



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: **Odle Middle School**

Proposal Address: 14401 NE 8th Street

Proposal Description: To demolish Odle Middle School with exception of the existing City of Bellevue's Aquatic Center. The new facility will be two stories to serve students 6th through 8th grades. Site modifications will occur to the existing athletic fields, parking and landscaping.

File Number: **13-119594 LB and 13-119597 LO**

Applicant: Bellevue School District 405

Decisions Included: Conditional Use Application, Process III
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 April 1, 2013, 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 5, 2013
Public Notice (500 feet): July 11, 2013
Courtesy Public Meeting (EBCC): August 6, 2013
Minimum Comment Period: July 25, 2013
Bulletin Publication Date: February 20, 2014
Process II Appeal Deadline (CALUP): March 6, 2014
Process III Hearing Date: March 6, 2014; 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 Decision must be made by 5 p.m. on the date noted for appeal of the decision.

I. Request and Project Description

The Bellevue School District (BSD) requests Conditional Use approval to demolish Odle Middle School (OMS) with exception of the existing City of Bellevue's Aquatic Center. The new facility will be two stories to serve students 6th through 8th grades. Site modifications will occur to the existing athletic fields, parking and landscaping.

This is the second middle school scheduled for demolition as part of the BSD's capital facilities upgrade which began in 2001. The District is currently in the process of upgrading a majority of its schools as part of the bond measures that were passed by Bellevue citizens. The District has conducted studies to determine the cost effectiveness of upgrading its existing facility versus demolition and construction of a new facility. It was determined that a new facility for OMS would provide a better finished product—functionally, programmatically, and for maintenance purposes.

One of the purposes of this request is to meet the requirements of State mandate, I-728, which requires schools to reduce the number of students per teacher within the classroom. This request also responds to Resolution 5840, which requires that middle 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 service's needs" of the area as well (see Attachment A). The community use of schools is not specific to OMS or to the BSD. Joint use of schools is beneficial because it reduces the need to construct additional facilities for the local community; thereby, reducing the built environment.



OMS Plaza—East Elevation

Construction will be completed in one phase over a period of 2 years. Construction is set to begin in June 2014 and continue through July 2016. The City's Aquatic Center will remain open and parking will be coordinated with the contractor for pedestrian access. During construction, the District will relocate the student population from OMS to Ringdall Middle School which is the swing facility for the middle school population. OMS will open in August 2016. One building permit will be issued for this project.

Current and Future Student Population

The student population for the 2013-2014 school year is approximately 791 students **(1)**. Student population at this school has stayed at this level for several years. OMS was originally

1 This is the student count as of October 1, 2013, as reported to the Office of Superintendent of Public Instruction (OSPI).

constructed in 1969 for 1,061 students. The new facility is designed for approximately 1,200 students to address capacity issues at the elementary school level.

Critical Areas Land Use Permit

The BSD is also required to obtain a Critical Areas Land Use Permit (CALUP) due to the presence of two wetlands located near the existing track. Wetland A is classified as Category II wetland while Wetland B is classified as a Category IV. The existing track encroaches into the required buffer for Wetland A. The BSD proposes to remove the existing track from this area moving it further south away from the wetland. Land Use Code (LUC) 20.25H.095.C.1 requires a 75-foot critical area buffer from the edge of Wetland A. The BSD requests approval to modify this buffer to maintain an existing pedestrian path that connects to 140th Avenue NE, enhance existing stormwater outfalls, placement of the plaza ramp, and a slight infringement at the southwest corner to place a corner of the new synthetic turf field.

LUC 20.25H.080.B.1 allows for the modification of a 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 (CAR) is intended to provide flexibility for sites where the expected critical areas functions and values are not present due to degraded conditions. The CAR documents how the pedestrian path and synthetic turf field can be achieved with no net loss of on-site or off-site ecological functions.

Steep slopes are located on this parcel at the northwest corner and along the southeast property line south of NE 4th Street. See Section IV.C.3. iv, Geological Hazards for further discussion on the above critical areas.

See Attachment B - attached plans and drawings.

II. Site Context and Description



OMS is located in the Wilburton/NE 8th Street Subarea south of NE 8th Street between 140th and 148th Avenues NE. The site is surrounded by single-family uses on its west and east property lines. Multi-family uses are located south and north of this site.

The existing school is one story and oriented to the central portion of the lot. Site size is 18 acres. The City of Bellevue's Aquatic Center is located at the northwest corner of the site. Parking is located north and south of the OMS facility. All vehicular and bus traffic accesses the site from the north from NE 8th onto 143rd Avenue NE. Athletic fields exist south of the school for tennis, baseball, soccer and track.

Topography on the site ranges from elevation 290 at the northeast corner down to the south and southwest at elevations 275 feet and 270 feet respectively. The existing building steps down from north to the south with floor plates at 280 feet and 272 at the south end.

III. Proposed Site and Building Design

Site Design



The new Odle Middle School will roughly occupy the same building footprint as the existing school. The siting of the new building is determined to a significant degree by the opportunities for organizing traffic, location of existing wetlands, maintenance of the City's Aquatic Center, and setback requirements. The pool will remain operational on

the site during construction. The proposed OMS building will be located at the west edge of the site, running north and south.

The new site plan creates larger parking areas for staff and parents with separate drop-off and pick-up areas for students arriving by bus or car. The primary building entry will occur on the east facade. Pedestrian pathways at the south and west side of the site will be maintained, with street access to the north.

Visitor/staff parking is provided to the east of the building along with a pick up and drop off area that provides connection to the street. Police and Fire access will occur through an existing stub on NE 4th Street which will be gated for emergency access only. Deliveries and limited staff parking will occur at the south end of the site, and fire access will be provided with a loop that encircles the building.

In addition to the synthetic turf fields and track, new outbuildings will be provided for field use and maintenance. A covered play area with limited equipment will be available between the commons and field areas.



Birdseye View to South

Building Design

OMS has been designed in the following manner:

1. Two stories to create a fully enclosed school with interior circulation to all areas. The current area of athletic fields will be rearranged to optimize use, respect wetlands and support synthetic turf field use.
2. Classroom clusters with shared learning areas – these provide opportunities for communication and collaboration outside the traditional classroom environment. The shared areas should accommodate small group meetings, display, presentation, and unplanned exchange of ideas.
3. Visibly prominent common spaces – create an inspiring environment where thinking and doing are visibly present.
4. The Commons at the heart of the school – combine performance, wayfinding, socialization, and learning. This shared space seamlessly connects east and west sides of the site, allowing for flow between entry to play areas, and ease of access to library on second floor above entry.

The new school accommodates all middle school programs. Each floor contains classrooms that are organized in clusters. Shared areas are adjacent and open to the main circulation corridor, fostering a sense of transparency throughout the school.

OMS will have two gymnasiums located at the south end of the school. The upper gymnasium overlooks the main gym and the dance classroom, while providing unique amenities, including a climbing wall. The Library is also located at the south end of the facility, connecting common and community uses in an area that easily allows for segmentation of the facility to accommodate non-school hours use.



Primary Building Entry—East Elevation

The primary entry to this facility will be on the first floor where all of the administrative activities will be housed. The location of the entry also works to organize traffic on the site, by drawing vehicles and pedestrians to the center of the site to manage queuing and wayfinding.

The academic building will be two stories, with the highest roof/parapet at 40 feet for general classroom spaces. The roof for the gymnasium will be 45 feet, 8 inches above existing grade. With the generous setbacks, the height of the new buildings will maintain the overall low-rise character of the surrounding residential neighborhood.

Building Exterior

Building massing and articulation are being guided by the internal spatial organization of the facility. The classroom areas extend north and south along a corridor on two floors in a rhythmic pattern to provide relief and character. These areas will be clad primarily in block veneer, metal panels and glass. The administration area will be clad primarily in metal panels and storefront glazing to clearly articulate this function. A two story entry canopy at the east elevation will provide shelter and clearly mark the primary building entrance. The south end of the building includes the gymnasium, music and service functions to group them near fields, outdoor play, and service access. Both floors will have aluminum storefront windows, comprising approximately 30 percent of the exterior wall area.



West View—Commons Area



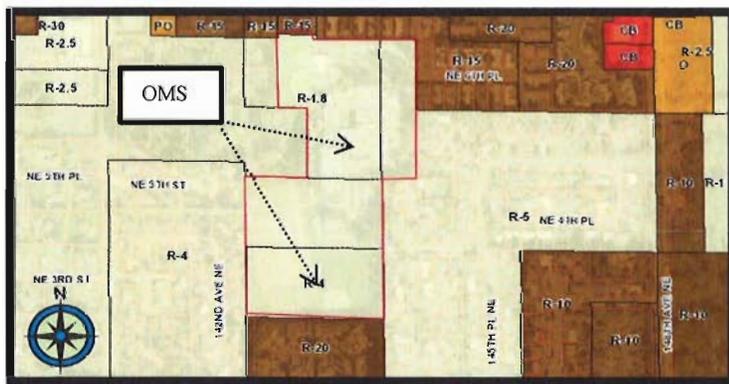
East Elevation--Gymnasium

The commons area where students will gather is designed primarily with curtain wall glazing and skylights. This will create a well-lit interior and a sense of transparency between interior and exterior plazas. The gymnasium will be clad primarily with block and metal panels. Glazing will be primarily clerestory at the gym areas and curtain wall at the entrance lobby. Solar panels and skylights are planned for the roof of the building.

Building and site signage have not been proposed at this time of this staff report. A separate sign permit is required for review of such permits. See Section XIII for related condition.

IV. Consistency with Land Use Code/Zoning Requirements

General Provisions of the Land Use Code



This site is located within the R-1.8 and R-4 land use districts. The Land Use Code (LUC) 20.10.440, Services (chart) requires a Conditional Use application for educational facilities that propose heights larger than 40 feet for programmatic elements inherent to middle and high school facilities. The applicant has complied with this standard with submittal of this Conditional Use application. Because

of its location within the jurisdiction of the East Bellevue Community Council (EBCC), the Conditional Use is reviewed as a Process III application requiring a recommendation by the Land Use Director, public hearing and recommendation of the Hearing Examiner, and final decision by the City Council. The EBCC has final approval/disapproval authority over this project. The proposal has fulfilled the LUC requirements as shown below:

LAND USE CODE (LUC) REQUIREMENTS

Category	LUC Requirements	Proposal by Applicant
Zoning (Split)	R-1.8 and R-4	No changes to zoning
Site Area	20,000 square feet (R-1.8) 8,500 square feet (R-4)	18.81 acres or 819,509 square feet
Lot Coverage	35 percent	108,703 square feet or 13.9% (proposed)
Impervious Surface(2)	80 percent	Existing: 11.7 acres or 65.3% percent Proposed: 10 acres or 56% percent
Building Height(3)	75 feet	45'-8"(proposed gym) 40'-0 (Classrooms)
Building Setbacks Front (north) Side (west) Side (east) Rear (south)	20 feet 50 feet 50 feet 50 feet	241 feet, 6 inches 65 feet, 2 inches 84 feet, 3.5 inches 383 feet, 8 inches
Parking	Unspecified for schools	Odle Middle School: <ul style="list-style-type: none"> • 55 Daily Visitor Loading Stalls • 142 Daily Staff/visitor stalls • 39 Additional event parking stalls Total Parking provided: 241 stalls City of Bellevue Aquatic Center: <ul style="list-style-type: none"> • 13 handicap stalls • 36 standard stalls Total parking provided: 49 stalls Total Site Parking: 285 stalls
Landscaping Perimeter Buffers North South East West	10 feet 10 feet 10 feet 10 feet	20 to 80 feet 10 to 25 feet 10 to 35 feet 10 to 60 feet
Parking lot Landscaping	5425 square feet (35 sq. ft. per stall)	46,630 square feet (300 sq. ft. per stall)
Tree Preservation Interior	15% minimum of the existing diameter tree inches= 430.6 diameter inches	1,646 diameter inches or 57% remaining
Tree Preservation Perimeter	100% of diameter inches	100%--One tree at the jog in the property corner immediately east of the main entry will be impacted by grading for the bus access.

2 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.

3 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.

A. Schools

OMS is a nonresidential use within a residential district. The site is split zoned between R-1.8 and R-4 land use districts which allows educational facilities in residential areas.

B. Height Requirement

LUC Chapter 20.20.740 permits school facilities to increase the building height from the underlying land use district 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. A second height provision allows height increases beyond 40 feet, to a maximum of 75 feet, when necessary to accommodate programmatic elements such as gymnasiums, Performing Arts Centers, and commons areas. See Section VIII.5 for further discussion regarding these increased height parameters.

C. Critical Areas Functions and Values

1. Wetlands

Wetlands provide important functions and values for both the human and biological environment—these functions include flood control, water quality improvement, and nutrient production. These “functions and values” to both the environment and the citizens of Bellevue depend on their size and location within a basin, as well as their diversity and quality. While Bellevue’s wetlands provide various beneficial functions, not all wetlands perform all functions, nor do they perform all functions equally well (Novitski et al., 1995). However, the combined effect of functional processes of wetlands within basins provides benefits to both natural and human environments. For example, wetlands provide significant stormwater control, even if they are degraded and comprise only a small percentage of area within a basin.

2. 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.

3. Critical Areas Requirements LUC 20.25H.055:

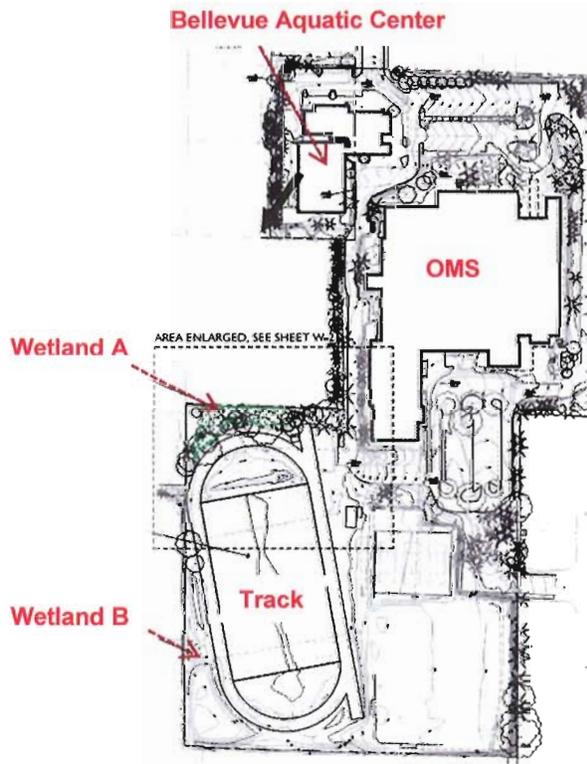
i. Analysis of Technical Feasibility for New or Expanded Essential Public Facilities

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. The BSD has provided such analysis with this proposal. See below for further discussion.

ii. Consistency with administrative approval of structure and/or buffer setbacks LUC Section 20.25H.075.

Finding: The BSD hired the Watershed Company to conduct a wetland delineation and habitat assessment for this site. See file for reports dated October 1, 2012, March 5, 2013, and July 1, 2013. Site reconnaissance was conducted on June 11th and July 13th 2012. The Watershed Company noted that this site is located primarily in the Kelsey Creek Drainage Basin of the Cedar-Sammamish Resource Inventory Area.



During the site reconnaissance, the Watershed Company noted that there are two wetlands on this site: Wetland A is located north of the existing track while Wetland B is located further south but west of the track. See site map of wetlands. Wetland A is classified as Category II, with only a portion of Wetland A located on the OMS site. A great majority of the wetland is located off-site on the parcel to the northwest. Wetland A is categorized as a depressional wetland that consists of palustrine forested and emergent vegetation classes, along with an open pond. It is the natural low point of the site so existing drainage will continue to outfall to this area via an improved culvert.

Conversely, Wetland B is classified as Category IV. It is only 1,008 square feet in size. It is categorized as a plaustrine emergine wetland that drains into a storm grade located at the bottom of the slope.

A Category II wetland per LUC 20.25H.095.C.1 requires a 75 foot buffer. The Category IV wetland is not regulated by 20.25H because it is smaller than the minimum threshold of 2,500 square feet. A structure setback is not required in this instance because no building development is occurring in this area. Currently, both wetlands are located between the existing track and the property lines for the school site. Wetland A is surrounded by a combination of overstory and understory vegetation just north of the track pedestrian path. A mowed grass condition exists along the west property boundary with a few trees interspersed adjacent to the Wetland B.

The BSD proposes to relocate the existing track that is aligned north/south to an east/west alignment outside of the wetland buffer. The pedestrian path from 140th Avenue NE will be slightly modified but will continue to allow pedestrian access to the school. A synthetic turf field will be located at the southwest corner in place of the existing track. It will slightly impact this area by 2,435 square feet. Total pedestrian path, turf field, and plaza ramp impacts will total 4,210 square feet. The encroachment of the synthetic field, pedestrian path and plaza ramp is permitted per LUC 20.25H.055.C.2 for essential public facilities.

iii. Wetland Buffer Modification

Finding: The BSD is permitted to request a wetland buffer modification per LUC 20.25H.055. This will allow the BSD to update and expand OMS; improve storm water treatment that naturally occurs in this area while maintaining the remaining natural outfall conveyances. A mitigation plan has been prepared per sheets W-1 through W-8. No direct impacts will occur to Wetlands A and B.

The Watershed Company proposes to mitigate for the wetland buffer modification by proposing the following:

- Proportionally increasing the wetland buffer area with native trees and shrubs from 4,957 square feet to 5,927 square feet.
- Relocation of the track reduces the wetland buffer impact from 9,117 square feet to 7,256 square feet.
- The area of non-mow buffer is being reduced from 19,882 square feet to 18,800 square feet.
- Voluntary habitat enhancement by the BSD of wetland with large woody debris, nest boxes, interpretive signage, seating, etc. provided for special habitat features.
- Prescribed performance standards for wetland and habitat maintenance as detailed within the W sheets along with a three year monitoring period per Sheet W-8.

Relocation of the existing track and placement of the new synthetic turf field, pedestrian path, and plaza ramp will impact 4,210 square feet of wetland buffer which will be mitigated at a 1:1 ratio. It is the Watershed Company's conclusion that the overall critical area buffer functions will be maintained with the proposed mitigation plan despite the following:

- Revision of the pedestrian path from 140th Avenue NE to provide pedestrian connection to the school and the City's Lake to Lake trail system.
- Encroachment at the southwest corner of the wetland buffer for the new synthetic turf field and plaza ramp.
- Continuation of the existing storm water outfalls with enhancements to Wetland A which is the natural low area of the site.

In conclusion, DSD accepts the recommendations noted in the Watershed Company's wetland report and will require the BSD to complete the improvements noted on the W-Sheets sheets prior to Certificate of Occupancy. See Section XIV for related condition.

iv. Consistency With Land Use Code Critical Areas Performance Standards—

Wetlands (LUC 20.25H.095)

Finding: In compliance with 20.25H.230, the District hired the Watershed Company to conduct a wetland and habitat study dated October 1, 2012, March 5, 2013, and July 1, 2013. See above Sections IV.C.3.i-iv for review of their reports. The plans developed by the Watershed Company fulfill the LUC performance standards and DSD accepts the Watershed Company recommendations which are noted on the W plan sheets.

Geological Hazards (LUC 20.25H.125)

Finding: In compliance with 20.25H.230, the BSD submitted a Critical Area Report by AMEC Environmental and Infrastructure, Inc. which is dated March 14, 2013. An addendum was submitted on October 23, 2013, to provide clarification regarding the baseball field and subsurface analysis. AMEC found that there are two areas of steep slope on the site: the northwest and southeast corners of the site. The slopes fulfill the standards identified in LUC 20.25H.120.A.2 which requires the following:

- Slopes of 40 percent and more
- Have a rise of 10 feet
- Exceed 1,000 square feet in area

No structures are proposed at the southeast corner of the site so there is no requirement for a buffer and structure setback in this area. However, the existing pedestrian path that connects to the north/south Lake to Lake Trail will be graded to accommodate a new path and ADA ramp for accessibility. The proposed grade changes are the minimum necessary to achieve connection and accessibility for pedestrian usage.

In sum, AMEC has concluded that there are no slope failures or instabilities from their observations of this site. DSD accepts the recommendations noted within AMEC's report for construction of OMS.

D. Parking Standards

The Land Use Code 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 comply with the standards for unspecified uses, the applicant has submitted four Traffic, Parking and Pedestrian Studies by Gibson Traffic Consultants (GTC) dated August 2012, March 2013, July 2013 and January 4, 2014 based upon the existing parking conditions. GTC contacted the City's Transportation Department to have an initial scoping discussion to determine intersections that would potentially be impacted by this proposal.

At the time of GTC's report for the 2012-2013 school year, OMS had 741 student students which is less than what it was originally designed to accommodate (1,061 students). The new OMS facility is being designed for approximately 1,200 students. Total increase will be 459 students. To manage this upsurge in population, the BSD will increase the number of buses from eight to fifteen.

Existing Site Conditions

Currently, there is one access to this site from NE 8th Street. All bus and vehicular traffic is routed through this single access point. There is an existing stub at the southeast corner of the site but it was never used. See Section V.2 for background on this stub. This proposal will not change the existing site access from NE 8th Street.

The site contains two parking lots: one is north of OMS and east of the City's Aquatic Center while the other is located to the south of the facility. A north/south driveway connects both of these parking areas. The site contains 133 parking stalls that are divided between these two parking areas. The north lot contains 84 stalls while the rear lot contains 49 stalls.

Staff parking accounts for approximately 85 stalls of the 133 parking stalls. This figure represents school administration and volunteers. There is also a large amount of parent drop off/pick up that takes place on campus from NE 8th Street/143rd Avenue NE. The existing drop off loop is very shallow and does not accommodate the present queue demand on-site which causes backups onto NE 8th Street and west of 140th Avenue NE. This blocks background traffic on NE 8th Street trying to get past the access point to OMS. See Section VI.A, Transportation for further discussion regarding impacts to NE 8th Street.

Drop off/pick up activities also take place off-site at the NE 4th Street stub. Many parents use NE 4th Street as a way to avoid going to the congested primary access on NE 8th Street. This stub is also used by parents for after school activities for quick access to the athletic fields. GTC found during their review that there are approximately 50 vehicles using the NE 4th Street stub in the mornings and approximately 13 vehicles in the afternoon.

Pedestrian access across this site occurs from pedestrian paths at the west and south property boundaries which tie into the City's Lake to Lake Trail. Pedestrian access also occurs at the NE 4th Street stub to the east and 143rd Avenue NE to the north. As mentioned earlier in this report, the pedestrian path along the east portion of the site will be modified to meet ADA accessibility requirements. This will include a grade change to accommodate this requirement.

Proposed Site Conditions

This proposal will increase the existing parking stalls from 133 to 285 stalls as noted below:

Odle Middle School:

- 55 Daily Visitor Loading Stalls
- 142 Daily Staff/visitor stalls
- 39 Additional event parking stalls

Total Parking provided: 236 stalls

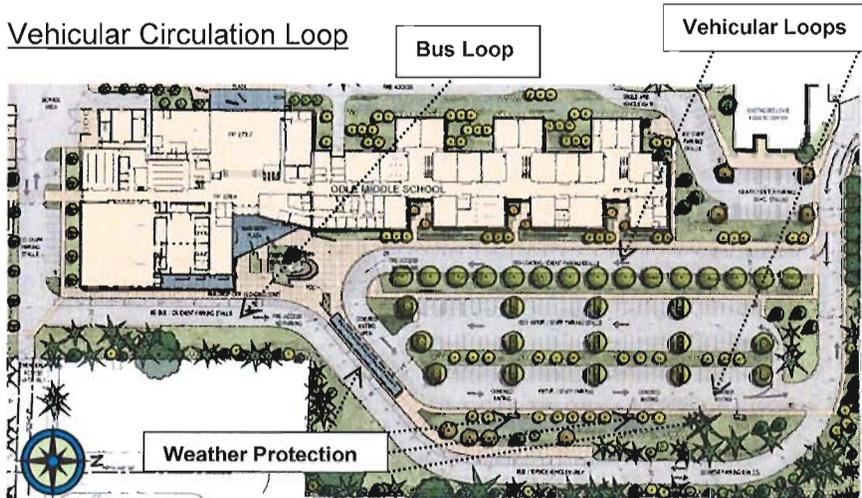
City of Bellevue Aquatic Center:

- 13 handicap stalls
- 36 standard stalls

Total parking provided: 49 stalls

The proposed increase in parking stalls has been analyzed by GTC to sustain the increase in student population from 741 to 1,200.

Vehicular Circulation Loop



In addition to the increase in parking, the BSD has created an extended drop off/pick up loop that is oriented north/south. The loop is large enough to allow pass-through traffic. Weather protection is placed at various intervals to encourage parents to utilize the full use of the loop. Buses are separated from vehicular traffic via another lane although for a

short period of time, both buses and vehicular traffic will use 143rd Avenue NE to access OMS. Vehicular traffic will make a right turn to their designated area while buses will continue south to the bus only loop which extends east of the proposed gymnasium. This lane has been designed for up to 15 buses. A large weather protection canopy has been placed in the center of the vehicular and bus lane to allow coverage for students. The vehicular loop has been designed to hold 55 vehicles for the peak AM drop off period.



View South—Vehicular Loop

E. Landscaping

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 adapted to the Puget Sound climate. The saving of existing mature trees will be a priority and has influenced site design decisions.

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. As designed, the landscape plan conforms to the school facility requirements.

V. Public Comment

To date, staff has received many emails on this project. All emails are contained within the project file. Staff has reviewed all emails and they reflect the comments provided at the Public Meeting.

Public Meeting—East Bellevue Community Council Courtesy Public Hearing

A combined Public Meeting and Courtesy Public Hearing was held on August 6, 2013, before the East Bellevue Community Council (EBCC). There were many interested parties from the surrounding neighborhood that attended the meeting. Staff from Fire, Police, Transportation, and Land Use were in attendance as well. Comments from this meeting were grouped into the categories noted below:

- Development concerns regarding the existing wetlands on-site.
- Historic agreements between the BSD and the adjacent Imperial East neighborhood.
- Transportation impacts from using NE 4th for bus service only
- Questions regarding the Conditional Use Process

During the meeting, both the Fire and Police staff discussed the need for access from NE 4th Street for emergency response to meet their respective codes. A gate was discussed at that time to prohibit private vehicular usage to the site from NE 4th Street.

Staff went away from this meeting with the goal of researching the concerns above. The BSD's consultant staff provided additional analysis regarding wetland, historic agreement and transportation analysis. See the following responses to these items under City Held Public Meeting.

Second Public Meeting

The City conducted a second public meeting on January 9, 2014, at OMS to address the four concerns from the combined Public Meeting/Courtesy Hearing held on August 6, 2013, before the EBCC. The meeting was well attended. Here are the responses from the City and the BSD consultant team:

1. *Critical Area Discussion (Wetlands): Questions were raised about wetlands—particularly in the area where the baseball field is located.*

Response: The project scientist for the Watershed Company reviewed the site for wetland compliance with LUC 20.25H as noted in Section IV.C.3.i-iv above. Her response to this inquiry was that the baseball field was thoroughly screened following US Army Corps of Engineers methodology and it did not meet jurisdictional wetland criteria. Nell Lund, P.W.S. did follow up with Todd Wentworth, P.E. of AMEC regarding their observations in the field. In response to previous public comment regarding perceived inconsistency between the Geotechnical Report and Wetland Delineation Study, memos were issued by AMEC and The Watershed Company in October 2013 to provide further clarification. The field contains a permanent irrigation system and may be overwatered leading to baseless characterization of this area as a wetland by lay people.

2. *Historic Agreements: Several residents stated that there is a historic agreement between the BSD and Imperial East neighborhood to prohibit the use of NE 4th Street.*

Response: A BSD representative responded to this item and provided an overview of his historic search and found the following:

- When Odle Junior High opened in the fall of 1969, NE 4th was the main access to the school site – hence the main entrance and parking lot situated to the south of the school. Imperial East Neighborhood Association petitioned the Board of Directors to not have NE 4th be the main access to the school. The Board unofficially recognized the concern of the neighbors and set about a process to develop the main access to Odle Junior High off of NE 8th and 143rd. This access was developed during the summer of 1970 and has become the main access to the site ever since. NE 4th access was closed after this new access was developed. However, there was no formal Board of Director's action on closing NE 4th Street access.
3. *Transportation Discussion: The project engineer from Gibson Traffic Consultants (GTC) and the City Transportation reviewer provided a detailed explanation regarding OMS' existing and proposed transportation conditions. This discussion responds to several emails sent to staff and comments obtained from the EBCC courtesy public hearing.*

Response: The project engineer for Gibson Traffic Consultants (GTC) explained the methodology to support the access to 143rd Avenue NE and NE 8th Street and the ability to improve the intersection during the critical AM peak-hour. He discussed how schools typically have an afternoon School PM peak-hour that dictates the amount of storage necessary on-site; however, at Odle, the critical queuing issues arise during the AM peak-hour. This was observed by both GTC and City Staff. Also, with Stevenson Elementary School on the north side of NE 8th the observers also checked to make sure that there was no/limited interaction between the two schools with the current school schedule separation. There did not appear to be any interaction between the two schools with the current schedule separation.

To determine the amount of queuing necessary for the AM, additional observations were conducted that assessed the length of the queuing spill back to NE 8th and into the school. The maximum total queuing of vehicles extended to 1,940 feet. This is with the existing school only having an effective drop-off length of 160 feet (approximately 8 vehicles) and all of the vehicles have to go through a single point with no pass-by lane to get to this short drop-off area. This causes every vehicle to wait at the single point to get into the undersized drop-off area.

Driveway performance observations showed that maximizing the available on-site private vehicle queuing was essential as well as providing for a by-pass lane to allow access to all of the drop-off spaces even when the first location is used. To determine the possible length required GTC observed the queuing and pass-by at Tyee Middle School during the AM drop-off. GTC created a model that shows an inverse relationship between queue length with pass-by to maximum queue length. The model showed that with the expansion to 1,200 students the future drop-off area should be a minimum of 1,120 feet (approximately 55 vehicles). The current site plan shows approximately 1,140 feet on-site in addition to 220 feet from the beginning of the drop-off area to 143rd Avenue NE and another 280 feet before reaching NE 8th Street. This

configuration is anticipated to reduce/eliminate the impact of the school on NE 8th Street.

Existing school-associated trips on NE 4th Street for the AM peak period include 50 vehicles that were observed dropping off students and an additional 26 students who walked from nearby origins without being driven. In the school's PM peak 13 vehicles were observed picking up students on NE 4th Street and 50 students walked to nearby destinations without being driven. The proposed site plan calls for NE 4th Street to have an Emergency Access that would be gated and a fence with a pedestrian gate provided. Therefore, pedestrian access to and from the school site is likely to continue at a similar rate.

The proposed plan provides all vehicle access via NE 8th Street and provides the maximum possible drop-off area on-site. Shelters are placed around the perimeter of the on-site drop-off area to help increase the utilization of the entire loop for pick-up and drop-off so that it will be a more preferable location to the off-site neighborhood access at the NE 4th Street gate. The plan also maintains the separation of the bus loading and parent traffic.

4. Review of Conditional Use Process and Decision Criteria:

Response: Staff reiterated the review process for this proposal to remind those in attendance that the application before the City is a Process III application which requires approval by City Council. If the project is approved, then it is forwarded to the EBCC for final approval or disapproval of the application.

At the conclusion of the City meeting, many of the residents expressed gratitude to the City and the BSD for listening to their concerns and revising the proposal to address them. Those present were happy with the modifications to the site plan and a few have sent additional letters of support for the updated site plan.

Pre-Application Public Meeting Held by the BSD

The BSD conducted a pre-application meeting on February 9, 2012, at the OMS library. The meeting was well attended. The BSD's consultants addressed neighborhood questions regarding vehicular access, parking, and architectural design of the facility. Many of the attendees spoke about the need to maintain all pick-up/drop-off activities from NE 8th Street. As described above, the BSD has since modified its original design which called for the use of NE 4th Street for bus access, to limit utilization of NE 4th Street to a gated emergency access point. NE 4th Street will be used for emergency access only so long as the mitigations are followed as detailed in Section VI.A, Transportation are implemented.

VI. City Department Response

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

Transportation Department

A. Background

Bellevue School District proposes complete demolition and reconstruction of Odle Middle School, located on a parcel of roughly 20 acres off the south end of 143rd Avenue NE, about two blocks south of NE 8th Street. The site's immediate surroundings are single-family residential areas and medium density multifamily areas.

The school's redevelopment is being planned with the intent of accommodating up to 1200 students, which would be an increase of slightly more than 50 percent over the autumn 2013 enrollment of 791. Other Bellevue schools that have been redeveloped have shown a "new school" effect, which attracts additional enrollment when a redeveloped school reopens. Therefore, the school will likely reopen after construction with more than 800 students.

The school district's traffic engineers, Gibson Traffic Consultants, prepared a report entitled "Odle Middle School 35% Submittal Traffic Impact Analysis," dated March 2013. That document was the result of updates made to an earlier draft and several email exchanges and meetings which contributed to the final version. Those documents and emails are on file with the City. Most of the data, analysis, and recommendations therein are not repeated in this staff report.

B. Existing Transportation Facilities and Services

1. The site's only existing vehicular access is via 143rd Avenue NE, a short local street with a speed limit of 25 mph, which also provides access to adjacent medium density multifamily residential areas. The street has curbs, gutters, and sidewalks on both sides and street lighting. The sidewalks connect into the school site.

2. Traffic using 143rd Avenue NE to access the school site must use NE 8th Avenue, a five-lane major arterial and one of Bellevue's busiest streets. The intersection of NE 8th Avenue and 143rd Avenue experiences significant congestion and delay associated with Odle Middle School's peak traffic periods. Some traffic analysis software tools indicate that the intersection as a whole has an acceptable level of service. However, such tools do not account for the fact that congestion within Odle Middle School causes extensive vehicle queuing in both directions on 143rd Avenue, which interferes with the operation of the signal, and which causes long queues both eastbound and westbound on NE 8th Street. Regardless of the output from traffic analysis software, field observation clearly shows level of service F for certain movements at the intersection of 143rd Avenue and NE 8th Street for part of the school's AM peak hours. The backup on NE 8th has been observed to extend within the center lane of NE 8th up to 550 east of 143rd and west of 143rd within the eastbound curb lane of NE 8th up to 140th Avenue NE (more than 950 feet from 143rd Ave). Note that traffic congestion during the school's afternoon peak is usually not severe, although failing levels of service for some movements in the afternoon have occasionally been observed.

The interplay between queuing problems within the school site and the signal at NE 8th Street leads to the occurrence of near gridlock in both directions on 143rd Avenue. That problem on 143rd Avenue could cause unacceptable delay should emergency vehicles ever need to reach the school, the Aquatic Center, or some adjacent residential areas during the school's peak traffic periods.

The City's traffic signal engineers have previously studied these school-related traffic problems and have adjusted the signal timing at NE 8th Street and 143rd Avenue as much as feasible in order to improve the flow of traffic. The signal engineers have stated that further adjustment of the signal timing will not be helpful unless significant improvements to traffic flow and queuing are made within the school site itself so that the queue caused by the school in both directions on 143rd and backup onto NE 8th Street can be eliminated.

3. NE 4th Street, a local residential street, dead-ends at the school's eastern boundary. Significant school-related traffic uses NE 4th Street and connecting streets for student pick-up and drop-off activity, even though no vehicular traffic is allowed into the school site from NE 4th. NE 4th Street has no sidewalks. However, a pedestrian connection does exist into the site from this street.

4. In addition to the sidewalks on 143rd Avenue NE and the pedestrian access from the end of NE 4th Street, three other pedestrian connections access the site:

- a. At the northeast corner of the site, a short path with stairs connects the school to 144th Place NE and NE 6th Street.
- b. At the southeast corner of the site, a Parks Department trail runs south to Main Street and beyond.
- c. At the west edge of the site, a Parks Department trail connects to 140th Avenue NE.

5. Metro bus routes, including the high-capacity Rapid Ride system, serve NE 8th Street. Bus shelters exist on both sides of NE 8th near the intersection of 143rd Avenue NE and other shelters exist near 140th Avenue NE. The intersection of NE 8th and 143rd is approximately 300 feet from the boundary of the school property, and sidewalks are provided for pedestrians walking between the school and the bus shelters. The number of Odle Middle School students or staff making use of these bus routes is not known, although some students have been observed at the bus shelters. City staff have observed that when the school's traffic backs up onto NE 8th Street, Metro buses may be delayed in accessing the eastbound bus shelters at 143rd Avenue NE and at 140th Avenue NE.

6. The present site layout for Odle Middle School has poor on-site circulation, very limited queuing space, and a pick-up and drop-off space of only about 160 feet. These shortcomings are primary factors in the formation of unacceptable traffic queues in both directions on 143rd Avenue NE and both directions on NE 8th Street.

7. The site is presently served by eight school buses operated by Bellevue School District.

8. Delivery vehicles and garbage trucks presently enter from 143rd Avenue NE and use the on-site drive aisles to access loading areas.

C. Trip Generation and Forecasts

The Traffic Impact Analysis by Gibson Traffic Consultants includes traffic counts taken at the site in May 2012, when student enrollment was approximately 742. At that time, traffic in and out of the site on 143rd Avenue NE (the only direct vehicular access) totaled 654 vehicles in the AM peak hour (320 in and 334 out) and 445 vehicles in the school's afternoon peak hour (196 in and 249 out).

By factoring up the 2012 traffic data to account for growth from 742 students to 1200 students (an increase of 61.7%), the consultants predicted a future scenario in which the school at full occupancy would generate 1058 vehicle trips in the AM peak hour (518 in and 540 out) and 720 vehicle trips in the school's afternoon peak hour (317 in and 403 out). Factoring up in this manner assumes that the percentage of students using other modes (bus, walk, and bike) will remain the same.

Both the vehicle counts from 2012 and the predicted traffic numbers for full occupancy are for traffic using 143rd Avenue NE only. No numbers for school-related vehicle traffic are available for side streets, including 144th Place and NE 4th Street, where pick-up and drop-off traffic is known to occur.

In addition to vehicular traffic, the following pedestrian traffic to and from the site was observed in May 2012.

- NE 8th St / 143rd Ave NE – 27 pedestrians arrived in the AM peak and 99 departed in the school's afternoon peak. These pedestrians may include some Metro bus riders as well as students who are local residents.
- NE 6th St / 144 Place NE – 63 pedestrians arrived in the AM peak and 49 departed in the school's afternoon peak. These pedestrians likely include some local residents, but probably also some pick-up and drop-off by parent drivers who do not want to enter the congested school site.
- NE 4th Street – 76 pedestrians arrived in the AM peak and 63 departed in the school's afternoon peak. Pedestrians to/from NE 4th Street likely include some local residents, but a significant amount of pick-up and drop-off by parent drivers is known to occur on NE 4th Street and connecting local residential streets.
- Parks Department paths from Main Street and from 140th Avenue NE carry some pedestrians to the school site, but the numbers were not reported in the traffic study.
- The consultants did not specifically predict future pedestrian traffic, but all things being equal, pedestrian traffic would increase roughly in proportion to the enrollment growth.

D. Future Conditions

1. As stated previously in this report, the traffic level of service for some movements at the intersection of NE 8th Street and 143rd Avenue NE is already unacceptable during part of the school's AM peak period, and occasionally during the school's afternoon peak. The Transportation Department's evaluation of various proposed site plans with a proposed enrollment of 1200 students has focused on how to improve circulation and queuing within the site in order to eliminate or greatly reduce off-site queuing. The queue length needed to accommodate the pick-up and drop-off activity was calculated with a specialized analysis method summarized as follows: The school district's traffic consultants observed queuing activity during the morning drop-off period at Tyee Middle School, and calculated queue length factors that were then applied to Odle Middle School. Based on that method, a minimum queue length of 1120 feet was found to be necessary in order to accommodate 1200 students at Odle Middle School. See Related Condition of Approval XIII.1. (Note that Tyee Middle School was recently redeveloped with a significantly improved pick-up and drop-off area and on-site queuing space, so it serves as a good example of how middle school traffic can operate.)

2. Based on the minimum queue length of 1120 feet calculated as described above, a site plan was designed which includes approximately 1140 feet of on-site pick-up and drop-off area plus an additional 220 feet of driveway that can be used for on-site queuing,

for a total of 1360 feet of available on-site queue length. Furthermore, off the site on 143rd Avenue, there is another 280 feet before any queue would interfere with the traffic signal at NE 8th Street. Thus, the final site plan will be adequate to accommodate the expected pick-up and drop-off activity and queuing within the site, provided that such activity is well managed by the school so that internal circulation and pick-up and drop-off activity will function effectively. The proposed site plan shows that within the site, pick-up and drop-off activity will be accommodated in a long drive aisle that is roughly oval in shape, with a pick-up / drop-off / parking lane adjacent to the curb, and with sufficient width so that arriving and departing vehicles can pass stopped vehicles. The Transportation Department recommends providing three separate pick-up and drop-off areas around the loop so that drivers do not all focus on using one area. Three well-managed areas will enhance the overall pick-up and drop-off capacity. The three areas should be separated based on each student's year in school, or some other easily understood criteria. Weather protection must be available for each waiting area, with sufficient protected area to accommodate all students waiting for pick-up and to cover most of the distance between each waiting area and the building's main entrance. Sidewalks must connect each area to the school's main entry without crossing any drive aisles. For reasons of passenger safety, circulation in the pick-up and drop-off loop must be counterclockwise so that most students will exit a car's passenger door directly to the sidewalk. A detailed pick-up and drop-off management plan must be prepared by the school district. The City will review and approve the initial management plan, but the school administrators must revise and update the plan as needed in order to maximize the plan's effectiveness in the future. See Related Conditions of Approval XIII.1, XIV.3 and XV.1.

3. Site access for the project will remain as is, with 143rd Avenue NE as the only vehicular access, as long as the proposed pick-up and drop-off system works as intended and can accommodate the growth of student enrollment while avoiding unacceptable congestion on 143rd Avenue and NE 8th Street. Possible future enrollment limitations or use of NE 4th Street or any other street for vehicle access is discussed below under Transportation Department Comments and Recommendations Regarding Decision Criteria for Conditional Use Permits. See Related Conditions of Approval X1.1 and XV.1.

4. Up to 15 school buses may ultimately be used in order to serve the expected maximum enrollment of 1200 students. The site plan must be designed to accommodate up to 15 buses, with bus access via 143rd Avenue NE and a bus turnaround area south of the building. See Related Condition of Approval XIII.1. The increase from the present number of eight buses is expected to be gradual.

5. Delivery vehicles and garbage trucks will use a service area on the back side of the building, accessed via the internal drive aisles from 143rd Avenue NE. Note that on-street loading will not be allowed. See Related Conditions of Approval XI.2 and XIII.1.

E. Mitigation of Short-Term Impacts of the Proposed Development

City staff and the school district's consultants analyzed the short term operational impacts of this proposal in order to recommend mitigation. These impacts included traffic operations conditions during the school's peak hours for both morning and afternoon. Issues that were analyzed included:

- Vehicular delay and queuing for through-traffic, transit buses, school traffic, and emergency access on NE 8th Street and 143rd Avenue NE.

- Internal circulation and queuing as it affects congestion on 143rd Avenue NE and spill over onto NE 8th Street.
- Possible vehicular access into the site via NE 4th Street.

The results of the short-term traffic analysis are partly discussed in the report entitled "Odle Middle School 35% Submittal Traffic Impact Analysis," dated March 2013 by Gibson Traffic Consultants, as well as in City documents and emails. Those documents and emails are on file with the City.

Even though the school is expected to ultimately reach a student enrollment of 1200, short-term impacts are expected to occur with a student enrollment of around 800 or slightly higher. However, the primary consideration is not the number of students but the impacts of off-site queuing. The circulation and pick-up and drop-off systems that are proposed should be adequate to easily handle 800 students with no off-site queuing problems on 143rd Avenue NE or NE 8th Street, provided that on-site traffic is well managed. See the section below entitled "Transportation Department Comments and Recommendations Regarding Decision Criteria for Conditional Use Permits" for discussion of options to deal with possible future problems of off-site queuing. See Related Conditions of Approval XIV.1 and XV.1 for requirements regarding the management of on-site traffic.

Street Frontage Improvements and Construction Impacts

Most large development projects require street frontage improvements; however, this site has no street frontage except for the ends of two city streets, 143rd Avenue NE and NE 4th Street. The following are transportation-related construction requirements. See Related Conditions of Approval XII.1, XII.2, XIV.1 and XIV.2

1. No street frontage improvements will be required on any street right of way.
2. Within the site, a gated emergency access connection must be provided at the existing end of NE 4th Street. This access must meet Police and Fire Department standards, and must be at least 20 feet wide. The connection to NE 4th Street will not be opened to any non-emergency vehicular traffic, unless necessary to solve future problems with off-site queuing, as described elsewhere in this report.
3. Within the site, ADA-compliant routes, with ramps where needed, should be provided with connections to the sidewalks on both sides of the south end of 143rd Avenue and connections to all of the proposed pick-up and drop-off areas.
4. In order to maintain good pedestrian access with the surrounding areas, the existing pedestrian connections to 144th Place, Main Street, and 140th Avenue must be maintained or improved. At the end of NE 4th Street, the existing pedestrian connection at the south side of the street must be revised to accommodate a pedestrian gate and a pedestrian connection that aligns with a sidewalk to be constructed within the site.
5. No new street lights are required. However, internal site lighting should be adequate for pedestrians around the entire pick-up and drop-off area, as well as for pedestrian connections into the site from 143rd Avenue, NE 4th Street, and 144th Place.

6. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
7. Use of the Right of Way During Construction: Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit.
8. Pavement Restoration: The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.
 - Near this project, 143rd Avenue NE is classified as Standard Trench Restoration from the site to NE 7th Place. NE 7th Place and part of the intersection of those two streets are classified as Overlay Required. Trenching within that intersection may or may not require a grind and overlay, depending on the determination of the city's Pavement Manager and the conditions of the right of way use permit for the project.
 - Near this project, NE 4th Street is classified as Standard Trench Restoration from the site to 145th Avenue NE. 145th Avenue NE and part of the intersection of those two streets are classified as Overlay Required. Trenching within that intersection may or may not require a grind and overlay, depending on the determination of the city's Pavement Manager and the conditions of the right of way use permit for the project.
 - For any asphalt street surface classified as Overlay Required, any trenching or construction-related damage to the street surface generally requires a grind and overlay at least 50 feet long for the full width of any affected lane. Details will be specified in the right of way use permit for this project.

F. Concurrency (Mid-Range Analysis)

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained. However, public education facilities are exempt from concurrency analysis per BCC 14.10.020.I.

G. Long-Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2024 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of land use growth projected to occur within the City by 2024 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into Traffic Analysis Zones (TAZs) within several Mobility Management Areas (MMAs) for analysis purposes. Odle Middle School lies within TAZ 96 in MMA # 9. The Transportation Facilities Plan EIS assumes that TAZ 96 has 140,444 square feet of "other" (non-commercial and non-residential) building space for both the base year, 2012, and the same for 2024. The proposed redevelopment of Odle Middle School will include approximately 153,000 square feet of building space. Therefore, based on square footage by land use type within the TAZ, the proposed development project exceeds the assumptions of the Transportation Facilities Plan EIS by approximately 12,500 square feet. However, this is a minor difference, which will be accounted for in the next update of the Transportation Facilities Plan.

Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. However, BCC 22.16.070.B.7 exempts publicly funded schools from the impact fee requirement.

The primary concern regarding long-term traffic impacts is whether the on-site queuing and pick-up and drop-off behavior associated with the long-term student enrollment of 1200 can be successfully handled on-site without significant negative impacts to 143rd Avenue NE and NE 8th Street. See Related Conditions of Approval XI.1, XIV.3 and XV.1 for requirements regarding the management of on-site traffic.

Utilities Department

The Utilities Department reviewed the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved. All design review, plan approval, and field inspection shall be performed under the Developer Extension Agreements. See Section XIII for related conditions. At the time of writing this staff report, the applicant had submitted the required Developer Extension Agreements via 13-130128 UE.

Fire Department

The Fire Department has reviewed and approved this permit. Technical review will occur under associated building permits for this proposal.

Building Division

The BSD must 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 users of the Aquatic Center will be protected during ingress and egress to the facility as demolition and construction activities take place. Construction work areas and staging

areas must be isolated from occupied areas of the Aquatic Center for ingress/egress routes leading from this building to the parking lot. To address these issues, the BSD is required to submit a protection plan for review and approval by the City. This information should be part of the BSD bid package to inform the selected contractor of the phasing responsibilities and student protection issues. See Section XIII for related condition.

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.

Parks Department

1. Connect the existing pedestrian access points from the south and west to the school and athletic facilities;
2. Increase the capacity of the existing Aquatic Center accessible parking lot from 7 to 13;
3. Make provisions to allow the adjacent Aquatic Center to remain open throughout construction. We will continue working with the BSD to minimize disruptions to the Aquatic Center while allowing school construction to proceed efficiently.

The BSD has completed items one and two above per the most recent site plan. Item three will be dependent upon the Building Department's review of the submitted protection plan for pedestrians during construction. See Section XIII for related condition.

VII. State Environmental Policy Act (SEPA)

The Bellevue School District is an agency with SEPA jurisdiction, which permits the District to complete its own environmental determinations. The BSD has chosen to exercise this right for this project. A Determination of Non-Significance (DNS) was issued on April 1, 2013, with an appeal period ending April 17, 2013. A copy of this DNS can be located within the project file.

VIII. Applicable Decision Criteria

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

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

This proposal is located within the Southeast Bellevue Subarea. The Comprehensive Plan designation for this site is Parks/Single-Family Low, Single-Family—Low, and Single-Family High, which is consistent with the zoning classification of R-1.8 and R-4 respectively for this property. The parks designation exists because of the presence of the City's Aquatic Center which is located on BSD property.

Wilburton/NE 8TH Street Subarea Policies

Policy S-WI-1: Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential areas.

Discussion: This plan establishes appropriate areas for non-residential uses. Beyond these areas, non-residential uses, except for those normally permitted in residential areas, (such as parks, churches, schools, utilities, and home occupations) should not be permitted to encroach into residential areas. This does not limit the potential for development that mixes residential uses with commercial, institutional or other uses in areas that are predominately non-residential.

Finding: The boundaries for OMS will not be changed with this application. As a nonresidential use within a residential neighborhood, the facility serves students within its existing service boundary which is not expected to change. The Bellevue School Board is in charge of boundary modifications if such a decision were to be made.

Policy S-WI-21: The impacts of traffic and the building scale of non-residential uses (such as churches and schools) located in residential areas should be considered during development review.

Discussion: The visual impression of the size (height and bulk) of these buildings should be compatible with the development in the surrounding neighborhood.

Finding: The BSD will locate the new facility in the same general footprint of the existing school in the center of the site. The proposed school, however, will be two stories in height to reduce the need for a larger building footprint due to the size increase from the existing 120,000 square feet to 140,000 square foot facility.

The building design contains a varied roof line with segmented classroom areas around the building to create visual interest in the architectural form of the structure. The gymnasium is located at the south portion of the structure and contains the buildings tallest roof element at 45 feet in height. The gymnasium creates a focal point for the building because it is adjacent to the primary building entry and frames this entrance.

Building colors and materials will be compatible with the adjacent neighborhood. The BSD proposes to use a beige variegated CMU material along with metal paneling in grey and blue. Exposed sections of the building will be lighter grey color than the proposed metal panel.

Policy S-WI-24: Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.

Discussion: The neighborhoods that lie between Kelsey Creek Park and the commercial development along 120th Avenue N.E. are concerned about traffic growth on their residential streets due to: the development of Kelsey Creek and Wilburton Parks, cut through traffic generated by commercial developments, and traffic avoiding I-405.

Finding: The City is aware of an existing condition that occurs on NE 4th Street from parents dropping off their children in this area rather than on-site at OMS. This condition occurs because of the limited amount of drop-off area and resulting back up that occurs to NE 8th Street and beyond. The continuous back up from the OMS parking lot to NE 8th Street is a discouragement to parents dropping off children on-site. NE 4th Street has become an alternative to drop-off on the OMS site.

The District's traffic consultant along with the City's Transportation Department have determined that the new proposed drive loop with pass through lane will decrease the amount

of drop-off activities on NE 4th Street. The drive loop has been designed to hold 55 vehicles. Weather protection shelters have been placed throughout the continuous loop to encourage use of the entire loop rather than stoppage adjacent to the facility's primary entrance.

To further enhance the new loop, buses and vehicular traffic will be formally separated with this proposal. This will reduce conflicts and allow buses to stage without interference from private vehicular traffic.

Implementation of the above mitigations should reduce the amount of drop off activities on NE 4th Street. See Section VI.A, Transportation for further discussion of transportation mitigations.

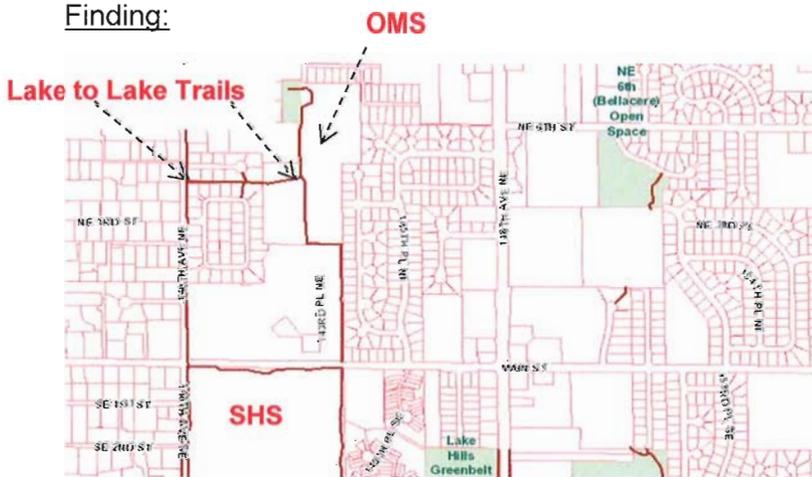
Policy S-WI-27: Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.

Policy S-WI-28: Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.

Policy S-WI-36: Support continuation of the Lake-to-Lake Trail through Wilburton.

Discussion: The trail should connect from the N.E. 4th Street interchange at I-405 to the Wilburton Hill Park to Kelsey Creek Park to the Lake Hills Greenbelt and Richards Valley.

Finding:



OMS is connected to two existing trail systems, one of which is connected to the City's Lake to Lake Trail system that extends north and south of OMS. Many students from OMS and Sammamish High School (SHS) cross NE 8th Street onto the OMS site and travel south to an existing pedestrian trail at the southeast corner of the site. SHS students continue south from OMS to Main Street to get to the high school.

Recreational users of this trail can continue south to the Lake Hills greenbelt. As mentioned earlier in the staff report, the trail at the southeast corner of the site will be modified with this application for grade and ADA compatibility.

Although NE 4th Street will not be used as a vehicular entrance, an emergency gate will be provided in this area for Fire and Police for emergency access. Likewise, a pedestrian gate will be provided in this area to safe allow pedestrian movement for students traveling to the west. Without such a gate, students who live east of this area will not have pedestrian access and would have to walk to NE 8th Street to enter the site. The gate is also necessary to allow pedestrian access to the neighborhood for use of the Lake to Lake Trail system. Staff concedes that the placement of the pedestrian gate may continue to encourage parents to drop off their students at NE 4th Street rather than utilizing the upgraded vehicular loop from NE 8th

Street. This condition will be monitored once the facility is operational to determine if there are additional neighborhood traffic calming options that should be implemented.

Land Use Policy

Policy LU-22: Protect residential areas from the impacts of non-residential uses of a scale not appropriate to the neighborhood.

Finding: The school has been designed in essentially the same building footprint of the existing structure. This provides more than adequate building setbacks from a majority of the property lines with exception of the west property line where the setback will be 65'-2". In addition to setbacks, landscaping will be provided at every property boundary. Landscaping buffers meander between 10 and 80 feet. Much of this landscaping will be retained evergreen and deciduous trees that are located along the property boundaries. Understory vegetation is also located in these areas. The BSD has proposed a lush landscaping plan that will be placed adjacent to the building to soften its appearance though an overstory and understory vegetation. Landscaping will be placed within the parking lot areas to fulfill LUC standards for parking lots. Additional landscaping will be placed adjacent to the newly reoriented turf fields and tennis courts. The sports fields will not be on the same grade as adjacent neighborhood homes. They will be placed 10 feet or more below the grade of these residences. Evergreen and deciduous trees located in the rear yards of these homes can block views of these athletic fields. Additional plantings will be placed in this area to augment any visual openings.

Human Services Policies

Policy HS-9: 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.

Policy HS-10: 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.

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."

Finding: The Bellevue Parks and Community Services Department and the Bellevue School District have developed a partnership agreement for joint use of schools with Resolution 5840. See Attachment A. This agreement concerns the scheduling of SHS's fields but excludes the stadium for joint use by the public. The Parks Plan encourages joint use of school facilities to supplement the City's existing services by providing a wider range of facilities to the public. A survey conducted by Park's showed that "79 percent of the respondents encourage the City and the School District to actively explore opportunities for greater joint use of facilities." Schools can be viewed as "community centers" of neighborhoods as focal points within the community.

Transportation Policies

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

Finding: The conditions of approval for OMS require the new site plan to include enhanced on-site pick-up and drop-off area and require on-site traffic management to eliminate the vehicle queues that presently block 143rd Avenue NE and extend for hundreds of feet each way on NE 8th Street. These changes will improve safety and site access for the school and adjacent uses.

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.

Finding: The conditions of approval described for Policy TR-38 above will enhance safety for vehicles and pedestrians on 143rd Avenue NE and on NE 8th Street by eliminating an existing traffic congestion problem which has previously caused unsafe conditions.

Policy TR-76: Promote and facilitate the effective use of non-motorized transportation.

Finding: The project will maintain pedestrian connections to side streets and adjacent areas, with the intent of facilitating pedestrian access. On-site improvements to pick-up and drop-off areas and circulation will reduce traffic impacts on NE 8th Street, which will facilitate the movement and reliability of METRO buses along NE 8th. This will generally promote more transit usage, which leads to more pedestrian activity.

Policy TR-119: Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.

Finding: Off-site impacts are mostly due to pick-up and drop-off activity, not parking. Pick-up and drop-off activity is not well controlled by residential parking zones. There is some off-site parking associated with public use of the sports fields during non-school hours. The new site plan is intended to better accommodate all parking demand and circulation on-site, which should help reduce off-site parking for the sports fields.

- 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 adjacent neighborhood. The proposed colors and materials will complement the adjacent single-family 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. The proposed project requires a conditional use permit. The Land Use Code, Section 20.30B.140, lists five decision criteria for approving a conditional use permit. Criterion C states, "The conditional use will be served by adequate public facilities including streets" Criterion D

states, "The conditional use will not be materially detrimental to uses or property in the immediate vicinity...." These criteria, together with the above-referenced Comprehensive Plan Policies, provide authority to require transportation improvements. Improving on-site circulation and traffic management to mitigate impacts on adjacent neighborhoods by accommodating pick-up and drop-off vehicles, increasing the number or improving the capacity of access points, expanding the use of alternative modes of travel, and improving pedestrian connections fall under these conditional use criteria. Such changes help preserve the adequacy of the City street system and reduce detrimental impacts to other properties.

Existing school traffic is known to create unacceptable levels of service for short periods of time at the intersection of NE 8th Street and 143rd Avenue NE, with very slow-moving queues in both directions on 143rd Ave and in both directions on NE 8th Street. This affects the flow of through-traffic on NE 8th Street, including Rapid Ride bus service, and effects potential emergency access to the school site, the Aquatic Center, and adjacent medium density residential areas. These school-related congestion problems indicate that the site does not presently meet Criteria C and D described above. 143rd Avenue NE and the intersection of NE 8th Street and 143rd Avenue are not presently adequate to handle school-related congestion, leading to a spillover of traffic impacts that is materially detrimental to uses or property in the immediate vicinity. Any increase in school-related traffic would make these conditions worse without the successful implementation of significant improvements in on-site circulation and queuing and on-site traffic management.

The Transportation Department recommends approval of this conditional use permit on condition that major steps must be successfully implemented to eliminate the queue of traffic that extends from the school site back into NE 8th Street. Such steps must be implemented on an on-going basis, and must be adjusted or revised as needed to achieve long-term success. In the future, if traffic congestion from the school site is seen to create significant, on-going interference with emergency or transit access, then the City will require school district cooperation in considering and implementing other options. Such options may include opening NE 4th Street to automobile traffic, school buses, or both. Opening NE 4th Street will be viewed as a last resort, after consideration of alternatives such as increased use of public transit, school buses, carpooling, walking, biking, staggered hours, revisions or improvements to the school's required transportation management program and student enrollment limits. See Related Conditions of Approval XI.1, XIV.3 and XV.1.

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

As conditioned, demolition and construction of a new facility will not be detrimental to the adjacent neighborhood. Development has been contained in the same general footprint of the existing facility. Access continues from NE 8th Street allowing pick up and drop off activities to continue in their current pattern. The increased height for the gymnasium is well below the 75 foot height maximum. Design impact has been limited to adjacent single-family residences due to the proposed building location, architectural design, and proposed landscaping.

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 related noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction on schools which cannot be undertaken during exempt hours. However, prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction that extends from June 2014 to August 2016. In

order to minimize detriment to residential uses in the immediate vicinity of the Odle Middle School, the District and the Contractor should not rely on City issuance of a blanket exemption from the Noise Control Code during the pendency of the construction period. Allowances for short term work outside of normal construction related noise hours will be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. If expanded hours are necessary to accommodate a specific component of the school construction, **the District must apply for a separate noise permit for review and approval by staff.** See Section XIII for related condition.

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

School facilities with programmatic elements taller than 40 feet tall are permitted to be located within residential zones as a Conditional Use. As conditioned, the proposal meets the requirements of the LUC.

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. With the submittal of this application, the BSD has fulfilled the LUC requirement for a Conditional Use application.

Building Height (LUC 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.*

As designed, the submitted proposal fulfills all of the five identified items above as the height is necessary for the gymnasium function and use. The building setbacks all exceed the minimum setback requirements and the site size is larger than five acres.**(4)**

Perimeter Landscaping (LUC 20.25B.040C.2.c): Odle Middle School is located within a residential district but not within a transitional zone. The existing site is bordered on all sides by landscape strips. A majority of these landscape strips contain existing fir and deciduous trees along with understory vegetation. These areas provide visual buffering of the school from adjacent residential areas. A majority of the trees within the perimeter landscape buffers will remain with exception of those that are located within the parking lot, building footprint and sport fields.

Vehicular and Pedestrian Circulation (LUC 20.20.590.8.c): Vehicular and bus circulation has been provided from NE 8th Street. An emergency only access will be provided with this application for police and fire only from NE 4th Street. One access will be provided from NE 8th Street: this driveway will operate in the same manner as it does today with a full-in/full-out

4 The gymnasium portion of the building must be setback 1.5 times the height of the structure (67'-5") unlike the academic wing which must meet traditional school setback requirements of 50 feet. The structure, as proposed, complies with both setback standards.

turning movement. Buses, vehicular traffic, deliveries and trash removal will all occur through this one access from NE 8th Street.

Pedestrian access has been provided throughout the site. Parking lot sidewalks lead pedestrians from their vehicles directly to the main entry of OMS or to the front door of the Aquatic Center. Additional pedestrian pathways exist along the eastern portion of the site to the Lake to Lake Trail system that takes pedestrians to and through this site.

Site Design Standards (LUC 20.25B.040.D.1 and 2): The existing vegetative screening that exists along all property boundaries will be maintained with this application and augmented in the building vicinity and parking lot.

Mechanical Equipment (LUC 20.25B.040.E): No exposed mechanical equipment will be located on this facility. Equipment is proposed to be located in a mechanical attic in various locations of the facility.

Refuse Equipment (LUC 20.25B.040.F): The refuse equipment will be located at the southwest corner of the school. Refuse equipment is currently picked up in this same general location so this will not be a change for Republic Services. Republic Services has reviewed the proposed location and determined that they can service OMS per an email dated July 1, 2013. Additionally, all refuse equipment will be screened from public view with walls that will match the building body. A detail of this area is shown on Sheet A-203.

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.

The BSD has maintained their current access from NE 8th Street. See Section VII.A Transportation for reservation regarding use of NE 4th Street for vehicular access if proposed mitigations to address currently unsafe access conditions on NE 8th Street and 143rd Avenue NE fail for the site.

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

A new loading dock will be located at the southwest corner of the building. Loading activities will not be highly visible to adjacent residential uses due to the distance from the south property line which is over 300 feet along with landscape screening proposed along the south property line. Currently, loading activities take place in this same area so this will not be a change for Republic Services.

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

Significant landscaping is provided along the property boundaries of OMS. These areas are filled with overstory and understory vegetation much of it will be maintained with this application. The BSD will supplement the existing vegetation with a lush landscape plan that will be scattered throughout the site—particularly in the parking lot, adjacent to the building.

4. The proposal is compatible with the site context.

The proposed structure has been designed to be compatible with adjacent residential development. The BSD proposes to use a ground faced variegated CMU material in beige along with metal paneling in grey and blue. Exposed sections of the building will be lighter grey color than the proposed metal panel.

Building modulation will provide visual interest to the structure as well. The existing building is one story with a flat roof form. The two story academic wing will be located north of the proposed gymnasium. The existing one-story Aquatic Center will remain with this application at the northwest corner of the site. The placement of the gymnasium at the south portion of the building will anchor the building while the academic wing will step down in height from 45 feet to 40 feet for the academic wing.

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 colors will be complementary to adjacent residences in the area. The bulk of the building will be comprised of the variegated ground faced CMU. The grey paneling is used to frame the window areas of the building. The proposed blue colors will be used as an accent panel within a few of the window slots to act as spandrel glass. Other portions of the building outside of these areas will be painted grey.

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

See Section III for architectural discussion of new facility.

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

The proposed roof heights will vary from 40 feet to as tall as 45 feet for the gymnasium.

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.

Variegated beige CMU along with grey and blue metal paneling is proposed for this facility. The colors and materials will 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 XIII for related condition.

Playfields (LUC 20.20.740.A.8): The existing playfields will be reoriented with this application. The existing track will be removed from the wetland buffer and placed east/west near the south property boundary along with the tennis courts on a north/south alignment. It will be converted to a synthetic field with this application. A new synthetic turf field will reduce encroachment within the wetland buffer at the southwest corner.

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 develop the new school facility. The applicant has also applied for 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 geotechnical engineer and wetland biologist have provided recommendations as noted in Section IV.C.3, i-iv of this report. The wetland buffer enhancements will occur north of the new synthetic turf field. See Section XIV 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 has hired a geotechnical engineer to review subsurface site conditions. See Section IV.C.3, i-iv above for additional discussion. The geotechnical engineer has reviewed and applied the criteria identified within the Critical Areas and Geological Hazard Areas and the wetland biologist has reviewed and applied the criteria identified for wetlands/streams.

Additionally, the Watershed Company has entered into a three year agreement with the BSD to monitor along with yearly reporting of the designated wetland area. Sheet W-8 provides detailed specifications from the Watershed Company that will be implemented with this site. DSD has reviewed these performance standards for this area 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: Based upon the conditions of approval in Sections XI through XV of this report, the proposal will be adequately served by the necessary public facilities.

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

Finding: A mitigation plan has been proposed by the Watershed Company due to encroachment by the pedestrian path, storm water enhancements, and the corner of the new synthetic field at the southwest corner of the wetland buffer. See Section IV.C.3, i-iv above for further discussion. Additional wetland buffer enhancements along as noted on approved plan Sheets W-1 through W-8.

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

Finding: As discussed in Section IV 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 Development Services does hereby **RECOMMEND APPROVAL WITH CONDITIONS:**

Vested Status of CUP Approval: The vested status of the CUP 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.

Note- Expiration of Approval: In accordance with LUC 20.30P.150 a Critical Areas Land Use Permit 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.

XI. GENERAL CONDITIONS OF APPROVAL

- 1. Vehicular Access Restrictions:** All vehicular access to and from the site is intended to be via 143rd Avenue NE, except that a gated access for emergency vehicles (meeting Police and Fire Department standards) must be provided at NE 4th Street at the eastern edge of the site. The City may require the future use of NE 4th Street for other vehicular access and require school district cooperation if necessary to deal with off-site queuing problems on 143rd Avenue NE and/or NE 8th Street if not adequately mitigated by proposed on-site improvements.

Authority: BCC 14.60.050, 060, 070, 150; Comprehensive Plan Policy TR 38;
Conditional Use Decision Criteria C and D in LUC 20.30B.140
Reviewer: Carl Wilson, 425-452-4228

- 2. Provisions for Loading:** The property owner shall provide an off-street loading space which can access a public street. On-street loading and unloading will not be permitted.

Authority: LUC 20.20.590.K.4
Reviewer: Carl Wilson, 425-452-4228

XII. PRIOR TO ISSUANCE OF ANY CLEAR AND GRADE PERMIT

- 1. Right-of-Way Use Permit:** Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) 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 construction of this project. 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 shall 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: Tim Stever (425) 452-4294

2. Civil Engineering Plans – Transportation

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all work within any city street right of way must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. Transportation-related improvements within the site must comply with such standards were relevant. All relevant standard drawings from the Transportation Department Design Manual or other sources shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, and sidewalk design.
- c) Handicapped ramps and crosswalks.
- d) Transportation-related lighting and related equipment, where necessary.
- e) Location of fixed objects in any city sidewalk.
- f) Trench restoration within any right of way.
- g) Transformers and utility vaults to serve the building shall be placed within the site to the extent feasible. If placed within a city street, then Transportation Department standards shall be met regarding placement, materials, and lid design.

Authority: BCC 14.60, Transportation Department Design Manual and Standard Drawings, LUC 20.20.590.8
Reviewer: Carl Wilson, 425-452-4228

XIII. PRIOR TO ISSUANCE OF ANY BUILDING PERMIT

- 1. Building and Site Plans – Transportation:** Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway and circulation design as specified in the engineering plans and as required in this Conditional Use approval. The site plan must accommodate an on-site pick-up and drop-off area at least 1120 feet long, an area for up to 15 school buses, and an on-site area for deliveries and garbage pickup.

AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190
Reviewer: Carl Wilson, 425-452-4228

- 2. Existing Easements:** Existing utility easements contained within this site must be identified, and any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100
Reviewer: Tim Stever (425) 452-4294

- 3. Signs:** If any change is made to the existing signage, 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

- 4. 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: Don Rust, (425) 452-4656

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

Authority: BCC Title 24.02, 24.04, 24.06
Reviewer: Don Rust, (425) 452-4656

- 6. Phasing Plan:** The BSD must work with the selected contractor to determine how construction patterns and staging will take place on the site due to the presence of the Aquatic Center. The BSD and contractor must also address how users will be protected as demolition and construction activities take place for OMS. Construction work areas and staging areas must be isolated from occupied areas of the site and from egress routes leading from those occupied areas to the public way. To address these issues, the BSD is required to submit a phasing plan for review and approval by the City. This information

should be part of the BSD bid package to inform the selected contractor of the phasing responsibilities and Aquatic Center visitor/staff protection issues.

Authority: IBC 109.1, IBC Chapter 33

Reviewer: Mark Chang (425) 452-6997 and Adrian Jones (425) 452-6032

7. **Construction Hours:** Normal hours for construction related noises are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. No deliveries shall be scheduled prior to 7:00 a.m. or after 6:00 p.m. Exceptions for construction related noise limitations contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction on schools which cannot be undertaken during exempt hours. No blanket exemption exists. Allowances for short term work outside of normal hours for construction related noise shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. If expanded hours are necessary to accommodate a specific component of the school construction, **the District must apply for a separate noise permit for review and approval by staff.** In this time period, the site shall be posted on all street frontages prior to the start of construction activity.

Authority: BCC 9.18.040

Reviewer: Antoinette Pratt (425) 452-5374

XIV. CONDITIONS PRIOR TO CERTIFICATE OF OCCUPANCY:

1. **Transportation-Related Construction:** All work in any street right of way and other required transportation-related construction must be completed by the applicant and accepted by the City Inspector. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction.

Authority: BCC 14.60, Comprehensive Plan Policy UT-39, Transportation Department Design Manual, and Transportation Department Standard Drawings

Reviewer: Carl Wilson, 425-452-4228

2. **Pavement Restoration:** Pavement restoration associated with street frontage improvements, utility installation, or to repair damaged street surfaces shall be provided as follows:

143rd Avenue NE is classified as Standard Trench Restoration from the site to NE 7th Place. NE 7th Place, 143rd Avenue north of NE 7th Place, and part of the intersection of those two streets are classified as Overlay Required. Trenching within that intersection may or may not require a grind and overlay, depending on the determination of the city's Pavement Manager and the conditions of the right of way use permit for the project.

NE 4th Street is classified as Standard Trench Restoration from the site to 145th Avenue NE. 145th Avenue NE, NE 4th Street east of 145th Avenue and part of the intersection of those two streets is classified as Overlay Required. Trenching within that intersection may or may not require a grind and overlay, depending on the determination of the city's Pavement Manager and the conditions of the right of way use permit for the project.

For any asphalt street surface classified as Overlay Required, any trenching or construction-related damage to the street surface generally requires a grind and overlay at least 50 feet long for the full width of any affected lane. Details will be specified in the right of way use permit for this project.

Authority: BCC 14.60. 250; Design Manual Design Standard #21
Reviewer: Tim Stever (425) 452-4294

- 3. Transportation Management Program and Monitoring:** Bellevue School District and the administrators of Odle Middle School shall implement a Transportation Management Program with the goal of accommodating pick-up and drop-off activity and vehicle queuing on-site without allowing off-site traffic queues that interfere with emergency access on NE 8th Street or 143rd Avenue NE, transit vehicle access on NE 8th Street, or otherwise impact the operation of the NE 8th Street / 143rd Avenue intersection. Prior to initial occupancy of the building, the school district shall submit a detailed Transportation Management Program and policies for City review and approval. The program and policies shall include at least the following:

- a) Layout and manage the site's internal circulation system to accommodate at least 1120 feet of on-site pick-up and drop-off space.
- b) Establish a counterclockwise circulation pattern in the pick-up and drop-off area so that most passengers will access a vehicle's passenger door at the curb.
- c) Establish three separate pick-up and drop-off areas in order to maximize pick-up and drop-off capacity. (The number of pick-up and drop-off areas may be revised after the site has been occupied for a year, if it appears that three areas are unnecessary; however, three or more separate areas must be reestablished whenever needed in the future.)
- d) Provide sidewalks that conveniently connect all pick-up and drop-off areas to the school's main entry, without crossing drive aisles.
- e) Provide adequate weather protection for each pick-up and drop-off area and for access between those areas and the building's main entrance.
- f) Provide on-site traffic monitors whose duties include managing peak on-site traffic flow as needed. Traffic monitors must be adequately trained and be provided in sufficient numbers to effectively manage traffic in every peak period.
- g) At the beginning of the school year, and periodically as needed, the school district or school administrators shall provide information to parents, staff, and students regarding proper traffic and pedestrian behavior and safety, and encouraging the use of buses, carpooling, and other modes of travel. Information to parents must emphasize the need to obey on-site traffic monitors.
- h) At the beginning of the school year, and periodically as needed, the school district or school administrators shall provide contact information to recognized neighborhood groups near the site and to any nearby resident who requests contact information so that nearby residents can easily report to the school district regarding off-site traffic problems related to Odle Middle School.
- i) Revise the traffic management program as needed and continue to implement the program for the long-term. The program shall include a policy on how to notify each new school administrator about the requirements of the program and a policy requiring each administrator to continue the program each year. The program shall include a method for addressing reports of school-related traffic problems from nearby residents.
- j) If necessary to address specific concerns with off-site traffic impacts or the on-site traffic management program, the school district may be required to obtain the

services of transportation consultants and/or to pay for city staff review time through a Predevelopment Services application or similar procedure.

- k) School administrators shall be adequately trained in transportation management responsibilities.

Authority: BCC 20.30B.140
Reviewer: Carl Wilson, 425-452-4228

- 4. **Critical Areas—Wetlands:** Removal of the existing track and placement of the new synthetic turf field, pedestrian path, and plaza ramp will impact 4,210 square feet of wetland buffer which shall be mitigated at a 1:1 ratio. The BSD shall complete the improvements noted on the W-Sheets sheets prior to Certificate of Occupancy.

Authority: LUC 20.25H.055.C.2
Reviewer: Antoinette Pratt, (425) 452-5374

- 5. **Land Use Exemption (LUX):** Revisions to the approved building materials, details or colors for this proposal, shall be submitted to the Development Services Department for review and approval through the Land Use Exemption process.

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

XV. **CONDITIONS REQUIRED POST CERTIFICATE OF OCCUPANCY:**

- 1. **Future Transportation Conditions if Congestion Extends Off the OMS Site:** The on-site circulation system and transportation management program required by this Conditional Use Approval are intended to eliminate serious off-site queuing problems, regardless of the number of students enrolled at Odle Middle School. Emergency access to the school, the Aquatic Center, and adjacent residential areas accessed via 143rd Avenue NE, as well as emergency access along NE 8th Street and transit vehicle access to bus shelters on NE 8th Street, are of special concern. In the future, if traffic congestion extending off the school site is seen to create significant, on-going interference with such emergency or transit access or otherwise interfere with the operation of the NE 8th Street / 143rd Avenue intersection, then the City will require school district cooperation in considering and implementing other options. Such options may include opening NE 4th Street to automobile traffic, buses, or both. Opening NE 4th Street will be viewed as a last resort, after consideration of alternatives such as increased use of public transit, school buses, carpooling, walking, biking, staggered hours, revisions or improvements to the school's required transportation management program, and student enrollment limits.

AUTHORITY: BCC 14.60.050, 060, 070; Comprehensive Plan Policy TR 38; Conditional Use Decision Criteria C and D in LUC 20.30B.140
Reviewer: Carl Wilson, 425-452-4228

Attachments

- Attachment A – Resolution 5840
- Attachment B – Plans and Drawings

**ATTACHMENT A
(Resolution 5840)**

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

ORIGINAL

WP0346C-RES
11/30/94

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

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

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

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

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

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

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

ORIGINAL

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

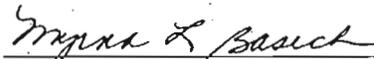
PASSED by the City Council this 5th day of December, 1994, and signed in authentication of its passage this 5th day of December, 1994.

(SEAL)



Donald S. Davidson, DDS, Mayor

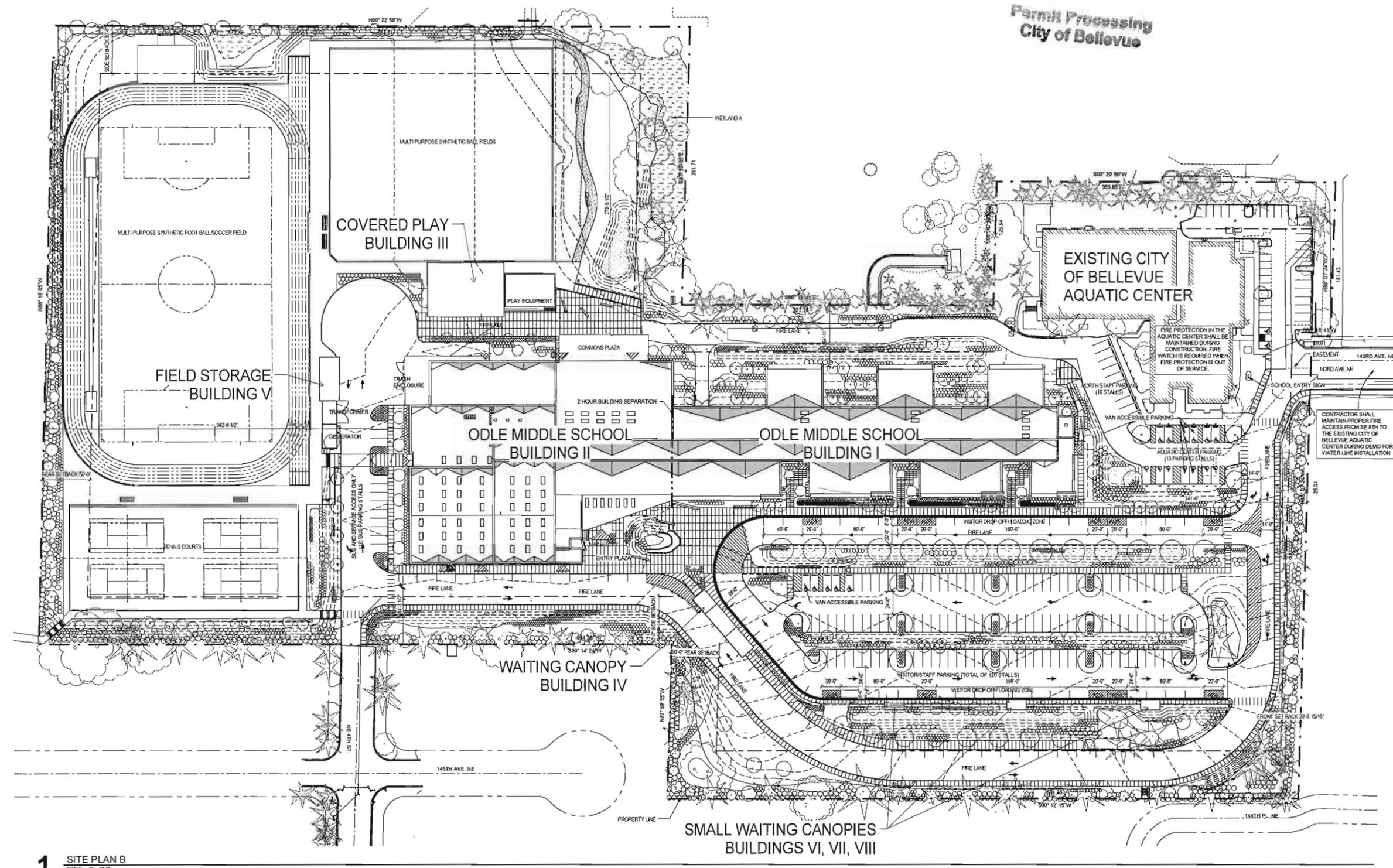
Attest:



Myrna L. Basich, City Clerk

ATTACHMENT B
(Project Plans and Drawings)

Received
 FEB 3 2014
 Permit Processing
 City of Bellevue



1 SITE PLAN B
 SCALE 1" = 40'

integrus ARCHITECTURE
 1909 REGISTERED ARCHITECT
 Rebecca Babiar
 REBECCA BABIAR
 STATE OF WASHINGTON

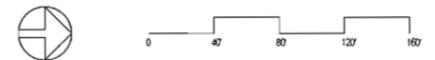
Bellevue School District No. 405
 ODLE MIDDLE SCHOOL
 502 143RD AVENUE NE
 BELLEVUE, WASHINGTON 98007

Date:	1/31/14
Job No.:	21219.00
Drawn By:	JH
Checked by:	LS
Filename:	

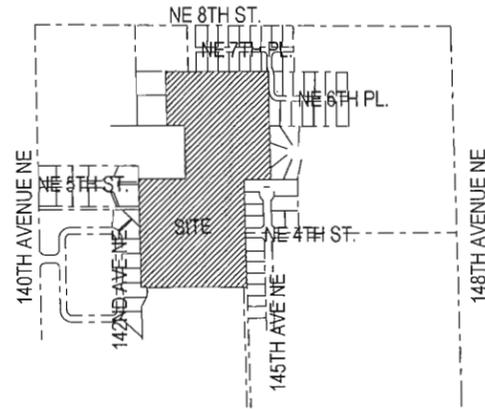
Revisions		
#	Date	Description
A	1/23/14	PERMIT REV 1

ARCHITECTURAL SITE PLAN

A-002



SITE VICINITY MAP
SCALE: 1" = 400'



PROJECT DATA

PROJECT NAME: BELLEVUE SCHOOL DISTRICT NO. 405
ODLE MIDDLE SCHOOL
PROJECT ADDRESS: 14401 NE 8TH ST., BELLEVUE, WA 98007
DESCRIPTION: REPLACEMENT OF EXISTING MIDDLE SCHOOL

CODE TYPE	CODE TITLE	TECHNICAL BASIS
ZONING CODE	2012 BELLEVUE CITY CODE	
BUILDING	2012 INTERNATIONAL BUILDING CODE (IBC) & WASHINGTON STATE AMENDMENTS	WAC 51-50
ACCESSIBILITY	ICC ANSIA 117.1-2009 ACCESSIBLE & USABLE BUILDINGS & FACILITIES	WAC 51-50
MECHANICAL	2012 INTERNATIONAL MECHANICAL CODE (IMC)	WAC 51-50
FIRE	2012 INTERNATIONAL FIRE CODE (IFC)	WAC 51-52
PLUMBING	2012 INTERNATIONAL PLUMBING CODE	WAC 51-56 & 51-57
ELECTRICAL	2008 NATIONAL ELECTRICAL CODE (NEC)	NFPA 70
ENERGY	2012 WASHINGTON STATE NON-RESIDENTIAL ENERGY CODE	WAC 51-11
ELEVATOR	ANSI ASME A17-1	WAC 296-06
CIVIL	WSDOT 2000	
FIRE SPRINKLERS	NFPA 13	
FIRE ALARMS	NFPA 72	

ZONING DATA

PARCEL NUMBER: PARCEL A: 883900000, PARCEL B: 883900105

LEGAL DESCRIPTION

Parcel A: Lots 16, 17, 21, 22, 23, 24, 25, 26, 27 and 28 and the west 32 feet of Tract 34, Upper Randa Estates Addition to Kirkland, according to the plat thereof recorded in Vol. 8 of plats, page 10 in King County, Washington together with those portions of vacated Northeast 4th Street and vacated Woodman Avenue adjoining, vacated pursuant to King County Ordinance No. 1244, and existing thereon by operation of law.
Parcel B: Lots 16, 17, 21, 22, 23, 24, 25, 26, 27 and 28 and the west 32 feet of Tract 34, Upper Randa Estates Addition to Kirkland, according to the plat thereof recorded in Vol. 8 of plats, page 10 in King County, Washington together with those portions of vacated Northeast 4th Street and vacated Woodman Avenue adjoining, vacated pursuant to King County Ordinance No. 1244, and existing thereon by operation of law.
Parcel C: Tract 39 and the South 20' of Tract 50, Upper and Randa Estates Addition to Kirkland, according to the plat thereof recorded in Vol. 6 of plats, page 10 in King County, Washington together with the North 36' of eastern Woodman Avenue adjoining and Tract 39 on the South, vacated by order of the Board of King County Commissioners, resolution Vol. 33 of commissioners records, page 281, and attaching to said Tract 39 by operation of law.

ZONING CLASSIFICATION: R-4 & R-1.8
LOT SIZE: 819,569 SF, 18.6 ACRES, LESS PROTECTED AREA (WETLAND & BUFFER) 782,727 SF, 18.0 ACRES
DIMENSIONAL REQUIREMENT (CHART 20.20.010)

CLASSIFICATION	REQUIRED	ACTUAL
SETBACKS		
FRONT (NORTH)	20 FEET	241'-0" OK
SIDE (WEST)	50 FEET	82'-3" OK
SIDE (EAST) - 1/2 OF BUILDING HEIGHT	69 FEET	84'-3 1/2" OK
REAR (SOUTH)	50 FEET	377'-8 1/2" OK
MAXIMUM BUILDING HEIGHT		
BASE ADDITION PER 20.20.740	30 FEET	39'-11" OK
TOTAL ALLOWABLE	10 FEET	
EXCEPTIONS		
GYMNASIUM	75 FEET	49'-7" OK
MAXIMUM LOT COVERAGE BY STRUCTURES	35%	108,703 / 782,727 = 13.9% OK
MAXIMUM IMPERVIOUS SURFACES	80%	SEE BELOW
CALCULATION A: (previous conc & synthetic fields as 50% impervious) Calculation B is conservative, all pervious concrete & synthetic fields are considered impervious here") TOTAL PARCEL AREA - PROTECTED AREAS: 782,727 SF (18.0 AC) TOTAL IMPERVIOUS SURFACE: 439,956 SF (10.1 AC) LOT COVERAGE: 56.0% OK		
CALCULATION B: (previous conc & synthetic fields as 100% impervious) TOTAL PARCEL AREA - PROTECTED AREAS: 782,727 SF (18.0 AC) TOTAL IMPERVIOUS SURFACE: 439,956 SF (9.31 AC) LOT COVERAGE: 56.0% OK		
PARKING REQUIRED TOTAL OF 145 STALLS		
REGULAR		137
ADA		18
		155

CODE REVIEW

USE AND OCCUPANCY CLASSIFICATION (SECTIONS 302, 303, & 304)

GROUPS: GROUP "E" EDUCATIONAL (ALL AREAS OTHER THAN THOSE BELOW, GYMNASIUMS, COMMONS, AND KITCHEN ARE INCLUDED PER IBC SECTION 303.1.3)
GROUP "B" BUSINESS (ADMINISTRATIVE OFFICES PER IBC SECTION 304)

OCCUPANCY SEPARATIONS

INCIDENTAL ACCESSORY OCCUPANCIES (TABLE 508.2.5)
NON-SEPARATED OCCUPANCY (SECTION 503)
BOILER ROOM (1 HOUR OR SPRINKLER (SPRINKLERS ARE PROVIDED))
SPRINKLER RISER (1 HOUR AND SPRINKLER (SPRINKLERS ARE PROVIDED))
B OCCUPANCY FOR ADMINISTRATION OFFICES, E OCCUPANCY FOR REMAINING BUILDING
ACTUAL OCCUPANCY B AREA + ACTUAL E OCCUPANCY AREA < MOST RESTRICTED ALLOWABLE AREA AND HEIGHT THEREFORE, NO SEPARATION IS REQUIRED

CONSTRUCTION TYPE (CHAPTER 6)

BUILDING I AND II (ODLE MIDDLE SCHOOL)
TYPE I-B, FULLY SPRINKLERED - ALL CONSTRUCTION ELEMENTS, EXTERIOR AND INTERIOR, ARE TO BE OF NONCOMBUSTIBLE MATERIALS, EXCEPT IN THE LIMITED CASES PERMITTED BY SECTION 603
BUILDINGS III, IV, V, VI, VII, VIII (COVERED PLAY STRUCTURE, FIELD STORAGE, WAITING CAMPIRE)
TYPE II-B, NON-SPRINKLERED - ALL CONSTRUCTION ELEMENTS, EXTERIOR AND INTERIOR, EXTERIOR ARE TO BE OF NONCOMBUSTIBLE MATERIALS, EXCEPT IN THE LIMITED CASES PERMITTED BY SECTION 603

BUILDING HEIGHTS AND AREAS (TABLE 503, SECTION 504 & 505)

ALLOWABLE VS. ACTUAL BUILDING HEIGHTS & STORES
- AN AUTOMATIC SPRINKLER SYSTEM MAY BE USED FOR HEIGHT INCREASES PER 504.2

OCCUPANCY	BASIC ALLOWABLE BUILDING HEIGHT	ALLOWABLE FLOOR INCREASE FOR SPRINKLERS	ACTUAL BUILDING FLOORS
"E"	2 STORIES (65 FEET)	NOT USED	2 STORIES (48'-1" ABOVE GRADE PLANE)

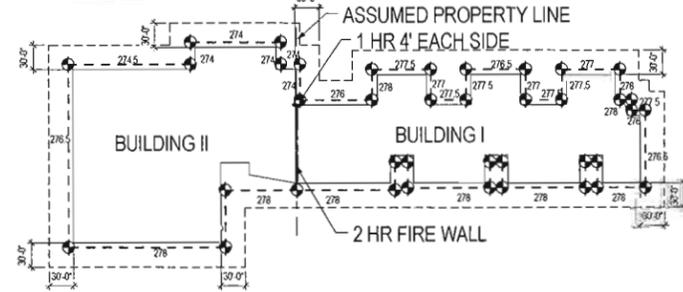
ALLOWABLE VS. ACTUAL BUILDING AREAS (TABLE 503)

- FRONTAGE MAY BE USED FOR AREA INCREASES PER 503.2
- AN AUTOMATIC SPRINKLER SYSTEM MAY BE USED FOR AREA INCREASES PER 503.3
- TOTAL ALLOWABLE BUILDING AREA PER 503.1

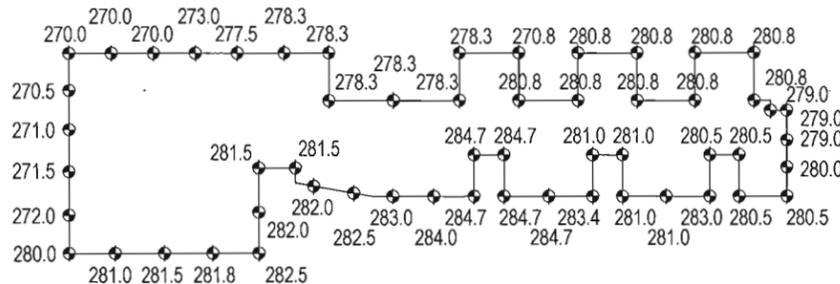
	TABULAR BUILDING AREA PER STORY (IBC TABLE 503.1)	AREA INCREASE FOR FRONTAGE PER (A1 x F) (1 x 1)	AREA INCREASE FOR AUTOMATIC SPRINKLERS PER FLOOR (200%) (A1 x 1)	TOTAL ALLOWABLE AREA PER FLOOR A = (A1) + (A2) + (A3)	ACTUAL AREA PER FLOOR	ALLOWABLE BUILDING AREA & HEIGHT	ACTUAL BUILDING AREA & HEIGHT
BUILDING I	TYPE I-B OCC. GROUP E 14,500 SF	19(1,363) / 1,477-0.25(3030)-0.68 14,500 SF X 68% = 9,960 SF	14,500 SF(2) = 29,000 SF	53,960 SF	1st FLOOR 42,854 SF, OK 2nd FLOOR 40,580 SF, OK	53,300 SF X (2 STORIES) = 106,720 SF 55 FT	83,414 SF, OK 2 STORIES, OK 42'-0", OK
BUILDING II	TYPE II-B OCC. GROUP E 14,500 SF	19(880) / 764.25(3030)-0.65 14,500 SF X 65% = 9,425 SF	14,500 SF(2) = 29,000 SF	52,925 SF	1st FLOOR 50,865 SF, OK 2nd FLOOR 15,544 SF, OK	52,925 SF X (2 STORIES) = 105,850 SF 55 FT	66,409 SF, OK 2 STORIES, OK 48'-8", OK
BUILDING III COVERED PLAY	TYPE I-B OCC. GROUP E 14,500 SF	NOT USED	NOT USED	14,500 SF	14,500 SF, OK	14,500 SF X (1 STORY) = 14,500 SF 26'-8", OK	3,200 SF, OK 1 STORY, OK 26'-8", OK
BUILDING IV WAITING CAMPIRE	TYPE II-B OCC. GROUP E 14,500 SF	NOT USED	NOT USED	14,500 SF	1,650 SF, OK	14,500 SF X (1 STORY) = 14,500 SF 55 FT	1,650 SF, OK 1 STORY, OK 14'-8", OK
BUILDING V FIELD STORAGE	TYPE II-B OCC. GROUP E 14,500 SF	NOT USED	NOT USED	14,500 SF	1,142 SF, OK	14,500 SF X (1 STORY) = 14,500 SF 55 FT	1,142 SF, OK 1 STORY, OK 12'-8", OK
BUILDINGS VI, VII, VIII SMALL WAITING CAMPIRES	TYPE II-B OCC. GROUP E 14,500 SF	NOT USED	NOT USED	14,500 SF	200 SF EACH, OK	14,500 SF X (1 STORY) = 14,500 SF 55 FT	200 SF EACH, OK 1 STORY, OK 12'-8", OK

MECHANICAL, PENTHOUSE HEIGHT AND AREA LIMITATION (SECTION 509.2)

	ROOF AREA	ALLOWABLE PENTHOUSE AREA 1/2 OF ROOF AREA (199.2.2)	ACTUAL PENTHOUSE AREA	ACTUAL BUILDING HEIGHT
BUILDING I	43,583 SF	1/2 X 43,583 = 21,791 SF	8,076 SF, OK	12'-4" FT < 18' FT, OK
BUILDING II	49,918 SF	1/2 X 49,918 = 24,959 SF	4,218 SF, OK	12'-4" FT < 18' FT, OK



AVERAGE GRADE PLANE = 276.36 = PROJECT ELEVATION 98'-0"
AVG. GRADE PLAN CALCULATION



AVERAGE GRADE CALCULATED BY AVERAGING EXISTING GRADES AT NEW BUILDING FOOTPRINT
CALCULATED EXISTING AVERAGE GRADE = 279.51 = PROJECT ELEVATION 101'-1"
AVG. EXISTING GRADE CALCULATION

PLATFORMS

SECTION	REQUIREMENT	REQUIRED	REMARKS
410.3	STAGE	N/A	RAISED AREA IS PLATFORM, NOT STAGE NO OVERHEAD HANGING EFFECTS OTHER THAN LIGHTING & SOUND
410.4	PLATFORM CONSTRUCTION	TYPE I-B	MATCH TYPE OF CONSTRUCTION FOR BUILDING PLATFORM IS IN
	FIRE RETARDANT - TREATED WOOD	ALLOWED	TYPE II CONSTRUCTION PLATFORM IS LESS THAN 30 INCHES ABOVE MAIN FLOOR PLATFORM LESS THAN 1/3 MAIN ROOM AREA (SEE ROOM 1401) PLATFORM LESS THAN 3,000 SF
	RATED FLOOR ASSEMBLY	NO	PLATFORM LESS THAN 1/3 MAIN ROOM AREA (SEE ROOM 1401)
	PROTECTED UNDERSIDE OF PLATFORM	NO	PLATFORM FLOOR IS SLAB ON GRADE
410.5	DRESSING & APPURTENANT ROOMS	N/A	RAISED AREA IS PLATFORM, NOT STAGE
410.6	AUTO SPRINKLER SYSTEM	N/A	RAISED AREA IS PLATFORM, NOT STAGE. NOTE: AUTO SPRINKLER SYSTEM PROVIDED ALTHOUGH NOT REQUIRED BY THIS SECTION
410.7	STAIRWELLS	N/A	RAISED AREA IS PLATFORM, NOT STAGE

FIRE RESISTANCE REQUIREMENTS (SECTION 602, TABLE 601)

REF: SECTION 707 - FIRE BARRIERS FOR RATED WALL/FLOOR ASSEMBLIES, EXITS, INCIDENTAL USE AREAS

BUILDING ELEMENT	FIRE RESISTANCE FOR CONSTRUCTION TYPE I-B
PRIMARY STRUCTURAL FRAME	0 HOUR
BEARING WALLS - EXTERIOR	0 HOUR
BEARING WALLS - INTERIOR	0 HOUR
NON-BEARING EXTERIOR WALLS/PARTITIONS	0 HOUR PER TABLE 602
NON-BEARING INTERIOR WALLS/PARTITIONS	0 HOUR
OPENINGS IN EXTERIOR WALLS	0 HOUR
FLOOR CONSTRUCTION & SECONDARY MEMBERS	0 HOUR
ROOF CONSTRUCTION & SECONDARY MEMBERS	0 HOUR
ROOF COVERING	CLASS B FOR TYPE II-B CONSTRUCTION

FIRE WALLS (SECTION 706, TABLE 706.4)

GROUP E 2 HOUR RATING WITH FOOTNOTE a
INTERIOR WALLS & CEILING FINISHES, TABLE 603.9 - FULLY SPRINKLERED BUILDING, TYPE II-B

GROUP	EXIT ENCLOSURES & PASSAGEWAYS	CORRIDORS	ROOMS & ENCLOSED SPACES
EDUCATIONAL "E"	B	C	C

MEANS OF EGRESS

COMMON PATH OF TRAVEL (SECTION 1014.3)
MAX. 75 FEET FOR GROUP "E" OCCUPANCY
EXIT ACCESS TRAVEL (SECTION 1016)
MAX. 200 FEET FOR GROUP "E" OCCUPANCY WHERE AUTOMATIC SPRINKLER SYSTEM IS PROVIDED
DEAD END CORRIDORS (SECTION 1018.4)
MAX. 50 FEET FOR GROUP "E" AND "B" OCCUPANCIES WHERE AUTOMATIC SPRINKLER SYSTEM IS PROVIDED
CORRIDOR WALLS (TABLE 1018.1) NOT RATED WHERE AUTOMATIC SPRINKLER SYSTEM IS PROVIDED
REQUIRED EGRESS WIDTH
STAIRWAYS: 30" PER OCCUPANT REQUIRED WHERE AUTOMATIC SPRINKLER SYSTEM IS PROVIDED (SECTION 1025.1)
OTHER EGRESS COMPONENTS: 2" PER OCCUPANT WHERE AUTOMATIC SPRINKLER SYSTEM IS PROVIDED (SECTION 1025.1)
REQUIRED NUMBER OF EXITS (TABLE 1015.1, TABLE 1021.1, TABLE 1027.2)
OCCUPANT LOAD 1-500
OCCUPANT LOAD 501-1,000: 500
OCCUPANT LOAD > 1000
THREE EXITS OR EXIT ACCESS
FOUR EXITS OR EXIT ACCESS
EXIT ACCESS DOOR/MAY CONFIGURATION (SECTION 1015.2, EXCEPTION #2)
WHERE A BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 503.3.1.1 OR 503.3.1.2, THE SEPARATION DISTANCE OF THE EXIT DOORS OR EXIT ACCESS DOORWAYS SHALL NOT BE LESS THAN 1/3 OF THE LENGTH OF THE MAXIMUM OVERALL DIMENSIONAL DIMENSION OF THE AREA SERVED

PLUMBING FIXTURE REQUIREMENTS

WA STATE AMENDMENTS (2002.1 & TABLE 2002.1)
CALCULATED BASED ON OCCUPANCY CLASSIFICATIONS OF IBC CHAPTER 3 AND OCCUPANT LOAD CALCULATIONS OF IBC CHAPTER 10

OCCUPANCY GROUP	OCCUPANTS	WATER CLOSETS REQ'D		LAVATORIES REQ'D		
		WATER CLOSET FACTOR (TABLE 2002.1)	# OF FIXTURES REQUIRED	LAVATORY FACTOR (TABLE 2002.1)	MINIMUM REQUIRED	
GROUP E ALL AREAS EXCEPT ADMINISTRATION	1,859*	850 MALE 1 FUTURE PER 50	17	30 CK	1 PER 100 9	15 OK
GROUP B ADMINISTRATION	76	38 MALE 38 FEMALE 1 FUTURE PER 30	1	1 CK	1 PER 60 1	15 OK
GROUP A3 (PUBLIC USE OF BUILDING SPACES AFTER SCHOOL HOURS)	2,828	1,915 MALE 1,915 FEMALE 1 PER 125 1 PER 65	16	32 CK	1 PER 40 FOR FIRST 40 AND 1 PER 80 REMAINDER EXCEEDING 40 1 PER 200 10	15 OK 15 OK
DRINKING FOUNTAINS (2002.5)	1,859*/ 2,828	ONE FOR THE FIRST 100 OCCUPANTS, THEN ONE PER EACH ADDITIONAL 500	5/7	8 CK		

*EXCLUDES SPACES NOT SIMULTANEOUSLY OCCUPIED: 4861 TOTAL E OCCUPANTS - GYM (1247), LOCKER ROOMS (25-26), COMMONS (502), AND THE SPECIALTY CLASSROOMS OF DANCE (84), MUSIC (102-83), STEAM (72), CTE (71), 3D ART (71), PLATFORM (82), MEDIA (59), FAMILY (53), AND COMPUTER (57-58) = 1869 MAXIMUM SIMULTANEOUS OCCUPANTS

ENERGY CODE REQUIREMENTS

WA STATE ENERGY CODE, COMMERCIAL PROVISIONS (C-402, C-403, TABLE C-402.2, TABLE C-402.3)

ASSEMBLY	ENVELOPE REQUIREMENTS		AREA CALCULATIONS			
	REQUIRED VALUE	PROVIDED VALUE	COMPONENT AREA	HOST AREA	REQUIRED %	PROVIDED %
ROOFS INSULATION ABOVE DECK	R-30	R-36				
WALLS MASS STEEL FRAMED	R-10 R-13-R-10a	R-10 R-21-R-10a	FENESTRATION AREA 15,541 SF	WALL AREA 68,162 SF	REQUIRED % 30.0%	PROVIDED % 22.5%
FLOORS FRAMING	R-30	R-30-R-10C1				
SUB-ON-GRADE FLOORS (UNHEATED) SPRINKLING ROLL-UP OR SLIDING	R-10a EDGE-2" BELOW R-10a EDGE-FULL AREA	R-10a EDGE-2" BELOW R-10a EDGE-FULL AREA	SKYLIGHT AREA 1,800 SF	ROOF AREA 91,505 SF	REQUIRED % 3.0%	PROVIDED % 2.0%
OPAQUE DOORS SPRINKLING ROLL-UP OR SLIDING	U-0.37 R-4.75	U-0.37 NONE				
FENESTRATION METAL, FIXED METAL, OPERABLE METAL, ENTRANCE DOORS	U-0.38, SHGC-0.40 U-0.40, SHGC-0.40 U-0.60, SHGC-0.40	U-0.60, SHGC-0.40 (NFRIC) U-0.40, SHGC-0.40 (NFRIC) U-0.60, SHGC-0.40 (NFRIC)	DAYLIGHT AREA 58,166 SF	FLOOR AREA 150,288 SF	REQUIRED % N/A	PROVIDED % 38.4%
SKYLIGHTS ALL TYPES	U-0.50, SHGC-0.35	U-0.50, SHGC-0.35 (NFRIC)				

*SRI 82 INITIAL AND SRI 65 3-YEAR VALUES REQUIRED & PROVIDED AT ROOFING
**ALL U-BENDS, HEADERS, & FLOOR STRUCTURE R-3.5 REQUIRED AND PROVIDED AT RADIANT FLOOR COMPONENTS

integrus
ARCHITECTURE

7809 REGISTERED ARCHITECT
REBECCA BARKER
STATE OF WASHINGTON

Bellevue School District No. 405
ODLE MIDDLE SCHOOL
502 143RD AVENUE NE
BELLEVUE, WASHINGTON 98007

Date:	10/31/14	
Job No.:	21219.00	
Drawn By:	JL	
Checked by:	LS	
File No.:		
Revisions		
#	Date	Description
1	10/31/14	Permit Rev. 1

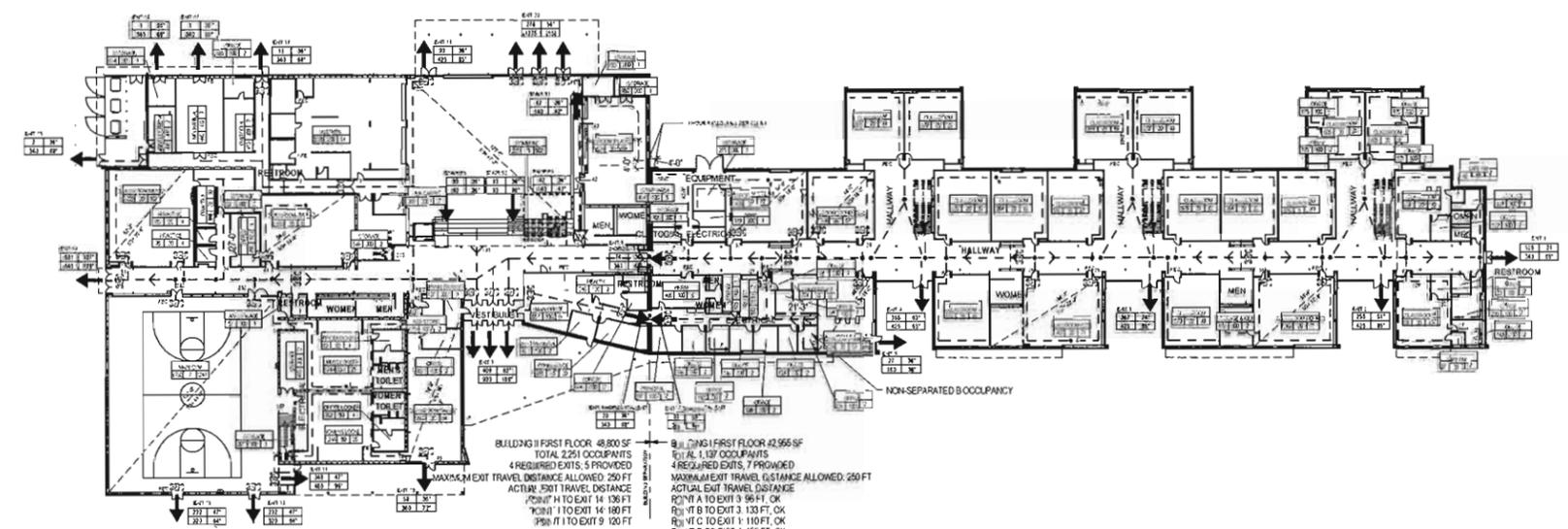
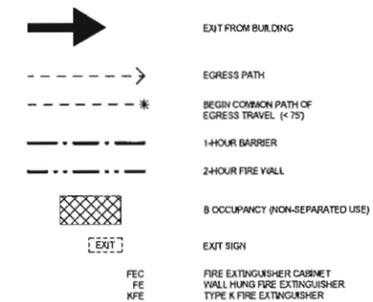
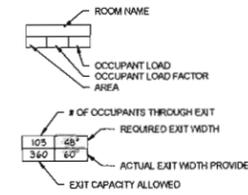
PROJECT DATAZONING & BUILDING CODE INFORMATION

A-003

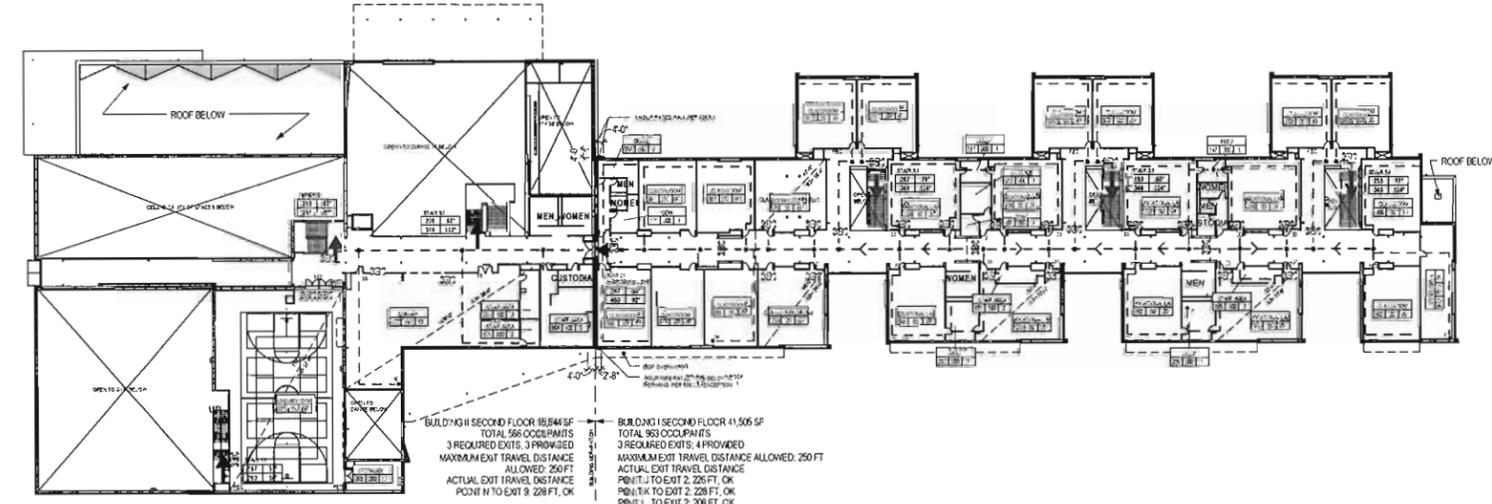
CODE PLAN LEGEND

SCALE 1/8" = 1'-0"

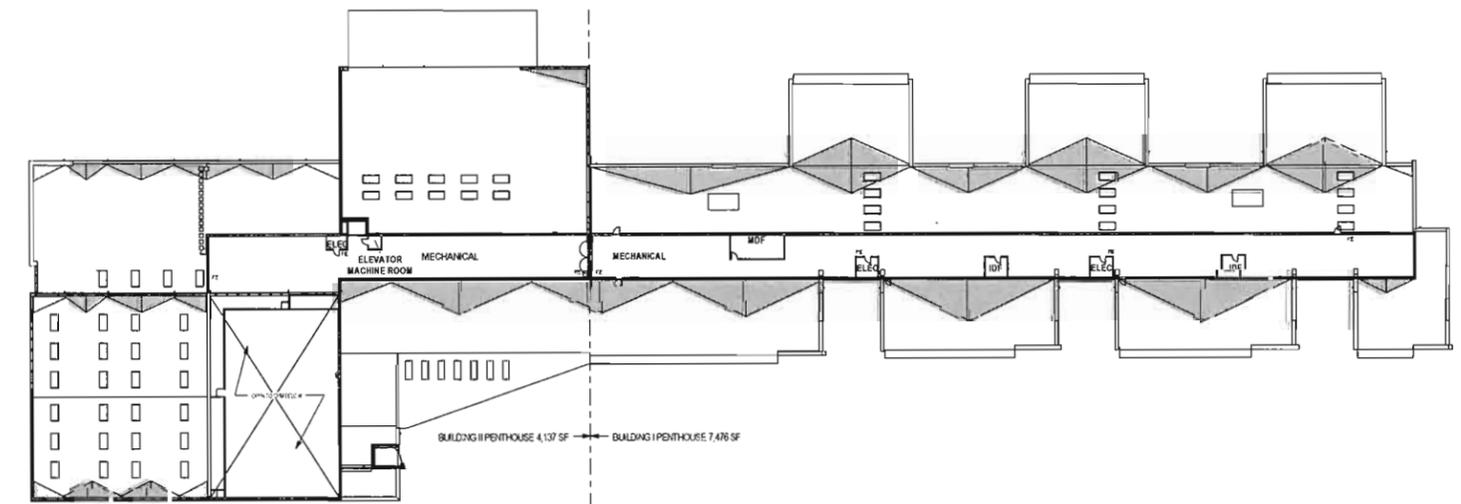
EXIT SYMBOL CODES



1 CODE PLAN FIRST FLOOR
SCALE 1/32" = 1'-0"



2 CODE PLAN SECOND FLOOR
SCALE 1/32" = 1'-0"



3 CODE PLAN MECHANICAL PENTHOUSE
SCALE 1/32" = 1'-0"

integrus ARCHITECTURE
1711 14TH AVENUE, SUITE 100, BELLEVUE, WA 98007
7800 REGISTERED ARCHITECT
Rebecca Babak
REBECCA BABAK
STATE OF WASHINGTON

Bellevue School District No. 405
ODLE MIDDLE SCHOOL
502 143RD AVENUE NE
BELLEVUE, WASHINGTON 98007

Date:	1/31/14	
Job No.:	21219.00	
Drawn By:	JH	
Checked by:	LS	
Ename:		
Revisions		
#	Date	Description
A	1/31/14	Permit Rev 1

CODE ANALYSIS PLANS

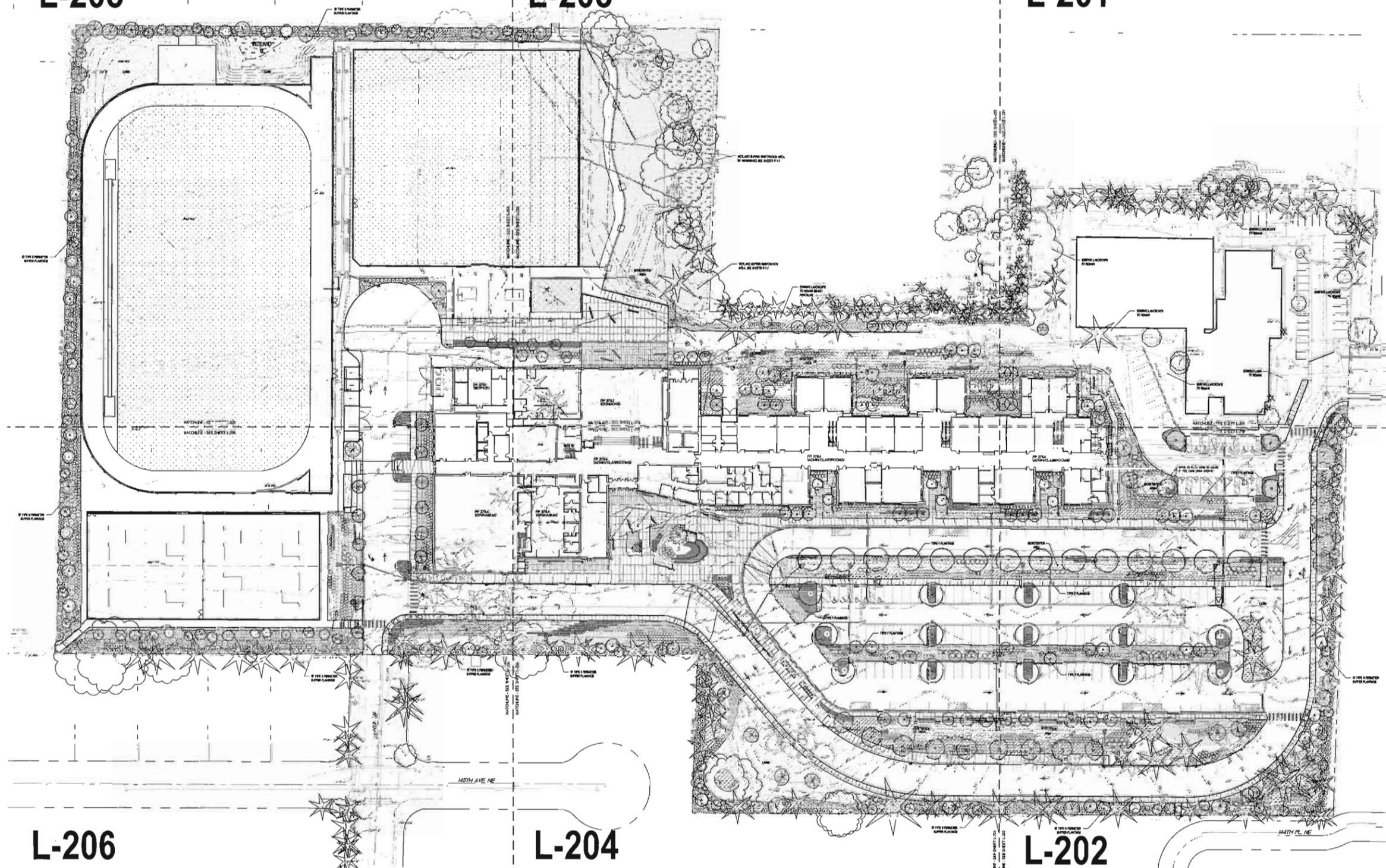
A-004

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L-205

L-203

L-201



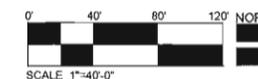
L-206

L-204

L-202

PARKING LOT LANDSCAPE CALCULATIONS:

1. ALL ON-SITE PARKING LOTS TO RECEIVE TYPE V LANDSCAPING.
2. TOTAL NUMBER OF ON-SITE PARKING STALLS PROPOSED: 155
3. TOTAL AREA OF LANDSCAPE REQUIRED: 5,425 SF (35 SF PER STALL)
4. TOTAL AREA OF LANDSCAPE PROVIDED: 46,630 SF



CONSTRUCTION DOCUMENTS

integrus ARCHITECTURE



WEISMAN DESIGN GROUP
 1000 14TH AVENUE NE
 SUITE 1000
 BELLEVUE, WA 98007
 TEL: 206.461.1111
 FAX: 206.461.1112
 WWW.WEISMANDESIGN.COM

Bellevue School District No. 405
ODLE MIDDLE SCHOOL
 502 143RD AVENUE NE
 BELLEVUE, WASHINGTON 98007

Date: 1/31/14
 Job No.: 21218-00
 Drawn By: NVAL/TYDH
 Checked by: NH
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Revisions		
#	Date	Description
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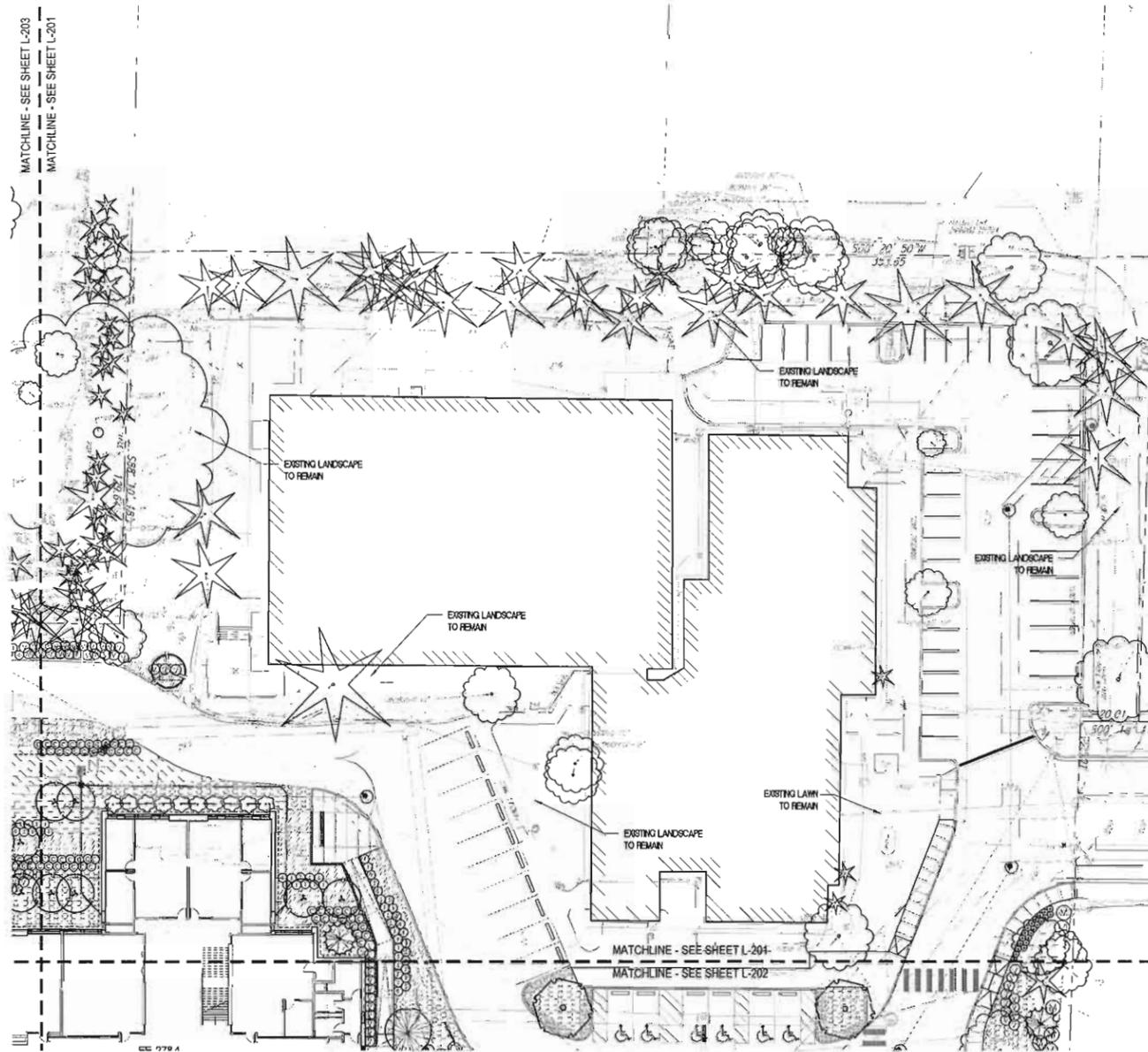
LANDSCAPE PLAN

L-200

LANDSCAPE SCHEDULE

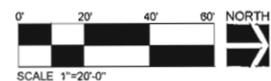
(LEGEND SHOWN AT 1"=20'-0" SCALE)
INDICATES PACIFIC NORTHWEST NATIVE SPECIES

SYMBOL	BOTANICAL/COMMON NAME	SIZE/CONDITION/REMARKS
DECIDUOUS TREES		
	AMELANCHIER X 'AUTUMN BRILLIANCE' SERVICEBERRY	MULTI-STEMMED, MIN (3) 1" CALIPER TRUNKS, 8'-10' HT., WELL-BRANCHED, FULL & BUSHY, MATCHED, B&B.
	ACER CIRCINATUM VINE MAPLE	MULTI-STEMMED, MIN (3) 1" CALIPER TRUNKS, 10'-12' HT., WELL-BRANCHED, FULL & BUSHY, MATCHED, B&B.
	ACER X FREDERICK 'JEFFERSON' AUTUMN BLAZE MAPLE	MIN. 3" CALIPER, 12-14' HT. WELL-BRANCHED ABOVE 6' HT., MATCHED, B&B.
	NYSSA SYLVATICA BLACK TUPELO	MIN. 3" CALIPER, 12-14' HT. WELL-BRANCHED ABOVE 6' HT., MATCHED, B&B.
	GINKGO BILOBA 'PRINCETON SENTRY' PRINCETON SENTRY GINKGO	MIN. 3" CALIPER, 12-14' HT. WELL-BRANCHED ABOVE 6' HT., MATCHED, B&B.
	STEWARTIA PSEUDOCAMELLIA JAPANESE STEWARTIA	MIN. 2" CALIPER, 10-12' HT. WELL-BRANCHED ABOVE 6' HT., MATCHED, B&B.
	CORNUS KOUSA 'CHINENSIS' KOUSA DOGWOOD	MIN. 2" CALIPER, 10-12' HT. WELL-BRANCHED ABOVE 6' HT., MATCHED, B&B.
EVERGREEN TREES		
	PSEUDOTSUGA MENZIESII DOUGLAS FIR	10' HT., FULL & BUSHY TO BASE, B&B.
	THUJA PLICATA WESTERN RED CEDAR	10' HT., FULL & BUSHY TO BASE, B&B.
	THUJA PLICATA 'HOGAN' HOGAN CEDAR	10' HT., FULL & BUSHY TO BASE, B&B.
	PINUS CONTORTA SHORE PINE	10' HT., FULL & BUSHY TO BASE, B&B.
	METASEQUOIA GLYPTOSTROBODES DAMON REDWOOD	SPECIMEN 12'-14" HT., FULL & BUSHY TO BASE, B&B.
SHRUBS		
	CORNUS SANGUINEA 'ARCTIC FIRE' ARCTIC FIRE REDTING DOGWOOD	MIN. 18-24" HT. & SPR., FULL & BUSHY, CONT.
	CORNUS STOLONIFERA 'KELSEY' KELSEY DOGWOOD	MIN. 15-18" HT. AND SPREAD, FULL & BUSHY, CONT.
	MAHONIA AQUIFOLIUM TALL OREGON GRAPE	MIN. 42" HT. & SPR., FULL & BUSHY, CONT.
	MYRICA CALIFORNICA PACIFIC WAX MYRTLE	MIN. 42" HT., FULL & BUSHY, CONT.
	RIBES SAUCUNEUM RED FLOWERING CURRANT	MIN. 18-24" HT. & SPR., FULL & BUSHY, CONT.
	RUBUS SPECTABILIS SALMONBERRY	MIN. 18-24" HT. & SPR., FULL & BUSHY, CONT.
	SYMPHORICARPOS ALBUS COMMON SNOWBERRY	MIN. 18-24" HT. & SPR., FULL & BUSHY, CONT.
	VACCINIUM OVATUM EVERGREEN HUCKLEBERRY	MIN. 18-24" HT. & SPR., FULL & BUSHY, CONT.
	LOWICHERA INVOLUCRATA TWINBERRY	MIN. 18-24" HT. & SPR., FULL & BUSHY, CONT.
	RHOCCOENDRON MACROPHYLLUM PACIFIC RHODODENDRON	MIN. 24-30" HT. & SPR., FULL & BUSHY, CONT. OR B&B.
	CARYA ELIPTICA COAST SILK-TASSEL	MIN. 24-30" HT. & SPR., FULL & BUSHY, CONT.
GROUNDCOVERS / ORNAMENTAL GRASSES		
	IRIDIOPUS SPICATA CREEPING LILY TURF	1 GAL. POTS @ 18" O.C. TRIANGULAR SPACING, START FIRST ROW 8" FROM EDGE OF PLANTING AREA.
	MAHONIA REPENS CREEPING MAHONIA	1 GAL. POTS @ 18" O.C. TRIANGULAR SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING AREA.
	GAULTHERIA SHALLOAN SALAL	1 GAL. POTS @ 24" O.C. TRIANGULAR SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING AREA.
	POLYSTICHUM MUNIUM SWORD FERN	1 GAL. POTS @ 24" O.C. TRIANGULAR SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING AREA.
	MAHONIA NERVOSA LOW CREEPING MAHONIA	1 GAL. POTS @ 18" O.C. TRIANGULAR SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING AREA.
	EPINEURUM CANTABRIGIENSE EVERGREEN BARRENWORT	1 GAL. POTS @ 18" O.C. TRIANGULAR SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING AREA.
	ARCTOSTAPHYLOS UVA-URSI KINKIFERN	1 GAL. POTS @ 18" O.C. TRIANGULAR SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING AREA.
	HELIOTRICHON SEMPERVIRENS BLUE GRASS	1 GAL. POTS @ 18" O.C. TRIANGULAR SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING AREA.
	MELNIA CAERULEA 'MORNING' PURPLE MOOR GRASS	1 GAL. POTS MIN., FULL AND BUSHY, SPACING AS SHOWN
	JUNCUS EFFUSUS SOFT RUSH	1 GAL. POTS MIN., FULL AND BUSHY, SPACING AS SHOWN
	SEEDED LAWN	SEE SPECIFICATIONS
	WETLAND PLANTING MIX	10" PLUGS @ 8" O.C. TRIANGULAR SPACING. PLANT SPECIES THAT TOLERATE DEEPER WATER LEVELS AT BOTTOM OF BIO-RETENTION AREAS
	30% CAREX OBNUPATA SMOOTH SEDGE	
	20% JUNCUS ACUMINATUS TAPERED BULRUSH	
	20% JUNCUS DUSICOLUS DAGGER LEAF RUSH	
	30% SCIRPUS MICROCARPUS SMALL FRUITED BULRUSH	
	SYNTHETIC TURF	SEE SPECIFICATIONS
	MULCH ONLY	SEE SPECIFICATIONS
	EXISTING VEGETATION TO REMAIN	SAVE AND PROTECT. SEE CIVIL FOR EXACT LIMITS OF CLEARING



GENERAL NOTES:

- SUBMIT COLOR PHOTOS REPRESENTATIVE OF PROPOSED NURSERY STOCK FOR EACH PLANT SPECIES AND VARIETY LISTED IN LANDSCAPE SCHEDULE. FINAL APPROVAL OF PLANT MATERIAL WILL NOT BE PROVIDED UNTIL DELIVERY AND REVIEW ON SITE. CONTAINERIZED TREES ARE STRONGLY DISCOURAGED. TREES WITH LARGE CIRCLING ROOTS OR TOO DEEP ROOT SYSTEMS WILL BE REJECTED.
- ALL ROOT PACKAGES MUST BE FREE OF ANY WEEDS.
- TREE STAKING REQUIREMENTS WILL BE DETERMINED BY LANDSCAPE ARCHITECT AT THE TIME OF PLANTING. PROPERLY PROPORTIONED AND PLANTED TREES WITH HEALTHY ROOT PACKAGES MAY NOT REQUIRE STAKING.
- ALL TREE STAKES MUST BE REMOVED BY THE CONTRACTOR BY THE END OF THE FIRST FULL GROWING SEASON.
- AT THE DIRECTION OF THE LANDSCAPE ARCHITECT, PRUNING MAY BE REQUIRED TO REMOVE DAMAGED, CROSSING, MISSHAPEN OR LOW BRANCHING LIMBS. TREES SHOULD NOT REQUIRE SIGNIFICANT PRUNING TO CORRECT HEALTH OR AESTHETIC DEFICIENCIES.
- INSTALL 3" DEPTH SPECIFIED MULCH IN ALL LANDSCAPE AREAS.
- INSTALL 8" DEPTH SPECIFIED TOPSOIL IN ALL LANDSCAPE AREAS.
- PROVIDE 4" DIAMETER MULCH CIRCLE AROUND ALL TREES PLANTED IN LAWN AREAS.
- REFER TO CIVIL DEMOLITION DRAWINGS AND SPECIFICATIONS FOR REMOVAL REQUIREMENTS AND PROTECTION FENCING AROUND EXISTING VEGETATION.
- REFER TO TREE PRESERVATION PLANS FOR SCHEDULE OF EXISTING TREES TO BE SAVED OR REMOVED.
- REFER TO CIVIL PLANS FOR NEW UTILITY WORK. CONTRACTOR RESPONSIBLE FOR PATCH AND REPAIR OF ALL EXISTING LANDSCAPE AREAS DISTURBED BY CONSTRUCTION WORK UNDER THIS CONTRACT.
- REFER TO PLANTING AND SEEDING SPECIFICATION FOR ADDITIONAL REQUIREMENTS, INCLUDING EXTENDED MAINTENANCE REQUIREMENTS.



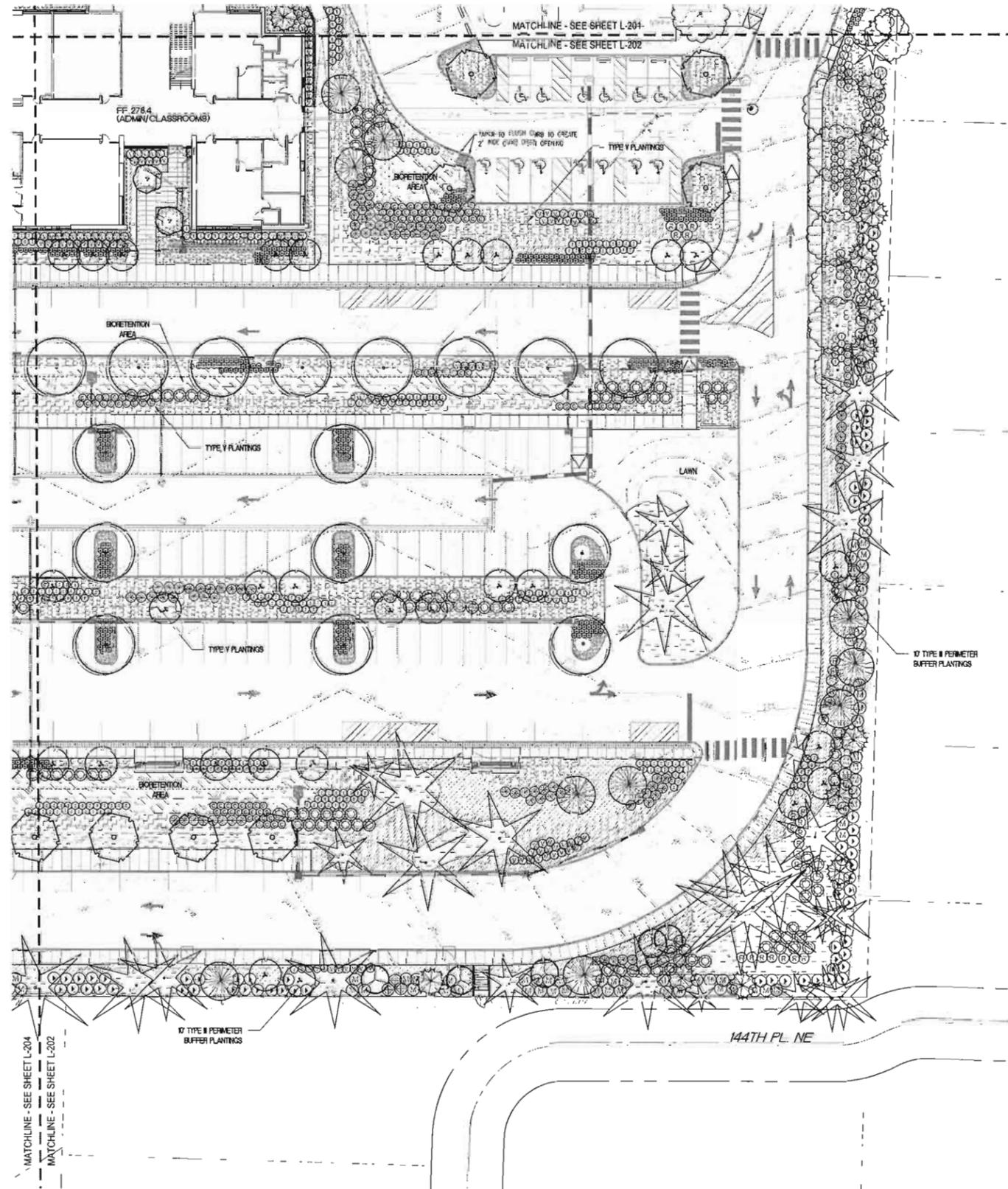
WEISMANDESIGNGROUP
ARCHITECTS
502 143RD AVENUE NE
BELLEVUE, WA 98007
PH: 206.451.1111
WWW.WEISMANDESIGNGROUP.COM

Belleve School District No. 405
ODLE MIDDLE SCHOOL
502 143RD AVENUE NE
BELLEVUE, WASHINGTON 98007

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LANDSCAPE PLAN ENLARGEMENT

L-201



Integrus
ARCHITECTURE



WEISMAN DESIGN GROUP
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1430 14TH AVENUE NE
SUITE 200
BELLEVUE, WA 98007
TEL: 206.451.1111
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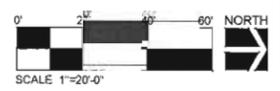
Bellevue School District No. 405
ODLE MIDDLE SCHOOL
502 143RD AVENUE NE
BELLEVUE, WASHINGTON 98007

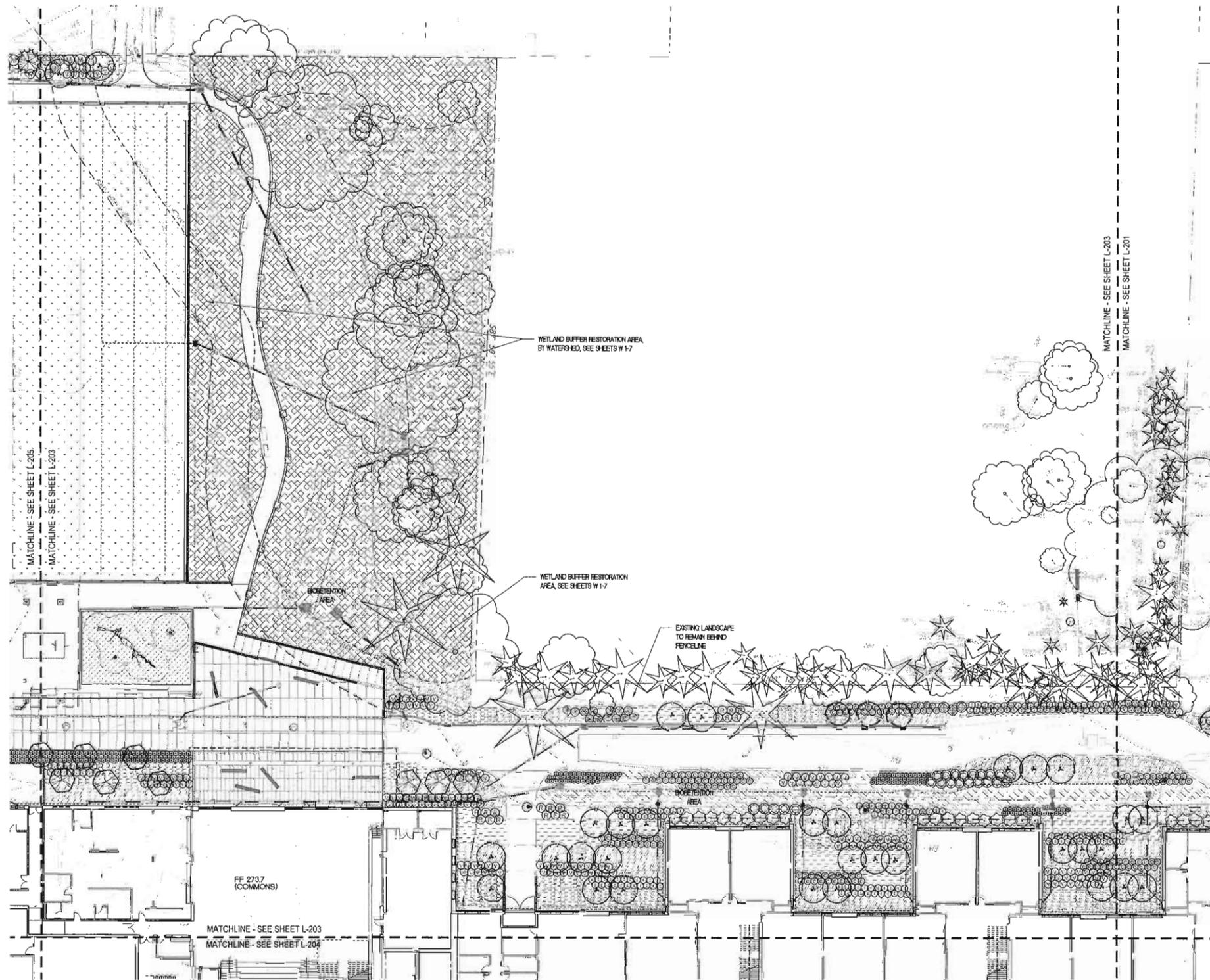
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Drawn By: NHAULTY/DH
Checked by: NH
Filename:

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A	1/31/14	Permit Rev 1

LANDSCAPE
PLAN
ENLARGEMENT

L-202





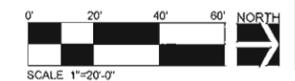
WEISMANDESIGNGROUP
 LANDSCAPE ARCHITECTS
 502 143RD AVENUE NE
 BELLEVUE, WA 98007
 WWW.WEISMANDESIGNGROUP.COM

Bellevue School District No. 405
ODLE MIDDLE SCHOOL
 502 143RD AVENUE NE
 BELLEVUE, WASHINGTON 98007

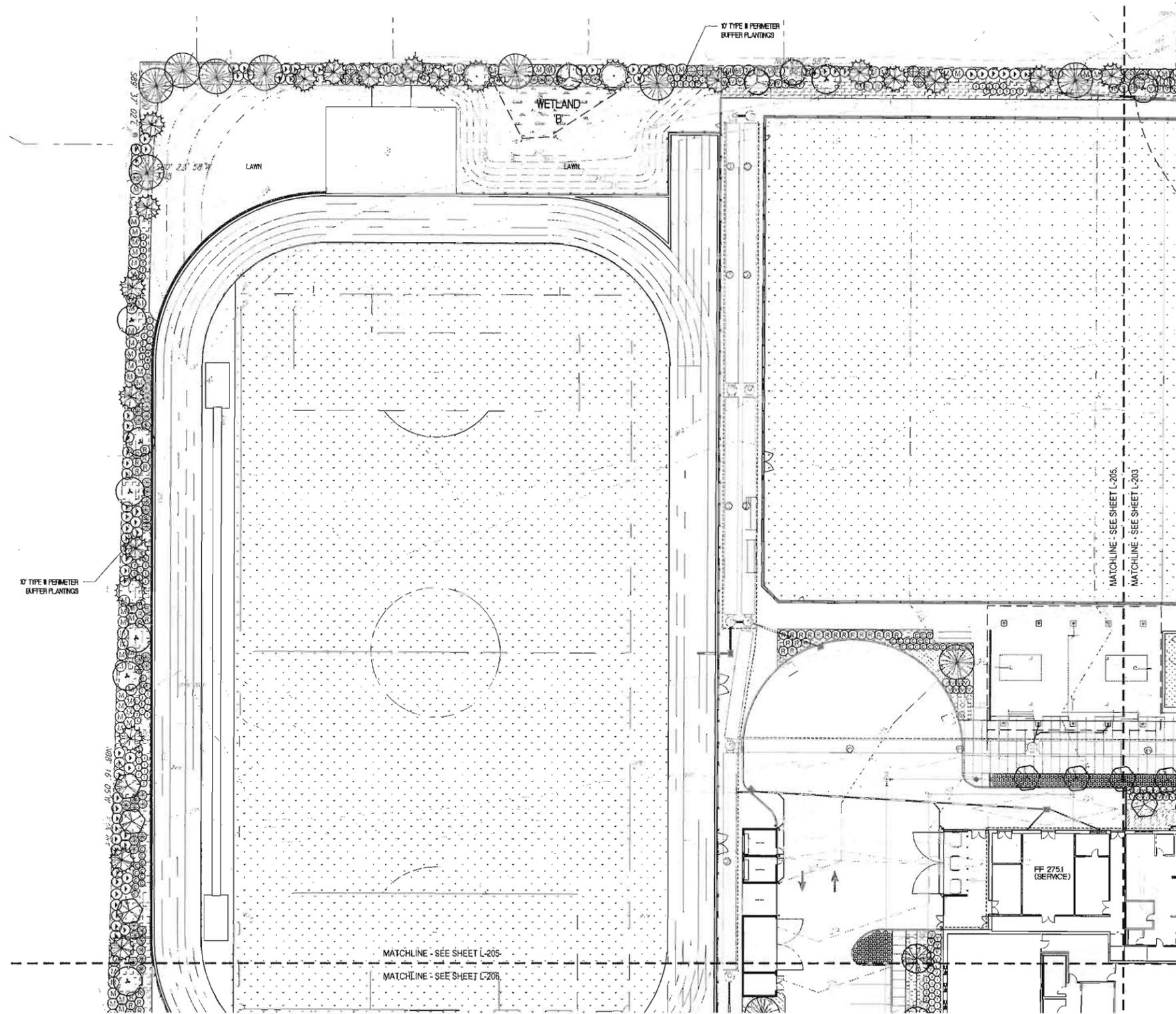
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 Drawn By: NH/ALTY/DH
 Checked by: NH
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Revisions	
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LANDSCAPE
 PLAN
 ENLARGEMENT



L-203



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ARCHITECTURE



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1000 15TH AVENUE, SUITE 200
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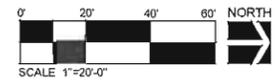
Bellevue School District No. 405
ODLE MIDDLE SCHOOL
502 143RD AVENUE NE
BELLEVUE, WASHINGTON 98007

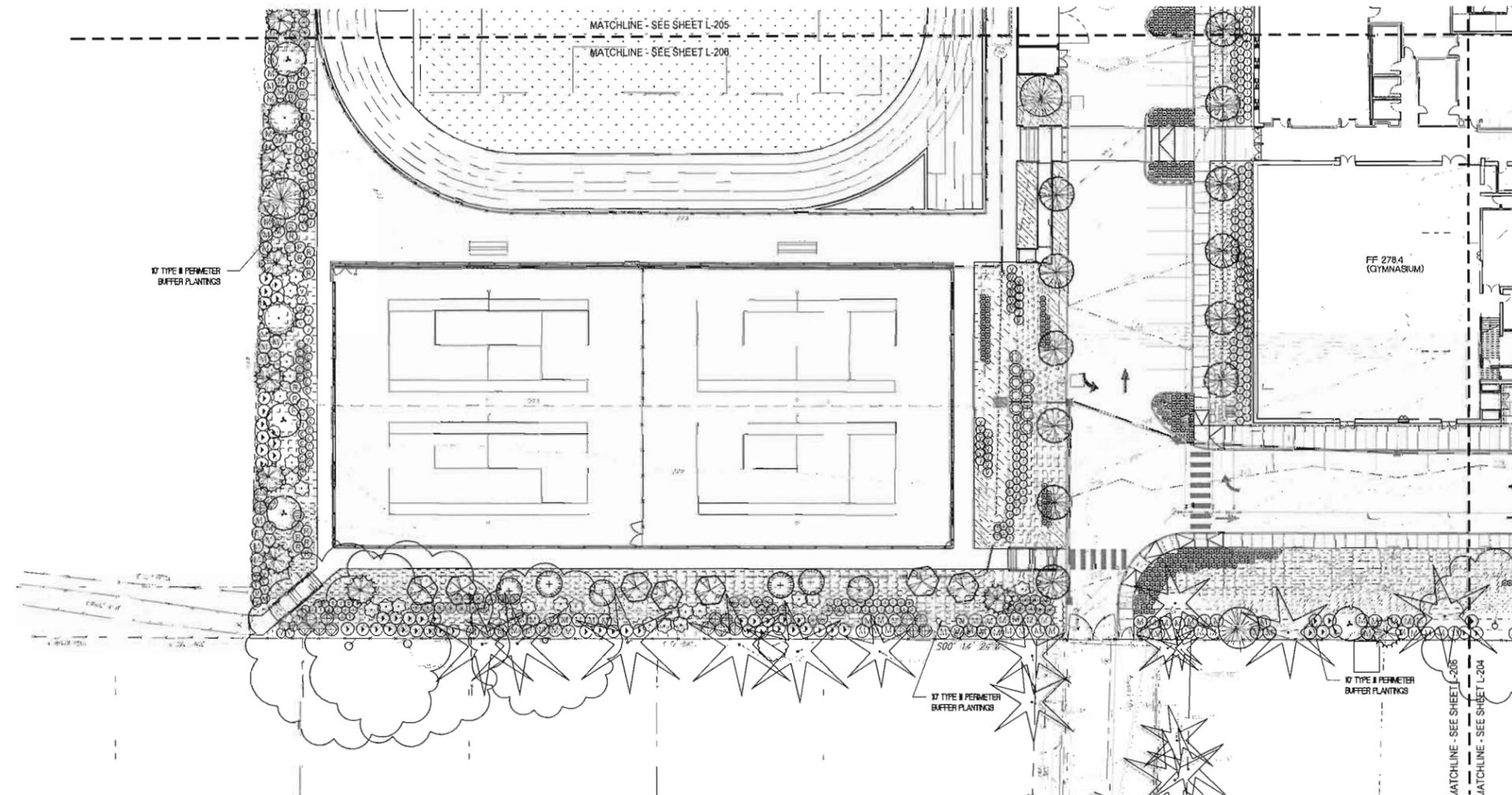
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Checked by: NH
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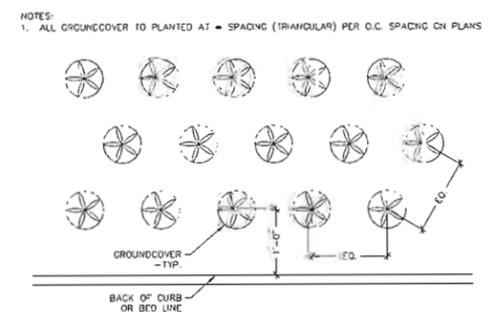
LANDSCAPE
PLAN
ENLARGEMENT

L-205

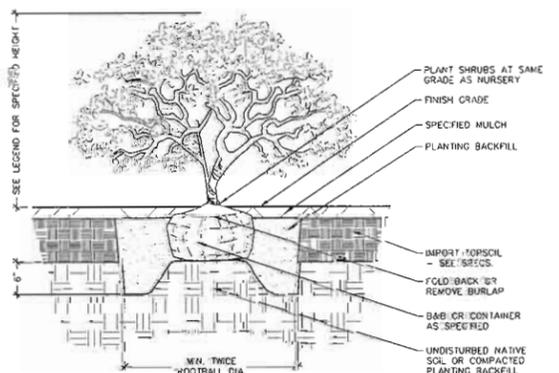




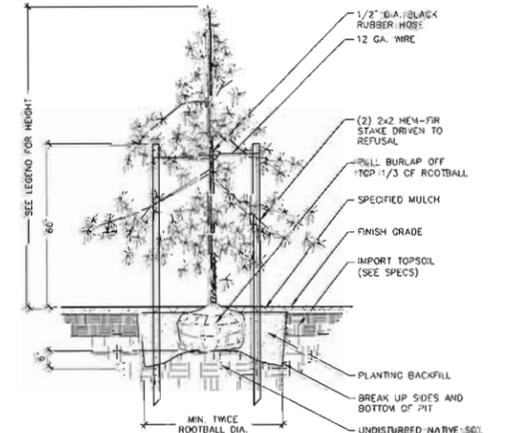
1 LANDSCAPE PLAN ENLARGEMENT
1"=20'-0"



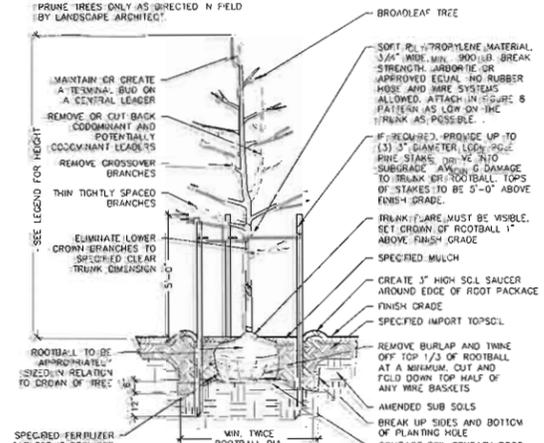
5 GROUNDCOVER PLANTING
Scale: 1"=1'-0"



4 SHRUB PLANTING
Scale: 1"=1'-0"



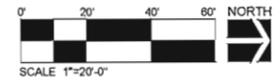
3 CONIFEROUS TREE PLANTING
Scale: 1/2"=1'-0"

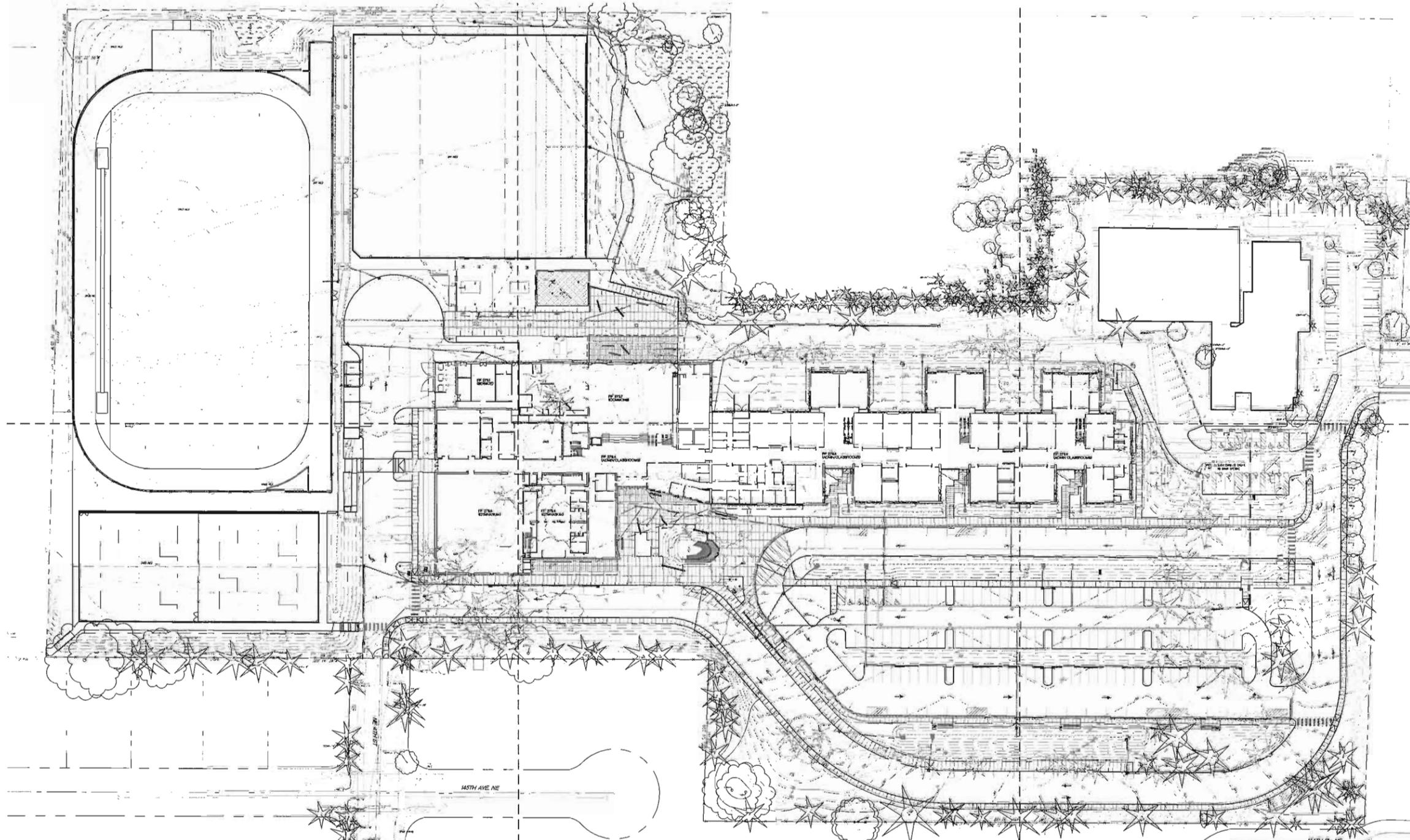


2 DECIDUOUS TREE PLANTING
Scale: 3/8"=1'-0"



Date:	1/31/14	
Job No.:	21218.00	
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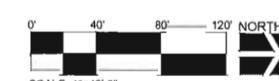
Preliminary Tree Preservation Calculations

Significant Tree #	Tree Species	Existing (DBH)	Proposed Action	Notes Saved	Notes Removed
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103	Red Pine	12.0	REMOVE		12.0
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Date: 1/31/14
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 Drawn By: NHAU/TH/DH
 Checked by: NH
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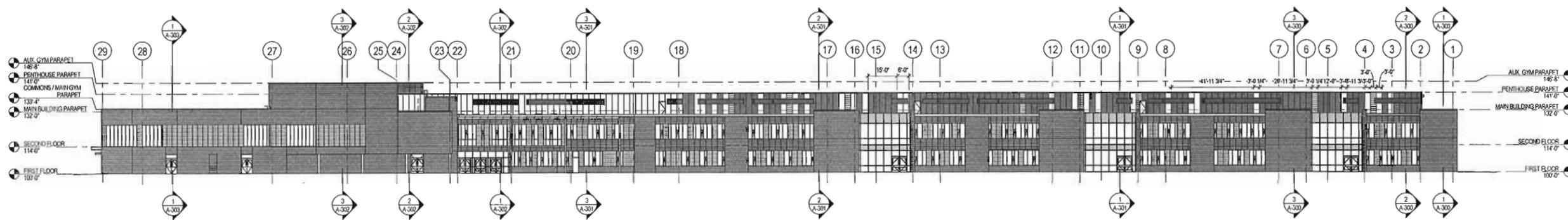
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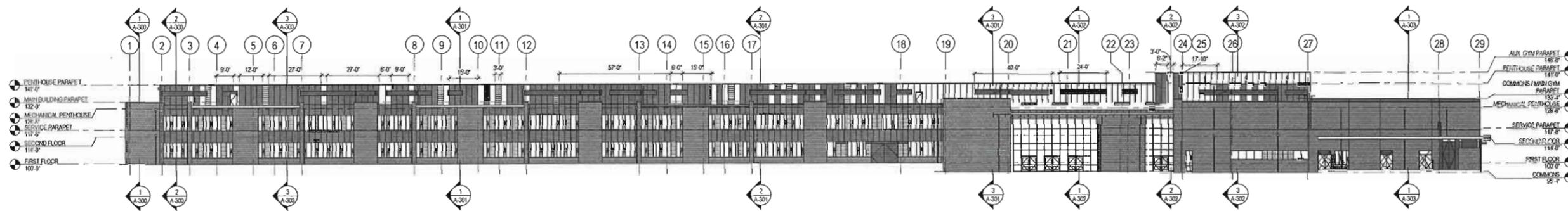
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Checked by:	CS	
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Revisions		
#	Date	Description

EXTERIOR
ELEVATIONS -
OVERALL

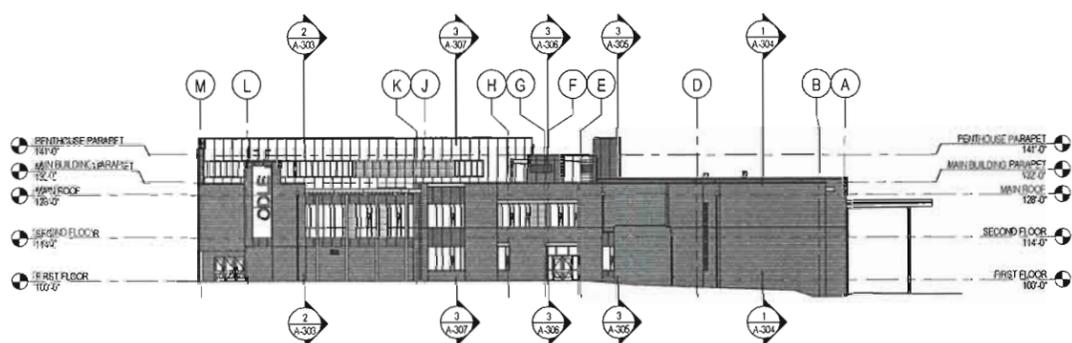
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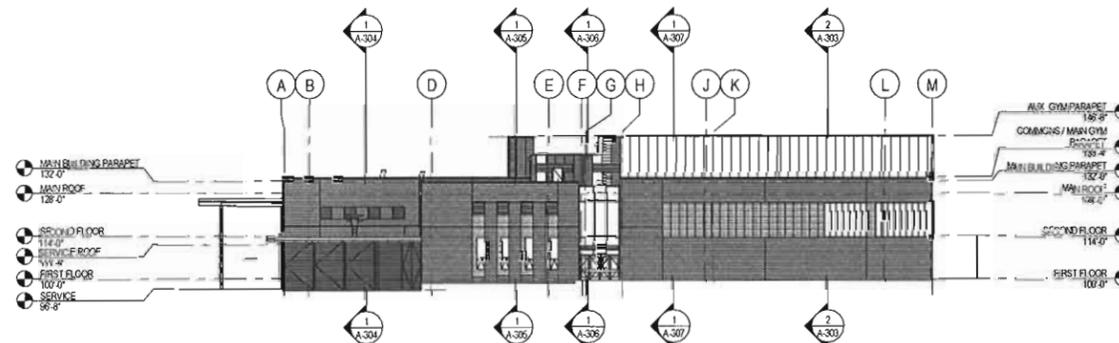
1 EAST ELEVATION - OVERALL
SCALE: 3/64" = 1'-0"



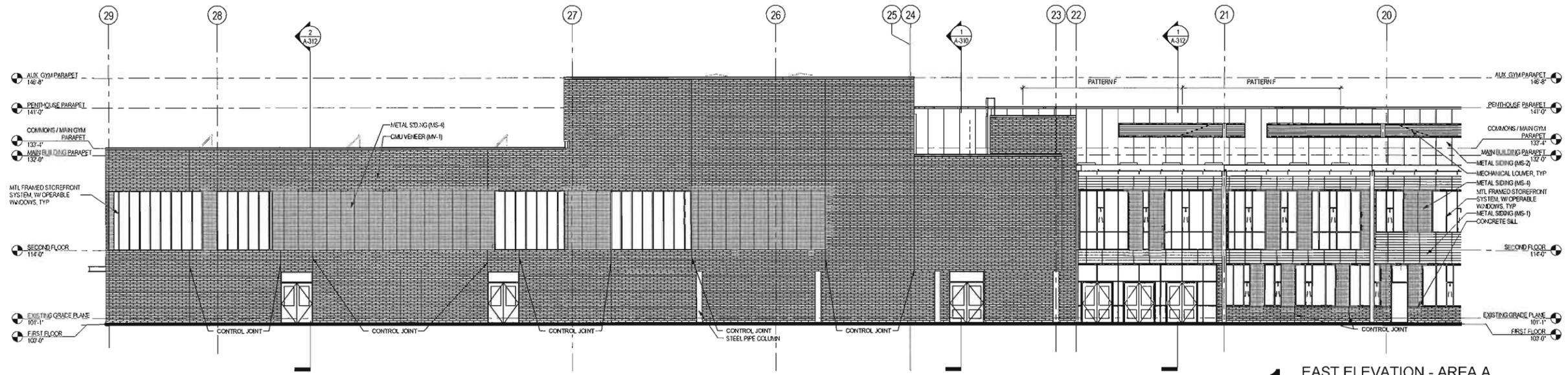
2 WEST ELEVATION - OVERALL
SCALE: 3/64" = 1'-0"



4 NORTH ELEVATION - OVERALL
SCALE: 3/64" = 1'-0"

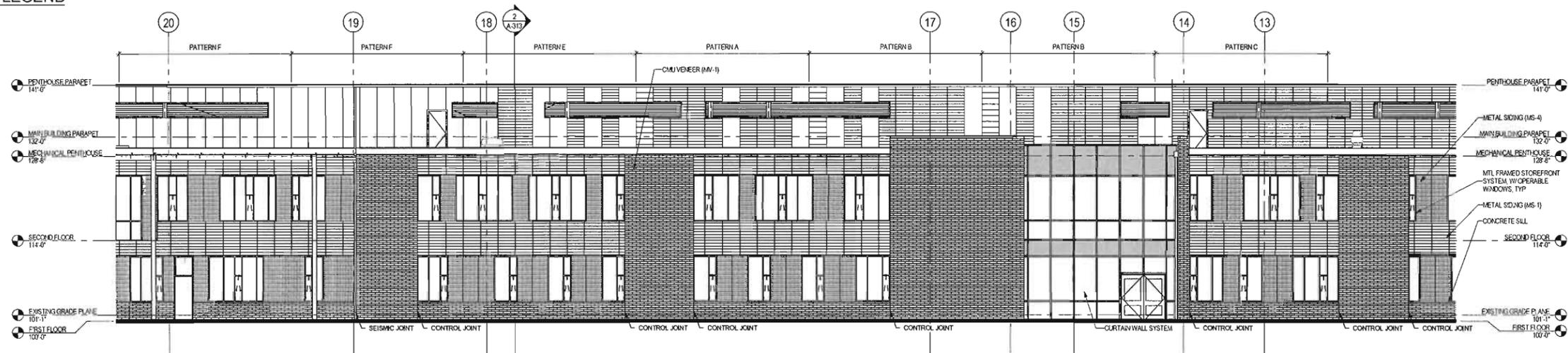


3 SOUTH ELEVATION - OVERALL
SCALE: 3/64" = 1'-0"

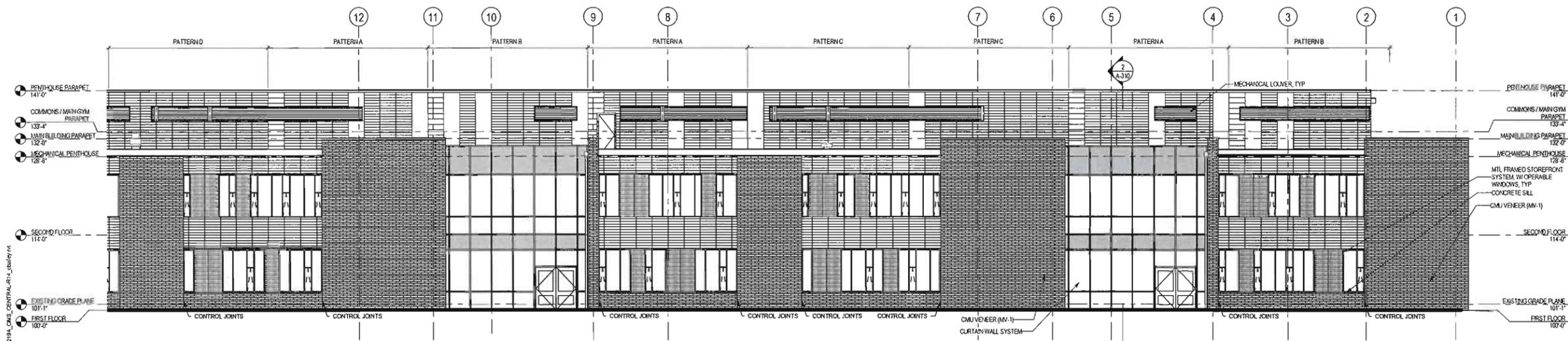


1 EAST ELEVATION - AREA A
SCALE: 1/8" = 1'-0"

METAL PANEL LEGEND



2 EAST ELEVATION - AREA B
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION - AREA C
SCALE: 1/8" = 1'-0"

Date: 1/31/14
Job No.: 1219.00
Drawn By: CB
Checked by: LS
Filename:

Revisions	
#	Date Description

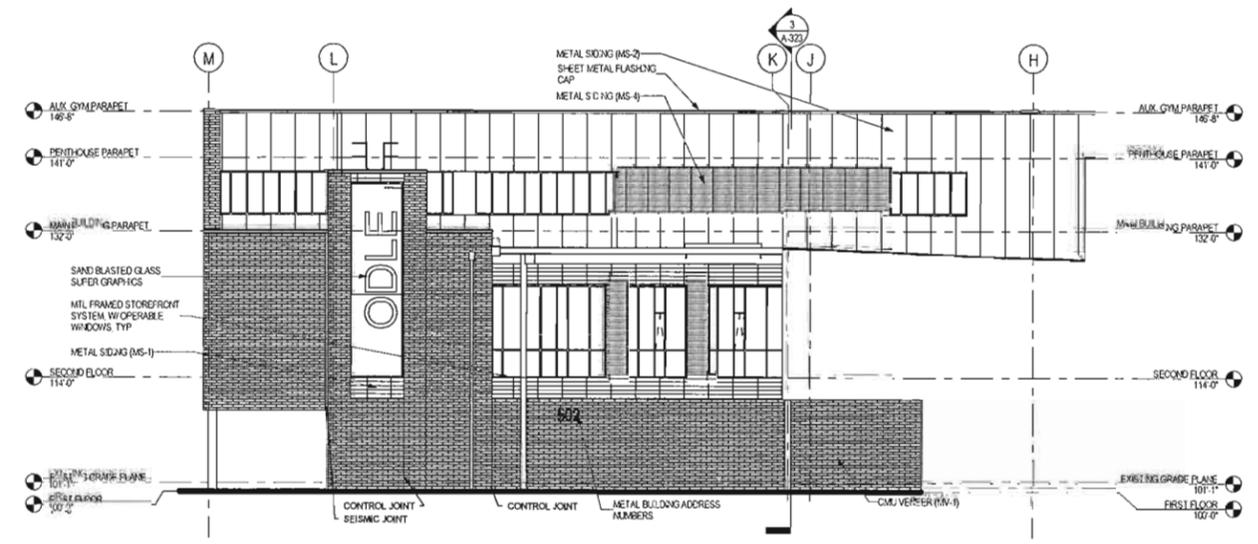
EXTERIOR ELEVATIONS

A-201

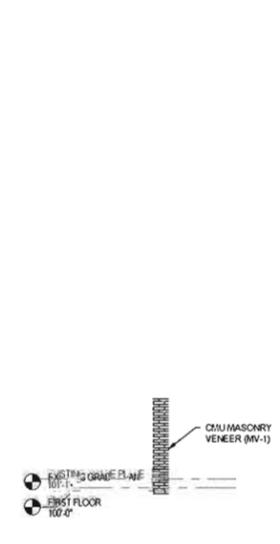
Revisions	
Date	Description

EXTERIOR ELEVATIONS

A-202



1 NORTH ELEVATION
SCALE 1/8" = 1'-0"

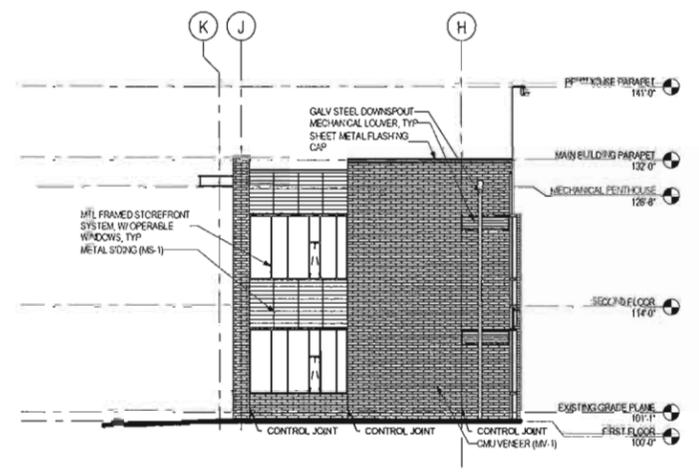


2 ELEVATION
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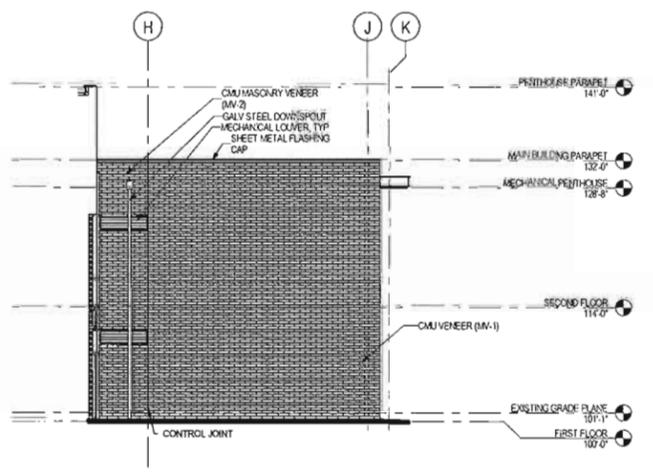


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SCALE 1/8" = 1'-0"

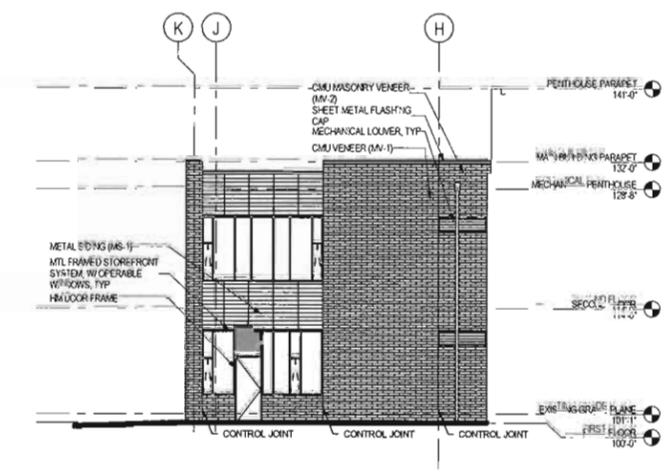
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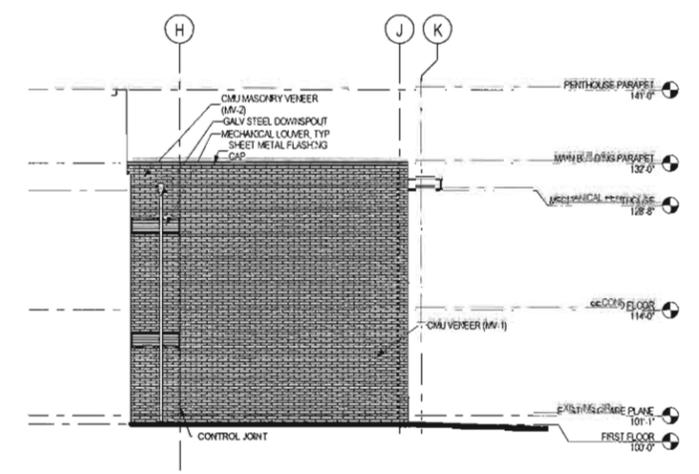
6 NORTH ELEVATION AT GRID 11
SCALE 1/8" = 1'-0"



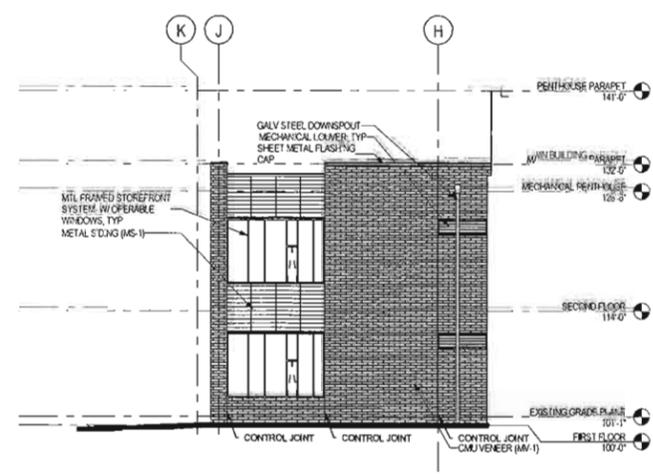
5 SOUTH ELEVATION AT GRID 14
SCALE 1/8" = 1'-0"



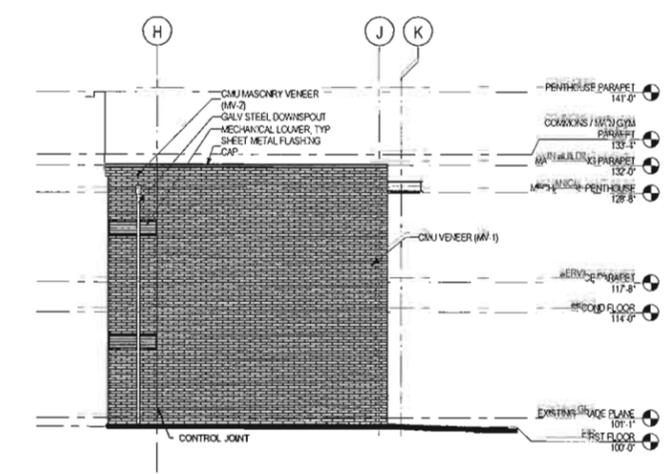
4 NORTH ELEVATION AT GRID 16
SCALE 1/8" = 1'-0"



9 SOUTH ELEVATION AT GRID 4
SCALE 1/8" = 1'-0"

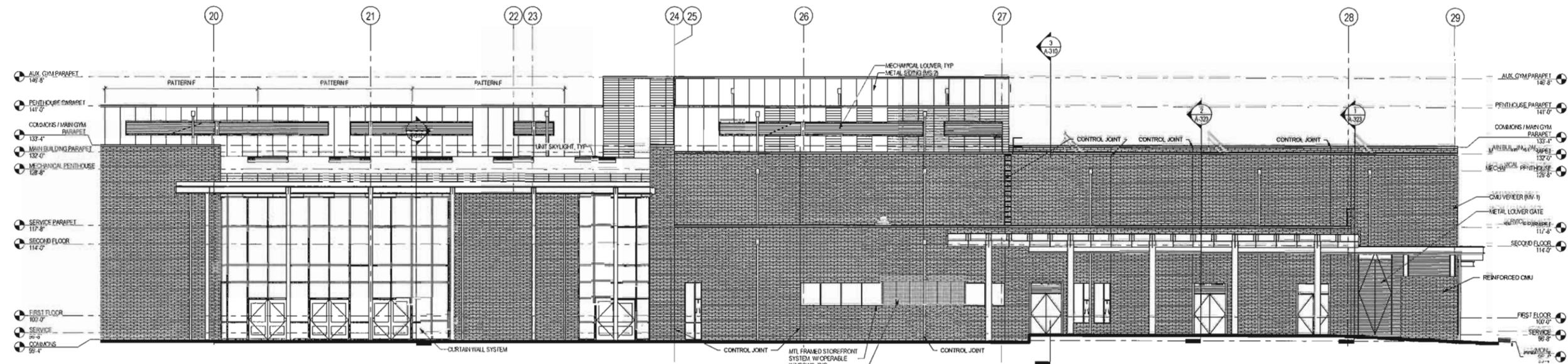


8 NORTH ELEVATION AT GRID 6
SCALE 1/8" = 1'-0"



7 SOUTH ELEVATION AT GRID 9
SCALE 1/8" = 1'-0"

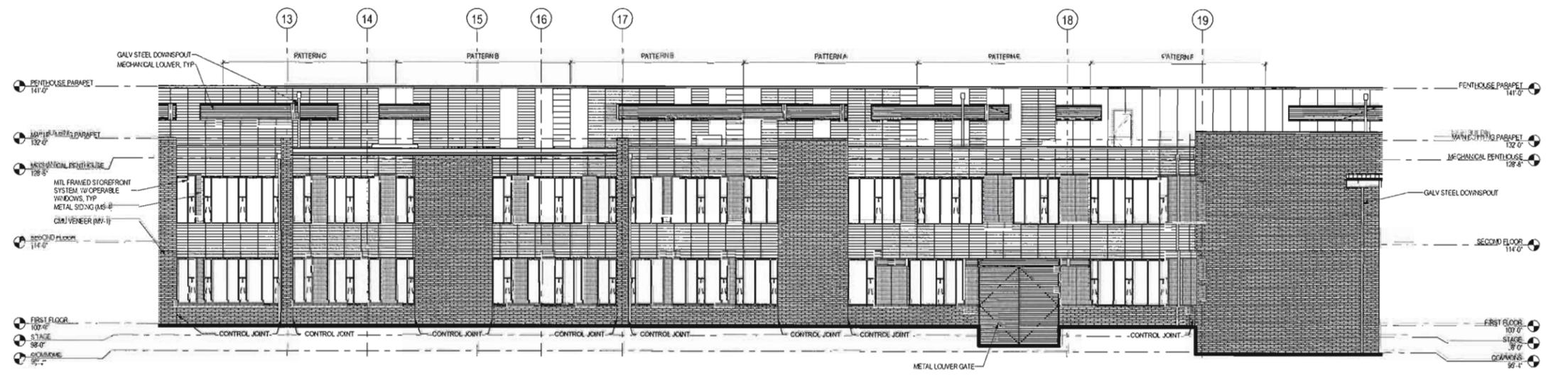
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METAL PANEL LEGEND



1 WEST ELEVATION - AREA A
SCALE 1/8" = 1'-0"



2 WEST ELEVATION - AREA B
SCALE 1/8" = 1'-0"



3 WEST ELEVATION - AREA C
SCALE 1/8" = 1'-0"

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7800 REGISTERED ARCHITECT
Rebecca Bill
REBECCA BILL
STATE OF WASHINGTON

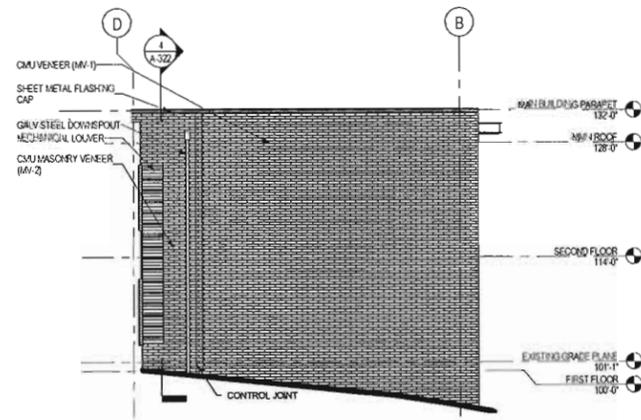
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ODLE MIDDLE SCHOOL
502 143RD AVENUE NE
BELLEVUE, WASHINGTON 98007

Date: 03/14
Job No.: 21219.00
Drawn By: CB
Checked By: LS
Fabricator:

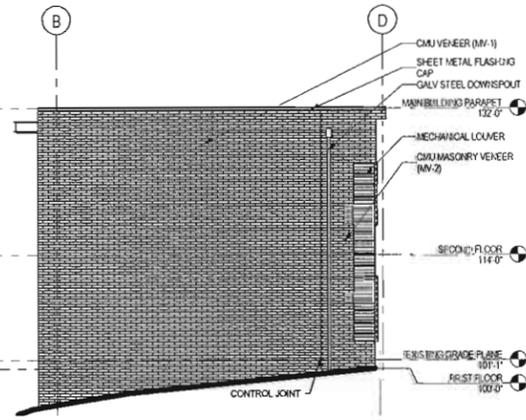
Revisions
Date Description

EXTERIOR ELEVATIONS

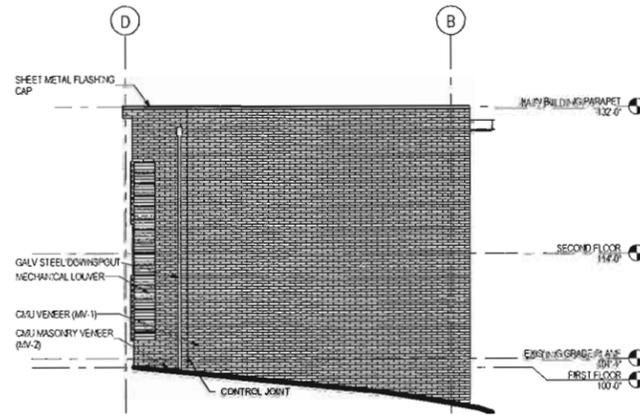
A-203



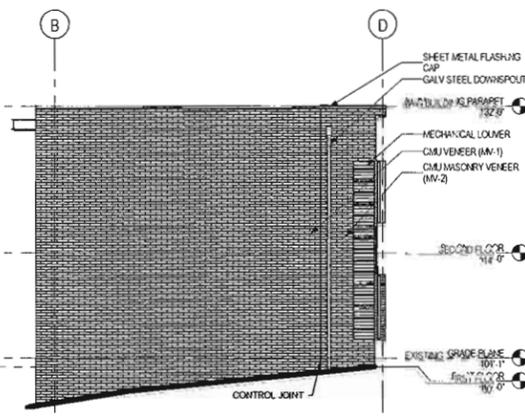
12 NORTH ELEVATION AT GRID 13
SCALE 1/8" = 1'-0"



11 SOUTH ELEVATION AT GRID 12
SCALE 1/8" = 1'-0"

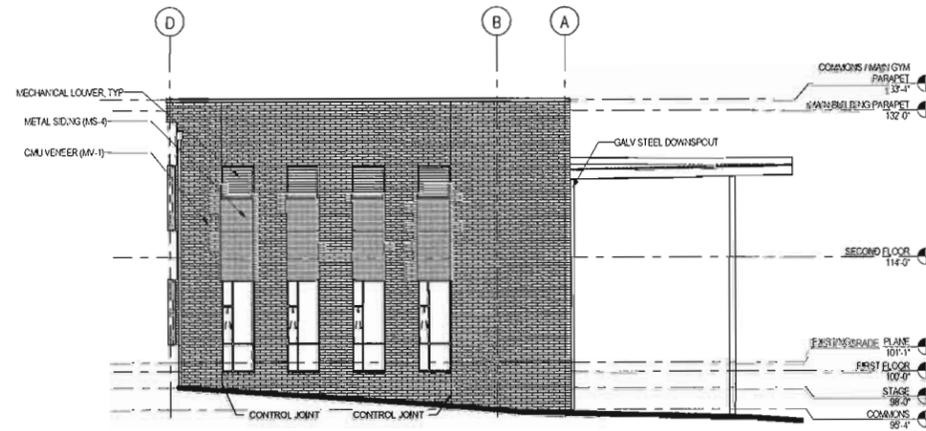


10 NORTH ELEVATION AT GRID 8
SCALE 1/8" = 1'-0"

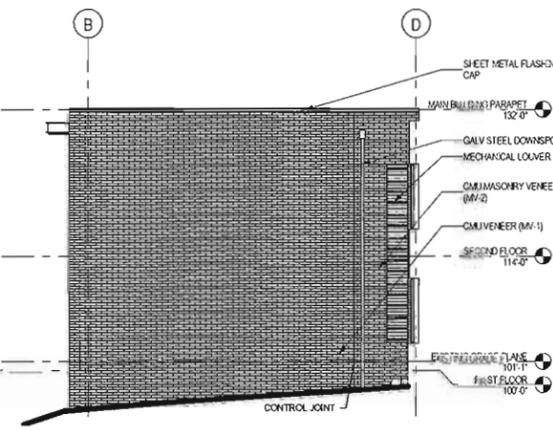


9 SOUTH ELEVATION AT GRID 7
SCALE 1/8" = 1'-0"

METAL PANEL LEGEND

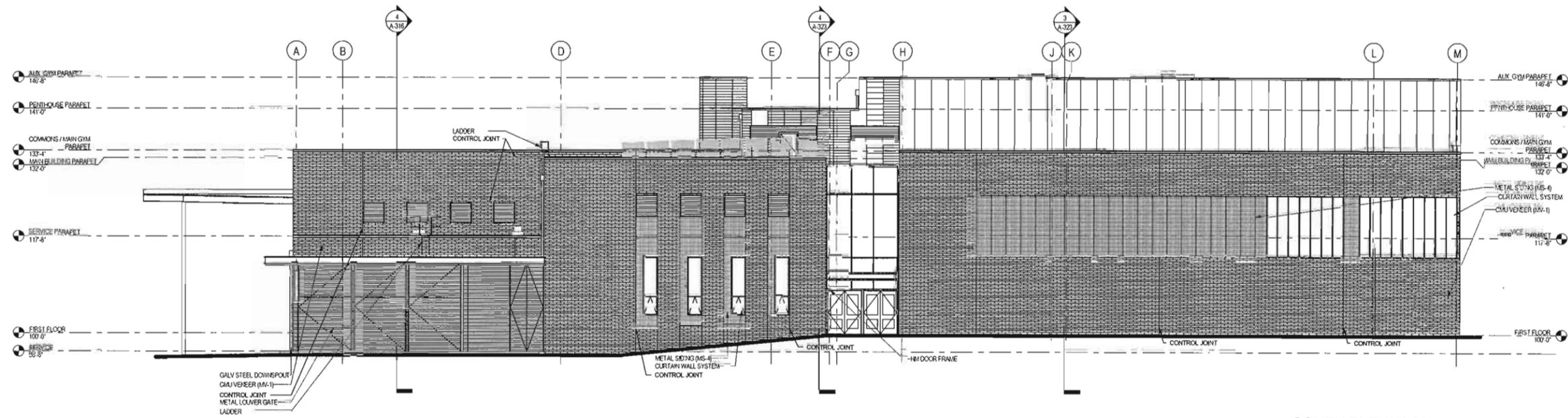


14 NORTH ELEVATION AT GRID 19
SCALE 1/8" = 1'-0"



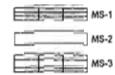
13 SOUTH ELEVATION AT GRID 17
SCALE 1/8" = 1'-0"

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1 SOUTH ELEVATION
SCALE 1/8" = 1'-0"

METAL PANEL LEGEND



2 NORTH ELEVATION
SCALE 1/8" = 1'-0"

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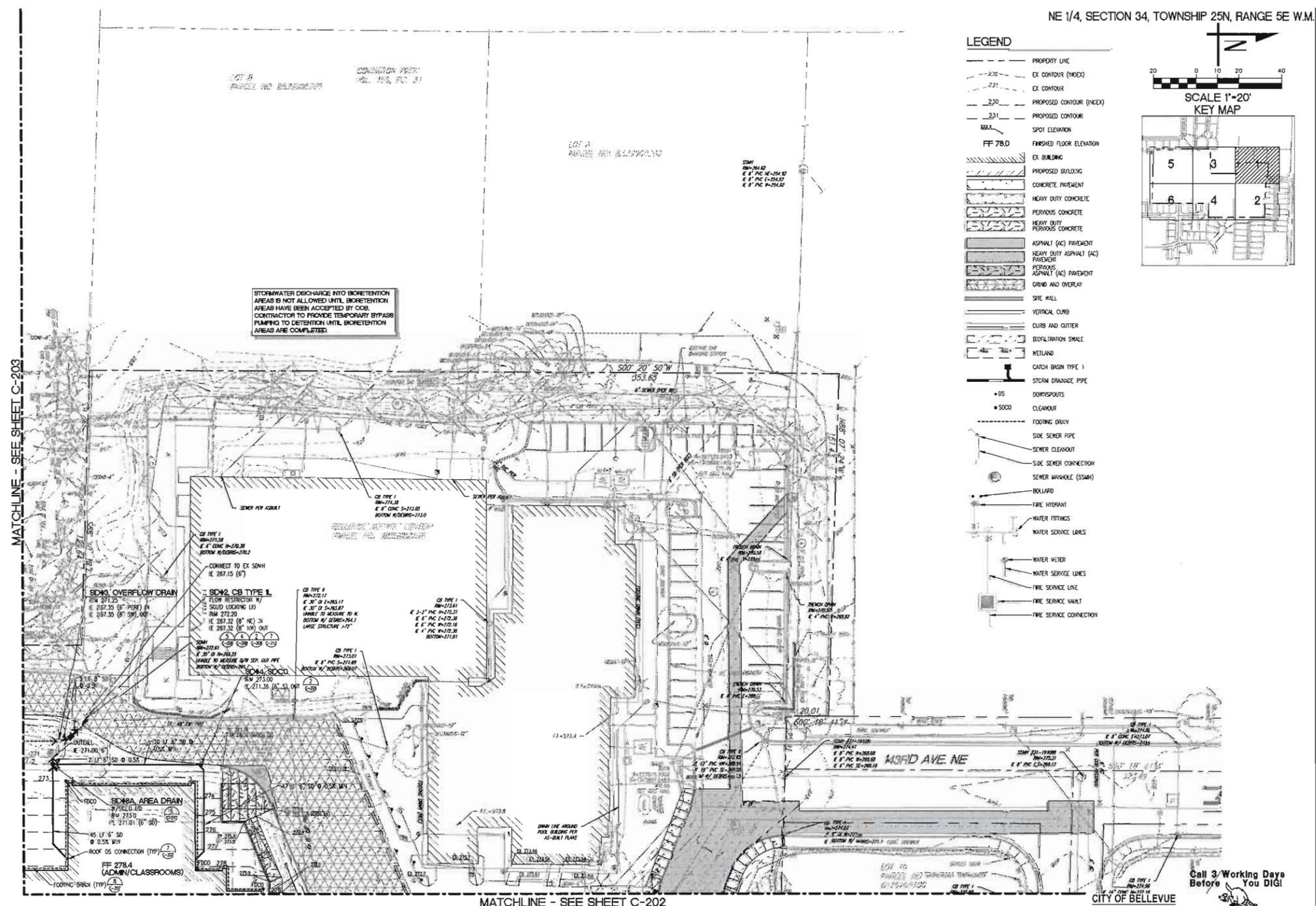
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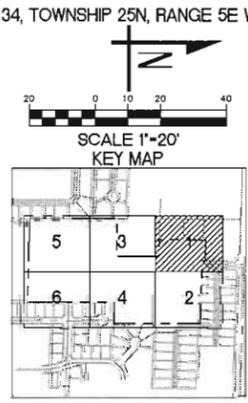
Date:	1/31/14	
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EXTERIOR
ELEVATIONS

A-205



- LEGEND**
- PROPERTY LINE
 - - - EX CONTOUR (INDEX)
 - - - EX CONTOUR
 - - - PROPOSED CONTOUR (INDEX)
 - - - PROPOSED CONTOUR
 - SPOT ELEVATION
 - FF 78.0 FINISHED FLOOR ELEVATION
 - EX BUILDING
 - PROPOSED BUILDING
 - CONCRETE PAVEMENT
 - HEAVY DUTY CONCRETE
 - PERVIOUS CONCRETE
 - HEAVY DUTY PERVIOUS CONCRETE
 - ASPHALT (AC) PAVEMENT
 - HEAVY DUTY ASPHALT (AC) PAVEMENT
 - PERVIOUS ASPHALT (AC) PAVEMENT
 - ASPHALT (AC) PAVEMENT
 - GRIND AND OVERLAY
 - SITE WALL
 - VERTICAL CURB
 - CURB AND CUTTER
 - INFILTRATION SHALE
 - WETLAND
 - CATCH BASIN TYPE 1
 - STORM DRAINAGE PIPE
 - DOWNSPOUTS
 - CLEAVOUT
 - FOOTING DRAIN
 - SIDE SEWER PIPE
 - SEMI CLEAVOUT
 - SIDE SEWER CONNECTION
 - SEMI MANHOLE (SSMH)
 - BOLLARD
 - FIRE HYDRANT
 - WATER FITTINGS
 - WATER SERVICE LINES
 - WATER METER
 - WATER SERVICE LINES
 - FIRE SERVICE LINE
 - FIRE SERVICE VAULT
 - FIRE SERVICE CONNECTION



CONTRACTOR NOTE
NO. 103, P. 31

STORMWATER DISCHARGE INTO BORETENTION AREAS IS NOT ALLOWED UNTIL BORETENTION AREAS HAVE BEEN ACCEPTED BY COG. CONTRACTOR TO PROVIDE TEMPORARY BYPASS PUMPING TO DETENTION UNTIL BORETENTION AREAS ARE COMPLETED.

MATCHLINE - SEE SHEET C-203

MATCHLINE - SEE SHEET C-202

Call 3 Working Days Before You Dig!
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UTILITY GRID J-7
COB UE #13-130128UE, GD #13-130390GD

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Job No.:	21219.00
Drawn By:	NFH
Checked by:	LJP
Engineer:	

GRADING & DRAINAGE

C-201

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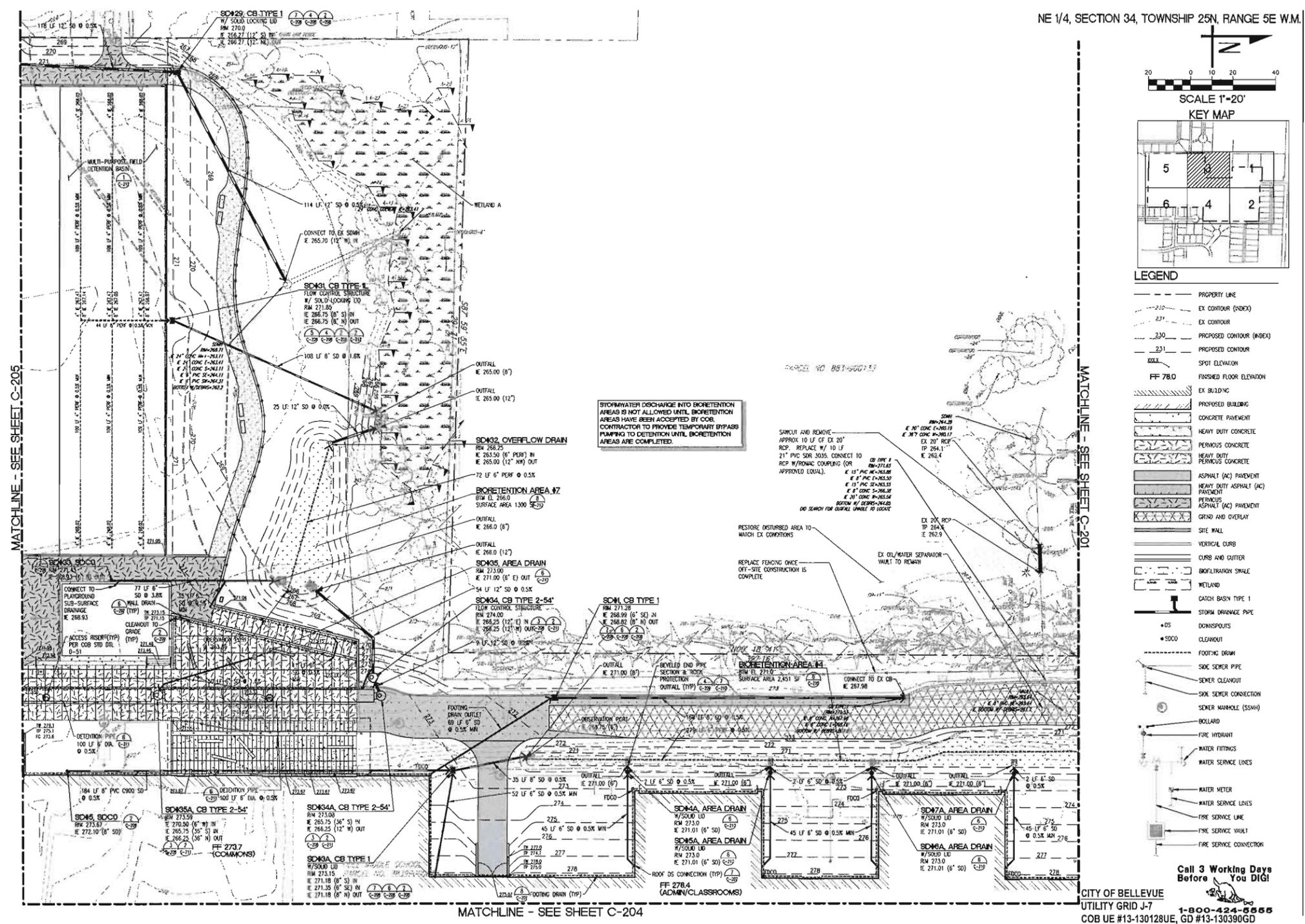
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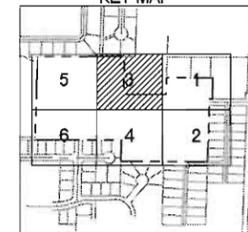
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Job No.:	21219.00
Drawn By:	NFH
Checked by:	LJP
Engineer:	

GRADING & DRAINAGE

C-201



NE 1/4, SECTION 34, TOWNSHIP 25N, RANGE 5E W.M.



STORMWATER DISCHARGE INTO BIORETENTION AREAS IS NOT ALLOWED UNTIL BIORETENTION AREAS HAVE BEEN ACCEPTED BY COB. CONTRACTOR TO PROVIDE TEMPORARY BYPASS PUMPING TO DETENTION UNTIL BIORETENTION AREAS ARE COMPLETED.

SANITARY AND REMOVE APPROX 10 LF OF EX 20" RCP. REPLACE W/ 10 LF 21" PVC SDR 3035 CONNECT TO RCP W/ RING JOINTS (OR APPROVED EQUIV.).

RESTORE DISTURBED AREA TO MATCH EX CONDITIONS

REPLACE FENCING ONCE OFF-SITE CONSTRUCTION IS COMPLETE.

EX COIL/WATER SEPARATOR WAIT TO RETURN

DO SEARCH FOR OUTFALL UNABLE TO LOCATE

MATCHLINE - SEE SHEET C-201

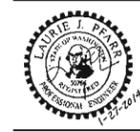
MATCHLINE - SEE SHEET C-205

MATCHLINE - SEE SHEET C-204

CITY OF BELLEVUE
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CONSTRUCTION DOCUMENTS



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GRADING & DRAINAGE

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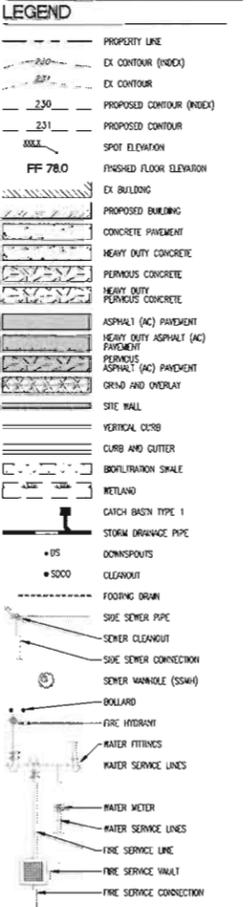
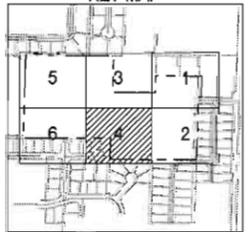
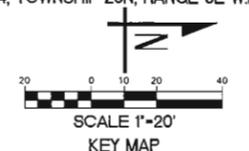
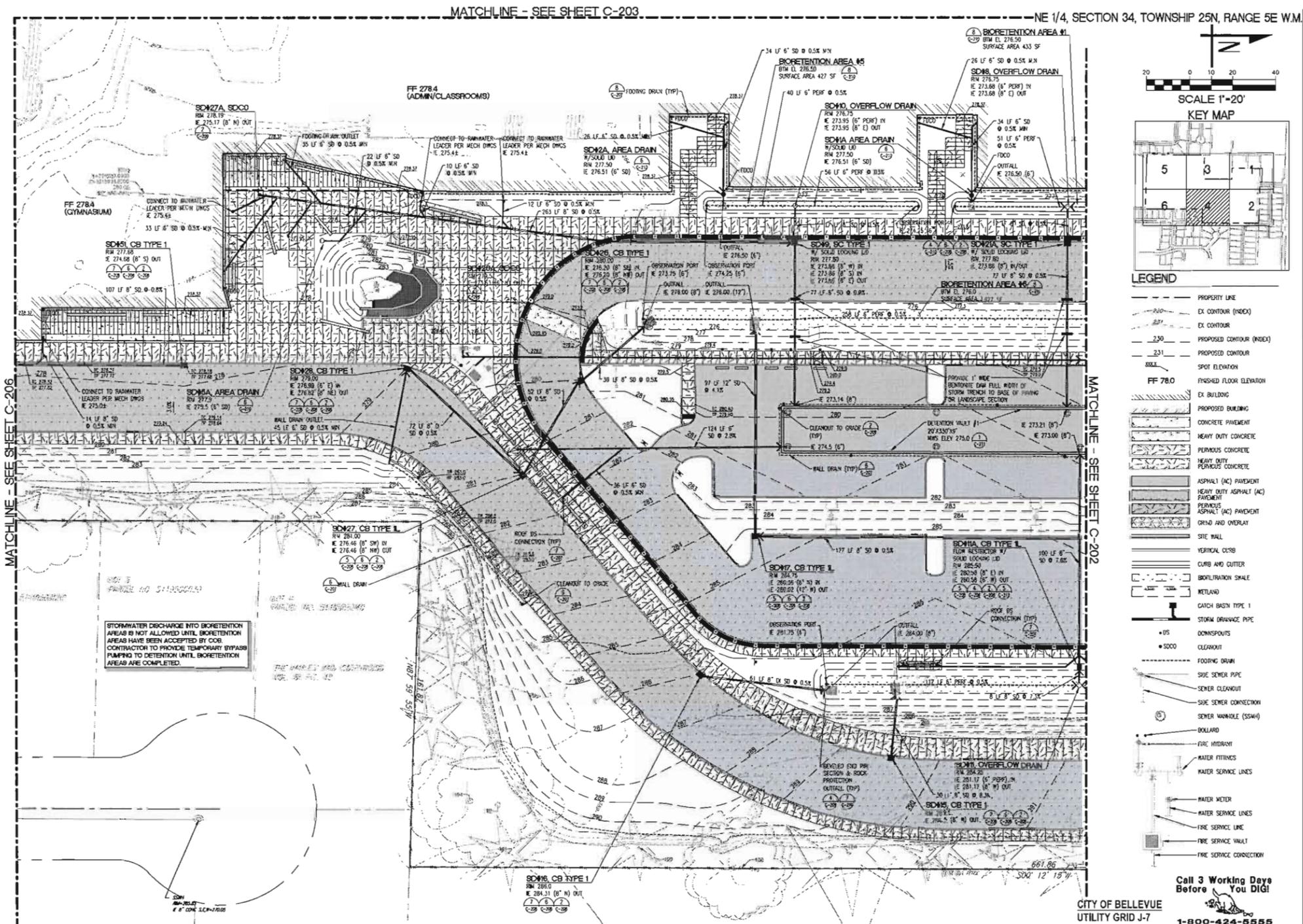
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GRADING & DRAINAGE

C-203



Call 3 Working Days Before You Dig!
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 UTILITY GRID J-7
 COB UE #13-130128UE, GD #13-130390GD

MATCHLINE - SEE SHEET C-206

MATCHLINE - SEE SHEET C-202

MATCHLINE - SEE SHEET C-203

NE 1/4, SECTION 34, TOWNSHIP 25N, RANGE 5E W.M.

THE CITY OF BELLEVUE AND THE BELLEVUE SCHOOL DISTRICT ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE USER OF THIS DOCUMENT.

STORMWATER DISCHARGE INTO BIORETENTION AREAS IS NOT ALLOWED UNTIL BIORETENTION AREAS HAVE BEEN ACCEPTED BY COB. CONTRACTOR TO PROVIDE TEMPORARY BYPASS PUMPING TO PREVENT UNTIL BIORETENTION AREAS ARE COMPLETED.

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GRADING & DRAINAGE

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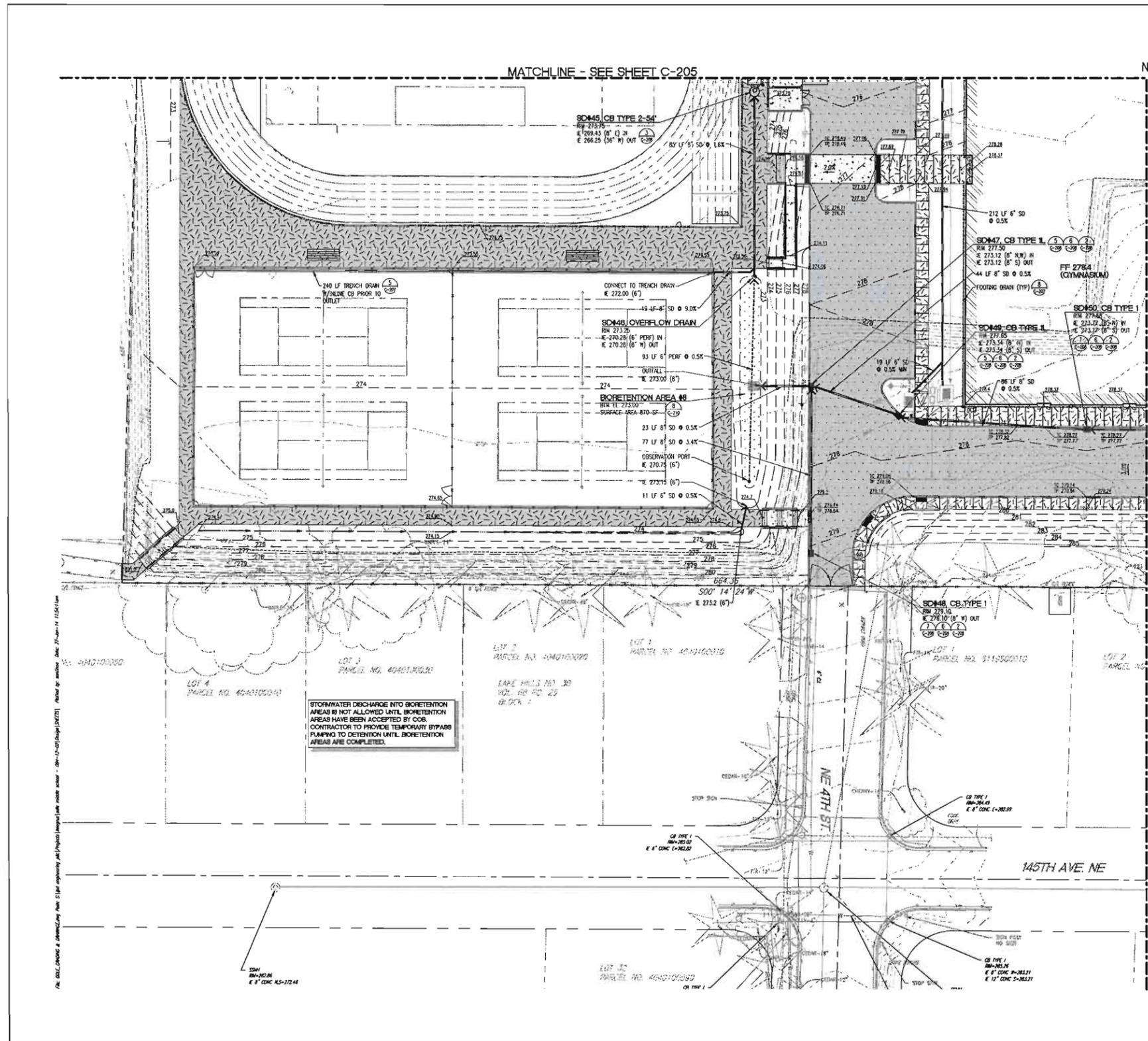
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GRADING & DRAINAGE

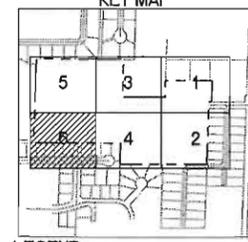
C-204



MATCHLINE - SEE SHEET C-205

NE 1/4, SECTION 34, TOWNSHIP 25N, RANGE 5E W.M.

MATCHLINE - SEE SHEET C-204



- LEGEND**
- PROPERTY LINE
 - - - EX. CONTOUR (INDEX)
 - - - EX. CONTOUR
 - - - PROPOSED CONTOUR (INDEX)
 - - - PROPOSED CONTOUR
 - SPOT ELEVATION
 - FF 780 FINISHED FLOOR ELEVATION
 - EX. BUILDING
 - PROPOSED BUILDING
 - CONCRETE PAVEMENT
 - HEAVY DUTY CONCRETE
 - PERVIOUS CONCRETE
 - HEAVY DUTY PERVIOUS CONCRETE
 - ASPHALT (AC) PAVEMENT
 - HEAVY DUTY ASPHALT (AC) PAVEMENT
 - PERVIOUS ASPHALT (AC) PAVEMENT
 - GRIND AND OVERLAY
 - SITE WALL
 - VERTICAL CURB
 - CURB AND GUTTER
 - BORFLUTRATION SKALE
 - NETLAND
 - CATCH BASIN TYPE 1
 - STORM DRAINAGE PIPE
 - DOWNSPOUTS
 - CLEANOUT
 - FOOTING DRAIN
 - SIDE SEWER PIPE
 - SEWER CLEANOUT
 - SIDE SEWER CONNECTION
 - SEWER MANHOLE (SSMH)
 - BOLLARD
 - FIRE HYDRANT
 - WATER FITTINGS
 - WATER SERVICE LINES
 - WATER METER
 - WATER SERVICE LINES
 - FIRE SERVICE LINE
 - FIRE SERVICE VALVE
 - FIRE SERVICE CONNECTION

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GRADING & DRAINAGE

C-206

Call 3 Working Days Before You DIG!
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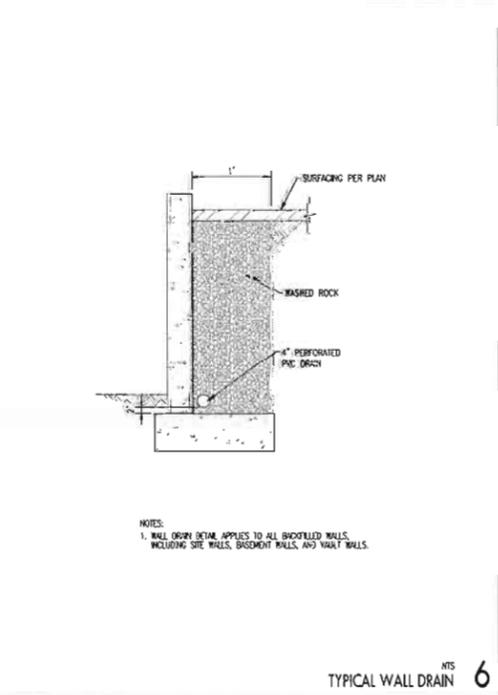
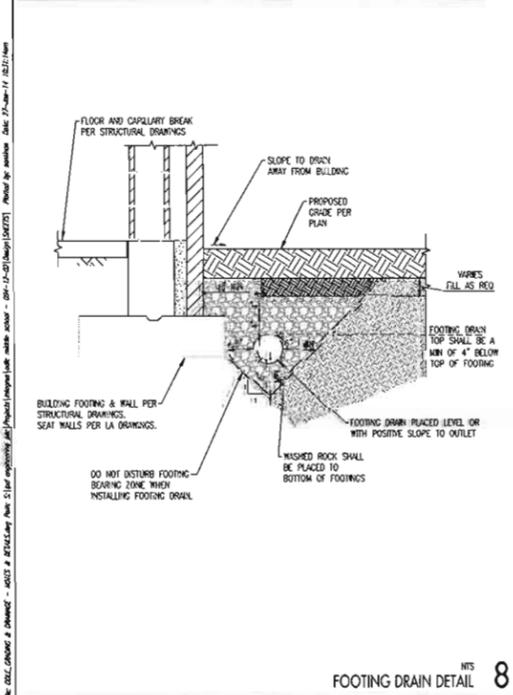
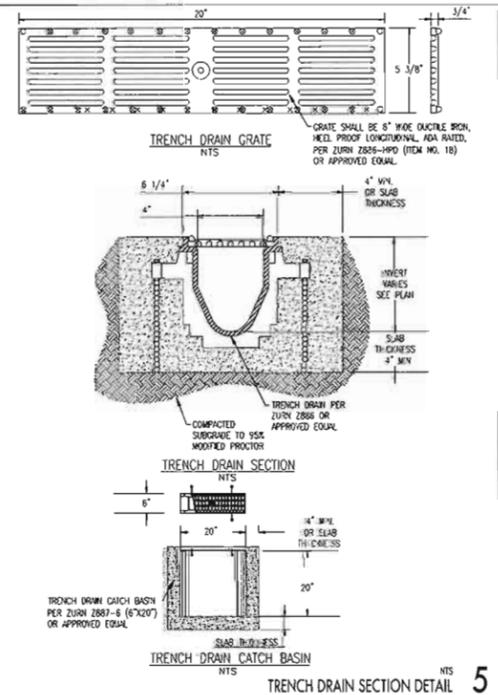
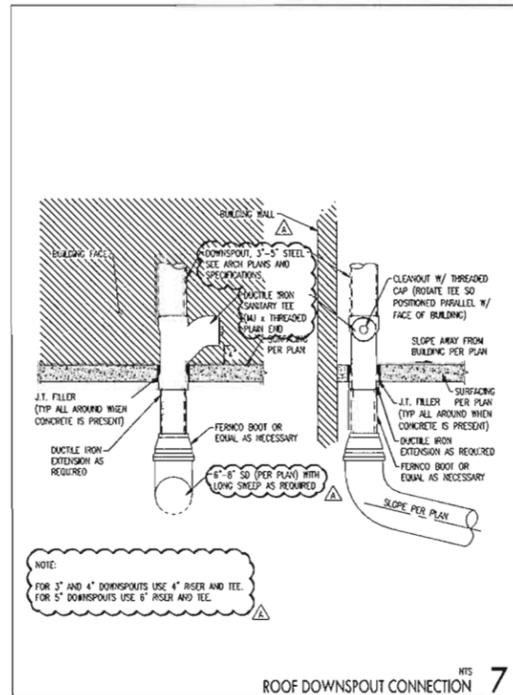
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GRADING & DRAINAGE

C-206



City of Bellevue Storm Drainage General Notes

- (SOME NOTES HAVE BEEN OMITTED--SEE 2014 COB SURFACE WATER ENGINEERING STANDARDS FOR FULL LIST)
- ALL WORK SHALL CONFORM TO THE 2014 EDITION OF THE CITY OF BELLEVUE UTILITIES DEPARTMENT ENGINEERING STANDARDS AND THE DEVELOPER EXTENSION AGREEMENT.
 - STORM PIPE SHALL BE PVC CONFORMING TO ASTM D-3034 SDR 35 (14" - 15") OR ASTM F-497 (18"-27"). BEGGING AND EXHAUST SHALL BE AS SHOWN IN THE STANDARD DETAILS.
 - THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED BY FIELD SURVEY OR DERIVED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROPRIATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE EXCAVATOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN, AND TO FURNISH DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HEREON WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN. IMMEDIATELY NOTIFY THE ENGINEER IF A CONFLICT EXISTS.
 - THE FOOTING DRAINAGE SYSTEM AND THE ROOF DOWNSPOUT SYSTEM SHALL NOT BE INTERCONNECTED AND SHALL SEPARATELY CONVEY COLLECTED FLOWS TO THE CONVEYANCE SYSTEM OR TO ON-SITE STORMWATER FACILITIES.
 - PROVIDE AND MAINTAIN TEMPORARY SEDIMENTATION COLLECTION FACILITIES TO ENSURE THAT SEDIMENT OR OTHER HAZARDOUS MATERIALS DO NOT ENTER THE STORM DRAINAGE SYSTEM IN ACCORDANCE WITH THE SITES APPROVED CONVEY. FOR ALL CONSTRUCTION DURING THE RAINY SEASON, DOWNSPOUT BASINS AND INLETS MUST BE PROTECTED WITH CATCH BASIN INLETS. SLIPY PLACING FABRIC UNDER THE GRATE IS NOT ACCEPTABLE.
 - PROVIDE TO FINAL INSPECTION AND ACCEPTANCE OF STORM DRAINAGE WORK, PIPES AND STORM DRAIN STRUCTURES SHALL BE CLEANED AND FLOUSED. ANY OBSTRUCTIONS TO FLOW WITHIN THE STORM DRAIN SYSTEM, SUCH AS RUSTLE, WORMS AND NESTED DEBRIS, SHALL BE REMOVED AT THE NEAREST STRUCTURE. WASH WATER OF ANY SORT SHALL NOT BE DISCHARGED TO THE STORM DRAIN SYSTEM OR SURFACE WATERS.
 - ENDS OF EACH STORM DRAIN STUB AT THE PROPERTY LINE SHALL BE CAPPED AND LOCATED WITH AN 8" LONG 2" x 4" BOARD, CHAINED TO THE STUB CAP AND EXTENDING AT LEAST 3 FEET ABOVE GRATE, AND MARKED PERMANENTLY "STORM". A COPPER 12 GA. LOCATE WIRE FIRMLY ATTACHED TO THE STUB DEPTH SHALL BE INDICATED ON THE MARKER.
 - ALL GRATES IN ROADWAYS SHALL BE DUCTILE IRON BOLT-LOCKING, VENDED GRATES PER THE STANDARD DETAILS. STRUCTURES IN TRAFFIC LANES OUTSIDE OF THE CURBLINE WHICH DO NOT COLLECT RUNOFF SHALL BE FITTED WITH ROUND, BOLT-LOCKING SOLID COVERS. OFF-STREET STRUCTURES WHICH DO NOT COLLECT RUNOFF SHALL BE FITTED WITH BOLT-LOCKING SOLID COVERS.
 - VEGETATION/LANDSCAPING IN THE DETENTION POND, BIODIVERTION FACILITY, VEGETATED ROOF AND/OR DRAINAGE SWALES ARE AN INTEGRAL PART OF THE RUNOFF TREATMENT SYSTEM FOR THE PROJECT. SUCH DRAINAGE FACILITIES WILL NOT BE ACCEPTED UNTIL PLANTINGS ARE ESTABLISHED.
 - ALL NEW MANHOLES SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48" AND SHALL CONFORM TO THE STANDARD DETAILS. ALL NEW CATCH BASINS SHALL CONFORM TO THE STANDARD DETAILS.
 - SIDE STORM STATIONS ARE REFERENCED FROM NEAREST DOWNSTREAM MANHOLE/ CATCH BASIN.
 - ALL TESTING AND CONNECTIONS TO EXISTING WORK SHALL BE DONE IN THE PRESENCE OF A REPRESENTATIVE OF THE CITY OF BELLEVUE UTILITIES DEPARTMENT.
 - ALL TRENCHES SHALL BE COMPACTED, AND NOT MIX ASPHALT IN PLACE IN PAVED AREAS. PRIOR TO TESTING STORM LINES FOR ACCEPTANCE.
 - ALL PUBLIC STORM DRAINS SHALL BE AIR TESTED AND HAVE A VIDEO INSPECTION PERFORMED PRIOR TO ACCEPTANCE (SEE #23 BELOW). STORM MAINS DISCHARGED WITH FLEXIBLE PIPE SHALL BE DEFLECTION TESTED WITH A MANHOLE PRIOR TO ACCEPTANCE.
 - STORM STUBS SHALL BE TESTED FOR ACCEPTANCE AT THE SAME TIME THE MAIN STORM IS TESTED.
 - ALL MANHOLES/ CATCH BASINS IN UNPAVED AREAS SHALL INCLUDE A CONCRETE SEAL AROUND ADJUSTMENT RINGS PER STANDARD DETAILS.
 - ALL STORM MAIN EXTENSIONS WITHIN THE PUBLIC RIGHT-OF-WAY OR IN EASEMENTS MUST BE "STAKED" BY A SURVEYOR LICENSED IN WASHINGTON STATE FOR "LINE AND GRADE" AND CUT SHEETS PROVIDED TO THE ENGINEER, PRIOR TO STARTING CONSTRUCTION.
 - THE CONTRACTOR SHALL USE A VACUUM STREET SLEEPER TO REMOVE DUST AND DEBRIS FROM PAVEMENT AREAS AS DIRECTED BY THE ENGINEER. FLUSHING OF STREETS SHALL NOT BE PERMITTED WITHOUT PRIOR CITY APPROVAL.
 - STORM DRAINAGE MARKINGS, STUBS AND FITTINGS SHALL BE CONSTRUCTED USING THE SAME PIPE MATERIAL AND MANUFACTURER CONNECTIONS BETWEEN STUBS AND THE MARKING WILL BE MADE WITH A TEE FITTING. TEE FITTING SHALL BE FROM SAME MANUFACTURER AS PIPE. CUT-IN CONNECTIONS ARE ONLY ALLOWED WHEN CONNECTING A NEW STUB TO AN EXISTING MANHOLE.
 - MANHOLES, CATCH BASINS AND VALVES ARE CONSIDERED TO BE PERMIT-REQUIRED CONTROLLED SPACES. ENTRY INTO THESE SPACES SHALL BE IN ACCORDANCE WITH CHAPTER 298-809 WAC.
 - PLACEMENT OF SURFACE APPURTENANCES (MAN LIDS, VALVE LIDS, ETC.) IN THE TRACKS OF TRAFFIC LANES SHALL BE AVOIDED INSEWER IF POSSIBLE.
 - CALL 1-800-424-5555, OR 8-1-1, 72 HOURS BEFORE CONSTRUCTION FOR UTILITY LOCATES.
 - THE CONTRACTOR SHALL PERFORM A VIDEO INSPECTION AND PROVIDE A DVD OF THE STORM PIPE INTERIOR FOR THE CITY'S REVIEW. THE VIDEO SHALL PROVIDE A MINIMUM OF 14 LINES PER MILLIMETER RESOLUTION AND COVER THE ENTIRE LENGTH OF THE APPLICABLE PIPE. THE CAMERA SHALL BE MOUNTED THROUGH THE PIPE AT A MINIMUM RATE OF 30 FPS (30 FRAMES PER SECOND). STOPPING WHEN NECESSARY TO ENSURE PROPER DOCUMENTATION OF THE PIPE CONDITION. THE VIDEO SHALL BE TAKEN AFTER INSTALLATION AND CLEANING TO INSURE THAT NO DEFECTS EXIST. THE PRODUCT WILL NOT BE ACCEPTED UNTIL ALL DEFECTS HAVE BEEN REPAIRED.
 - CLEARLY LABEL PUBLIC AND PRIVATE SYSTEMS ON THE PLANS. PRIVATE SYSTEMS SHALL BE MARKED "PRIVATE" AND SHALL BE MAINTAINED BY THE PROPERTY OWNER(S).
 - ALL CONCRETE STRUCTURES (VALVES, CATCH BASINS, MANHOLES, OIL/WATER SEPARATORS, ETC.) SHALL BE VACUUM TESTED.
 - MANHOLES, CATCH BASINS AND INLETS IN EASEMENTS SHALL BE CONSTRUCTED TO PROVIDE A STABLE LEVEL GRADE FOR A MINIMUM RADIUS OF 2.5 FEET AROUND THE CENTER OF THE ACCESS OPENING TO ACCOMMODATE CONTROLLED SPACE ENTRY EQUIPMENT.
 - TOPS OF MANHOLES/ CATCH BASINS WITHIN PUBLIC RIGHT-OF-WAY SHALL NOT BE ADJUSTED TO FINAL GRADE UNTIL AFTER PAVING.
 - CONTRACTOR SHALL ADJUST ALL MANHOLE/ CATCH BASIN RIMS TO FLUSH WITH FINAL FINISHED GRADES, UNLESS OTHERWISE SHOWN.
 - CONTRACTOR SHALL INSTALL, AT ALL CONNECTIONS TO EXISTING DOWNSTREAM MANHOLES/CATCH BASINS, SCREENS OR PLUGS TO PREVENT FOREIGN MATERIALS FROM ENTERING EXISTING STORM DRAINAGE SYSTEM. SCREENS OR PLUGS SHALL REMAIN IN PLACE THROUGHOUT THE DURATION OF THE CONSTRUCTION AND SHALL BE REMOVED ALONG WITH COLLECTED DEBRIS AT THE TIME OF FINAL INSPECTION AND IN THE PRESENCE OF A REPRESENTATIVE OF THE CITY OF BELLEVUE UTILITIES DEPARTMENT.
 - SURFACE RESTORATION OF EXISTING ASPHALT PAVEMENT SHALL BE AS REQUIRED BY THE RIGHT-OF-WAY USE PERMIT AFTER PAVING.
 - THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF FIVE FEET (5') HORIZONTAL SEPARATION BETWEEN ALL WATER AND STORM DRAINAGE LINES. ANY CONTACT SHALL BE REPORTED TO THE UTILITY AND THE DEVELOPER'S ENGINEER PRIOR TO CONSTRUCTION.
 - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO CONTACTS EXIST BETWEEN STORM DRAINAGE LINES AND PROPOSED OR EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 - BEFORE COMMENCEMENT OF TRENCHING, THE CONTRACTOR SHALL PROVIDE FILTER FABRIC FOR ALL DOWNHILL STORM DRAIN INLETS AND CATCH BASINS WHICH WILL RECEIVE RUNOFF FROM THE PROJECT SITE. THE CONTRACTOR SHALL PERIODICALLY INSPECT THE CONDITION OF ALL FILTER FABRIC AND REPLACE AS NECESSARY.
 - MINIMUM COVER OVER STORM DRAINAGE PIPE SHALL BE 2 FEET, UNLESS OTHERWISE SHOWN.
 - AVOID CROSSING WATER OR SLEER MARKS AT HIGHLY ACUTE ANGLES. THE SMALLEST ANGLE MEASURE BETWEEN UTILITIES SHOULD BE 45 DEGREES.
 - AT POINTS WHERE EXISTING TRENCH BLOCKING IS FOUND, MINIMUM CLEARANCE BETWEEN CONCRETE BLOCKING AND OTHER BURIED UTILITIES OR STRUCTURES SHALL BE 3 FEET.
 - WHEN WORK IS TO OCCUR IN EASEMENTS, THE CONTRACTOR SHALL NOTIFY THE EASEMENT GRANTOR AND BELLEVUE UTILITIES IN WRITING A MINIMUM OF 48 HOURS IN ADVANCE OF BEGINNING WORK (NOT INCLUDING WEEKENDS OR HOLIDAYS). FAILURE TO NOTIFY GRANTOR AND BELLEVUE UTILITIES WILL RESULT IN A STOP WORK ORDER BEING POSTED UNTIL THE MATTER IS RESOLVED TO THE SATISFACTION OF BELLEVUE UTILITIES. A WRITTEN RELEASE FROM THE EASEMENT GRANTOR SHALL BE FURNISHED TO THE UTILITIES INSPECTOR PRIOR TO PERMIT SIGN-OFF.
 - THE CONTRACTOR SHALL RESTORE THE RIGHT-OF-WAY AND EXISTING PUBLIC STORM DRAINAGE EASEMENT(S) AFTER CONSTRUCTION TO A CONDITION EQUAL OR BETTER THAN CONDITION PRIOR TO ENTRY. THE CONTRACTOR SHALL FURNISH A SIGNED RELEASE FROM ALL AFFECTED PROPERTY OWNERS AFTER RESTORATION HAS BEEN COMPLETED.
 - WHERE A NEW UTILITY LINE CROSSES BELOW AN EXISTING AC MAIN, THE AC PIPE SHALL BE REPLACED WITH DN PIPE TO 3 FEET PAST EACH SIDE OF THE TRENCH AS SHOWN ON STANDARD DETAIL #8. ALTERNATIVELY, WHERE DIRECTED BY THE UTILITY, THE TRENCH SHALL BE BACKFILLED WITH CONTROLLED DEPOSIT FILL (CDF, AKA FLEXIBLE FILL) FROM BOTTOM OF TRENCH TO BOTTOM OF AC MAIN.



Bellevue School District No. 405
ODLE MIDDLE SCHOOL
 502 143RD AVENUE NE
 BELLEVUE, WASHINGTON 98007

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GRADING & DRAINAGE
 NOTES & DETAILS

C-207

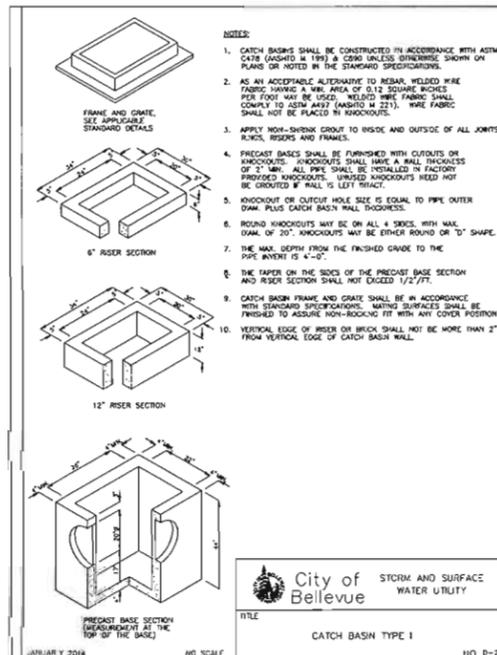


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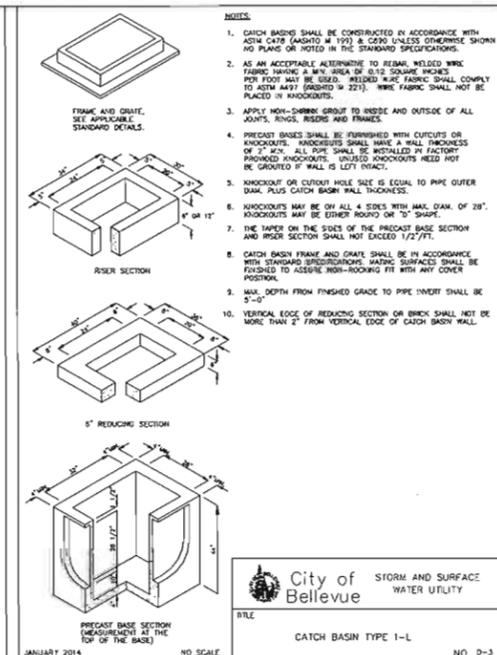
GRADING & DRAINAGE
 NOTES & DETAILS

C-207



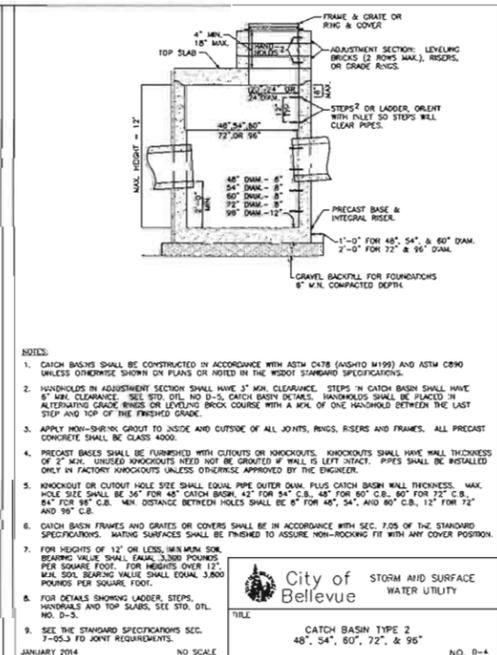
- NOTES:**
- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (ASHTO M 199) & C690 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE STANDARD SPECIFICATIONS.
 - AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A675 (ASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
 - APPLY NON-SHINK GROUT TO INSIDE AND OUTSIDE OF ALL JOINTS, RISERS, RISERS AND FRAMES.
 - PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. ALL PIPE SHALL BE INSTALLED IN FACTORY FINISHED KNOCKOUTS. UNLESS KNOCKOUTS NEED NOT BE GROUDED IF WALL IS LEFT INTACT.
 - KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS.
 - ROUND KNOCKOUTS MAY BE ON ALL 4 SIDES, WITH MAX. DIAM. OF 20". KNOCKOUTS MAY BE EITHER ROUND OR "D" SHAPE.
 - THE MAX. DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT IS 4'-0".
 - THE RAPER ON THE SIDES OF THE PRECAST BASE SECTION AND RISER SECTION SHALL NOT EXCEED 1/2"/FT.
 - CATCH BASIN FRAME AND GRATE SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS. FINISH SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
 - VERTICAL EDGE OF RISER OR BRICK SHALL NOT BE MORE THAN 2" FROM VERTICAL EDGE OF CATCH BASIN WALL.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
CATCH BASIN TYPE 1
NO. D-2
JANUARY 2014 NO SCALE



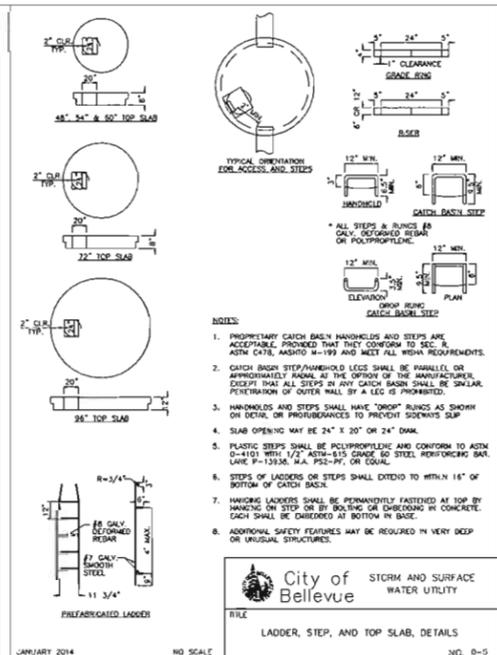
- NOTES:**
- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (ASHTO M 199) & C690 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE STANDARD SPECIFICATIONS.
 - AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A675 (ASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
 - APPLY NON-SHINK GROUT TO INSIDE AND OUTSIDE OF ALL JOINTS, RISERS, RISERS AND FRAMES.
 - PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. ALL PIPE SHALL BE INSTALLED IN FACTORY FINISHED KNOCKOUTS. UNLESS KNOCKOUTS NEED NOT BE GROUDED IF WALL IS LEFT INTACT.
 - KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS.
 - KNOCKOUTS MAY BE ON ALL 4 SIDES WITH MAX. DIAM. OF 20". KNOCKOUTS MAY BE EITHER ROUND OR "D" SHAPE.
 - THE RAPER ON THE SIDES OF THE PRECAST BASE SECTION AND RISER SECTION SHALL NOT EXCEED 1/2"/FT.
 - CATCH BASIN FRAME AND GRATE SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS. FINISH SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
 - MAX. DEPTH FROM FINISHED GRADE TO PIPE INVERT SHALL BE 5'-0".
 - VERTICAL EDGE OF REDUCING SECTION OR BRICK SHALL NOT BE MORE THAN 2" FROM VERTICAL EDGE OF CATCH BASIN WALL.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
CATCH BASIN TYPE 1-L
NO. D-3
JANUARY 2014 NO SCALE



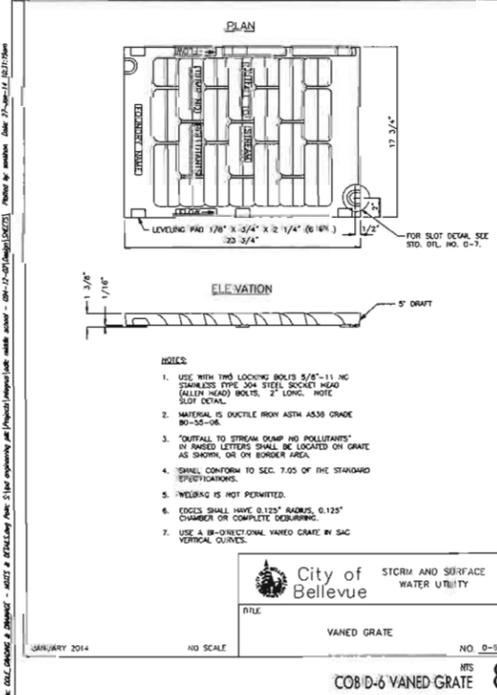
- NOTES:**
- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (ASHTO M 199) AND ASTM C690 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE STANDARD SPECIFICATIONS.
 - KNOCKOUTS OR ADJUSTMENT SECTION SHALL HAVE 2" MIN. CLEARANCE. STEPS IN CATCH BASIN SHALL HAVE 6" MIN. CLEARANCE. SEE STD. DTL. NO. D-5. CATCH BASIN DETAILS, HANDHOLES SHALL BE PLACED IN ALTERNATING GRADE BRINGS ON LEVELING BRICK COURSE WITH A MIN. OF ONE HANDHOLD BETWEEN THE LAST STEP AND TOP OF THE FINISHED GRADE.
 - APPLY NON-SHINK GROUT TO INSIDE AND OUTSIDE OF ALL JOINTS, RISERS AND FRAMES. ALL PRECAST CONCRETE SHALL BE CLASS 4000.
 - PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" MIN. UNLESS KNOCKOUTS NEED NOT BE GROUDED IF WALL IS LEFT INTACT. PIPES SHALL BE INSTALLED ONLY IN FACTORY KNOCKOUTS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS. MAX. HOLE SIZE SHALL BE 36" FOR 48" CATCH BASIN, 42" FOR 54" C.B., 48" FOR 60" C.B., 60" FOR 72" C.B., 84" FOR 96" C.B. MIN. DISTANCE BETWEEN HOLES SHALL BE 8" FOR 48", 54", AND 60" C.B., 12" FOR 72" AND 96" C.B.
 - CATCH BASIN FRAMES AND GRATES OR COVERS WITH SEC. 7.05 OF THE STANDARD SPECIFICATIONS. FINISH SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
 - FOR HEIGHTS OF 12" OR LESS, MINIMUM SOIL BEARING VALUE SHALL EQUAL 3,000 POUNDS PER SQUARE FOOT. FOR HEIGHTS OVER 12", MIN. SOIL BEARING VALUE SHALL EQUAL 3,000 POUNDS PER SQUARE FOOT.
 - FOR DETAILS SHOWING LADDER, STEPS, HANDHOLES AND TOP SLABS, SEE STD. DTL. NO. D-5.
 - SEE THE STANDARD SPECIFICATIONS SEC. 7-05.3 TO JOINT REQUIREMENTS.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
CATCH BASIN TYPE 2
48", 54", 60", 72", & 96"
NO. D-4
JANUARY 2014 NO SCALE



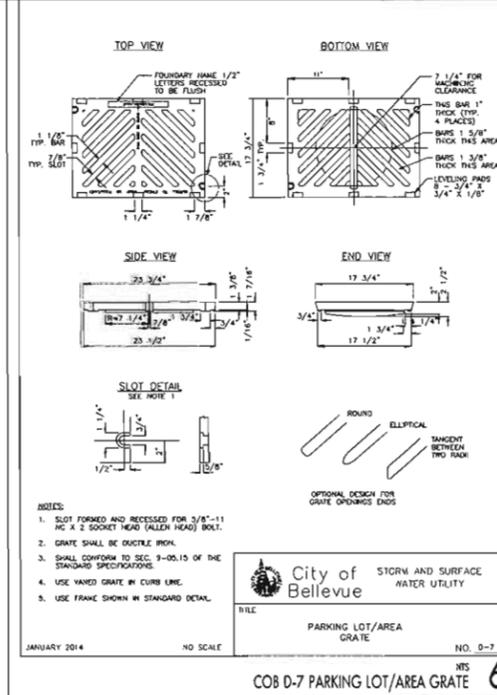
- NOTES:**
- PROPRIETARY CATCH BASIN HANDHOLES AND STEPS ARE ACCEPTABLE, PROVIDED THAT THEY CONFORM TO SEC. 7.05 OF THE STANDARD SPECIFICATIONS.
 - CATCH BASIN STEP/HANDHOLD LECS SHALL BE PARALLEL OR APPROXIMATELY RADIAL AT THE OPTION OF THE MANUFACTURER. EXCEPT THAT ALL STEPS IN ANY CATCH BASIN SHALL BE SQUARE. PENETRATION OF OUTER WALL BY A LEG IS PROHIBITED.
 - HANDHOLES AND STEPS SHALL HAVE "DROOP" RUNGS AS SHOWN ON DETAIL OR PROVISIONS TO PREVENT SCISSORS SLIP.
 - SLAB OPENING MAY BE 24" X 30" OR 24" DIAM.
 - PLASTIC STEPS SHALL BE POLYPROPYLENE AND CONFORM TO ASTM D-4101 WITH 1/2" ASTM-A15 GRADE 60 STEEL REINFORCING BAR. LANE P-1293A, A.A. P23-P27, OR EQUAL.
 - STEPS OF LADDERS OR STEPS SHALL EXTEND TO WITHIN 16" OF BOTTOM OF CATCH BASIN.
 - HANDHOLD LADDERS SHALL BE PERMANENTLY FASTENED AT TOP BY WELDING OR STEP ON BY BOLTING OR DRILLING IN CONCRETE. EACH SHALL BE CEMENTED AT BOTTOM IN BASE.
 - ADDITIONAL SAFETY FEATURES MAY BE REQUIRED IN VERY DEEP OR UNUSUAL STRUCTURES.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
LADDER, STEP, AND TOP SLAB, DETAILS
NO. D-5
JANUARY 2014 NO SCALE



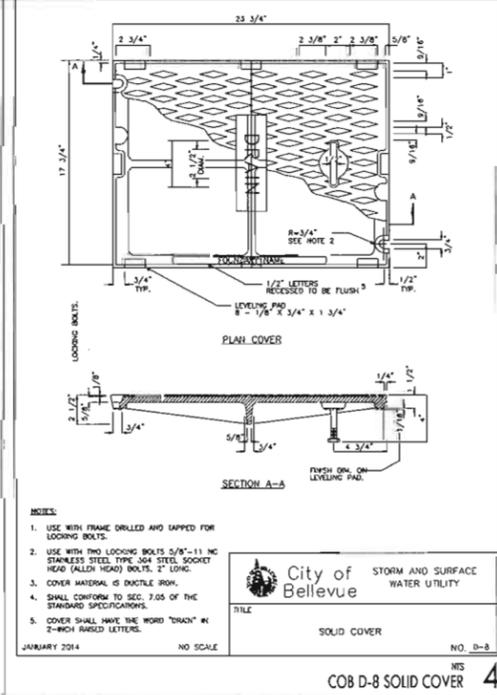
- NOTES:**
- USE WITH TWO LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) BOLTS, 2" LONG. NOTE SLOT DETAIL.
 - MATERIAL IS DUCTILE IRON ASTM A536 GRADE 80-55-06.
 - "OUTFALL TO STREAM DUMP OR POLLUTANTS" BY FINISH LETTERS SHALL BE LOCATED ON GRATE AS SHOWN, OR ON BORDER AREA.
 - SHALL CONFORM TO SEC. 7.05 OF THE STANDARD SPECIFICATIONS.
 - WELDING IS NOT PERMITTED.
 - EDGES SHALL HAVE 0.125" RADIUS, 0.125" CHAMFER OR COMPLETE DEBURRING.
 - USE A 18"-RECTANGULAR VANED GRATE BY SAC VERTICAL CURBS.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
VANED GRATE
NO. D-6
JANUARY 2014 NO SCALE



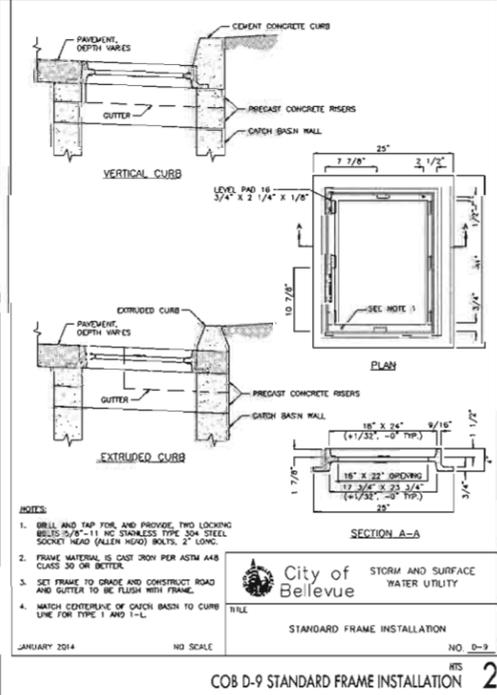
- NOTES:**
- SLOT FORMED AND RECESSED FOR 3/8"-11 NC X 2 SOCKET HEAD (ALLEN HEAD) BOLT.
 - GRATE SHALL BE DUCTILE IRON.
 - SHALL CONFORM TO SEC. 9-05.15 OF THE STANDARD SPECIFICATIONS.
 - USE VANED GRATE IN CURB LINE.
 - USE FRAME SHOWN IN STANDARD DETAIL.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
PARKING LOT/AREA GRATE
NO. D-7
JANUARY 2014 NO SCALE



- NOTES:**
- USE WITH FRAME DRILLED AND SAPPED FOR LOCKING BOLTS.
 - USE WITH TWO LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) BOLTS, 2" LONG.
 - COVER MATERIAL IS DUCTILE IRON.
 - SHALL CONFORM TO SEC. 7.05 OF THE STANDARD SPECIFICATIONS.
 - COVER SHALL HAVE THE WORD "TRUCK" IN 2-INCH RAISED LETTERS.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
SOLID COVER
NO. D-8
JANUARY 2014 NO SCALE



- NOTES:**
- BELL AND TAP FOR, AND PROVIDE, TWO LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) BOLTS, 2" LONG.
 - FRAME MATERIAL IS CAST IRON PER ASTM A48 CLASS 30 OR BETTER.
 - SET FRAME TO GRADE AND CONSTRUCT ROAD AND GUTTER TO BE FLUSH WITH FRAME.
 - WASH CENTERLINE OF CATCH BASIN TO CURB LINE FOR TYPE 1 AND 1-L.

City of Bellevue
STORM AND SURFACE WATER UTILITY
FILE
STANDARD FRAME INSTALLATION
NO. D-9
JANUARY 2014 NO SCALE

CONSTRUCTION DOCUMENTS

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BELLEVUE, WASHINGTON 98007

C-208

DATE: 1/31/14
JOB NO.: 21219.00
DRAWN BY: NPH
CHECKED BY: LJP
FILE NAME:

#	Date	Description

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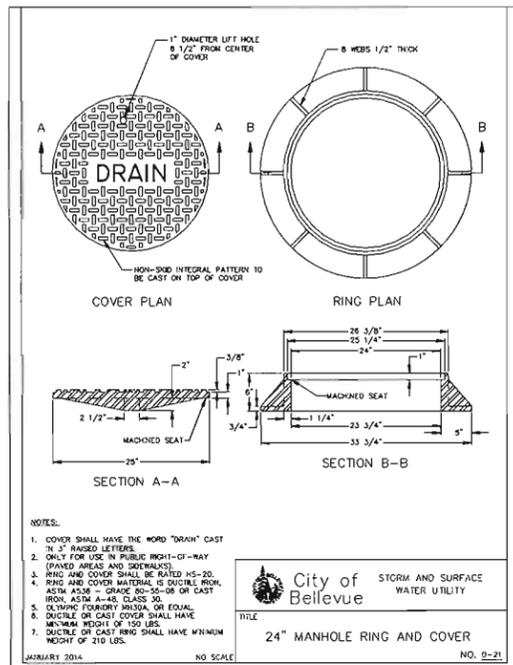
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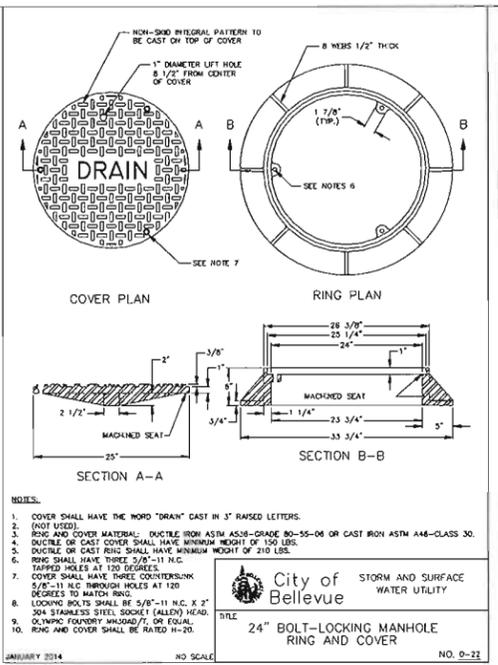
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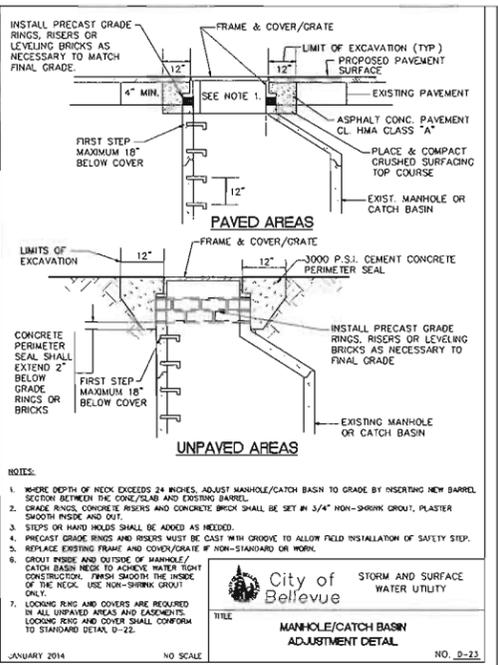
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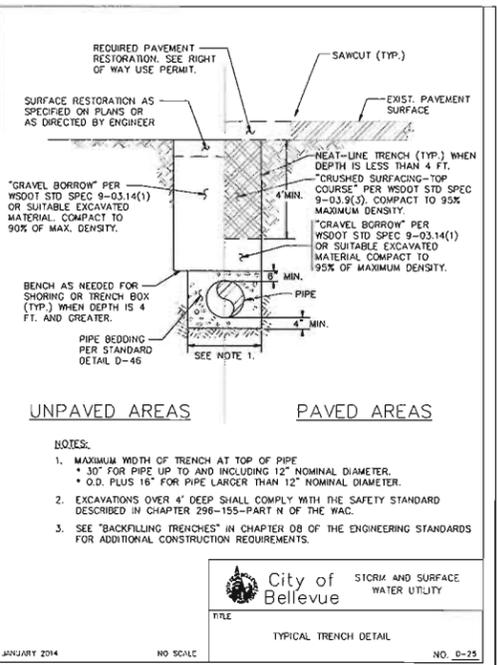
COB D-21 24" MANHOLE RING AND COVER



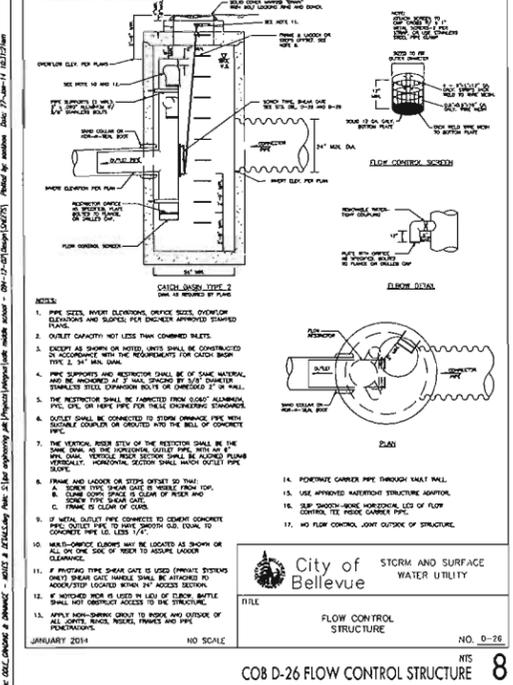
COB D-22 24" BOLT-LOCKING MANHOLE RING AND COVER



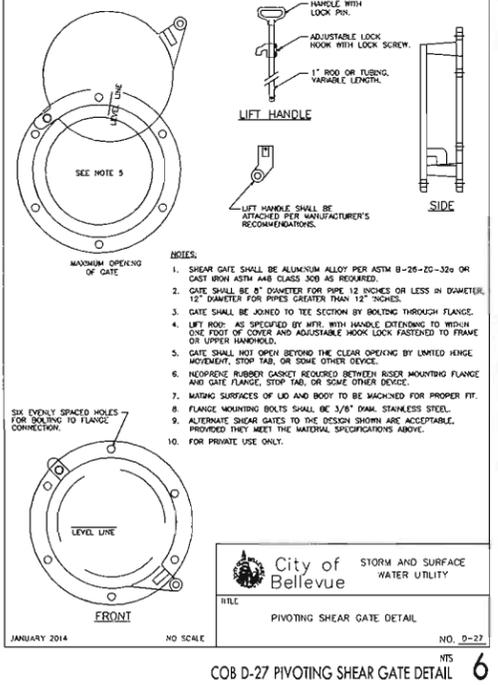
COB D-23 MANHOLE/CATCH BASIN ADJUSTMENT DETAIL



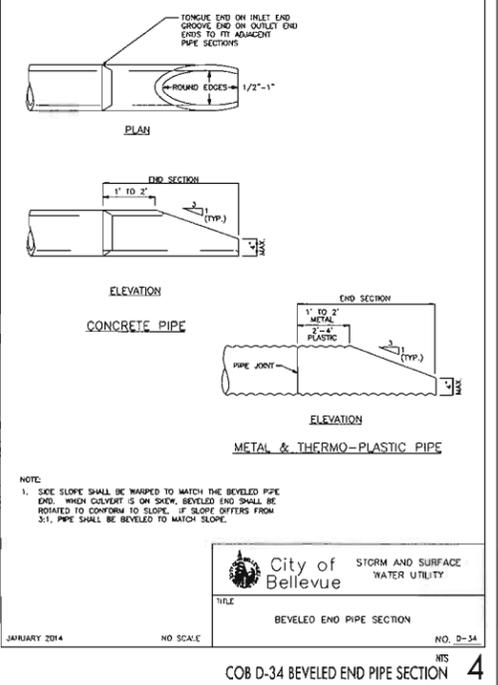
COB D-25 TYPICAL TRENCH DETAIL



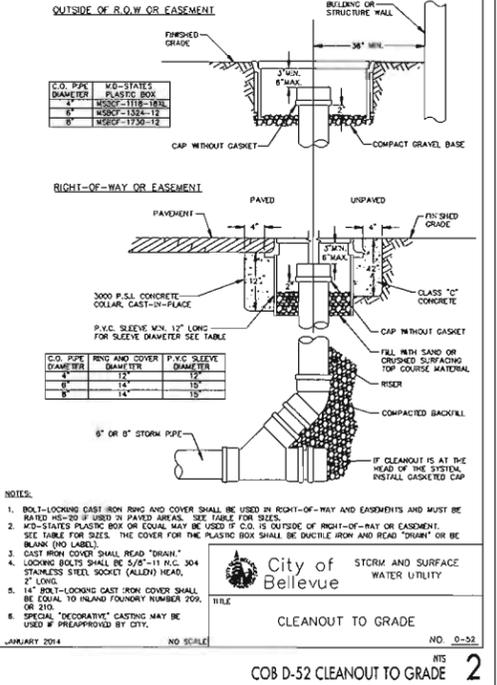
COB D-26 FLOW CONTROL STRUCTURE



COB D-27 PIVOTING SHEAR GATE DETAIL



COB D-34 BEVELED END PIPE SECTION



COB D-52 CLEANOUT TO GRADE

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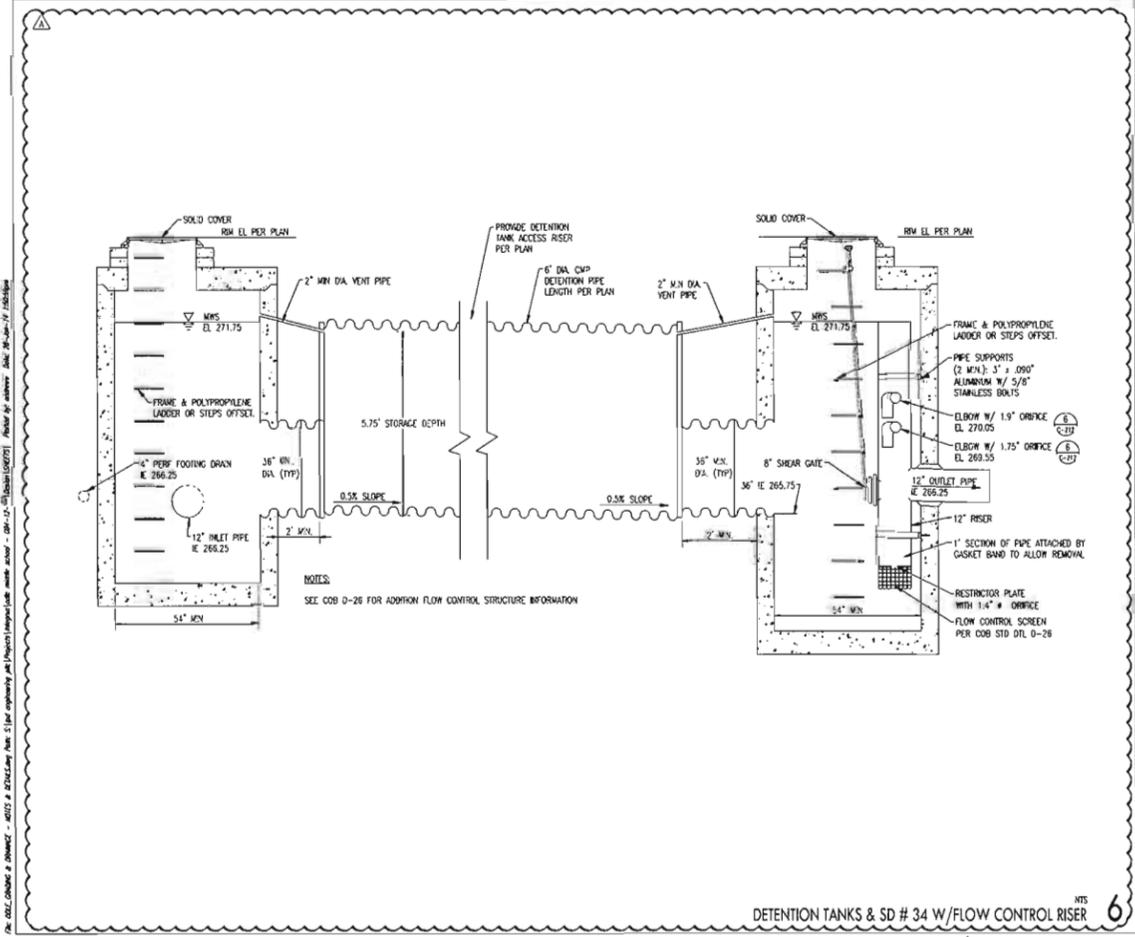
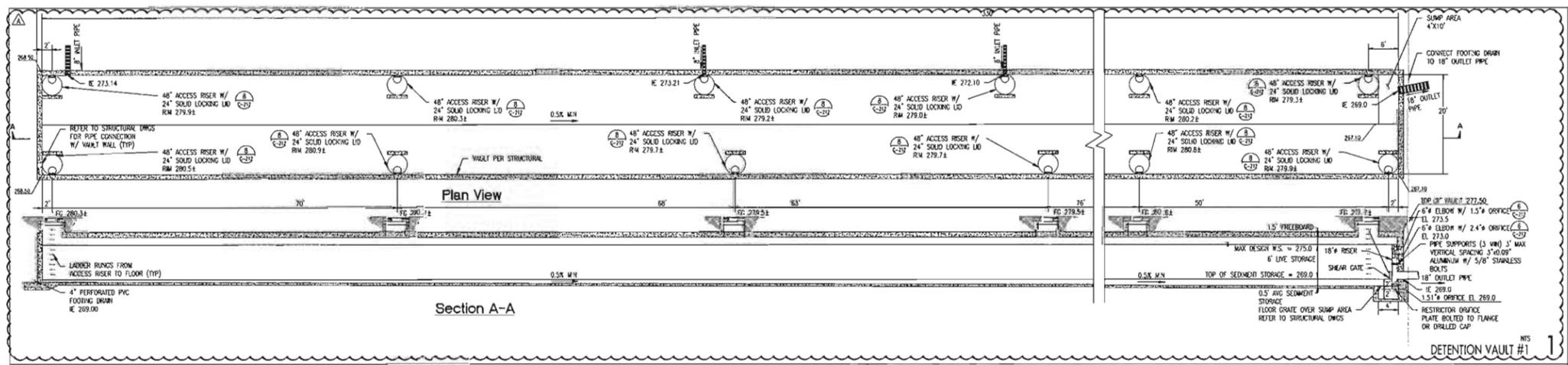
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Detention Vault/Pipes Structural Notes

- STRUCTURAL DESIGN AND CALCULATIONS FOR DETENTION VAULT AND PIPES TO BE PROVIDED BY CONTRACTOR.
- CONTRACTOR TO EMPLOY DESIGN ENGINEERING FIRM WITH A MINIMUM OF 5 YEARS EXPERIENCE DESIGNING DETENTION VAULTS AND/OR PIPES WITH A REGISTERED STRUCTURAL ENGINEER LICENSED IN THE STATE OF WASHINGTON TO DESIGN ALL COMPONENTS TO MEET THE "STRUCTURAL PERFORMANCE" REQUIREMENTS. THIS ENGINEER SHALL PREPARE, STAMP AND SIGN ALL REQUIRED DOCUMENTS AND SUBMIT DOCUMENTS TO CITY OF BELLEVUE. THIS SAME ENGINEER SHALL ALSO APPROVE THE SHARP DRAINAGE FROM TO SUBMITTAL. REFERENCE SPECIFICATION SECTION 01300 FOR SUBMITTAL PROCEDURES.
- LOCATION AND SIZES OF INLETS, OUTLETS ACCESS RISERS, FLOOR GRATES, LADDERS, SUMP PITS, AND OTHER VAULT/PIPE CONFIGURATION ELEMENTS SHALL BE PER CIVIL PLANS AND COR REQUIREMENTS.
- DETENTION VAULTS AND PIPES WITHIN THE ROADWAY OR FIRE LANE SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WITH A GROSS WEIGHT OF 64,000 LBS (REAR AXLE = 48,000 LBS, FRONT AXLE = 16,000 LBS) AND SHALL SUPPORT THE WEIGHT OF A LADDER TRUCK OUTRIGGER WHICH IS 45,000 LBS OVER ANY 18-INCH SQUARE.

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GRADING & DRAINAGE DETAILS

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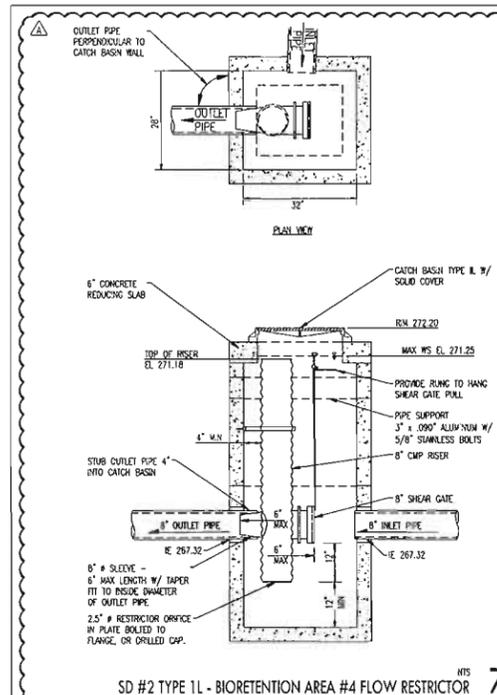
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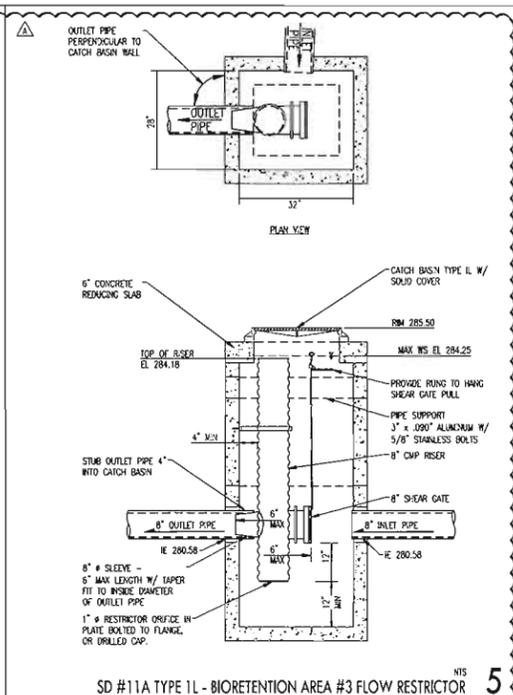
C-211

CONSTRUCTION DOCUMENTS

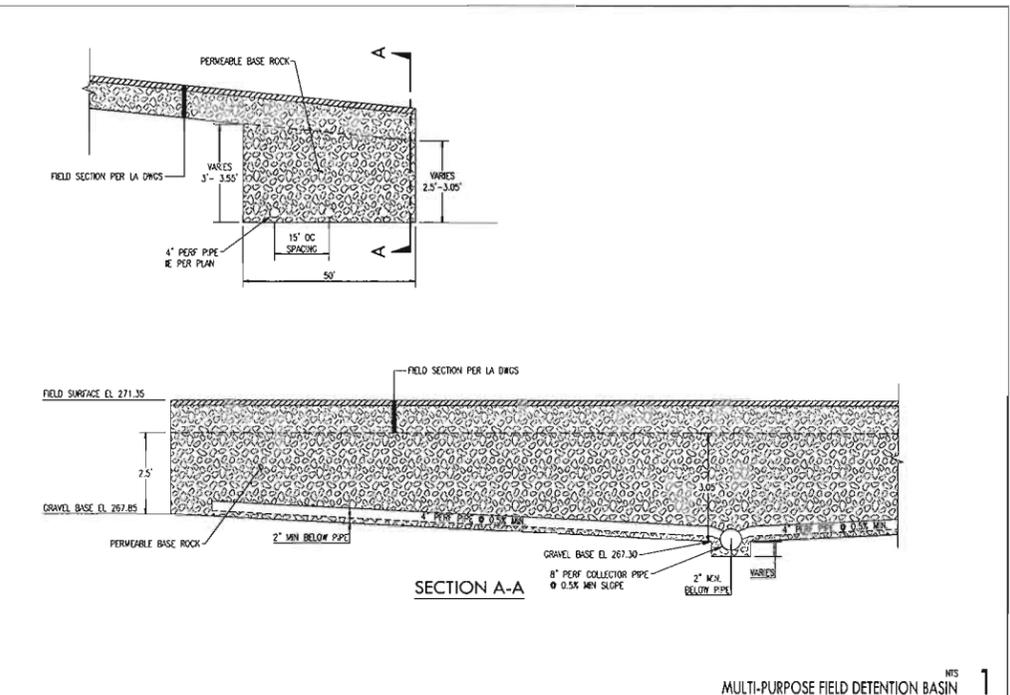
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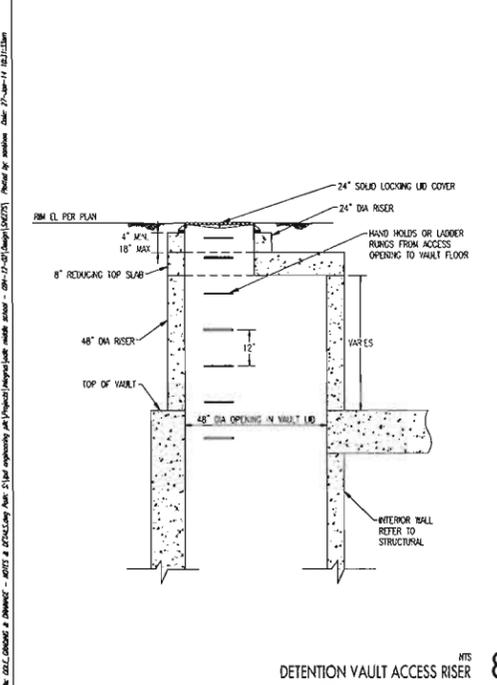
SD #2 TYPE 1L - BIORETENTION AREA #4 FLOW RESTRICTOR NTS 7



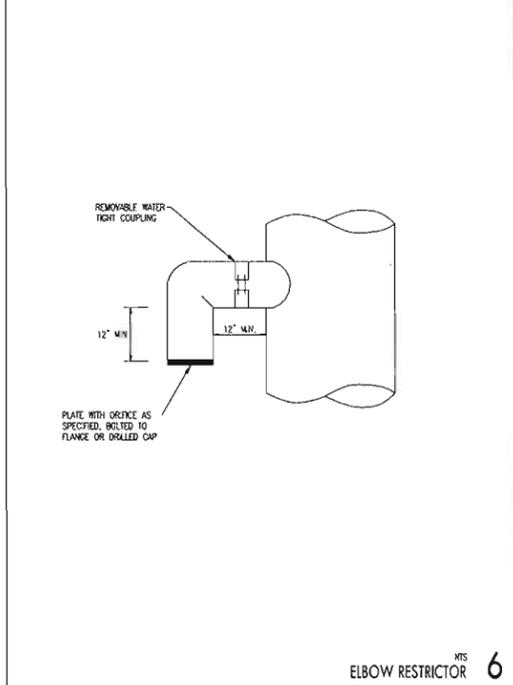
SD #11A TYPE 1L - BIORETENTION AREA #3 FLOW RESTRICTOR NTS 5



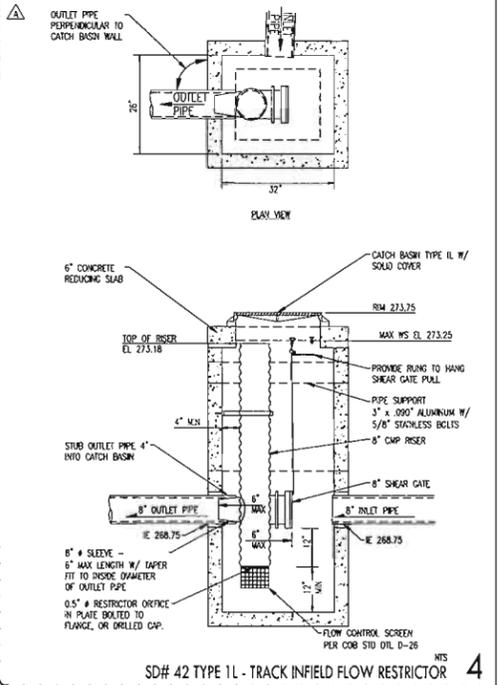
MULTI-PURPOSE FIELD DETENTION BASIN NTS 1



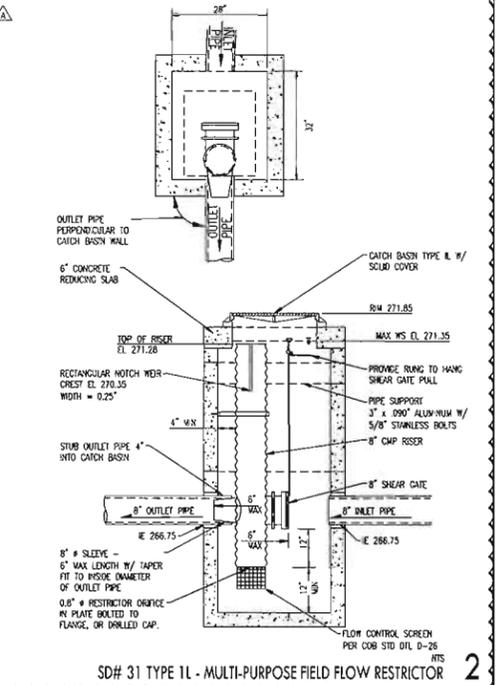
DETENTION VAULT ACCESS RISER NTS 8



ELBOW RESTRICTOR NTS 6



SD# 42 TYPE 1L - TRACK INFIELD FLOW RESTRICTOR NTS 4



SD# 31 TYPE 1L - MULTI-PURPOSE FIELD FLOW RESTRICTOR NTS 2

CONSTRUCTION DOCUMENTS



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GRADING & DRAINAGE DETAILS

C-212



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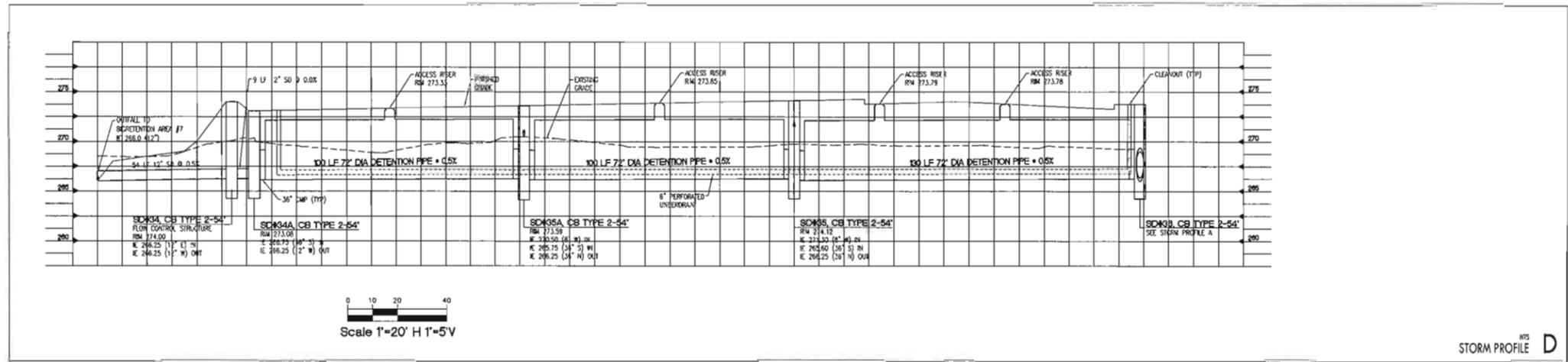
**Bellevue School District No. 405
ODLE MIDDLE SCHOOL**
502 143RD AVENUE NE
BELLEVUE, WASHINGTON 98007

Date: 1/31/14
Job No.: 21219.00
Drawn By: NPH
Checked by: LJP
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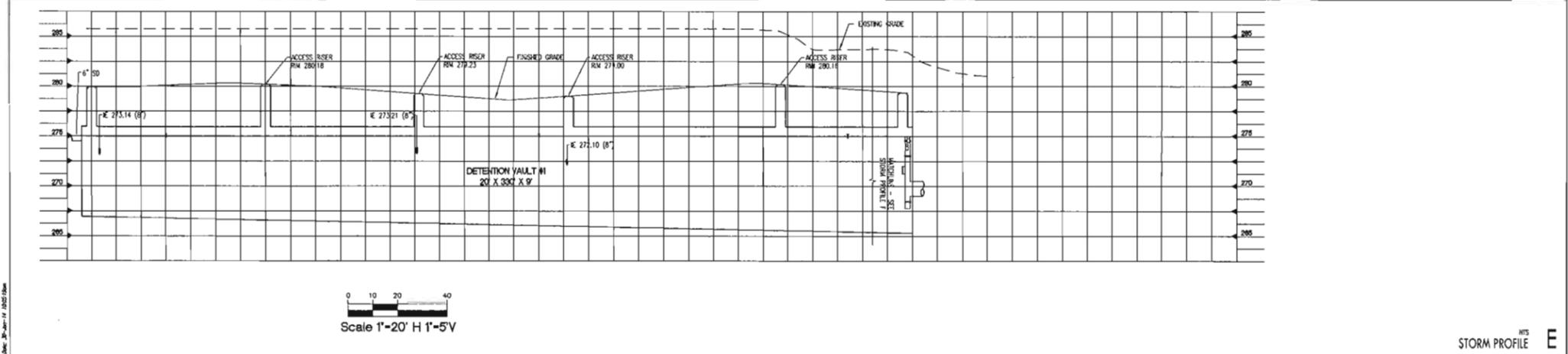
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GRADING & DRAINAGE DETAILS

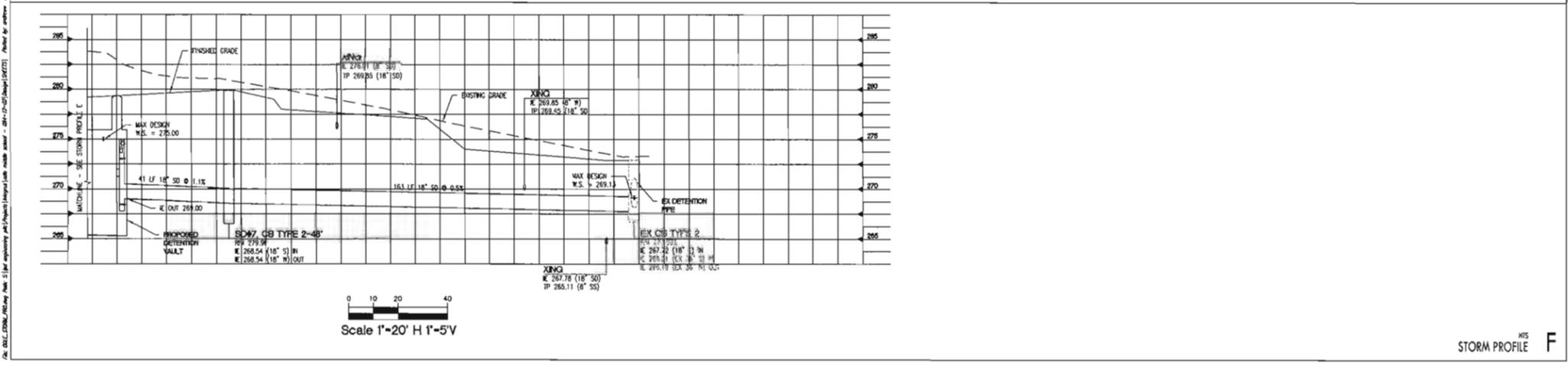
C-212



STORM PROFILE D



STORM PROFILE E



STORM PROFILE F

CONSTRUCTION DOCUMENTS



**Belleve School District No. 405
ODLE MIDDLE SCHOOL**
502 143RD AVENUE NE
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Date:	1/31/14	
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STORM PROFILE



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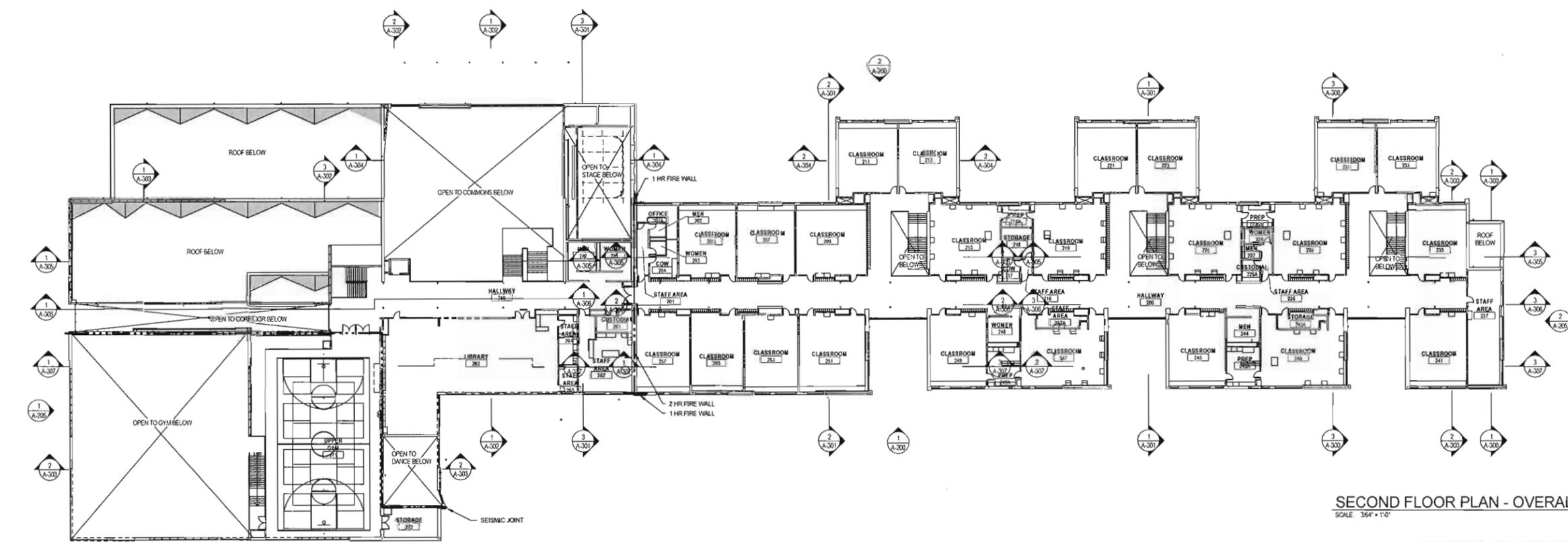


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ODLE MIDDLE SCHOOL**
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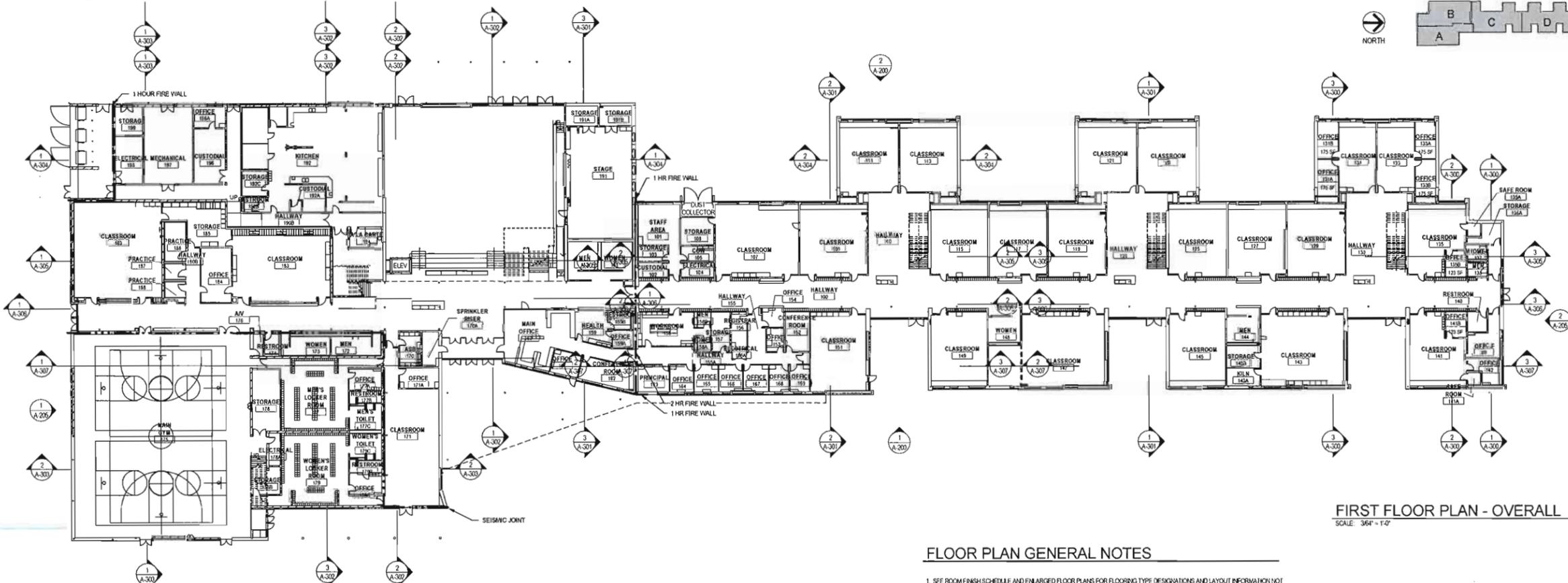
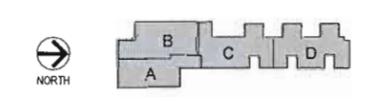
Date:	1/31/14	
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STORM PROFILE

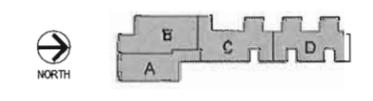
C-214



SECOND FLOOR PLAN - OVERALL
SCALE: 3/8" = 1'-0"



FIRST FLOOR PLAN - OVERALL
SCALE: 3/8" = 1'-0"



FLOOR PLAN GENERAL NOTES

1. SEE ROOM FINISH SCHEDULE AND ENLARGED FLOOR PLANS FOR FLOORING TYPE DESIGNATIONS AND LAYOUT INFORMATION NOT SHOWN ON PLANS.
2. SEE ENLARGED FLOOR PLANS FOR DIMENSIONS.
3. PLUMBING FIXTURES ARE SHOWN FOR LOCATION / COORDINATION REFERENCE ONLY. REFER TO MECHANICAL DRAWINGS FOR FIXTURE TYPES AND ARCHITECTURAL BATHROOM DETAIL PLANS AND INTERIOR ELEVATIONS FOR DETAILED MOUNTING HEIGHTS AND LOCATIONS.
4. EQUIPMENT IS SHOWN FOR LOCATION / COORDINATION REFERENCE ONLY. REFER TO ENLARGED PLANS AND INTERIOR ELEVATIONS FOR DETAILED MOUNTING HEIGHTS AND LOCATIONS.
5. REFERENCE SHEET A-001 FOR SYMBOLS LEGEND.
6. REFERENCE SHEET A-001 FOR WALL TYPES.
7. REFERENCE SHEET A-001 FOR DOOR & FRAME SCHEDULE.
8. REFERENCE SHEETS A-001 FOR LOWER TYPES, STOREFRONT TYPES & CURTAIN WALL TYPES.
9. VERIFY LOCATIONS OF BLOCK / MASONRY WORK WITH EXTERIOR AND INTERIOR ELEVATIONS, BUILDING SECTIONS, AND WALL SECTIONS.
10. SEE INTERIOR ELEVATIONS FOR QUADRANT LOCATIONS AND DIMENSIONS.

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7809 REGISTERED ARCHITECT
REBECCA BARAK
STATE OF WASHINGTON

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FLOOR PLANS - OVERALL

A-101

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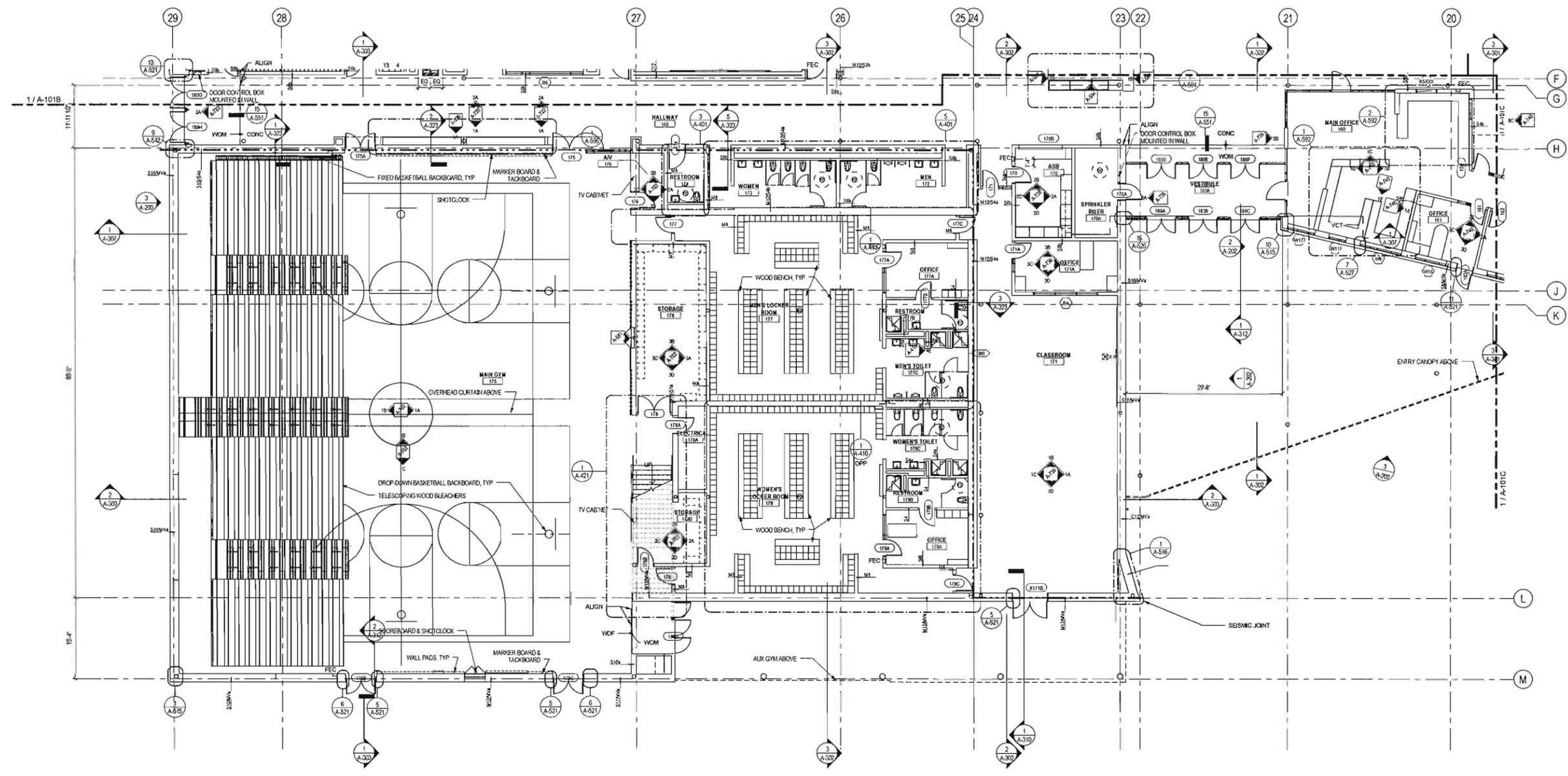
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FIRST FLOOR PLAN - AREA A

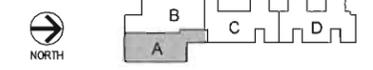
A-101A



FLOOR PLAN LEGEND

- 1 FUME HOOD
- 2 EMERGENCY SHOWER
- 3 FLOOR DRAIN
- 4 WALL MOUNTED PROJECTOR
- 5 SMART BOARD
- 6 DRINKING FOUNTAIN & BOTTLE FILLING STATION
- 7 MEZZANINE LADDER W/ HATCH ABOVE

FIRST FLOOR PLAN - AREA A
 SCALE: 1/8" = 1'-0"

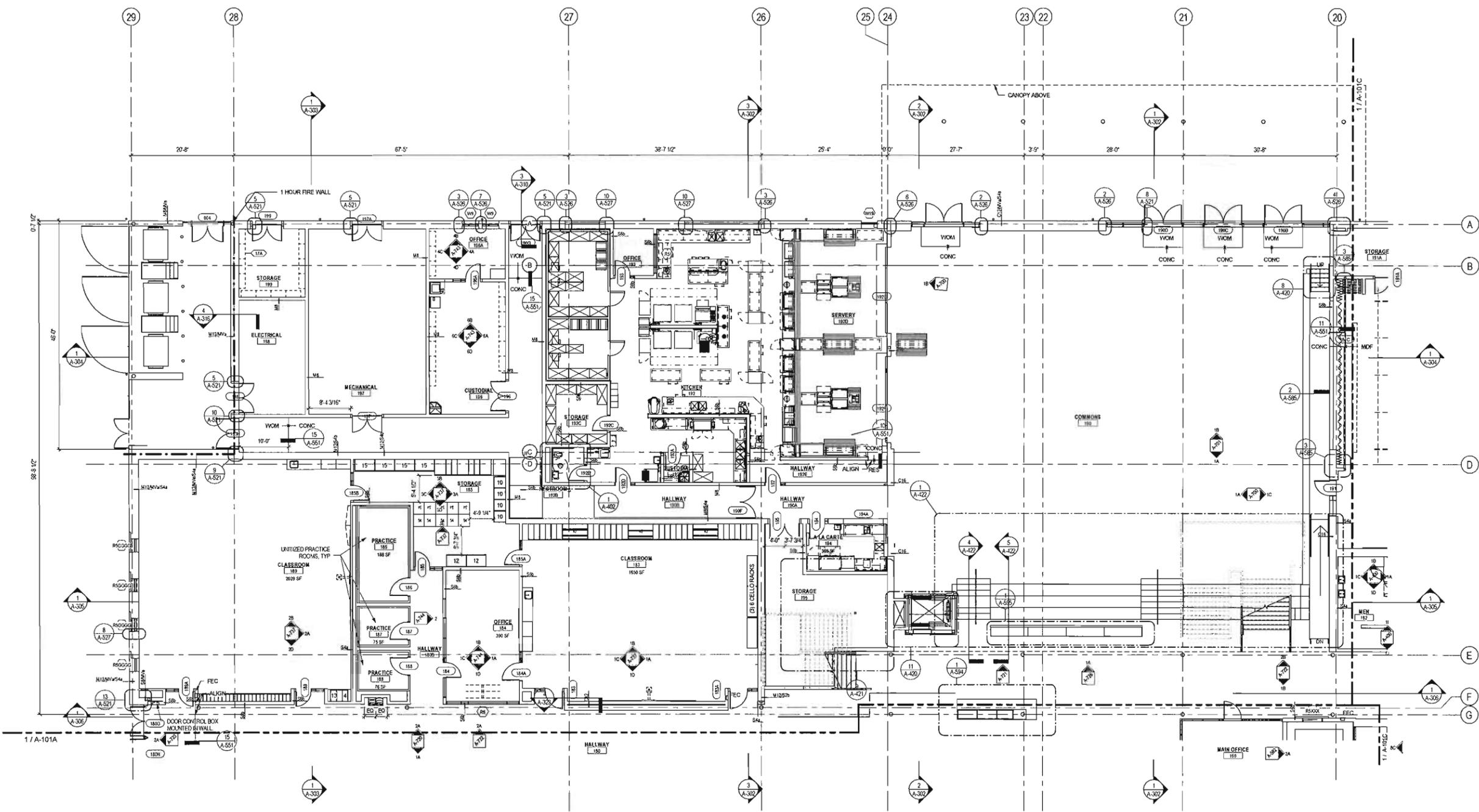


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Revisions		
#	Date	Description

FIRST FLOOR
PLAN - AREA B

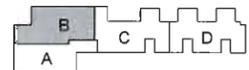
A-101B



FIRST FLOOR PLAN - AREA B
SCALE 1/8" = 1'-0"

FLOOR PLAN LEGEND

- FUME HOOD
- EMERGENCY SHOWER
- FLOOR DRAIN
- WALL MOUNTED PROJECTOR
- SMART BOARD
- DRINKING FOUNTAIN & BOTTLE FILLING STATION
- MEZZANINE LADDER W/ HATCH ABOVE



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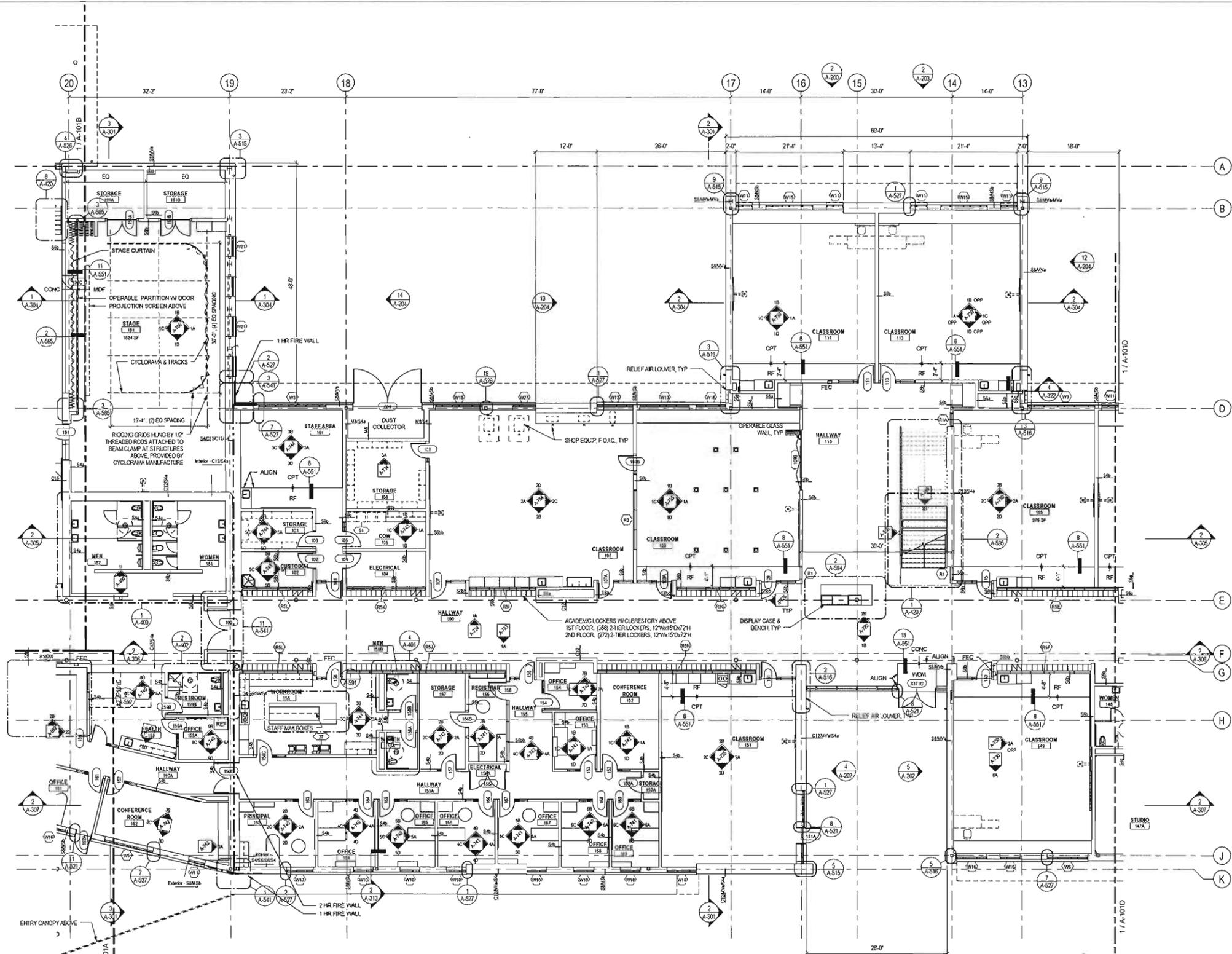
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FIRST FLOOR PLAN - AREA C

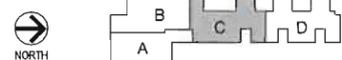
A-101C



FLOOR PLAN LEGEND

- 1 FUME HOOD
- EMERGENCY SHOWER
- FLOOR DRAIN
- WALL MOUNTED PROJECTOR
- SMART BOARD
- DRINKING FOUNTAIN & BOTTLE FILLING STATION
- MEZZANINE LADDER W/ HATCH ABOVE

FIRST FLOOR PLAN - AREA C
SCALE 1/8" = 1'-0"



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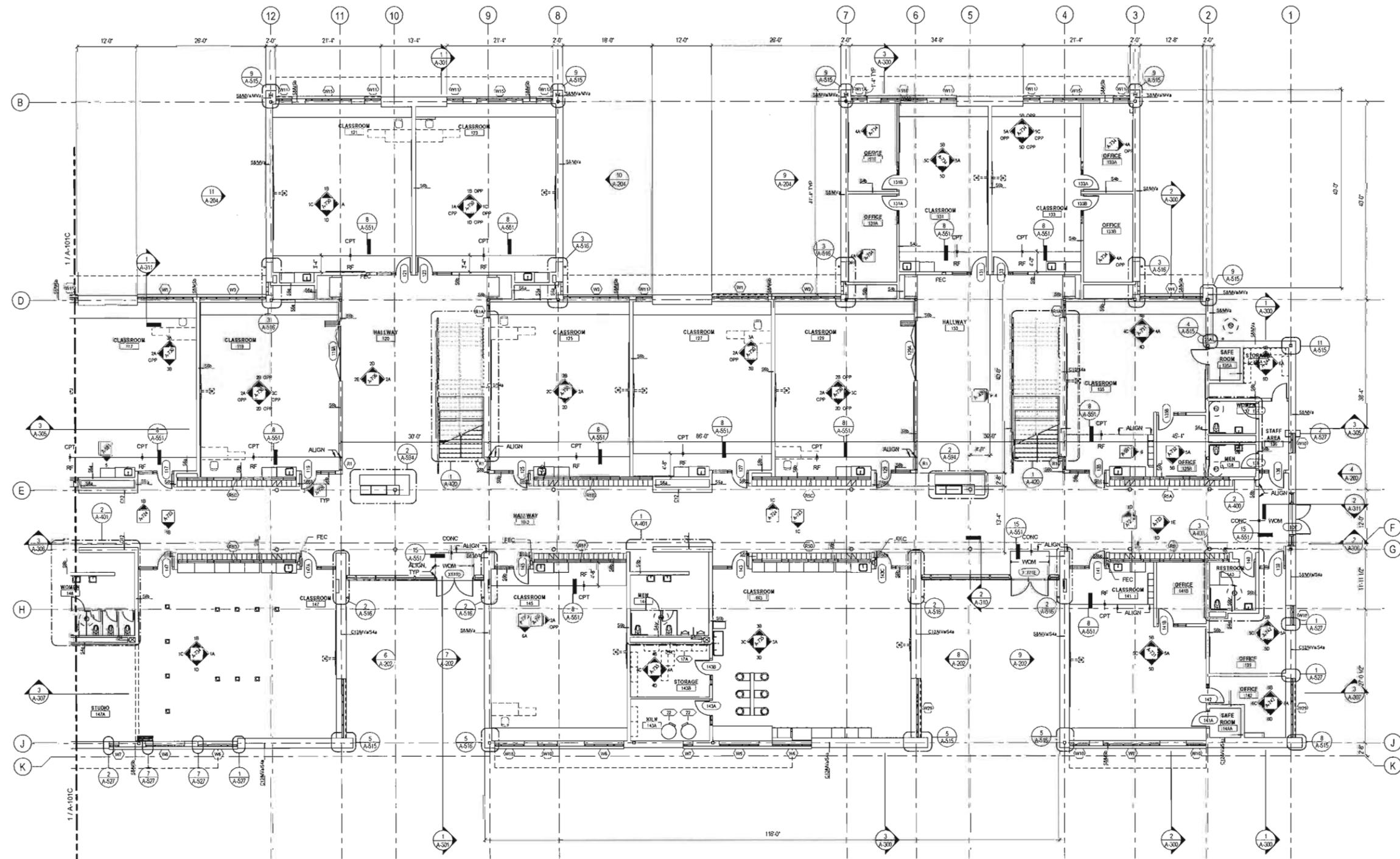
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#	Description

FIRST FLOOR PLAN - AREA D

A-101D

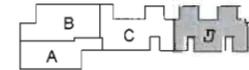


FLOOR PLAN LEGEND

- FLAME HOOD
- EMERGENCY SHOWER
- FLOOR DRAIN
- WALL MOUNTED PROJECTOR
- SMART BOARD
- DRINKING FOUNTAIN & BOTTLE FILLING STATION
- MEZZANINE LADDER W/ HATCH ABOVE

FIRST FLOOR PLAN - AREA D

SCALE: 1/8" = 1'-0"

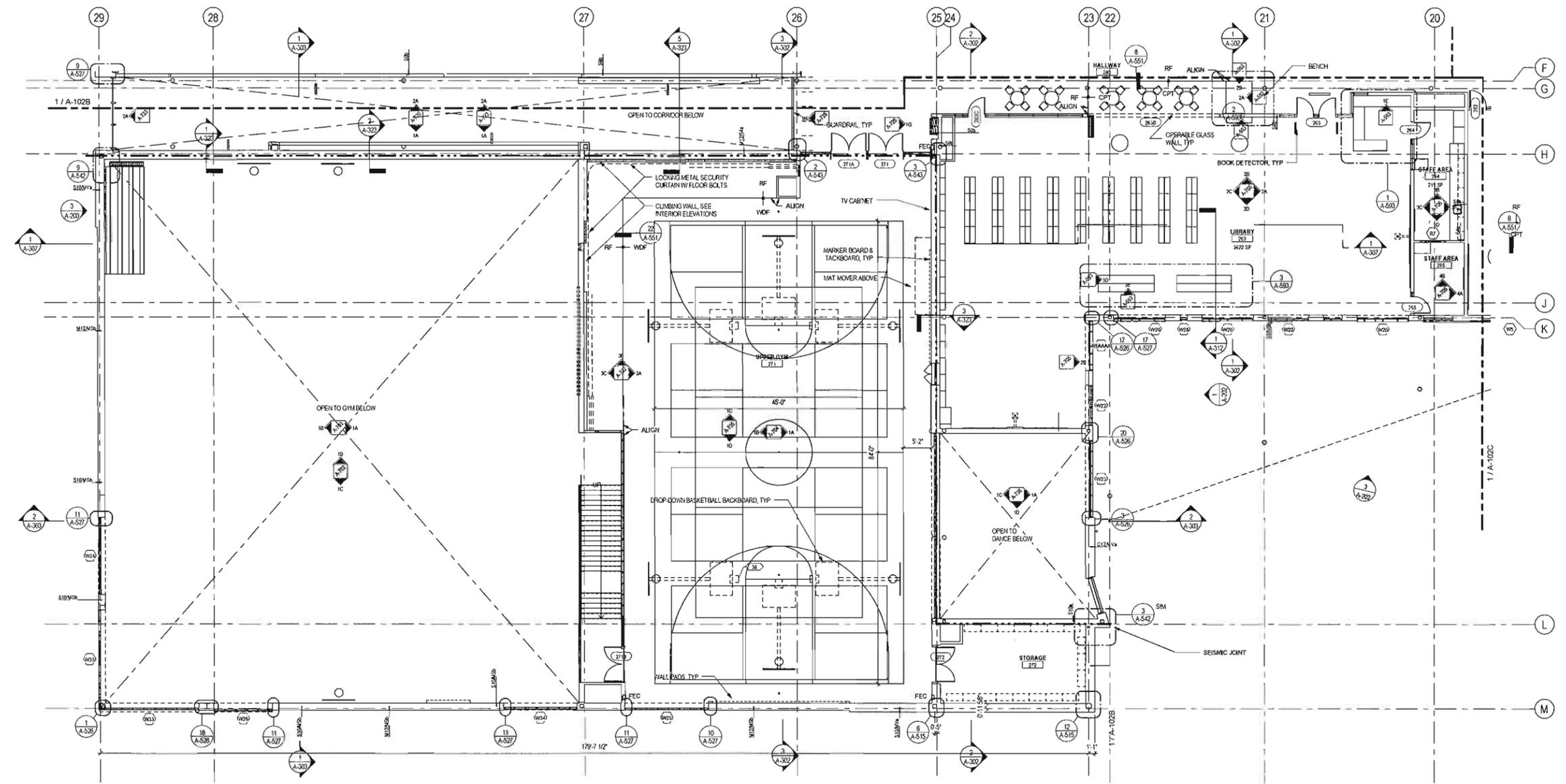


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#	Date Description

SECOND FLOOR PLAN - AREA A

A-102A

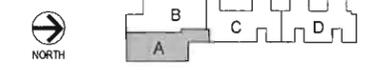


FLOOR PLAN LEGEND

- FLAME HOOD
- EMERGENCY SHOWER
- FLOOR DRAIN
- WALL MOUNTED PROJECTOR
- SMART BOARD
- DRINKING FOUNTAIN & BOTTLE FILLING STATION
- MEZZANINE LADDER W/ HATCH ABOVE

SECOND FLOOR PLAN - AREA A

SCALE 1/8" = 1'-0"



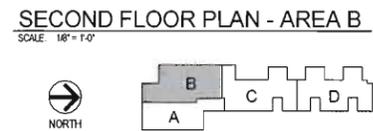
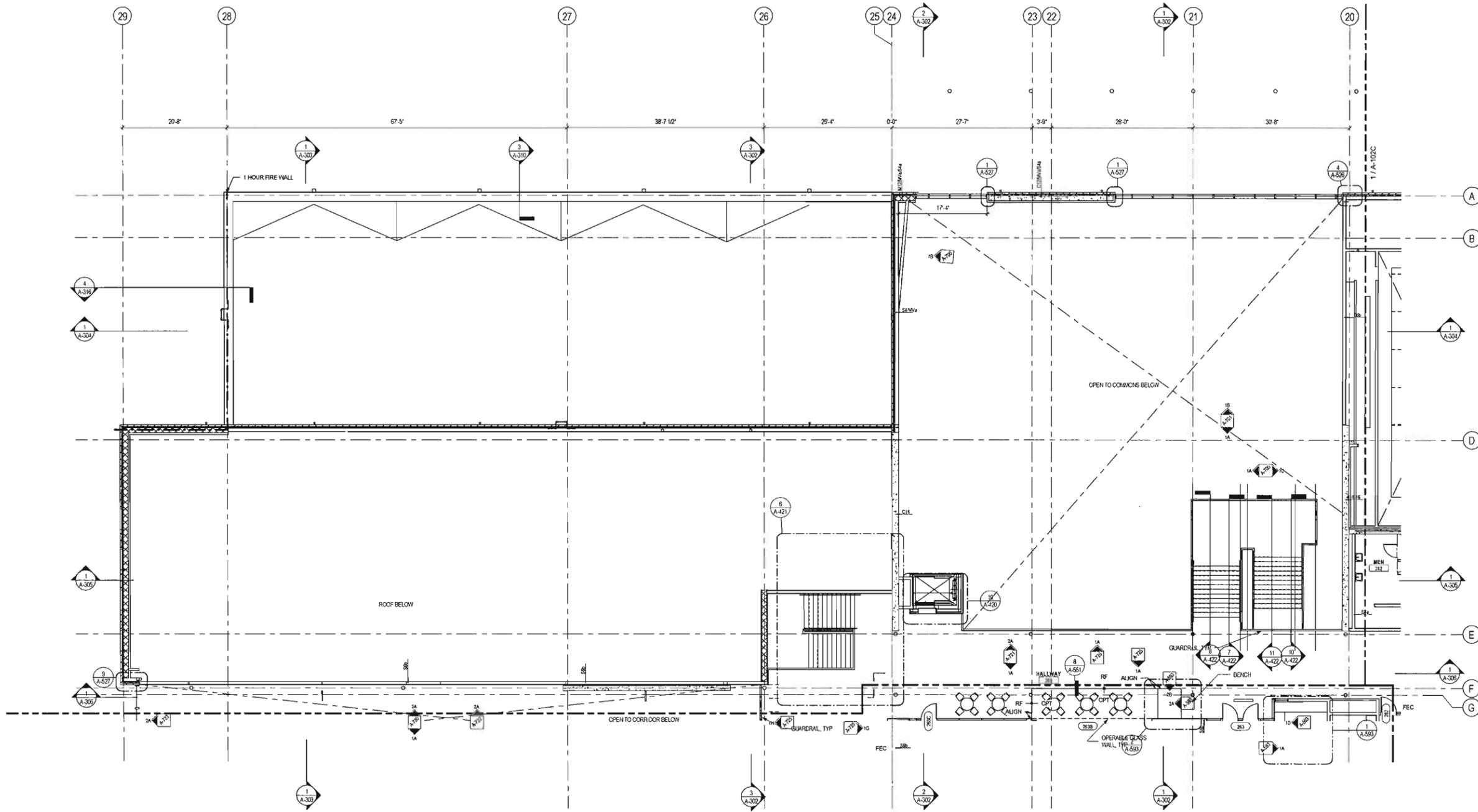
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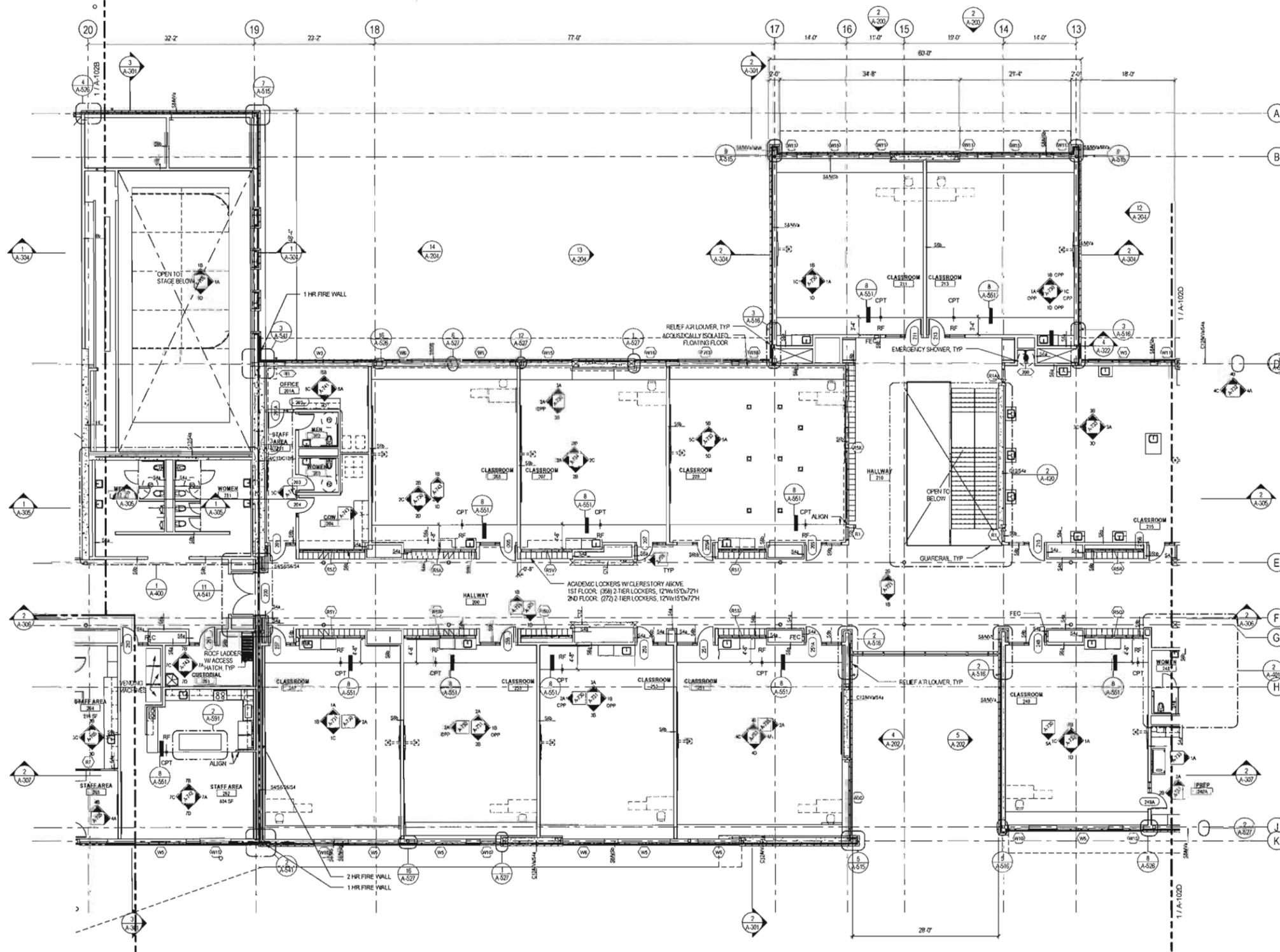
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Revisions		
#	Date	Description

SECOND FLOOR PLAN - AREA B

A-102B



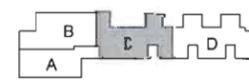
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FLOOR PLAN LEGEND

	FUME HOOD		WALL MOUNTED PROJECTOR
	EMERGENCY SHOWER		SMART BOARD
	FLOOR DRAIN		DRINKING FOUNTAIN & BOTTLE FILLING STATION
	MEZZANINE LADDER W/ HATCH ABOVE		

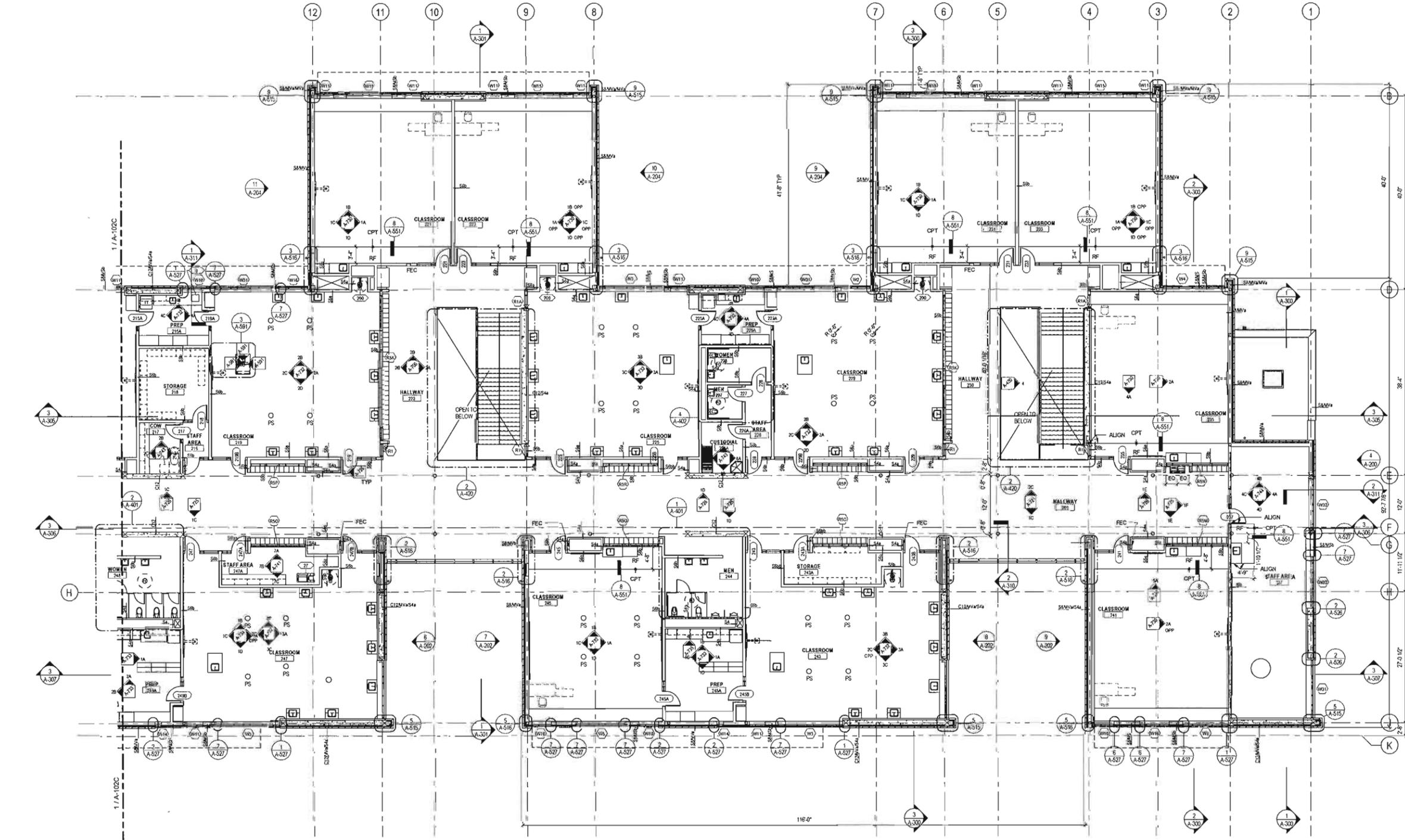
SECOND FLOOR PLAN - AREA C
SCALE 1/8" = 1'-0"



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#	Date	Description

SECOND FLOOR PLAN - AREA C

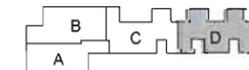


FLOOR PLAN LEGEND

- FUME HOOD
- EMERGENCY SHOWER
- FLOOR DRAIN
- WALL MOUNTED PROJECTOR
- SMART BOARD
- DRINKING FOUNTAIN & BOTTLE FILLING STATION
- MEZZANINE LADDER W/ HATCH ABOVE

SECOND FLOOR PLAN - AREA D

SCALE 1/8" = 1'-0"



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7809 REGISTERED ARCHITECT
Rebecca B. Baskin
REBECCA BASKIN
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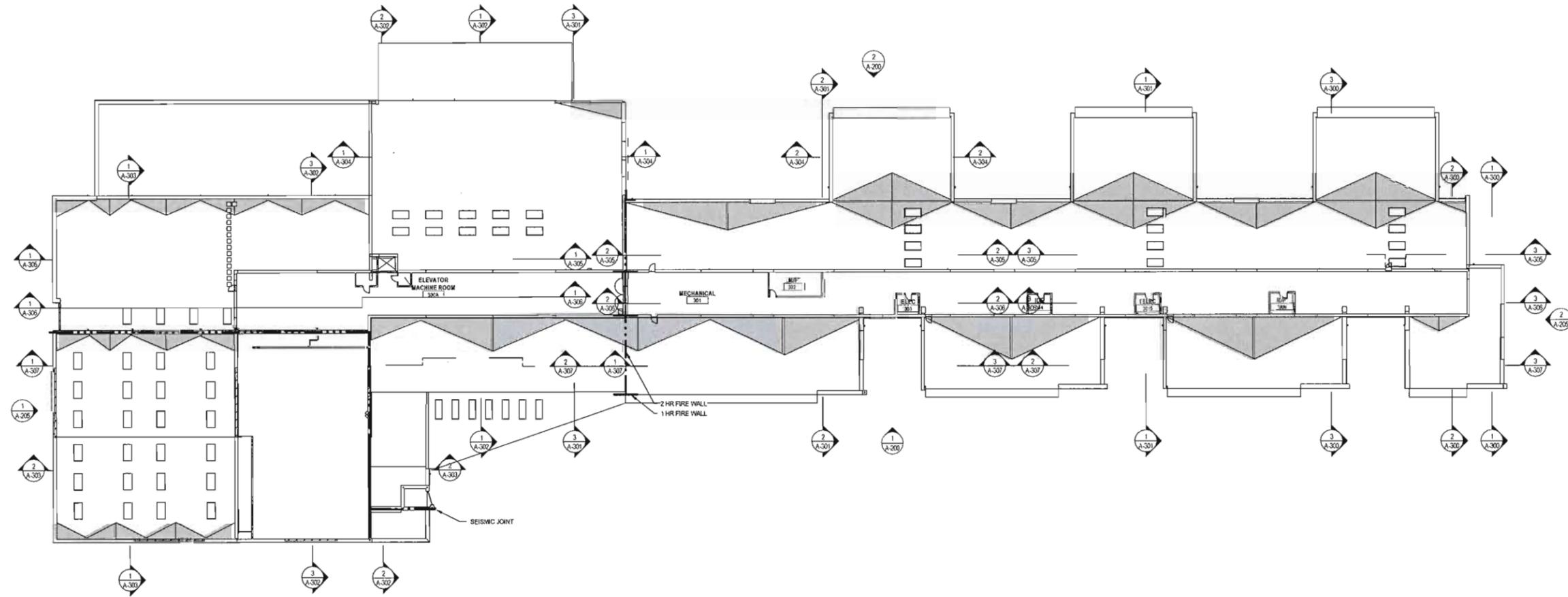
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Job No.:	21219.00
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Date	Description

SECOND FLOOR PLAN - AREA D

A-102D

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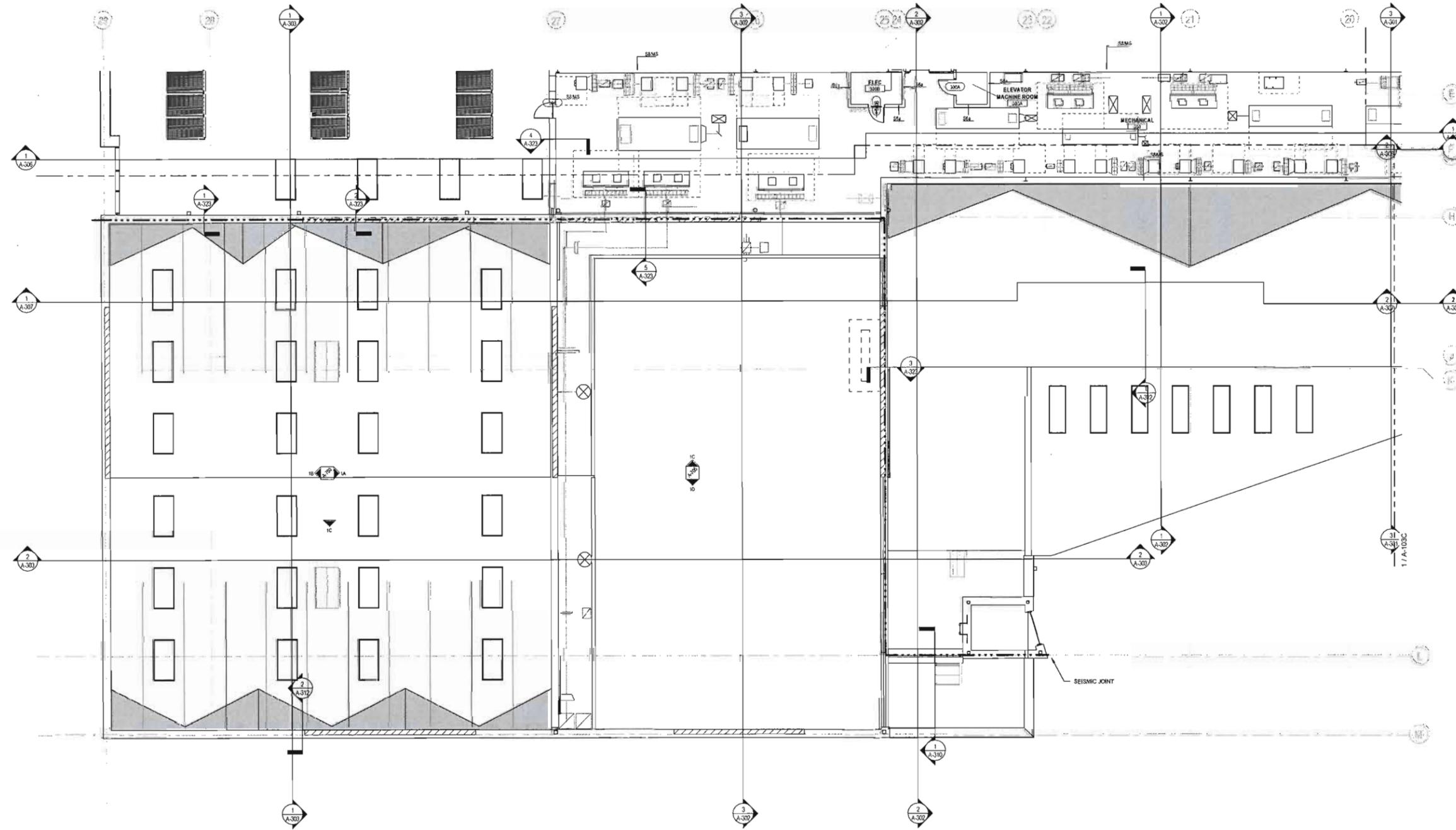
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PENTHOUSE
PLAN - OVERALL

A-103

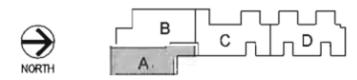


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FLOOR PLAN LEGEND
SCALE: 3/32" = 1'-0"

FUME HOOD	WALL MOUNTED PROJECTOR
EMERGENCY SHOWER	SMART BOARD
FLOOR DRAIN	DRINKING FOUNTAIN & BOTTLE FILLING STATION
	MEZZANINE LADDER W/ HATCH ABOVE

MECHANICAL PENTHOUSE - AREA A
SCALE: 1/8" = 1'-0"



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1809 REGISTERED ARCHITECT
Rebecca Baskin
REBECCA BASKIN
STATE OF WASHINGTON

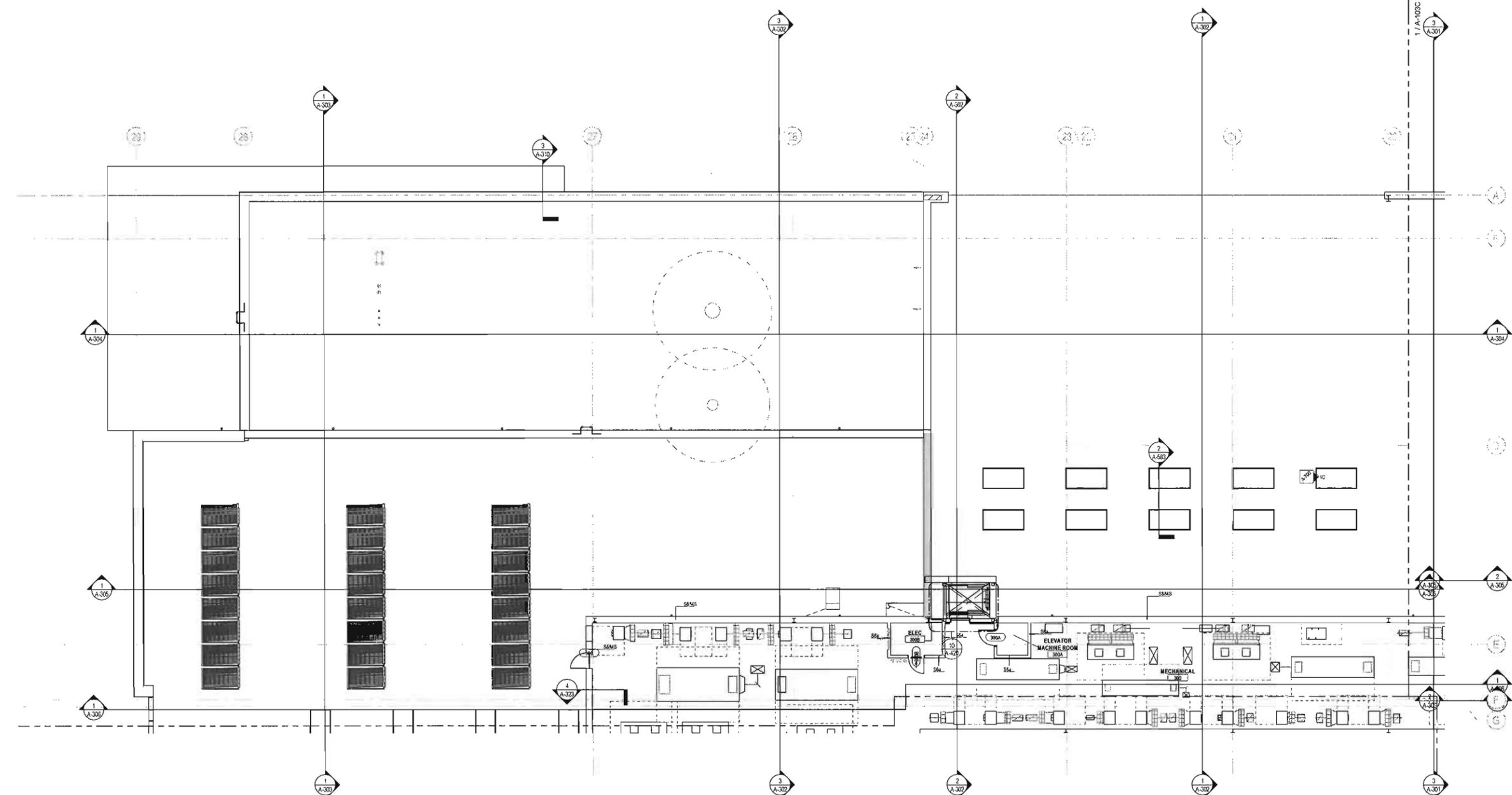
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#	Description

PENTHOUSE
PLAN - AREA A

A-103A



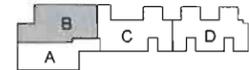
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FLOOR PLAN LEGEND

-  FUME HOOD
-  EMERGENCY SHOWER
-  FLOOR DRAIN
-  WALL MOUNTED PROJECTOR
-  SMART BOARD
-  DRINKING FOUNTAIN & BOTTLE FILLING STATION
-  MEZZANINE LADDER W/ HATCH ABOVE

MECHANICAL PENTHOUSE - AREA B

SCALE: 1/8" = 1'-0"



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7889 REGISTERED ARCHITECT
Rebecca B. Sisk
REBECCA SISK
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Bellevue School District No. 405
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#	Date	Description

PENTHOUSE
PLAN - AREA B

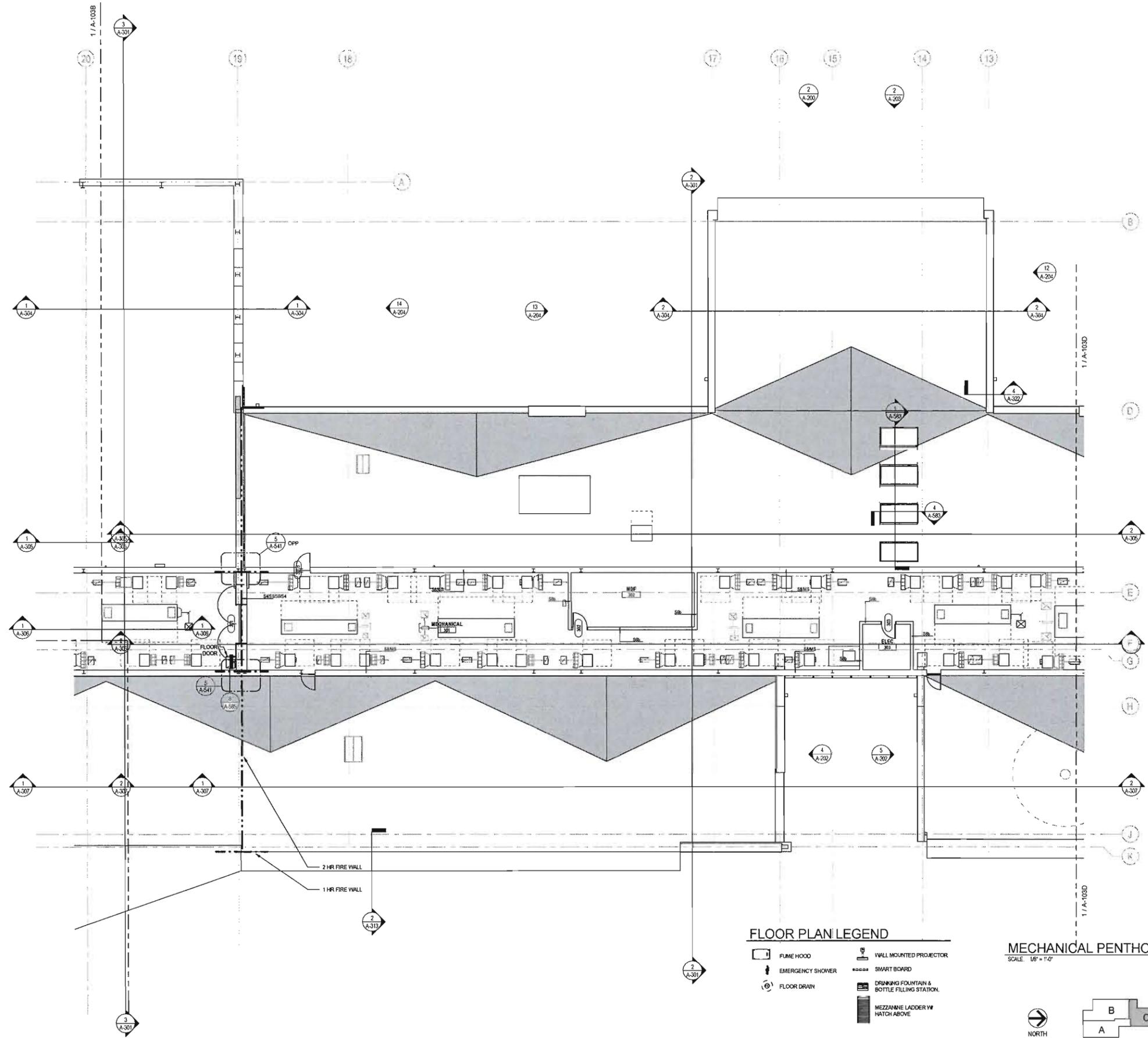
A-103B

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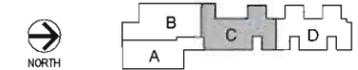
PENTHOUSE
PLAN - AREA C

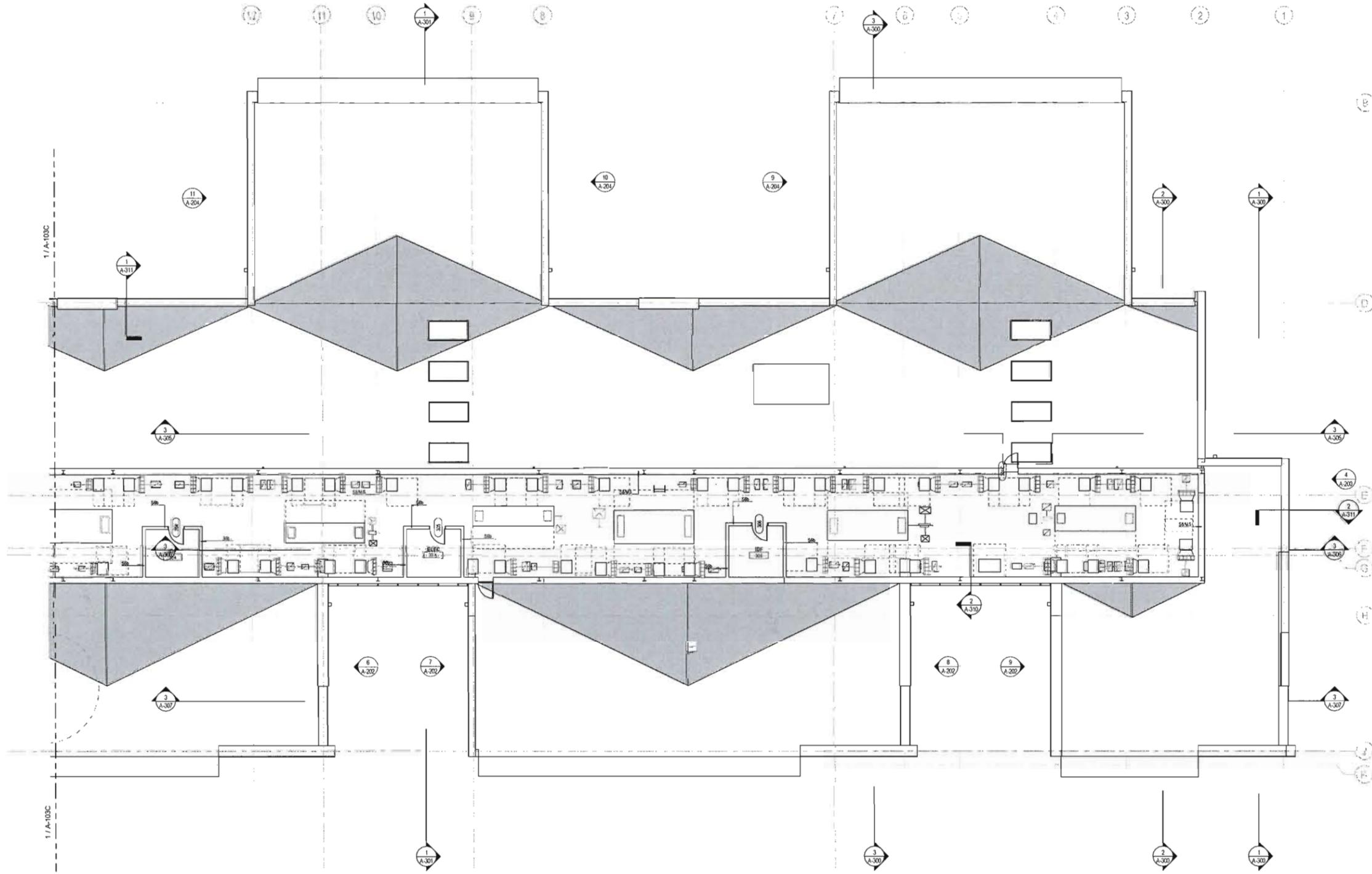
A-103C



- FLOOR PLAN LEGEND**
- FLAME HOOD
 - EMERGENCY SHOWER
 - FLOOR DRAIN
 - WALL MOUNTED PROJECTOR
 - SMART BOARD
 - DRINKING FOUNTAIN & BOTTLE FILLING STATION
 - MEZZANINE LADDER W/ HATCH ABOVE

MECHANICAL PENTHOUSE - AREA C
SCALE: 1/8" = 1'-0"



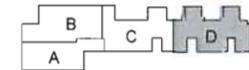


FLOOR PLAN LEGEND

-  FUME HOOD
-  EMERGENCY SHOWER
-  FLOOR DRAIN
-  WALL MOUNTED PROJECTOR
-  SMART BOARD
-  DRINKING FOUNTAIN & BOTTLE FILLING STATION
-  MEZZANINE LADDER W/ HATCH ABOVE

MECHANICAL PENTHOUSE - AREA D

SCALE 1/8" = 1'-0"

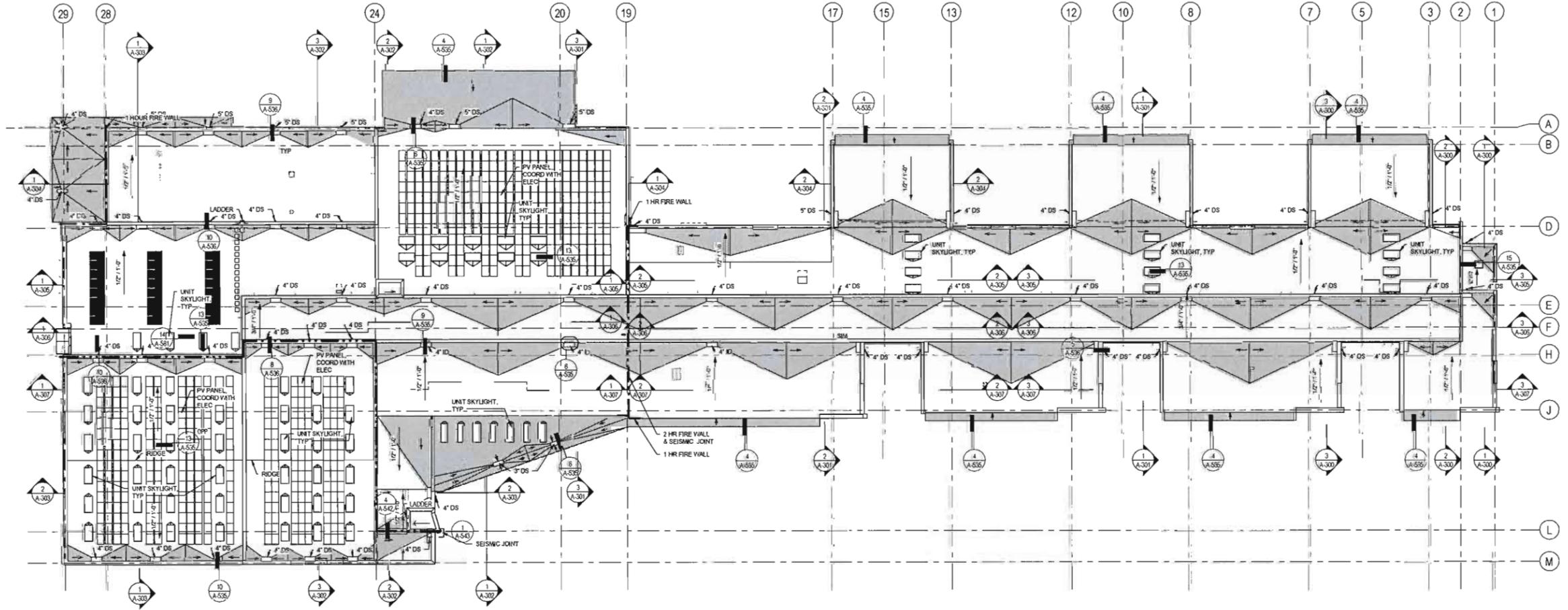


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PENTHOUSE PLAN - AREA D

A-103D



ROOF PLAN - OVERALL
 SCALE: 3/64" = 1'-0"

ROOF PLAN LEGEND

- BUILT UP CRICKET, MIN 1/4" PER FOOT SLOPE
- ROOF HATCH
- ROOF DRAIN AND OVERFLOW DRAIN, REFER TO DETAIL 10A-507
- PIPE PENETRATIONS THROUGH ROOF, SEE TYP DETAIL S 5, 7A-507
- EQUIP CURB W/ HIGH - SIDE CRICKET
- FIXED ROOF LADDER, SEE DETAIL 10A-507
- ROOF WALKWAY PADS
- INTERNAL DRAIN
- DOWNSPOUT, 4" DIA, TYP UNO
- FALL PROTECTION ANCHOR
NOTE: LOCATIONS ARE APPROXIMATE. CONTRACTOR TO PROVIDE A DETAILED LAYOUT PER SPECIFICATION SECTION 11014
- PARAPET SADDLE
TYPE 1 - SEE DETAIL 11A-507
TYPE 2 - SEE DETAIL 13A-507
- SEISMIC JOINT
- 2-HOUR FIRE WALL

ROOF PLAN GENERAL NOTES

1. MAINTAIN 1/8" PER FOOT MINIMUM SLOPE FOR ALL CRICKET VALLEYS
2. CRICKETS SHOWN ARE FOR REFERENCE ONLY. CONTRACTOR TO PROVIDE LAYOUT PLAN FOR ARCHITECT'S APPROVAL PRIOR TO INSTALLATION
3. ROOF PENETRATIONS OF ANY KIND SHALL NOT BE LOCATED IN CRICKET VALLEYS
4. IN ADDITION TO PENETRATIONS SHOWN ON ROOF PLAN, REFER TO MECHANICAL, ELECTRICAL, AND FOOD SERVICE DRAWINGS FOR ADDITIONAL LOCATIONS, TYPES, SIZES, AND QUANTITIES. PROVIDE APPROPRIATE FLASHINGS AS REQUIRED. SEE SHEET A-507 FOR TYPICAL PENETRATION DETAILS.
5. PROVIDE SPLASH BLOCKS AT ALL DOWNSPOUTS RELEASING WATER ON LOWER ROOFS, TYP
6. FOR CONNECTION OF DOWNSPOUTS TO STORM DRAINAGE SYSTEM, SEE CIVIL DRAWINGS.
7. SEE EXTERIOR ELEVATIONS FOR ADDITIONAL ROOFING DETAILS INDICATIONS AND ROOF PARAPET HEIGHTS.
8. SEE ELECTRICAL DRAWINGS FOR LAYOUT AND DETAILS OF PV PANELS. PROVIDE FLASHING AT STRUCTURAL TIE-DOWNS AND AT ALL CONDUIT PENETRATIONS. COORD W/ ELEC.

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ROOF PLAN - OVERALL

A-104

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