surrey Downs.

On the other hand, City staff has heard reports that some non-school traffic that would have otherwise used 108<sup>th</sup> Avenue SE is diverted to 109<sup>th</sup> Avenue SE as drivers seek to avoid school-related congestion on 108<sup>th</sup>. That diversion through Surrey Downs should be reduced as proposed circulation improvements on the school site reduce school-related traffic backups on 108<sup>th</sup>.

109<sup>th</sup> Avenue SE is presently under review by the City's Neighborhood Traffic Calming Program to determine if the City's guidelines for installing traffic calming improvements would be met. If the guidelines are met, physical traffic calming measures will be recommended. Citizens can examine the process for traffic calming programs and requests at this web page: <http://www.bellevuewa.gov/traffic-calming-phase-1.htm>.

#### 4. Intersection Operations and Levels of Service

The BSD's traffic consultants analyzed the three signalized intersections, listed below, that are most affected by the school's traffic. 2008 was used as the base year. Intersection analysis for 2012 is discussed below under Future Conditions.

- a) SE Wolverine Way and Bellevue Way: Data submitted by the consultants shows that during the school's morning peak hour, this intersection has a total entering traffic volume of approximately 1750 vehicles and operates at Level of Service D with average delay per vehicle of 39.6 seconds. During the school's afternoon peak hour, the intersection has total entering volume of approximately 1800 vehicles, with Level of Service B with average delay per vehicle of 15.5 seconds. However, this level of service overview does not provide sufficient detail to evaluate specific problems with this intersection. The limited capacity of SE Wolverine Way and associated on-site circulation problems within the school property cause long traffic backups on SE Wolverine Way that interfere with some movements at the intersection of SE Wolverine Way and Bellevue Way. Most significant is that during the morning peak period, congestion on SE Wolverine Way interferes with the southbound left turn lane on Bellevue Way, causing the southbound left turn lane to operate at Level of Service F and to frequently back up to Main Street or beyond. This creates problems affecting a broader area, including the possibility of delaying emergency vehicles headed to other destinations.
- b) Main Street and Bellevue Way: Data submitted by the consultants shows that during the school's morning peak hour, this intersection has a total entering traffic volume of approximately 2220 vehicles and operates at Level of Service C with average delay per vehicle of 26.5 seconds. During the school's afternoon peak hour, the intersection has total entering volume of approximately 2520 vehicles, with Level of Service C with average delay per vehicle of 30.1 seconds. This is another situation in which the level of service overview does not provide sufficient detail to evaluate specific problems. Frequently during the school's morning peak periods,

southbound traffic on Bellevue Way cannot effectively clear the Main Street intersection because delay at the intersection with SE Wolverine Way causes a backup that extends to Main Street or beyond. This causes the actual operation of the Main Street / Bellevue Way intersection to be worse than indicated by the level of service statements above, and non-school traffic using that intersection is subject to added delay.

- c) Main Street and 108th Avenue SE: Data submitted by the consultants shows that during the school's morning peak hour, this intersection has a total entering traffic volume of approximately 1250 vehicles and operates at Level of Service B with average delay per vehicle of 18.0 seconds. During the school's afternoon peak hour, the intersection has total entering volume of approximately 1460 vehicles, with Level of Service B with average delay per vehicle of 18.1 seconds. This is an excellent level of service, which is helped by the fact that the City previously chose to prohibit the southbound through movement on 108th Avenue SE in order to reduce the use of 108<sup>th</sup> by through traffic from downtown Bellevue. Traffic generated by BHS does not cause any significant operational problems at this location.

## 5. Traffic Accident Data

The BSD's consultants analyzed traffic accident data for the most recent four-year period at the following locations:

- a) 108th Avenue SE from Main Street to SE 10th Street
- b) 105th Avenue SE from Main Street to SE Wolverine Way
- c) Intersection of Main Street at 108th Avenue SE
- d) Intersection of Bellevue Way at SE Wolverine Way
- e) Intersection of Main Street at 105th Avenue SE
- f) Intersection of SE 10th Street at 107th Avenue SE/Bellevue HS Access

At those locations, a total of 42 accidents occurred over four years, of which only 19 (45%) occurred during the school's peak periods. There is no way to be certain how many of those accidents may have involved vehicles going to or from BHS. The consultants concluded that these numbers constitute a low accident frequency, and no particular problems stood out that would require further study or corrective action as part of the school's redevelopment project.

## 6. Sidewalks and Trails

- a) SE Wolverine Way has a 6-foot wide sidewalk on the west side, providing a connection between the sidewalks along Bellevue Way and the school site. This sidewalk is partly asphalt, which shows some deterioration, but the sidewalk does not require reconstruction as part of the school's redevelopment project.
- b) 108<sup>th</sup> Avenue SE has 5-foot wide concrete sidewalk on the west side along the school's entire frontage. Due to topographic constraints caused by a steep side hill on the school's property, widening this sidewalk as part of the school's redevelopment project is not an option.
- c) Part of the school's frontage on SE 10<sup>th</sup> Street has a concrete sidewalk. However, that walk does not connect to 108<sup>th</sup> Avenue SE, so it provides little benefit to most students who walk on SE 10<sup>th</sup> Street.

- d) An informal dirt trail traverses the southern edge of the school property from 106<sup>th</sup> Avenue to Bellevue Way along the route of a previously vacated segment of SE 10<sup>th</sup> Street. The trail has been used by some foot traffic to and from BHS for a number of years, even though the trail has no modern improvements. The route is partly encumbered by a utility easement held by Puget Sound Energy.

## **7. Transit Service and Pedestrian Access to Buses**

Bellevue Way near BHS is served by Sound Transit bus route 550 and by Metro route 222. In addition, by agreement between Metro and the BSD, Metro route 885, which originates in south Bellevue and goes to the International School, also serves BHS via Bellevue Way once in the morning and once in the afternoon on school days. A southbound bus stop is located on Bellevue Way a short distance south of the intersection with SE Wolverine Way, and a northbound bus stop is located a short distance north of that intersection. BHS students have been observed using those bus stops, although City staff did not obtain a count of the number of such bus riders. BHS students who use buses on Bellevue Way primarily use southbound buses in the morning and northbound buses in the afternoon. Neither route 550 nor 222 is very convenient for BHS students, because both routes end in downtown Bellevue, which would require most students to transfer to or from other bus lines in order to travel between their homes and the school. Also, the bus stops on Bellevue Way are approximately 1500 feet from the school's main entrance, which is farther than some riders are willing to walk in order to use a bus.

Metro route 240 serves 108th Avenue SE near BHS. Route 240 goes beyond downtown Bellevue to serve part of the residential area of north Bellevue and Clyde Hill. Since most BHS students live north of the school, route 240 on 108th Avenue SE serves more BHS students than the bus routes that use Bellevue Way. In addition, once in the morning and once in the afternoon on school days, Metro route 886 operates between Clyde Hill and BHS on the same route as 240. The southbound bus stop on 108th Avenue SE is located just south of SE 10<sup>th</sup> Street. This location is approximately 1100 feet from the south side of the main high school building. The northbound bus stop on 108th Avenue SE is located approximately 550 feet south of SE 10<sup>th</sup> Street, which is approximately 1600 feet from the south side of the main high school building. The distance between these bus stops and the school's main entrances means that 108th Avenue SE is not ideal for bus service to the school. In spite of the inconvenient bus stop locations, buses serving route 240 on school mornings have been observed completely full of students, including fully occupied standing room. That indicates that the demand may justify adding more buses to the route.

Opportunities for moving the bus stops on 108th Avenue SE closer to the school are limited by topographic constraints. Narrow shoulders and steep side slopes along that street mean that few locations can accommodate a large number of students getting on or off a bus at the same time. However, it might be feasible to relocate the southbound bus stop to take advantage of improved pedestrian connections that are proposed between the new school building and 108th Avenue SE adjacent to the existing driveway.

The City supports increased bus use by BHS students. However, the combination of factors described above means that existing public transit is less well suited to serve BHS than it is to serve other high schools in Bellevue. The cost of providing better bus

service, whether through Metro or with BSD buses, has financial implications that are beyond the scope of this Conditional Use Permit. However, the City has included a condition of approval in this document that encourages the BSD to take steps to reduce single-occupancy vehicle usage and to improve bus usage as feasible.

## C. Future Conditions

### 1. Trip Generation and Distribution

The traffic and parking studies by Gibson Traffic Consultants indicate that the existing trip generation for the site is approximately 1070 trips, in plus out, in the AM peak hour (7 to 8 AM). In the afternoon peak for the school (2:30 to 3:30 PM), trip generation is approximately 692 trips, in plus out. Afternoon vehicle trip generation is lower because some students who are dropped off by parents in the morning use other means to go home in the afternoon, and because some students and staff depart outside the 2:30 to 3:30 school peak hour.

The development by itself will not cause the enrollment to change, and thus will not cause trip generation to change, but if the school ever reaches its design capacity of 1600 students, that would be an increase of 23% over present enrollment. A corresponding increase in trip generation would yield a total of approximately 1316 trips in plus out of the site in the AM peak hour, and 851 trips in plus or out during the school's PM peak hour.

The BHS service area extends from Lake Washington on the west to approximately 136<sup>th</sup> Avenue on the east, and from I-90 to SR-520, including the towns of Yarrow Point, Hunts Point, Medina, and Beaux Arts (See Attachment A). The school is situated roughly in the center of that area; however, more than three-quarters of the student enrollment lives north of the school site. That means that the school's trip distribution is heavily slanted to and from the north, using Bellevue Way NE, 108<sup>th</sup> Avenue SE, and Main Street. Less than one-quarter live to the south, traveling mostly on Bellevue Way SE, 104<sup>th</sup> Avenue SE, and 108<sup>th</sup> Avenue SE south of the school site.

### 2. Future Traffic Volumes and Intersection Levels of Service

Traffic associated with BHS creates short periods of intense activity. With the current enrollment of 1300 students and the current site layout and access points, pick-up and drop-off activity combined with other traffic cause significant congestion on several nearby streets and intersections, as described above. With a maximum of 1600 students and assuming 2% annual growth of background traffic until 2012, congestion at these locations will be worse, unless steps are taken to mitigate the project's impacts. Based on analysis of the future trip generation and distribution described above, the consultant for the District predicted future traffic impacts on the street system. Future volumes and levels of service are included in the consultants' studies and addendums. The most significant issues are discussed below:

SE Wolverine Way: In the morning peak hour, volumes to and from the school on Wolverine at 105<sup>th</sup> are predicted to increase from 660 to 771 (a 17% increase). Such an increase could be accommodated only if circulation to and within the school site is improved so that traffic on Wolverine can clear out more quickly.

Intersection of SE Wolverine Way and Bellevue Way: During the morning peak hour, total entering traffic is predicted to increase from 1750 to 1963. The intersection is predicted to change from level of service D to F, due largely to worsening backups from

SE Wolverine Way, unless improvements are made regarding access to and circulation within the BHS site. Gibson Traffic Consultants, in their Addendum of July 15, 2009, predicted that with all such improvements to and within the school site, this intersection will continue to operate at LOS D.

Intersection of Main Street and Bellevue Way: During the morning peak hour, total entering traffic is predicted to increase from 2220 to nearly 2500. The intersection is predicted to continue operating at level of service C overall, with little change in average delay, except for problems caused by backups from SE Wolverine Way. Unless improvements are made regarding access to and circulation within the BHS site, problems caused by school-related traffic at the intersection of Main Street and Bellevue Way will worsen.

SE 10<sup>th</sup> Street: This street received little attention in the project's traffic analysis and the related public discussion. However, the consultants predicted that some of the mitigation scenarios described below that were proposed to reduce the use of 108th Avenue SE by certain northbound school trips would actually divert some of the northbound traffic to SE 10<sup>th</sup> Street. Given the limited nature of SE 10<sup>th</sup> Street, such diversion would be an undesirable impact.

108th Avenue SE: A great deal of public discussion and analysis by the BSD's consultants focused on the project's traffic impacts on 108<sup>th</sup> Avenue SE. Discussions with citizens indicated that a critical public concern in evaluating the project's traffic impacts is the number of vehicles entering and exiting the site on 108th Avenue SE in the morning peak period. Gibson Traffic Consultants predicted that that number would increase from 258 vehicles in 2008 to 393 in 2012 (an increase of 135 vehicles or 52%), assuming a student enrollment of 1600, with a new driveway connecting to 108th Avenue SE, and without restricting the use of any driveway.

A closely related concern is the total traffic volume using 108th Avenue SE, especially during the school's peak periods. The consultants predicted that the morning peak hour volume of all traffic on 108th Avenue SE just south of Main Street would increase from 351 in 2008 to 472 in 2012 (an increase of 121 vehicles or 34%). Some citizens believe that these forecasts are low and that installing a new driveway on 108th Avenue SE would attract a substantial shift in traffic from SE Wolverine Way to 108th Avenue SE. Dealing with such concerns has led to a variety of proposals to restrict some traffic movements within the site as they affect 108th Avenue SE. These proposals are discussed below under Scenarios to Mitigate Short Term Impacts of the Proposed Development.

#### **D. Scenarios to Mitigate Short-Term Impacts of the Proposed Development**

During several rounds of public discussion and several revisions of the site plan and the traffic analysis, several different transportation scenarios were considered, including the following:

1. No change in access: The discussion (elsewhere in this document) of BHS's existing traffic problems indicates that the existing access points could not adequately handle a 23% increase to 1600 students, especially if there is also an increase in background traffic. Existing congestion on 108th Avenue SE near the school would worsen. The existing backups on SE Wolverine Way and Bellevue Way would worsen, interfering more frequently with the intersection of Bellevue Way and Main Street. The July 15 Addendum to the Traffic and Parking Impact Study, by Gibson Traffic Consultants, indicates that these problems would worsen even if improvements are made to on-site circulation. Under these circumstances, Conditional Use Permit decision criteria

requiring adequate public facilities cannot be met, and Transportation does not recommend this scenario. Refer to LUC 20.30B.140.C.

2. Improve SE Wolverine Way: Reasons why this scenario is not feasible are discussed above in Section V.2 above.
3. Improve existing access off 108th Avenue SE: The July 15 Addendum to the Traffic and Parking Impact Study, by Gibson Traffic Consultants, indicates that the existing driveway off 108th Avenue SE near the southeast corner of the high school building would degrade from Level of Service C to Level of Service F if the school enrollment increases to 1600, background traffic increases by 2% per year, and other access improvements are not made. Therefore, in their August 10 Addendum to the Traffic and Parking Impact Study, Gibson Traffic Consultants evaluated whether making major improvements to the existing driveway off 108th Avenue SE, such as adding lanes within the driveway, would be adequate to handle the growth of traffic without also increasing access capacity elsewhere. The consultants concluded that improving the existing driveway off 108<sup>th</sup> would not provide major benefits unless the improvements include a 200-foot long southbound right turn lane from 108th Avenue SE into the site. Constructing such a right turn lane would require significant earthwork, probably with retaining walls, in the hillside adjacent to 108<sup>th</sup> in order to widen the street surface. This would create visual, environmental, and operational impacts that the Transportation Department concluded would be detrimental to the intended character and function of 108th Avenue SE that are inconsistent with the design compatibility requirements for issuance of a Conditional Use Permit; therefore, the Transportation Department recommends against this scenario. Refer to LUC 20.30B.140.C.
4. Add a new driveway to 108th Avenue SE opposite the entry to Westwood: The Westwood development includes 14 houses served by a private road that connects to the eastern side of 108th Avenue SE approximately 360 feet south of the school's northern property line. A new school driveway on 108th Avenue SE opposite the Westwood connection would improve vehicle access to the school site and provide an alternate emergency route, with the added benefit that queues that might form on 108th Avenue SE at the new school driveway would be separated from other driveways (except the Westwood entry). Adding a new driveway opposite an existing driveway is a common practice in traffic engineering, and is often considered safer than if the driveways were offset. However, the existing entry to Westwood is a very substandard design, with excessive grades, tight turns, and limited sight lines. Therefore, the Transportation Department concluded that adding a new school driveway opposite the Westwood entry would not provide consistency with applicable requirements of the code required for issuance of a Conditional Use Permit; therefore, the Transportation Department recommends against this scenario.
5. Add a new driveway to 108th Avenue SE near the northeast corner of the school site: This scenario would include a two-lane driveway centered approximately 90 feet south of the school's northeast property corner, as well as a new sidewalk into the site adjacent to that driveway. This scenario was proposed to improve site access and provide an alternate emergency route, while avoiding the conflict with the Westwood entry. This scenario has several known concerns, including:
  - An existing landscaped island within 108th Avenue SE is a potential conflict, especially regarding turning movements for fire trucks.

- If southbound queues form on 108<sup>th</sup> at the new driveway location, those queues may conflict with existing residential driveways north of the school.
- Some citizens are concerned that this driveway would attract a substantial increase in school traffic using 108<sup>th</sup> Avenue SE, including a concern that the consultants' forecasts might be too low.

In order to deal with such concerns, several variations to this scenario received further consideration and public discussion, including:

- a) Add the new driveway described above and allow full access in all directions. This would have all the concerns listed in the bullet points above. Gibson Traffic Consultants predicted that in the school's morning peak hour in the forecast year, 113 vehicles would enter this driveway (all from the north) and 12 vehicles would exit. Total traffic using 108th Avenue SE south of Main Street in the morning peak is predicted to increase from 351 in 2008 to 472 in 2012 (assuming 1600 students and a 2% per year increase in non-school traffic).
- b) Add the new driveway described above, with the following special conditions (Referred to as Scenario 1 in the consultants' Addendum of December 31, 2009):
  - The new driveway would serve only inbound trips in the morning and only outbound trips in the afternoon.
  - Traffic flow on the driveway would be controlled by installing a split gate where the driveway connects to 108th Avenue SE. The BSD would be responsible for manipulating the gate to block the exit lane in the morning and block the entry lane in the afternoon. An electric sign and possibly a split gate at the top of the driveway within the school site would inform drivers when to not use the driveway to exit the site.
  - Within the site, a gate would block access between the new driveway and the central and southern parking lots on the eastern side of the site. Under this scenario, traffic entering the site via new driveway could only exit the site via SE Wolverine Way, and traffic entering via the existing driveway on 108<sup>th</sup> could only exit via the existing driveway.
  - 80 staff parking spaces would be located in the central one of the three eastern parking lots and 45 staff spaces located in the western part of the site. This would displace some student parking to the west, reducing student traffic on 108th Avenue SE, but not reducing total traffic volumes.
  - The existing driveway on 108th Avenue SE would be revised with a new sidewalk into the site, an improved curb radius on the north side, and with a new raised island within the driveway at the connection to 108th Avenue SE, designed so that vehicles exiting the site via this driveway could exit only to the south.
  - This scenario was proposed as a consensus based hybrid site circulation plan developed during the stakeholder round table described in Section V, Public Comment section above. The island was a citizen proposal intended to discourage northbound parent pick-up and drop-off traffic from using 108th Avenue SE and then continuing north toward downtown Bellevue. The hope was that northbound parent traffic would shift to Bellevue Way and SE Wolverine Way instead, and total traffic on 108<sup>th</sup> would be reduced. However, Gibson Traffic Consultants predicted that installing the proposed island would cause some northbound parent pick-up and drop-off traffic to

shift from the existing driveway on 108th Avenue SE to SE 10<sup>th</sup> Street rather than shifting to Bellevue Way. Traffic using SE 10<sup>th</sup> Street would continue to use 108th Avenue SE. Thus, the proposed island in the existing driveway would benefit 108th Avenue SE less than expected and would be detrimental to SE 10<sup>th</sup> Street. Gibson Traffic Consultants predicted that all aspects of this scenario would reduce total school traffic on 108<sup>th</sup> Avenue SE by roughly 45 vehicles compared to unrestricted use of both the new and the existing driveways.

- c) Add the new driveway described above, with the following special conditions (Referred to as Scenario 2 in the consultants' Addendum of December 31, 2009):
- Include all of the conditions listed for Scenario 1 above, except for the staff parking allocation.
  - All 125 staff parking spaces would be located in the eastern part of the site. 80 staff spaces would be in the central eastern parking lot, accessed via the existing driveway off 108th Avenue SE, and 45 staff spaces would be in the north eastern parking lot, accessed via the new driveway off 108th Avenue SE. This would displace additional student parking to the west, further reducing student traffic on 108<sup>th</sup>, but not reducing total traffic volumes on 108<sup>th</sup>. The consultants predicted that the overall traffic distribution and volumes would be similar to Scenario 1, except that staff arrival times tend to be more spread out than student arrival times. Spreading peak arrival times would reduce peak congestion on 108th Avenue SE to some extent, even though traffic volumes would change very little.
  - This scenario was also proposed as a consensus based hybrid site circulation plan developed during the stakeholder Round Table Meeting. This scenario had the teachers parking the greatest distance from the classroom spaces of the building and it was acknowledged by the stakeholder group that significant traffic improvement would be needed to warrant this operational control due to the significant impact on teachers.
- d) Add the new driveway described above, with the following special conditions (Referred to as Scenario 3 in the consultants' Addendum of December 31, 2009):
- Include all of the conditions listed for Scenario 1 above, except for the following:
  - Nearly all (109) staff parking spaces would be located in the western part of the site, accessed primarily via SE Wolverine Way. The BSD prefers this so that teachers can park near the classrooms.
  - Allow full access between the new driveway and the central and southern parking lots on the eastern side of the site. This would allow traffic that enters via the new driveway to exit to the south via the existing driveway on 108th Avenue SE, and traffic that enters via the existing driveway could pass through the site and exit via SE Wolverine Way. This would allow traffic to enter and exit the site in nearly any direction, except that exiting to the north on 108<sup>th</sup> would be restricted. However, per the consultants' predictions described above, that restriction would shift some traffic to use SE 10<sup>th</sup> Street, and total volumes on 108th Avenue SE would be similar to the

volumes that would occur if the new driveway is added and no movements are restricted.

6. **Transportation Department's Preferred Mitigation Scenario:** Based on the consultants' analyses, additional analysis by City staff, and input from a variety of citizen sources, **the Transportation Department recommends proceeding with a flexible combination of features from the scenarios described above.** The preferred features include the following:
- a) Construct the on-site circulation routes, parking lots, and pick-up and drop-off loop as shown on the most recently submitted site plan.
  - b) Construct a new driveway connecting to 108th Avenue SE approximately 90 feet south of the site's northeastern property corner. This driveway must be designed to meet traffic engineering standards and Fire Department standards for width, grade, and curvature.
  - c) The new driveway's connection to 108th Avenue SE shall be constructed with curb radii designed to accommodate fire truck turning movements, except that a fire truck exiting the site toward the south on 108th Avenue SE cannot be accommodated due to the proximity of the existing landscaped island within 108th Avenue SE. Provide turning template drawings acceptable to the Fire Department.
  - d) Construct improvements to the existing driveway connecting to 108th Avenue SE as follows:
    - Design the turning radii to accommodate fire truck turns in all directions, and provide turning template drawings acceptable to the Fire Department.
    - For the driveway's exit lane, install one or more right turn only arrows, a right turn only sign, and a removable raised island within the driveway, designed so that traffic exiting the site will turn only toward the south. This turning restriction will be on a trial basis. (See below for the trial period and evaluation method.) The arrow, sign, and island will be removed or modified, with City approval, if the turning restriction proves to be problematic. Problems that might warrant eliminating the turning restriction include an increase in accidents, an excessive rate of drivers violating the restriction, or an unacceptable diversion of traffic to SE 10<sup>th</sup> Street or other locations.
  - e) On-site circulation will be regulated to improve and control traffic flow and reduce neighborhood impacts by opening and closing gates at certain times.
    - Install a split gate where the new driveway connects to 108th Avenue SE. The BSD would be responsible for manipulating the gate to block the exit lane in the morning and block the entry lane in the afternoon.
    - Install an electric sign and possibly another split gate at the top of the new driveway within the school site, so drivers will know when not to use that driveway to exit the site.
    - Install a gate in the new driveway to create one-directional traffic flow at different times requires installation of a raised island within the driveway throat so that the gate cannot be easily bypassed. The driveway throat, island, and gate must be designed to restrict vehicle movement without

blocking fire truck access. Among the design features should be a removable or recessable gate post within the island.

- Install an on-site gate between the new driveway and the central parking lot on the eastern side of the site. This gate will remain closed at all times during school hours, while allowing emergency access.
  - The schedule of gate openings and closings can be adjusted and gates can be relocated or eliminated, with City approval, to achieve the best combination of traffic flow and neighborhood protection. (See below for the trial period and evaluation method for making any changes to the gate program.)
- f) Construct new sidewalks into the site from 108th Avenue SE as follows:
- Adjacent to one side of the new driveway at the northeast corner of the site. This sidewalk should be at least five feet wide, if that width can be achieved without necessitating excessive earth work in the hillside.
  - Adjacent to the north side of the existing driveway, with a width of at least six feet.
  - An ADA-compliant route at least six feet wide with switchbacks to reduce the grade and with landings to provide resting areas will be installed roughly 30 to 150 feet north of the existing driveway. Any rockery or retaining wall in the City right of way will require an indemnification agreement.
  - Pedestrian routes within the site shall have ADA-compliant landings, ramps, and crosswalks across the drive aisles where needed.
- g) Improve the trail along the southern edge of the school site connecting to Bellevue Way, if needed for access to off-site parking. Improvements include clearing vegetation, widening the trail to at least five feet, and providing a compacted gravel surface per standard drawing DEV-19 or equivalent. ADA compliance is not feasible due to steep grades.
- h) The connections of both driveways to 108th Avenue SE shall be designed with ADA compliant ramps and landings providing an accessible route along 108th Avenue SE. Parallel bar crosswalks per standard drawing TE-7 shall be installed across both driveways. Design details sufficient for proper construction shall be included in the engineering plans.
- i) The BSD shall cooperate with the Bellevue Transportation Department to evaluate the possible need to install a guardrail adjacent to the eastern edge of 108th Avenue SE opposite the proposed new driveway. If a guardrail is warranted, then the BSD may be required to share in the installation cost, proportionate to how much of the guardrail's length is necessitated by the new driveway.
- j) Provide a vegetative visual screen adjacent to the eastern edge of 108th Avenue SE opposite the new driveway connection. The intent is for houses in the Westwood development to be screened from the effects of headlights when vehicles exit the new driveway. Install a hedge, such as Pacific Wax Myrtle, that will form an effective screen without spreading excessively and with minimal maintenance problems. Locate the hedge so that a guard rail can be installed behind the curb if warranted. If it is found, at a later date, that the hedge does not reduce light swipes, a sight screening fence will be required from the District to mitigate this concern. Such fence will be located within the public right-of-way.

- k) Locate staff parking primarily on the western side of the site as a convenience to teachers, but allow the distribution of staff and student parking to be adjusted if necessary to improve traffic flow. (See below for the trial period and evaluation method.)
  - l) The BSD shall provide an on-site traffic monitor whose duties include managing peak on-site traffic flow as needed. At the beginning of the school year and periodically as needed, the BSD shall provide information to parents, staff, and students regarding proper traffic and pedestrian behavior and safety. Prior to initial occupancy of the new classroom building, the BSD shall provide a letter to City staff indicating the district's commitment to the programs required in this section and how those programs will be carried out.
  - m) As feasible over the next few years, the BSD should evaluate options for reducing student traffic to the school by making bus ridership more attractive and by discouraging use of single-occupancy vehicles by students. The district should explore operating its own buses to provide more direct connections between the students' residential areas and the school campus. In conjunction with Metro, evaluate possibilities for providing more direct connections, more frequent service, and more convenient bus stop locations.
  - n) After the project is complete, it may become desirable to prohibit the southbound left turn from 105<sup>th</sup> Avenue to SE Wolverine Way, in order to improve the flow of traffic on SE Wolverine Way. However, the function of 105<sup>th</sup> Avenue in that area was previously the subject of a neighborhood traffic calming ballot, and the neighborhood expressed a desire to be able to make southbound left turns at that intersection. Therefore, the function of that intersection should not be changed without a new neighborhood traffic calming ballot. (See below for the trial period and evaluation method.)
7. Trial Period and Annual Evaluation: For three years after the new classroom buildings are fully occupied, the BSD shall retain a traffic engineering firm to conduct an annual traffic evaluation to be submitted to the City. The consultant shall conduct traffic counts for all of the school's driveways, observe on-site traffic and pedestrian operations, and conduct traffic counts for any nearby streets or intersections where up-to-date City traffic count data are not available. Counts shall be taken at appropriate locations, dates, and times to best evaluate the school's most significant impacts. The consultant shall submit a report documenting the work, comparing the then existing traffic situation to the analysis and conditions that are being approved with this Conditional Use Permit, recommending transportation revisions (if any), and predicting the impact of any such revisions. City staff shall be given an opportunity to review and approve the proposed count locations and times and the proposed contents of the traffic evaluation report. This report will be used to evaluate key features of the implemented traffic mitigation scenario and to make recommendations to the City for revising the traffic mitigation program as necessary to maintain alignment with the analysis and conditions contained in the Conditional Use Permit, including the following:
- a) Gate locations and gate opening and closing schedules
  - b) Turn movement restrictions for any driveway
  - c) The relative location of staff and student parking
  - d) The program for on-site traffic monitoring and management
  - e) Feasible enhancements to bus or carpooling services

- f) Potential revisions to the intersection of 105<sup>th</sup> Avenue and SE Wolverine Way
- g) Potential traffic signage revisions

Based on the annual traffic evaluation reports and other information, the City may consider modifications to the conditions of the approved Conditional Use Permit. Any modifications required within the three-year trial period shall be performed or funded by the BSD.

**The Transportation Department recommends approval of this Conditional Use Permit, based on the Preferred Mitigation Scenario described above and given the potential to modify that scenario as described in the Trial Period and Annual Evaluation.**

See Sections XI, XII, and XIII for related conditions of approval.

#### **E. Frontage Improvement and Trench Restoration Details**

Existing street frontage improvements on adjacent streets are acceptable to the Transportation Department. Therefore, no new street frontage improvements are required on those streets except for improvements directly related to access revisions on 108th Avenue SE and pedestrian connections into the site. The final engineering plans must include all specific engineering details needed to construct those improvements, as described elsewhere in this document.

Trench and Pavement Restoration: If any street cuts are required for utility connections or other work in adjacent streets, then trench and pavement restoration must be provided per the City's trench restoration program. SE Wolverine Way and SE 10<sup>th</sup> Street are presently classified as "overlay required." 108th Avenue SE is "standard trench restoration." 107<sup>th</sup> Avenue north of SE 10<sup>th</sup> Street is presently classified as a "no-cut" street. Any cutting of the street surface where any overlay is required means that a grind and overlay must be done for at least 50 feet in total length for the full width of any affected lane. Engineering plans for the project must specify the type of pavement restoration for any street cuts and the approximate location of any grind and overlay. The exact extent of any required pavement restoration will be specified in the Right of Way Use Permit for the project.

See Sections XII, and XIII for related conditions of approval.

#### **F. Concurrency (Mid-Range Impacts)**

The State Growth Management Act and the Bellevue Traffic Standards Code (BCC 14.10) require concurrency testing for development projects under certain conditions. Concurrency testing is based on a comparison of traffic (including that generated by the project) to street capacity that exists or will exist within six years. However, BCC 14.10.020.I.7 exempts public schools from concurrency testing requirements.

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

The City evaluates long-term traffic impacts of a development by comparing the future land use or trip generation predicted for a development site to the assumptions made in the Environmental Impact Statement for the City's Transportation Facilities Plan (TFP EIS). The most recent version of that document, approved in March 2009, assumed that the BHS site would include 178,216 sq ft of school space in both the base year (2008) and the TFP

horizon year (2020). The proposed new school is planned for a total of 227,054 square feet, which is 48,838 square feet more than was assumed in the TFP EIS. For school sites, established practice is to use the number of students as the basis for predicting trips. The proposed redevelopment of the school will not, by itself, cause an increase in the number of students from the present enrollment of approximately 1300. If the number of students does increase to the design maximum of 1600, then the traffic impacts of that increase will be encompassed by a future update of the TFP EIS. That document is updated every two years, at which time projections can be updated to meet contemporary growth trends.

#### **H. Transportation Impact Fee**

City ordinance (BCC 22.16.070.B.2) exempts publicly funded educational institutions from the City's transportation impact fee requirements.

See Section XII and XIII for related Transportation Conditions

### **VII. State Environmental Policy Act (SEPA)**

The Bellevue School District is a State agency with SEPA jurisdiction which permits the BSD to complete environmental determinations. The BSD has chosen to exercise this right for this project. A Determination of Non-Significance (DNS) was issued on July 16, 2009, with an appeal period ending July 31, 2009. A copy of this DNS is available within the project file.

Staff reviewed the submitted DNS that was issued by the BSD for this project and concurs with its issuance. No additional comment or appeal period is available on the issued DNS as part of the City's Conditional Use Permit (CUP) approval for this project.

### **VIII. Applicable Decision Criteria**

**Conditional Use:** The Director may recommend approval or approval with modifications of an application for Conditional Use if it complies with the decision criteria of Land Use Code Section 20.30B.140. The approval of a Conditional Use may at any time be modified if the use of the on-site facility is changed from the stated application. See Section XIII for related condition.

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 Conditional Use decision criteria:

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

This proposal is located within the Southwest Bellevue Subarea. The Comprehensive Plan designation for this site is Single-Family--High, which is consistent with the land use classification of R-4 for this property.

The following are applicable Comprehensive Plan policies for this subarea:

#### **General Land Use Policy**

*Policy S-SW-1: Support the existing land use patterns and densities as shown on the Land Use Map (Figure 2-SW-1) with the maintenance of capital facilities and services.*

Response: The BSD has operated a school at this location since 1948 and is not proposing a change of use but will maintain this site as a high school to serve the surrounding neighborhood service areas. This application does not increase the intensity of school use on this site beyond what is already occurring now but provides minimal additional design capacity to accommodate student demand that may occur in the future. The BSD has not requested to modify the existing zoning designation for this site. Accordingly, this proposal is consistent with the policy above.

### **Environmental Policy**

*Policy S-SW-13: Retain significant vegetation during the site plan approval and construction process.*

Response: Significant vegetation has been maintained on this site. By rebuilding the school essentially within its existing building footprint, eliminates the need to encroach into the treed areas of the site. The buffers along the west and east property lines provide distance and visual screening from adjacent residential uses. A small pocket of retained trees will be maintained north of the new driveway access onto 108<sup>th</sup> Avenue SE. This pocket of vegetation, along with the landscape buffer adjacent to 108<sup>th</sup> Avenue SE, will be cleaned up with this application as both areas contain a large amount of invasive blackberry materials that have choked out the understory vegetation in this area. See Section XII for related condition. Additionally, the BSD's latest landscape plans reflect this vegetative request from the adjacent neighbor to the north with the following language:

*THE CONTRACTOR WILL BE DIRECTED IN THE FIELD TO REMOVE ALL INVASIVE SPECIES INCLUDING BLACKBERRY, ENGLISH IVY, HOLLY, ETC. THROUGHOUT AREA AND TO REMOVE BY HAND METHODS ONLY MINIMIZING DISTURBANCE TO EXISTING PLANTS TO REMAIN". See Sheets L2.1, 2.2, 2.5 and 2.6.*

See Section IV.1, LUC Requirements Chart, to review number of diameter inches maintained by the BSD.

*Policy EN-79: Work with the private sector to reduce growth in vehicle trips as a key strategy for reducing automobile-related air pollution.*

Response: The BSD will be implementing interim and permanent parking plans to reduce single-occupancy trips to this site. See Section XII and XIII for related conditions.

### **Community Focal Point Policies**

*Policy S-SW-14: Design future development of community facilities and parks to be compatible in scale and density with the existing development.*

*Policy S-SW-15: Encourage upkeep and maintenance of school properties by joint school district/user efforts.*

*Policy S-SW-16: Consider the impacts on nearby neighborhoods when determining uses for schools.*

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

Response: The BSD will demolish a majority of the existing facility and upgrade the BHS campus with this application. The proposed facility has been designed to complement the adjacent neighborhood by maintaining the proposed building structures in the center of the site. Taller building heights for the programmatic elements such as the PAC and existing gymnasiums will be located east of the proposed commons area. Parking will be available on the east or west of the proposed building which will be screened by the large vegetative buffers in these areas. By conducting this modernization effort, the BSD fulfills the upkeep and maintenance criteria by committing capital improvement funds to this subarea.

*Parks Plan (Summary): "Properties owned and operated by the Bellevue School District are an important component of Bellevue's open space system. They contribute more than 500 acres, or 26 percent, to our open space inventory. The use of school sites to supplement City facilities is becoming increasingly important if the City is to satisfy demand for active indoor and outdoor recreation space throughout the community."*

Response: The Bellevue Parks and Community Services Department and the Bellevue School District will be working to develop a partnership agreement for joint use of the PAC facility. See attached letter from BSD (Exhibit G). A survey conducted by Park's showed that "79 percent of the respondents encourage the City and the BSD to actively explore opportunities for greater joint use of facilities". Schools can be viewed as "community centers" of neighborhoods and focal points within the community.

The proposed PAC will be a theatrical asset not only to the neighborhood but the community. The City has asked the BSD to anticipate the amount of user requests that may come from the community. The BSD has stated that school performances, rather than outside performances, will be the dominant use at this facility. Outside performances are thought to be a minimum of two to as many as four during the school year. Summertime use may be different with possible use by community theater groups.

### **Partnership and Cooperation Policies**

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

Response: The City of Bellevue Parks and Human Services Department and the Bellevue School District have developed a partnership of shared services for neighborhood community. This has been formally implemented through Resolution 5840 (see Attachment B). Parks often schedules a myriad of after school sports activities in BSD facilities—particularly for use of existing sports fields. Parks has reviewed this proposal and has determined that the new PAC will be beneficial to the community. This proposal complies with both of the policies above.

### Transportation Policies:

*Policy S-SW-21: Link activity areas, parks, and community facilities with trails and bikeways.*

*Policy S-SW-32: Encourage the construction of a nonmotorized trail connection between Bellevue Way S.E. and 106th Avenue S.E. on the right-of-way of S.E. 10<sup>th</sup> Street.*

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

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

*Policy TR-14: "Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:*

- 1. Preferential parking for carpools and vanpools;*
- 2. Special loading and unloading facilities for carpools and vanpools;*
- 3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes;*
- 4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities.*

Response: In sum, the Comprehensive Plan policies above support improved parking and circulation to accommodate pick-up and drop-off vehicles, implementation of policies to improve pick-up and drop-off activity, and installation of street and pedestrian improvements to improve safety. Such improvements help provide an adequate street system by reducing conflicts and improving safety. See discussion in Section VI—Transportation above.

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

See Section III for a description of the site and building design. The proposal meets these criteria as it has been sensitively designed to blend in with the existing structure and the adjacent neighborhood. The proposed colors and materials will complement adjacent single and multifamily development.

- 3. The 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. This site is also served by Metro bus service which provides an alternate travel mode for students who choose not to drive to school. The Transportation Department's Preferred Scenario, as described above, along with adjustments to that scenario as may be determined by the Trial Period and Annual Evaluation, will assure that the street system is adequate to serve up to 1600 students at the site. See Sections XII and XIII for related conditions.

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

As conditioned, the proposal will not be detrimental to the adjacent neighborhood. Proposed access improvements in the Transportation Department's Preferred Scenario are intended to reduce school-related peak period congestion on 108th Avenue SE and at key intersections on Bellevue Way, even if the volume of traffic accessing the school site increases. See Sections XII and XIII for related conditions of approval.

As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Normal hours for allowed generation of noise related to 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. Exceptions to the construction noise hour limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction on schools which cannot be undertaken during exempt hours. However, prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction that extends from June 2010 to August 2012. In order to minimize detriment on residential uses in the immediate vicinity of BHS, the BSD and the Contractor should not rely on City issuance of a blanket exemption from the Noise Control Code during the pendency of the construction period. Allowances for short term work outside of normal construction hours will be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. If expanded hours are necessary to accommodate a specific component of the school construction, **the BSD must apply for a separate noise permit for review and approval by staff.** See Section XII for related condition.

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

*Conditional Use Permit (LUC 20.10.440—Footnote 25, biii):* As discussed in Section IV.1 of this report, a Conditional Use application is required for schools with programmatic elements that will be taller than 40 feet in height.

*Building Height (LUC 20.20.740.A.3.b):*

LUC Chapter 20.20.740 permits school facilities to increase the maximum building height from the underlying building height of 30 feet to 40 feet if no mechanical equipment is placed on the roof and the site size is five acres or larger. Building height for the classroom wings are set at 40 feet to the midpoint of each building section from average existing grade. This proposal fulfills the extra height allowance for the classroom wings as all mechanical will be placed internal to the building and the site size is larger than five acres.

A second height provision allows height increases beyond 40 feet based on the following criteria of 20.20.740.A.3.b:

- ✓ *The increase in height is necessary to accommodate uses or equipment functionally related to a program offered as part of the educational programs of the school, for example, a performing arts center, library or gymnasium.*
- ✓ *That portion of the structure exceeding the maximum building height is set back from any property line a distance equal to 1.5 times the height of the structure....*
- ✓ *The building and site design minimize the impact of the additional height on the surrounding land uses.*
- ✓ *The school is located on a site of at least five acres.*
- ✓ *In no event may the height of a structure or portion of a structure exceed 75 feet.*

Additional height of 58 feet is granted for the PAC. It will be located 224 feet from the east property line and has been placed internal to the site to concentrate the highest structure. Building heights will step down to 40 feet for the academic wings, 32 feet for the existing gymnasiums which are located to the south of the PAC. The building height of 58 feet is needed as a programmatic component to “fly” scenery out of sight during theatrical performances. This facility is designed as a “three-quarter fly loft” which is lower in height than the “full fly” that was constructed at Sammamish High School. Stage’s with less than 70 feet of

fly loft are considered “partial fly lofts” where scenery is pulled out of sight horizontally rather than vertically.

As designed, the proposal fulfills all of the five identified items above for programmatic elements as the height is necessary for the PAC. The building setbacks for the PAC all exceed the minimum 87 foot setback requirement, the site size is larger than five acres and the proposed height is 58 feet. See Section IV.1 of this report.

*Perimeter Landscaping (LUC 20.25B.040C.2.c):* Type III landscape buffer areas exist along the east, west, and northwest and northeast corners of this property. Most of the landscape buffers are larger than the minimum requirement of ten feet. Landscape planters and seatwalls will define the entryways at the north and south of each building elevation. The landscape plans indicate a mixture of hardscape and landscape materials designed to enhance the entryways, the PAC and student commons area. Scored pavement materials will be used to further define these areas adjacent to the building and within designated pedestrian walkways.

*Vehicular and Pedestrian Circulation (LUC 20.20.590.8.c):* See Section IV.4 (Parking and Vehicular Circulation and Section VI—Transportation for discussion concerning vehicular and pedestrian circulation.

*Site Design Standards (LUC 20.25B.040.D.1 and 2):* There is an approximately 40 foot elevational change from 108<sup>th</sup> Avenue SE and the new student parking lot at the northeast corner of the site. A new parking lot will be located to the west of this new access. The existing vegetative buffer adjacent to 108<sup>th</sup> Avenue SE meanders between 50 to 150 feet and contains mature trees. Additional landscaping will be added adjacent to the proposed sidewalk on the eastside of the new driveway access. The intent is to provide vegetative screening to reduce the amount of vehicular and building visibility. The facility has been designated as a centralized campus, along with large building setbacks and landscape buffers that are sensitive to the adjacent neighborhood.

*Mechanical Equipment (LUC 20.25B.040.E):* No mechanical equipment will be located on the roof of the new PAC or the classroom wing. Mechanical equipment is proposed to be located in the attic of this facility. Conversely, any modifications to existing mechanical systems (HVAC) will be required to be screened with this application. See Section XI for related condition.

*Refuse Equipment (LUC 20.25B.040.F):* Refuse storage will take place near the receiving area at the south elevation of this facility. Recycling and trash storage will take place within one enclosure that matches the materials and colors of the building. This location provides ease of access for Allied Waste from the private drive from SE 10<sup>th</sup> Avenue SE.

*Site Design Guidelines (LUC 20.25B.050.A):* The proposal complies with the site design guidelines for schools based upon the following guidelines:

- 1. Project traffic would not be directed through an abutting residential district of lower intensity.**

Currently there are three access points to BHS: one from 108<sup>th</sup> Avenue SE, one from SE 10<sup>th</sup> Street, and the other from SE Wolverine Way. With this application, another access point will be added to 108<sup>th</sup> Avenue SE. This access point will be off-set from an existing access point across the street from a single-family subdivision called Westwood that is also zoned R-4. Given its location, no traffic

from this facility will be directed through the Westwood subdivision in order to access this facility.

The new parking lots east of the new facility will not be located at the same elevation as the 108<sup>th</sup> Avenue SE which is at primarily at elevation 132 to 140. The parking lots will be located on the existing building shelf that is at approximately elevation 174. The parking lot setback will be approximately 100 to 125 west of the east property line and 140 south of the north property line. Existing buffers will provide screening east of these parking lots that will be augmented with a combination of overstory and understory vegetation to reduce light swipes from these areas.

**2. Loading and refuse collection areas do not face an abutting residential district of lower intensity and are not in a front yard.**

Loading activities will continue to be located at the south elevation of this facility. A new loading area will be constructed just south of the gymnasium. The refuse area will be located east of this loading area and screened behind a CMU wall to match the building body of the facility.

**3. Significant trees are to be protected and the required landscape areas provided.**

The BSD is protecting a significant amount of trees and landscaping with this proposal. See Section IV.1 above. To protect designated retained trees within the construction zone, the applicant will be required to provide chain link fencing to protect remaining vegetation during construction. See Section XII for related condition.

**4. The proposal is compatible with the site context.**

The proposal is compatible with the adjacent neighborhoods. See Sections III (Proposed Site and Building Design) and VIII (Comprehensive Plan) above for description of this compliance.

*Building Design Guidelines (LUC 20.25B.050.B):* The proposal complies with the site design guidelines for schools based upon the following guidelines:

**1. Building surfaces should be similar to or compatible with surrounding uses.**

As discussed above, the proposed earth tones will be complementary to adjacent residences in the area. The proposed brick materials will provide continuity from the existing school to the new BHS building facades adding warmth to the beige panel siding and dark tan metal roof as noted on the submitted color and materials board.

**2. Building faces should contain architectural elements to break down the scale of the building.**

The PAC has been designed to step down to the current classroom height through roof modulation. The fly loft elevation of the PAC does not modulate in order to meet the acoustical needs for the theatre. At 58 feet, the PAC will be the tallest architectural element on campus. The proposed classroom wings are 40 feet tall,

the existing gym is 32 feet tall. The heights of the remaining existing structures will not be changing with this application.

**3. Roof structures should enhance residential areas using pitched or stepped roof forms.**

The existing gymnasium has a flat roof structure will be continued with this application. The new PAC will also have a flat roof form. Beyond that, all other roof forms will contain shed roof forms to create a visually stimulating roof line for the campus. All mechanical equipment located on any new structure will be internalized in the attic spaces.

**4. Communication devices should not be visible to residential districts.**

No communication devices are proposed for this structure with this application.

**5. Material and colors should be compatible with existing residential neighborhood.**

Neutral colors and materials proposed with this application would be complimentary to the adjacent residences in the vicinity. However, if the applicant revises the building materials, details or colors for this proposal, the revision submittal shall be submitted to the Development Services Department for review and approval through the Land Use Exemption process. See Section XII for related condition.

*Playfields (LUC 20.20.740.A.8):* As mentioned earlier in this staff report, no changes are proposed to any of the athletic fields. However, the softball and baseball fields will not be available during construction while the football stadium will continue to be used during this modernization process.

**IX. Critical Areas Land Use Permit Decision Criteria 20.30P**

The proposal, as conditioned below, meets the applicable regulations and decision criteria for a Critical Areas Land Use Permit pursuant to LUC Section 20.30P.

**1. The proposal obtains all other permits required by the Land Use Code;**

Finding: The applicant has applied for the required Critical Areas Land Use Permit and a Conditional Use Permit in order to modernize BHS. The applicant has also applied for the necessary ancillary permits to complete required improvements. Based upon the submittal of these applications, the applicant has complied with this regulation.

**2. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer;**

Finding: As mentioned earlier in this staff report, the GeoDesign, Inc. has provided recommendations as noted in Section IV.3 of this report. The recommended modification noted in the aforementioned section will not adversely impact the slope stability on site, adjacent structures, or the existing remaining structures. The western portion of the site that is located as a critical area will be required to be designated as an NGPE. See Section XII for related for related conditions.

- 3. The proposal incorporates the performance standards of Part 20.25H to the maximum extent applicable, and ;**

Finding: The applicant hired the GeoDesign, Inc. to comply with the standards of LUC 20.25H. See Section IV.3 above for additional discussion. DSD has reviewed the performance standards for geohazard areas and finds that the proposal complies with this standard.

- 4. The proposal will be served by adequate public facilities including street, fire protection, and utilities; and;**

Finding: The proposal will be adequately served by the necessary public facilities as conditioned by the Fire, Transportation and Utilities Departments as noted in Sections XII and XIII of this report.

- 5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC Section 20.25H.210; and**

Finding: The BSD has proposed to mitigate encroachment into three of the six critical areas by providing substantial landscaping and buffer preservation for this site. Additionally, they have preserved a larger quantity of trees on site than is required by the LUC requirements. As such, the proposal complies with the requirements of 20.25H.

- 6. The proposal complies with other applicable requirements of this code.**

Finding: As discussed in the sections above of this report, the proposal complies with all other applicable requirements of the Land Use Code.

## **X. Recommendation of the Director**

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

**NOTE - Expiration of Critical Areas Land Use Permit (CALUP):** In accordance with LUC 20.30P.150 a CALUP automatically expires and is void if the applicant fails to file for a Clearing and Grading Permit or other necessary development permits within one year of the effective date of the approval.

**NOTE - Vested Status of the Conditional Use Permit (CUP):** The vested status of the CU permit 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 for the life of the project.

## **XI. Discretionary Condition of Approval:**

- 1. Pedestrian Trail/SE 10<sup>th</sup> Street:** If the existing trail connecting to Bellevue Way along the former right of way of SE 10<sup>th</sup> Street will be used for pedestrian access to off-site parking or other school-related activity, then the BSD is required to improve and maintain the trail. Improvements

should include widening the trail to at least five feet (to accommodate two pedestrians side by side), clearing conflicting vegetation, and installing a compacted gravel surface per standard drawing DEV-19 or equivalent. Due to topographic constraints, including grades in excess of 20%, compliance with the Americans with Disabilities Act is presently not feasible on this route.

## **XII. Conditions of Approval Prior to Issuance of a Clear and Grade and Building Permits:**

1. **Final Engineering Plans for Transportation:** Prior to issuance of a clearing and grading permit, the engineering plans must correctly show all street frontage modifications and all revisions within the site that affect the access points or pedestrian or vehicular circulation. All new frontage improvements must meet the requirements of City Code, the Americans with Disabilities Act, the Transportation Department Design Manual, and any requirements stated in this Staff Report. Final engineering plans must include all details needed for construction, including any applicable detail drawings from the Transportation Department Design Manual or other sources. Items to be shown in the engineering plans include, but are not limited to, the following:
  - a) Construction of a new driveway with a sidewalk connecting to 108<sup>th</sup> Avenue SE approximately 90 feet south of the northeastern property corner. Details must include curb radii, widths, ADA ramps, and gate and post details. The grade of the new driveway shall not exceed fifteen percent at any point, and shall not exceed seven percent for the first 30 feet behind the 108th Avenue SE sidewalk. The landscape plans shall include details of a vegetative screen on the eastern side of 108th Avenue SE near the new driveway.
  - b) The BSD shall cooperate with the Bellevue Transportation Department to evaluate the possible need to install a guardrail adjacent to the eastern edge of 108th Avenue SE opposite the new driveway. If a guardrail is warranted, then the BSD may be required to share proportionately in the installation cost.
  - c) Revise the existing driveway connection to 108th Avenue SE as described in the Transportation Department's Preferred Mitigation Scenario. The final engineering plans must show all details needed for construction, including curb radii, traffic control devices, and details of the removable island.
  - d) Show sight distance triangles as needed to analyze the safety of both driveway connections to 108th Avenue SE, consistent with Bellevue City Code 14.60.240 and 241.
  - e) Show details of any traffic control markings, signs, gates, speed humps, internal sidewalks, crosswalks, or raised crosswalks that need to be added or revised within the internal circulation routes or where the internal routes connect to City streets in order to control internal circulation and provide pedestrian safety. These devices must be designed and located so as not to impede traffic entering or exiting the site, except as intended by the gates and islands described herein.
  - f) Indicate any required pavement restoration within any City street.

Authority: BBC 14.60.060, 110, 150, 181, 190, 240, and 241; LUC 20.20.740 A 6  
Reviewer: Carl Wilson, 425-452-4228

2. **Right of Way Use Permit(s):** The applicant is required to apply for a right of way use permit from the City of Bellevue Transportation Department before the issuance of any clearing and grading, building, foundation, or demolition permit. In some cases, more than one right of way

use permit may be required, such as one for hauling and one for construction work within the right of way. A right of way use permit regulates activity within the City right of way, including but not limited to the following:

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

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during the construction of any work affecting City sidewalks. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant will secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

Authority: BCC 11.70 & 14.30  
Reviewer: Jon Regalia (425) 452-4599

3. **Native Growth Protection Easement (NGPE):** The western portion of the site that is located west of the existing parking lot is designated as a critical area. This buffer area shall be shown on the civil, landscape and architectural drawings as a Native Growth Protection Easement (NGPE).

Authority: LUC 20.25H.230  
Reviewer: Antoinette Pratt, (425) 452-5374

4. **Project Phasing:** Provide a clear phasing plan for the removal of water mains, fire hydrants and access to buildings, fire hydrants and fire protection systems during construction. The plan shall clearly show access to the existing school, fire hydrant and fire department connections and shall show access to the new construction with the similar fire system access. Keep construction vehicles, construction activities and materials clear of fire access roads and fire appliances.

Authority: International Fire Code (IFC) 508  
Reviewer: Adrian Jones, (425) 452-6032

5. **Water Main:** The water main will not be looped. Provide fire flow calculations for the new school building at the fire hydrant and point where the sprinkler line enters the building.

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

6. **Vehicle Access:** The highest floor is over 30 feet above the lowest level of fire department vehicle access at stairs 0168 & 0167. At each stair a 2 1/2 inch stand pipe is required.

Authority: IFC 905.4  
Reviewer: Adrian Jones, (425) 452-6032

7. **Aerial Apparatus:** Some areas of the building are over 30 feet above the lowest level of fire department vehicle access and a 26 foot wide fire aerial apparatus access road is required at these locations where an access road is shown on the plans.

Authority: BFDDS 3.05  
Reviewer: Adrian Jones, (425) 452-6032

8. **Landscape Plans:** Revise landscape plans to allow for a minimum of 3 feet clearance around all fire appliances.

Authority: IFC 953  
Reviewer: Adrian Jones, (425) 452-6032

9. **PAC:** The Theater audio system shall automatically shut down during any fire alarm activation.

Authority: NFPA 13  
Reviewer: Adrian Jones, (425) 452-6032

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

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

11. **Detention Vaults and Pipes:** The detention and water quality vaults in the parking lot area shall be capable of supporting fire apparatus with a gross weight of 64,000 lbs. (rear axle=48,000 lbs and front axle=19,000 lbs) and shall support the weight of the ladder truck outrigger which is 45,000 lbs over an 18 inch square.

Authority: BFDDS 6-3 & Development Information Sheet  
Reviewer: Adrian Jones, (425) 452-6032

12. **Final Utilities Approval:** The Utilities Department approval of the 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: Mark Dewey, (425) 452-6179

13. **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: Mark Dewey, (425) 452-6179

14. **Construction Hours:** Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction 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. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction that extends from June 2010 to August 2012. In order to minimize detriment on residential uses in the immediate vicinity of BHS, the District and the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the pendency of the construction period. Allowances for short term work outside of normal construction hours 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 District must apply for a separate noise permit for review and approval by staff**

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

15. **Chain Link Fence:** A temporary, 6-foot chain link fence is required to protect identified conifer stands that are near areas of construction. These fences shall be erected prior to the issuance of clearing and grading and building permits. Furthermore, a site inspection from City staff shall take place prior to the start of construction activities.

Authority: LUC 20.20.520.E.2.a  
Reviewer: Antoinette Pratt, (425) 452-5374

16. **Site Lighting:** Examples of the proposed site lighting on the building exterior, parking lot lighting and lighting within the site along with a with a cutoff function shall be submitted for review and approval prior to issuance of permits. Shields and cutoffs shall be required as well to prevent spillover lighting to adjacent property.

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

17. **Off-Site Landscaping Installation on 108<sup>th</sup> Avenue SE:** A Type I landscape hedge shall be installed off-site along the east side of 108<sup>th</sup> Avenue SE to limit light sweeps into the Westwood neighborhood. If it is found, at a later date, that the hedge does not reduce light swipes, a sight screening fence shall be required to be located within the public right-of-way. The BSD shall be required to mitigate the headlight sweep impact on the Westwood neighborhood.

Authority: LUC 20.25B.040.D.1  
Reviewer: Antoinette Pratt, (425) 452-5374

18. **NE Property Corner Landscaping/Landscape Buffer Adjacent to 108<sup>th</sup> Avenue SE:** The BSD has proposed additional landscaping at the northeast corner of the site to upon removal of invasive species in this area. Replanting shall occur with a combination of overstory/understory vegetation to mitigate head light sweeps. Invasive removal shall occur in the landscape area

adjacent to 108<sup>th</sup> Avenue SE. The BSD shall take steps to lower the re-establishment of invasive species in this area.

Authority: LUC 20.20.520  
Reviewer: Antoinette Pratt, (425) 452-5374

19. **Project Phasing:** This proposal contains nine internal phases of construction activities. The BSD shall be required to work with the selected contractor to determine how construction patterns and staging will take place on the site. The BSD and contractor must also address how students will be protected as demolition and construction activities take place from one building to another. Construction work areas and staging areas must be isolated from occupied areas of the building and from egress routes leading from those occupied areas to the public way. To address these issues, the BSD and selected contractor are required to submit a phasing plan for review and approval by the City before each phase change in construction that effects fire access or occupants ingress/egress. This information should be part of the BSD bid package to inform the selected of the phasing responsibilities and student protection issues. Additionally, phased construction and simultaneous occupancy of adjacent areas must be **APPROVED** by the City of Bellevue **BEFORE** such conditions can be permitted. A fire/life safety plan shall be submitted for the project immediately upon notice of award of contract (IBC/IFC).

Authority: IBC Section 109.1, IBC Chapter 33  
Reviewer: Mark Chang, (425) 452-6997 and Adrian Jones, (425) 452-6032

20. **Interim Parking/Circulation Plan:** Vehicular circulation and parking will be very limited on this site. The BSD shall develop an interim parking and site circulation plan during the phased occupancy period for this site for staff review and approval. Parents shall be encouraged to have students avail themselves to other commute options such as busses, carpools or bicycles. Additionally, parents shall be encouraged to drop off and pick up their students at any off-site location secured by the BSD to reduce on-site access.

Authority: LUC 20.20.590  
Reviewer: Antoinette Pratt, (425) 452-5374

21. **Mechanical Equipment:** No mechanical equipment will be located on the roof of the new PAC or the classroom wing. Mechanical equipment shall be located in the attic of this facility. Any modifications to existing mechanical systems (HVAC) units on the renovated buildings will be required to be screened with this application.

Authority: LUC 20.20.525  
Reviewer: Antoinette Pratt, (425) 452-5374

### XIII. Conditions of Approval Prior to Certificate of Occupancy:

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. On-Site Parking, Internal Circulation, and Monitoring:** The BSD shall implement on-site parking, pedestrian, and circulation improvements as shown in the final site plans and engineering plans. On-site circulation and safety shall be enhanced with pavement markings, directional signs, and stop signs as needed. Speed humps or raised crosswalks may be implemented as desired by the district, provided they are designed to allow adequate passage by emergency and transit vehicles, and do not impede the flow of traffic into or out of the site.

The BSD shall provide an on-site traffic monitor whose duties include managing peak on-site traffic flow as needed. At the beginning of the school year and periodically as needed, the BSD shall provide information to parents, staff, and students regarding proper traffic and pedestrian behavior and safety. Prior to initial occupancy of the new classroom building, the BSD shall provide a letter to city staff indicating the district's commitment to the programs required in this section and how those programs will be carried out.

Authority: BBC 20.20.590 K and BCC 20.30E.140  
Reviewer: Carl Wilson, 425-452-4228

- 3. Completion of Transportation Improvements:** Prior to initial occupancy of the final building associated with this development, all street frontage improvements, internal transportation improvements, and transportation conditions shown on the final engineering plans or required by City codes or standards or the Conditions of Approval herein must be completed to the satisfaction of the Transportation Department and approved by the Transportation Department's inspector.

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

- 4. Gates:** To control site access during ingress or egress from this site, gates are proposed to control vehicular traffic. Colored materials shall be selected and approved by the City to ensure neighborhood compatibility for these gates to diminish their presence. To ensure Fire Department visibility, reflectors are required.

Authority: LUC 20.25B.B.5  
Reviewer: Antoinette Pratt, 425-452-5374 and Adrian Jones, (425) 452-6032

- 5. Decreased Reliance on Single-Occupancy Vehicles by Students:** Prior to initial occupancy for the classroom buildings, the BSD shall provide a letter to city staff indicating the district's commitment to support on-going bus service to the site, including any potential methods to enhance bus ridership by students. Such methods might include providing more direct or more frequent bus service, and providing incentives for carpools and disincentives for single-occupancy vehicle use by students.

Authority: LUC 20.20.740.A.6, EN-79, and TR-14  
Reviewer: Carl Wilson, 425-452-4228

- 6. Indemnification Agreement for Rockery in Right of Way:** Prior to initial occupancy of the final building phase, the BSD shall provide an indemnification agreement, using the Transportation Department's standard form, for that part of any rockery or retaining wall that extends into any city street right of way.

Authority: BCC 14.30  
Reviewer: Carl Wilson, 425-452-4228

7. **Trial Period and Annual Evaluation:** Prior to initial occupancy for any classroom building, the BSD shall provide a letter to the city staff indicating the district's commitment to the work required by the Trial Period and Annual Evaluation program per Section VI, Transportation. The three-year trial and evaluation period will begin during the first year of classes following full occupancy of the main classroom building. Any consultant studies, program modifications, or physical revisions required within the three-year trial period shall be performed or funded by the BSD.

Authority: BCC 14.60.060, LUC 20.20.740.A.6, LUC 20.30B.170; TR-38  
Reviewer: Carl Wilson, 425-452-4228

8. **Fire Sprinklers/Fire Flow/Fire Hydrants:** Automatic fire sprinklers shall be provided throughout the building under separate permit—particularly for hazard storage areas such as tire storage and auto shop. Additionally, sprinkler systems shall not be taken out of service while school has anyone in said buildings. Provide adequate fire flow for this facility. The applicant shall also be required to provide a fire hydrant between SE 10<sup>th</sup> Street and the hydrant at the tennis courts. Relocation of identified hydrants shall occur with this application.

Authority: IFC 508 and 902, IFC Appendix B and C  
Reviewer: Adrian Jones, (425) 452-6032

9. **Sprinkler Valve Room:** Relocate proposed sprinkler valve room to an exterior wall.

Authority: NFPA 13  
Reviewer: Adrian Jones, (425) 452-6032

10. **Kitchen Hood Suppression System:** Provide a Kitchen hood suppression system under separate permit.

Authority: IFC 609  
Reviewer: Adrian Jones, (425) 452-6032

11. **Fire Alarm Panel and Notification System:** A fire alarm panel or annunciator panel shall be located at the main entrance to the building along with a fire alarm notification system throughout the building.

Authority: IFC 907, NFPA 72, and City Amendment 903.4  
Reviewer: Adrian Jones, (425) 452-6032

12. **Science/Shop/Art Related Activities:** Provide additional information regarding the proposed dust collection system for the wood shop. The same information is required for the science classrooms for stored chemicals and the art program regarding use of kiln for ventilation, etc.

Authority: IFC Chapter 13 and 27, NFPA 664 and the IMC 502  
Reviewer: Adrian Jones, (425) 452-6032

13. **Modification of Conditional Use Permit:** The City may initiate a modification to an approved Conditional Use Permit. A modification will be processed through Process I, LUC 20.35.100. Through the modification procedure, the Hearing Body may delete, modify or impose additional conditions upon finding that the use for which such approval was granted has been intensified,

changed or modified by the property owner or by person(s) who control the property without approval so as to significantly impact surrounding land uses.

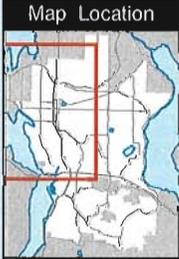
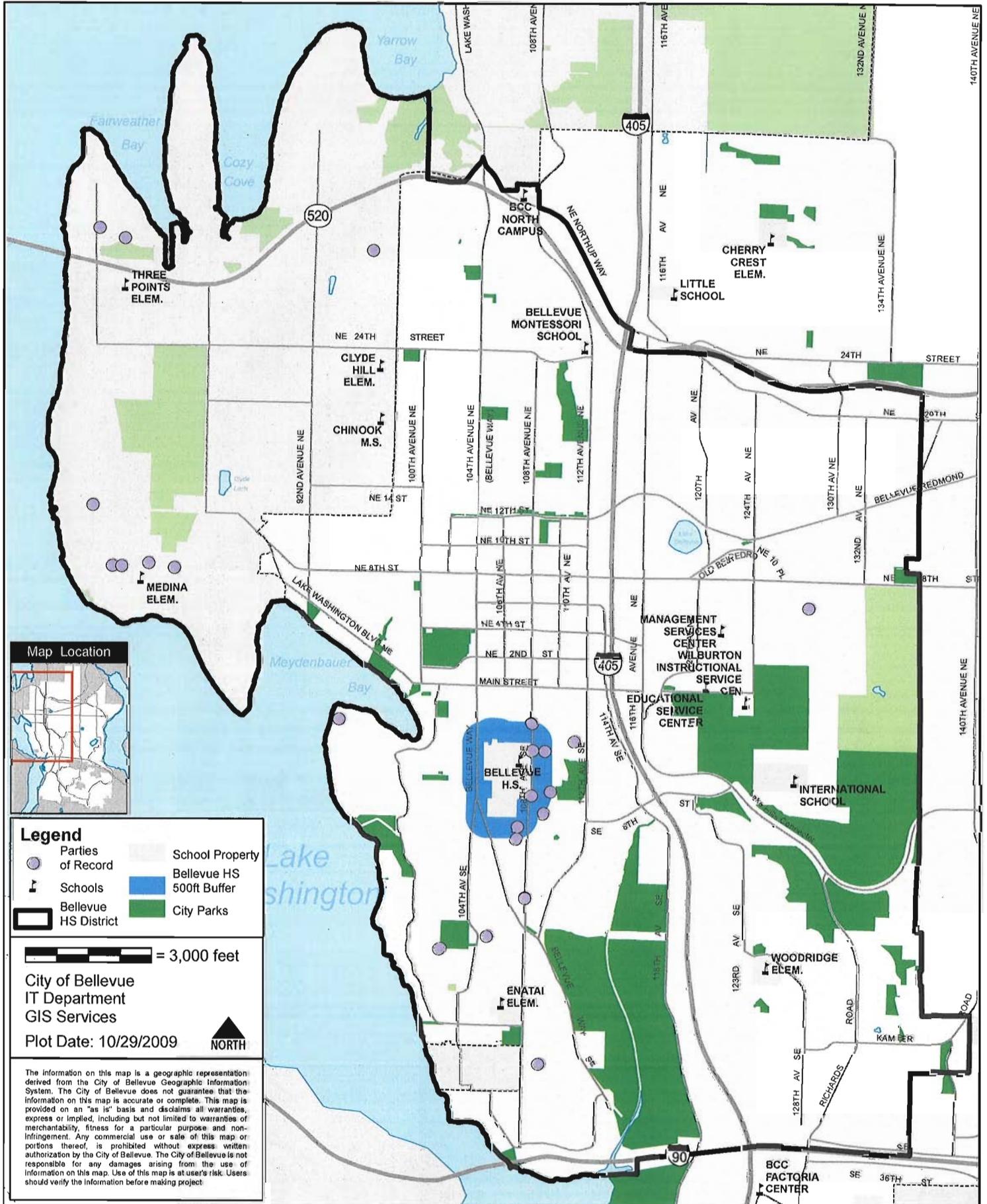
Authority: LUC 20.30B.170.A  
Reviewer: Antoinette Pratt, (425) 452-5374

## **Attachments**

- Attachment A: BHS Attendance Radius
- Attachment B: Resolution 5840
- Attachment C: Plans and Drawings
- Attachment D: History of BHS Public Meetings
- Attachment E: Interest List (Round Table Meeting)
- Attachment F: Site Design Alternatives
- Attachment G: Community Use Statement for BHS

**ATTACHMENT A**  
**(BHS Attendance Radius)**

# Bellevue High School Attendance Radius



**Legend**

- Parties of Record
- Schools
- Bellevue HS District
- School Property
- Bellevue HS 500ft Buffer
- City Parks

Scale: = 3,000 feet

City of Bellevue  
IT Department  
GIS Services  
Plot Date: 10/29/2009

NORTH

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project.

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**ATTACHMENT B  
(Resolution 5840)**

83B

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 5840

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

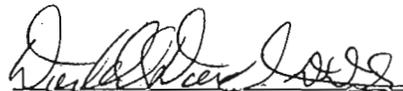
- A. Marshal the resources of the whole community to develop programs and deliver services needed or desired by community residents.
- B. Expand the uses and hours of operation at all public facilities to better meet the needs of the community.
- C. Identify and overcome barriers to joint facility use and program development and support.
- D. Explore ways to institutionalize and fund programs that will support the use of schools as community resource centers.
- E. Approve the City/School District 1995 Joint Work Program that will test and evaluate the use of schools as community resource centers with four pilot projects at several schools in the District's East Attendance Area Community. These projects include:

ORIGINAL

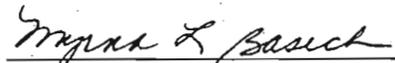
1. A Community School at Phantom Lake Elementary that is using school facilities to provide lifelong learning opportunities for all ages.
2. Joint Middle School Master Planning at Tillicum that is looking at ways to enhance community use and access to school facilities.
3. A Human Services Collaborative that is finding better ways to give children and families access to health and human services at six schools in the attendance area.
4. A Neighborhood Outreach effort at Tillicum and its "feeder elementary schools" that is seeking to involve the local community in identifying needs that could be met at these neighborhood schools.

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

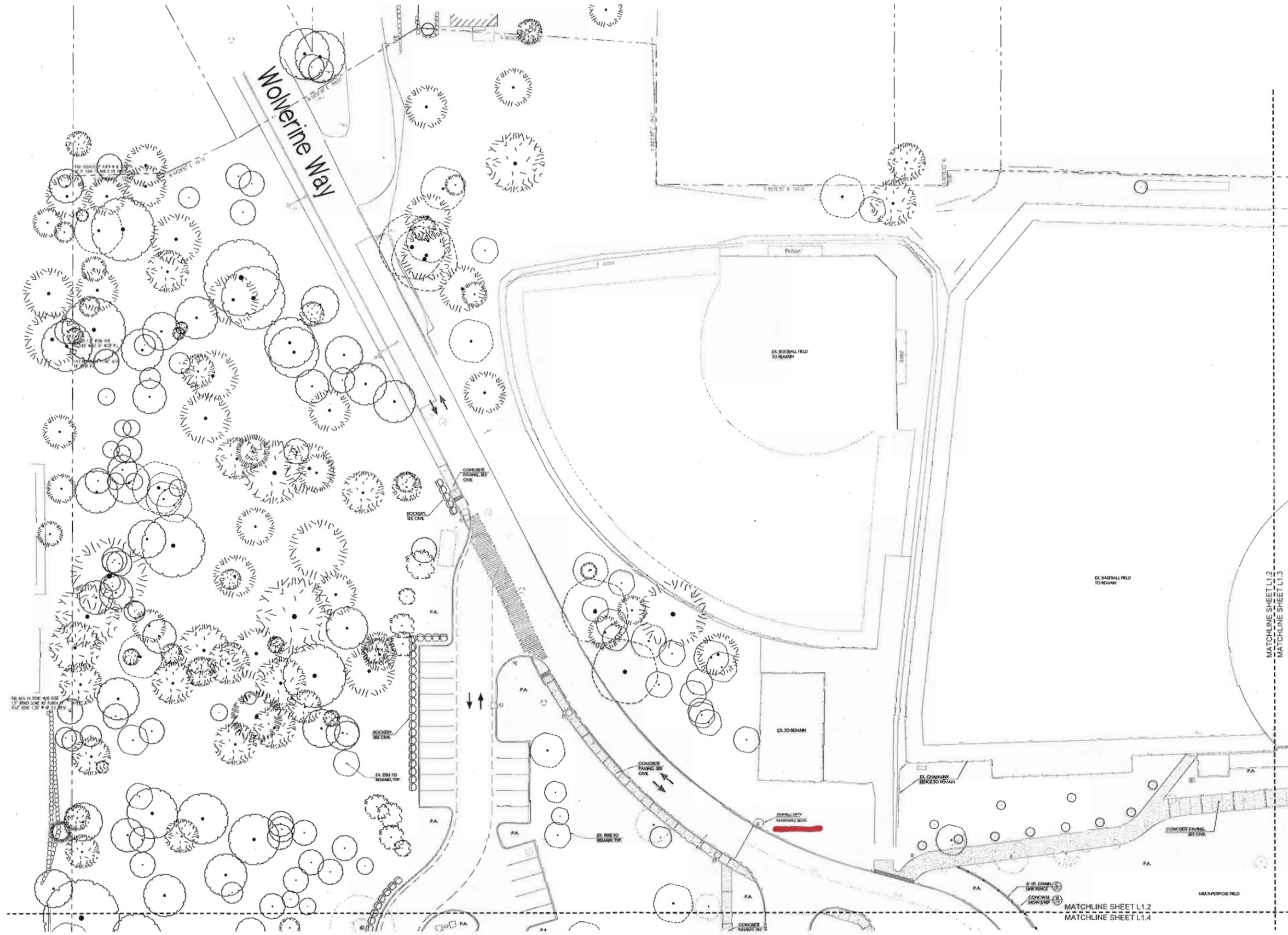
(SEAL)

  
Donald S. Davidson, DDS, Mayor

Attest:

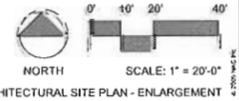
  
Myrna L. Basich, City Clerk

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



78B

78B



REVISIONS

CONSTRUCTION DOCUMENTS 95%



BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
 19415 WOLVERINE WAY SE, BELLEVUE, WA 98006

**WEISMANDESIGN GROUP**  
 2225 UNIVERSITY STREET, SUITE 100  
 SEASIDE, WA 98148  
 WWW.WEISMANDESIGN.COM

**NAC ARCHITECTURE**  
 2225 UNIVERSITY STREET, SUITE 100  
 SEASIDE, WA 98148  
 WWW.NACARCHITECTURE.COM

NO. 121-08027  
 DESIGNED BY: AENPH  
 DRAWN BY: NPH  
 DATE: 01-28-2010

**L1.2**



**SITE IMPROVEMENTS SCHEDULE**

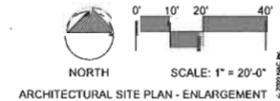
Symbol	ITEM	REMARKS
---	EXISTING FENCING TO REMAIN	See plan for locations
---	NEW CHAIN LINK FENCING	See Architectural Site Plan for height and layout. See site spacing sheets sheets L2.0 and L4.1, and specifications for installation requirements.
---	EXPANSION JOINT	See Architectural Site Plan for layout. See Civil Sheet for construction details.
---	CONTROL JOINT	See Architectural Site Plan for layout and pattern. See Civil Sheet for construction details.
---	CONCRETE SEAT WALL	See Architectural Site Plan for layout. See Detail C Sheet L4.1, and specifications for installation requirements.
---	WOOD BENCH	See Architectural Site Plan for locations. See specifications for installation requirements.
---	METAL TREE CRATE	See Architectural Site Plan for locations. See specifications for installation requirements.
---	FRONT-LADING PLANTER	See Architectural Site Plan for locations. See specifications for installation requirements.
---	PERMEABLE CONCRETE PAVERS	See Architectural Site Plan for location. See Detail X L3.X.
---	CONCRETE PAVERS	See Architectural Site Plan for location. 2"th Concrete Pavers. See Detail X L3.X and specifications for installation requirements, color and manufacturer information.
---	GRASS SURFACING	See Architectural Site Plan for location. See Detail X L3.X.
---	GRASS PAVERS	See Architectural Site Plan for location. See Detail X Sheet L3.X and specifications for sizes and installation requirements.
---	DRY-RETENTION SOIL	See Architectural Site Plan for location. See General Notes Sheet L2.1 for soil analysis. See Detail X L3.X.
---	BASALT PAVING	See Architectural Site Plan for location. See Detail X Sheet L3.X and specifications for sizes and installation requirements.
---	STONE COLUMN	See Architectural Site Plan for location. See Detail X Sheet L3.X and specifications for sizes and installation requirements.
---	BIKE RACK	See Architectural Site Plan for location. See Detail X Sheet L3.X and specifications for manufacturer information and installation requirements.

**GENERAL NOTES:**

- 1) DO NOT SCALE DRAWINGS.
- 2) REFER TO ALL DRAWINGS FOR SYMBOLS, UNITS AND ADDITIONAL LAYOUT INFORMATION.
- 3) REFER TO ARCHITECTURAL SITE PLAN FOR DIMENSIONS AND LAYOUT INFORMATION.
- 4) ALL CONCRETE PAVING, SIDEWALKS, DRIVEWAYS AND OTHER SURF. IMPROVEMENTS ARE TO BE PERFORMED AND FINISHED TO THE SURFACE TO BE FINISHED. CURBS ARE TO BE FINISHED TO THE TOP OF CURB.
- 5) VERIFY LOCATION OF ALL OVERHEAD AND UNDERGROUND UTILITIES BEFORE BEGINNING WORK.
- 6) VERIFY THE PRESENCE AND DEPTH OF ANY DISCONTINUITIES FOUND IN PLANS OR DIMENSIONS FROM DOCUMENTED ON-SITE CONDITIONS. FAILURE TO VERIFY THE PRESENCE OF A DISCONTINUITY SHALL BE THE CONTRACTOR'S RESPONSIBILITY. FOR ALL AND ALL REMEDIATION MEASURES REQUIRED.
- 7) CURB DIMENSIONS OF SURF IMPROVEMENTS ARE FROM FACE OF FINISHED SOIL, BACK OF CURB OR CONCRETE POINT AS SHOWN ON PLAN. START WORKS INDICATED AND CURB DIMENSIONS (FROM TO SIDE OF FACE).
- 8) WHERE DIMENSIONS ARE IN FEET ONLY, CONTRACTOR IS TO ASSUME THEY ARE 0' (E.G. 12' = 12'-0").
- 9) MARK UP STAKE LOCATIONS OF FINISHED, SITE UTILITIES, SURFACE EQUIPMENT, ETC. FOR APPROVAL BY ARCHITECT, FOR SPECIFICATIONS, PRIOR TO INSTALLATION.
- 10) ALL INFORMATION ON EXISTING SITE CONDITIONS IS FROM SURVEY BY BUSH, FORD & HARRISON, INC. DATED 07/09 AND UPDATED 7/14/10.

**GATE SCHEDULE**

Gate	Gate Type	Gate Size	Gate Material
1	DRIVEWAY RECEPTION GATE	5'-0" WIDE x 6' HIGH	STEEL
2	DRIVEWAY RECEPTION GATE	6'-0" WIDE x 6' HIGH	STEEL
3	DRIVEWAY RECEPTION GATE	7'-0" WIDE x 6' HIGH	STEEL
4	DRIVEWAY RECEPTION GATE	8'-0" WIDE x 6' HIGH	STEEL
5	DRIVEWAY RECEPTION GATE	9'-0" WIDE x 6' HIGH	STEEL
6	DRIVEWAY RECEPTION GATE	10'-0" WIDE x 6' HIGH	STEEL
7	DRIVEWAY RECEPTION GATE	11'-0" WIDE x 6' HIGH	STEEL
8	DRIVEWAY RECEPTION GATE	12'-0" WIDE x 6' HIGH	STEEL
9	DRIVEWAY RECEPTION GATE	13'-0" WIDE x 6' HIGH	STEEL
10	DRIVEWAY RECEPTION GATE	14'-0" WIDE x 6' HIGH	STEEL
11	DRIVEWAY RECEPTION GATE	15'-0" WIDE x 6' HIGH	STEEL
12	DRIVEWAY RECEPTION GATE	16'-0" WIDE x 6' HIGH	STEEL







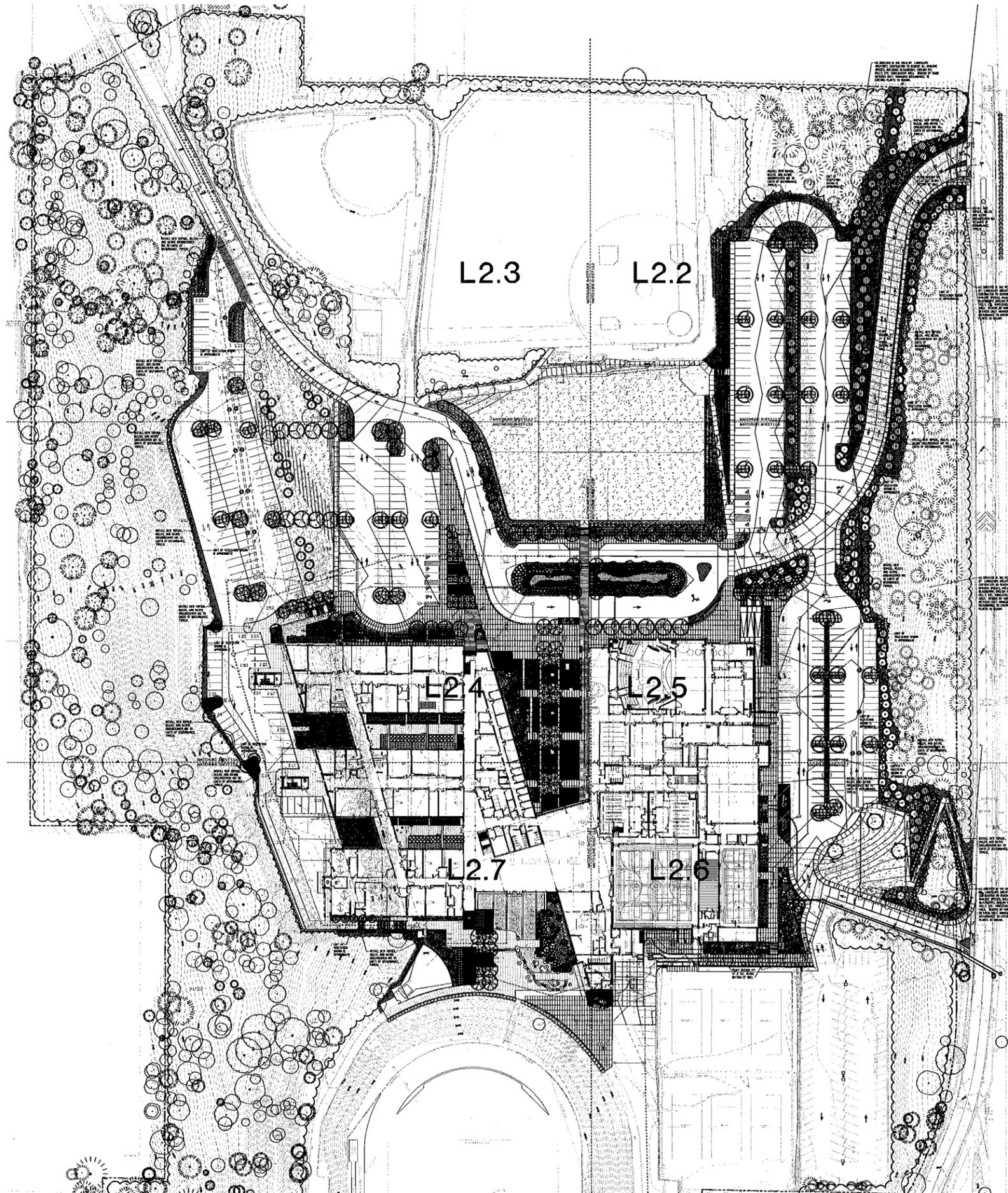
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
 10418 W. CLYDE WAY SE, BELLEVUE, WA 98005

**WEISMANDESIGNGROUP**  
 LANDSCAPE ARCHITECTURE  
 500 1ST AVENUE, SUITE 1000, SEATTLE, WA 98101  
 TEL: 206.322.1328  
 WWW.WEISMANDSGROUP.COM

**NAC ARCHITECTURE**  
 2205 BOWEN AVENUE, SUITE 1000, SEATTLE, WA 98101  
 TEL: 206.441.1234  
 WWW.NACARCHITECTURE.COM

NO. 121-08027  
 DRAWN: WCANPH  
 CHECKED: NPH  
 DATE: 01-28-2010

**L2.1**



**LANDSCAPE SCHEDULE**

SYMBOL	DESCRIPTION	QUANTITY	NOTES
1	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
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66	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
67	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
68	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
69	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
70	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
71	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
72	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
73	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
74	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
75	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
76	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
77	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
78	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
79	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
80	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
81	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
82	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
83	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
84	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
85	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
86	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
87	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
88	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
89	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
90	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
91	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
92	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
93	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
94	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
95	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
96	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
97	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
98	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
99	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...
100	ADONIS TORULI	10	10" CALIPER, 12'-14' HIG. MIN. WELL-DRAINAGE, 50%...

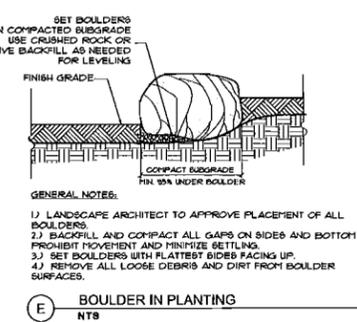
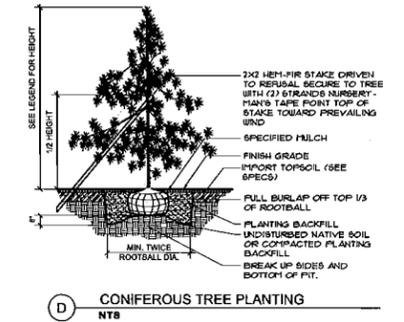
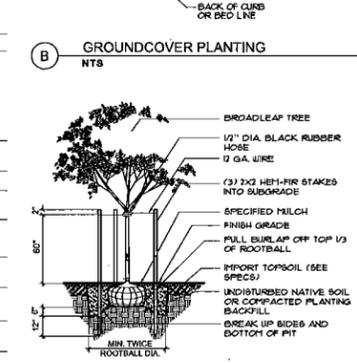
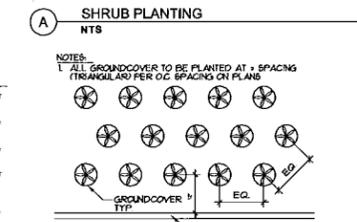
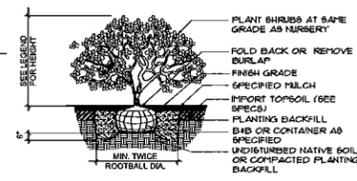
**GENERAL NOTES:**

- SEE SHEET L2.1 FOR TREE RETENTION PLAN.
- REFER TO SPECIFICATIONS FOR EXTENSIVE MAINTENANCE REQUIREMENTS.
- INSTALL 4" BIRTH SPECIES TOPSOIL IN ALL OPEN AREAS.
- INSTALL 6" BIRTH SPECIES TOPSOIL IN ALL LAWN AREAS.
- PROVIDE A 2" MESH CIRCLE AROUND ALL TREES PLANTED IN LAWN AREAS.
- REFER TO CIVIL, UTILITIES, AND ELECTRICAL DRAWINGS FOR REMOVAL REQUIREMENTS OF EXISTING UTILITIES.
- REFER TO CIVIL PLANS FOR PROTECTION FENCING AROUND EXISTING TREES PER CITY OF BELLEVUE STANDARD SPECIFICATIONS AND DETAIL.
- REFER TO CIVIL PLANS FOR NEW UTILITY WORK. CONTRACTOR RESPONSIBLE FOR PATCH AND REPAIR OF ALL EXISTING LANDSCAPE AREAS DESTROYED BY CONSTRUCTION WORK UNDER CONTRACT.
- REFER TO PLANTING AND SCHEDULING SPECIFICATION SECTION 9200 FOR ADDITIONAL MEASUREMENTS.

**PARKING LOT LANDSCAPE CALCULATIONS:**

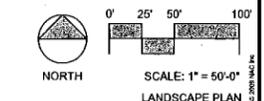
- ALL ON-SITE PARKING LOTS TO RECEIVE TYPE V LANDSCAPING.
- TOTAL NUMBER OF EXISTING ON-SITE PARKING STALLS TO REMAIN 444 STALLS (SEE EXISTING STALLS NOT SHOWN ON PLAN).
- TOTAL NUMBER OF NEW ON-SITE PARKING STALLS PROPOSED 426 STALLS.
- TOTAL AREA OF LANDSCAPE REQUIRED 12,209 SF (29 SF PER STALL).
- TOTAL AREA OF TYPE V LANDSCAPE PROPOSED 29,598 SF (68 SF PER STALL).

TOTAL PARKING STALLS: 550 STALLS



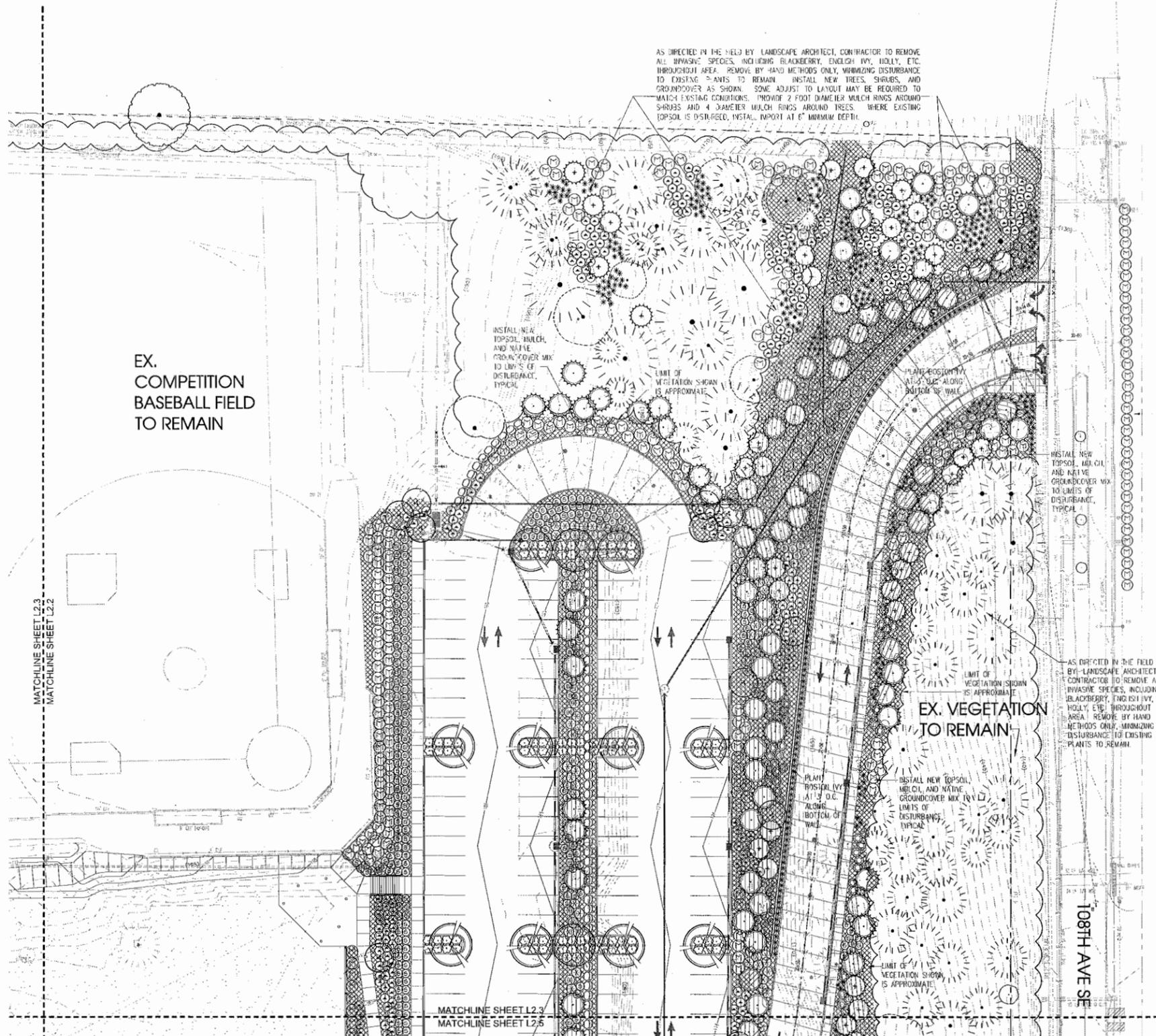
**GENERAL NOTES:**

- LANDSCAPE ARCHITECT TO APPROVE PLACEMENT OF ALL BOULDERS.
- BACKFILL AND COMPACT ALL GAPS ON SIDES AND BOTTOM TO PREVENT MOVEMENT AND MINIMIZE SETTLING.
- SET BOULDERS WITH FLATTEST SIDES FACING UP.
- REMOVE ALL LOOSE DEBRIS AND DIRT FROM BOULDER SURFACES.



**L2.1**

LANDSCAPE PLAN



EX.  
COMPETITION  
BASEBALL FIELD  
TO REMAIN

EX. VEGETATION  
TO REMAIN

PROPOSED OFF  
SITE MITIGATION  
PLANTING.  
INSTALL SHRUBS 5'  
FROM EDGE OF  
PAVEMENT.

MATCHLINE SHEET L2.2  
MATCHLINE SHEET L2.2

MATCHLINE SHEET L2.3  
MATCHLINE SHEET L2.5

108TH AVE SE



REVISIONS

CONSTRUCTION DOCUMENTS 95%



BELLEVUE SCHOOL DISTRICT  
BELLEVUE HIGH SCHOOL  
15416 WOLVERINE WAY SE, BELLEVUE, WA 98006

WEISMANDESIGNGROUP  
LANDSCAPE ARCHITECTURE  
200 322-1732  
WWW.WEISMANDESIGN.COM  
2200 E. HANCOCK ST.  
SUITE 100, SEATTLE, WA 98104

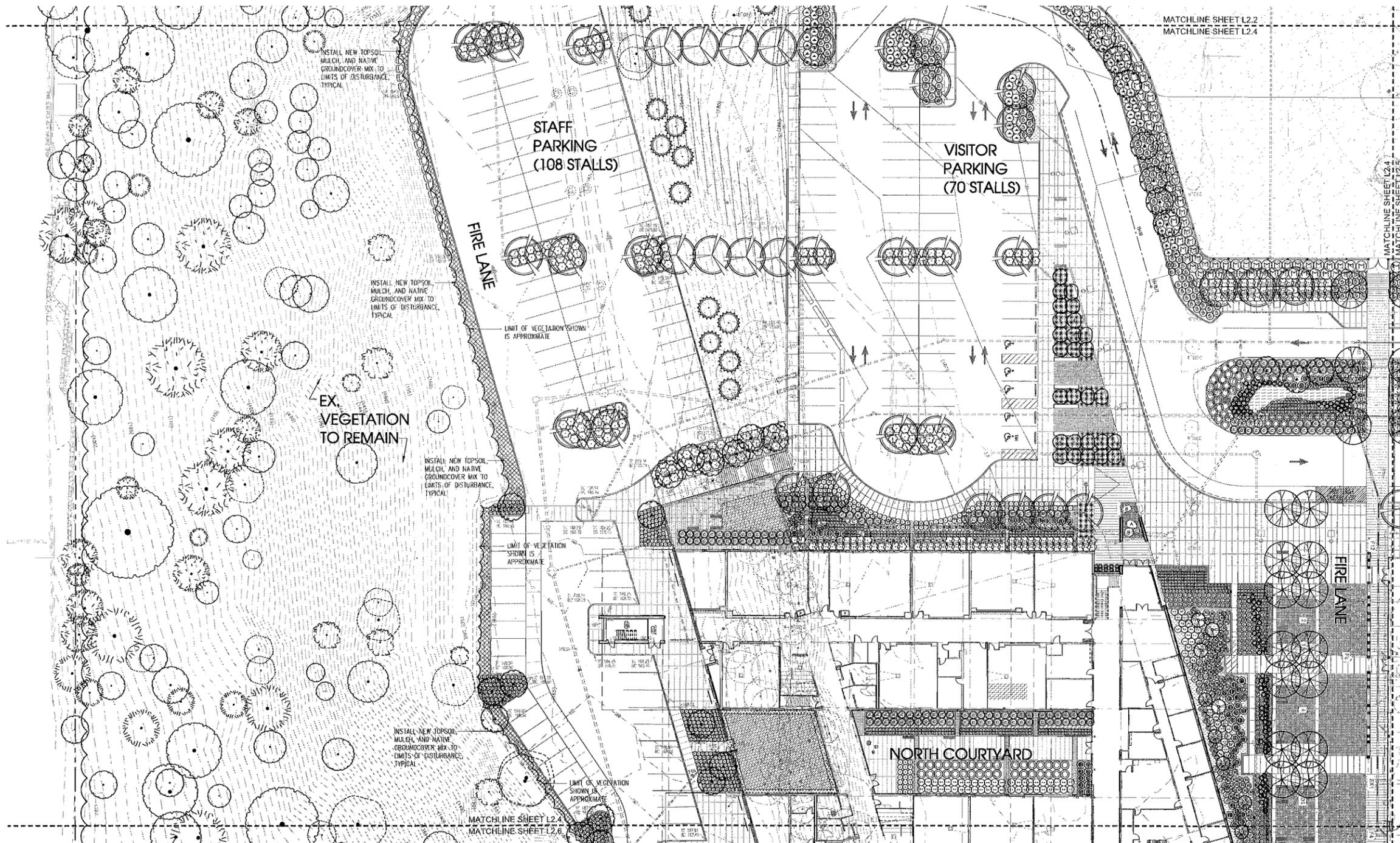
NAC ARCHITECTURE

PROJECT: 121-08027  
DATE: 01-28-2010  
DRAWN: WCANPH  
CHECKED: NPH

L2.2

2010 NAC ARCHITECTURE | 15416 WOLVERINE WAY SE, BELLEVUE, WA 98006 | TEL: 206.444.4422 | WWW.NACARCHITECTURE.COM





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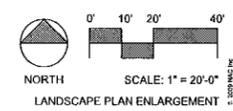


BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
 15415 WOLVERINE WAY SE, BELLEVUE, WA 98006

**WEISMAN DESIGN GROUP**  
 LANDSCAPE ARCHITECTURE  
 1000 12TH AVENUE  
 SUITE 200  
 SEATTLE, WA 98101  
 (206) 461-1234  
 WWW.WEISMANDSG.COM

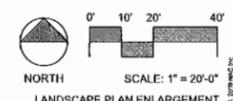
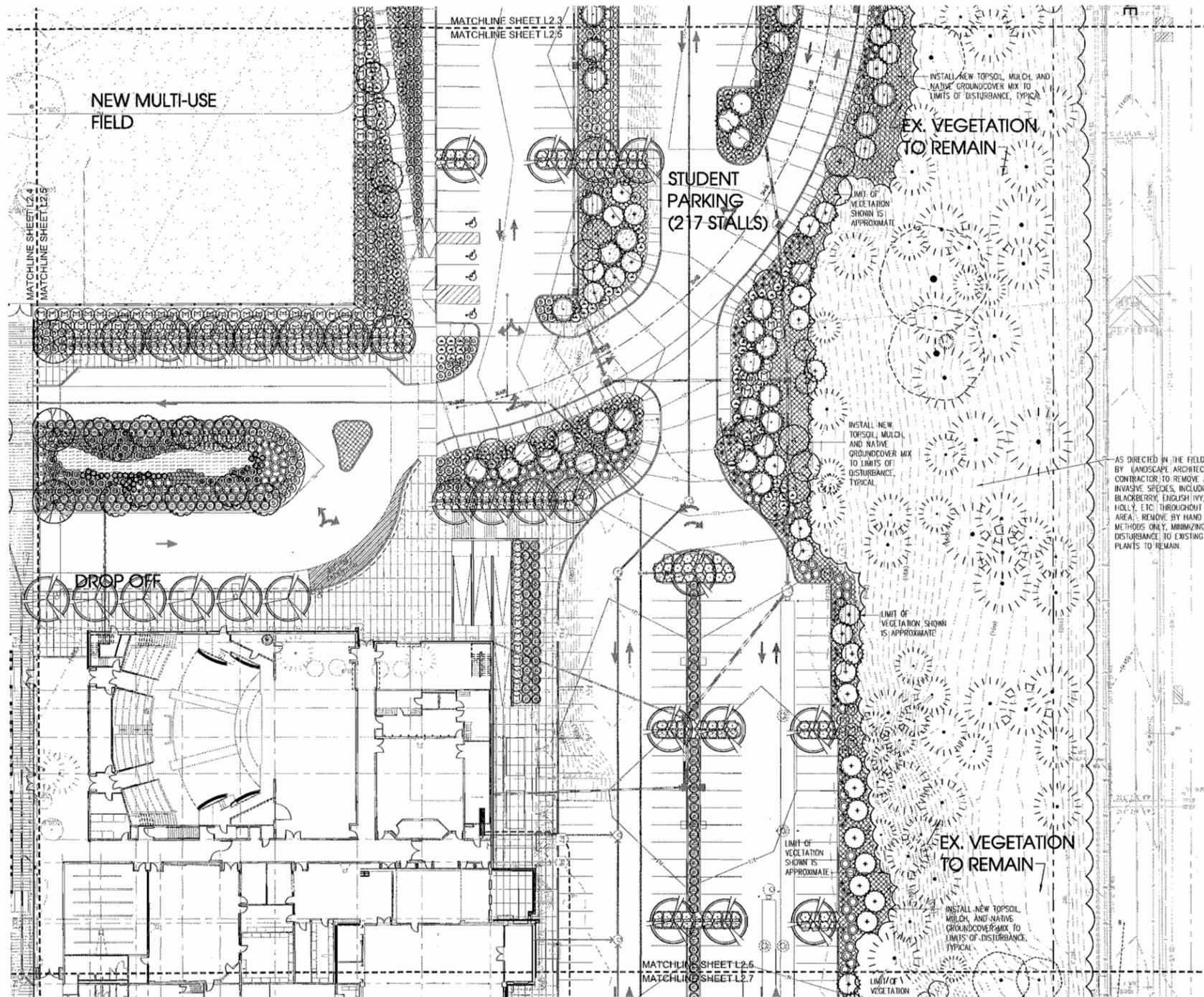
**NAC ARCHITECTURE**  
 121-08027  
 WCA/NPH  
 NPH  
 01-28-2010

121-08027  
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 NPH  
 01-28-2010



**L2.4**

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BELLEVUE HIGH SCHOOL  
1018 WOLVERINE WAY DE BELLEVUE WA 98004

WEISMANDESIGNGROUP  
2000 15TH AVENUE  
SUITE 1000  
SEATTLE WA 98101  
LANDSCAPE ARCHITECTURE  
WWW.WEISMANDESIGN.COM

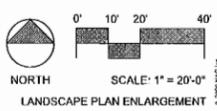
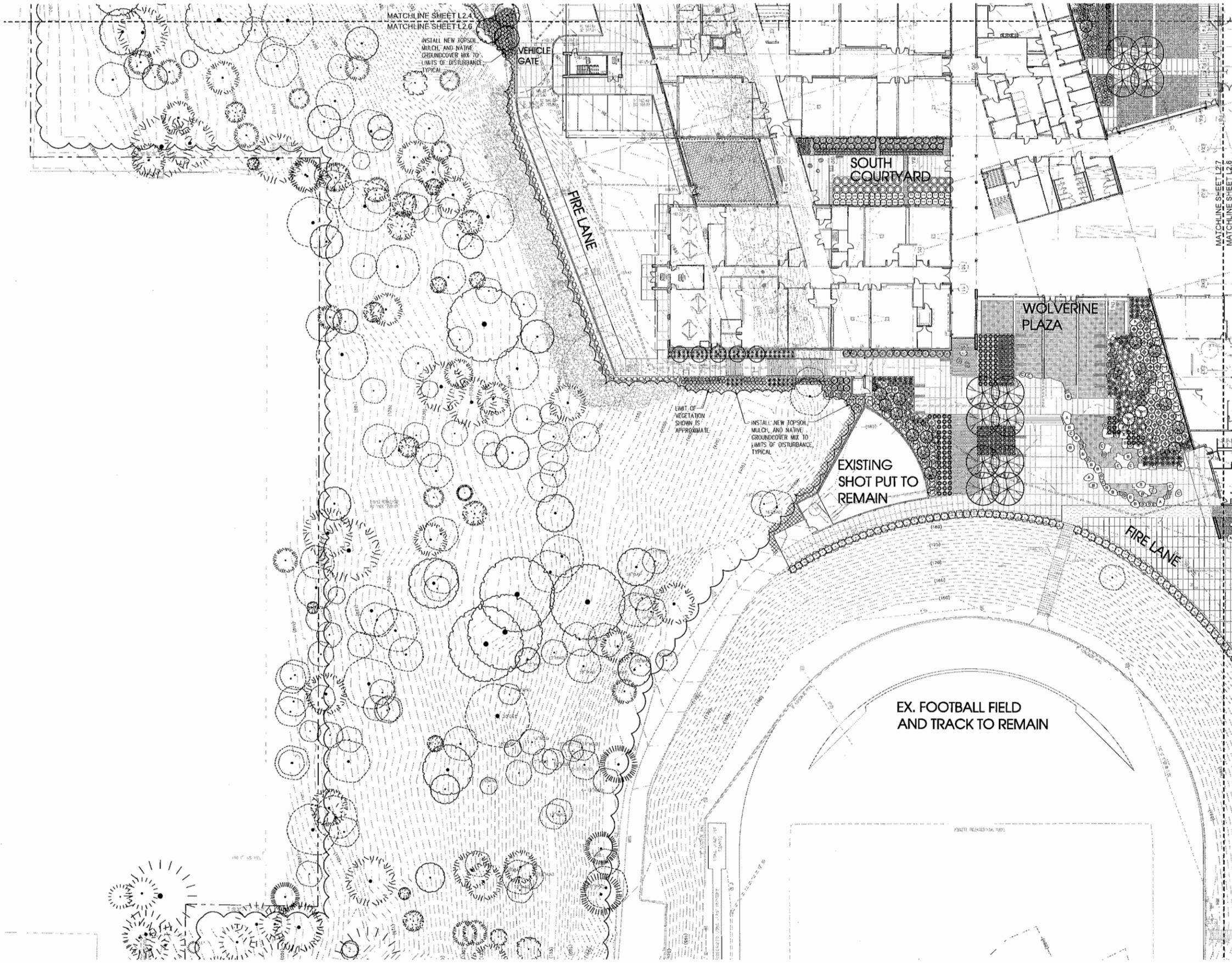
NAC ARCHITECTURE  
121-08027  
WCANPH  
NPH1  
01-28-2010

121-08027  
WCANPH  
NPH1  
01-28-2010

L2.5

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BELLEVUE HIGH SCHOOL  
15115 WOLVERINE WAY SE, BELLEVUE, WA 98004

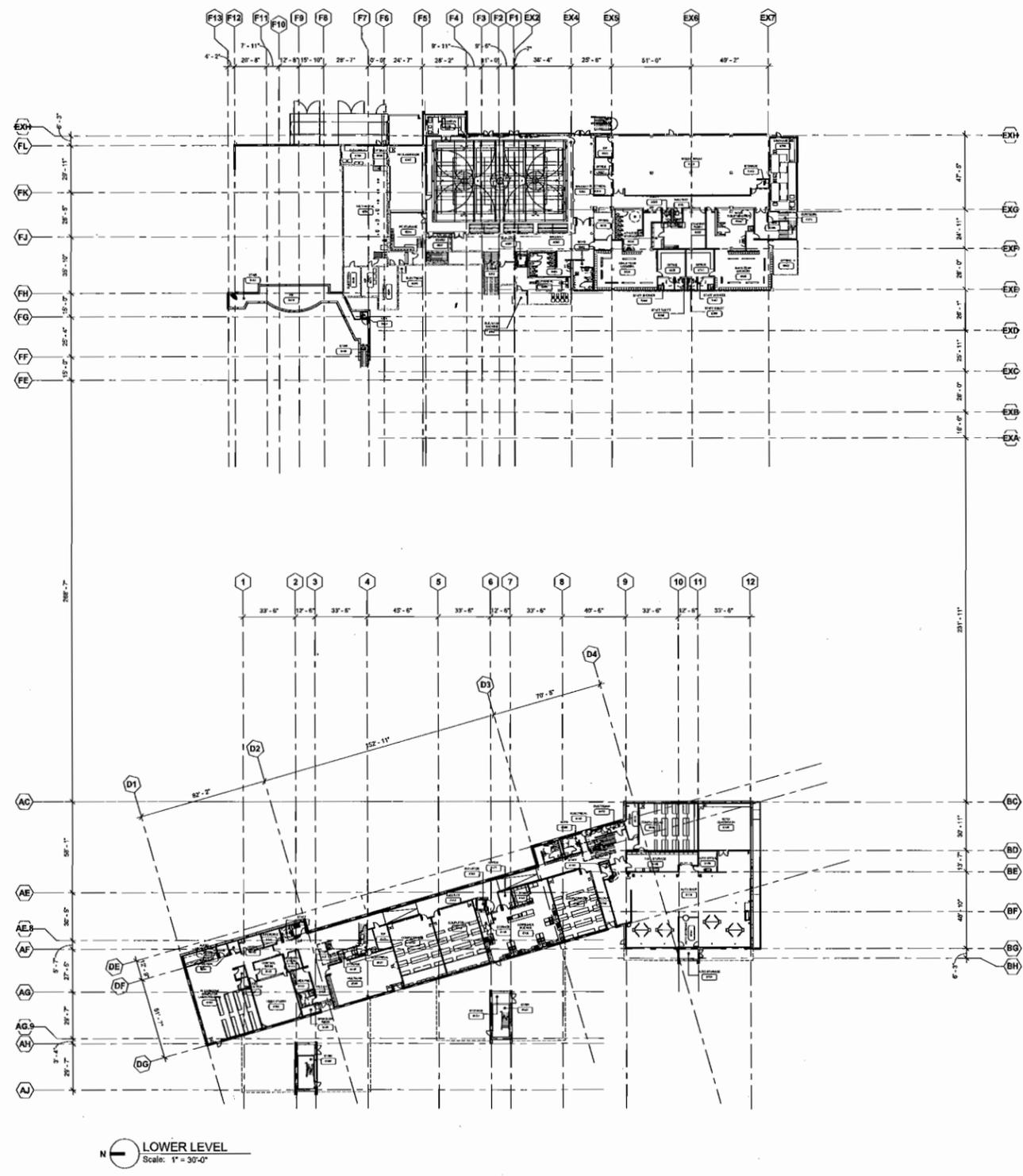
WEISMAN DESIGN GROUP  
LANDSCAPE ARCHITECTURE  
2228 4 AVENUE, SE  
SEATTLE, WA 98112  
206.322.1722  
WWW.WEISMAN.COM

NAC ARCHITECTURE

SHEET NO. 121-08027  
FILE WCA/NPH  
DESIGNED BY NPH  
DATE 01-28-2010

L2.7

100% NORTH AVENUE, SEATTLE, WA 98101 (206) 451-1000 FAX (206) 451-1001 (206) 451-1002



N  
**LOWER LEVEL**  
 Scale: 1" = 30'-0"

REVISIONS

CONSTRUCTION DOCUMENTS 95%

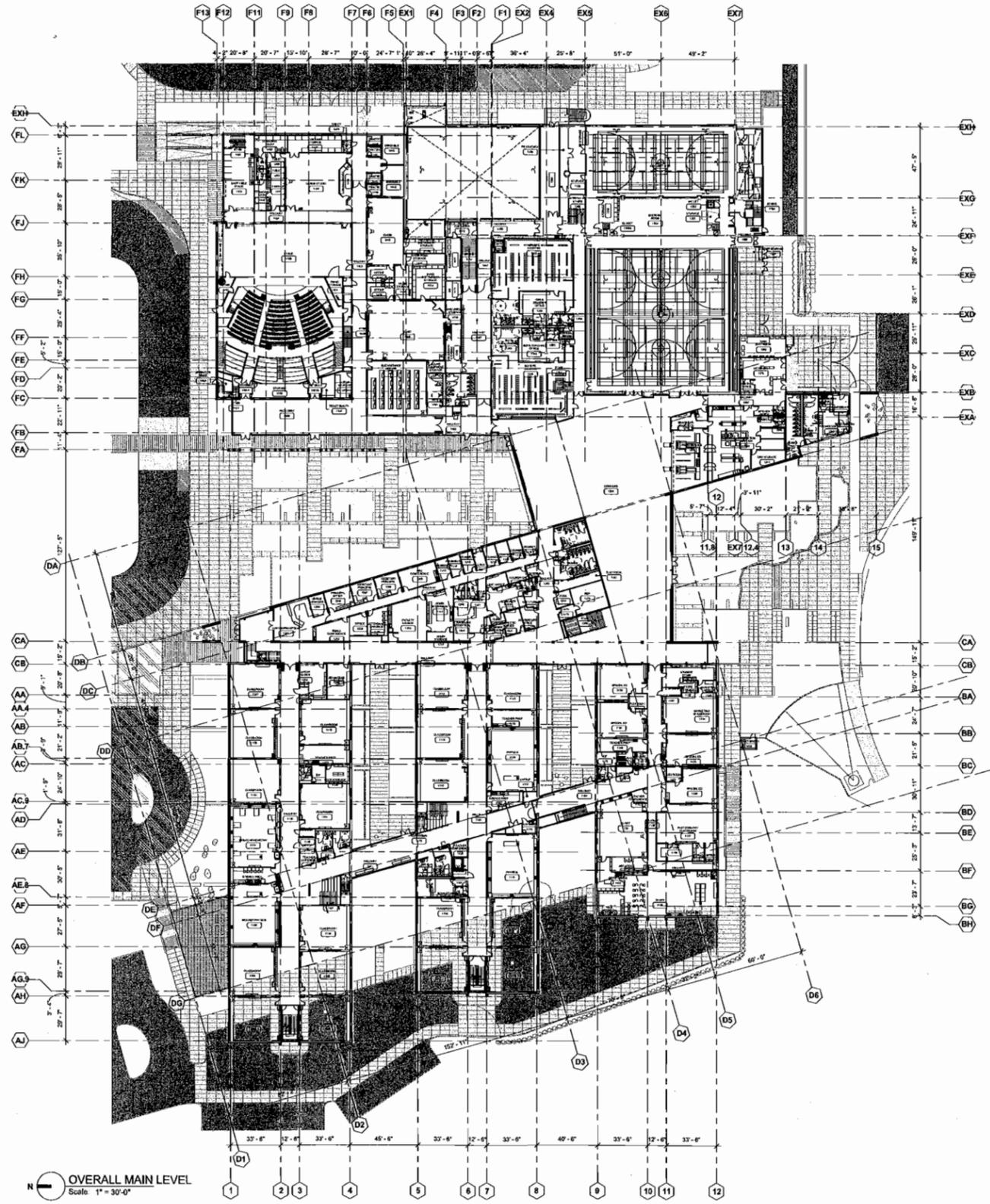
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10418 WOLVERINE WAY SE, BELLEVUE, WA 98006

**NAC** ARCHITECTURE  
220 BELLEVUE BLVD, SUITE 1200, BELLEVUE, WA 98004-1200 | TEL: 206.451.1200 | WWW.NACARCHITECTURE.COM

PROJECT NO.	121-08027
FILE	
DESIGN	CTA
CHECKED	SFG
DATE	01/28/10

**A3.0A**

OVERALL LOWER LEVEL



N  
 OVERALL MAIN LEVEL  
 Scale: 1" = 30'-0"

REVISIONS

CONSTRUCTION DOCUMENTS 95%

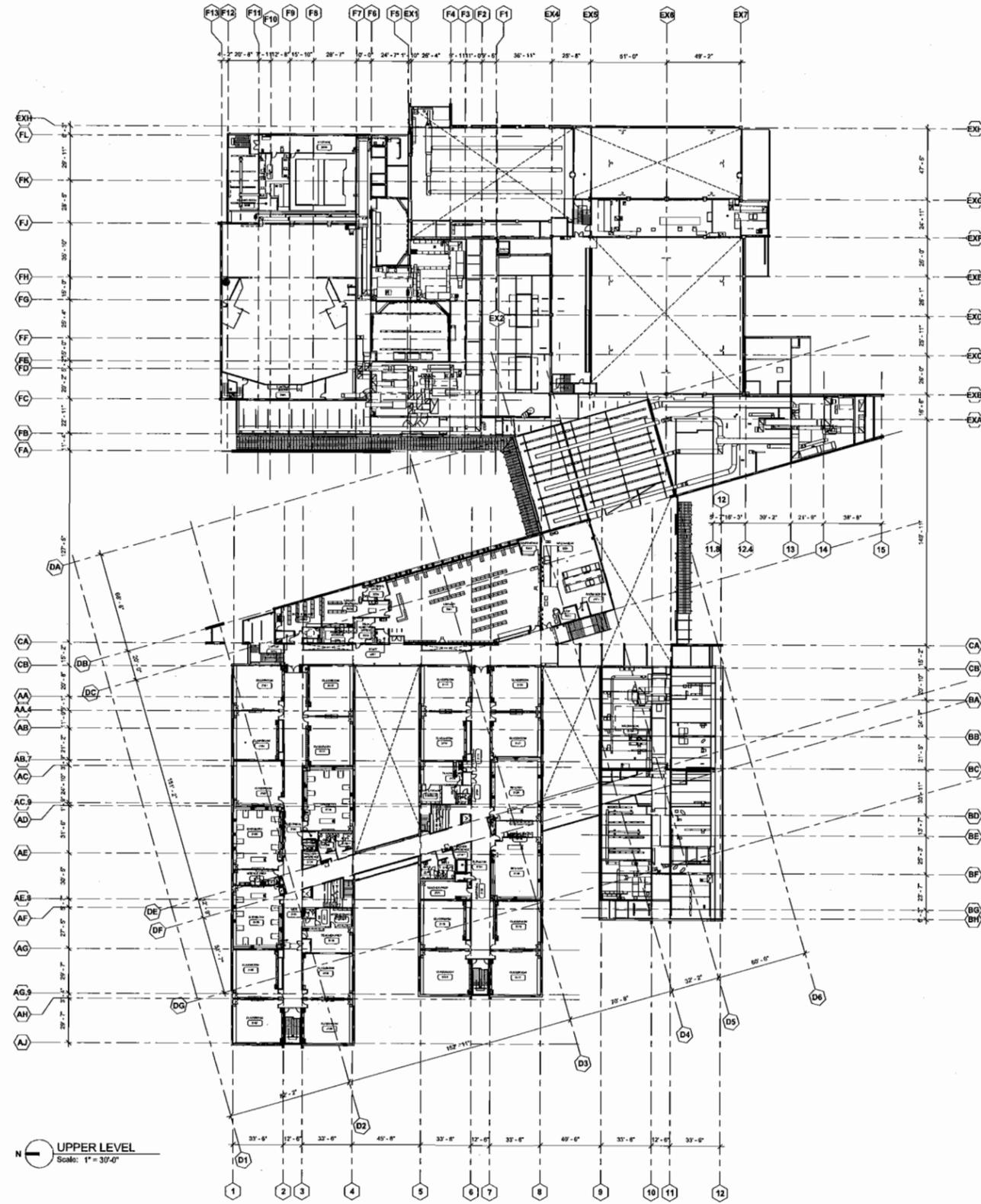
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10018 WOODBINE WAY • BELLEVUE, WA, 98008

**NAC** ARCHITECTURE  
2001 8TH AV. SUITE 400 • SEATTLE, WA 98101 • TEL: 206.461.1200 • FAX: 206.461.1201

PROJECT NO: 121-08027  
 DRAWN: CTA  
 CHECKED: SFG  
 DATE: 01/28/10

**A3.0B**

OVERALL MAIN FLOOR PLAN



UPPER LEVEL  
Scale: 1" = 3/8"

REVISIONS

CONSTRUCTION DOCUMENTS 95%

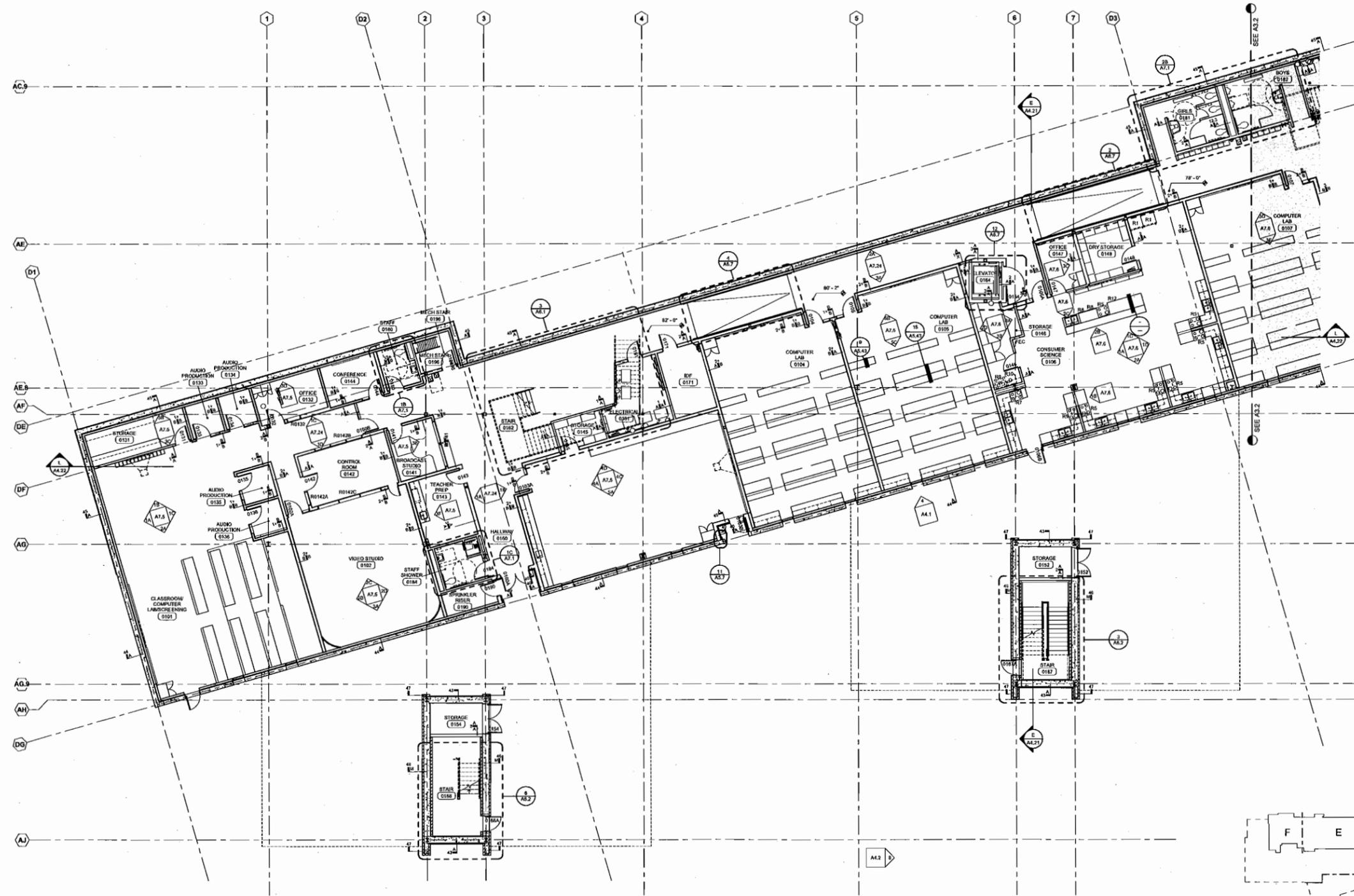
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1000 W. WOLVERINE WAY, BELLEVUE, WA, 98004

**NAC** ARCHITECTURE

PROJECT NO: 121-00027  
PHASE: CTA  
SCHOOL: SFG  
DATE: 01/28/10

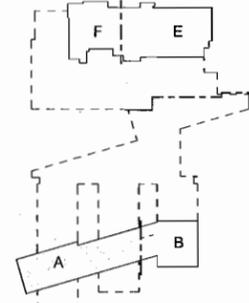
**A3.0C**

OVERALL UPPER LEVEL



**AREA A - CTE FLOOR PLAN**  
Scale: 1/8" = 1'-0"

- SPECIAL REQUIREMENTS/EQUIPMENT LEGEND**
- NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED IN THE SPECIFICATIONS OR THE SIZE OF THE ITEM
- A ATHLETIC EQUIPMENT
  - FEC FIRE EXTINGUISHER CABINET
  - E ELOCKER
  - MB MARKER BOARD
  - MR MIRROR
  - MS METAL SHELVING
  - PS PROJECTION SCREEN, NIC
  - R RESIDENTIAL EQUIPMENT
  - SR, NIC SMARTBOARD, NIC



**KEY PLAN**  
Scale: NTS

AREA A - CTE FLOOR PLAN

REVISIONS

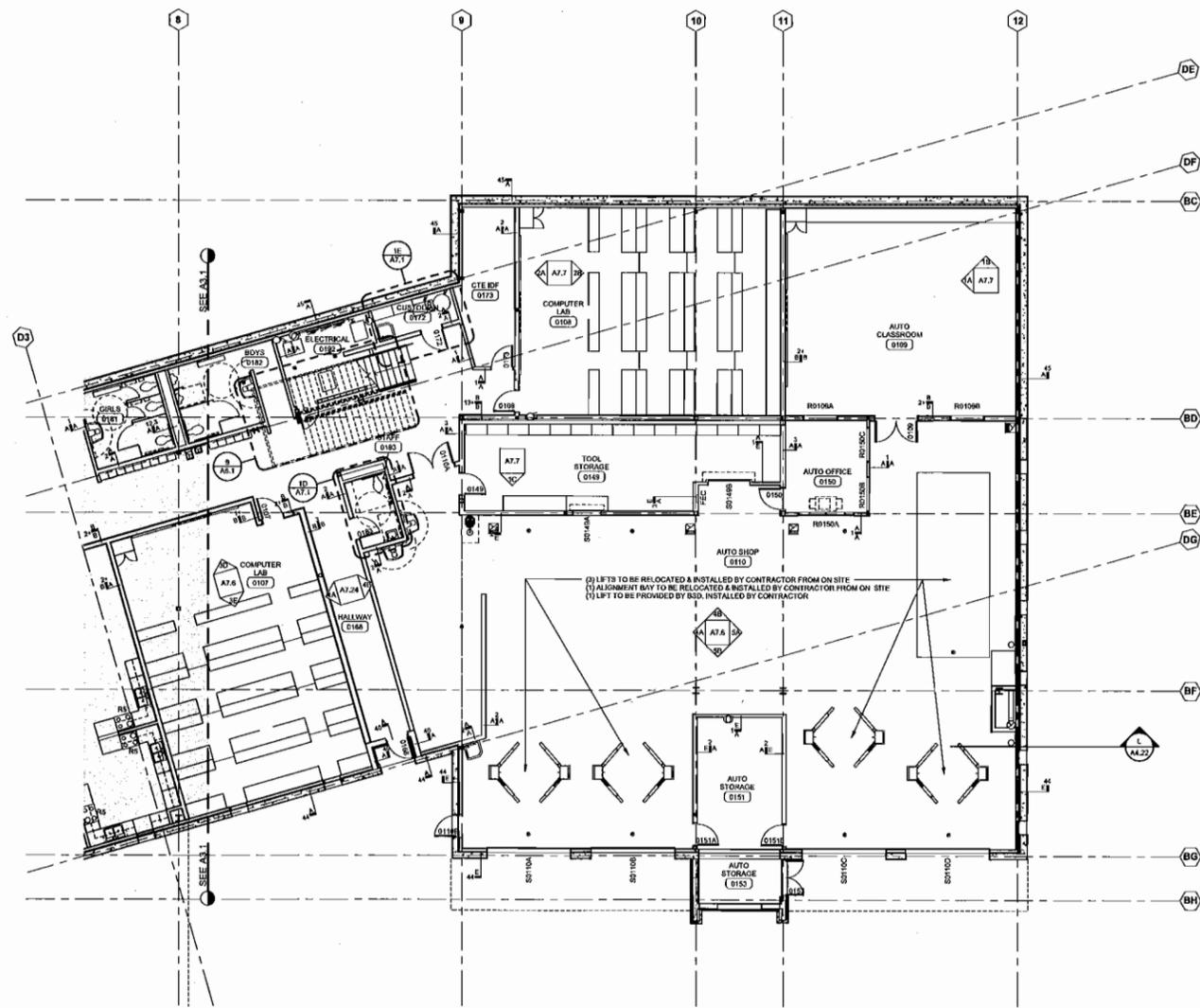
CONSTRUCTION DOCUMENTS 95%

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
15415 HOLLYBURN WAY SE, BELLEVUE, WA, 98008

**NAC ARCHITECTURE**

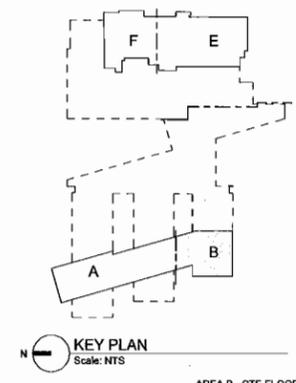
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FILE: GRN  
DATE: 01/28/10

**A3.1**

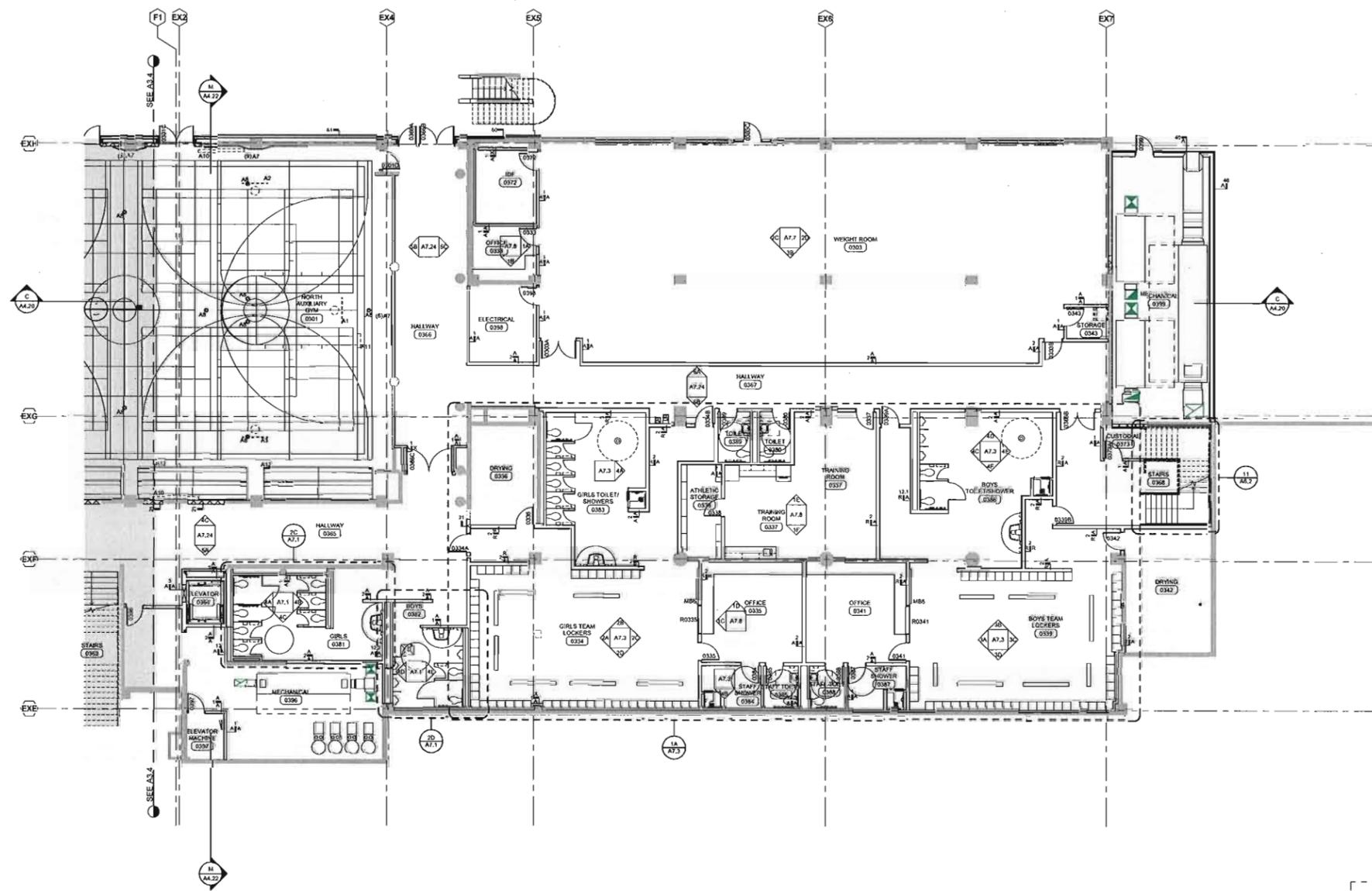


**AREA B - CTE FLOOR PLAN**  
Scale: 1/8" = 1'-0"

- SPECIAL TIES/ACCESSORIES/EQUIPMENT LEGEND**
- NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED IN THE SPECIFICATIONS OR THE SIZE OF THE ITEM
- A ATHLETIC EQUIPMENT
  - FEC FIRE EXTINGUISHER CABINET
  - L LOCKER
  - MB MARKER BOARD
  - MR MIRROR
  - MS METAL SHELVING
  - PS PROJECTION SCREEN, NC
  - R RESIDENTIAL EQUIPMENT
  - SB, NC SMARTBOARD, NC

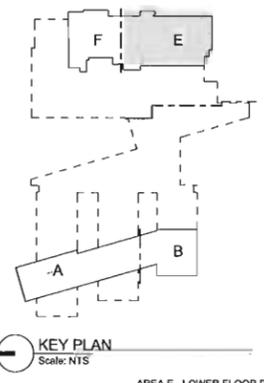


**KEY PLAN**  
Scale: NTS



AREA E - LOWER FLOOR PLAN  
Scale: 1/8" = 1'-0"

- SPECIALTIES/ACCESSORIES/EQUIPMENT LEGEND
- NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFICATION THAT IS REFERENCED IN THE SPECIFICATIONS OR THE SIZE OF THE ITEM
- A ATHLETIC EQUIPMENT
  - FE FIRE EXTINGUISHER CABINET
  - L LOCKER
  - MB MARKER BOARD
  - MIR MIRROR
  - MS METAL SHELVING
  - PS PROJECTION SCREEN, INC
  - R RESIDENTIAL EQUIPMENT
  - SB, NC SMARTBOARD, INC



KEY PLAN  
Scale: N1S

REVISIONS

CONSTRUCTION DOCUMENTS 95%

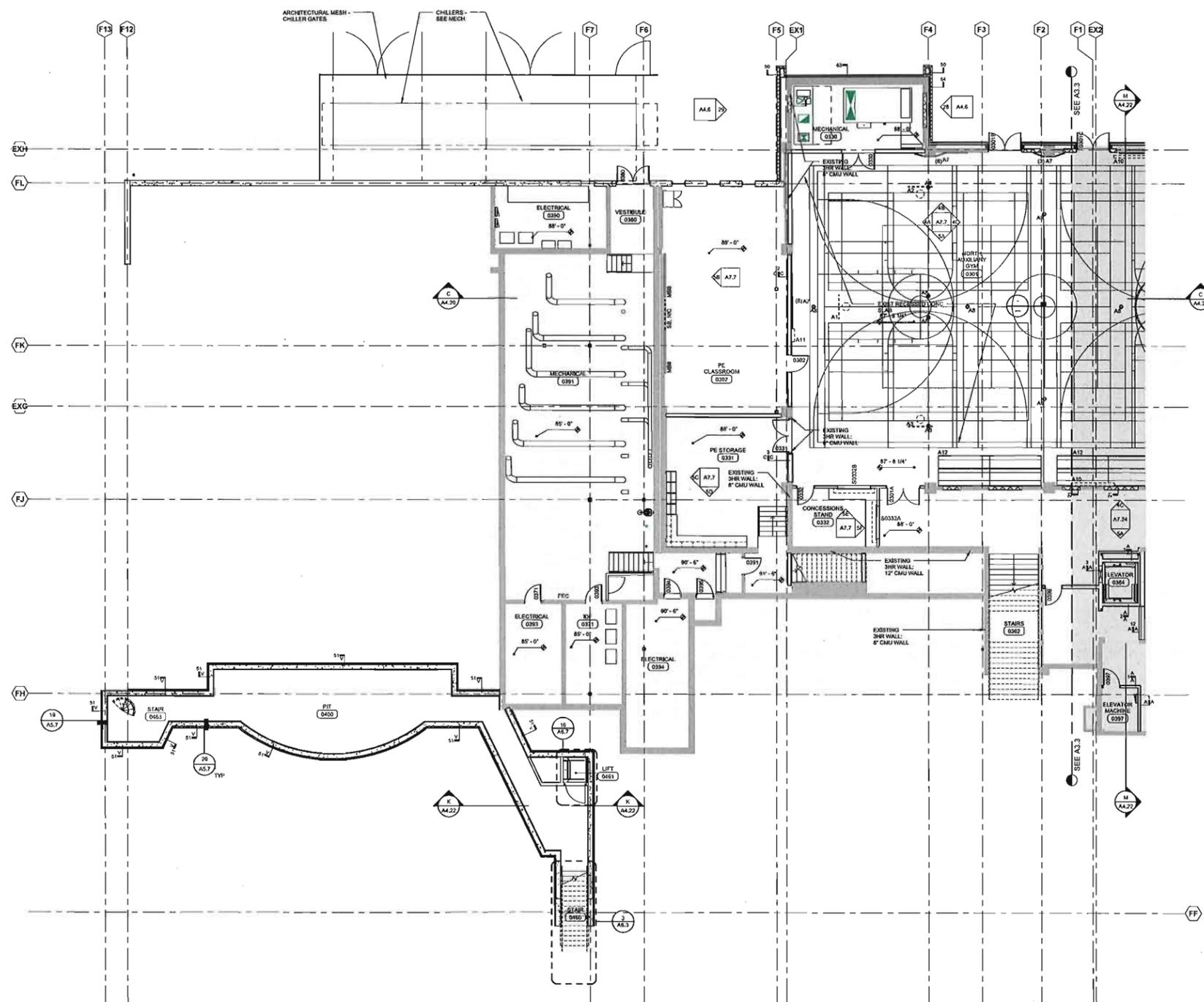
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10414 WOODBURN AVENUE, BELLEVUE, WA, 98004

**NAC** ARCHITECTURE

NAC NO: 121-09027  
FILE: GRN  
DRAWN: SFG  
DATE: 01/28/10

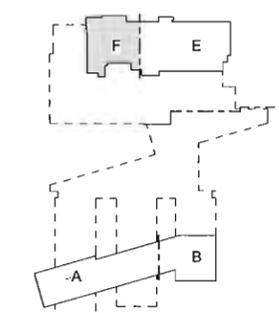
**A3.3**

AREA E - LOWER FLOOR PLAN



AREA F - LOWER FLOOR PLAN  
Scale: 1/8" = 1'-0"

- SPECIAL TEST ACCESSORIES/EQUIPMENT LEGEND**
- NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED IN THE SPECIFICATIONS OR THE SIZE OF THE ITEM
- A ATHLETIC EQUIPMENT
  - FEC FIRE EXTINGUISHER CABINET
  - L LOCKER
  - MB MARKER BOARD
  - MR MIRROR
  - MS METAL SHELVING
  - PS PROJECTION SCREEN, INC
  - R RESIDENTIAL EQUIPMENT
  - SR, INC SMARTBOARD, INC



KEY PLAN  
Scale: NTS

AREA F - LOWER FLOOR PLAN

REVISIONS

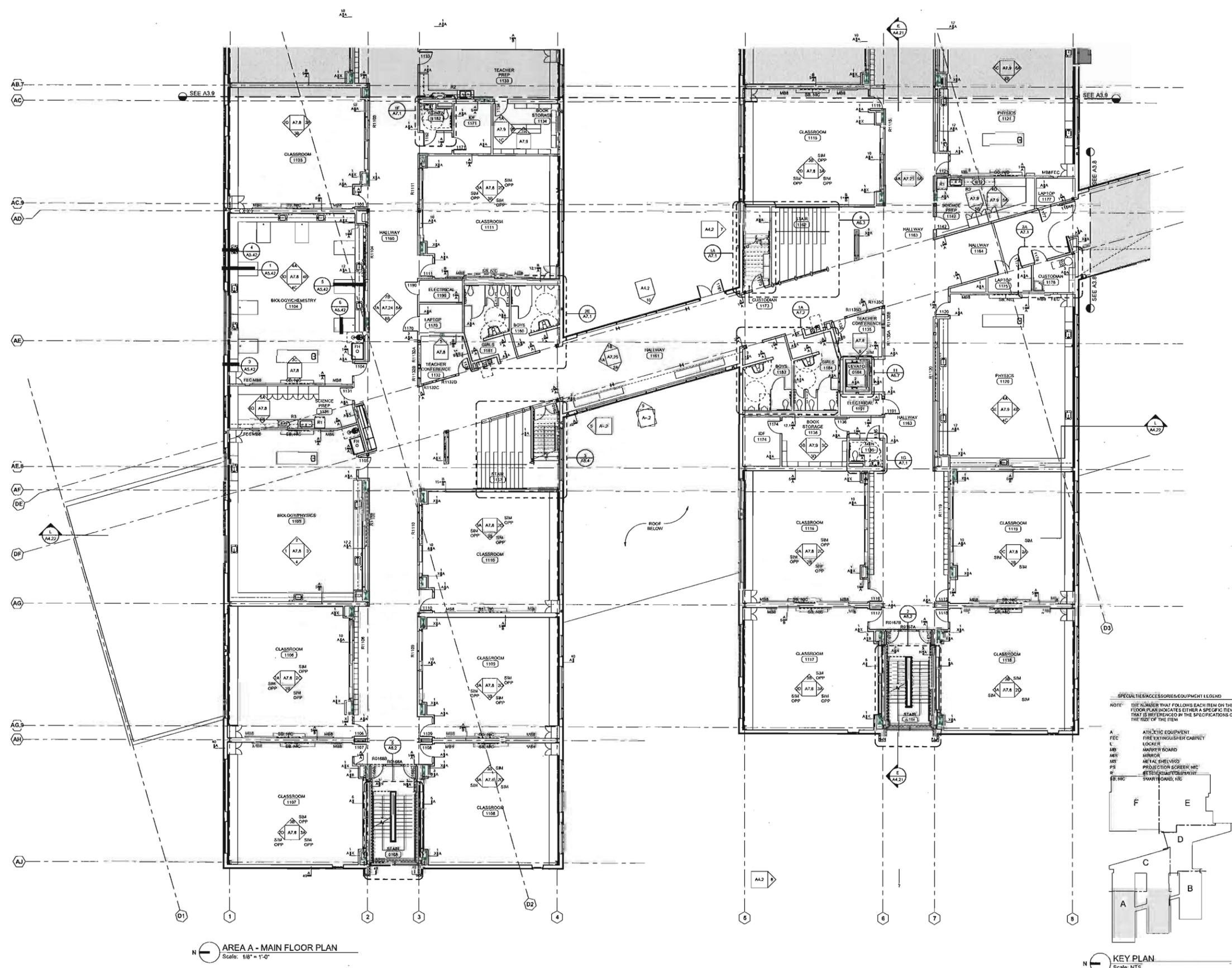
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BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1000 WELLS FERRY WAY SE, BELLEVUE, WA, 98005

**NAC** ARCHITECTURE

PROJECT NO: 121-08027  
DATE: 01/28/10

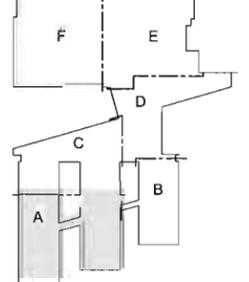
**A3.4**



AREA A - MAIN FLOOR PLAN  
Scale: 1/8" = 1'-0"

SPECIAL ACCESSORIES/EQUIPMENT LEGEND  
NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED BY THE SPECIFICATIONS OR THE SIDE OF THE ITEM

- A ATHLETIC EQUIPMENT
- FEC FIRE EXTINGUISHER CABINET
- L LOCKER
- MB MARKER BOARD
- MIR MIRROR
- MS METAL SHELVING
- PS PROJECTION SCREEN, MC
- R RESISTANT FLOORING
- SB INC SWARTZBORO, NC



KEY PLAN  
Scale: NTS  
AREA A - MAIN FLOOR PLAN

REVISIONS

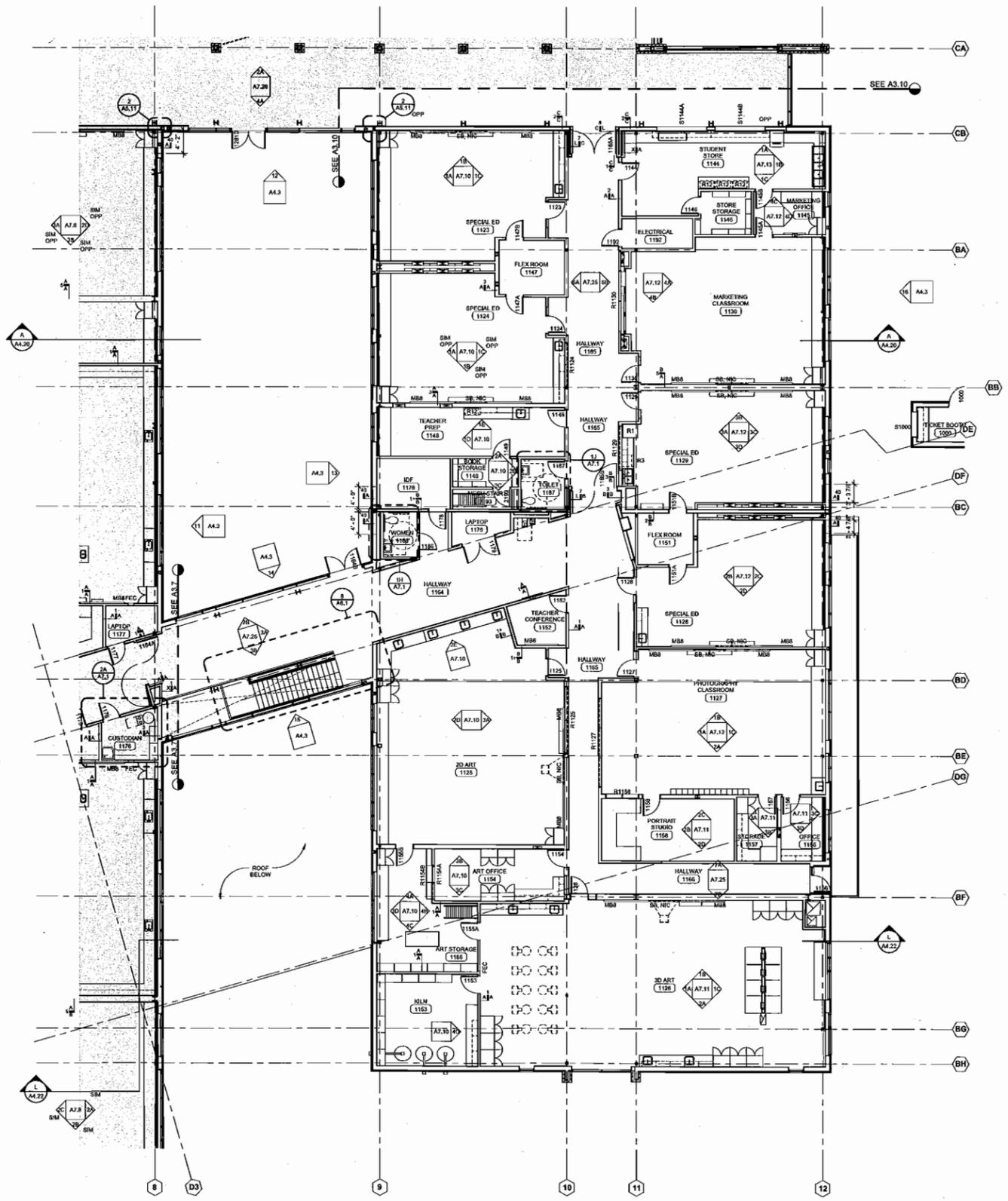
CONSTRUCTION DOCUMENTS 95%

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10019 W. WOLFEWAY BL. BELLEVUE, WA, 98004

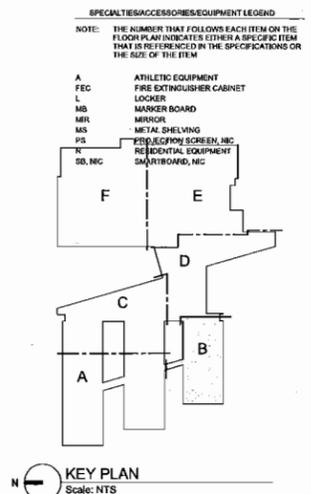
**NAC** ARCHITECTURE

NO. 121-03027  
GRW  
SFG  
01/28/10

**A3.7**



AREA B - MAIN FLOOR PLAN  
Scale: 1/8" = 1'-0"



AREA B - MAIN FLOOR PLAN

REVISIONS

CONSTRUCTION DOCUMENTS 95%

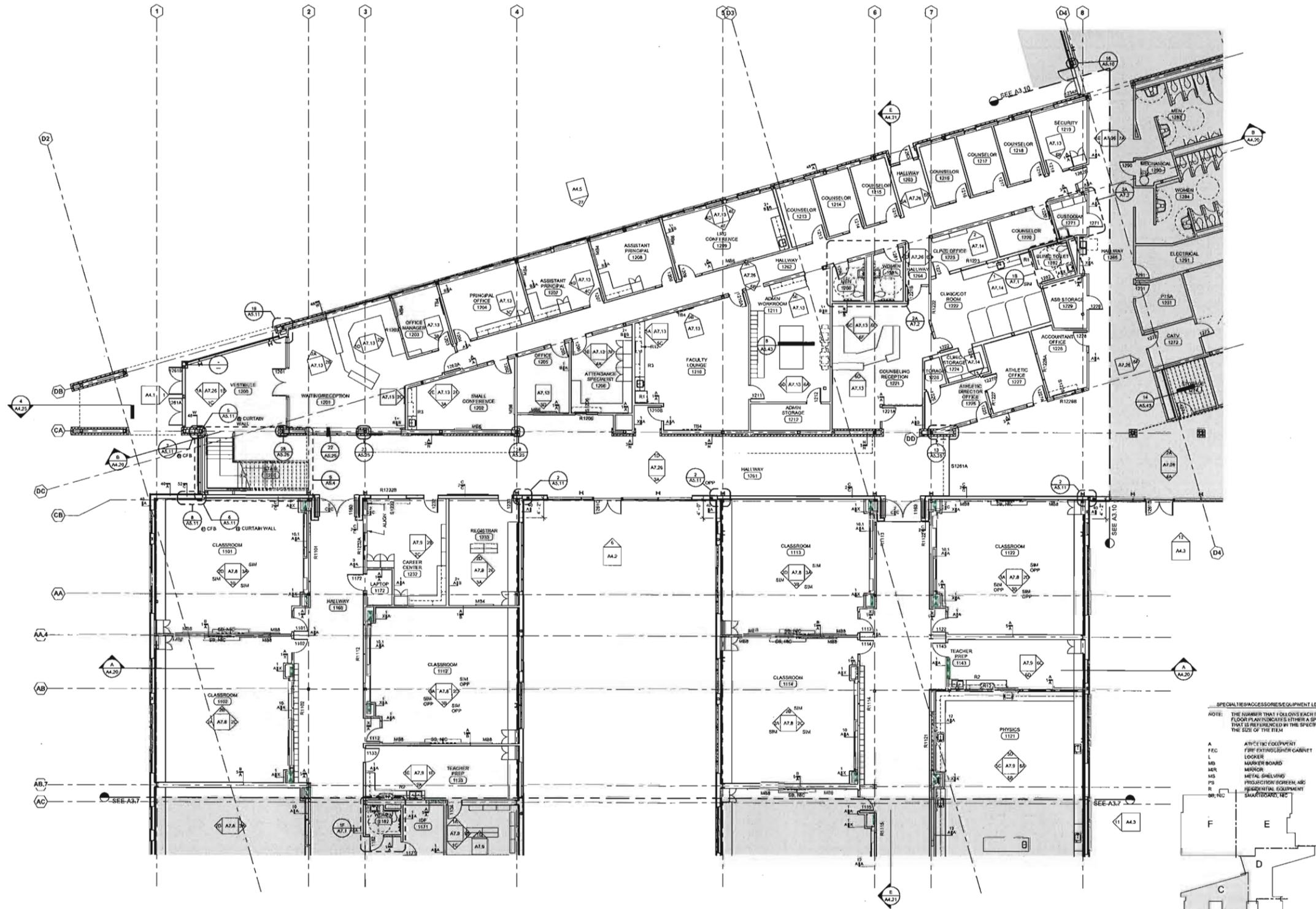
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1440 W. COLUMBIA WAY, BELLEVUE, WA, 98005

**NAC** ARCHITECTURE

NAC NO: 121-08027  
FILE: GRN  
CHECKED: SFC  
DATE: 01/28/10

**A3.8**

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AREA C - MAIN FLOOR PLAN  
Scale: 1/8" = 1'-0"

**SPECIALTIES/ACCESSORIES/EQUIPMENT LEGEND**

NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED BY THE SPECIFICATIONS OR THE SIZE OF THE ITEM.

A	ATHLETIC EQUIPMENT
FEQ	FIRE EXTINGUISHER CABINET
L	LOCKER
MB	MARKER BOARD
MBOR	MARKOR
MS	METAL SHELVING
PS	PROJECTION SCREEN, AIR
R	RESIDENTIAL EQUIPMENT
SB, NC	SMARTBOARD, NC

**KEY PLAN**  
Scale: NTS

REVISIONS

CONSTRUCTION DOCUMENTS 95%

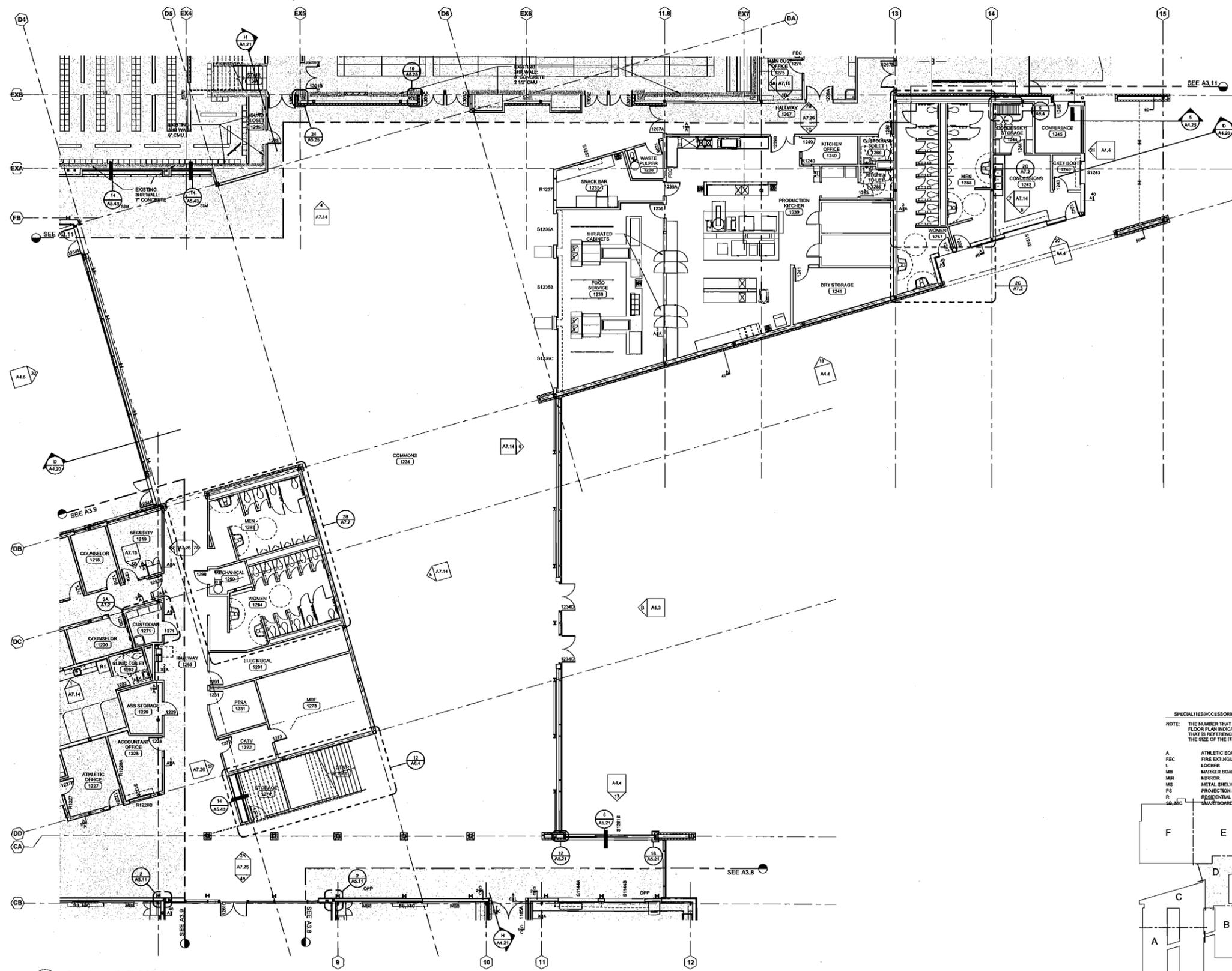
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10400 190TH AVE. SE, BELLEVUE, WA, 98008

**NAC ARCHITECTURE**

121-08027  
AIB  
SFO  
01/28/10

**A3.9**

AREA C - MAIN FLOOR PLAN



AREA D - MAIN FLOOR PLAN  
Scale: 1/8" = 1'-0"

**SPECIALTIES/ACCESSORIES/EQUIPMENT LEGEND**

NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED IN THE SPECIFICATIONS OR THE SIZE OF THE ITEM.

A	ATHLETIC EQUIPMENT
FEC	FIRE EXTINGUISHER CABINET
L	LOCKER
MB	MARKER BOARD
MIR	MIRRORS
MS	METAL SHELVING
PS	PROJECTION SCREEN, NC
R	RESIDENTIAL EQUIPMENT
SB, NC	SMARTBOARD, NC

**KEY PLAN**  
Scale: NTS

REVISIONS

CONSTRUCTION DOCUMENTS 95%

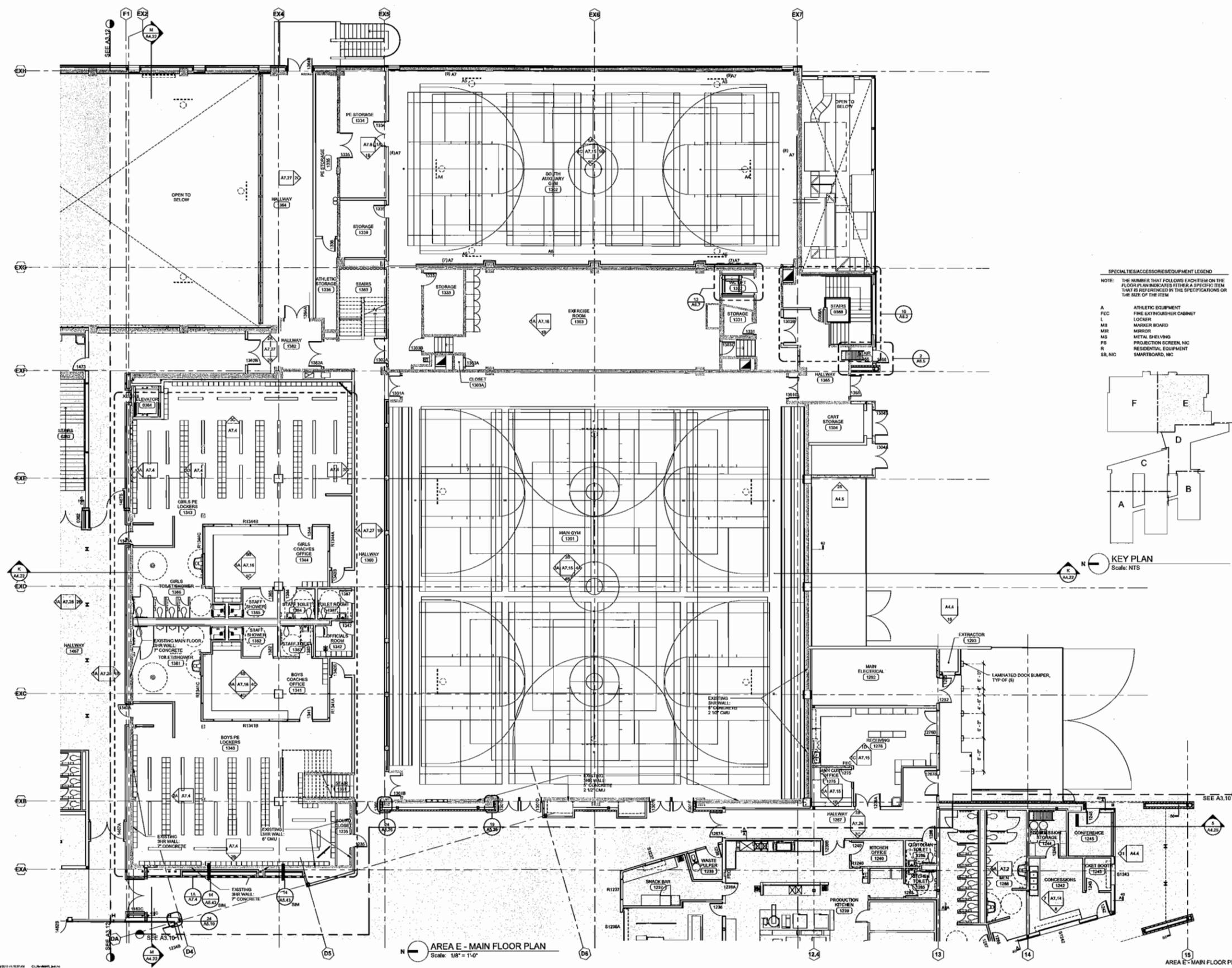
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10415 W. BELLEVUE WAY, BELLEVUE, WA, 98008

**NAC ARCHITECTURE**

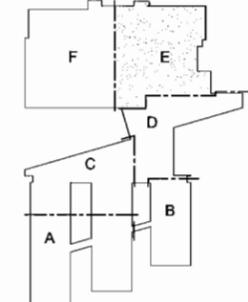
NO. 121-08027  
DATE: 01/28/10

**A3.10**

AREA D - MAIN FLOOR PLAN



- SPECIAL ACCESSORIES/EQUIPMENT LEGEND**
- NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED IN THE SPECIFICATIONS OR THE SIZE OF THE ITEM
- A ATHLETIC EQUIPMENT
  - FEC FIRE EXTINGUISHER CABINET
  - L LOCKER
  - MB MARKER BOARD
  - MR MIRROR
  - MS METAL SHELVING
  - PB PROJECTION SCREEN, INC
  - R RESIDENTIAL EQUIPMENT
  - SB, NIC SMARTBOARD, INC



**AREA E - MAIN FLOOR PLAN**  
Scale: 1/8" = 1'-0"

REVISIONS

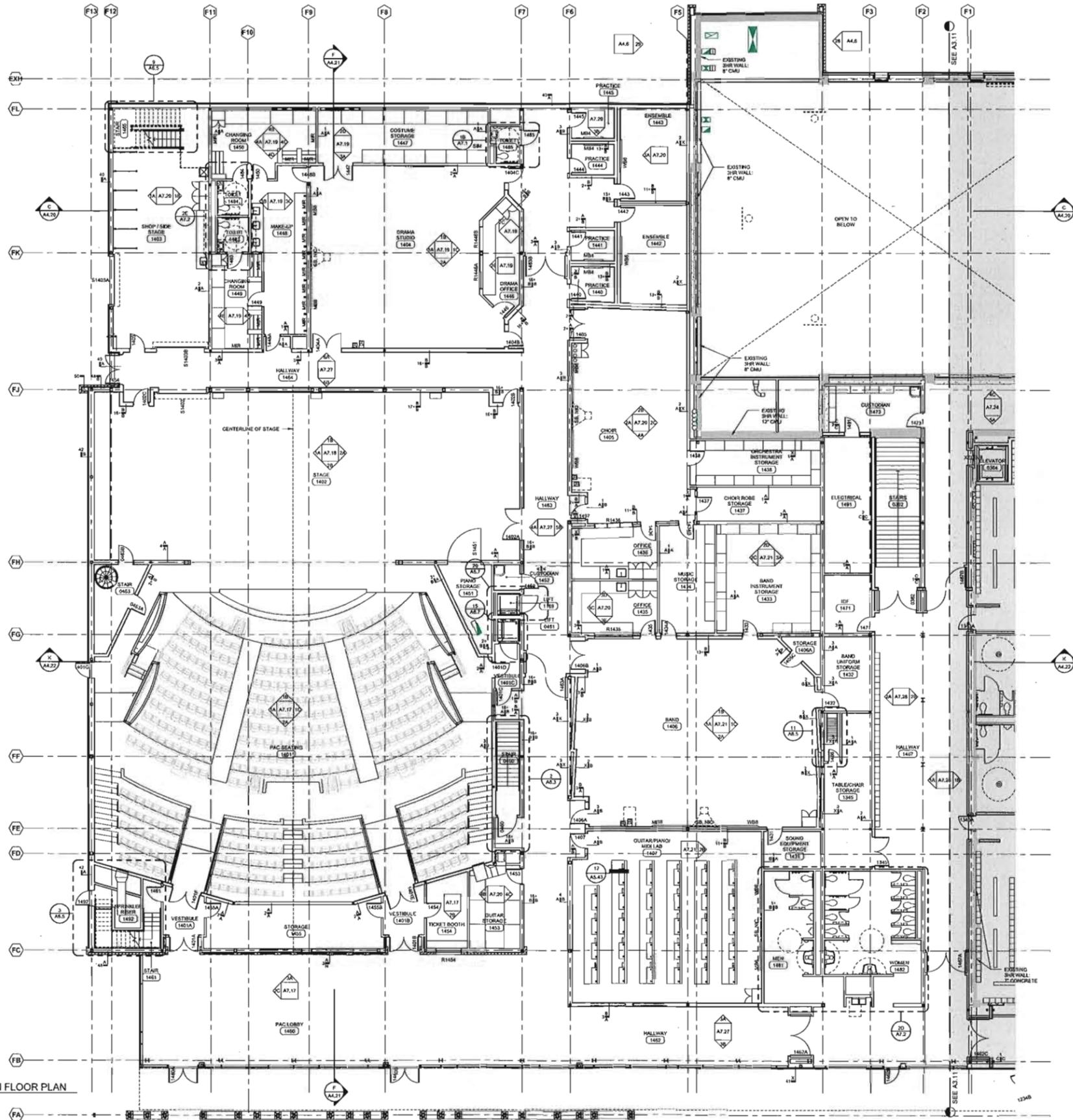
CONSTRUCTION DOCUMENTS 95%

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1040 W. BELLEVUE WAY, BELLEVUE, WA, 98004

**NAC ARCHITECTURE**

PROJECT NO: 121-08027  
DATE: 01/28/10

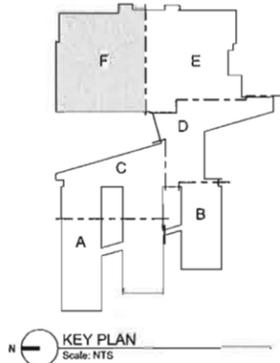
**A3.11**



AREA F - MAIN FLOOR PLAN  
Scale: 1/8" = 1'-0"

**SPECIAL USE ACCESSORIES-EQUIPMENT LEGEND**  
NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THIS FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED IN THE SPECIFICATIONS OR THE SIZE OF THE ITEM.

- A ATHLETIC EQUIPMENT
- FEC FIRE EXTINGUISHER CABINET
- L LOCKER
- MSB MARKER BOARD
- MSR MIRROR
- MS METAL SHELVING
- PS PROJECTION SCREEN, INC
- R RESIDENTIAL EQUIPMENT
- SO, INC SMARTBOARD, INC



KEY PLAN  
Scale: NTS

REVISIONS

CONSTRUCTION DOCUMENTS 95%

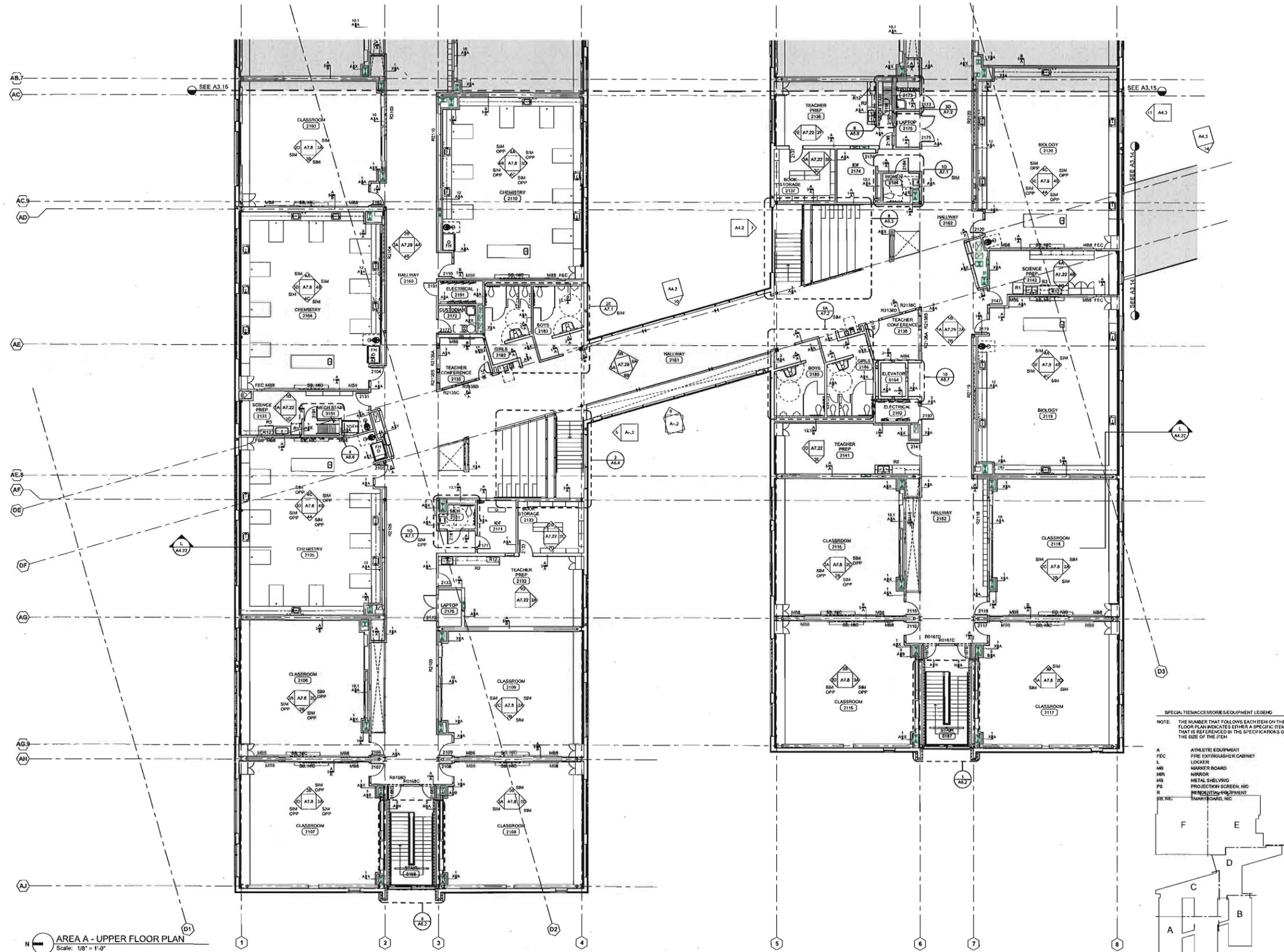
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
THIS DOCUMENT MAY BE BELLEVUE, WA, 98005

**NAC** ARCHITECTURE

NO. 121-08027  
DATE GRN  
DATE SFG  
DATE 01/28/10

**A3.12**

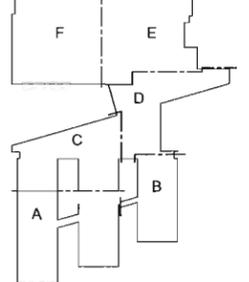
AREA F - MAIN FLOOR PLAN



AREA A - UPPER FLOOR PLAN  
Scale: 1/8" = 1'-0"

SPECIAL TIEMACCESORIES/EQUIPMENT LEGEND  
NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED BY THE SPECIFICATIONS OR THE SIZE OF THE ITEM

- A ATHLETIC EQUIPMENT
- FEC FIRE EXTINGUISHER CABINET
- L LOCKER
- MB MIRROR BOARD
- MIR MIRROR
- MS METAL SHELVING
- PS PROJECTION SCREEN, NIC
- R RESISTANCE EQUIPMENT
- SB, NIC SMART BOARD, NIC



KEY PLAN  
Scale: NTS  
AREA A - UPPER FLOOR PLAN

REVISIONS

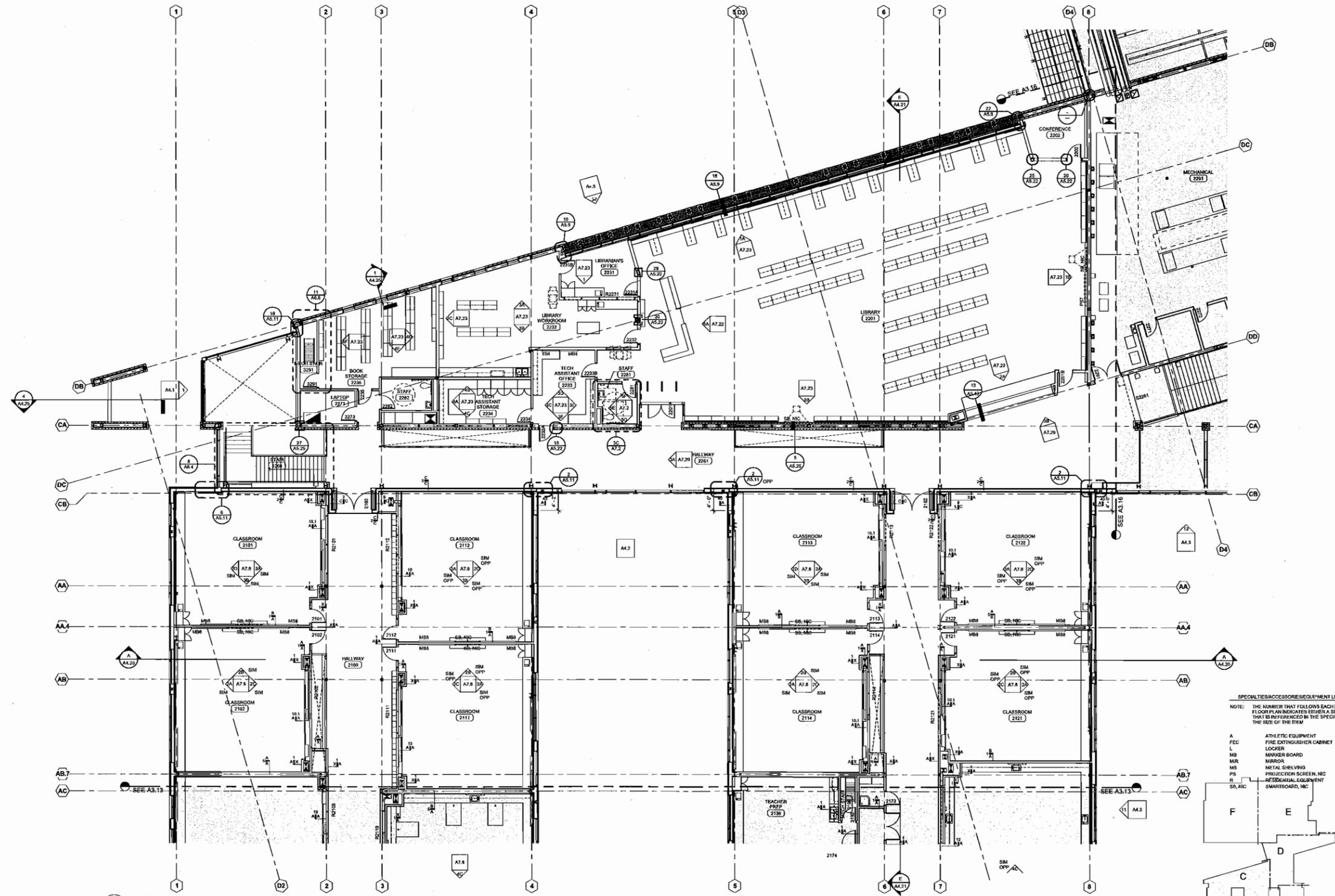
CONSTRUCTION DOCUMENTS 95%

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10415 WOODBINE WAY BELLEVUE, WA, 98008

**NAC** ARCHITECTURE

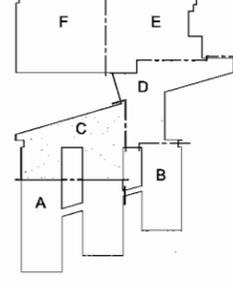
121-08027  
GRN  
SFG  
01/28/10

**A3.13**



**AREA C - UPPER FLOOR PLAN**  
Scale: 1/8" = 1'-0"

- SPECIALTIES/ACCESSORIES/EQUIPMENT LEGEND**
- NOTE: THE NUMBER THAT FOLLOWS EACH ITEM ON THE FLOOR PLAN INDICATES EITHER A SPECIFIC ITEM THAT IS REFERENCED BY THE SPECIFICATIONS OR THE SIZE OF THE ITEM
- A ATHLETIC EQUIPMENT
  - FEC FIRE EXTINGUISHER CABINET
  - L LOCKER
  - MB MARKER BOARD
  - MIR MIRROR
  - MS METAL SHELVING
  - PS PROJECTION SCREEN, NIC
  - R RESIDENTIAL EQUIPMENT
  - SB, NIC SMARTBOARD, NIC



**KEY PLAN**  
Scale: NTS

AREA C - UPPER FLOOR PLAN

REVISIONS

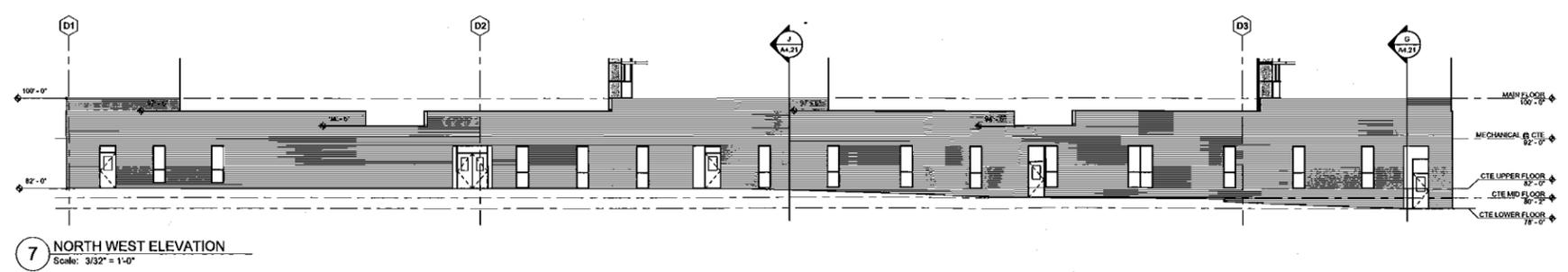
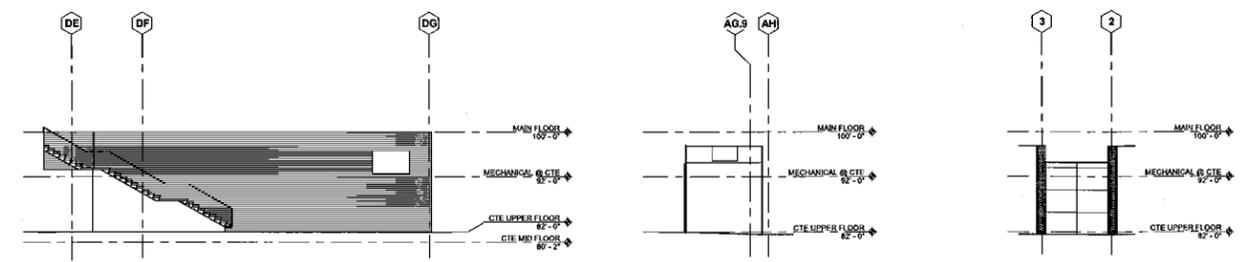
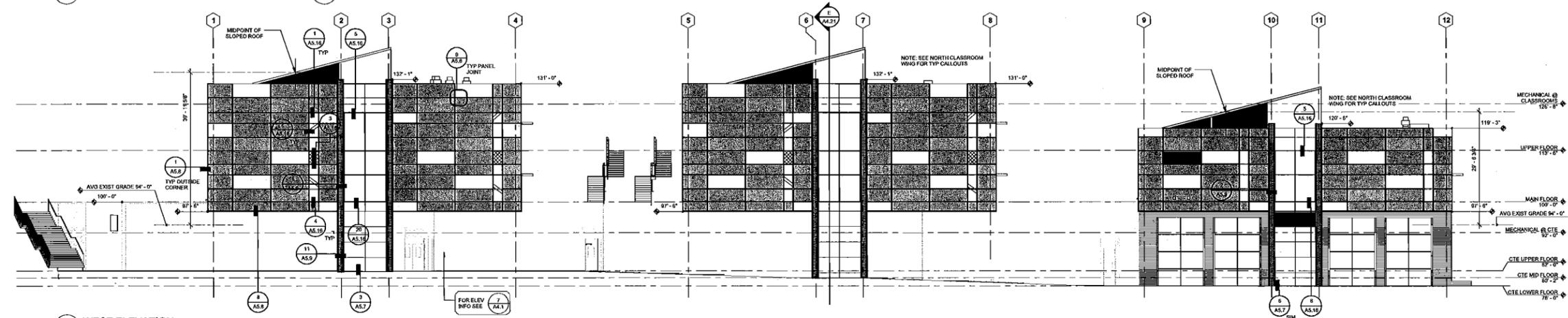
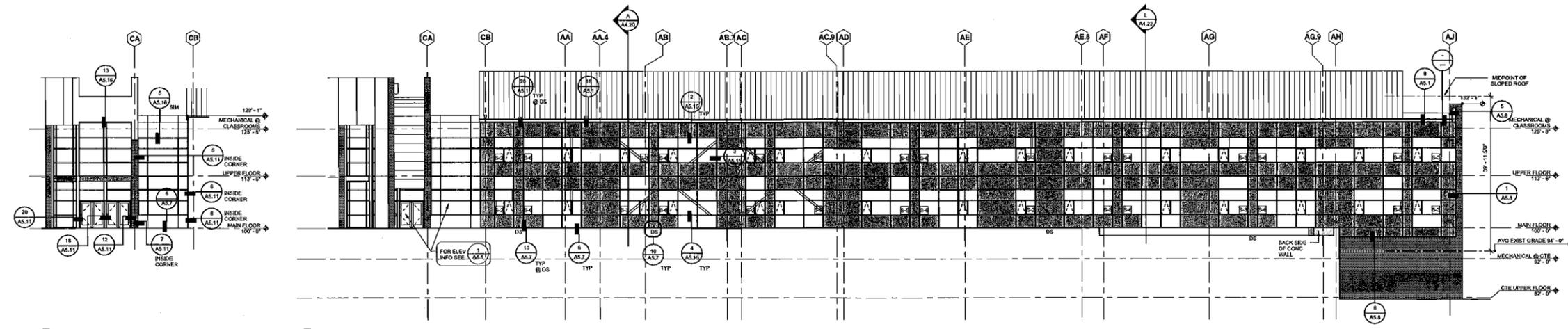
CONSTRUCTION DOCUMENTS 95%

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
15018 WOLVERINE WAY, BELLEVUE, WA, 98008

**NAC** ARCHITECTURE

PROJECT NO: 121-08027  
DATE: 01/28/10

**A3.15**



- EXTERIOR ELEVATION GENERAL NOTES**
1. DETAIL CALLOUTS ARE TO BE CONSIDERED TYPICAL FOR MATCHING CONDITIONS (E.G. A WINDOW JAMB IS ASSUMED TYPICAL AT JAMBS OF SIMILAR WINDOWS THAT OCCUR IN THE SAME WALL TYPE).
  2. SEE AS.15 FOR EXTERIOR WALL OPENING FLASHING AND INSTALLATION SEQUENCE. COORDINATE WITH ARCHITECT IF WALL OR FRAME CONDITION AND/OR CONSTRUCTION SEQUENCE DICTATE A DEVIATION FROM THIS.
  3. CFB PANELS TO BE CUT TO FIT LAYOUT INDICATED ON ELEVATIONS AND DETAILS.
  4. SEE SHEET AA.26 FOR ALUMINUM LOUVER TYPES AND SEE MECH FOR COORDINATION WITH DUCTWORK.
  5. REFER TO DETAILS FOR DIMENSION REFERENCE POINTS.
  6. REFER TO STRUCTURAL DRAWINGS FOR TOP OF STEEL HEIGHTS.
  7. EXPANSION JOINTS TO EXTEND FULL HEIGHT OF MASONRY. TYP. WHERE EJ IS INDICATED AT INSIDE CORNERS THE JOINT SHALL PENETRATE THE MASONRY SURFACE ON WHICH THE LABEL OCCURS. SEE DETAILS FOR ADDITIONAL EJ LOCATIONS.
  8. ALL WINDOW AND LOUVER DIMENSIONS ARE FOR ROUGH OR MASONRY OPENING, UNLESS NOTED OTHERWISE. SEE PLANS FOR ADDITIONAL DIMENSION INFORMATION.
  9. 100'-0" IS THE DATUM ELEVATION AND CORRESPONDS TO THE REFERENCED FLOOR SLAB ELEVATION 107'-4". SEE CIVIL FOR FURTHER INFORMATION.
  10. EXTERIOR WALL FINISHES EXTEND FULL HEIGHT TO SOFFITS (NOT SHOWN WHERE EAVES OBSCURE VIEW). SEE BUILDING SECTIONS & DETAILS.
  11. SEE REFLECTED CEILING PLANS (RCP) FOR CFB PANEL PATTERN AND SOFFIT COLORS.
  12. SEALANT JOINTS ARE NOT TO EXCEED A 2:1 RATIO AND JOINTS ARE NOT TO BE MORE THAN 1/2".
  13. SEE BUILDING SECTIONS AND DETAILS FOR ADDITIONAL FINISH COLOR CALLOUTS.
  14. SEE AS.15 AND AS.18 FOR STOREFRONT AND CURTAIN WALL TYPES.

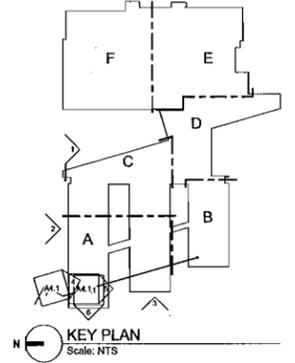
**MATERIALS LEGEND**

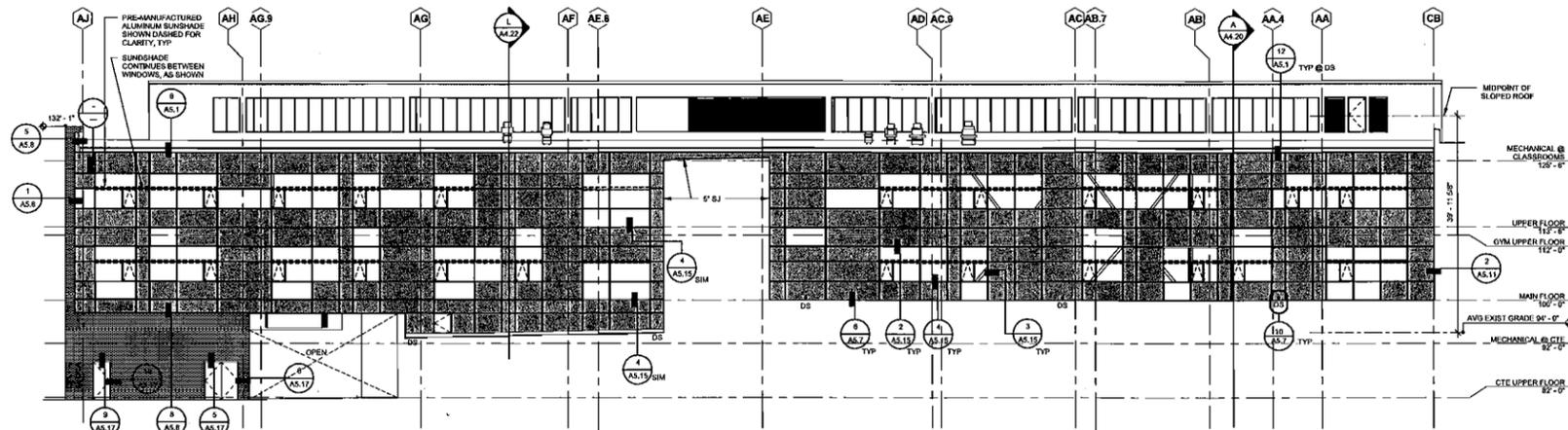
	BRICK		CFB PANEL TYPE 2, FT COLOR: EXFIN-4
	PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFIN-1		CFB PANEL TYPE 3, FT COLOR: EXFIN-X
	PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFIN-2		CONCRETE CIP FORMLINER
	PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFIN-3		

**GLAZING LEGEND**

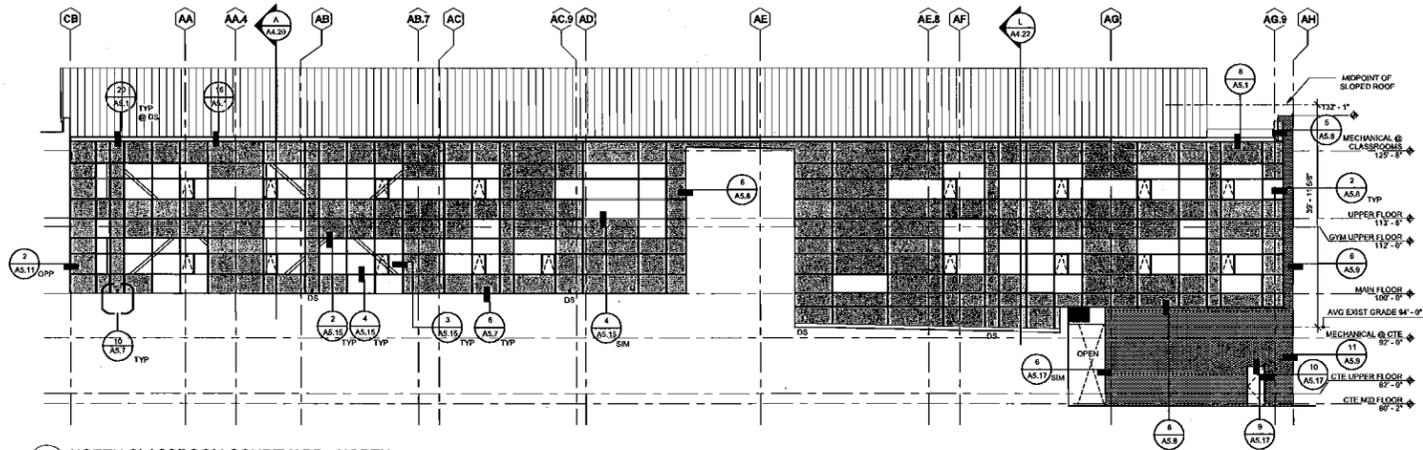
	CLEAR GLASS
	SPANDELR GLASS (G-X)

NOTE: THIS LEGEND DOES NOT INCLUDE ALL MATERIALS. SEE NOTES & REFERENCED DETAILS FOR ADDITIONAL INFORMATION.

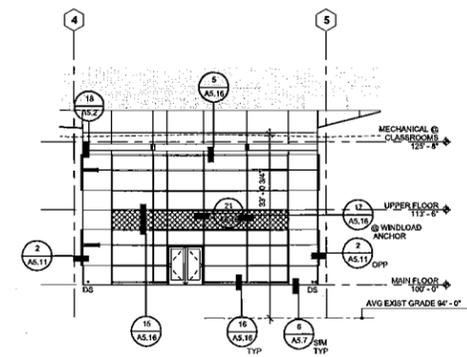




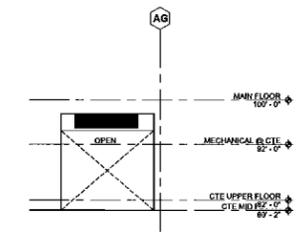
5 NORTH CLASSROOM COURTYARD - SOUTH  
Scale: 3/32" = 1'-0"



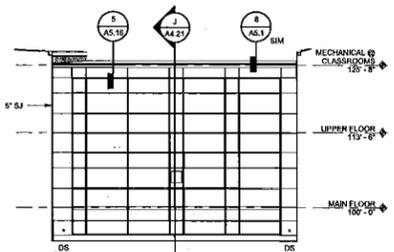
7 NORTH CLASSROOM COURTYARD - NORTH  
Scale: 3/32" = 1'-0"



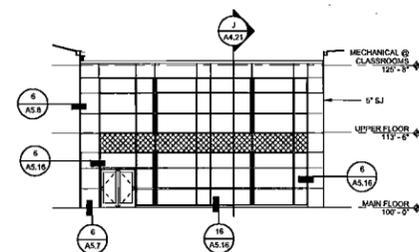
6 NORTH CLASSROOM COURTYARD - WEST (2)  
Scale: 3/32" = 1'-0"



8 PARTIAL NORTH CLASSROOM COURTYARD - NORTH  
Scale: 3/32" = 1'-0"



9 NORTH CLASSROOM COURTYARD - WEST (1)  
Scale: 3/32" = 1'-0"



10 NORTH CLASSROOM COURTYARD - EAST  
Scale: 3/32" = 1'-0"

- EXTERIOR ELEVATION GENERAL NOTES**
1. DETAIL CALLOUTS ARE TO BE CONSIDERED TYPICAL FOR MATCHING CONDITIONS (E.G. A WINDOW JAMB IS ASSUMED TYPICAL AT JAMBS OF SIMILAR WINDOWS THAT OCCUR IN THE SAME WALL TYPE).
  2. SEE AS.15 FOR EXTERIOR WALL OPENING FLASHING AND INSTALLATION SEQUENCE - COORDINATE WITH ARCHITECT'S WALL OR FRAME CONDITION AND/OR CONSTRUCTION SEQUENCE. DICTATE A DEVIATION FROM THIS.
  3. CFB PANELS TO BE CUT TO FIT LAYOUT INDICATED ON ELEVATIONS AND DETAILS.
  4. SEE SHEET A4.26 FOR ALUMINUM LOUVER TYPES AND SEE MECH FOR COORDINATION WITH DUCTWORK.
  5. REFER TO DETAILS FOR DIMENSION REFERENCE POINTS.
  6. REFER TO STRUCTURAL DRAWINGS FOR TOP OF STEEL HEIGHTS.
  7. EXPANSION JOINTS 'EJ' EXTEND FULL HEIGHT OF MASONRY, TYP. WHERE EJ IS INDICATED AT INSIDE CORNERS THE JOINT SHALL PENETRATE THE MASONRY SURFACE ON WHICH THE LABEL OCCURS. SEE DETAILS FOR ADDITIONAL E.L. LOCATIONS.
  8. ALL WINDOW AND LOUVER DIMENSIONS ARE FOR ROUGH OR MASONRY OPENING, UNLESS NOTED OTHERWISE. SEE PLANS FOR ADDITIONAL CONSTRUCTION INFORMATION.
  9. 100'-0" IS THE DATUM ELEVATION AND CORRESPONDS TO THE REFERENCED FLOOR SLAB ELEVATION 187.74. SEE CIVIL FOR FURTHER INFORMATION.
  10. EXTERIOR WALL FINISHES EXTEND FULL HEIGHT TO SOFFITS (NOT SHOWN WHERE EAVES OBSCURE VIEW). SEE BUILDING SECTIONS & DETAILS.
  11. SEE REFLECTED CEILING PLANS (RCP) FOR CFB PANEL PATTERN AND SOFFIT COLORS.
  12. SEALANT JOINTS ARE NOT TO EXCEED A 2:1 RATIO AND JOINTS ARE NOT TO BE MORE THAN 1/2".
  13. SEE BUILDING SECTIONS AND DETAILS FOR ADDITIONAL FINISH COLOR CALLOUTS.
  14. SEE AS.15 AND AS.16 FOR STORE FRONT AND CURTAIN WALL TYPES.

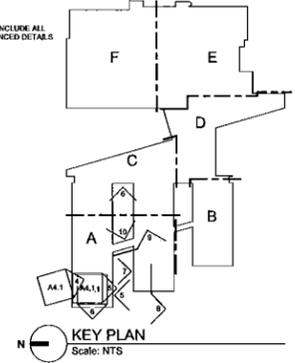
**MATERIALS LEGEND**

	BRICK		CFB PANEL TYPE 2 PT COLOR: EXFIN-4
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFIN-1		CFB PANEL TYPE 3 PT COLOR: EXFIN-X
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFIN-2		CONCRETE CIP FORMLINER
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFIN-3		

**GLAZING LEGEND**

	CLEAR GLASS
	SPANDREL GLASS (B-X)

NOTE: THIS LEGEND DOES NOT INCLUDE ALL MATERIALS. SEE NOTES & REFERENCED DETAILS FOR ADDITIONAL INFORMATION.



REVISIONS

CONSTRUCTION DOCUMENTS 95%

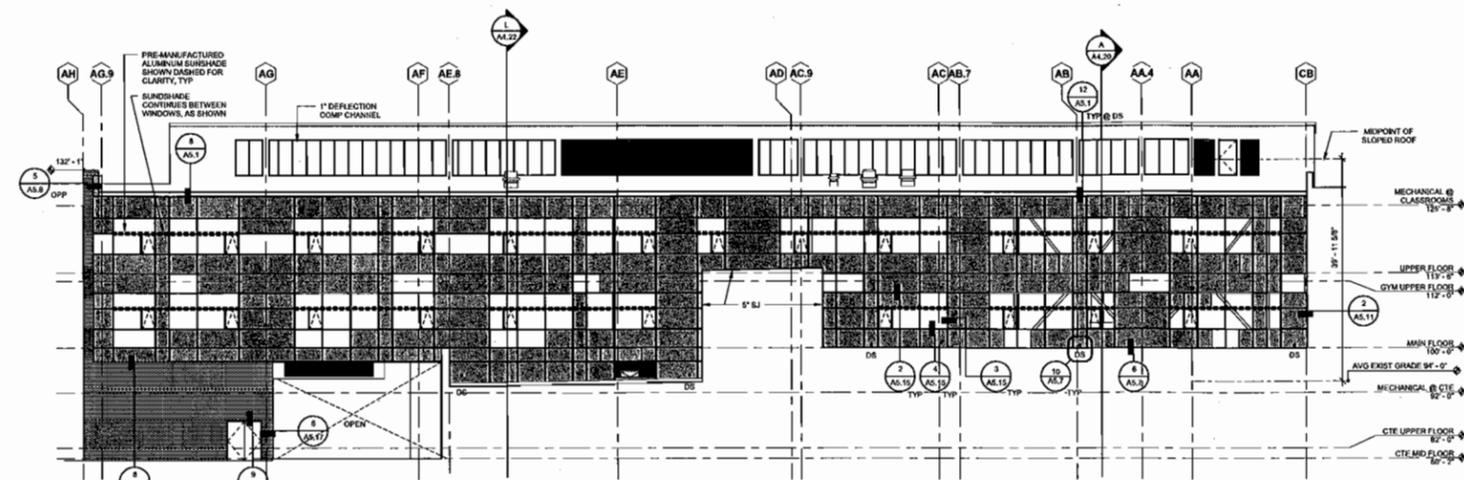
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1848 INDOLENE WAY, BELLEVUE, WA 98008

NAC ARCHITECTURE

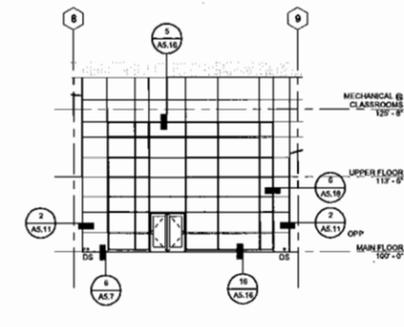
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FILE: CTA  
CHECKED: SFG  
DATE: 01/28/10

**A4.2**

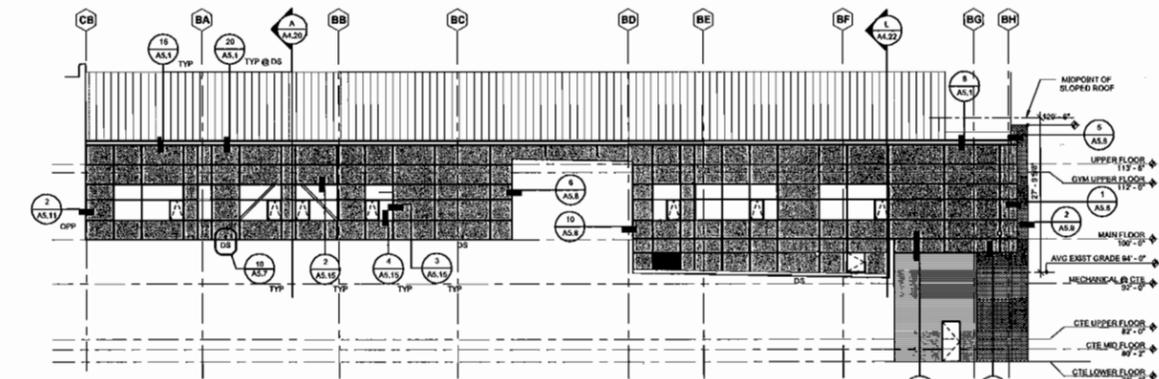
EXTERIOR ELEVATIONS



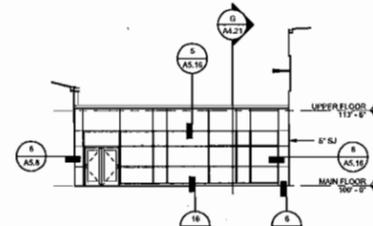
11 SOUTH CLASSROOM COURTYARD - SOUTH  
Scale: 3/32" = 1'-0"



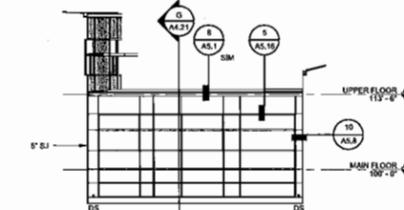
12 SOUTH CLASSROOM COURTYARD - WEST (2)  
Scale: 3/32" = 1'-0"



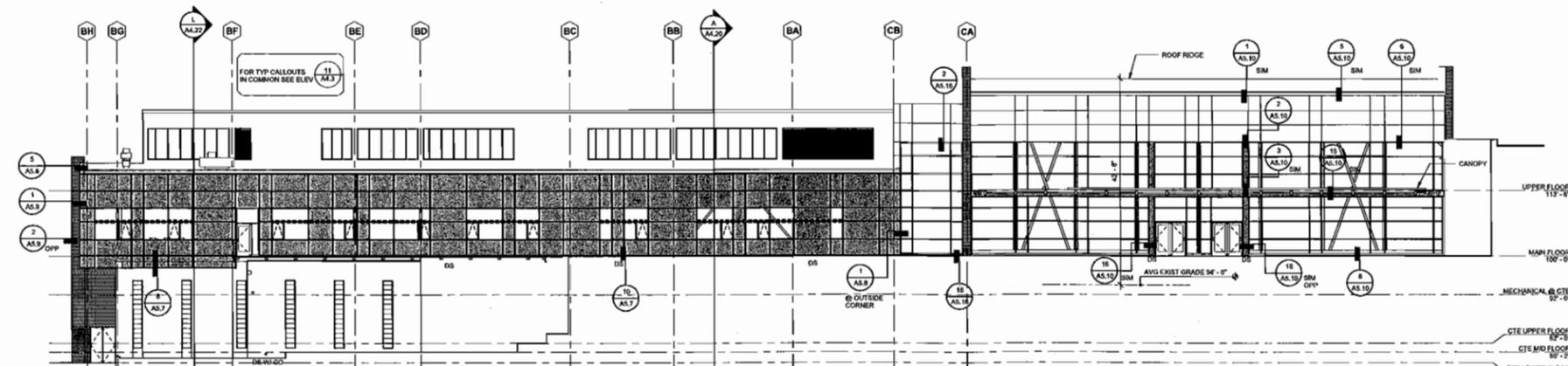
13 SOUTH CLASSROOM COURTYARD - NORTH  
Scale: 3/32" = 1'-0"



14 SOUTH CLASSROOM COURTYARD - EAST  
Scale: 3/32" = 1'-0"



15 SOUTH CLASSROOM COURTYARD - WEST (1)  
Scale: 3/32" = 1'-0"



16 SOUTH COURTYARD ELEVATION - SOUTH (ART)  
Scale: 3/32" = 1'-0"

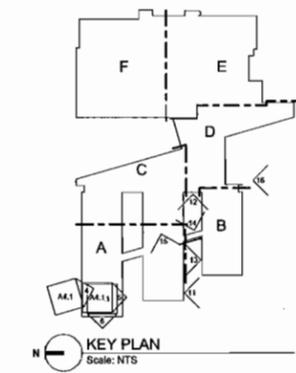
**MATERIALS LEGEND**

	BRICK		CFB PANEL TYPE 2 PT COLOR: EXFN-4
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFN-1		CFB PANEL TYPE 3 PT COLOR: EXFN-X
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFN-2		CONCRETE CIP FORMLINER
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFN-3		

**GLAZING LEGEND**

	CLEAR GLASS
	SPANDELL GLASS (93-X)

NOTE: THIS LEGEND DOES NOT INCLUDE ALL MATERIALS. SEE NOTES & REFERENCED DETAILS FOR ADDITIONAL INFORMATION.



KEY PLAN  
Scale: NTS

REVISIONS

CONSTRUCTION DOCUMENTS 95%

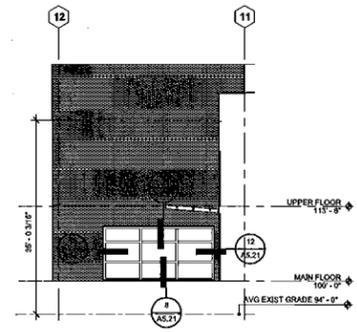
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
100% INCLUDING ANY BELLEVUE, WA, WORK

NAC ARCHITECTURE

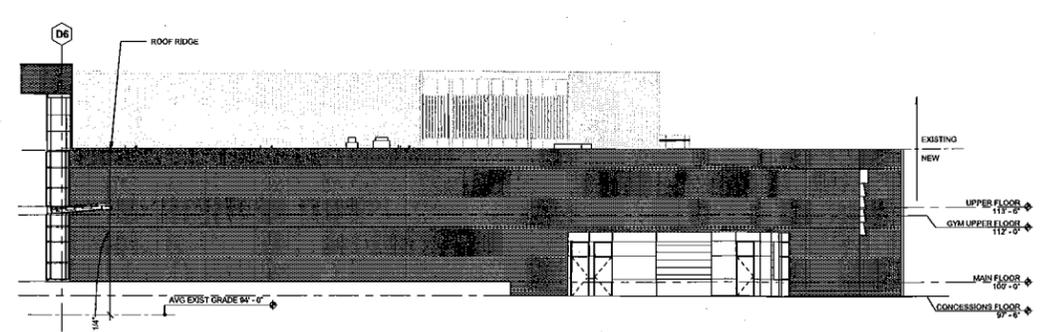
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OWNER SFG  
DATE 01/28/10

**A4.3**

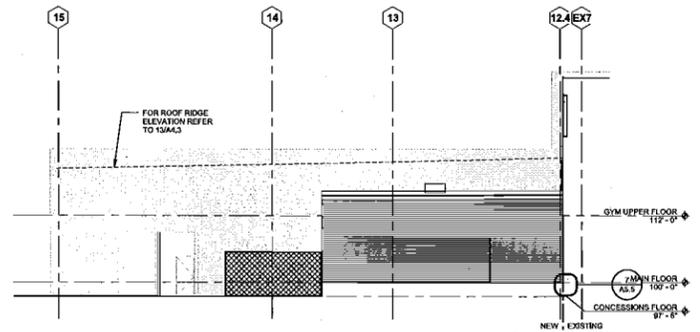
EXTERIOR ELEVATIONS



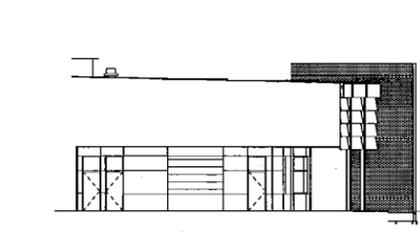
17 SOUTH COURTYARD ELEVATION - EAST  
Scale: 3/32" = 1'-0"



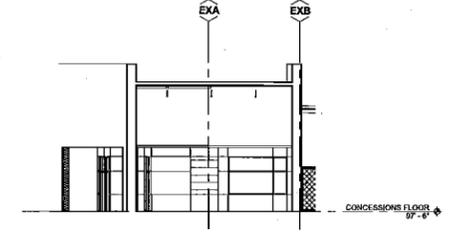
18 SOUTH COURTYARD ELEVATION - WEST  
Scale: 3/32" = 1'-0"



19 PARTIAL EAST ELEVATION (AREA D)  
Scale: 3/32" = 1'-0"

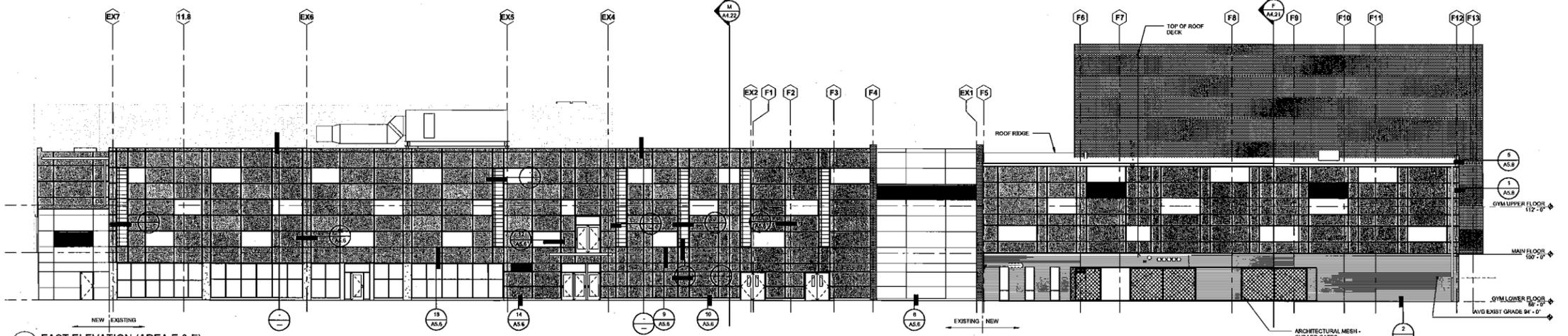


20 CONCESSIONS - WEST  
Scale: 3/32" = 1'-0"

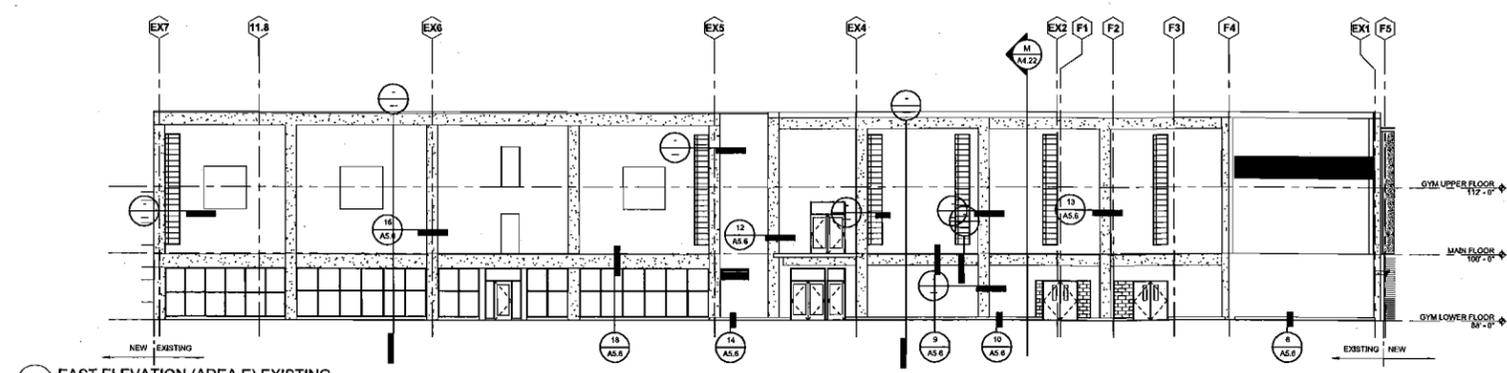


21 CONCESSIONS - SOUTH  
Scale: 3/32" = 1'-0"

- EXTERIOR ELEVATION GENERAL NOTES**
1. DETAIL CALLOUTS ARE TO BE CONSIDERED TYPICAL FOR MATCHING CONDITIONS (E.G. A WINDOW JAMB IS ASSUMED TYPICAL AT JAMBS OF SIMILAR WINDOWS THAT OCCUR IN THE SAME WALL TYPE).
  2. SEE AS.15 FOR EXTERIOR WALL OPENING FLASHING AND INSTALLATION SEQUENCE. COORDINATE WITH ARCHITECT'S WALL OR FRAME CONDITION AND/OR CONSTRUCTION SEQUENCE DICTATE A DEVIATION FROM THIS.
  3. CFB PANELS TO BE CUT TO FIT LAYOUT INDICATED ON ELEVATIONS AND DETAILS.
  4. SEE SHEET A4.26 FOR ALUMINUM LOUVER TYPES AND SEE MECH FOR COORDINATION WITH DUCTWORK.
  5. REFER TO DETAILS FOR DIMENSION REFERENCE POINTS.
  6. REFER TO STRUCTURAL DRAWINGS FOR TOP OF STEEL HEIGHTS.
  7. EXPANSION JOINTS "EJ" EXTEND FULL HEIGHT OF MASONRY, TYP. WHERE EJ IS INDICATED AT INSIDE CORNERS THE JOINT SHALL PENETRATE THE MASONRY SURFACE ON WHICH THE LABEL OCCURS. SEE DETAILS FOR ADDITIONAL EJ LOCATIONS.
  8. ALL WINDOW AND LOUVER DIMENSIONS ARE FOR ROUGH OR MASONRY OPENING, UNLESS NOTED OTHERWISE. SEE BUILDING SECTIONS & DETAILS.
  9. 100'-0" IS THE DATUM ELEVATION AND CORRESPONDS TO THE REFERENCED FLOOR SLAB ELEVATION 102.74'. SEE CIVIL FOR FURTHER INFORMATION.
  10. EXTERIOR WALL FINISHES EXTEND FULL HEIGHT TO SOFFITS (NOT SHOWN WHERE ENDS OBSCURE VIEW). SEE BUILDING SECTIONS & DETAILS.
  11. SEE REFLECTED CEILING PLANS (RCP) FOR CFB PANEL PATTERN AND SOFFIT COLORS.
  12. SEALANT JOINTS ARE NOT TO EXCEED A 2:1 RATIO AND JOINTS ARE NOT TO BE MORE THAN 1/2".
  13. SEE BUILDING SECTIONS AND DETAILS FOR ADDITIONAL FINISH COLOR CALLOUTS.
  14. SEE AS.15 AND AS.16 FOR STOREFRONT AND CURTAIN WALL TYPES.



22 EAST ELEVATION (AREA E & F)  
Scale: 3/32" = 1'-0"



23 EAST ELEVATION (AREA E) EXISTING  
Scale: 3/32" = 1'-0"

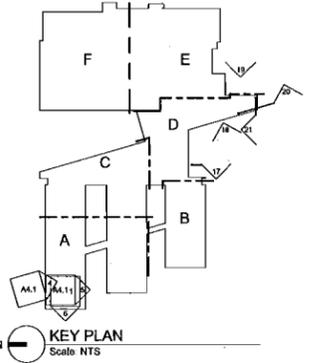
**MATERIALS LEGEND**

	BRICK		CFB PANEL TYPE 2, PT COLOR: EXFIN-4
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFIN-4		CFB PANEL TYPE 3, PT COLOR: EXFIN-3
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFIN-2		CONCRETE CIP FORMLINER
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFIN-3		

**GLAZING LEGEND**

	CLEAR GLASS
	SPANDEL GLASS (6-8)

NOTE: THIS LEGEND DOES NOT INCLUDE ALL MATERIALS. SEE NOTES & REFERENCED DETAILS FOR ADDITIONAL INFORMATION.



REVISIONS  
CONSTRUCTION DOCUMENTS 95%

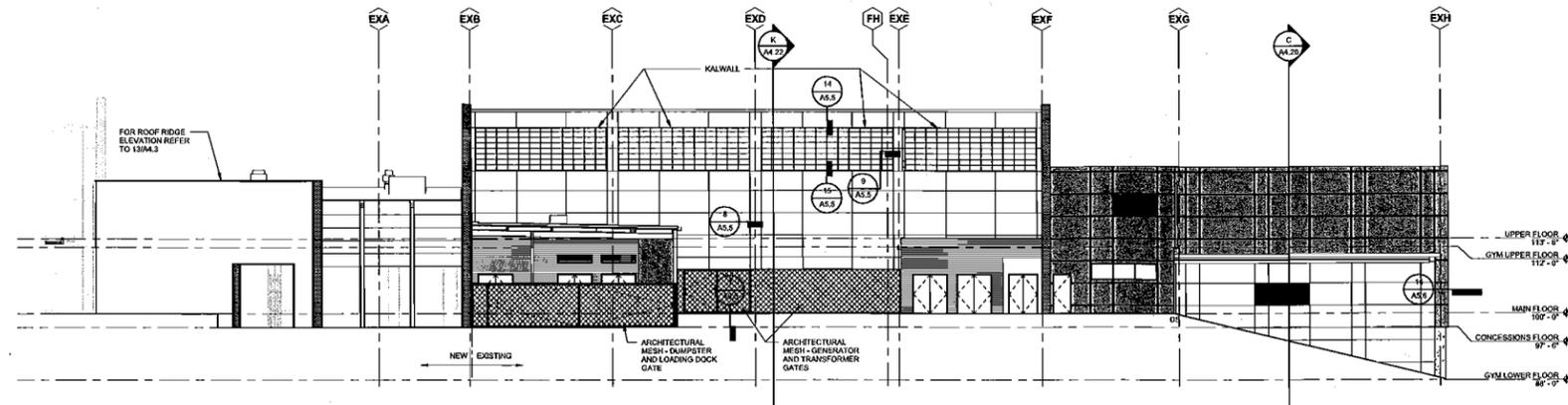
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10011 W. WILKINSON WAY, SE, BELLEVUE, WA, 98008

**NAC ARCHITECTURE**

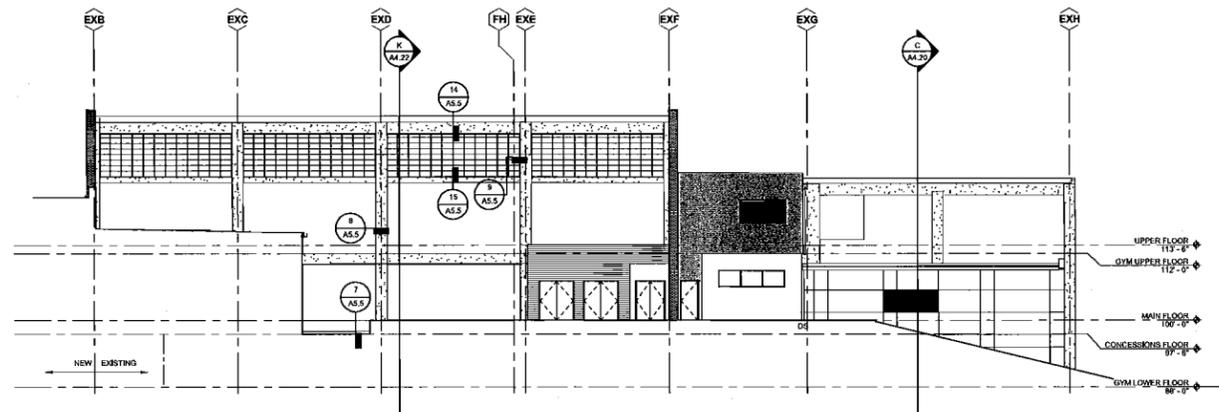
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DRAWN: SFG  
DATE: 01/28/10

**A4.4**

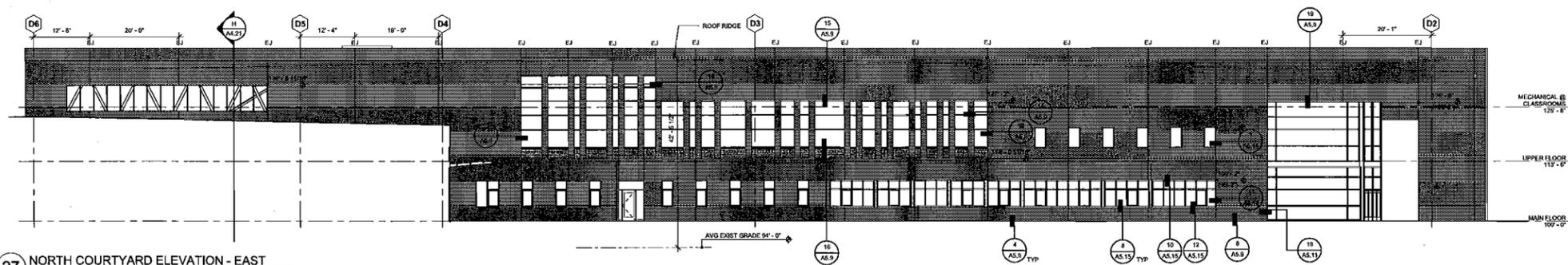
EXTERIOR ELEVATIONS



24 PARTIAL SOUTH ELEVATION (AREAS D & E)  
Scale: 3/32" = 1'-0"



26 PARTIAL SOUTH ELEVATION (AREAS D & E) EXISTING  
Scale: 3/32" = 1'-0"



27 NORTH COURTYARD ELEVATION - EAST  
Scale: 3/32" = 1'-0"

**MATERIALS LEGEND**

	BRICK		CFB PANEL TYPE 2, PT COLOR: EXFN-4
	PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFN-1		CFB PANEL TYPE 3, PT COLOR: EXFN-X
	PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFN-2		CONCRETE C/P FORMLINER
	PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFN-3		

**GLAZING LEGEND**

	CLEAR GLASS
	SPANDREL GLASS (G3-X)

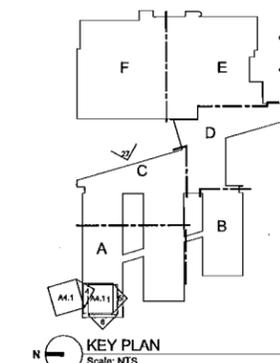
NOTE: THIS LEGEND DOES NOT INCLUDE ALL MATERIALS. SEE NOTES & REFERENCED DETAILS FOR ADDITIONAL INFORMATION.



25 CART STORAGE - EAST  
Scale: 3/32" = 1'-0"

**EXTERIOR ELEVATION GENERAL NOTES**

1. DETAIL CALLOUTS ARE TO BE CONSIDERED TYPICAL FOR MATCHING CONDITIONS (E.G. A WINDOW JAMB IS ASSUMED TYPICAL AT JAMBS OF SIMILAR WINDOWS THAT OCCUR IN THE SAME WALL TYPE).
2. SEE AS 15 FOR EXTERIOR WALL OPENING FLASHING AND INSTALLATION SEQUENCE - COORDINATE WITH ARCHITECT'S WALL OR FRAME CONDITION AND/OR CONSTRUCTION SEQUENCE TO AVOID A DEVIATION FROM THIS.
3. CFB PANELS TO BE CUT TO FIT LAYOUT INDICATED ON ELEVATIONS AND DETAILS.
4. SEE SHEET A4.26 FOR ALUMINUM LOUVER TYPES AND SEE MECH FDCOORDINATION WITH DUCTWORK.
5. REFER TO DETAILS FOR DIMENSION REFERENCE POINTS.
6. REFER TO STRUCTURAL DRAWINGS FOR TOP OF STEEL HEIGHTS.
7. EXPANSION JOINTS "EJ" EXTEND FULL HEIGHT OF MASONRY TYP. WHERE EJ IS INDICATED AT INSIDE CORNERS THE JOINT SHALL PENETRATE THE MASONRY SURFACE ON WHICH THE LABEL OCCURS. SEE DETAILS FOR ADDITIONAL EJ LOCATIONS.
8. ALL WINDOW AND LOUVER DIMENSIONS ARE FOR ROUGH OR MASONRY OPENING, UNLESS NOTED OTHERWISE. SEE PLANS FOR ADDITIONAL DIMENSION INFORMATION.
9. 100'-0" IS THE DATUM ELEVATION AND CORRESPONDS TO THE REFERENCED FLOOR SLAB ELEVATION 101.74'. SEE CIVIL FOR FURTHER INFORMATION.
10. EXTERIOR WALL FINISHES EXTEND FULL HEIGHT TO SOFFITS (NOT SHOWN WHERE EXPOSED OCCURS VENT). SEE BUILDING SECTIONS & DETAILS.
11. SEE REFLECTED CEILING PLANS (RCP) FOR CFB PANEL PATTERN AND SOFFIT COLORS.
12. SEALANT JOINTS ARE NOT TO EXCEED A 2:1 RATIO AND JOINTS ARE NOT TO BE MORE THAN 1/2".
13. SEE BUILDING SECTIONS AND DETAILS FOR ADDITIONAL FINISH COLOR CALLOUTS.
14. SEE AS 15 AND AS 18 FOR STOREFRONT AND CURTAIN WALL TYPES.



REVISIONS

CONSTRUCTION DOCUMENTS 95%

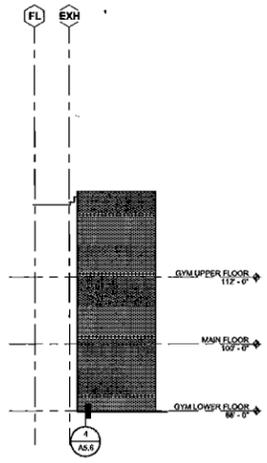
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1000 W. HOLVORNE WAY, BELLEVUE, WA 98005

**NAC ARCHITECTURE**

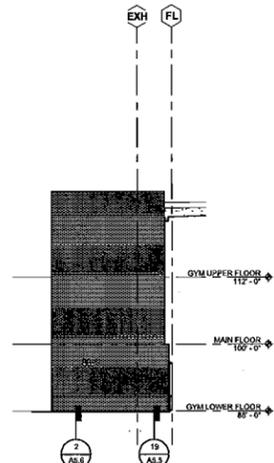
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FILE CTA  
DRAWN SFG  
CHECKED SFG  
DATE 01/28/10

**A4.5**

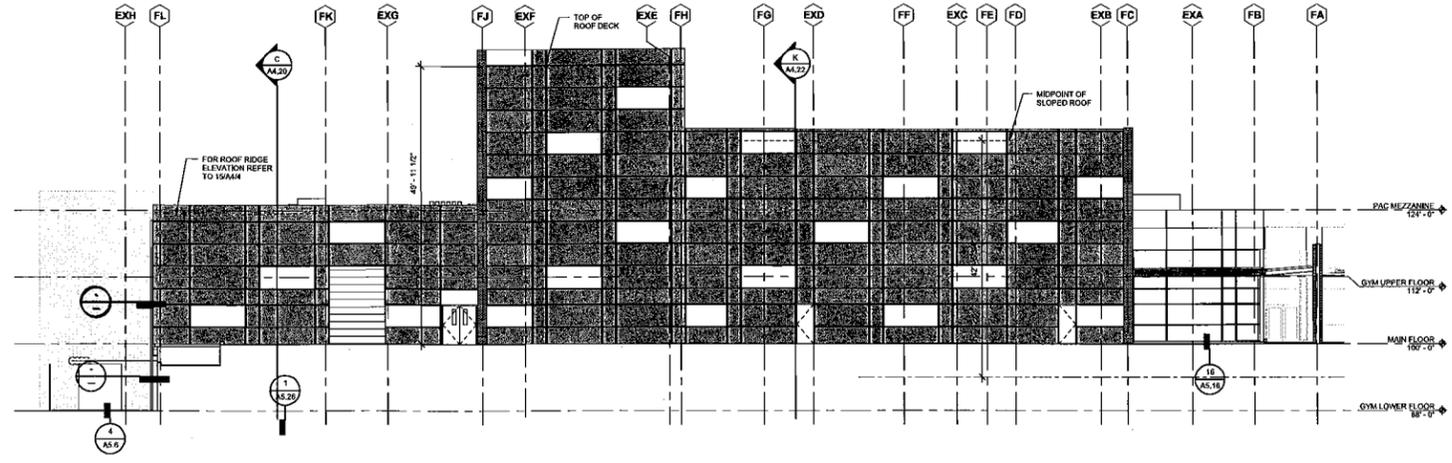
EXTERIOR ELEVATIONS



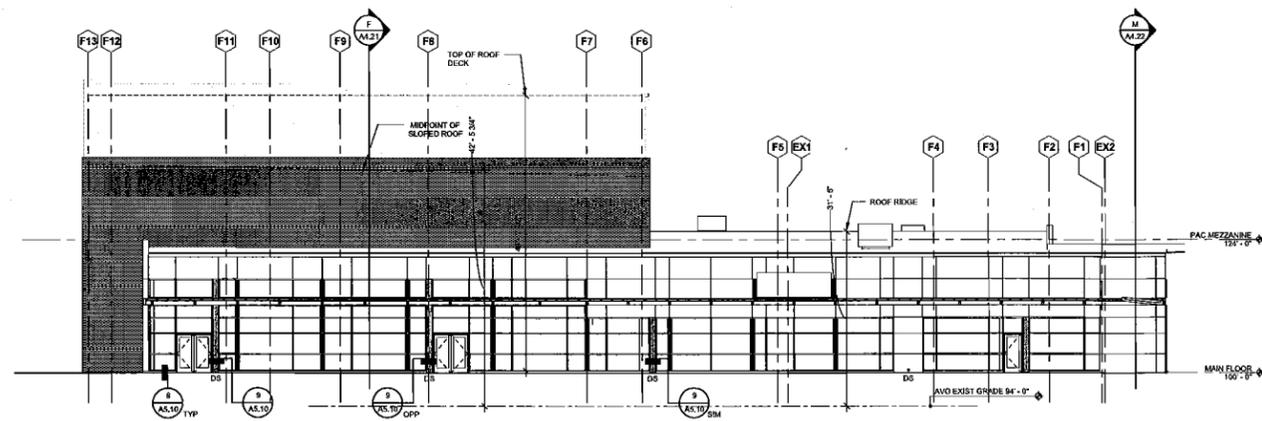
28 PARTIAL SOUTH ELEVATION (AREA F)  
Scale: 3/32" = 1'-0"



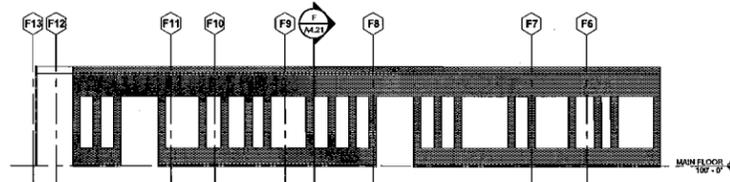
29 PARTIAL NORTH ELEVATION 2 (AREA F)  
Scale: 3/32" = 1'-0"



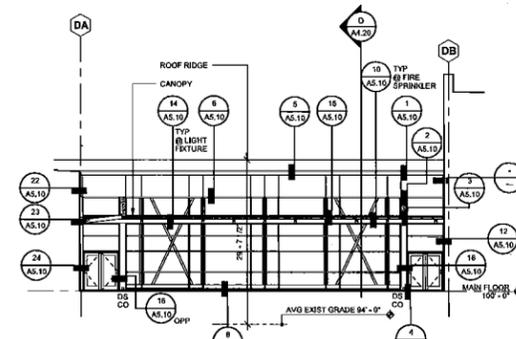
30 PARTIAL NORTH ELEVATION (AREA F)  
Scale: 3/32" = 1'-0"



31 NORTH COURTYARD ELEVATION - WEST  
Scale: 3/32" = 1'-0"



33 NORTH COURTYARD ELEVATION - WEST BRICK WALL  
Scale: 3/32" = 1'-0"



32 NORTH COURTYARD ELEVATION - NORTH  
Scale: 3/32" = 1'-0"

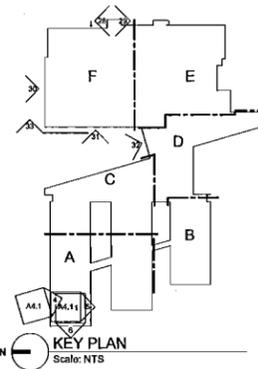
**MATERIALS LEGEND**

BRICK	CFB PANEL TYPE 2, PT COLOR: EXFN-4
PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFN-1	CFB PANEL TYPE 3, PT COLOR: EXFN-X
PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFN-2	CONCRETE CIP FORMLINER
PRE-FINISHED CFB PANEL TYPE 1, COLOR: EXFN-3	

**GLAZING LEGEND**

CLEAR GLASS
SPANDELR GLASS (93-X)

NOTE: THIS LEGEND DOES NOT INCLUDE ALL MATERIALS. SEE NOTES & REFERENCED DETAILS FOR ADDITIONAL INFORMATION.



**EXTERIOR ELEVATION GENERAL NOTES**

1. DETAIL CALLOUTS ARE TO BE CONSIDERED TYPICAL FOR MATCHING CONDITIONS (E.G. A WINDOW JAMB IS ASSUMED TYPICAL AT JAMBS OF SIMILAR WINDOWS THAT OCCUR IN THE SAME WALL TYPE).
2. SEE AS.16 FOR EXTERIOR WALL OPENING FLASHING AND INSTALLATION SEQUENCE - COORDINATE WITH ARCHITECT IF WALL OR FRAME CONDITION AND/OR CONSTRUCTION SEQUENCE DEVIATE FROM THIS.
3. CFB PANELS TO BE CUT TO FIT LAYOUT INDICATED ON ELEVATIONS AND DETAILS.
4. SEE SHEET AS.26 FOR ALUMINUM LOUVER TYPES AND SEE MECH FOR COORDINATION WITH DUCTWORK.
5. REFER TO DETAILS FOR DIMENSION REFERENCE POINTS.
6. REFER TO STRUCTURAL DRAWINGS FOR TOP OF STEEL HEIGHTS.
7. EXPANSION JOINTS 'EJ' EXTEND FULL HEIGHT OF MASONRY, TYP. WHERE EJ IS INDICATED AT INSIDE CORNERS THE JOINT SHALL PENETRATE THE MASONRY SURFACE ON WHICH THE LABEL OCCURS. SEE DETAILS FOR ADDITIONAL ELUCIDATIONS.
8. ALL WINDOW AND LOUVER DIMENSIONS ARE FOR ROUGH OR MASONRY OPENING, UNLESS NOTED OTHERWISE. SEE PLANS FOR ADDITIONAL DIMENSION INFORMATION.
9. 100'-0" IS THE DATUM ELEVATION AND CORRESPONDS TO THE REFERENCED FLOOR SLAB ELEVATION 107.74'. SEE CIVIL FOR FURTHER INFORMATION.
10. EXTERIOR WALL FINISHES EXTEND FULL HEIGHT TO SOFFITS (NOT SHOWN WHERE LEAVES OBSCURE VIEW). SEE BUILDING SECTIONS & DETAILS.
11. SEE REFLECTED CEILING PLANS (RCP) FOR CFB PANEL PATTERN AND SOFFIT COLORS.
12. SEALANT JOINTS ARE NOT TO EXCEED A 2:1 RATIO AND JOINTS ARE NOT TO BE MORE THAN 1/2".
13. SEE BUILDING SECTIONS AND DETAILS FOR ADDITIONAL FINISH COLOR CALLOUTS.
14. SEE AS.15 AND AS.16 FOR STONEFRONT AND CURTAIN WALL TYPES.

REVISIONS

CONSTRUCTION DOCUMENTS 95%

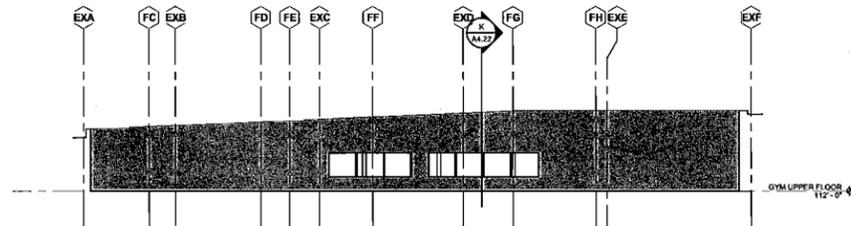
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
100% INCLUSIVE BIDDING BELLEVUE, WA 98005

**NAC** ARCHITECTURE

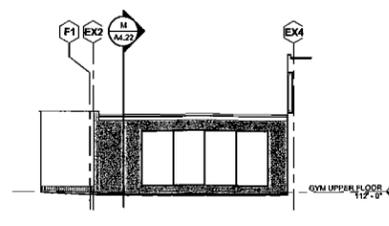
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DRAWN: CTA  
CHECKED: SFG  
DATE: 01/28/10

**A4.6**

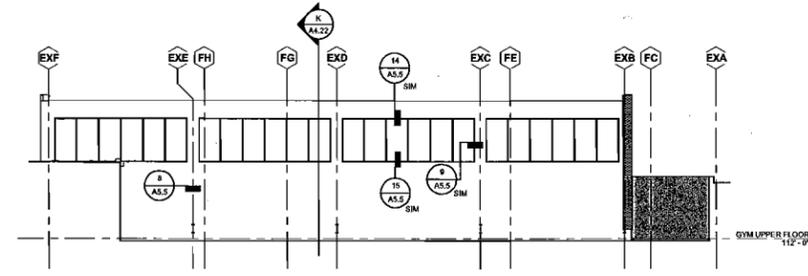
EXTERIOR ELEVATIONS



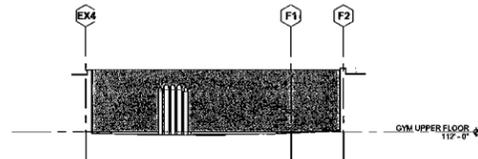
34 MUSIC AREA - SOUTH  
Scale: 3/32" = 1'-0"



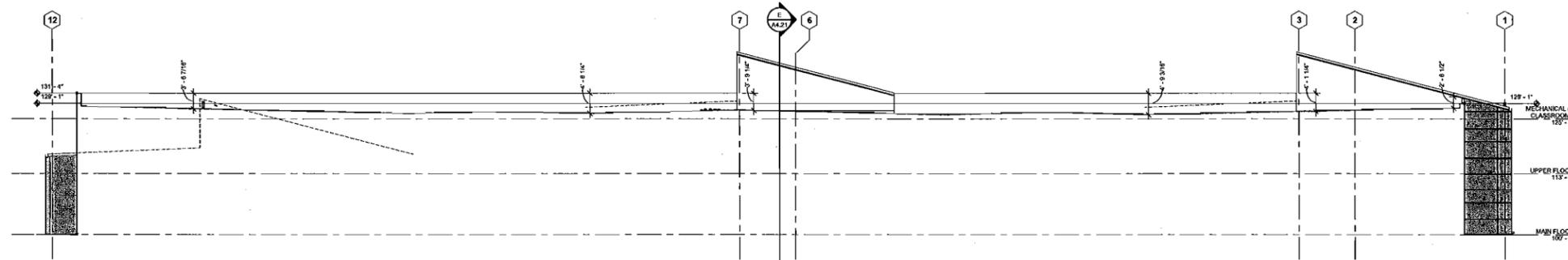
35 WEST  
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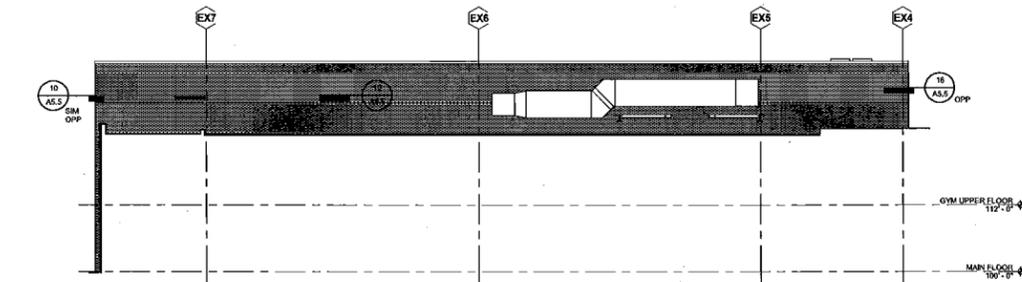
36 MAIN GYM - NORTH  
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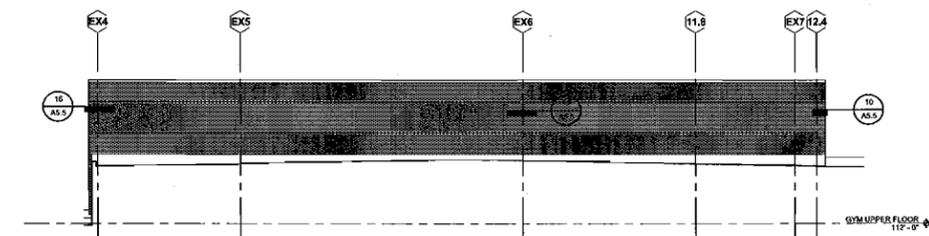
37 MUSIC AREA - EAST  
Scale: 3/32" = 1'-0"



38 CLASSROOM WINGS - EAST  
Scale: 3/32" = 1'-0"



39 PARTIAL EAST ELEVATION (AREA E)  
Scale: 3/32" = 1'-0"



40 PARTIAL WEST ELEVATION (AREA E)  
Scale: 3/32" = 1'-0"

- EXTERIOR ELEVATION GENERAL NOTES**
1. DETAIL CALLOUTS ARE TO BE CONSIDERED TYPICAL FOR MATCHING CONDITIONS (E.G. A WINDOW JAMB IS ASSUMED TYPICAL AT JAMBS OF SIMILAR WINDOWS THAT OCCUR IN THE SAME WALL TYPE).
  2. SEE AS.15 FOR EXTERIOR WALL OPENING FLASHING AND INSTALLATION SEQUENCE - COORDINATE WITH ARCHITECT IF WALL OR FRAME CONDITION AND/OR CONSTRUCTION SEQUENCE DICTATE A DEVIATION FROM THIS.
  3. CFB PANELS TO BE CUT TO FIT LAYOUT INDICATED ON ELEVATIONS AND DETAILS.
  4. SEE SHEET AL.28 FOR ALUMINUM LOUVER TYPES AND SEE MECH FOR COORDINATION WITH ELECTROVOC.
  5. REFER TO DETAILS FOR DIMENSION REFERENCE POINTS.
  6. REFER TO STRUCTURAL DRAWINGS FOR TOP OF STEEL WESHS.
  7. EXPANSION JOINTS "EJ" EXTEND FULL HEIGHT OF MASONRY, TYP. WHERE EJ IS INDICATED AT INSIDE CORNERS THE JOINT SHALL PENETRATE THE MASONRY SURFACE ON WHICH THE LABEL OCCURS. SEE DETAILS FOR ADDITIONAL EJ LOCATIONS.
  8. ALL WINDOW AND LOUVER DIMENSIONS ARE FOR ROUGH OR MASONRY OPENING, UNLESS NOTED OTHERWISE. SEE PLANS FOR ADDITIONAL DIMENSION INFORMATION.
  9. 100'-0" IS THE DATUM ELEVATION AND CORRESPONDS TO THE REFERENCED FLOOR SLAB ELEVATION 102'-4". SEE CIVIL FOR FURTHER INFORMATION.
  10. EXTERIOR WALL FINISHES EXTEND FULL HEIGHT TO SOFFITS (NOT SHOWN WHERE EAVES OBSCURE VIEW). SEE BUILDING SECTIONS & DETAILS.
  11. SEE REFLECTED CEILING PLANS (RCP) FOR CFB PANEL PATTERN AND SOFFIT COLORS.
  12. SEALANT JOINTS ARE NOT TO EXCEED A 2:1 RATIO AND JOINTS ARE NOT TO BE MORE THAN 1/2".
  13. SEE BUILDING SECTIONS AND DETAILS FOR ADDITIONAL FINISH COLOR CALLOUTS.
  14. SEE AS.15 AND AS.16 FOR STOREFRONT AND CURTAIN WALL TYPES.

**MATERIALS LEGEND**

	BRICK		CFB PANEL TYPE 2, FT COLOR: EXFN-4
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFN-1		CFB PANEL TYPE 3, FT COLOR: EXFN-X
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFN-2		CONCRETE CIP FORMLINER
	PRE-FINISHED CFB PANEL TYPE 1 COLOR: EXFN-3		

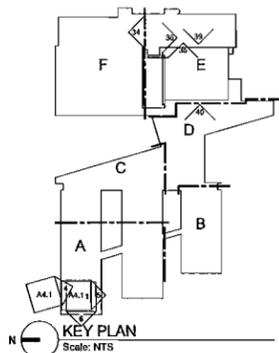
**GLAZING LEGEND**

	CLEAR GLASS
	SPANDELL GLASS (G-X)

NOTE: THIS LEGEND DOES NOT INCLUDE ALL MATERIALS. SEE NOTES & REFERENCED DETAILS FOR ADDITIONAL INFORMATION.

**EXTERIOR FINISH KEY**

EXFN-1	JAMES HARDIE COLORPLUS: JH40-10 COBBLE STONE (CFB PANEL TYPE 1)
EXFN-2	JAMES HARDIE COLORPLUS: JH40-20 MONTEREY TALPE (CFB PANEL TYPE 1)
EXFN-3	JAMES HARDIE COLORPLUS: JH40-30 TMBER BARK (CFB PANEL TYPE 1)
EXFN-4	SHERWIN WILLIAMS, COLOR: SW704 AMAZING GRAY
EXFN-5	SHERWIN WILLIAMS, COLOR: IC1 #69V 15243 CORDOVAN
BRICK	MUTUAL MATERIALS: BURGUNDY, SMOOTH TEXTURE
MORTAR	MUTUAL MATERIALS: TBD



REVISIONS  
CONSTRUCTION DOCUMENTS 95%

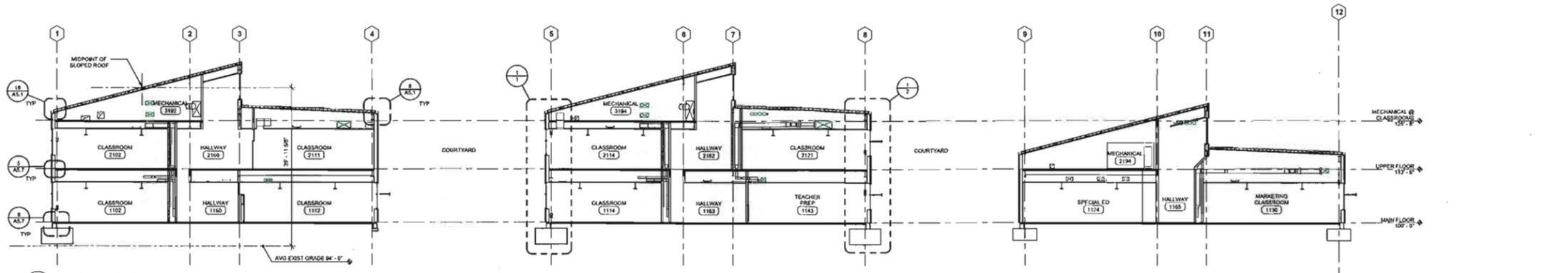
BELLEVUE SCHOOL DISTRICT  
BELLEVUE HIGH SCHOOL  
THIS VOLUME MAY BE BELLEVUE WA 98005

NAC ARCHITECTURE

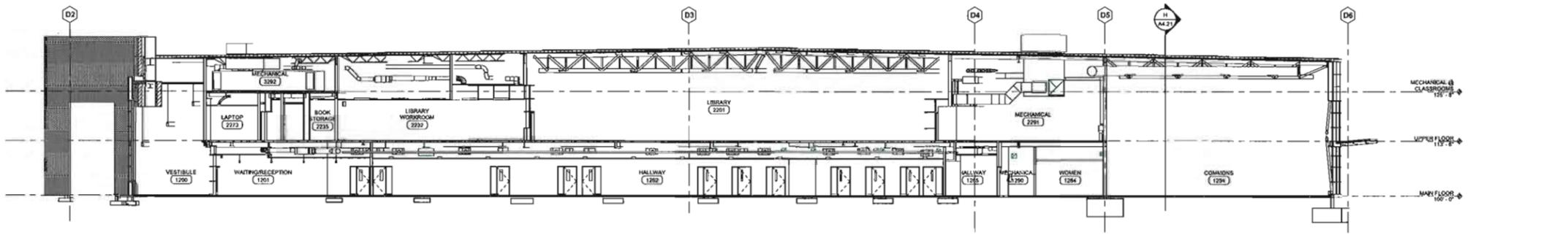
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CTA  
SFG  
01/28/10

A4.7

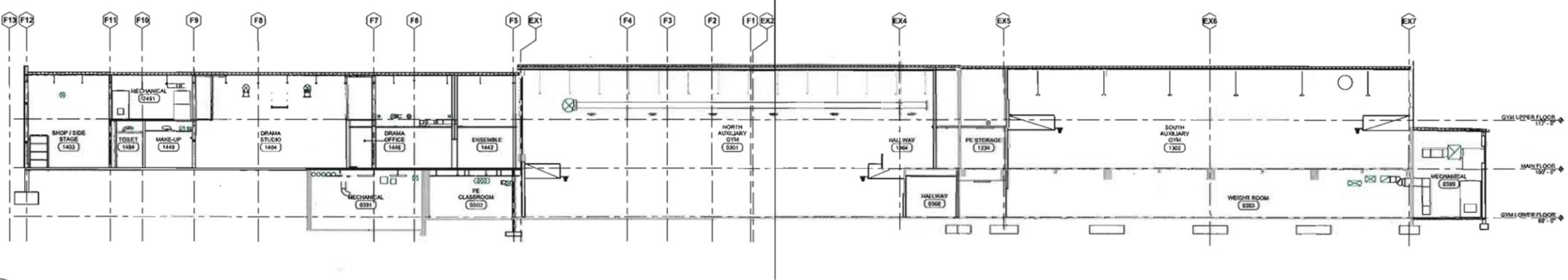
EXTERIOR ELEVATIONS



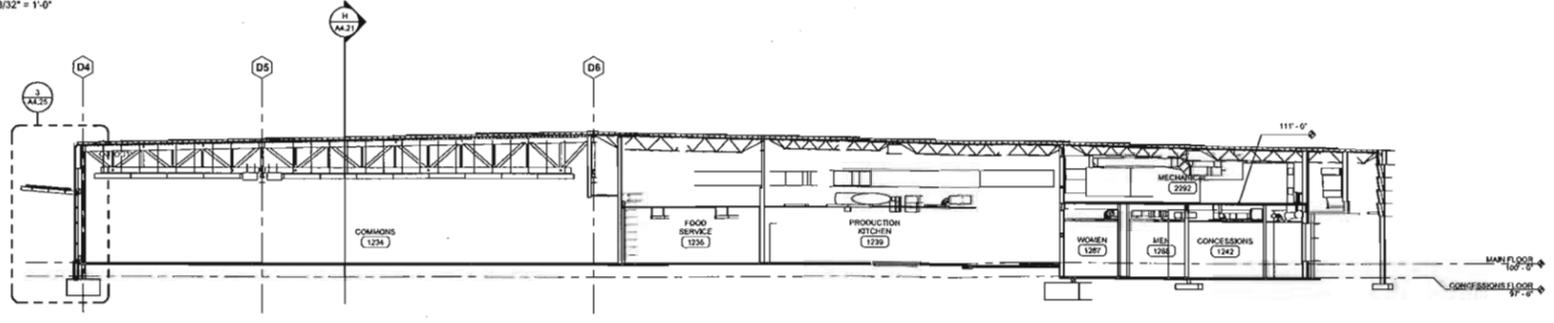
**A BUILDING SECTION 1**  
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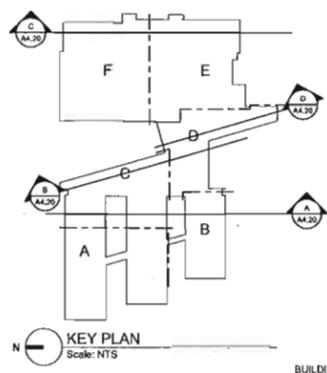
**B BUILDING SECTION 2**  
Scale: 3/32" = 1'-0"



**C BUILDING SECTION 3**  
Scale: 3/32" = 1'-0"



**D BUILDING SECTION 4**  
Scale: 3/32" = 1'-0"



REVISIONS

CONSTRUCTION DOCUMENTS 95%

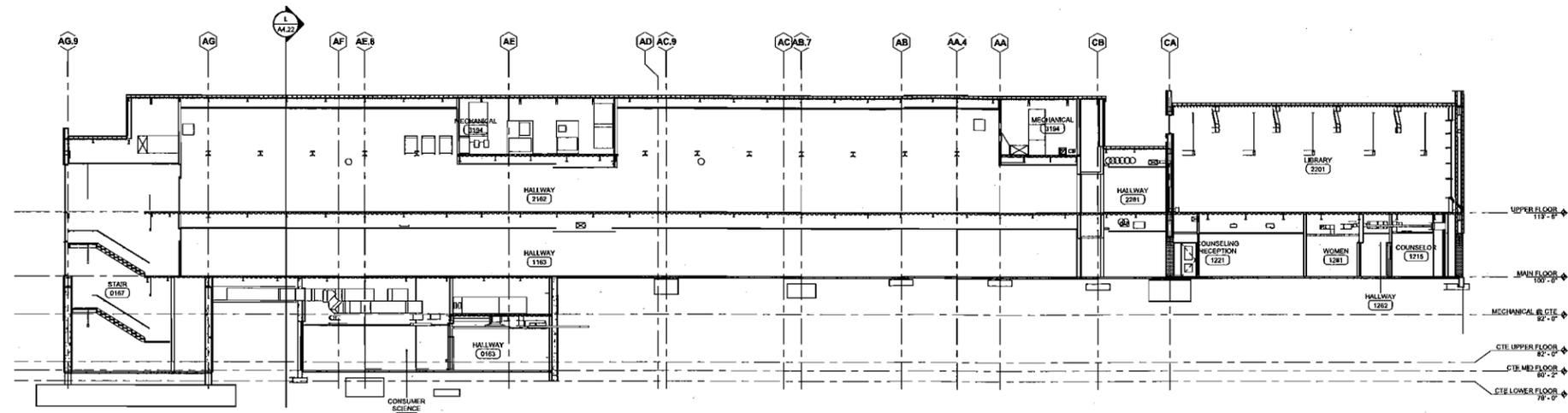
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10415 W. LORNE WAY • BELLEVUE, WA, 98008

**NAC** ARCHITECTURE

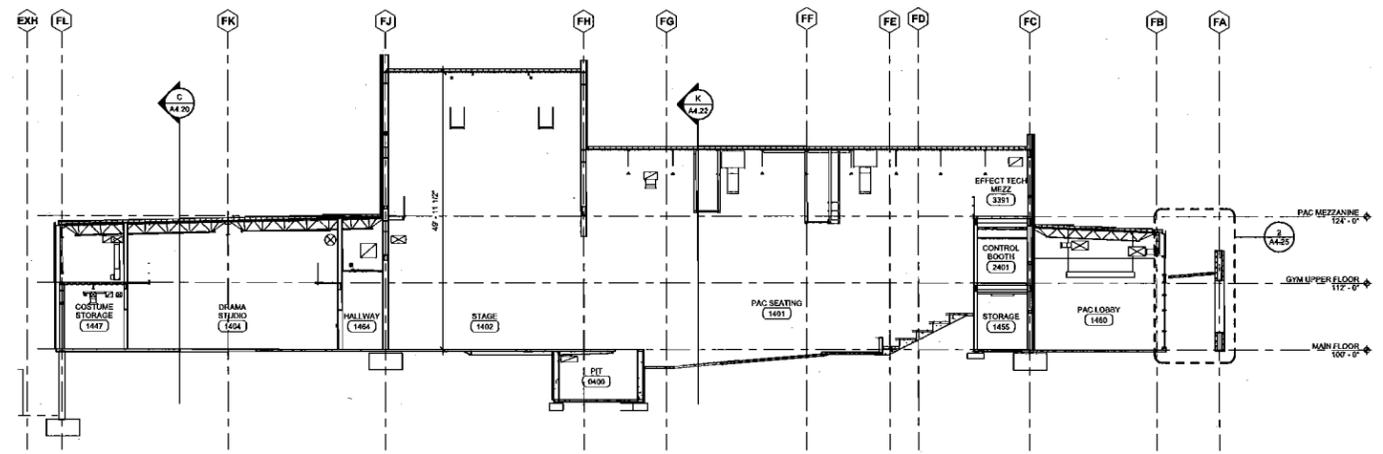
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DATE: 01/26/10

**A4.20**

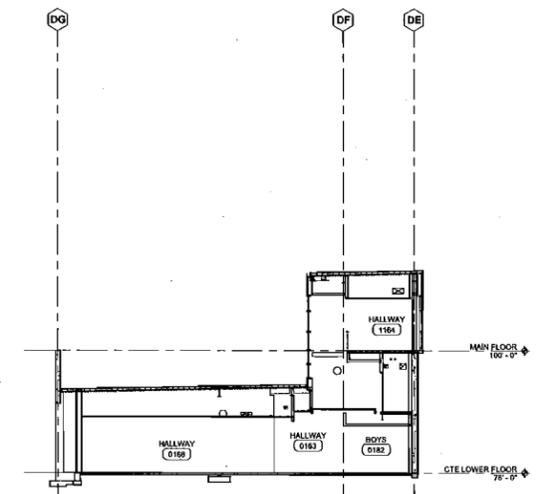
BUILDING SECTIONS



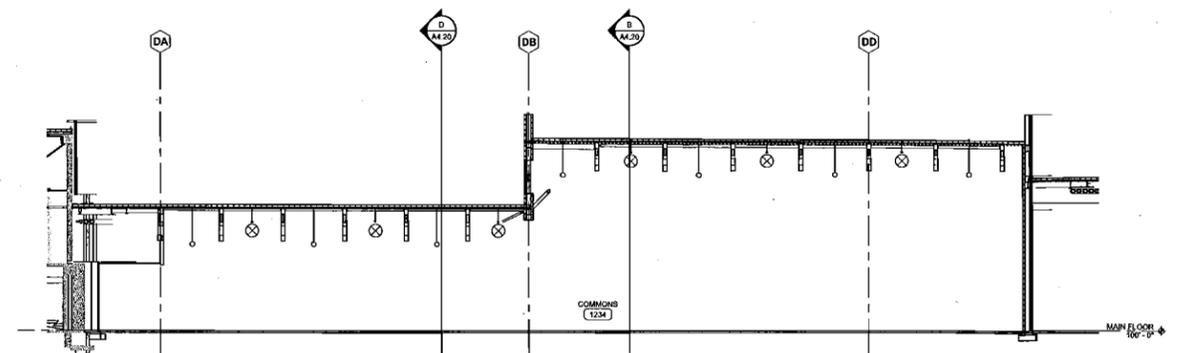
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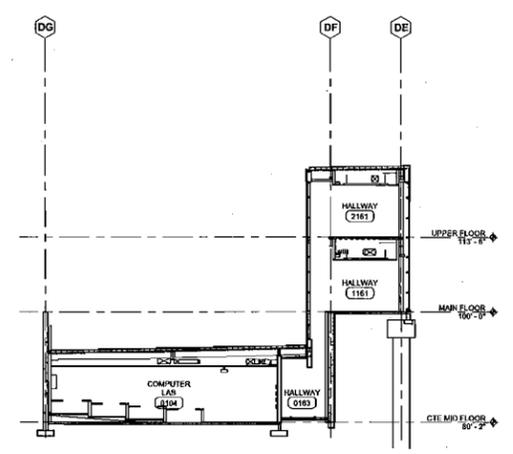
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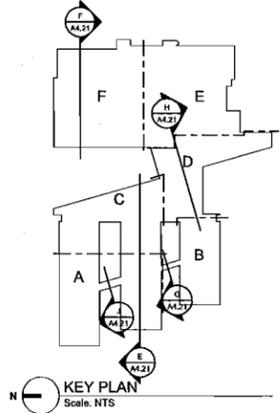
**G BUILDING SECTION 7**  
Scale: 3/32" = 1'-0"



**H BUILDING SECTION 8**  
Scale: 3/32" = 1'-0"



**J BUILDING SECTION 9**  
Scale: 3/32" = 1'-0"



**N KEY PLAN**  
Scale: NTS

REVISIONS

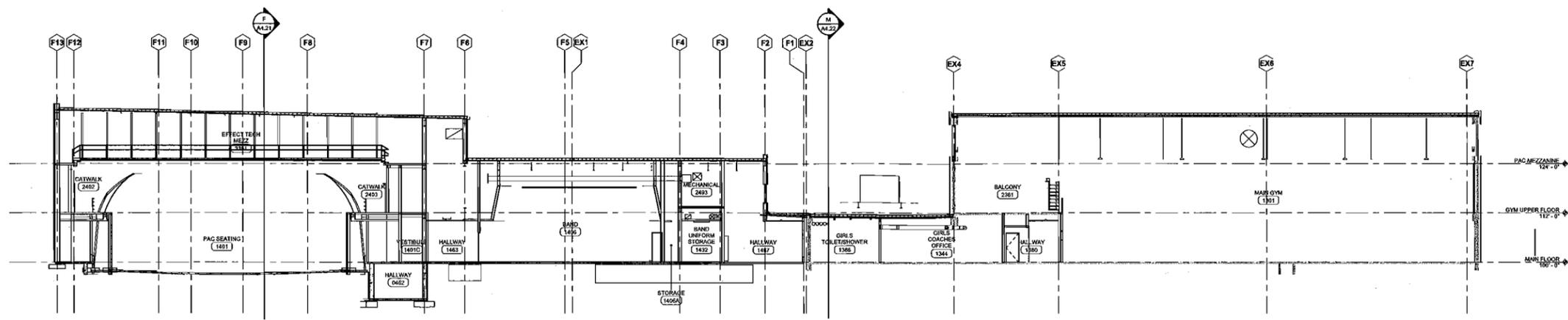
CONSTRUCTION DOCUMENTS 95%

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
10015 W. BELLEVUE WAY, SE, BELLEVUE, WA, 98006

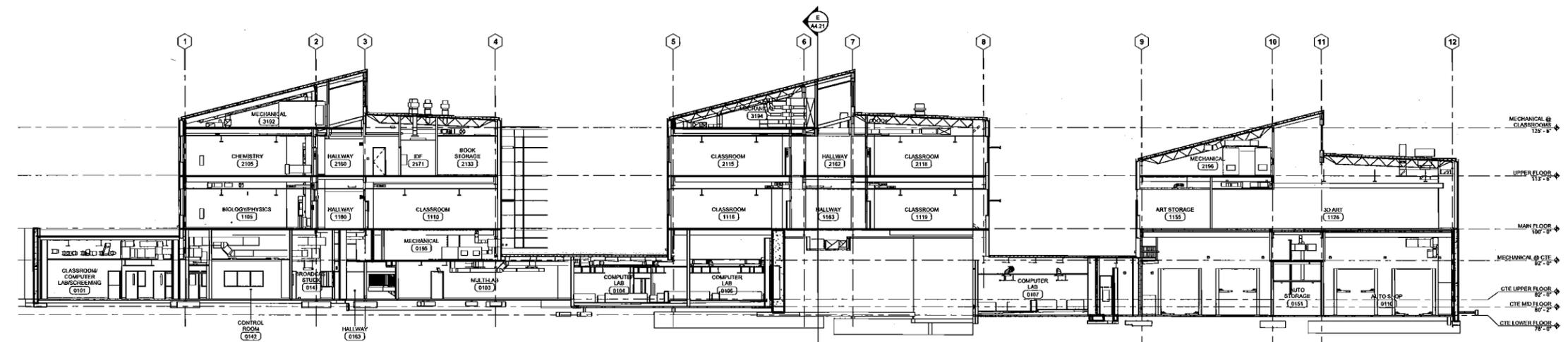
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NAJNO 121-09027  
TAL CTA  
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DATE: 01/26/10

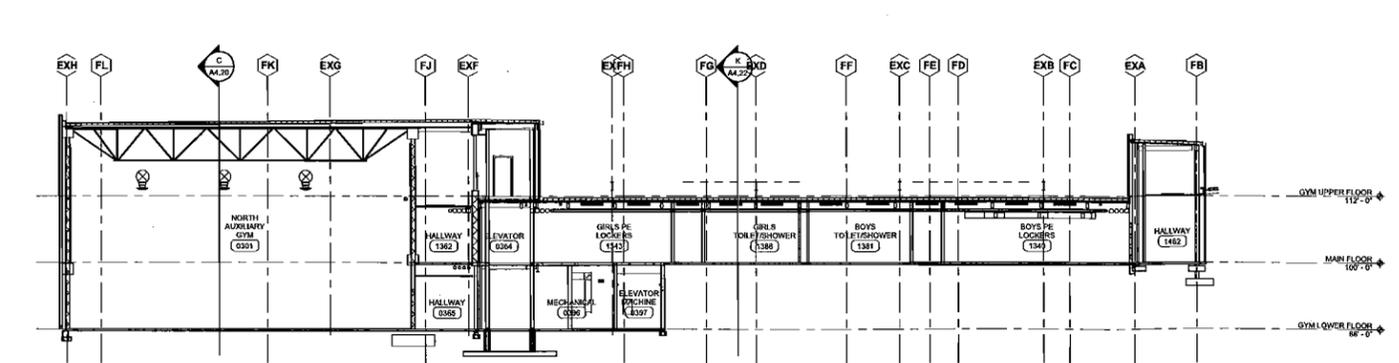
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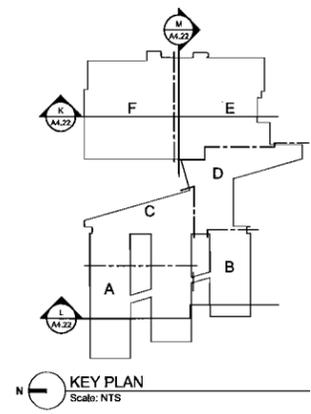
**K BUILDING SECTION 12**  
Scale: 3/32" = 1'-0"



**L BUILDING SECTION 11**  
Scale: 3/32" = 1'-0"



**M BUILDING SECTION 10**  
Scale: 3/32" = 1'-0"



**KEY PLAN**  
Scale: NTS

REVISIONS

CONSTRUCTION DOCUMENTS 95%

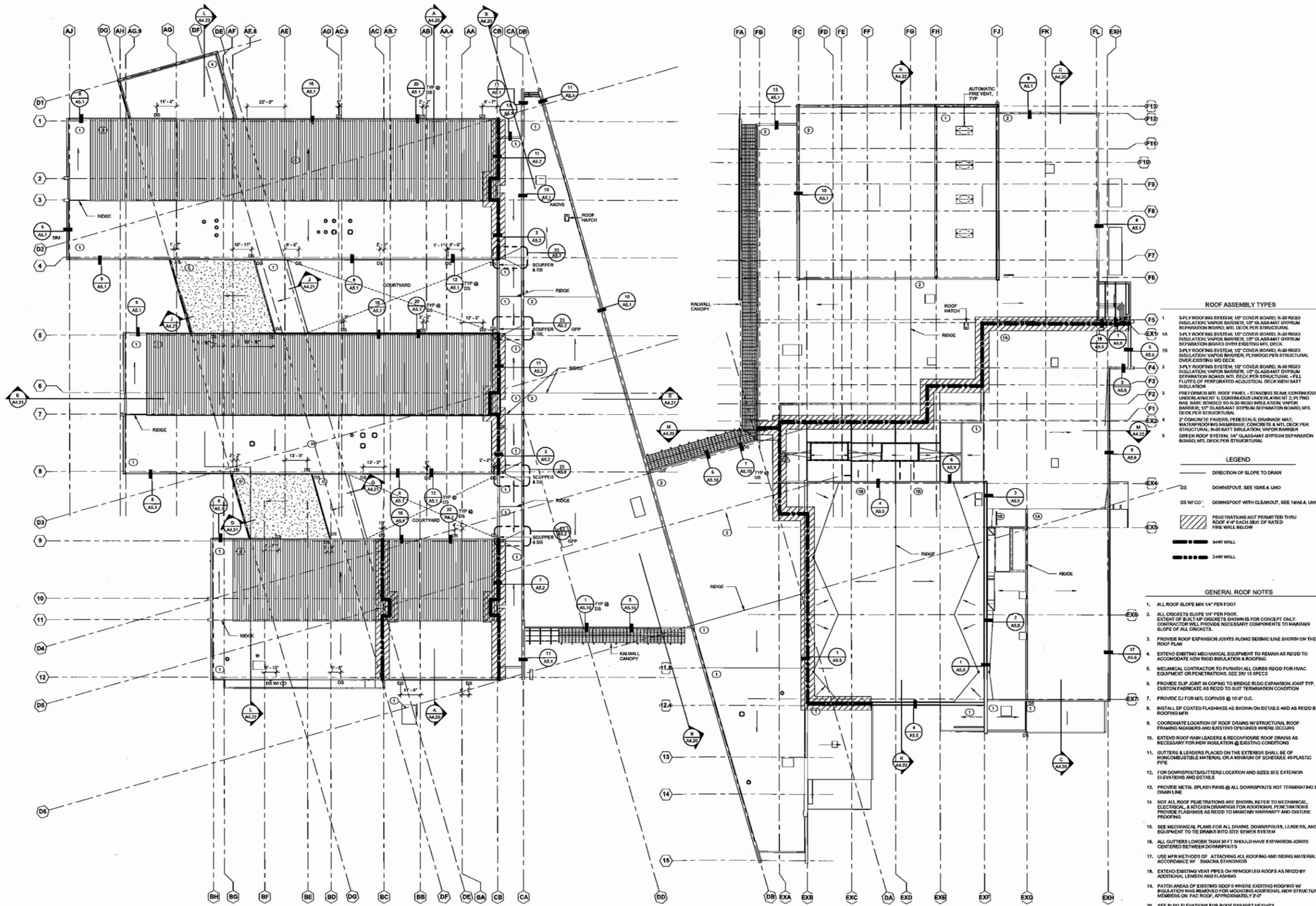
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1018 INCLUDES MAY BE BELLEVUE WA 98008

**NAC ARCHITECTURE**

PROJECT NO: 121-08027  
DATE: CTA  
CHECKED: SFG  
DATE: 01/28/10

**A4.22**

BUILDING SECTIONS



**ROOF PLAN**  
Scale: 1" = 20'-0"

- ROOF ASSEMBLY TYPES**
- 3-PLY ROOFING SYSTEM: 1/2" COVER BOARD, 8-30 RIGID INSULATION, VAPOR BARRIER, 1/2" GLASS-MAT GYPSUM SEPARATION BOARD, MTL DECK PER STRUCTURAL
  - 3-PLY ROOFING SYSTEM: 1/2" COVER BOARD, 8-30 RIGID INSULATION, VAPOR BARRIER, 1/2" GLASS-MAT GYPSUM SEPARATION BOARD OVER EXISTING MTL DECK
  - 3-PLY ROOFING SYSTEM: 1/2" COVER BOARD, 8-30 RIGID INSULATION, VAPOR BARRIER, PLYWOOD PER STRUCTURAL OVER EXISTING W/D DECK
  - PRE-FORMED MTL. ROOF PANELS - STANDING SEAM, CONTINUOUS UNDERLAYMENT, 1" CONTINUOUS UNDERLAYMENT 2" PLYWOOD NAILED BASE BONDED TO 8-30 RIGID INSULATION, VAPOR BARRIER, 1/2" GLASS-MAT GYPSUM SEPARATION BOARD, MTL DECK PER STRUCTURAL
  - 2" CONCRETE PAVES, PEDESTALS, DRAINAGE MAT, WATERPROOFING MEMBRANE, CONCRETE & MTL DECK PER STRUCTURAL, 8-30 BATT INSULATION, VAPOR BARRIER
  - GREEN ROOF SYSTEM: 1" GLASS-MAT GYPSUM SEPARATION BOARD, MTL DECK PER STRUCTURAL

- LEGEND**
- Ds: DIRECTION OF SLOPE TO DRAIN
  - DS: DOWNSPOUT, SEE 10AS.4, UND
  - DS W/ CO: DOWNSPOUT WITH CLEANOUT, SEE 14AS.4, UND
  - EX: PENETRATIONS NOT PERMITTED THRU ROOF 4" OF EACH SIDE OF RATED FIRE WALL BELOW
  - 3HR WALL: 3-HR WALL
  - 2HR WALL: 2-HR WALL

- GENERAL ROOF NOTES**
- ALL ROOF SLOPE MIN 1/4" PER FOOT
  - ALL CRACKETS SLOPE 1/4" PER FOOT. EXIST OF BUILT UP CRACKETS IS SHOWN FOR CONCEPT ONLY. CONTRACTOR WILL PROVIDE NECESSARY COMPONENTS TO MAINTAIN SLOPE OF ALL CRACKETS.
  - PROVIDE ROOF EXPANSION JOINTS ALONG SEISMIC LINE SHOWN ON THE ROOF PLAN
  - EXTEND EXISTING MECHANICAL EQUIPMENT TO REMAIN AS REQ'D TO ACCOMMODATE NEW RIGID INSULATION & ROOFING
  - MECHANICAL CONTRACTOR TO FURNISH ALL CURBS REQ'D FOR HVAC EQUIPMENT OR PENETRATIONS, SEE DW 15 SPECS
  - PROVIDE SLIP JOINT IN COPING TO BRIDGE BLDG EXPANSION JOINT TYP. CUSTOM FABRICATE AS REQ'D TO SUIT TERMINATION CONDITION
  - PROVIDE EJ FOR MTL COPINGS @ 10'-0" O.C.
  - INSTALL EP COATED FLASHINGS AS SHOWN ON DETAILS AND AS REQ'D BY ROOFING MFR
  - COORDINATE LOCATION OF ROOF DRAINS W/ STRUCTURAL ROOF FRAMING MEMBERS AND EXISTING OPENINGS WHERE OCCURS
  - EXTEND ROOF RAIN LEADERS & RECONFIGURE ROOF DRAINS AS NECESSARY FOR NEW INSULATION @ EXISTING CONDITIONS
  - GUTTERS & LEADERS PLACED ON THE EXTERIOR SHALL BE OF NONCOMBUSTIBLE MATERIAL OR A MINIMUM OF SCHEDULE 40 PLASTIC PIPE
  - FOR DOWNSPOUTS/GUTTERS LOCATION AND SIZES SEE EXTERIOR ELEVATIONS AND DETAILS
  - PROVIDE METAL SPLASH PANS @ ALL DOWNSPOUTS NOT TERMINATING IN DRAIN LINE
  - NOT ALL ROOF PENETRATIONS ARE SHOWN, REFER TO MECHANICAL, ELECTRICAL, & KITCHEN DRAWINGS FOR ADDITIONAL PENETRATIONS. PROVIDE FLASHINGS AS REQ'D TO MAINTAIN WARRANTY AND OUSTLE PROOFING
  - SEE MECHANICAL PLANS FOR ALL DRAINS, DOWNSPOUTS, LEADERS, AND EQUIPMENT TO BE DRAINS INTO SITE SEWER SYSTEM
  - ALL GUTTERS LONGER THAN 30 FT SHOULD HAVE EXPANSION JOINTS CENTERED BETWEEN DOWNSPOUTS
  - USE MFR METHODS OF ATTACHING ALL ROOFING AND SIDING MATERIALS IN ACCORDANCE W/ SMACNA STANDARDS
  - EXTEND EXISTING VENT PIPES ON REMODELED ROOFS AS REQ'D BY ADDITIONAL LENGTH AND FLASHINGS
  - PATCH AREAS OF EXISTING ROOFS WHERE EXISTING ROOFING W/ INSULATION WAS REMOVED FOR MOUNTING ADDITIONAL NEW STRUCTURAL MEMBERS ON PAR ROOF, APPROXIMATELY 2'-0"
  - SEE BLDG ELEVATIONS FOR ROOF PARADET HEIGHTS
  - DIMENSIONS FOR ROOF DRAINS & SCUPPERS ARE FROM CENTERLINE TO NEAREST GRID
  - PROVIDE SOLID BLOCKING AS REQ'D BY MFR @ MTL ROOFING PERIMETER, TYP
  - FIELD VERIFY ALL ROOF PENETRATIONS TO AVOID CONFLICTS W/ ROOF STRUCTURAL FRAMING

REVISIONS

CONSTRUCTION DOCUMENTS 95%

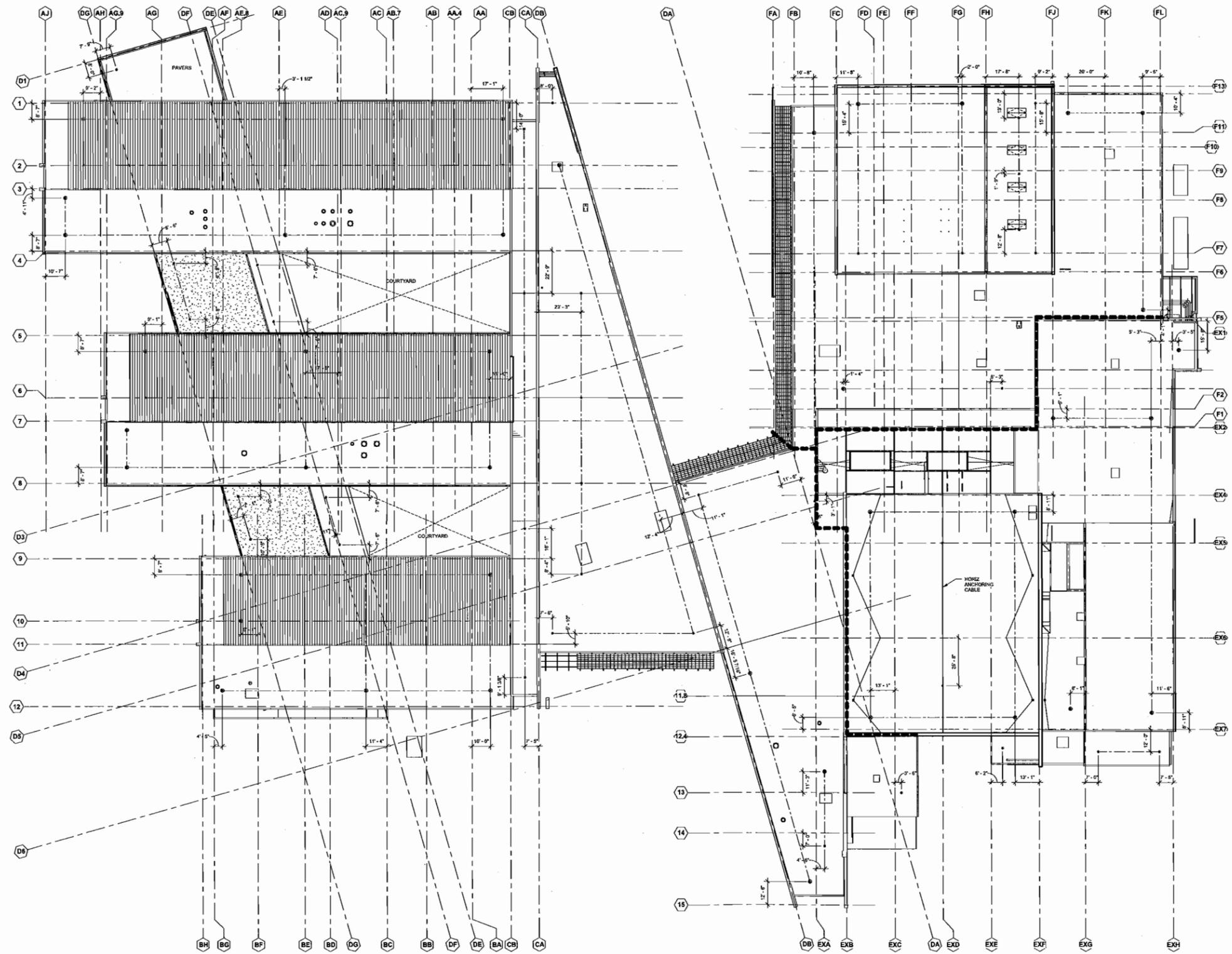
BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
1045 INCLUENNE WAY DE BELLEVUE, WA, 98008

**NAC** ARCHITECTURE

NO: 121-08027  
FILE: GRN  
DRAWN: SFG  
DATE: 01/28/10

**A4.30**

ROOF PLAN



**ROOF PLAN - SEISMIC JOINTS & FALL ANCHOR INFO**  
 Scale: 1" = 20'-0"

**LEGEND**

SEISMIC JOINT

**FALL PROTECTION**

- ATTACHED TO BUILDING STRUCTURAL FRAMING
- REQUIRES SEPARATE REINFORCEMENT

NOTE:  
 CENTERLINE OF FALL PROTECTION ANCHORS EQUALS CENTERLINE OF STRUCTURAL STEEL WHERE OCCURS. ALL DIMENSIONS TO BE FIELD VERIFIED AT NEW OR EXISTING STRUCTURAL MEMBER LOCATIONS.

REVISIONS

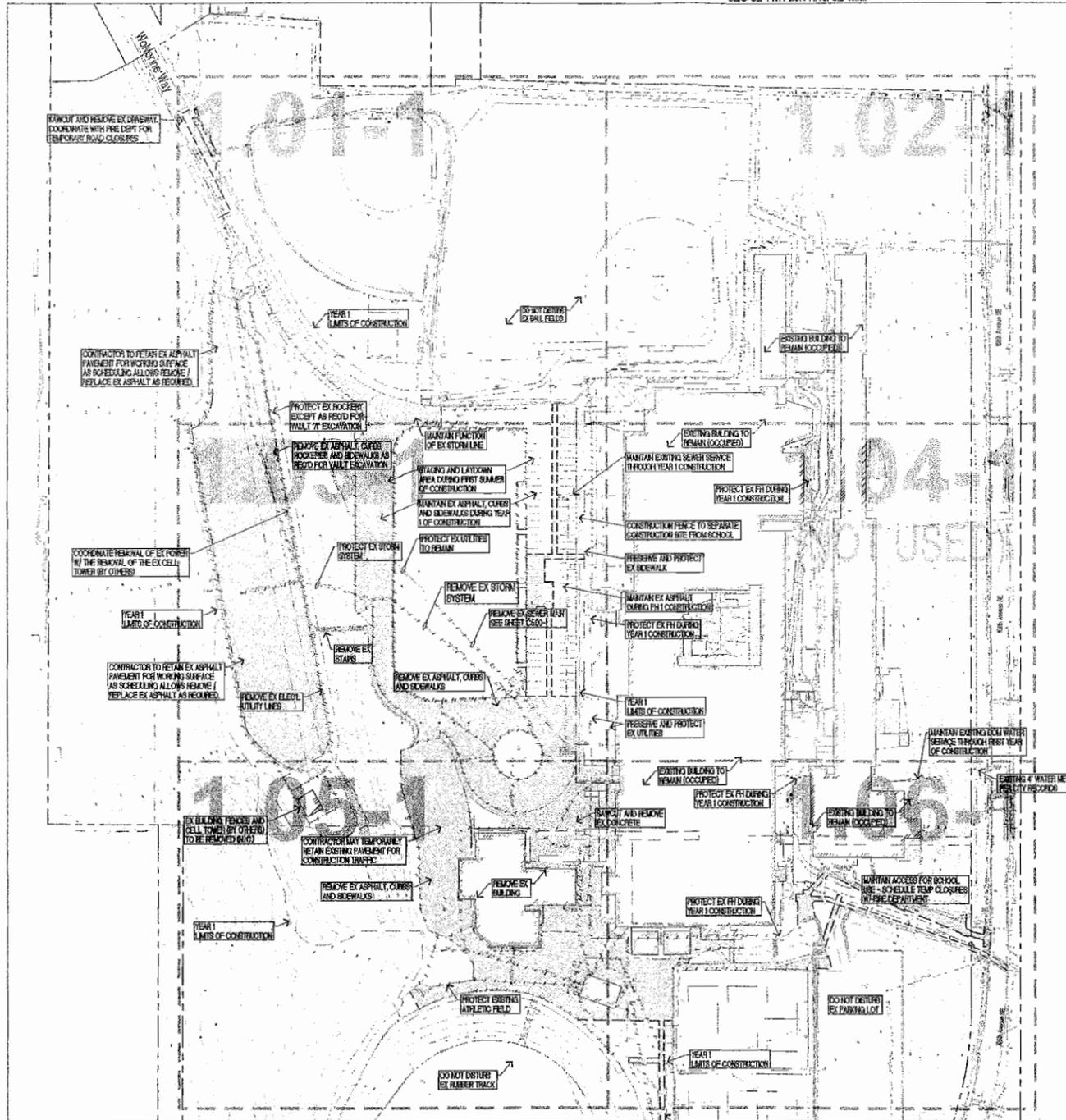
CONSTRUCTION DOCUMENTS 95%

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
 10415 WOLVERINE WAY SE, BELLEVUE, WA, 98006

**NAC** ARCHITECTURE

PROJECT NO: 121-08027  
 FILE:  
 DRAWN: CTA  
 CHECKED: SFG  
 DATE: 01/28/10

SEC 32 TWIN 25N RING 5E W.M.

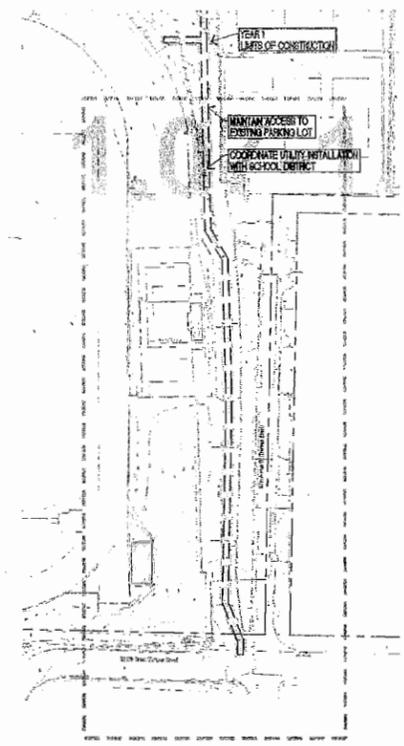


GENERAL NOTES:

1. REFER TO ARCHITECTURAL PHASING PLAN FOR PROJECT CONSTRUCTION SEQUENCE.
2. COORDINATE WITH FIRE DEPARTMENT FOR TEMPORARY SHUT DOWN OF ACCESS DRIVES AND FIRE SUPPRESSION SYSTEMS (SEE HANDWRITTEN, THE ALARM, E.M.A., T.O.C., ETC.).
3. SEE SHEET 00-01 FOR GENERAL DEMOLITION NOTES.
4. SEE SHEET 00-02 FOR TREE PROTECTION NOTES.
5. SEE SHEET 00-03 FOR WATER AND SEWER MAIN SHUT DOWN NOTES.
6. SEE SHEET 00-04 FOR SITE CONSTRUCTION SCHEDULING NOTES.

Call before you Dig:  
8-1-1 or  
1-800-424-5555  
UNDEGROUND SERVICE (U.S.)

SCALE 1" = 60'



REVISIONS

CONSTRUCTION DOCUMENTS 95%  
100128

**COUGHLIN PORTER LUNDEEN**  
A CONSULTING STRUCTURAL AND CIVIL ENGINEERING CORPORATION  
410 PINE STREET, SUITE 300  
SEATTLE, WA 98101  
P: 206-441-5400  
F: 206-441-5401

Bellevue School District  
**Bellevue High School  
Modernization**  
18118 Washington Way  
Bellevue, WA 98008



**NAC** ARCHITECTURE

DATE: 01-28-10  
CHECKED: KMK  
DESIGN: SAS  
DRAWN: SAS  
PROJECT: C08-0030-14

**C**  
1.00-1

CITY OF BELLEVUE GRID E-8 | UDEA# 09-122752 UE  
DEMOLITION INDEX PLAN - YR 1

CONSTRUCTION DOCUMENTS  
100128

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SEATTLE, WA 98101  
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F: 206-441-5401

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
18118 WASHINGTON WAY SE, BELLEVUE, WA 98008



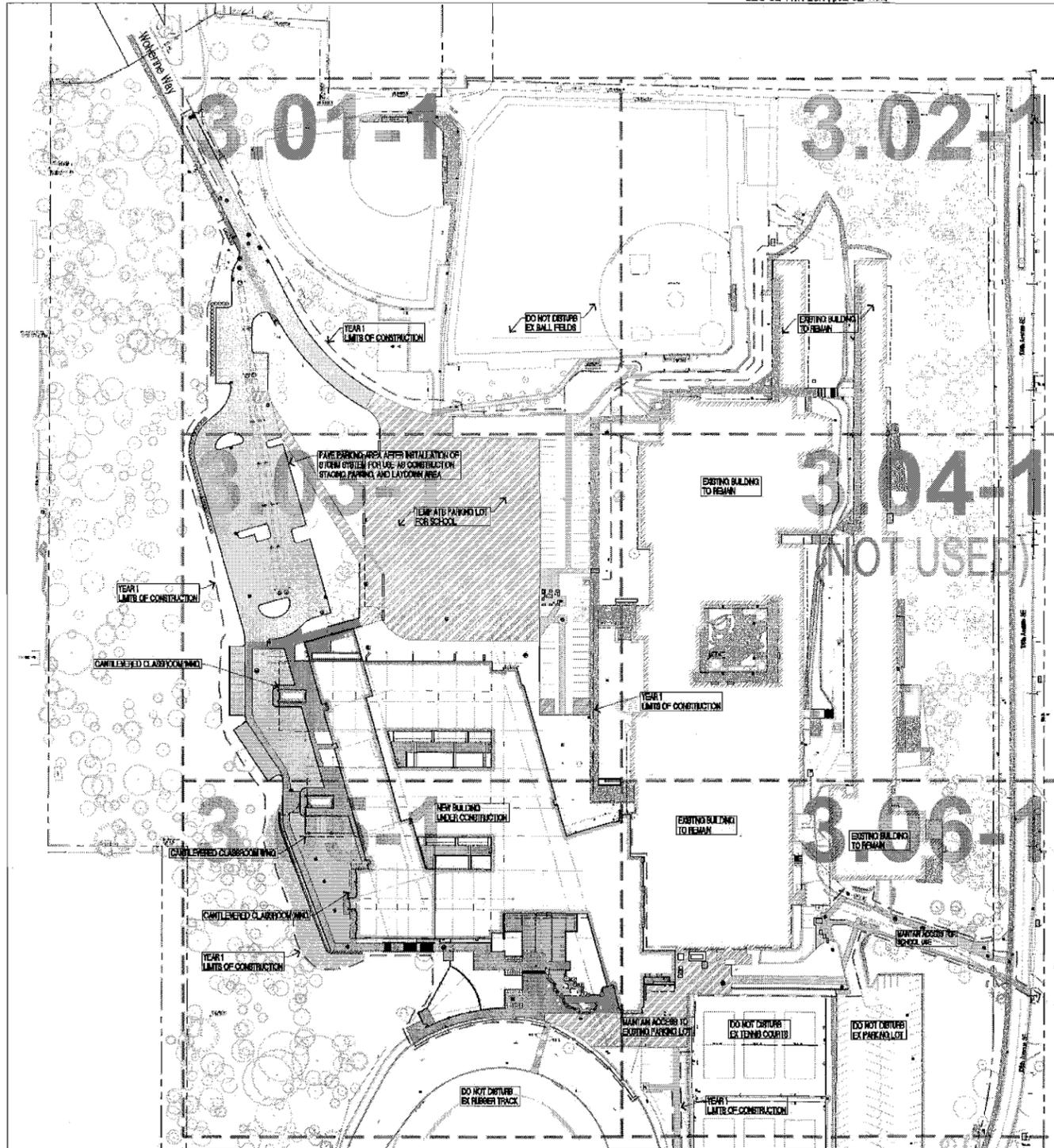
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DATE: 01-26-2010  
CHECKED: KMK  
DESIGN: SAS  
DRAWN: SAS  
PROJECT: C08-0030-14

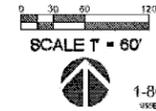
**C**  
1.00-1



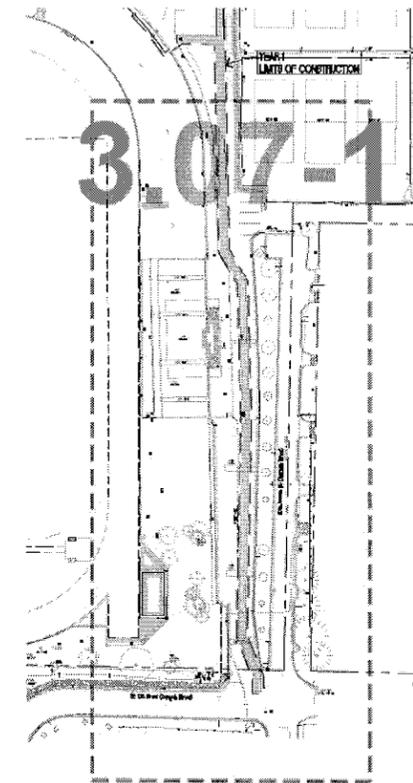
SEC 32 T2N 26N R1G 5E W1M



GENERAL PAVING NOTES  
1. SEE SHEET C041 FOR GENERAL PAVING NOTES



Call before you Dig.  
8-1-1 or  
1-800-424-5555  
UNDERGROUND SERVICE (USA)

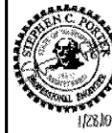


CITY OF BELLEVUE GRID E-8 UDEA# 09-122752 UE  
PAVING AND HORIZONTAL CONTROL INDEX PLAN - YR 1

REVISIONS  
CONSTRUCTION DOCUMENTS 95%  
100128

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P: 206-835-6444  
F: 206-835-6871  
417 PINE STREET, SUITE 300  
SEATTLE, WA 98101

Bellevue School District  
**Bellevue High School  
Modernization**  
12415 Washington Way  
Bellevue, WA 98005



**NAC** ARCHITECTURE  
200 1ST AVENUE, SUITE 500, SEATTLE, WA 98101 (206) 465-1234  
WWW.NACARCHITECTURE.COM

CLIENT: CDB-0030-14  
DESIGN: SLG, TML  
DRAWN: SAS  
CHECKED: KHK  
DATE: 01-28-10

**C**  
3.00-1

REVISIONS

CONSTRUCTION DOCUMENTS  
100128

**COUGHLIN PORTER LUNDEEN**  
A CONSULTING, STRUCTURAL AND CIVIL ENGINEERING CORPORATION  
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F: 206-835-6871  
417 PINE STREET, SUITE 300  
SEATTLE, WA 98101

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
12415 WASHINGTON WAY SE, BELLEVUE, WA 98005

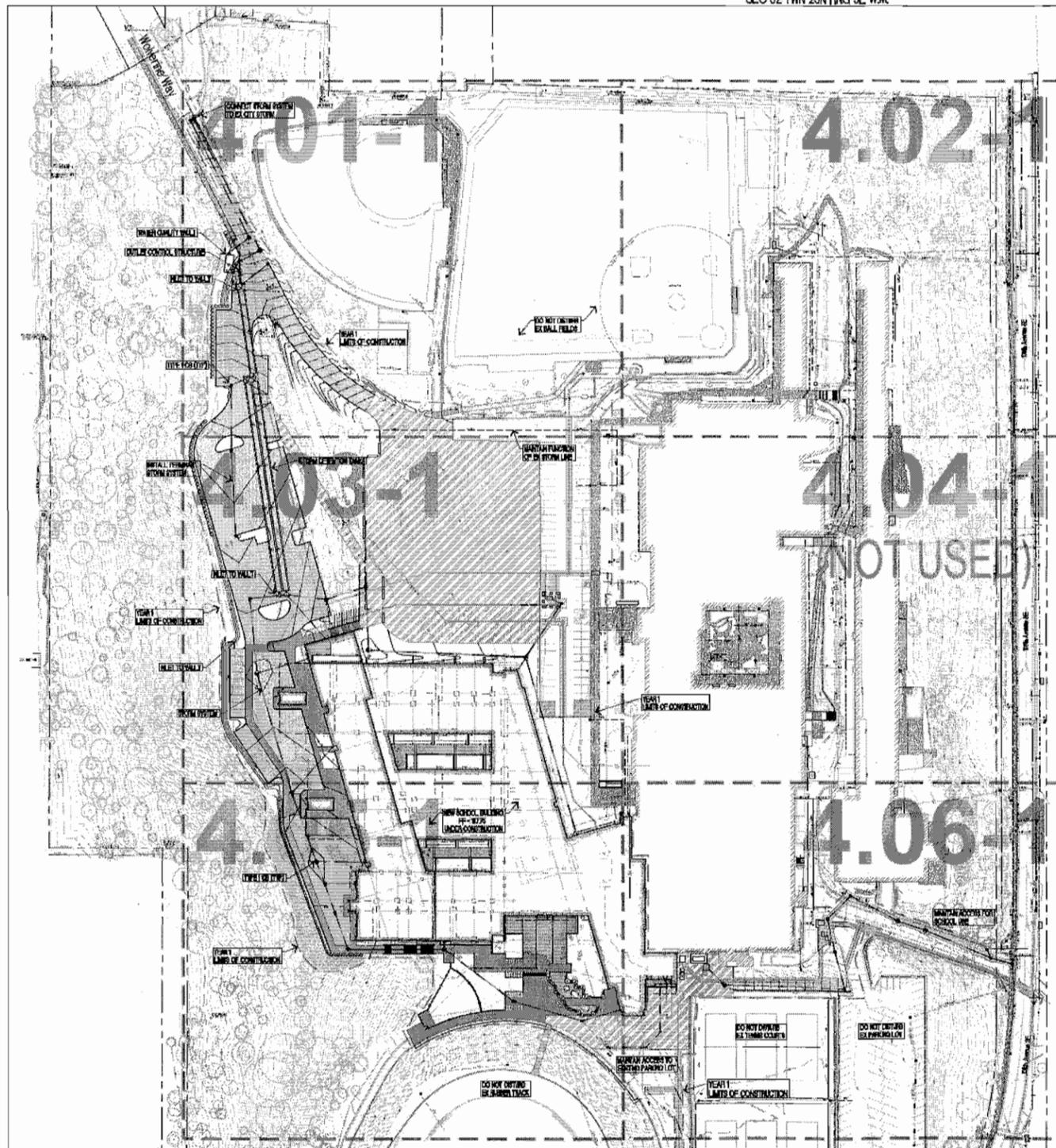


**NAC** ARCHITECTURE  
200 1ST AVENUE, SUITE 500, SEATTLE, WA 98101 (206) 465-1234  
WWW.NACARCHITECTURE.COM

CLIENT: CDB-0030-14  
DESIGN: SLG, TML  
DRAWN: SAS  
CHECKED: KHK  
DATE: 01-28-2010

**C**  
3.00-1

SEC 32 T2N 25N R10G 5E W1M



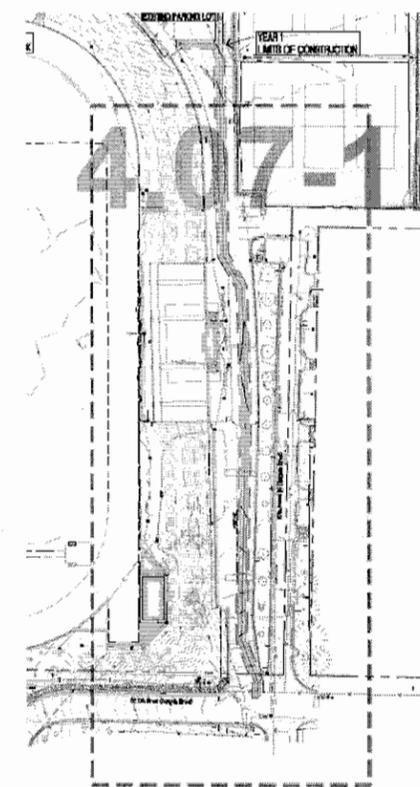
**GENERAL GRADING AND DRAINAGE NOTES**

1. SEE SHEET 09-01 FOR GENERAL GRADING AND DRAINAGE NOTES



SCALE T = 60'

Call before you Dig  
8-1-1 or  
1-800-424-5555  
UNDERGROUND UTILITY SERVICE



**HYDROLOGIC INFORMATION (WEST BASIN)**

<b>EXISTING AREA</b>	
EXISTING AREA (TOTAL)	10.54 acres
EXISTING IMPERVIOUS AREA	6.48 acres (282,289 SF)
EXISTING PERVIOUS AREA	4.06 acres (176,254 SF)
<b>DEVELOPED AREA</b>	
DEVELOPED AREA (TOTAL)	10.54 acres
DEVELOPED IMPERVIOUS AREA	6.27 acres (280,541 SF)
DEVELOPED PERVIOUS AREA	2.27 acres (98,891 SF)
<b>DEVELOPED AREA BY SPACING DEFINITION</b>	
SPACING IMPERVIOUS AREA	0.12 acres (5,227 SF)
SPACING PERVIOUS AREA	0.07 acres (3,048 SF)
<b>RETENTION PIPE DESIGN</b>	
TOTAL AREA TO RETENTION FACILITY	19.35 acres
IMPERVIOUS AREA	6.15 acres
PERVIOUS AREA	2.20 acres
<b>RELEASE RATE</b>	
Q <sub>max</sub>	1.53 cfs
Q <sub>10</sub>	4.08 cfs
Q <sub>2</sub>	3.12 cfs

CITY OF BELLEVUE GRID E-8 UDEA# 09-122752 UE  
GRADING AND DRAINAGE INDEX PLAN - YR 1

REVISIONS  
CONSTRUCTION DOCUMENTS 95%  
100128

**COUGHLIN PORTER LUNDEEN**  
A CONSULTING, ARCHITECTURAL AND CIVIL ENGINEERING CORPORATION  
415 PINE STREET, SUITE 200  
SEATTLE, WA 98101  
P: 206-441-5481  
F: 206-441-5481

Bellevue School District  
**Bellevue High School  
Modernization**  
12415 Westview Way  
Bellevue, WA 98005



**NAC ARCHITECTURE**

CLIENT: C08-0030-14  
DESIGN: SLG, TML  
DRAWN: SAS  
CHECKED: KMK  
DATE: 01-28-10

**C**  
4.00-1

REVISIONS

CONSTRUCTION DOCUMENTS  
100128

**COUGHLIN PORTER LUNDEEN**  
A CONSULTING, ARCHITECTURAL AND CIVIL ENGINEERING CORPORATION  
415 PINE STREET, SUITE 200  
SEATTLE, WA 98101  
P: 206-441-5481  
F: 206-441-5481

BELLEVUE SCHOOL DISTRICT  
**BELLEVUE HIGH SCHOOL**  
12415 WESTVIEW WAY SE, BELLEVUE, WA 98005

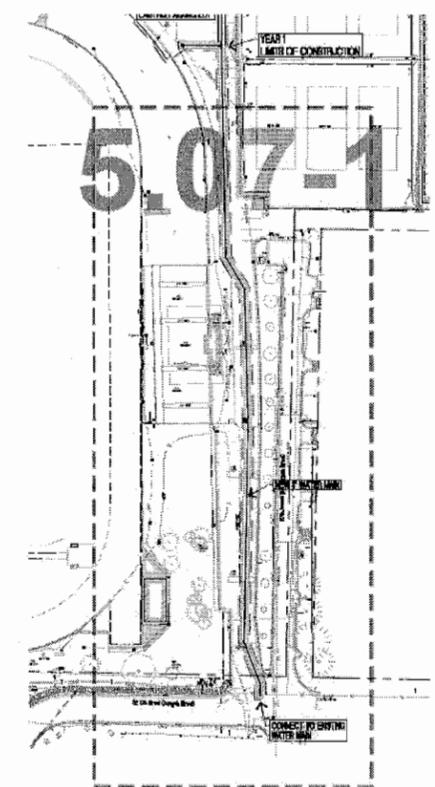
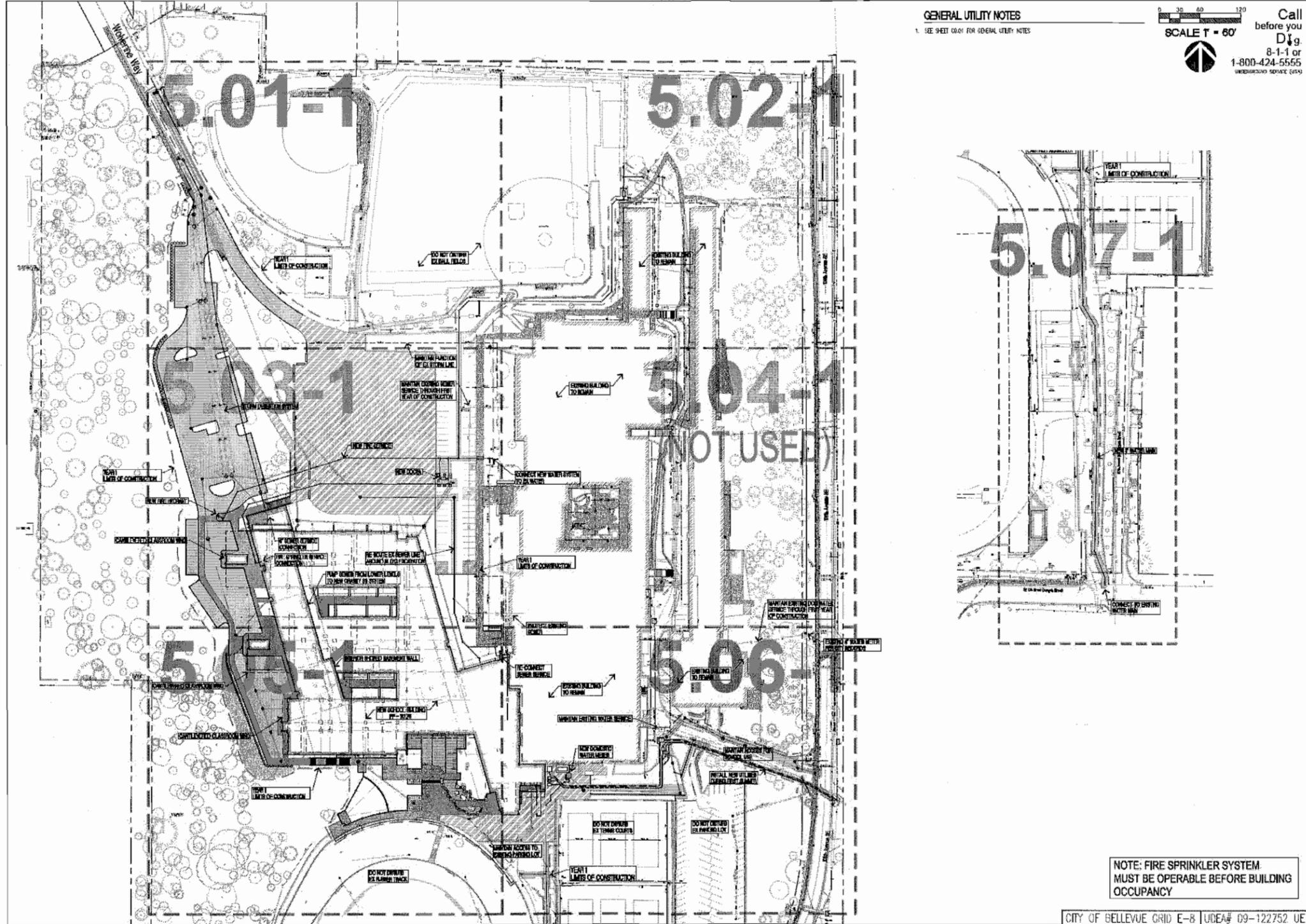


**NAC ARCHITECTURE**

CLIENT: C08-0030-14  
DESIGN: SLG, TML  
DRAWN: SAS  
CHECKED: KMK  
DATE: 01-28-2010

**C**  
4.00-1

SEC 32 T2N 25N R3G SE WM



REVISIONS

CONSTRUCTION DOCUMENTS 95%  
100128

**COUGHLIN PORTER LUNDEEN**  
A COMMERCIAL, INDUSTRIAL AND CIVIL ENGINEERING CORPORATION  
411 5TH STREET, SUITE 200  
SEATTLE, WA 98101  
P: 206.463.6400  
F: 206.463.6491

Bellevue School District  
**Bellevue High School  
Modernization**  
1540 Woodman Way  
Bellevue, WA 98007

**STEVEN C. FORSTER**  
ARCHITECTURAL DESIGN  
1/28/10

**NAC ARCHITECTURE**

DATE: 01-28-10  
DRAWN: KMK  
CHECKED: SAS  
DESIGNED: SLG, TML  
PROJECT: C09-0030-14

**C**  
5.00-1

REVISIONS

CONSTRUCTION DOCUMENTS  
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SEATTLE, WA 98101  
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F: 206.463.6491

Bellevue School District  
**Bellevue High School  
Modernization**  
1540 Woodman Way  
Bellevue, WA 98007

**STEVEN C. FORSTER**  
ARCHITECTURAL DESIGN  
1/28/10

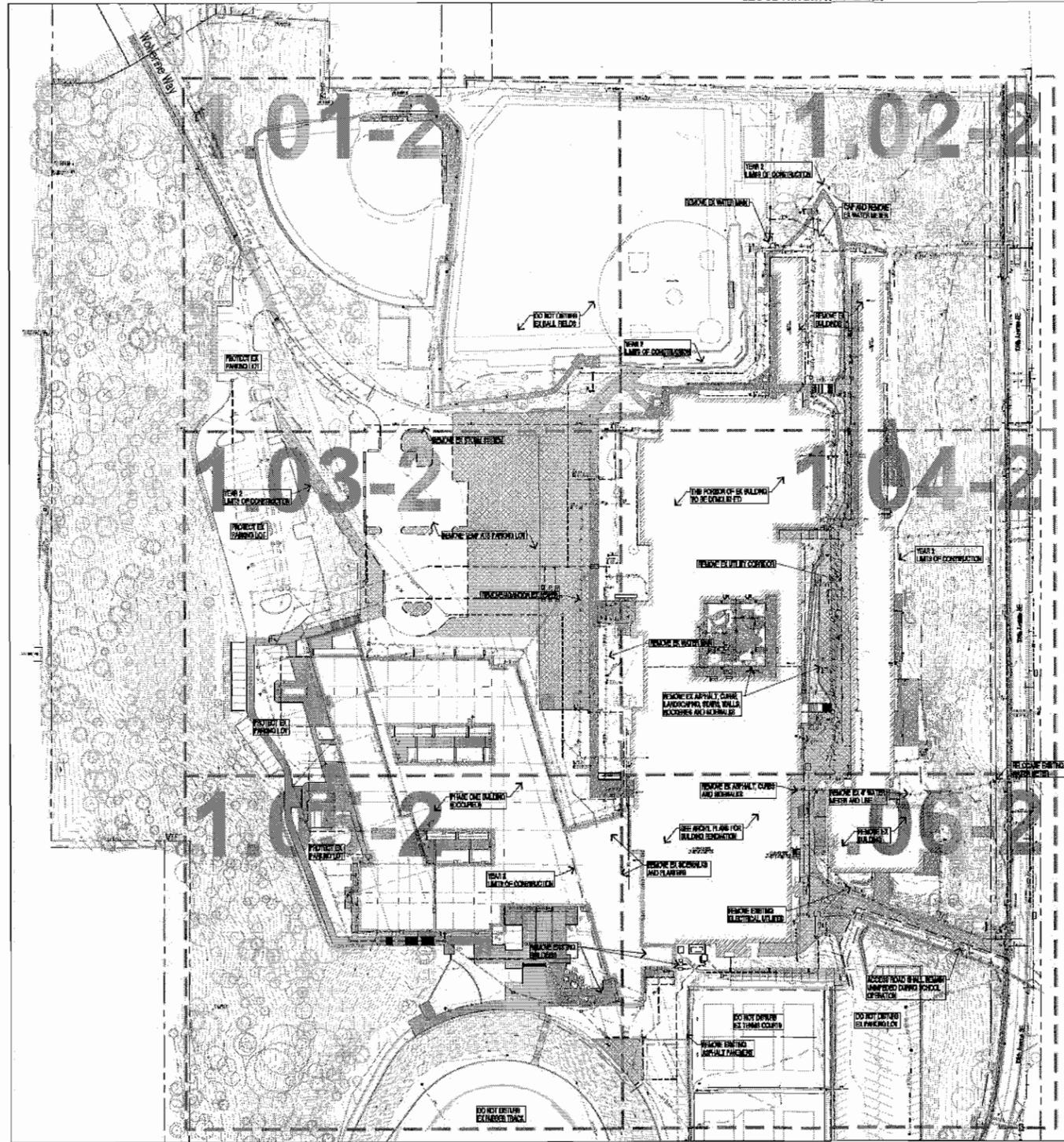
**NAC ARCHITECTURE**

DATE: 01-28-2010  
DRAWN: KMK  
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DESIGNED: SLG, TML  
PROJECT: C09-0030-14

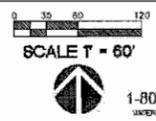
**C**  
5.00-1

UTILITY INDEX PLAN - YR 1

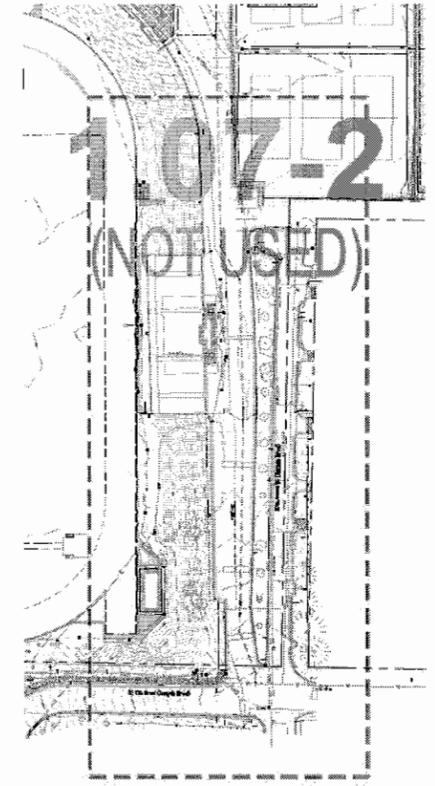
SEC 32 TWIN 28N R1NG 5E WM



GENERAL DEMOLITION NOTES  
1. SEE SHEET 01-01 FOR GENERAL DEMOLITION NOTES



Call before you Dig.  
8-1-1 or 1-800-424-5555  
UNDEGROUND SERVICE SURVEY (USSS)



CITY OF BELLEVUE GRID E-8 UDEA# 09-122752 UE  
DEMOLITION INDEX PLAN - PH 2

REVISIONS

CONSTRUCTION DOCUMENTS 100128

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A CONSULTING STRUCTURAL AND CIVIL ENGINEERING CORPORATION  
411 PINE STREET, SUITE 300  
BARTLETT, WA 98007  
P: 206.834.3300  
F: 206.834.3301

Bellevue School District  
Bellevue High School  
Modernization  
1915 Washington Way  
Bellevue, WA 98007



NAC ARCHITECTURE  
3001 BELLEVUE AVENUE, SUITE 100, BELLEVUE, WA 98005  
WWW.NACARCHITECTURE.COM

CLIENT: CDS-0030-14  
DESIGN: SLG, TML  
DRAWN: SAS  
CHECKED: KMK  
DATE: 01-26-10

C 1.00-2

REVISIONS

CONSTRUCTION DOCUMENTS 100128

COUGHLIN PORTER LUNDEN  
A CONSULTING STRUCTURAL AND CIVIL ENGINEERING CORPORATION  
411 PINE STREET, SUITE 300  
BARTLETT, WA 98007  
P: 206.834.3300  
F: 206.834.3301

BELLEVUE SCHOOL DISTRICT  
BELLEVUE HIGH SCHOOL  
1915 WASHINGTON WAY SE, BELLEVUE, WA 98007



NAC ARCHITECTURE  
3001 BELLEVUE AVENUE, SUITE 100, BELLEVUE, WA 98005  
WWW.NACARCHITECTURE.COM

CLIENT: CDS-0030-14  
DESIGN: SLG, TML  
DRAWN: SAS  
CHECKED: KMK  
DATE: 01-26-2010

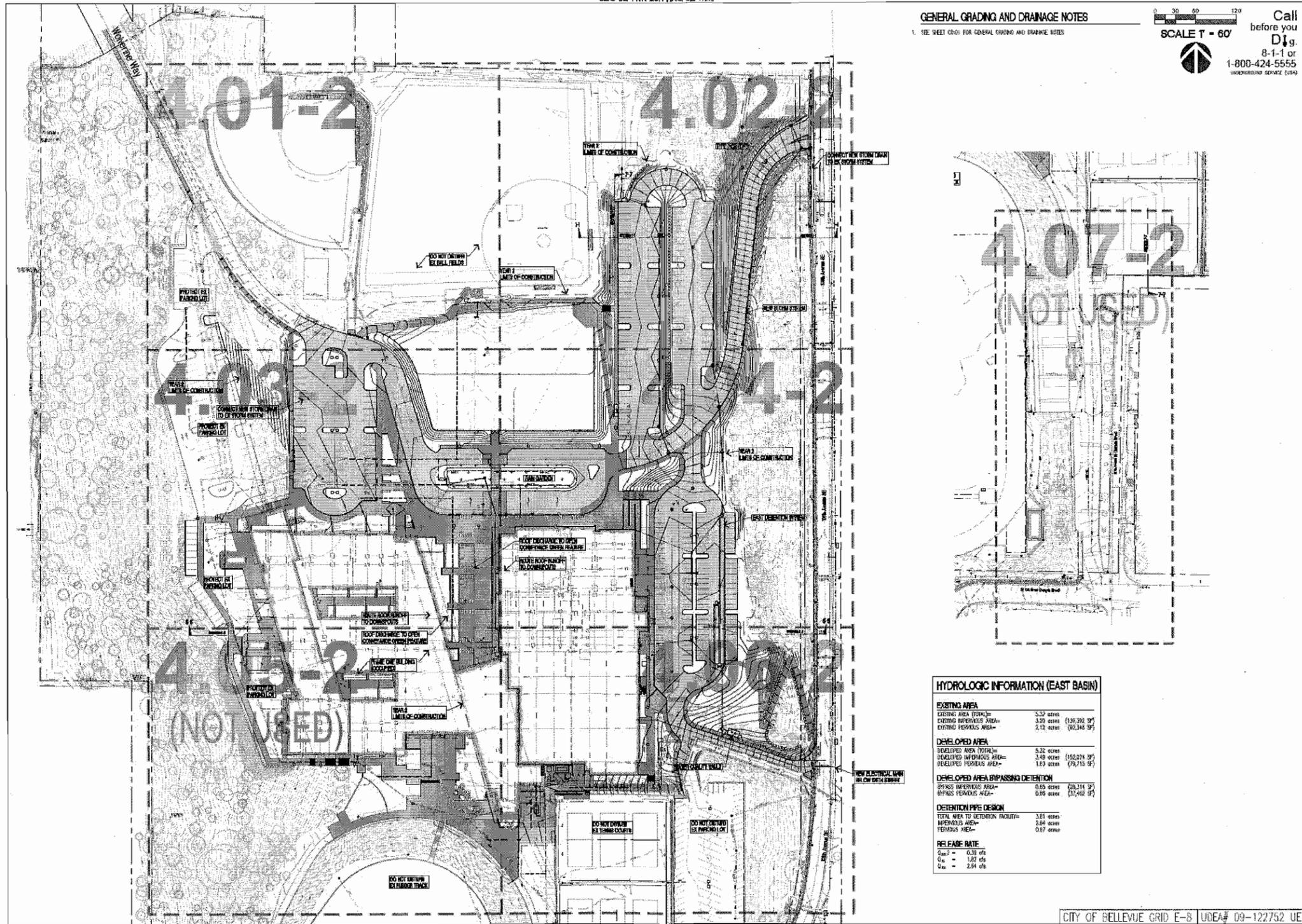
C 1.00-2

DEMOLITION INDEX PLAN - PH 2



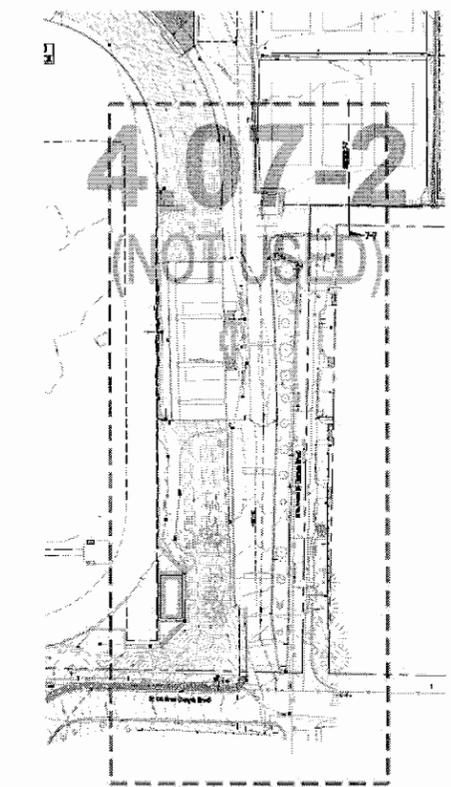


SEC 32 T2N 26N R1G3 SE WM



**GENERAL GRADING AND DRAINAGE NOTES**  
 1. SEE SHEET C001 FOR GENERAL GRADING AND DRAINAGE NOTES

Call before you Dig  
 8-1-1 or 1-800-424-5555  
 UNDERGROUND SERVICE (USA)



**HYDROLOGIC INFORMATION (EAST BASIN)**

<b>EXISTING AREA</b>	
EXISTING AREA (TOTAL)	5.37 acres
EXISTING IMPERVIOUS AREA	3.20 acres (1,35,292 SF)
EXISTING PERVIOUS AREA	2.17 acres (92,348 SF)
<b>DEVELOPED AREA</b>	
DEVELOPED AREA (TOTAL)	5.32 acres
DEVELOPED IMPERVIOUS AREA	3.48 acres (1,42,074 SF)
DEVELOPED PERVIOUS AREA	1.83 acres (79,713 SF)
<b>DEVELOPED AREA BYPASSING DETENTION</b>	
DEVELOPED IMPERVIOUS AREA	0.65 acres (28,314 SF)
DEVELOPED PERVIOUS AREA	0.85 acres (37,462 SF)
<b>DETENTION PIPE DESIGN</b>	
TOTAL AREA TO DETENTION FACILITY	3.81 acres
IMPERVIOUS AREA	2.84 acres
PERVIOUS AREA	0.97 acres
<b>RELEASE RATE</b>	
Q <sub>10</sub>	0.39 cfs
Q <sub>5</sub>	1.81 cfs
Q <sub>2</sub>	2.64 cfs

CITY OF BELLEVUE GRID E-8 | UDEA# 09-122752 UE  
 GRADING AND DRAINAGE INDEX PLAN - PH 2

REVISIONS

CONSTRUCTION DOCUMENTS 95%  
 100128

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 113 PINE STREET, SUITE 200  
 SEATTLE, WA 98101  
 P: 206.464.4460  
 F: 206.464.4461

Bellevue School District  
**Bellevue High School  
 Modernization**  
 10418 WOLVERINE WAY, SE, BELLEVUE, WA 98004

**NAC ARCHITECTURE**

CDS-0030-14  
 SLD, TML  
 SAS  
 KMK  
 01-28-10

**C**  
**4.00-2**

REVISIONS

CONSTRUCTION DOCUMENTS  
 100128

**COUGHLIN PORTER LUNDEEN**  
 A CONSULTING STRUCTURAL AND CIVIL ENGINEERING CORPORATION  
 113 PINE STREET, SUITE 200  
 SEATTLE, WA 98101  
 P: 206.464.4460  
 F: 206.464.4461

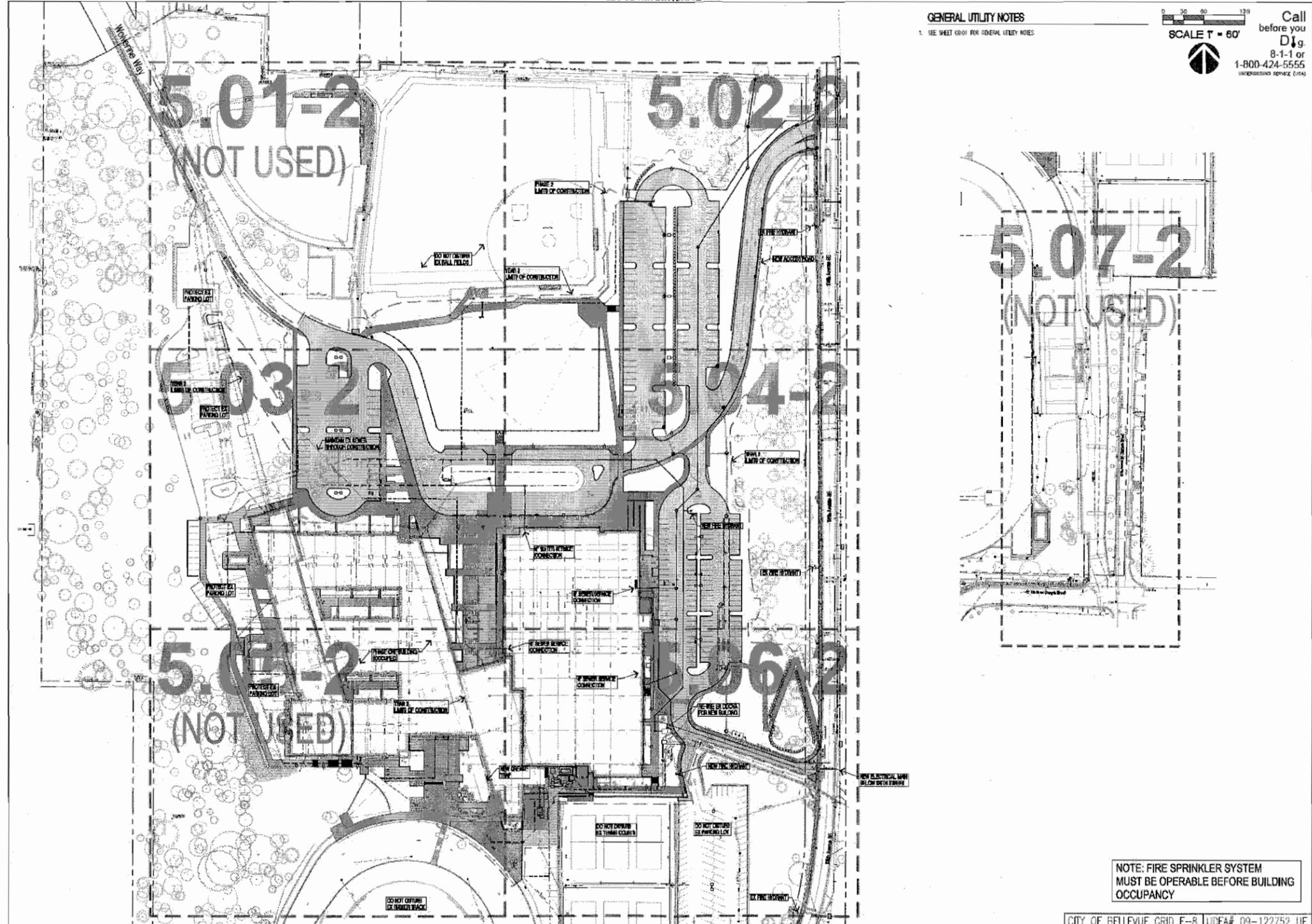
Bellevue School District  
**Bellevue High School  
 Modernization**  
 10418 WOLVERINE WAY, SE, BELLEVUE, WA 98004

**NAC ARCHITECTURE**

CDS-0030-14  
 SLD, TML  
 SAS  
 KMK  
 01-28-10

**C**  
**4.00-2**

SEC 32 T2N 25N R1G 5E W1A



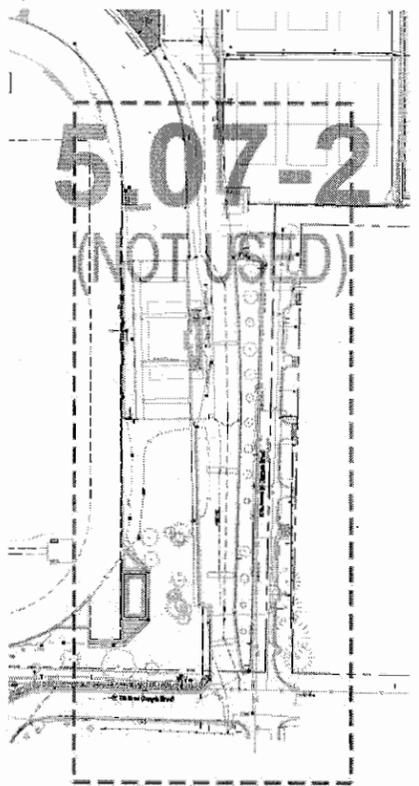
GENERAL UTILITY NOTES

1. SEE SHEET 0301 FOR GENERAL UTILITY NOTES

SCALE T = 60'



Call before you Dig. 8-1-1 or 1-800-424-5555 UNDERGROUND SERVICE (USA)



REVISIONS

CONSTRUCTION DOCUMENTS 95% 100/128

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SEATTLE, WA 98101  
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F: 206-441-0971

Bellevue School District  
Bellevue High School  
Modernization  
10415 WALKERWAY, SUITE 1000  
BELLEVUE, WA 98004



NAC ARCHITECTURE

CD-03-14  
SLG, TML  
SAS  
KNK  
01-28-10

C

5.00-2

CITY OF BELLEVUE GRID E-8 UDEA# 09-122752 UE  
UTILITY INDEX PLAN - PH 2

REVISIONS

CONSTRUCTION DOCUMENTS 100/128

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SEATTLE, WA 98101  
P: 206-441-0440  
F: 206-441-0971

BELLEVUE SCHOOL DISTRICT  
BELLEVUE HIGH SCHOOL  
10415 WALKERWAY, SUITE 1000  
BELLEVUE, WA 98004



NAC ARCHITECTURE

CD-03-14  
SLG, TML  
SAS  
KNK  
01-28-10

C

5.00-2

**ATTACHMENT D**  
**(History of BHS Public Meetings)**

## HISTORY OF BELLEVUE HIGH SCHOOL

### PUBLIC MEETINGS

Community Meetings	Dates	Place	Discussion Items	Outcomes
Meeting #1	July 23, 2008	Bellevue High Library	<ul style="list-style-type: none"> <li>Led by NAC and BSD. No architectural plans were provided.</li> <li>Purpose: To gather initial thoughts/comments from neighborhood. See attached comments dated July 23, 2008, from NAC Architecture.</li> <li>Also, discussed work with steering committee to develop character and identity of BHS.</li> </ul>	<p>Design team to consult Alumni Association to gather their comments.</p> <p>See attached minutes.</p>
Meeting #2	August 12, 2008	Not Known	<ul style="list-style-type: none"> <li>Led by NAC and BSD</li> <li>Discussion topics included traffic on 108<sup>th</sup>, tree preservation along 108<sup>th</sup>, community use of the school, and the "tower" element</li> </ul>	See attached minutes.
Meeting #3	February 4, 2009	Bellevue High Library	<ul style="list-style-type: none"> <li>Led by BSD and NAC.</li> <li>City staff attended to see initial design layouts.</li> <li>Matt Palmer of Gibson Traffic Consultants (GTC) presented PowerPoint.</li> </ul>	<p><u>Meeting declared a miscue as neighbors complained that inadequate public not given.</u></p> <p>No minutes taken.</p>
Meeting #4	March 4, 2009	Bellevue High Library	<ul style="list-style-type: none"> <li>Led by BSD and NAC.</li> <li>This was a repeat meeting of February 4, 2009, meeting.</li> <li>City staff attended to see initial design layouts.</li> <li>Matt Palmer of Gibson Traffic Consultants (GTC) presented PowerPoint.</li> </ul>	<p>BSD noted neighborhood comments. To schedule another meeting.</p> <p>See attached minutes.</p>
Meeting #5	April 22, 2009	WISC	<ul style="list-style-type: none"> <li>Led by BSD and NAC.</li> <li>City participation in meeting to specific questions addressed to City staff.</li> </ul>	<p>BSD noted that they would be submitting their CU application mid-summer for City review.</p> <p>See attached minutes</p>
Meeting #6	June 1, 2009	Management Services Center	Meeting between Renay Bennett and Jack McLeod, BSD.	See attached minutes.
Meeting #7	June 11, 2009	108 <sup>th</sup> Avenue SE (site meeting)	Site meeting held by NAC and Weisman Design Group with 108 <sup>th</sup> neighbors.	See attached minutes.

## History of Bellevue High Continued

<b>Community Meetings</b>	<b>Dates</b>	<b>Place</b>	<b>Discussion Items</b>	<b>Outcomes</b>
Meeting #8	August 18, 2009	Management Services Center	Meeting with 108 <sup>th</sup> neighborhood, Jack McLeod, BSD and NAC Architecture.	See attached minutes.
Meeting #9 (First required City meeting)	August 27, 2009	Bellevue City Hall	Meeting held by DSD-Land Use along with Transportation, Fire, and Police.	Request by neighborhood for a "round table" follow up meeting to be held by the BSD.
Meeting #10 Round Table Meeting	November 5, 2009	Bellevue City Hall	Meeting held by DSD-Land Use Director and Mediation Program Manager.	Top five interests and preferred site circulation plan determined.
Meeting #11 (Second City Meeting)	November 19, 2009	Bellevue City Hall	Meeting held by DSD-Land Use along with Transportation, and Fire.	Reporting out of Round Table results to community along with design solutions to Round Table results.

## Pratt, Toni

---

**From:** McLeod, Jack (John E) [McLeodJa@bsd405.org]  
**Sent:** Tuesday, August 25, 2009 12:38 PM  
**To:** Pratt, Toni  
**Cc:** McLeod, Jack (John E)  
**Subject:** BHS Mtgs.  
**Attachments:** BHS108Mtg..pdf

Toni,

In the attached PDF find the summary schedule of meetings held with the Bellevue High community within the 500' area. Also are listed meetings held specifically with representatives of the 108<sup>th</sup> neighbors.

You should have file copy minutes of the larger group community meetings identified in the first section of the summary.

Thanks

### Jack McLeod

Director, Facilities and Information Technology  
Bellevue School District  
(425) 456-4501  
[mcleodja@bsd405.org](mailto:mcleodja@bsd405.org)

**COMMUNITY MEETINGS HELD FOR THE BELLEVUE HIGH SCHOOL MODERNIZATION PROJECT**

**DATE:** July 23, 2008 Community Meeting – Bellevue High Library – 7:00P ✓

**DATE:** February 4, 2009 Community Meeting – Bellevue High Library – 6:30P ✓

**DATE:** March 4, 2009 Community Meeting – Bellevue High Library – 6:30P ✓

**DATE:** April 22, 2009 Community Meeting – Wilburton Instruction Services Center  
Bellevue School District Board Room – 6:30P ✓

*Refer*

*misc mtg*

**THESE MEETINGS WERE HELD WITH REPRESENTATIVE(S) OF THE 108<sup>TH</sup> NEIGHBORHOOD**

**DATE:** June 1, 2009 Meeting with Renay Bennett and Jack McLeod  
Management Services Center – 11:00A

**DATE:** June 11, 2009 Meeting with 108<sup>th</sup> Neighbors on the 108<sup>th</sup> / BHS site  
NAC Architecture and Weisman Design Group – 6:30P

**DATE:** July 17, 2009 Meeting with 108<sup>th</sup> Neighbors and Jack McLeod and NAC Architecture  
Management Services Center – 11:00A

**DATE:** August 18, 2009 Meeting with 108<sup>th</sup> Neighbors and Jack McLeod and NAC Architecture  
Management Services Center – 1:00P

**SUBJECT:** INITIAL COMMUNITY MEETING MINUTES  
**PROJECT:** Bellevue High School Modernization  
**PROJECT NUMBER:** 121-08027-A204a  
**MEETING DATE:** July 23, 2008  
**TIME:** 7:00 PM  
**STAFF/OFFICIALS:** David Wellington, BHS  
Jack McLeod, BSD  
Nancy Larson, BSD  
Jim O'Malley, BSD  
Kyle McLeod, BSD  
Guy Overman, NAC  
Kevin Flanagan, NAC  
Steve Galey, NAC  
Toni Pratt, COB  
Carl Wilson, COB  
Chris Marks, BSB

**COMMUNITY:** See attached sign-in list

*National talent,  
local focus*

**INTRODUCTION**

Following introductions of the Bellevue School District staff, Chris Marks of the Bellevue School Board, and City of Bellevue Staff, Mr. McLeod turned the meeting over to representatives from NAC|Architecture. NAC used a PowerPoint presentation to show the outline project schedule, where in the process we were now, and some of the Steering Committee thoughts about the character and identity of Bellevue High School as well as some of their goals for the project. The floor was then opened for questions and concerns from members of the community in attendance. Particular concerns were listed on newsprint and are reproduced below:

- Consider the impact to neighborhood when locating the new building
- Consider the impact to trees in the buffer between the school and neighborhood
- There are strong concerns about the impact of traffic on 108<sup>th</sup>
- Look for ways to reduce and improve traffic circulation around the school
- Consider underground parking
- There are safety concerns regarding pedestrians walking up Wolverine Way
- There was a request not to widen 108<sup>th</sup>
- Provide more bike routes to the school
- A walking or jogging path on the side would be desirable
- A pedestrian link through the fence off 108<sup>th</sup> is desirable if made safe

**SUBJECT:** MEETING WITH BELLECREST NEIGHBORHOOD ASSOCIATION REPRESENTATIVES

**PROJECT:** Bellevue High School Modernization

**PROJECT NUMBER:** 121-080812-A204a

**MEETING DATE:** August 12, 2008

**TIME:** 3:00 PM

**PRESENT:** David Wellington, BHS  
Jim O'Malley, BSD  
Kyle McLeod, BSD  
Guy Overman, NAC  
Steve Galey, NAC  
Renay Bennett, BNA  
Erin Powell, BNA

Discussion Topics:

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*National talent,  
local focus*

1. Traffic on 108<sup>th</sup>
  - Renay and Erin described the neighborhood concerns related to school traffic, particularly where traffic backs up at the existing entrance to Bellevue High School on 108<sup>th</sup>. Drop-off and pick-up at this location is slow and causes a queue backing up through traffic both north and south on 108<sup>th</sup>.
  - The design team described the process for making any changes to the traffic circulation patterns around the high school. A traffic study, commissioned by the Bellevue School District, will be conducted after school resumes in September. The traffic engineers (Terry Gibson Associates) will consult with the City of Bellevue to assure that their recommendations are consistent with City traffic goals and standards. The City will make the decision on which recommendations will be accepted and the design team will provide the design and engineering to implement the changes.
  - An added entrance to the school from 108<sup>th</sup> was mentioned as a possibility if it will help relieve traffic congestion at the school and surrounding area.
  - It is the intent of the School District, the School, the City and the design team to resolve the existing circulation problems around the School to the extent possible and feasible.
  
2. Tree Buffer on school property adjacent to 108<sup>th</sup>
  - Renay and Erin asked if the plans for the new school involved removing existing trees on the school property along 108<sup>th</sup>
  - The design team responded that due to the steep slopes on the east side of the school, it was impractical to contemplate building significantly east of the existing school footprint. The design team considers the tree buffer a amenity

to the school and neighborhood and intends to preserve as many trees as possible. If a new entry onto the school is added off 108<sup>th</sup>, some trees would likely have to be removed, but only as necessary to construct and maintain the new road.

3. Community Use of the School

- Renay and Erin asked the design team to confirm the extent of community use that is expected to occur at the new school facility.
- The design team confirmed that no part of the school is dedicated to community use. That said, public schools have a long history of providing their facilities for a wide variety of community activities and Bellevue High School is no exception. The new school is expected to continue to make its facilities available to the community on the same basis as it has in the past.
- *[After the meeting, the design team remembered that there is a small room on the campus used to store emergency food, water and other essentials in case the school needs to be used by the neighborhood in the event of an emergency. This is an existing use at Bellevue High School and all other schools in the District.]*

4. The "Tower" Element

- Renay asked if we intended to save the "tower" and sculpture from the original school. (The "tower" refers to the four story vertical brick element that was a part of the original 1048 design of the school.)
- The design team responded that while it is reviewing site design schemes that include saving the "tower", there is no guarantee that any of these schemes will prove practical. If the "tower" element is saved, it would be because the scheme also saved the rest of the original building façade since by itself, the "tower" has no architectural context. The plan is to save the sculpture in any case.

Renay and Erin asked that the design team forward the minutes from the July 23 Community Meeting.

The meeting adjourned about 4:30.

Submitted by Steve Galey, NAC

**SUBJECT:** THIRD COMMUNITY MEETING MINUTES

**PROJECT:** Bellevue High School Modernization

**PROJECT NUMBER:** 121-08027-A204a

**MEETING DATE:** March 4, 2009

**TIME:** 6:30 PM

**STAFF/OFFICIALS/CONSULTANTS:**

David Wellington, BHS  
Jack McLeod, BSD  
Nancy Larson, BSD  
Jim O'Malley, BSD  
Colin Jones, NAC, Architecture  
Guy Overman, NAC  
Steve Galey, NAC  
Matt Palmer, Gibson Traffic Consulting  
Toni Pratt, City Of Bellevue  
Liz Stead, COB  
Carl Wilson, COB  
Chris Marks, Bellevue School Board

**COMMUNITY:** See attached sign-in list

The purpose of the meeting was to present to the neighbors of the Bellevue High School the plans to date for the modernization, additions, and replacement components on the Bellevue High School campus contemplated for completion in the Fall of 2012. The project is nearing the conclusion of the Schematic Design phase, and this is the third meeting called by the District to present and obtain feedback on plans relative to the upcoming construction project. The second meeting was not thoroughly publicized due to an oversight in the list of mailing labels distributed by the architectural firm in invitations to the meeting. The third meeting was called to repeat the presentation made on February 5, 2009 to the correct mailing list of parties living within five hundred feet of the campus, per City of Seattle records, as well as attendees to the first meeting conducted on July 23, 2008.

Introductions were made by the School District of the School District Personnel present, the Architects team and individuals from the City of Bellevue Planning and Traffic Departments. Attendees were asked to offer comments as they viewed the presentation and the comments offered are summarized below according to the topics that were raised.

**Proper Notifications**

Many of the representatives were concerned that they were not properly notified of the design schedule and process. The District explained that the Steering Committee was

formed to represent the primary stakeholders in the educational system supported by Bellevue High School facilities. The community neighborhood involvement process has been envisioned as a series of informative meetings where feedback is offered. This meeting being the third of what is envisioned as four meetings. The next meeting will be the meeting in which the reactions to the comments obtained in previous meetings are outlined.

Community members cited the Sound Transit process as illustrating one they would have preferred for informing the neighborhood and gathering comments from the public. The process used thus far for BHS was characterized by one community member as abysmal.

Future notifications and specific invitations to upcoming meetings will be based on the attendees sign-in sheets via email addresses offered at tonight's meeting. It was suggested by community members that it would be appropriate to notify the leaders of the various neighborhood organizations for neighborhoods that may be affected by the construction work at Bellevue High School.

### **School Attendance and Capacity**

The question was asked as to the relative sizes of other high schools in Bellevue and projected capacity of Bellevue High School. School District answered that the ultimate capacity of Bellevue High School would be 1600, the present capacity of Interlake is 1600, the capacity for Newport is 1600, and the capacity for Sammamish is 1400. The projected enrollment for Bellevue High School does not reach 1600 within the projection time frames or by the School District, but such conditions are not precisely predictable. The District indicated that there has been an effort recently to limit out-of-draw area student enrollment and specifically to prohibit out-of-district enrollment in Bellevue High School. This has reduced crowding on the campus that had been a factor in earlier years. Community suggested that Bellevue High School enrollment be "closed" to limit the student population on the site. District pointed out that it is the District policy not to remove children from the school once they have started in the school even if their family moves out of the draw area. It was estimated that there are slightly over 100 students right now who are outside the draw area for Bellevue High School.

### **School Size**

The question was asked how big the school is at present and will be the size of the new school. The present size of the school is 225,000 square feet and in the current plan the size will increase to approximately 250,000 square feet, although this is subject to further design and cost estimate verifications. The envisioned school will be generally one and two story wings with three stories where the Career Technology wing is beneath a two story academic building above.

### **Original Tower – Entry Icon**

The concern was raised relative to the disposition of the brick tower bearing a bronze sculpture of several people that has been a fixture on the Bellevue High School building since its original construction. This tower will be removed and the bronze sculpture moved to the new entry icon in the current proposed scheme for the new Bellevue High School. Community members raised concern that they were not individually included in this decision. It had been reviewed by alumni at the school and present occupants of Bellevue High School and the overall opinion was that the sculpture was valued but the actual brick tower itself was dispensable. Architects pointed out that the use of red brick of the type used in the original construction would carry the feeling of the original brick building into

the new building and the prominence of the display of the bronze sculpture would be equal to the display that had existed in the original building as a central entry point. The phasing for the construction of the new building is one force that encouraged removal of the original tower as the main entry of the building would best suit the entrance to the administrative wing, which is part of phase one. The existing tower will be located in the area of phase two thus complicating and encumbering the ability for the school to continue in operation during the construction process which is a necessity of the economy of the project.

Members present still feel they wished that their opinions had been made a part of the decision-making earlier in the process.

#### **Effect of Comments from This Meeting**

The concern and question was raised by the community members that their input given in this meeting would receive consideration in affecting the final design. Their concern is that the decisions are made and fixed and not subject to revision or refinement based on their input. Architects explained that their comments will be considered and that the design is still under development as we are at the conclusion of Schematic Design, the first of three design phases in the project. After some period of consideration and further development of the design the community will be invited to a follow up meeting in four to eight weeks and a report given relative to the comments that are recorded in these minutes and what action has been taken with regard to each issue.

#### **Composition of Steering Committee**

Concern was raised by community members that no neighbors of the school are represented on the Steering Committee. The concern was further extended to all citizens who would be affected by the modernizations to Bellevue High School. The additional concern that the five hundred foot radius does not take into account all those who might be affected or interested in the developments of Bellevue High School. Representatives from the City Planning Department pointed out that permit application consideration and public hearing process would be publicized in a manner to reach the entire community. The public comment and hearing process was open to the entire public and that is the standard mechanism for public input into major development projects in the City of Bellevue. That process will be proceeding during the coming month as applications are made and the process is put into motion.

#### **On Site Parking Changes**

The overall number of parking spaces on site is to remain essentially unchanged. The central student parking spaces surrounding the field at the center of the campus will be moved to the east, replacing the classroom building wings that currently house Automotive Technology and other Career Tech kinds of instructional space onto benches that occur on the steep hillside. This does not extend the development footprint beyond the buildings that currently exist there and utilizes the vegetation and trees along 108<sup>th</sup> to buffer the new parking lot on roughly the same grade as the existing building. The community voiced some concerns that this moves more parking toward the east side of the site from the center of the site.

The question was raised as to whether or not the buffer would be enhanced in some way. Another question was raised relative to the removal of any trees. Thus far there are no plans to enhance the buffer and some trees will be removed in installing the roadway

connection to 108<sup>th</sup> from the north end of this new parking lot. The parking lot will be accessible by a cross-campus driveway that extends from Wolverine Way on the west to 108<sup>th</sup> on the east and will incorporate a drop off and turn around, allowing access and egress from the site from both Bellevue Way to the west and 108<sup>th</sup> to the east.

### **Single Occupant Vehicles/Parking**

Further discussion, concerns, and suggestions relative to parking were addressed at several points in the meeting. An attempt is made to collect those comments here.

An observation was made that there are a large number of single occupancy vehicles coming and going from the Bellevue High School campus. This was attributed to many factors including a large number of high school students having access to vehicles, a prohibition against new drivers carrying passengers which is a matter of state law, and the availability of parking on site for these vehicles. Various suggestions were offered for limiting the number of vehicles on site such as encouraging other forms of transportation or discouraging single occupancy vehicles by reducing the amount of parking available. It was a further observation that this reduction of parking may not discourage driving but would force parking into the neighborhoods.

The discussion was continued relative to the impact of the construction phase and how limited parking on site during construction would affect the neighborhood. There is a concern that that limited parking would force students to park in the neighborhoods which is a problem even today. The Bellevue High School principal suggested that the construction phase would be a time for the school staff to sensitize the students to the impacts of their decisions to drive their cars to school and could be an excellent time to mount a campaign to reduce the number of voluntary single occupancy vehicle trips to the school due to the encumbrance of construction.

Suggestion was made to move the parking to the west side of the site and place it in the present buffer. There is a concern that the City would object to that wholesale removal of trees, potential destabilization of a very steep slope on the west side of the site. The current plan generally respects the footprint of the site and preserves existing undisturbed forest area for the most part.

It was questioned whether added parking would be accessible from 110<sup>th</sup>. That is not currently part of the plan.

It was suggested that the new central practice field be converted to parking and a field constructed in the location of the new east parking lot. The Designers pointed out that the parking lot actually steps down the hill to avoid removing trees and the necessity of expensive retaining walls. The field would not fit as a single level plane in the available developed footprint.

### **Construction Phase**

It was pointed out by the Architects that construction would begin in the Summer of 2010 and would occupy the following two summers as well as two school years between the Summer of 2010 and the Fall of 2012. Community members raised concerns relative to the impact on the neighborhood of reduced available parking on site, as mentioned earlier, and the impact of truck traffic to and from the construction process. At various times construction traffic would approach the site from both east, south, and west, including

110<sup>th</sup>. It was pointed out that the construction documents would require the Contractor to observe a certain schedule as required to minimize conflicts with traffic peaks in the neighborhood and other issues of safety and congestion avoidance.

### **Truck Deliveries with School in Operation**

The present delivery route for truck deliveries to the school is off of 108<sup>th</sup>. There are approximately two truck deliveries per day, one for food and one for miscellaneous. In the future, according to the current plan, truck deliveries would access the site via 110<sup>th</sup> which would place the traffic also on 108<sup>th</sup>. There is a concern in the community that this traffic will impact narrow roadways without sidewalks. Turning radii must be adequate for trucks and safety considerations should be examined relative to this traffic particularly where it has not occurred in the past.

### **Traffic on 108<sup>th</sup> – History**

Traffic Engineer explained that 112<sup>th</sup>, 108<sup>th</sup>, and Bellevue Way have been traditional routes north and south through the city and have become at various times primary ways of accessing I-90 from the city center. Bellevue Way is a major arterial and 108<sup>th</sup> though classified as a collector arterial has been given attention to address the residential nature of the street. Traffic humps have been added as well as central medium planting and a sign prohibiting thru traffic crossing Main southbound is intended to minimize cut-through traffic proceeding out of downtown south to I-90. Community members point out that the prohibition to crossing Main from north to south at 108<sup>th</sup> is frequently violated and it is evident that there is pass thru traffic going through the community yet. Traffic Engineer pointed out that the City had not intended to limit destination traffic including the school's and neighbors accessing homes when they installed the traffic mitigation measures to reduce speed and discourage pass thru.

The congestion on 108<sup>th</sup> is most evident in the morning when backups of southbound traffic at the access point to the school off of 108<sup>th</sup> can be up to 85 cars alone. This makes access by neighboring homes to 108<sup>th</sup> very difficult particularly within the reach of the backup. Although the morning is the most congested time for a span of roughly half an hour, there is still congestion at times through the day, particularly surrounding the access point between 108<sup>th</sup> and the east side of Bellevue High School, according to community members.

Community members feel that adding another entrance onto 108<sup>th</sup> will attract more cars to this street with increased problems associated with traffic. The traffic engineer explained that he used the projected maximum capacity of the school and formulated a simulation of a morning rush period to display the effect of the added entrance. Back-ups at both entrances did not equal the former pack-ups at the present entrance as cars flowed onto the site without the delays of the present dysfunctional impromptu drop off point.

Community members asked if an alternative scheme could be considered that would widen Wolverine Way to four lanes and eliminate the added access onto 108<sup>th</sup>. The Design Team will reconsider this.

Additional concerns were presented by community members relative to a history of drug dealing, littering, trespassing, and vandalism associated primarily with Metro Transit bus stops that are presently located at 10<sup>th</sup> south of the high school and also north of the high school on 108<sup>th</sup>. The problem had been most pronounced adjacent to the parking lot that is

south of the current entrance to Bellevue High School off of 108<sup>th</sup>. The addition of a fence in this location has mitigated the problem substantially and it is less of an issue at this time, although there are instances of littering and nuisance behavior associated still with the Transit bus stops. A request was made by the community members that some further measures be taken if another entrance is added at the east side of the campus off of 108<sup>th</sup>.

This pointed out that there are bike lanes presently in use along 108<sup>th</sup> as it is a designated bike route. There is a concern that adding traffic to 108<sup>th</sup> may encumber and reduce the safety of these bike lanes.

Community members pointed out that there are a number of small children residing in the neighborhood and that additional traffic is a greater concern with regard to these children. Measures taken to calm and limit traffic in their vicinity and in particular to make all intersections safe and controlled is a primary consideration relative to these children.

Community members direct attention to research on "permeability." This research indicates that making neighborhoods more accessible with easier ingress and egress by vehicles and other means tends to raise crime rates in such neighborhoods. Concern was expressed that facilitating traffic movement through the Bellevue High School vicinity could result in higher crime rates and could possibly increase vandalism and drug dealing, along with other negative effects and measures should be taken to offset the risk imposed by greater permeability.

### **Bicycle Access**

The question was asked relative to measures that must be taken to increase bicycle access to Bellevue High School. It was pointed out that current bikers generally use Wolverine Way and an individual who is knowledgeable, a science teacher, has reported that these bikers generally find Wolverine Way no more challenging than any other aspects of their urban bike routes. Consideration is being given in the design process now to facilitating bicycle access to 108<sup>th</sup> up onto the school site. Currently the design team is examining whether this should be coincident with vehicular access routes or whether it should be a part of ADA accessibility route which would facilitate wheelchair access up to Bellevue High School from 108<sup>th</sup>. Bicycle parking accommodation is being considered in the design at this time.

### **Pedestrian Access**

Community Members pointed out that they often transit through the Bellevue High School site in reaching mass transit and other destinations on Bellevue Way from 108<sup>th</sup>. Their concern is that these foot routes not be made less convenient by the new development of the high school. In general these routes utilize the breezeway through the center of the building at the north end of the football field into the center parking and drive area and then down Wolverine Way. The presently presented design anticipates traffic from the northwest parking area to the football field which will provide a walking route around the southwest corner of the building. The existing drive from 108<sup>th</sup> and the tennis court area with attendant parking is not considered for modification and football stadium traffic parking on the east side of the site would access the stadium across the southeast corner making that an easy route for foot traffic as well, transiting the site in more or less the same path as it exists today.

**Conclusion**

Bellevue School District will send out comments as are included here by email. The design team will evaluate the suggestions and comments and the meeting will reconvene in four to eight weeks to report back to the community the steps that have been taken relative to the issues that have been recorded.

Meeting adjourned at 9:00PM.

**NEXT MEETING:**

To be announced via email addresses provided tonight in 4 to 8 weeks.

If there are any edits or corrections desired to these minutes, please notify the recorder within (7) days of receipt.

Recorded by Colin Jones, [cjones@nacarchitecture.com](mailto:cjones@nacarchitecture.com) 206-441-4522

cc: Attendees

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**Bellevue High School Modernization**  
**THIRD COMMUNITY MEETING MINUTES**

BHS Community Meeting #3  
 March 4<sup>th</sup>, 2009

In Attendance:

Name	Address	Email
Guy Overman	2201 6th Avenue Ste 1405, Seattle, WA	<a href="mailto:goverman@nacarchitecture.com">goverman@nacarchitecture.com</a>
Colin Jones	2201 6th Avenue Ste 1405, Seattle, WA	<a href="mailto:cjones@nacarchitecture.com">cjones@nacarchitecture.com</a>
Steve Gale	2201 6th Avenue Ste 1405, Seattle, WA	<a href="mailto:sgaley@nacarchitecture.com">sgaley@nacarchitecture.com</a>
Nancy Larson	BSD	
Matt Palmer	GTC	<a href="mailto:mattp_gtc@earthlink.net">mattp_gtc@earthlink.net</a>
Don Reiner	10637 SE 4th, Bellevue, WA	<a href="mailto:donreiner@msn.com">donreiner@msn.com</a>
Renay Bennett	826-108th Ave. SE, Bellevue, WA	<a href="mailto:renaybennett@msn.com">renaybennett@msn.com</a>
David Lonay	155-108th Ave SE, Bellevue, WA	<a href="mailto:dlonay@aol.com">dlonay@aol.com</a>
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Erik Fromm	416 108th Ave SE, , Bellevue, WA	<a href="mailto:hcfomm@comcast.net">hcfomm@comcast.net</a>
Jim and Diane Coughlin	630 108th Ave SE, Bellevue, WA	<a href="mailto:dianec@cplinc.com">dianec@cplinc.com</a>
Jim O'Malley	BSD	<a href="mailto:omalleyj@bsd405.org">omalleyj@bsd405.org</a>
Wendy Mueckl	408 108th Ave SE, Bellevue, WA	<a href="mailto:wendy_mueckl@msn.com">wendy_mueckl@msn.com</a>
Antony Egral	10648 SE 11th St, Bellevue, WA	?????
Dan and Sheila Duke	218 108th Ave SE, Bellevue, WA	<a href="mailto:danduke1@hotmail.com">danduke1@hotmail.com</a>
Sherm and Fran Burd	1631-108th Ave SE, Bellevue, WA	
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Stacie LeBlanc Anderson	214 110th Ave SE, Bellevue, WA	<a href="mailto:stacie.leblanc@clearwire.net">stacie.leblanc@clearwire.net</a>
Jack McLeod	BSD	
Erin Powell and Geogre Dilloo	1015 106th Ave SE, Bellevue, WA	<a href="mailto:U2magpie@q.com">U2magpie@q.com</a>
Carole and Gill McKinstry	916 109th Ave SE, Bellevue, WA	<a href="mailto:rgmckinstry@msn.com">rgmckinstry@msn.com</a>
Laura Fox	1004 108th Ave SE, Bellevue, WA	<a href="mailto:lauralfox@earthlink.net">lauralfox@earthlink.net</a>
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W2B

**BELLEVUE HIGH SCHOOL  
Community Meeting  
April 22, 2009**

**A G E N D A**

<b>Welcome and Introductions of presenters</b>	<b>Jack</b>
<b>Meeting procedures and protocol</b>	
<b>School Design Process</b>	<b>Jack</b>
<b>Board of Directors – Capital Projects Expectations</b>	<b>Judy and/or Chris</b>
<b>Review questions/comments from last meeting – 4 February, 2009</b>	
<b><u>QUESTION:</u></b>	<b><u>RESPONDENT:</u></b>
Why is the neighborhood notification limited to 500 feet?	COB-Land Use
How many parking spaces on the site are going to be required by the city of Bellevue?	COB-Land Use
What is the City's philosophy on evaluating traffic impacts on the surrounding area and what criteria are used to recommend changes to the existing circulation patterns?	COB-Transportation
What can be done to restrict attendance at Bellevue High which would help to reduce traffic to and from the site?	BSD – Board
What is the impact of the increase in floor area of the building?	BSD – Facilities
How can the school reduce reliance on single occupancy vehicles and encourage greater use of car-pooling, bicycles and mass transit to reduce traffic impacts on the neighborhood?	BHS - Administration
How would the construction impact parking for the school?	BSD – Facilities
How would a new entry on 108 <sup>th</sup> impact the potential for an increase in crime (drugs, loitering, etc.) on the school site?	BHS - Administration
Why are there no neighborhood representatives included on the steering committee?	BSD - Facilities
Can the design preserve the existing tower from the original building?	NAC

**QUESTION:**

**RESPONDENT:**

How does the construction and new building impact the vegetation buffers around the site? Headlights towards the north from a new entrance off 108 <sup>th</sup> ? Other landscape improvements on the east side of the site?	NAC
What would the impact of a new access to 109 <sup>th</sup> be to the existing trees/vegetation?	NAC
How will lot lighting for new parking areas affect the neighborhood?	NAC
Could additional development take place beyond the existing benches to the west?	NAC/COB
Are there issues related to Fire Department access to the site?	BFD
Will the new development impede pedestrian access from 108 <sup>th</sup> to mass transit on Bellevue Way?	NAC
What additional traffic can be expected on 110 <sup>th</sup> due to the relocation of the loading area?	GTC - BSD
Would moving the parking area further to the west alleviate traffic impacts on 108 <sup>th</sup> ?	GTC/NAC
Could widening Wolverine Way relieve congestion on the Bellevue Way/Main Street area?	GTC
Will increased traffic on 108 <sup>th</sup> impede existing bicycle lanes?	GTC/COB
What other alternatives have been explored instead of the proposed access road off 108 <sup>th</sup> ?	GTC
What effect does the community have on the design of the new school facility?	NAC

*[We either display our various proposals, such as tennis courts off 108<sup>th</sup> and soccer fields off 108<sup>th</sup> -- throughout the preceding part of the presentation or at this point. Do we want to use our large, colored site plan showing traffic queuing off 108<sup>th</sup> at the end of this presentation?]*

**Audience Comments**

**Response Comments (if appropriate or necessary)**

600B



## MEMORANDUM

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**SUBJECT:** Meeting with Renay Bennett – 108<sup>th</sup> Neighborhood Association

**PROJECT:** BELLEVUE HIGH SCHOOL – MODERNIZATION

**MEETING DATE:** June 1, 2009

**TIME/LOCATION:** 11:00A – Management Services Center – Bellevue School District

**ATTENDEES:** Renay Bennett, Jack McLeod

Renay and Jack discussed the ongoing issues with the “improved” 108<sup>th</sup> street access to Bellevue High School. Renay and Jack agreed that a larger public forum was not the most effective way to deal with this issue and that we would continue to work on a mutual solution to the traffic issue on 108<sup>th</sup>. Renay was shown the most recent scheme with the new access off 108<sup>th</sup> entering from the north side of the Bellevue High property.

After some discussion we looked at moving the access of 108<sup>th</sup> about ~100’ to the south to provide more space between the access and the adjacent property. This would also put the access closer to the existing island in 108<sup>th</sup> that could help to channelize traffic more effectively.

**ACTION:**

Jack will ask the design team to look at moving the location of the access further to the south based on topographic limits as well as impact to the existing trees. Will schedule another meeting with Renay and some of the neighbors.

Meeting concluded at 12:15P.

## Pratt, Toni

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**From:** Stephen Galey [sgaley@NACARCHITECTURE.com]  
**Sent:** Friday, June 12, 2009 10:09 AM  
**To:** Pratt, Toni  
**Cc:** Guy Overman; Colin Jones; O'Malley, James C; Nick Hagan; Keith Kruger; Colin Harrigan; mattp\_gtc@earthlink.net; Jeff Peterson; Jim Coughlin; Steve Godes; Wilson, Carl; McLeodJa@bsd405.org  
**Subject:** RE: Bellevue HS - Meeting with Neighbors

Toni -

Nick Hagen and I met with several of the Westwood neighbors last night to walk the site and discuss the impacts of the project. We showed them the current plans, walked 108<sup>th</sup> and the east side of the campus to envision the new road.

The primary concession we heard them ask for was that we consider building an opaque fence (cedar board or similar) on the east side of 108<sup>th</sup> to block the headlights from the cars driving down the new road from campus in the dark. They also asked that the retaining wall required for the new road be built of a rockery or at least not be a plain concrete wall. This is, of course, a concern of ours and civil is looking into the options. All other concerns (tree removal, visual impact, crime, lighting, etc.) seem to have been satisfactorily addressed. (The issue of short-cutting through campus never came up.)

The District is ok with chipping in for a few hundred feet of wood fencing on the east side of 108<sup>th</sup> (running from just north of the new road to some as yet undetermined distance to the south). It would go a long way towards mollifying this group of neighbors.

**NAC** | ARCHITECTURE

Steve F. Galey, AIA, LEED AP, CSI, Associate Principal

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S&B



## MEMORANDUM

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**SUBJECT:** Meeting with 108<sup>th</sup> Neighborhood Residents

**PROJECT:** BELLEVUE HIGH SCHOOL – MODERNIZATION

**MEETING DATE:** July 17, 2009

**TIME/LOCATION:** 11:00A – Management Services Center – Bellevue School District

**ATTENDEES:** Renay Bennett, Betsy Blackstock, John Chesemore, Steve Galey, Jack McLeod  
*(Another neighbor – on the west side of 108<sup>th</sup> and north of the school - arrived late to the meeting and did not get her name for this record.)*

Jack provided an overview of the Bellevue High project – how it was funded and the direction from the District for the school. Steve walked the participants through the various design schemes and spent the majority of time talking about the new location of the proposed additional access off 108<sup>th</sup>. Based on the meeting between Renay and Jack (June 1, 2009) the design team moved the access further south to utilize the existing island to provide more channelization of traffic. Steve noted that we still needed approval of this scheme with the City transportation group as well as address access issues stated by the Fire Department. Neighbors seemed OK with this scheme but still concerned about having any additional traffic on 108<sup>th</sup>.

**ACTION:**

Design team would continue to review options and another meeting would be convened at a later date. After the meeting, Betsy Blackstock, Surrey Downs Neighborhood Association president shared another idea that had been floating around the neighborhood. Utilize the existing access of 108<sup>th</sup> and widen to accommodate a student drop off area in the existing parking lot adjacent to the tennis courts.

Jack asked Steve to have the design team explore this option to see what could be achieved in using the existing access.

Meeting concluded at 12:25P.



## MEMORANDUM

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**SUBJECT:** Meeting with 108<sup>th</sup> Neighborhood Residents

**PROJECT:** BELLEVUE HIGH SCHOOL – MODERNIZATION

**MEETING DATE:** August 18, 2009

**TIME/LOCATION:** 1:00P – Management Services Center – Bellevue School District

**ATTENDEES:** Renay Bennett, John Chesemore, Jim Coughlin, Mark Landes, Steve Galey, Jack McLeod (*Absent: Betsy Blackstock due to funeral obligation*)

Jack provided a brief overview of the Bellevue High project and why the design focused on building the new school on the west side of the site due to the necessity of having an occupied, phased project while maintaining student and staff on site during construction. Steve then showed the participants all of the drawings of the project to date. There were not many changes to the building and location but most of the changes were dealing with the 108<sup>th</sup> street access issues. Steve spent most of the time on the several schemes that further developed the existing access of 108<sup>th</sup>. Without being able to have a right-turn pocket SB on 108<sup>th</sup>, there is not much to gain. The design team developed a scheme using multiple lanes accessing the site as well as leaving the site. The District would lose the grandfathering of the existing parking lot adjacent to the tennis courts by providing a drop-off loop and the parking would need to be re-located on the site. There would be cross traffic congestion created by vehicles entering to drop off students as well as those vehicles trying to enter the student parking lot to the north.

108<sup>th</sup> neighbors to the north of this somewhat liked this plan but Jim Coughlin, who lives on 108<sup>th</sup> across from the current access was adamantly opposed as there was not improvement to his property and that of his immediate neighbors.

Mark Landes appreciated the access being left in its current location as his residence is immediately north of the school boundary and during the morning school arrival, the traffic on 108<sup>th</sup> (not a queuing but the steady number of vehicles) makes it difficult for him to get out of his driveway.

**ACTION:**

The general tone of the meeting was that the attendees felt that any increase in traffic to 108<sup>th</sup>, especially to alleviate traffic from Bellevue Way would be detrimental to their community and they were not supportive of any measure that did cause an increase in traffic. The attendees left the meeting indicating they will be at the August 27, 2009 meeting at the City.

Being unable to reach any consensus the District will submit the 65% set with the second access coming off 108<sup>th</sup> and this entry will be off the existing island on 108<sup>th</sup>.

There are no further meetings scheduled with this group.

Meeting concluded at 2:10P.

SlOB

**ATTACHMENT E**  
**(Interest List-Round Table Meeting)**

## Site Design Interests

- A modern facility with state of the art technology
- Accommodate vehicle circulation on-site(off of public streets)
- Reduce regional traffic impacts surrounding the redeveloped school
- Maintain current and future land use relationship between school and neighborhood (e.g., Wolverine Way remaining the main entrance onto the site, cross site traffic is discouraged)
- Provide maximum clarity in route finding on and off as well as within the campus
- Reduce peak hour congestion on 108<sup>th</sup> and Bellevue Way
- Minimize vehicle volume on 108<sup>th</sup>
- Minimize cut through traffic on 105<sup>th</sup>
- Avoid congestion near Westwood neighborhood entrance
- Minimize undergraduate parking or access to the east of the site
- Avoid or mitigate impact of headlights from the site into adjoining neighborhoods
- Reduce vehicle volume on 10<sup>th</sup>/107<sup>th</sup>
- Enhance emergency service ingress and egress
- Maximize personal and pedestrian safety for students, staff, and visitors (e.g., separate pedestrian and vehicular traffic paths, minimize pedestrian crossings, etc)
- Provide safe sidewalks on Wolverine Way and into the school, for students and local residents who use sidewalks during heavy evening-hour events at the school.
- Separate drop-off/pick-up traffic from parking areas
- Locate drop-off/pick-up areas near main facility entrances with shelter for waiting students
- Maximize available parking (550-600 total stalls)
- Minimize off-site impacts of school maintenance and delivery vehicles accessing the site
- Provide flexible control of vehicular access and circulation on site
- Provide for future bus access on the site
- Improve traffic calming to support appropriate residential speeds (speed bumps, signage, etc.)

- Maintain arboreal characteristics by improving and preserving appropriate plantings and enhance landscaping and buffers
- Provide cost efficient solutions to site design challenges
- Adhere to and enforce the City's codes (land use, fire, utility, etc.)
- Encourage additional bicycle access to and from the site
- Seek sustainable solutions to the traffic challenges
- Use design to eliminate locations/havens for inappropriate behavior
- Provide safe lighting that minimizes spill over effects
- Maintain project timeline and avoid delays

#### **Behavioral Interests**

1. Apply neighborhood protection strategies that were found to be effective in other BSD projects, including Traffic Operations Plan
2. Maximize bus service
3. Minimize single-occupancy vehicle trips to school
4. Reinforce safety and design goals through day to day operations (e.g., drop off, buses, carpooling, etc)
5. Control speeding (enhanced traffic enforcement)
6. Keep students on campus during lunch hours

#### **CUP Conditions**

1. Mitigate lighting spill over on adjacent homes
2. Ensure construction personnel do not use 105th Avenue SE as a parking lot for construction vehicles and other equipment.
3. Mitigate excessive noise that may spillover to 105th Ave. SE during construction.

**ATTACHMENT F**  
**(Site Design Alternatives)**



**ATTACHMENT G**  
**(Community Use of Performing Arts Center)**



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12111 NE First Street, Bellevue, Washington 98005 / P.O. Box 90010, Bellevue, Washington 98009-9010

January 27, 2010

Mr. Michael A. Brennan, Director  
Development Services Department  
City of Bellevue

**RE: Community Use Opportunities for Bellevue High School  
Performing Arts Center**

Dear Mr. Brennan,

The Bellevue School District is committed to providing community use of district facilities when not needed by the school program. To this end the district has agreements which allow the City of Bellevue Parks and Recreation Department to schedule the use of our fields and some facilities for the advancement of youth and adult recreational activities.

The district recognizes the potential value of the proposed Bellevue High School Performing Arts Center as an enhancement to the Bellevue High School program as well as the community resource that this center will provide to the greater Bellevue community.

As stated in Bellevue School District Policy 9500 – Community Use of District Facilities, “The School District facilities, when not needed by school programs, shall be made available for the advancement of school and community interests.”

The Bellevue School District looks forward to the construction and the completion of the Bellevue High School modernization project to provide what we feel will be a valuable asset to the entire community.

Sincerely,

A handwritten signature in black ink, appearing to read "Jack McLeod".

Jack McLeod, Director  
Facilities and Information Technology