



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

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Proposal Name: **Highland Middle School**

Proposal Address: 15027 NE Bel-Red Road

Proposal Description: The Bellevue School District (BSD) seeks Conditional Use, Design Review, and Critical Areas Land Use Permit approvals to construct a new two/three story facility for middle school students (6<sup>th</sup> through 8<sup>th</sup> grades) on an existing 20-acre site. A synthetic play field, revised tennis courts along with a covered play area will be provided. Landscaping and 131 parking stalls will be provided as well. A critical area (wetland) exists at the southwest corner of the site. The proposed development will encroach into this area; thus, requiring a Critical Areas Land Use Permit (CALUP) to modify associated buffers. The BSD anticipates that construction will begin in June 2018 with completion estimated August 2020.

File Number: **17-128804 LB, 18-103077 LD, and 17-131043 LO**


Applicant: Bellevue School District 405

Decisions Included: Conditional Use, (Process I)  
Design Review, (Process II)  
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 May 3, 2017, by Bellevue School District 405.**

Director's Recommendation: **Approval with Conditions**  
Michael A. Brennan, Director  
Development Services Department

  
By: Elizabeth Stead, Land Use Director

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Application Date: November 21, 2017, December 21, 2017, and January 11, 2018

Public Notice (500 feet): December 14, 2017, January 11, 2018, and January 18, 2018

Public Meeting: January 11, 2018

Minimum Comment Period: December 28, 2017, January 25, 2018, and February 1, 2018

**Recommendation/Decision Publication Date: March 29, 2018**

**Process II Appeal Deadline (CALUP): March 29, 2018; 5:00 p.m.**

**Process II Appeal Deadline (Design Review): March 29, 2018, 5:00 p.m.**

**Process I Hearing Date: April 12, 2018, 6:00 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.

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Development Services Department ▪ 425-452-4570 ▪ Hearing Impaired: dial 711  
450 110<sup>th</sup> Avenue NE, Bellevue, WA 98004

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**I. REQUEST AND PROJECT DESCRIPTION**

The Bellevue School District (BSD) seeks Conditional Use, Design Review, and Critical Areas Land Use Permit approvals to construct a new two/three story facility for middle school students (6<sup>th</sup> through 8<sup>th</sup> grades) on an existing 20-acre site. A synthetic play field and revised tennis courts along with a covered play area will be provided. Landscaping and 131 parking stalls will be provided as well. A critical area (wetland) exists at the southwest corner of the site. The BSD will encroach into this area; thus, requiring a Critical Areas Land Use Permit (CALUP) to modify associated buffers. The BSD anticipates that construction will begin in June 2018 with completion estimated August 2020. See Attachment A for project plans and drawings.

**Conditional Use**

This is the fourth middle school that the BSD will construct as part of their capital facilities upgrade which began in 2001. The BSD is currently in the process of upgrading a majority of its schools as part of the bond measures that were passed by the citizens of Bellevue. New schools are reviewed and approved under the Conditional Use Process.

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 City of Bellevue Resolution 5840, which requires that middle schools, not only meet the educational needs of the neighborhood but also focuses on the “recreational, cultural, social, health and human services needs” of the area as well (see Attachment B). The community use of schools is not specific to Highland Middle School (HMS) 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 impacts on the built environment. The new facility responds to the BSD’s intent that all new middle schools should be approximately 180,000 square feet in size. This was established as a target size to accommodate all of the standard and special programs found at the various schools.

**Critical Areas Land Use Permit**

There is an existing wetland area (Wetland A) at the southwest corner of HMS which is undeveloped. Wetland A is a Category III wetland which requires a 60-foot buffer and a 15-foot building setback. The wetland continues off-site to the north and projects a buffer onto the school property in this area. No other critical areas were identified onsite. The BSD requests a reduction in the prescribed buffers to install a required fire lane. Additionally, there is a small portion of the playfield/tennis courts which encroach into the wetland buffer and 15-foot building setback. LUC 20.25H.075.C.2 allows 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. See Section IV.E for further discussion.

**Design Review**

Design Review is required by Land Use Code (LUC) 20.30F because a portion of this property lies within a Transition Area Design District. See Section IV.A for more information regarding this buffer and the limitations of the transition district standards on school facilities.

## **Review Processes**

A Conditional Use is a Process I application whereby the Director makes a recommendation to the Hearing Examiner for final decision per LUC 20.35.100. Conversely, Design Review and CALUP's are Process II applications whereby final decisions are rendered administratively per LUC 20.35.200. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

## **II. SITE CONTEXT AND DESCRIPTION**



HMS is bounded by three street rights-of-ways: NE Bel-Red Road to the north, 152<sup>nd</sup> Avenue NE to the east and 148<sup>th</sup> Avenue NE to the west at its southwest corner. Commercial properties surround the site along the north portion of the site within the Office District land use classification. Single-family and multifamily residences, alternatively, surround the site at the west, south and eastern property boundaries. Site development surrounding this parcel took place

primarily from the 1960's through 2013. Single-family and multifamily residences in the area tend to be two or three story and/or rambler style housing while adjacent offices tend to be low-rise structures that range from one to two stories.

The site is currently developed with the existing HMS facility that was constructed in 1957. The campus is an open style with external corridors and connections to six clustered buildings. Existing fields and tennis courts are ancillary uses at the south portion of the lots. These uses will be reconfigured with this proposal. The campus once was composed of two lots but prior to the submittal of these applications, the BSD completed a Boundary Line Adjustment, 17-103457 LW, to remove the property line; thus avoiding applicable setbacks for school facilities within the interior of the site.

The overall site topography is relatively level. The proposed school will be placed in the central portion of the site and the playfields will be located in the south portion of the site. The elevation at the southwest corner of the site where the Wetland A is located is approximately 297.0, while it is 338.0 at the southeast corner of the site.

## **III. PROPOSED DESIGN GOALS, SITE and BUILDING DESIGN**

### **BSD Design Goals**

HMS is located on a major arterial – NE Bel-Red Road. The street provides good opportunities to create a welcoming frontage along the arterial to designate a safe and identifiable school zone. The site topography and learning settings are woven together. The building represents different space and form while engaging the existing topography. Sustainability is incorporated through passive and active means. The building's performance is optimized with a strong East/West longitudinal orientation. The instructional wings are narrowed to improve the penetration of daylight and views to the outdoors. A

photovoltaic array, solar hot water heating, well insulated envelope, ground source loop and chilled beam HVAC system are key features that contribute to the building's efforts towards environmental responsibility.

HMS includes a unique blend of student and community influences. This school serves the most ethnically diverse population within the BSD and will support social, educational and community activities. The commons space accommodates lunchtime activities, performances and community gatherings. An outdoor plaza within the courtyard provides an extension of the commons space and can be used for school and community outdoor activities. The library is located on the second floor and immediately above the main entry for easy access. HMS includes the Family Connection Center as a resource for the community to gather for learning for modest sized events and activities. Bio-retention facilities support storm water requirements as well as incorporate interpretive signage to extend environmental learning to students and the public.

The school programs and facility make great efforts to engage and support families. HMS has a health clinic, the Jubilee outreach program and a Family Connection Center on site to address the fundamental needs of its students. This allows the school to serve as a vital community resource. These additive resources will encourage parental engagement to increase student success.

The facility is made up of 53 teaching stations and a variety of operational and community support spaces. The teaching stations include general classrooms, lab spaces, project areas, as well as music and physical education spaces. HMS supports the physically and behaviorally disabled population as well for the BSD so there is a special grouping of instructional and support spaces located on Level 1 to accommodate these students.

The new school will assist Highland students through educational transparency, collaboration, including spatial and programmatic access to a diverse array of learning experiences and settings. Educational settings will include visual and physical access to various natural and social surroundings. STEM program space will be integrated within the groupings to increase exposure to hands-on, project-based, science, art and technical activities.

The new HMS represents the positive spirit and awareness of the community, student body and staff. A building that serves its civic purpose while providing a warm, integrated and serene learning atmosphere that promotes social and environmental awareness.

### **Site Design**

HMS has been designed to approximately 180,000 square feet and will improve the school's educational setting and public identity along NE Bel Red road. The original buildings were built in 1934 and 1957. The western edge of the school property abuts a relatively undeveloped plot of land that contains a wetland and dense stand of trees and undergrowth. A majority of a large stand of conifer trees has been preserved along the eastern edge of the property to maintain an existing natural buffer and screen the larger gym volumes of the new building. The fields on the south half of the site will remain largely in the same location and will be upgraded with synthetic turf. The tennis courts will be relocated to the south to make room for the western end of the new building. All building development will be completed outside of the wetland buffer along the central portion of the site.



**View South of North Elevation**

The new site layout significantly increases vehicular queuing and more than doubles the parent drop-off area. Parent and visitor parking is separated from staff and bus drop-off areas. The central public entry drive on NE Bel Red road is located to coordinate with the proposed Overlake Village located in the City of Redmond. A separate staff, service and bus entry drive is positioned to the east to separate bus and parent pick-up/drop-off activities. The project incorporates three different pedestrian pathways from NE Bel Red road to safely direct parents, students and visitors to the main entry and commons/gym entry.

### **Building Design**

The building is formed by four primary volumes, housing various instructional and support spaces around indoor and outdoor common spaces. The project uses connection to shared space and the outdoors as an organizing feature to provide shared space for middle school learners and the community to gather. The site topography drops approximately 30 feet from east to west and the building engages with the slope on the east and transitioning to overhanging the site at the west echoing the existing building cantilever.

Dark brick, metal panels, concrete and aluminum framed windows provide the primary enclosure systems. Alternating brick and dark metal panels create the principal enclosure system accentuated with lighter metal panels and glass at articulated classroom bays. Green and Blue glazed brick are used to highlight building entries. The instructional wings utilize articulated classroom bays and two-story canopies with strong accent colors to emphasize entry locations and modulate the building form. Generous overhangs are incorporated at building entries and in front of the administration suite to provide weather protection for waiting and gathering around entry locations.

The project proposes new building signage for this site. Exterior signage will need to be reviewed and approved via a separate sign permit application. See Section XIII.A for related condition regarding Signs.

#### **IV. CONSISTENCY with LAND USE CODE/ZONING REQUIREMENTS**

##### **A. General Provisions of the Land Use Code**



This site is located within two land use districts - Office to the north and R-5 for the balance of the site as shown above. Because of this split zoning, the south portion of the lot causes the north portion of the site to fall within Single Family Transition Area; thus, the requirement for design review. However, because this is a school facility, LUC 20.20.740.A.7 provides design guidance for schools in residential districts and in transition areas. Schools in residential land use districts and in transition areas shall meet the site and building design standards set forth in LUC 20.25B.040.D through G and 20.25B.050. No other requirements of Chapter 20.25.B are applicable to the site per the aforementioned standard.

LUC 20.10.440, Services (chart) permits new primary and secondary educational facilities subject to Conditional Use approval. Additionally, LUC 20.10.440, Services, subnote 25.b.1, requires a Conditional Use if the existing student population increases beyond the opening day enrollment. In this case, HMS's opening day enrollment in 1957 was 901. The BSD proposes to increase the student population beyond the 20 percent threshold to 1,320 students; thus, fulfilling the requirement for this application. The current enrollment at HMS is 550 students.

The proposal has fulfilled the LUC requirements as shown in the matrix below:

### LAND USE CODE (LUC) REQUIREMENTS

Category	LUC Requirements	Proposal by Applicant
<b>Site Area (Office and R-5 Zoning Districts)</b>	<b>Office:</b> N/A <b>R-5:</b> 7,200 square feet	20.76 acres or 904,614 square feet
<b>Lot Coverage</b>	<b>Office/R-5:</b> 35 percent	13.4 percent
<b>Impervious Surface</b>	<b>Office:</b> 85 percent <b>R-5</b> 80 percent <b>(1)</b>	60 percent (542,494 square feet)
<b>Building Height</b>	<b>Office:</b> 30 feet <b>R-5:</b> 40 feet <b>(2)</b>	40 feet
<b>Building Setbacks</b> Front (North) Side (East) Side (West) Rear (South)	20 feet 50 feet 50 feet 50 feet	206 feet 70 feet 79 feet 369 feet (from field storage building)
<b>Parking</b>	Unspecified Use – amount of parking determined via a parking study.	<ul style="list-style-type: none"> <li>• 131 striped parking stalls</li> <li>• 19 spaces in bus loading area</li> <li>• 40 spaces in parent-vehicle drop-off/pick-up area</li> </ul> <p><b>Total Provided:</b> 190 spaces available on-site for events</p>
<b>Landscaping (Perimeter)</b> North South East West	10 feet 10 feet 10 feet 10 feet	33 to 46 feet 10 feet 30 to 88 feet 70 to 320 feet
<b>Parking lot Landscaping</b>	4,585 square feet	25,360 square feet
<b>Tree Preservation Interior</b>	15% minimum of the existing diameter tree inches= 407.5 diameter inches	2,687 diameter inches or 65.99% remaining.
<b>Tree Preservation Perimeter</b>	100% of diameter inches	100%

<sup>1</sup> 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.

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



## **B. Schools**

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

## **C. Landscaping**

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

Installation of new lawn areas will be minimized to help reduce watering requirements. Imported topsoil and mulch will be incorporated in all new landscape areas to promote healthy plant growth and reduce weeds. Certain landscape areas, particularly in the parking lots, will be designed as rain gardens to help offset storm water infrastructure requirements. These areas will act as natural filtration areas, providing pollutant removal, storm water retention, and wildlife habitat. Rain garden areas near the building may be used to incorporate roof water run-off and present teaching opportunities.

## **D. Height Requirement**

LUC Chapter 20.20.740 permits school facilities to increase the maximum building height from underlying building height limit of 30 feet to 40 feet if the following parameters can be achieved: 1) no mechanical equipment on the roof and 2) a site size of five acres or larger. Building height is proposed at 40 feet from an average existing grade of 312.2'. Mechanical equipment is proposed to be embedded within mechanical rooms within the facility; thus, fulfilling this code section. Extra height is also given because the site is larger than five acres in size.

## **E. 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. 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 is formally recognized in 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 an analysis of the critical area to be disturbed, limit disturbance to the greatest extent feasible and provide necessary mitigation for such encroachments. This information is reviewed under the Critical Areas Land Use Permit for this proposal.

**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 wetland and stream delineations along with a habitat assessment for this site. See project file for reports dated February 9, 2017 and December 20, 2017. Site reconnaissance was conducted on October 27, 2016 and January 18, 2017.

Habitat Analysis

The December 20, 2017, report contains the Watershed Company's habitat analysis of the site. Habitat patches present on HMS include upland coniferous and deciduous forests and wetland areas dominated by scrub-shrub or deciduous forest vegetation types. The largest habitat area is the coniferous forest in the southeast portion of the site. Two deciduous forest areas which vary in terms of species composition and structure are present in the southwest and southeast corners of the subject property. Wetland areas are present in the southwest corner and extend offsite.

HMS experiences regular use by people, particularly when school is in session. Furthermore, a public trail on the east side of the study area is presumed to be regularly used by people and their dogs. Vegetation onsite is diverse. The largest area of vegetation is located at the southeast corner of the site at 1.5 acres in size. Douglas-fir is the dominant tree species in the forest with rather large diameter trees in various locations. The canopy cover in this location is approximately 60 percent which is relatively closed. Alternatively, in the southwest corner of the site, there is a deciduous-dominant forest patch that is dominated by medium and large black cottonwood trees. The canopy cover is closed, estimated at 90 percent cover on average. The understory is dominated by a dense shrub layer consisting of a mix of native plants and Himalayan blackberry.

The wildlife species found on the site were birds and small mammals such as rats, mice, bats, and raccoons, etc. There are no designated Species of Local Importance located on the site per LUC 20.25H.150.A.

Because the BSD's site plan keeps student uses in the same general vicinity of the existing facility while moving the playfields and tennis courts away from the wetland buffer, the proposal will maintain the identified tree canopies as noted above with no modifications. Additionally, protecting the site's habitat areas while improving school facilities will help to preserve the site's existing habitat function and value, while allowing for use and enjoyment of the site. The proposed site plan and associated mitigation plan protect and improve habitat functions identified on the property.

### Critical Area Analysis

The Watershed Company conducted a critical areas analysis of HMS. They noted that HMS is located in the Sears Creek Drainage Basin within the Cedar-Sammamish Water Resource Inventory Area. Soil mapping for this area include Alderwood gravelly sandy loams and Bellingham silt loam. One wetland (Wetland A as noted below) was previously identified and partially delineated in 2011 by a different firm as part of the 2013 Belmont Conservation Short-Plat process (Bellevue Permit No. 09-132851-LN and 10-113142-LO). At that time, Tract B of the short plat was separated as a Native Growth Protection Area. To accommodate the division, some of the wetland was "converted" to buffer without fill or grading in a process commonly referred to as "paper fill"; in exchange for reclassifying part of the wetland as buffer. Additional wetland was also created. As documented in the NGPA record, buffer averaging and restorative buffer plantings were also implemented at that time.

Wetland A is a palustrine scrub-shrub and palustrine forested depressional wetland that encompasses the majority of the undeveloped segments of the subject properties. It is slightly larger than previously documented in the 2011 delineation, with the wetland boundary extending almost all the way to the northeast corner of Tract B.

Dominant vegetation includes black cottonwood, red alder, and Pacific willow trees with salmonberry, Himalayan blackberry, and vine maple shrubs in the understory. In the herbaceous stratum, water parsley and lady fern are common in the densely forested areas, while reed canary grass tends to dominate in the less canopied forest and shrub areas. Invasive ivy also creeps in from adjacent upland areas. Sampled soils consist of very dark brown sandy loam for the top ten inches over six inches of depleted clay loam with high percentages of redoximorphic features. The sampled soil meets hydrologic soil indicators for wetland classification.

Hydrology inputs include precipitation, groundwater, and surface water run-off. At the time of the site visit, which occurred after a period of heavy rains, stormwater discharges into the wetland were also observed on the school properties and the residential property south of the wetland. Hydrologic regimes include seasonally flooded and saturated only areas. The wetland drains via a culvert in the northwest corner, under 148<sup>th</sup> Avenue NE to Sears Creek.

Wetland A is a Category III wetland because it receives 18 points for water quality function, 16 points for hydrologic function and 12 points for habitat function, for a total of 46 points. The wetland both traps nutrients and slows flood waters during peak storm events. Habitat function is limited due to the wetland's isolated position in an urban landscape.

Per LUC 20.25H.095, wetland buffer widths are determined based on wetland category, habitat function, site condition of the subject parcel (developed or undeveloped), and wetland size. Wetlands are categorized per the 2004 Ecology Rating System. All parcels are considered to be undeveloped, as there are no NGPAs or NGPEs with wetlands and wetland buffers recorded prior to August 1, 2006 (LUC 20.25H.095.C.1.a)

Wetland A



Wetland A is a Category III wetland with a low habitat score. Category III wetlands on undeveloped parcels in the City of Bellevue with habitat scores less than 20 points require a 60-foot buffer. The City of Bellevue also applies a 15-foot building setback to the Category III wetland buffers.

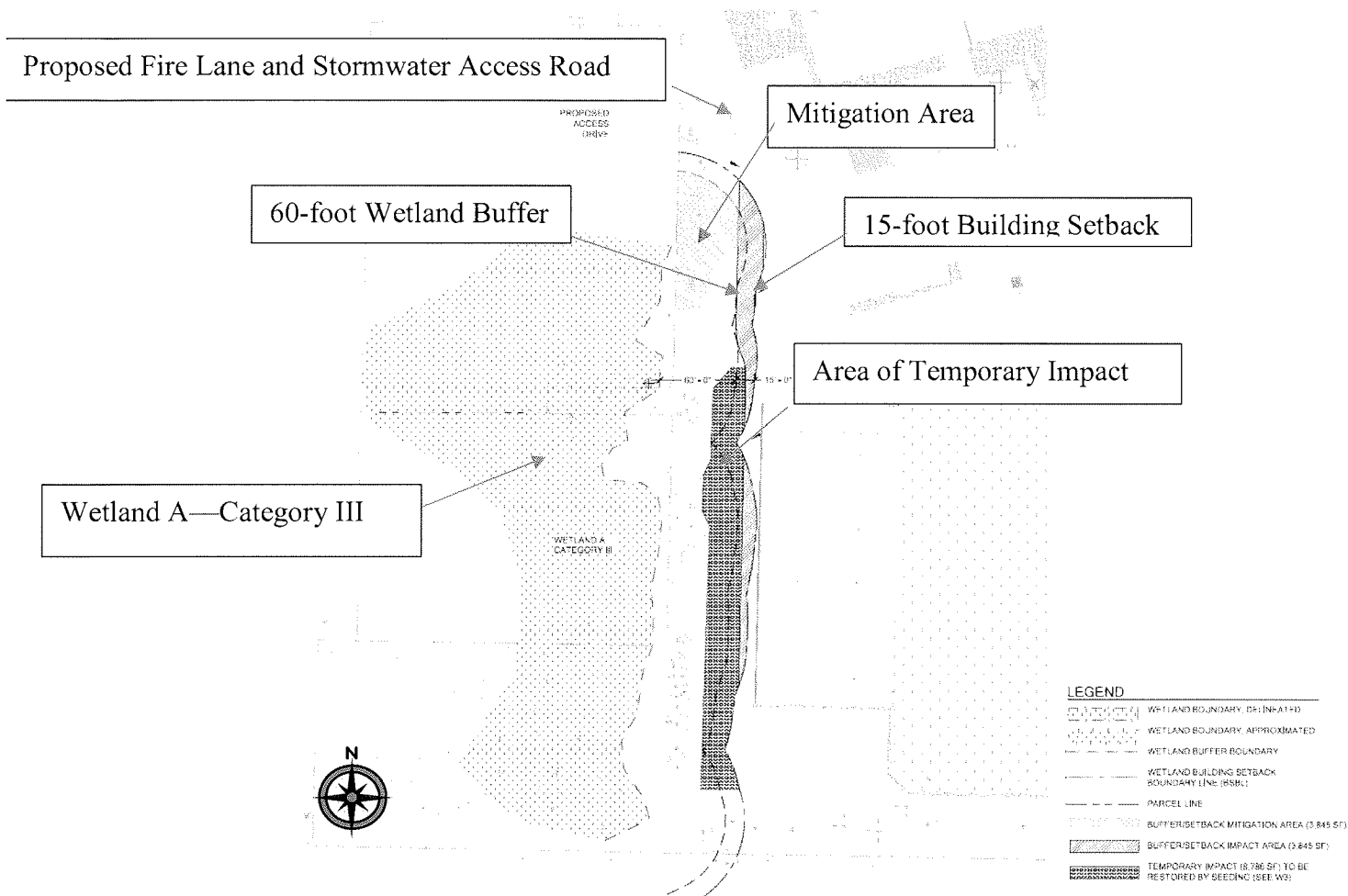
Due to the identified critical areas, the BSD has located the building footprint in the central portion of the site to reduce impacts to existing wetlands. However, the required fire access road and tennis courts intrude into a small portion of the wetland buffer and 15-foot building setback.

**Wetland Buffer Modification**

Finding: The BSD is permitted to request a wetland buffer and 15-foot building setback modification per LUC 20.25H.055.C.2, for essential public facilities. The proposed site improvements will require permanent impacts to 3,845 square feet of wetland buffer/setback and 8,786 square feet of temporary impacts to wetland buffer/setback. Those impacts are necessary to allow installation of a fire lane/emergency access down the west side of the building and to reconfigure the athletic fields. This will allow the BSD to develop the proposed new school facility along with the required fire access road and play fields/tennis courts. A mitigation plan has been prepared and is contained within the project plans on sheets W-1 through W-5.0.

It should be mentioned that standard mitigation sequencing was followed when designing this project. Existing track and field structures and tennis courts will be moved further east to reduce the existing buffer nonconformance. The design team made a concerted effort to avoid buffer and setback impacts. However, given the public facility needs and site constraints, some critical area buffer/setback impacts are unavoidable (see plan sheet W2). Unavoidable impacts are limited to providing access for fire/emergency responders and stormwater maintenance needs and the overall impact was reduced by relocating athletic fields further outside the buffer. Standard BMPs will also be followed to minimize disturbance during construction.

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



DSD has evaluated the recommendations of the Watershed Company as noted above and accepts the recommendations in their reports and as documented on Sheets W1 to

W5. Specifically, Sheet W5 details the components of the 5-year monitoring plan along with yearly reports to DSD. The BSD will complete the improvements noted on the W-plan sheets and designate the area as an NGPA prior to Certificate of Occupancy. See Section XIII.A for related condition regarding the Native Growth Protection Easement (NGPE).

**iii. Consistency with Land Use Code Critical Areas Performance Standards—**

**Wetlands (LUC 20.25H.095)**

Finding: In compliance with LUC 20.25H.230, the District hired the Watershed Company to conduct a wetland and habitat study. See above Sections IV.E 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 (Attachment A).

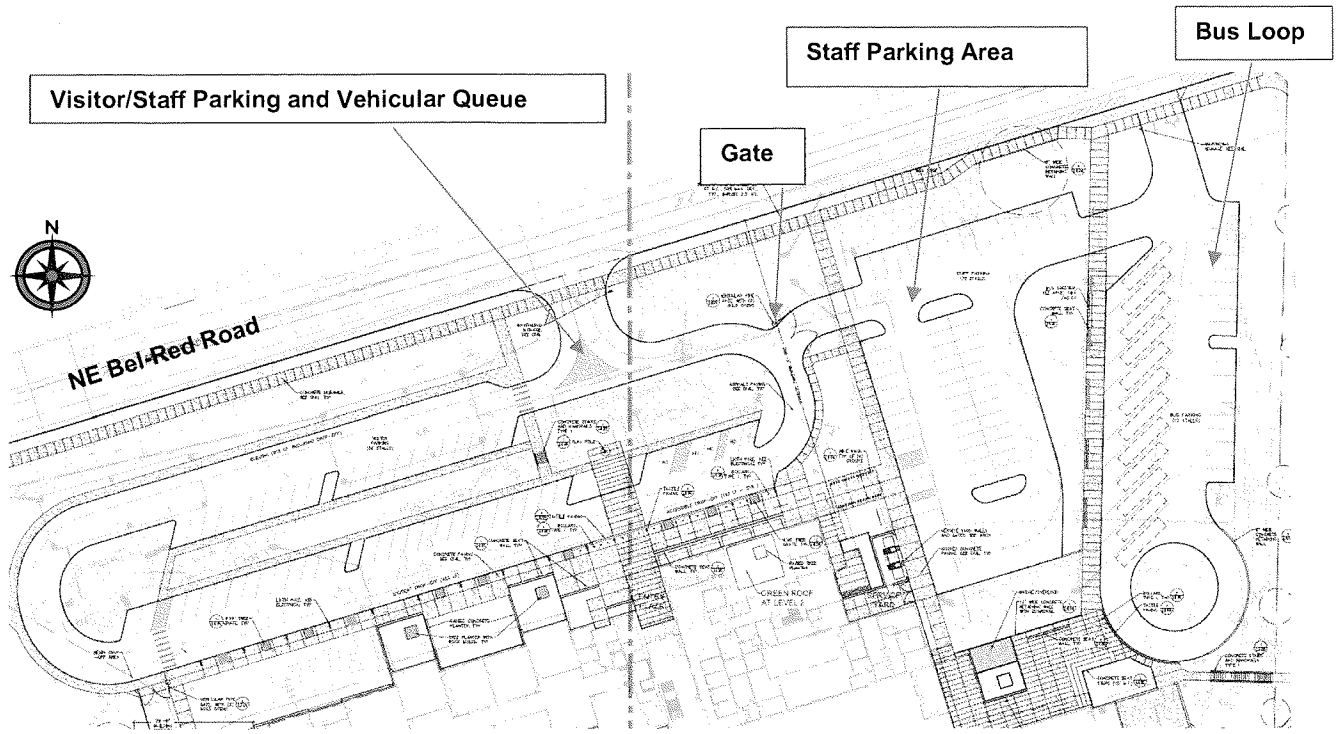
**F. Parking Standards and Site Circulation**

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 a final Transportation Impact Analysis by Gibson Traffic Consultants (GTC) dated January 2018. GTC contacted the City's Transportation Department to have an initial scoping discussion to determine intersections that would potentially be impacted by this proposal.

Currently, there are three access points to HMS from NE Bel-Red Road. The site contains 81 parking stalls and serves six regular buses. The new proposal will reduce the number of access points from three to two. The access point at the northwest corner of the site will be closed with this application. The remaining two access points will be realigned. The northeast access will be designated for staff and 12 buses. The central access will be designated for visitor/staff parking along with a drop-off/pick up lane. To facilitate flow from this central accessway, it is necessary that a traffic signal be installed to aid outflow from the site. See Section VII.1 below for Transportation requirements for this new traffic signal.

GTC has analyzed the existing parking conditions and found that the average daily parking rate is 0.09 per student. The proposed student count for HMS is 1,320 students which translates into a required minimum parking count of 118 stalls. However, the BSD proposes to provide a total of 131 parking stalls: 75 parking stalls for staff along 12 designated bus stalls at the northeast corner of the site while 56 visitor/staff parking stalls will be provided west of this lot via its central access. See proposed schematic design for the parking lot as noted below. Additionally, the BSD will be required to sign the staff and visitor stalls prior to Certificate of Occupancy for this facility. See Section XIII.D for related condition regarding Parking Lot Signage.

### Site Plan Highlighting Parking and Access



A gate is proposed to separate the two lots during the a.m. and p.m. drop-off and pick-up periods in an effort to control vehicular queuing on the site. The gate will be open outside of these periods and during scheduled evening school events. This same traffic control method will be used at Tillicum Middle School.

In addition to the above, GTC also noted that because HMS playfields are scheduled by outside user groups, parking also takes place along 152<sup>nd</sup> Avenue NE. GTC noted that there were 15 vehicles parking along this street frontage by 6:40 p.m. on September 14, 2017. GTC has suggested that on-street parking stalls be formalized along this street frontage to allow for after hour parking and spillover from any scheduled school events. This requirement is similar to other school sites such as Phantom Lake, Enatai, Lake Hills, and Somerset Elementary Schools. The BSD has accommodated this request in its plan submittal dated November 21, 2017, along with extended sidewalk and widened planting strip along 152<sup>nd</sup> Avenue NE.

GTC has also conducted a vehicular drop-off and pick-up analysis for HMS to determine the amount of queuing necessary for this site. GTC has proposed a drop-off/pick-up queue of 915 feet to avoid spillover impacts to NE Bel-Red Road. A total of 40 vehicles may be held in this queue along with a pass-through lane. The site can service 571 vehicles in a 20-minute interval based upon a 15 second drop-off per student. The 15 seconds is based upon video observations of the site. The queue could also be double stacked, if necessary, if future vehicle queuing were to become a problem. The inclusion of a traffic signal at this access point will enhance vehicular outflow from the site both east and west on NE Bel-Red Road which should avoid queuing backups. The BSD has provided the required queue length per GTC analysis.

### Pedestrian Facilities

GTC observed walking conditions in multiple locations: the frontage of NE Bel-Red Road, 148<sup>th</sup> Avenue NE and NE Bel-Red Road, 152<sup>nd</sup> Avenue NE and NE Bel-Red Road, and an existing trail at the southeast corner of the HMS. GTC found the following number of walkers for these locations:

- **NE Bel-Red Road:** 17 pedestrians in the a.m. and 12 pedestrians in the p.m.
- **Intersection of 148<sup>th</sup> Avenue and NE Bel-Red Road:** 29 pedestrians crossed to the southeast corner. Eight in the a.m. and 21 in the p.m.
- **Intersection of 152<sup>nd</sup> Avenue NE and NE Bel-Red Road:** 44 pedestrians utilized this intersection. There were 14 pedestrians in the a.m. and 30 in the p.m.
- **Trail:** 34 pedestrians utilized the trail in the a.m. and 38 pedestrians in the p.m.

With this application, the BSD will be demolishing the existing frontage improvements to accommodate an expected increase in pedestrians with the increased student count to 1,320. An 8-foot sidewalk along with a 10-foot landscape buffer will be developed along NE Bel-Red Road while 152<sup>nd</sup> Avenue NE will have a 6-foot meandering sidewalk with a 4-foot planter strip.

It should be mentioned that the City of Redmond has an estimated 5,000 residential units in the pipeline north of HMS. These units are located within HMS' service boundary. Students from these future developments will be accommodated at HMS as part of the 1,320 student count. To accommodate safe pedestrian movement from the north, a pedestrian crossing will be included across NE Bel-Red Road to HMS with the required traffic signal installation. Currently, the Transportation Department has observed pedestrians illegally crossing from HMS north to NE Bel-Red Road outside of the protected pedestrian crossings at the intersection of 148<sup>th</sup> Avenue NE and NE Bel-Red Road. See Section VII.1 Transportation, for further discussion regarding pedestrian movements.

## **V. PUBLIC COMMENT**

As of the date of this report, the City held one public meeting on January 11, 2018. No one from the public attended the meeting. However, the BSD's consultant team and City staff were in attendance. No written comments were submitted and there are no Parties of Record for this proposal.

### District Held Public Meetings

The District conducted two public meetings on the following dates: February 8, 2017 and October 30, 2017. All meetings were well attended. The District's consultants addressed questions from the neighbors regarding vehicular access and queuing, pedestrian safety for students and routes of travel, parking, and architectural design of the facility. Feedback received from these meetings advanced the project design and contributed to the development of mitigation measures that would address neighborhood concerns.

## **VI. CHANGES TO PROPOSAL DUE TO STAFF REVIEW**

### Site Design

1. The Transportation Department required the BSD to provide a traffic signal at its central access because the Level of Service (LOS) at the proposed visitor's parking lot was delineated as an LOS F with the increased student enrollment. Outbound movements from

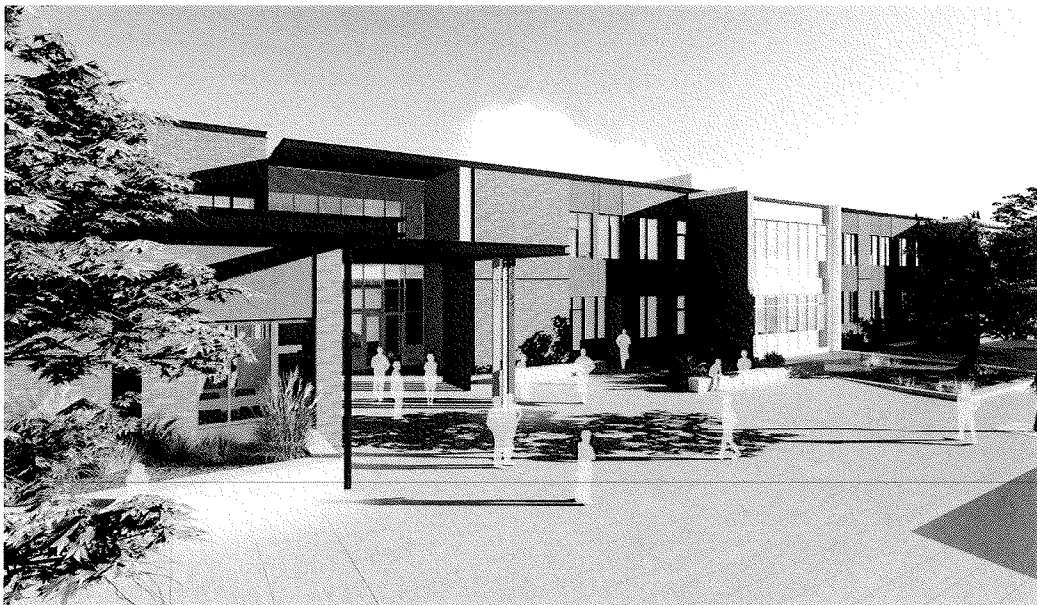


this parking lot without a signal would have amounted to 1,085.9 seconds/vehicle in the a.m. and 304.6 seconds in the p.m. The inclusion of a signal at this location decreases the wait times to 46.3 seconds during the a.m. at a LOS D while the p.m. period would experience a 11.0 second delay at a LOS B. The City and the BSD will enter into a Memorandum of Understanding (MOU) if needed to facilitate cost sharing for the installation of this signal. See Section VII.1 below for further discussion.

2. Off-site mitigation for a mid-block pedestrian connection across NE Bel-Red Road was required by both Transportation and Land Use in response to the increased residential activity in the City of Redmond pipeline. This pedestrian crossing will be included with the signal installation for this project.
3. Further information was required regarding the placement of the tennis courts and fire lane due to the off-site wetland buffer to the west. This was confirmed by the Watershed Company which led to the submittal of the CALUP.
4. Staff requested that the consultant team update all of the legal descriptions on its submittal to acknowledge the boundary line adjustment that was completed for this site.
5. Land Use requested that the applicant provide sidewalk adjacent to the 915-foot queuing loop to enhance drop-off and pick-up of students. This will encourage parents to drop off their student prior to the front door; thus, clearing out the vehicle queue quicker.
6. Existing frontage improvements on NE Bel-Red Road and 152<sup>nd</sup> Avenue NE were required to be demolished with this application in favor of an enhanced pedestrian experience for students arriving to HMS.

#### Building Design

1. Weather protection was required for every building entry to the facility. Additionally, outside waiting areas were provided in the bus loop while an expanded canopy was provided in the vehicular parking lot at the primary building entry.
2. Staff asked the applicant to highlight the building entries so they could be more prominent. During inclement weather conditions, it would be difficult to determine where the formal building entries are. The applicant responded by expanding the building canopies for weather protection while creating a color system of entry for the campus as noted below to delineate each building entry.



**View South of Main Building Entry on North Façade**

## VI. TECHNICAL REVIEW

### A. Transportation Department

#### Background

BSD proposes demolition and reconstruction of HMS, located on the south side of NE Bel-Red Road between 148<sup>th</sup> Avenue NE and 152<sup>nd</sup> Avenue NE. HMS is scheduled to reopen for the 2020-2021 school year. The site is bordered by a mixture of commercial and residential land uses on the west, on the east by single and multi-family residences, on the south by single-family residences, and on the north by commercial uses across NE Bel-Red Road. The north portion of the eastern property line has frontage along 152<sup>nd</sup> Avenue NE.

The existing school has an enrollment of 550 students in May 2016, when the data for the study was collected. The proposed facility will have a maximum capacity of 1,320 students. The school serves an attendance area that extends from 140<sup>th</sup> Avenue NE (144<sup>th</sup> Avenue NE north of SR-520) to Lake Sammamish and roughly NE 40<sup>th</sup> Street to NE 8<sup>th</sup> Street, encompassing areas in the City of Bellevue and the City of Redmond. Significant residential growth is expected in this area in both cities, including the redevelopment of the Overlake Plaza area in Redmond, which will result in an increase in the school age population.

The school schedule is currently from 7:45 a.m. to 2:30 p.m. Monday, Tuesday, Thursday, Friday, and 7:45 a.m. to 1:20 p.m. on Wednesday, and is expected to remain the same after reconstruction.

A traffic impact analysis (TIA) was prepared by Gibson Traffic Consultants for the project. The final version of this study, dated January 2018, is the basis of the City's review.

#### Existing Transportation Facilities and Services

The site is accessed via NE Bel-Red (Bel-Red) Road, a major arterial with a speed limit of 35 mph. This street is approximately 55 feet wide with two through lanes in each direction and a turn lane in one direction at each nearby intersection (148<sup>th</sup> Avenue NE and NE 20<sup>th</sup> Street), but narrows to approximately 42 feet wide with two through lanes in each direction and no center turn lane (four lanes wide) along the HMS frontage. The existing concrete sidewalk is approximately seven feet wide along the frontage.

There are currently three driveways to the site, all serving the existing parking lot. The west driveway is channelized as an entrance-only driveway, and the center and east driveways are both signed and channelized as exit-only driveways. There is an existing trail on the southeast corner of the school property that connects to the neighborhood to the south at 151<sup>st</sup> Avenue NE and to the apartments to the east. There were 34 pedestrians observed walking to school through this access, none of which were dropped off from vehicles.

The east side of the site has frontage along 152<sup>nd</sup> Avenue NE, which is considered a local access road. 152<sup>nd</sup> Avenue NE is approximately 600 feet in length, and dead ends at an access driveway to an adjacent multi-family residence. There is currently a 5-foot-wide meandering sidewalk with landscaping planter on the east side of 152<sup>nd</sup> Avenue NE, and curb and gutter with no sidewalk on the west side of 152<sup>nd</sup> Avenue NE adjacent to the school.

There are two King County Metro stops on the south side NE Bel-Red Road, one near the western boundary of the school site and one at the eastern boundary at 152<sup>nd</sup> Avenue NE. These stops service routes 226 and 888 and there are no amenities at either bus stop.

Level of service was analyzed at nine intersections near the school, including the three existing school driveways. These were found to be currently operating at LOS D or better in both the a.m. peak period and the p.m. peak period except for the existing center school driveway, which is operating at LOS E in the a.m. peak period and LOS D in the p.m. peak period.

There were a total of 29 pedestrians observed crossing towards the southeast corner of 148<sup>th</sup> Avenue NE and NE Bel-Red Road during the school p.m. peak hour and 30 pedestrians observed crossing 152<sup>nd</sup> Avenue NE to the east of the school during the school p.m. peak hour. During field review, pedestrians were also observed crossing NE Bel-Red Road along the school frontage in unmarked locations between.

On-site, the existing parking lot area allows some queuing for pick-up and drop-off in a short area adjacent to the north side of the building. Because of the limited space and inefficient operation on-site, some traffic queues back to NE Bel-Red Road and spills over on NE Bel-Red Road in the morning and afternoon peak periods. While this impact is short in duration, it is a condition that must be addressed with the proposed redevelopment.

### **Future Conditions**

The increase in student enrollment after reconstruction of the school will result in higher vehicle volumes that need to be accommodated on the school site, especially during before and after school pick up and drop off, to avoid impacting the surrounding street system. The site access points must be designed to allow efficient on-site operations for before and after school peaks, including bus operations. The future school population in the school's walking area is expected to increase significantly with redevelopment in the area, making pedestrian facilities a priority.

### **Traffic Operation Impacts and Mitigation:**

**Trip Generation and Forecasts:** The TIA used vehicle counts taken at the site in May 2016 to determine a vehicle trip per student rate for the site. This was then used to determine how many additional vehicle trips can be expected with a student population increase of 770 students for a total of 1,320 students. With the expanded student population, a total of 720 additional vehicle trips can be expected in the a.m. peak period, and 587 additional trips in the p.m. peak period. Six buses currently serve the existing enrollment and this number is expected to increase with the increase in population. The site design will accommodate up to twelve buses simultaneously. The number of pedestrians will increase as well, and the TIA shows an estimate of 38 students projected to use a mid-block crossing rather than walk to the existing crossings at 148<sup>th</sup> Avenue NE and NE 20<sup>th</sup> Street exacerbating an unsafe condition.

**Level of Service:** Level of Service (LOS) was analyzed for the main driveway (west driveway) and the proposed bus driveway (east driveway) as well as six nearby intersections. The main school driveway is expected to operate at LOS E in the future without the remodel and a LOS F in the future when the new school reaches full capacity, requiring mitigation. Even with improved channelization on NE Bel-Red Road, the volumes on that street would

make turning left out of the school difficult, causing vehicles to back up on the site. A traffic signal at the main school driveway coupled with widening NE Bel-Red Road to a continuous five lane section would improve the future LOS F to a LOS B and would add the ability to more efficiently clear the on-site queue. The remaining locations are all forecast to operate at LOS D or better in the future both with and without the project.

**Queuing Analysis:** The existing site layout at HMS results in queuing impacts to NE Bel-Red Road that affect street operations in both morning and afternoon peak periods. It is important for the design of this school site to plan for sufficient on-site queuing area, and not cause impacts to the surrounding street system. The proposed site design uses a long vehicle loop on the north side of the school to provide 915 feet of queuing space, which is enough to accommodate 40 vehicles. There is approximately 1,005 feet of space on-site before vehicles would spill back to NE Bel-Red Road. The calculated queue would be expected to be 12 vehicles, however the failing LOS at the main driveway would impede clearance of the queuing area requiring additional space.

In order to facilitate efficient use of the pick-up and drop-off area and avoid impacts to the surrounding street system, the school will be required to provide information to parents prior to the beginning of each school year detailing site operations.

**Proposed Mitigation:** Many of the potential impacts can be mitigated with the improvement of the intersection of the main driveway to a signalized intersection with a crosswalk, and widening of NE Bel-Red Road to provide full channelization. This would correct the failing LOS and on-site back up by facilitating left-turning vehicles, and provide a safe crossing for the increased pedestrian volume. At buildout, this location will meet Signal Warrant 3, Peak Hour, due to the delay for vehicles entering NE Bel-Red Road. Signal Warrant 4, Pedestrian Volumes, and Signal Warrant 5, School Crossing, will likely be met immediately due to crosswalk users.

Based solely on vehicle volume, this mitigation may not be needed at the school opening in 2020 as the LOS would not yet be failing. It would be necessary as the school population increases and the LOS worsens, and as such could be approached as a phased requirement if it were solely required to correct vehicle impacts.

In the interest in providing an improved pedestrian crossing, the City would like to have this signal constructed as soon as possible. To facilitate this, the City is offering to partner with BSD and jointly fund the signal to allow it to be built and operational in time for the school reopening. The cost of the signal will be split with the City contributing half and BSD contributing half as mitigation for this project. The City will work with BSD and their contractor to find the most efficient method of constructing the improvement.

### **Site Access**

This site is bordered on the north by NE Bel-Red Road and on the east by 152<sup>nd</sup> Avenue NE, which ends about halfway through the site and becomes a private driveway. Existing vehicle access is limited to NE Bel-Red Road, where there are currently three driveways leading to a single parking area adjacent to the street. Pedestrians can access the site from NE Bel-Red Road, or from a trail southeast of the site, south of where 152<sup>nd</sup> Avenue NE ends. There are two King County Metro transit stops on NE Bel-Red Road at the east and west ends of the site frontage.

The site proposal will improve the NE Bel-Red Road street frontage with street widening and a realigned curb and gutter, a widened 8-foot sidewalk with a 10-foot wide landscaping planter between the curb and sidewalk to provide separation for pedestrians from traffic on NE Bel-Red Road, reconstructed driveways, curb ramps, and street lighting. As previously described, the existing condition of Bel-Red Road narrows to a four-lane section in front of HMS where there is no center left turn lane available. With the redevelopment of the site, the curb location will be set back to allow enough space for a left turn lane to be added along a portion of the frontage.

The 152<sup>nd</sup> Avenue NE street frontage will be improved with reconstructed curb and gutter, a six-foot wide meandering sidewalk with a minimum four-foot wide landscaping planter on the west side, a new curb ramp at the corner of 152<sup>nd</sup> Avenue NE and NE Bel-Red Road, and street lighting. The site design also includes a walkway that allows pedestrian access directly from the school out to the sidewalk on 152<sup>nd</sup> Avenue NE.

The redeveloped school will consolidate the vehicle access into a main driveway for visitors and pick-up and drop-off operations and a second driveway for staff and bus use. The main driveway will be signalized and will provide separately channelized left and right turn lanes for egress. The second driveway, located east of the main driveway, will provide access to a staff parking lot and a school bus pick-up and drop-off loop. Turning templates were analyzed to ensure that buses can maneuver through the bus loop as designed. The bus loading area provides parking spaces for twelve buses to drop-off or pick-up simultaneously.

Currently pedestrians crossing NE Bel-Red Road near the must cross at the nearest intersections, 148<sup>th</sup> Avenue NE or NE 20<sup>th</sup> Street, which are approximately 1360 feet apart. The multimodal level of service guidelines (“MMLoS Metrics, Standards, and Guidelines Final Report, April 13, 2017”) recommend a mid-block crossing for arterials every 600 feet near activity centers or pedestrian destinations such as a school. The recommendation should be met in this area as pedestrians have been regularly observed crossing NE Bel-Red Road along the school frontage between the two signalized locations, and the increase in school population will exacerbate this issue. The traffic signal at the school’s main driveway will provide a new crossing location about 560 feet east of 148<sup>th</sup> Avenue NE and 800 feet west of NE 20<sup>th</sup> Street.

This project will be required to install the infrastructure required for construction of the traffic signal, including pedestrian pushbuttons, junction boxes, conduit, and signal pole bases, at the main driveway on the south side of NE Bel-Red Road. The City will partner with the BSD for the design and construction of the signal and the signal components, and will share in the total cost of the signal.

At the two King County Metro stops, a concrete pad, or passenger waiting area, will be installed. The concrete pad will allow transit passengers to load and unload from the Metro buses without walking through the landscaping planter. In addition, it provides space for passengers to wait for the bus without blocking the sidewalk.

On-site, the main parking area and pick-up and drop-off area used by parents and visitors will be reorganized and expanded significantly, providing 915 feet of space, which provides space for 40 vehicles to queue. The drive aisle is wide enough to provide a passing lane and can be double-loaded to accommodate twice as many vehicles, if needed. See related Conditions of Approval XIII.A, B, C, D, and E regarding Provisions for Loading, Civil Engineering Plans – Transportation Plans, and Building and Site Plans for Transportation.

### **School Zone Designation**

Currently, no existing school zone signage requiring a 20-mph speed limit is in place. A school zone with flashing beacons requiring a 20-mph speed limit shall be installed with the redevelopment of the school. Flashing beacons may also be required on 152<sup>nd</sup> Avenue NE as this side street may be located within the limits of the school zone. The school zone flashing beacons will be required to operate from equipment installed at the school that is tied to the school's bell schedule. The school zone flashing beacons on NE Bel-Red Road may be required to be mounted overhead on a mast arm; the specifics will be determined during review of the clearing and grading permit. See related Conditions of Approval XIII.B regarding Civil Engineering Plans – Transportation Plans.

### **Transportation Management Program**

BSD and the administrators of HMS shall implement a transportation management program with the goal of accommodating pick-up and drop-off activity and vehicle queuing on-site as much as feasible, with minimal off-site traffic impacts. 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) 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.
- b) At the beginning of each 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 traffic monitors.
- c) At the beginning of each 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 HMS.
- d) The BSD and the administrators of HMS shall be responsible to review and revise the traffic management program as needed in order to improve and implement the program for the long-term with the intent of achieving the goal stated above; that is, to accommodate pick-up and drop-off activity and vehicle queuing on-site as much as feasible, with minimal off-site traffic impacts. 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. See related Condition of Approval XIII.D regarding the Transportation Management Program.

### **Buses and Service Vehicles**

Twelve school bus spaces will be provided next to the curb in the bus loop on the east side of the site, which will be adequate for the increase in student population. Garbage trucks and delivery vehicles will use a service area on the east side of the building, which will also be accessed via the staff parking area. On-street loading and unloading will not be permitted on

any public street or in the city right of way. See related Conditions of Approval XIII.A and C regarding provisions for loading and Civil Engineering Plans – Transportation Plans.

### **Street Frontage Improvements**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

#### **The site's frontage on NE Bel-Red Road shall be improved as follows:**

1. Widen NE Bel-Red Road to provide a five-lane section along the site's frontage and install a new standard concrete curb and gutter.
2. Install new standard concrete sidewalk minimum eight feet in width with a minimum 10-foot landscaping planter. The applicant is working with the Parks Department to provide a wider landscaping planter located between the curb and sidewalk. Installation of the proposed planter shall include an irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
3. Drainage facilities meeting Utility Department standards will be required where appropriate.
4. Driveway approaches shall be designed and constructed per an appropriate choice from among Transportation Department standard drawings SW-140-1, SW-150-1, or SW-160-1. The east driveway must accommodate the turning radii of school buses. The main driveway will have curb returns to better facilitate the turning movements from NE Bel-Red Road.
5. Sidewalks into the site adjacent to a driveway may require special consideration to achieve an ADA-compliant cross slope for a landing area where pedestrians would make a 90-degree turn.
6. Installation of an ADA-compliant curb ramps at the main driveway and at the corner of NE Bel-Red Road and 152<sup>nd</sup> Avenue NE.
7. Installation of a concrete pad for each Metro bus stop located on NE Bel-Red Road frontage to provide a pedestrian waiting and loading area.
8. Participation in the design and construction of a traffic signal at the location of the main driveway. All traffic signal infrastructure will be required to be installed including pedestrian pushbuttons, junction boxes, conduit, and signal pole bases (designed for the appropriate mast arm and loading) in conjunction with this project. Signal costs will be shared with the City.

9. Analysis by the developer of the existing street lighting system is required to show adequacy and conformance with current requirements. This analysis must meet the requirements of the city's traffic signal and streetlight engineering group. If any new lights are required, then such lights and related hardware shall be installed at developer expense, based on plans that would be approved as part of the approval of the clearing and grading plans. Existing street lights must be converted to LED street lighting, which may require replacing poles and fixtures to meet current standards. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart).
10. 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.
11. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent.
12. Installation of school zone flashing beacons, equipment, and signage.

**The site's frontage on 152<sup>nd</sup> Avenue NE shall be improved as follows:**

1. Install new standard concrete curb and gutter along the site's frontage.
2. Install new standard concrete sidewalk minimum six feet in width with minimum 4 feet landscaping planter. The applicant is working with the Parks Department to provide a wider landscaping planter located between the curb and sidewalk where the sidewalk meanders. Installation of the proposed planter shall include an irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
3. Drainage facilities meeting Utility Department standards will be required where appropriate.
4. Installation of school zone flashing beacons, equipment, and signage, as needed.
5. Analysis by the developer of the existing street lighting system is required to show adequacy and conformance with current requirements. This analysis must meet the requirements of the city's traffic signal and streetlight engineering group. If any new lights are required, then such lights and related hardware shall be installed at developer expense, based on plans that would be approved as part of the approval of the clearing and grading plans. Existing street lights must be converted to LED street lighting, which may require replacing poles and fixtures to meet current standards.

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See related Conditions of Approval XIII.B, C, and D regarding Right of Way Use Permit, Civil Engineering Plans – Transportation Plans, Existing Easements, Sidewalk/Utility Easements, and Street Frontage Improvements.



### **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, NE Bel-Red Road has been classified as "Standard Trench" restoration per the Transportation Design Manual standard drawings. NE Bel-Red Road is listed as a pavement overlay candidate in 2020. If the street is resurfaced prior to the applicant's work in the right of way, permission to cut into NE Bel-Red Road will be required. 152<sup>nd</sup> Avenue NE is "Grind and Overlay Required" and will require a full grind and overlay for a minimum of 50 feet as described in the right of way use permit. See related Conditions of Approval X.B regarding Pavement Restoration.

### **Transportation Department Comments and Recommendations Regarding Decision Criteria for Conditional Use Permits**

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 provide authority to require transportation improvements. Providing on-site circulation and traffic management to accommodate pick-up and drop-off vehicles, improving 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.

### **B. Utilities Department**

The preliminary plans for this application generally conform to the applicable codes and standards at this stage of the design review process. Water, sewer and storm drainage facilities can be feasibly constructed under the Utility codes and standards reviewed at the time of this application.

#### **Water**

Domestic water will be provided by a connection to an existing 6" AC water main located in NE Bel-Red Road. There is enough capacity in the existing system to serve the site. A portion of the public water main onsite will need to be reconstructed to accommodate a grade change on the site. The 6" AC water main in Bel-Red Road will be replaced with a new eight-inch ductile iron main by City of Bellevue Utilities. The existing 4" domestic water meter for the site will need to be reconstructed with this project. Irrigation meters will be tapped off the existing water main onsite.

### **Sewer**

Sanitary sewer will be provided by a connection to an existing 8" sewer main located in NE Bel-Red Road, and there is enough capacity in the sewer system to serve the site. Sewer will continue to be connected in the same location as the existing school and the side sewer will be reconstructed under a separate side sewer permit.

### **Surface Water**

The project is located in the Sears Creek drainage basin. The site predominantly drains to the West and Northwest eventually connecting to Valley Creek and then to Lake Washington. The project will trigger minimum requirements 1-9 from the Department of Ecology (DOE) Stormwater Management Manual for Western Washington. Onsite low impact development techniques, will be implemented to the extent feasible from list 2 of the DOE manual. MR 7, flow control, is proposed to be mitigated through detention facilities. Water quality MR6, can be feasibly achieved with bioretention cells and storm filter vaults.

Surface water for the site will be managed through detention facilities. Water quality will be implemented through the construction of bioretention cells and storm filters. Drainage patterns for the site will discharge in the same location as the existing condition. See Section XIII.B for related conditions regarding Final Utilities Approval. At the time of writing this staff report, the applicant had submitted the required Developer Extension Agreements for water and storm via 17-128766 UE.

### **C. Fire Department**

The Fire Department has reviewed this application. The proposal generally conforms to the Fire Code requirements for site circulation and access. Final review and approval will occur through the associated building permits for this proposal.

### **D. Clear and Grade Division**

The Clear and Grade Division has reviewed and approved the submitted proposal.

### **E. Parks Department**

The Parks Department has reviewed and approved the submitted proposal as conditioned.

## **VIII. STATE ENVIRONMENTAL POLICY ACT (SEPA)**

The BSD is an agency with SEPA jurisdiction, which permits the District to complete its own environmental determinations. The District has chosen to exercise this right for this project. A Determination of Non-Significance (DNS) was issued on May 3, 2017, with an appeal period ending May 22, 2017. There were no appeals. A copy of this DNS is located within the project files.

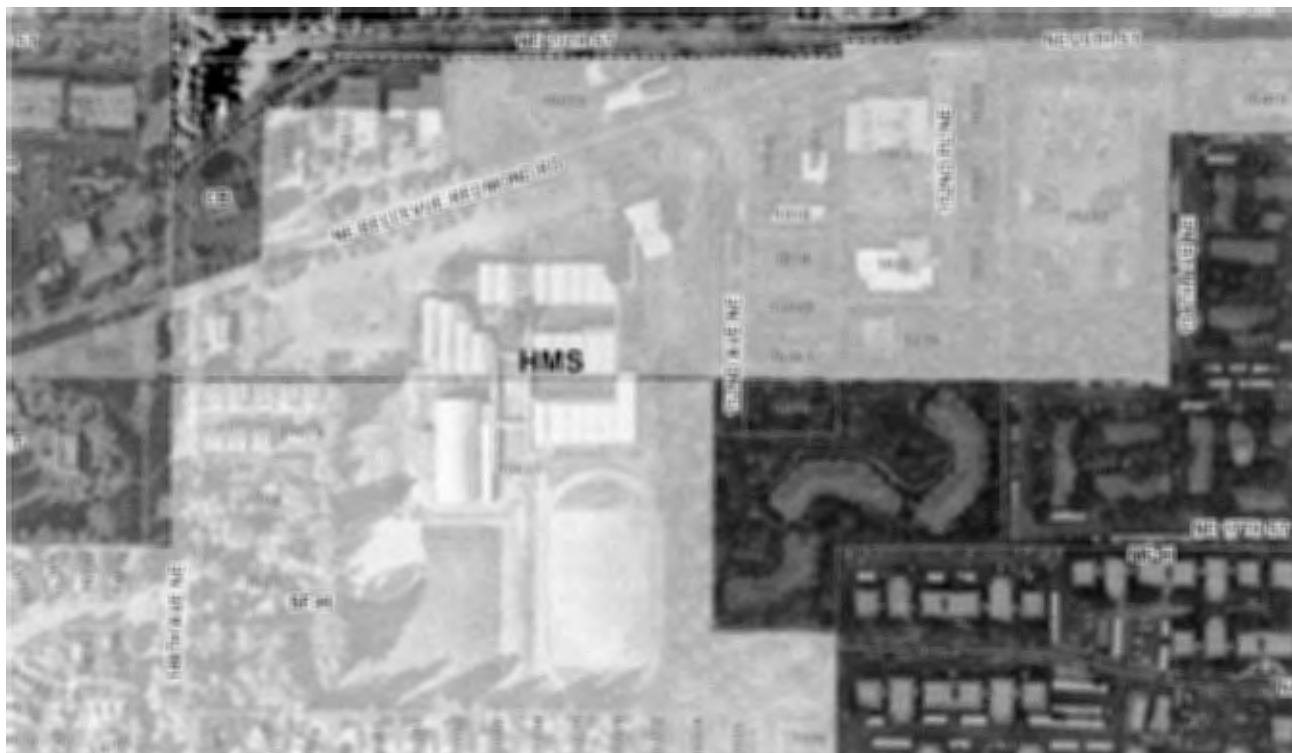
## **IX. CONDITIONAL USE DECISION CRITERIA 20.30B**

The Director may approve or approve with modifications an application for Conditional Use 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 requirements and standards, the following conclusions are made with regard to the Conditional Use decision criteria:

**A. The Conditional Use is consistent with the Comprehensive Plan.**

This proposal is located within the Crossroads Subarea Plan, Planning District B. The Comprehensive Plan designation for this split zoned property is Single-Family—High to the south and Office to the north adjacent to NE Bel-Red Road and 152<sup>nd</sup> Avenue NE. This is consistent with the zoning classifications of R-5 and Office for this property.



**POLICY S-CR-1.** *Maintain land uses as depicted on the Land Use Plan.*

**Finding:** HMS is a split zoned site between Office and R-5 Districts. The BSD does not seek to modify the existing land use classifications with this application. Additionally, for the R-5 portion of the site, schools are nonresidential uses which are deemed appropriate to locate within residential districts, and as such are contemplated for these districts via the designated development review process.

**POLICY S-CR-3.** *Encourage land use density that will not intensify vehicular congestion.*

**Finding:** As noted above, the BSD is not requesting modifications to their existing land use classifications. They will continue to operate a school facility at this location but at an increased student count. As noted in Sections IV.F and VII.1 above, a TIA was provided by the BSD which analyzed both parking and the traffic impacts of this student increase on the surrounding transportation networks. Provision of a traffic signal is planned to mitigate the anticipated increase in vehicular trips while reducing congestion.

**POLICY S-CR-12.** *Continue to designate churches or schools surrounded by, or adjacent to single family uses as single family so that this use will remain predominant if the church or school ceases to exist.*

**Finding:** The BSD is adhering to this policy by not requesting modifications to their underlying zoning districts. It should be noted that the BSD is committing to this site by the planned economic expenditure with the submittal of this proposal. This will extend usage of the existing school site as a school facility well into the future.

**POLICY S-CR-21.** *Construct and operate city-owned streets, sidewalks, paths, trails, and other transportation facilities to preserve and maintain public safety.*

**POLICY S-CR-29.** *Develop meandering sidewalks where needed to preserve existing significant trees.*

**Finding:** Facilities for non-motorized users have been provided through proposed frontage improvements along NE Bel-Red Road and 152<sup>nd</sup> Avenue NE. The BSD will provide an 8-foot wide sidewalk along with a 10-foot wide planter strip along NE Bel-Red Road as the existing sidewalk in this vicinity is subpar and would not support the anticipated increase in pedestrians in this location. This will unfortunately necessitate the removal of mature trees in this location. However, staff reviewed this proposal and had to weigh the retention of those trees with the increased foot traffic from students and the safety of these pedestrians. Because of the 5,000 residential units in the pipeline of the City of Redmond, staff made the decision that updated frontage improvements were a priority.

With regard to 152<sup>nd</sup> Avenue NE, the BSD will continue to provide an 6-foot sidewalk that will softly meander along with a 4-foot planter strip. A stair case (east/west) will be added to allow pedestrians existing vehicles along the frontage of 152<sup>nd</sup> Avenue NE to have direct access to HMS' secondary access without walking around to the front door of the facility. The same will apply for students accessing the existing trail located at the southeast corner of HMS. The staircase will allow them use of the stair case without going all the way around to the primary entry on NE Bel-Red Road. It should be mentioned that there is also a pedestrian trail at the southwest corner of HMS that is used by students to get to this site.

**POLICY S-CR-22.** *Implement the recommended improvements for facilities as identified in the Transportation Facility Plans. Discussion (Policies S-CR-16, 17): Crossroads has a unique mix of single family and multifamily housing in proximity to shopping and activity centers. This encourages pedestrian and other nonmotorized traffic in the Subarea. These features, plus the addition of newly developed facilities for senior citizens and the disabled, suggest that a greater emphasis should be placed on pedestrian amenities and convenient access to public transit service.*

**POLICY S-CR-26.** *Encourage the city to make nonmotorized interim improvements where major capital projects are not imminent. Discussion: This policy supports interim improvements, but they are not to replace eventual plans for capital improvements.*

**POLICY S-CR-31.** *Develop and implement safe mid-block crossings where appropriate on superblocks.*

**Finding:** The BSD has fulfilled the above policies as noted in the findings noted above. Additionally, off-site mitigation in the form of a traffic signal and pedestrian crossing from the north side of NE Bel-Red Road south to HMS will be required. Locating these off-site mitigation measures will reduce on-site vehicular queuing while also allowing vehicles to safely make left and right turns out from HMS. Provision of the pedestrian crossing reduces

the super blocks in this location for the student by providing a mid-block connection for students coming from the north.

**POLICY LU-26:** *Access high-traffic generating land uses from arterials whenever possible. If this is not possible, provide mitigation to address access impacts.*

**POLICY TR-58:** *Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.*

**Finding:** Currently, HMS has three access points onto NE Bel-Red Road. With this application, the western most driveway will be closed. The remaining two driveways will be reconfigured to the locations shown on the submitted site plan. Because the TIA noted that the central driveway devoted to visitors and parent drop-off and pick-up would operate with a LOS F, the BSD was required to provide a traffic signal in this location along with a pedestrian facility to allow students protected access from north of NE Bel-Red Road south to HMS. With the provision of this off-site mitigation, the BSD has fulfilled the policies above.

**POLICY TR-146:** *Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases.*

**Finding:** See Section VII.1, Transportation analysis above for response to the applicable policies.

**Policy HS-9** *“Encourages 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 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 The City of Bellevue’s Parks Department 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.

**B. 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 existing office structures and the adjacent single-family neighborhood. The proposed colors and materials will complement both the office and residential communities. However, the BSD has not provided lighting details for

the building and parking lot. This will need to be provided prior to Clear and Grade issuance. See Section XIII.B for related condition regarding Building and Site Lighting Fixtures.

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

The site will be served by adequate public facilities including fire protection and utilities. This criterion, together with the Comprehensive Plan policies identified above and applicable transportation development code requirements, provide authority to require transportation improvements based on analysis of expected future conditions. The proposal complies with this criterion because of the following:

- Detailed analysis for new vehicular and bus access on NE Bel-Red Road;
- Requirement for an Memorandum of Understanding (MOU), if necessary, with the BSD for cost sharing for the traffic signal and pedestrian facilities from north of NE Bel-Red Road south to HMS to enhance school operations;
- Parking and circulation to accommodate pick-up and drop-off vehicles;
- Safe school routes provide pedestrian access off-site.

The above changes help preserve the adequacy of the City street system and reduce detrimental impacts to other properties overall.

The Transportation Department recommends approval of this Conditional Use permit on condition that transportation infrastructure improvements and traffic management policies described in this report are implemented. In the future, if traffic congestion from the school site is seen to create significant, on-going interference with through traffic on adjacent streets or create safety problems, then the City may require school district cooperation in considering and implementing other options. Such options may include school buses, other modes, staggered hours, and revisions or improvements to the school's required transportation management program. See Section XIII.E for related condition regarding Future Transportation Condition if Significant Traffic Safety or Congestion Problems are Identified.

In addition to the above, construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads. See Section XIII.B for related condition regarding Covered Loads.

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

As conditioned, construction of a new facility will not be detrimental to the adjacent neighborhood. The site is already developed with a middle school, which is proposed to be rebuilt with this project. The new development is proposed in the central portion of the site to reduce wetland buffer impacts to the west of the facility due to the placement of the tennis courts and fire lane. Access will occur off of two driveways on NE Bel-Red Road: one for staff and bus parking while the other for visitor/staff parking. Impacts to adjacent office and residential developments have been minimized due to proposed building setbacks, field placement, tree retention, landscaping and architectural design.

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 BCC 9.18.020.C.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 2018 through August 2020. In order to minimize detrimental impacts to residential uses in the immediate vicinity of WES, 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.B for related condition regarding Construction Hours.

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

1. *Perimeter Landscaping (LUC 20.25B.040.C.2.c):* HMS is located within office and a residential district. It is also located with a transitional zone but the facility is not fully subject to transitional standards per LUC 20.25B.040.D through G and 20.25B.050. The BSD proposes to maintain the same general location for their playfields with minor relocations for their tennis courts and storage unit for equipment which are located south of the proposed facility. Traditional perimeter landscaping that combines an overstory and understory to fulfill the Type III landscaping will be planted at all property boundaries with exception for areas where existing landscaping will be maintained. These areas are noted on Sheet L2.00.
2. *Vehicular and Pedestrian Circulation (LUC 20.20.590.K.8.c):* Vehicular circulation has been provided from NE Bel-Red Road from two access points. The northwest access is designated for buses and staff while the central access is designated for vehicles. It will allow ingress and a full out to NE Bel-Red Road.  
  
Pedestrian access has been provided to and through the site from frontage improvements along NE Bel-Red Road and 152<sup>nd</sup> Avenue NE. Pedestrian trails located at the southwest and southeast corners of the site allow students access to HMS without having to walk north to NE Bel-Red Road. The BSD will also be conducting off-site improvements in the form of a traffic signal that will be cost shared with the City along with a pedestrian crosswalk to ensure pedestrian safety across Bel-Red due to the upsurge in residential activity in the City of Redmond pipeline.
3. *Site Design Standards (LUC 20.25B.040.D.1 and 2):* The existing vegetative screening that exists at the southeast and southwest corners of HMS will remain in place. There is an existing off-site wetland to the west of HMS. A small portion of the tennis courts and the fire lane will intrude into the wetland buffer. Identified impacts to these areas will be mitigated as noted in Section IV.E above.
4. *Mechanical Equipment (LUC 20.25B.040.E):* No exposed mechanical equipment will be located on the roof of this facility. Equipment is proposed to be located in a mechanical attic in various locations of the facility.

5. *Refuse Equipment (LUC 20.25B.040.F)*: Refuse equipment will be located at the northeast corner of the building adjacent to the staff parking lot. The service yard will also contain a storage room and service room in the same vicinity. The refuse, storage and service rooms will all be gated from student access. The service yard will be screened from public view with walls that will match the building body. Republic Services sent a letter dated November 21, 2017, to the BSD stating that they accept the refuse location as proposed for servicing.
6. *Site Design Guidelines (LUC 20.25B.050.A)*: The proposal complies with the site design guidelines for schools based upon the following guidelines:

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

Access to the site will occur from two curb cuts along NE Bel-Red Road. These access points are located within the Office zoned portion of the HMS site so will not impact any residential district of lower intensity.

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

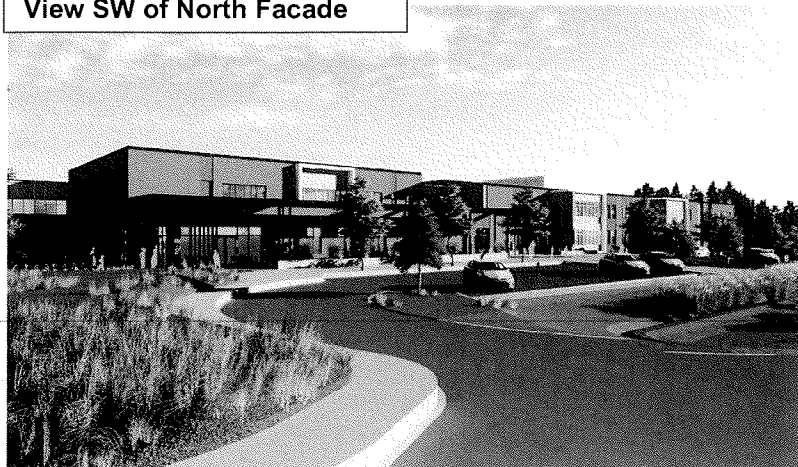
The loading and refuse areas will be located at the northeast corner of the building within the staff parking lot. It will not be visible to any surrounding residential areas as this portion of the site is surrounded by commercial uses. The area is embedded within the proposed facility and will be screened by exterior doors.

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

Landscaping and vegetation will be substantially preserved along the southeast and southwest portions of the site as noted above in Section IV.E. Additional landscaping will be installed along the south property line with the required Type III landscaping to screen the facility from the adjacent residential neighborhood.

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

View SW of North Facade



The proposal has been designed to be compatible with the adjacent commercial uses at the north portion of the site while also respecting the surrounding single family and multifamily residential. The proposed building will vary from one story to three

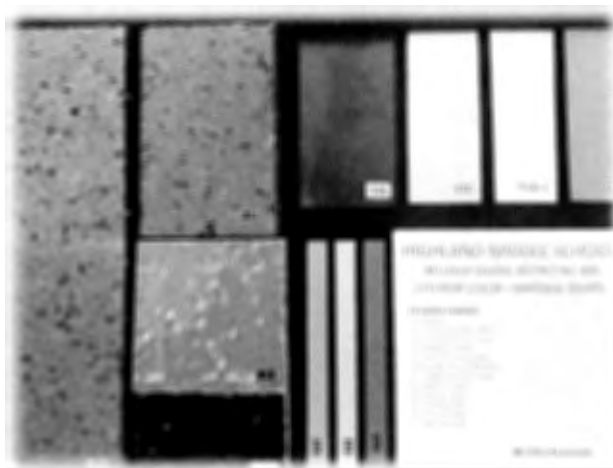


stories. A shelter providing weather protection has been proposed within the bus loop for waiting students while extended canopies have been planned at all building entries to protect students from inclement weather conditions.

As with most of the BSD projects, the building footprint has been placed in the central portion of the site to allow for adequate vehicular and bus parking while providing areas for various playfields to the south. Varying the building form from one to three stories allows for a compact building footprint. The maximum building height for this proposal is 40 feet. A play shelter is proposed to the south of this facility to allow for protected play during inclement weather. The shelter is adjacent to the proposed fields to the south. The proposed height for the play shelter is 23 feet and outdoor storage buildings for sports equipment will have a height of 16'-6".

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

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



The building has been designed to have a tan/brown colored masonry as the predominant material element of HMS. Colored accent bricks will demarcate building entries. Grey, light tan and chocolate hues have been proposed for the metal panels which will be used on building façade. The color palette will be complementary to the adjacent office and residential neighborhoods that surround this site. The green and blue accent panels have

been used strategically to provide color and visual interest to the building entries. The building will be clad predominantly with brick masonry as its main body color and material.

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

The building has been designed to incorporate a variety of materials, recesses, and changes in height to diminish the overall horizontal scale of the massing to the pedestrian level. The roof form has been designed as a combination of flat and shed roof forms to provide visual interest while complementing the adjacent commercial and residential neighborhoods.

Each building entry has been architecturally highlighted with extensive curtain walls some of which has been accented with pale green accent walls to provide visual cues to pedestrians approaching the structure as noted below:



**View West of East Façade from Staff and Bus Parking Lot**



**View south of North Façade from Visitor Parking Lot**

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

The proposal creates a stepped form from the school, play shelter and storage buildings on the site. A flat and shed roof system is proposed that will step from three to one stories. This roofing form will complement adjacent residential and nonresidential uses in the vicinity.

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

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

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



Dark brick, metal panels, concrete and aluminum framed windows provide the primary enclosure systems. Alternating brick and dark metal panels create the principal enclosure system accentuated with lighter metal panels and glass at articulated classroom bays. Green and Blue glazed brick are used to highlight building entries.

The instructional wings utilize articulated classroom bays and two - story canopies with strong accent colors to emphasize entry locations and modulate the building form. Generous overhangs are incorporated at building entries and in front of the administration suite to provide weather protection for waiting and gathering around entry locations. It should be mentioned that if the applicant revises the building materials, details or colors for this proposal, the revision submittal shall be submitted to the Development Services Department/Land Use Division for review and approval through the Land Use Exemption process. See Section XIII.A for related condition regarding a Land Use Exemption (LUX).

8. *Playfields (LUC 20.20.740.A.8):* The playfields will be redeveloped south of the proposed facility in their same general vicinity.

**X. DESIGN REVIEW DECISION CRITERIA 20.30F**

The Director may approve, or approve with modifications, an application for Design Review if:

**A. The proposal is consistent with the Comprehensive Plan.**

See Section IX.A for Comprehensive Plan discussion.

**B. The proposal complies with the applicable requirements of this Code.**

As conditioned, the proposal complies with applicable requirements of the Land Use Code and Bellevue City Code.

**C. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**

See Section III of this report for discussion relating to how the applicable design guidelines are met.

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

As discussed in Section IX above, the proposal is compatible with and responds to the adjacent commercial and residential neighborhoods.

**E. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**

See Section IX.C above for compliance with this criterion.

**XI. 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.

**A. 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, Conditional Use, and Design Review Permits in order to develop the new facility. The applicant has also applied for the necessary ancillary permits to complete required improvements. Based upon the submittal of these applications, the applicant has complied with this regulation.

**B. 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:** Impacts have been minimized to the greatest extent feasible by positioning as much of the athletic fields and tennis courts east of the wetland buffer. The emergency access lane follows the required design parameters. Further, areas of construction staging and haul routes will not be placed within the buffer. Standard BMPs will also be followed to minimize disturbance during construction. The wetland buffer area will be designated as an NGPE on all ancillary permits as shown on Sheets W1.0 through W5.0. See Section XIII.A for related condition regarding the Native Growth Protection Easement (NGPE).

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

**Finding:** The applicant hired the Watershed Company to comply with the standards of LUC 20.25H. See Section IV.E above for additional discussion. Additionally, the Watershed Company has entered into a five-year agreement with the District to monitor the designated wetland buffer areas. Sheet W5.0 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.

**D. 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 XIII of this report, the proposal will be adequately served by the necessary public facilities. Refer to discussion in Section IX.3 above.

**E. 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 for wetland buffer encroachment for the fire lane and tennis courts. See Section IV.E above for further discussion. Additional wetland plantings for enhancements along with fencing will occur west of the fire lane which is adjacent to the off-site Category III wetland as noted on Sheets W1.0 through W5.0.

**F. 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.

## **XII. DECISION/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 Department does hereby **APPROVE WITH CONDITIONS of the Critical Areas Land Use and Design Review Permits, and RECOMMENDS APPROVAL WITH CONDITIONS the Conditional Use Permit.**

**CALUP 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.

**Vested Status of CUP and Design Review Approvals:** The vested status of the CUP and DR approvals 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.

## **XIII. CONDITIONS OF APPROVAL**

### **A. GENERAL CONDITIONS**

**1. Compliance with Bellevue City Codes and Ordinances:**

The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

Clearing and Grading Code - BCC 23.76	Janney Gwo	425/452-6190
Bellevue Development Standards	"	
Transportation Code - BCC 14.60	Molly Johnson	425/452-6175
Trans. Improvement Program - BCC.22.16	"	
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425/425-4294
Bellevue Utilities Code - BCC Title 24	Mark Dewey	425/452-6179
Construction Codes - BCC Title 23	Mark Chang	425/452-6997
Land Use Code - BCC Title 20	Antoinette Pratt	425/452-5374
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
Uniform Fire Code - BCC 23.11	Sean Nichols	425/452-2926

**2. Provisions for Loading:**

The property owner shall provide an off-street loading space which can access a public street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted.

Authority: LUC 20.20.590.K.4; BCC 14.60.180  
Reviewer: Molly Johnson (425) 452-6175

**3. Signs:**

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. Land Use Exemption (LUX):**

If the applicant revises the building materials, details or colors for this proposal, the revision shall be reviewed and approved by the Development Services Department as a *post issuance revision* to the Design Review pre-occupancy or as a *Land Use Exemption (LUX)* post-occupancy.

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

**5. Native Growth Protection Easement (NGPE):**

Wetland enhancements to the identified buffer as noted on Sheets W1.0 and W5.0 will enhance the off-site Category III wetland to the west of this site. This buffer shall be shown on the civil, landscape and architectural drawings as a Native Growth Protection Easement (NGPE). Additionally, wetland and stream monitoring shall occur for a 5-year period with submittals to the DSD for annual review.

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

**B. 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 Plans:**

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 street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual 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, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
- c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons. Reference ADA compliance or provision of MEF form.
- d) Installation, relocation, or replacement of streetlights and related equipment.
- e) A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart).

- f) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- g) Drainage facilities meeting Utility Department standards will be required where appropriate.
- h) Location of fixed objects in the sidewalk or near the driveway approach.
- i) Trench restoration within any right of way or access easement.

Specific project requirements:

- j) Widening of NE Bel-Red Road to provide a five-lane section along the site's frontage and installation of a new standard concrete curb and gutter.
- k) Installation of a new standard concrete sidewalk minimum eight feet in width with a minimum 10-foot landscaping planter on NE Bel-Red Road. Installation of the proposed planter shall include an irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1.
- l) Street lighting on both NE Bel-Red Road and 152<sup>nd</sup> Avenue NE. Existing street lights must be converted to LED street lighting, which may require replacing poles and fixtures to meet current standards.
- m) Traffic signal infrastructure including curb ramps, junction boxes, conduit, and signal pole bases (designed for the appropriate mast arm and loading) and other aspects of signal design and construction as determined. Costs for the design and construction of the signal will be shared with the City.
- n) Installation of new standard concrete curb and gutter along the site's frontage on 152<sup>nd</sup> Avenue NE.
- o) Installation of new standard concrete sidewalk minimum six feet in width with minimum 4 feet landscaping planter on 152<sup>nd</sup> Avenue NE. Installation of the proposed planter shall include an irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
- p) School zone signage and flashing beacons on both NE Bel-Red Road and 152<sup>nd</sup> Avenue NE.
- q) On-site channelization of the parking lot, pick up/ drop off area, and queuing loop.
- r) Installation of a concrete pad for each Metro bus stop located on NE Bel-Red Road frontage to provide a pedestrian waiting and loading area.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Maximum Extent Feasible (MEF) form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. MEF forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. MEF forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, MEF forms must be provided prior to project completion.



Authority: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act  
Reviewer: Molly Johnson (425) 452-6175

**3. Building and Site Lighting Fixtures:**

More information is necessary regarding exterior lighting (building and parking lot). Prior to issuance of the Clear and Grade Permit, the applicant will be required to submit lighting details (cutouts) of all proposed lighting for the site. Said lighting shall be confined to the site with no spillover to adjacent single-family residences.

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

**4. Final Utilities Approval:**

Utility Department approval of the Design Review application is based on the conceptual design submitted with the design review application only. Changes to the site may be required to accommodate the utilities after utility engineering is approved. The water, sewer and storm utilities for the site shall be designed per current City of Bellevue Utility Codes and Standards. A Utility developer extension agreement will be required for water, sewer and storm improvements along with separate commercial side sewer and water meter permits. Utilities Department plan approval and field inspection will occur under the Developer Extension Agreement. All connection charges will be due at time of approval for the Utility Developer Extension permit. Any public easements will be recorded at the end of the project. Portions of existing water easements for this project may need to be relinquished and new easements recorded.

Authority: BCC Title 24.02, 24.04, 24.06  
Reviewer: Mark Dewey, (425) 452-6179

**5. Covered Loads:**

Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads.

Authority: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655  
Reviewer: Antoinette Pratt, (425) 452-5374

**6. Construction Hours:**

Normal hours for construction related noises are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. 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

**C. 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 design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

Authority: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241  
Reviewer: Molly Johnson (425) 452-6175

**2. Existing Easements:**

Any utility easements contained on this site which are affected by this development must be identified. 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. Sidewalk/Utility Easements:**

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

Authority: BCC 14.60.100  
Reviewer: Molly Johnson (425) 452-6175

**D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY**

**1. Street Frontage Improvements:**

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the City Inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground. 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, unless the City requires a delay.

Authority: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings  
Reviewer: Molly Johnson (425) 452-6175

**2. Pavement Restoration:**

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

NE Bel-Red Road has been classified as "Standard Trench" restoration. NE Bel-Red Road is listed as a pavement overlay candidate in 2020. If the street is resurfaced prior to the applicant's work in the right of way, permission to cut into NE Bel-Red Road will be required. 152<sup>nd</sup> Avenue NE is "Grind and Overlay Required" and will require a full grind and overlay for a minimum of 50 feet as described in the right of way use permit. Details will be specified in the right of way use permit for this project.

Authority: BCC 14.60. 250; Design Manual Design Standard #23  
Reviewer: Tim Stever (425) 452-4294

**3. Transportation Management Program:**

BSD and the administrators of HMS shall implement a transportation management program with the goal of accommodating pick-up and drop-off activity and vehicle queuing on-site as much as feasible, with minimal off-site traffic impacts. The plan shall include measures such as on-site traffic monitors and signage to control parking lot operations. Parent education materials shall be provided to each household prior to the beginning of the school year, including information about reducing vehicle trips through walking, biking and carpooling.

The BSD and the administrators of HMS shall be responsible to review and revise the traffic management program as needed in order to improve and implement the program for the long-term with the intent of achieving the goal stated above; that is, to accommodate pick-up and drop-off activity and vehicle queuing on-site as much as feasible, with minimal off-site traffic impacts. This may include revising or improving operations during the school year if problems arise. The program shall also 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.

Authority: BCC 14.60.180  
Reviewer: Molly Johnson (425) 452-6175

**4. Parking Lot Signage:**

Parking lot signage and pavement markings shall be provided throughout the parking lot. Designated areas for staff and visitor parking is necessary to reduce congestion within the parking lot.

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

**E. CONDITIONS POST OCCUPANCY**

**1. Future Transportation Condition if Significant Traffic Safety or Congestion Problems are Identified:**

If necessary to address specific concerns with safety, pedestrian access, off-site traffic impacts, or the required transportation 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. Based on the results of such work, the school district may be required to make changes in the traffic management program, the crossing guard program, or other non-capital transportation programs or services.

Authority: BCC 14.60.050, 060, Comprehensive Plan Policy TR 35  
Reviewer: Molly Johnson (425) 452-6175

### **Attachments**

- A. Plans and Drawings
- B. Resolution 5840

**ATTACHMENT A**  
**(Plans and Drawings)**

**HIGHLAND MIDDLE SCHOOL**  
 BELLEVUE SCHOOL DISTRICT NO.405  
 Bellevue, Washington

**VOLUME 1 OF 2**  
 SITE, LANDSCAPE, ARCHITECTURAL, STRUCTURAL, & FOOD SERVICE

**65% PERMIT**  
 21 NOVEMBER 2017



MSG-ARC

architect,  
 McGRANAHAN ARCHITECTS  
 civil engineer,  
 LPD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

**NOT FOR  
 CONSTRUCTION**

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE WA

Project No. 1614.000  
**COVER SHEET**

issued,  
 PRE APP 02 NOV 16  
 SD COST ESTIMATE 22 DEC 16  
 SD 17 JAN 17  
 35% PERMIT 29 MAR 17  
 SD REDESIGN 19 JUN 17  
 REVISED 35% PERMIT 26 JUL 17  
 50% DD 01 SEP 17  
 DD COST ESTIMATE 03 OCT 17  
 DD 25 OCT 17  
 65% PERMIT 21 NOV 17

drawn,  
 KP  
 checked,  
 MG

sheet  
**GO.00A**

**McGRANAHAN** architects

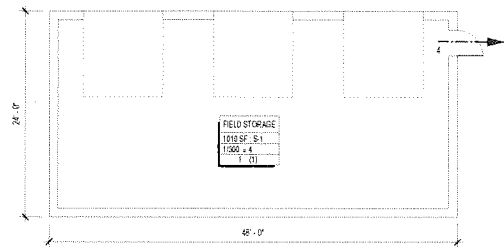
ORIGINAL SHEET IS 30" x 42"  
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BB









FIRST FLOOR EGRESS DIAGRAM 2  
Scale: 1/8" = 1'-0"

### Code Analysis

THE FOLLOWING ANALYSIS IS FOR (BLDG 4) FIELD STORAGE BUILDING AND (BLDG 5) BUS SHELTER

CONSTRUCTION TYPE V-B NON-SPRINKLERED

USE & OCCUPANCY (IBC CHAPTER 3):

PER 302.1 BLDG 4 - FIELD STORAGE S-1 MODERATE HAZARD STORAGE  
BLDG 5 - BUS SHELTER U MISCELLANEOUS

ALLOWABLE HEIGHTS AND AREAS (IBC CHAPTER 5):

ALLOWABLE BUILDING HEIGHTS AND AREAS: THE ALLOWABLE HEIGHT AND AREA IS CALCULATED BELOW ASSUMING SINGLE OCCUPANCY, ONE STORY BUILDING

OCCUPANCY	ALLOWABLE HEIGHT (1504.3)	ALLOWABLE STORES (1504.4)	ALLOWABLE AREA (1506.2)
S-1	40'-0"	1 STORY	8,000 SF
U	40'-0"	1 STORY	5,500 SF
PROPOSED	HEIGHT	STORIES	AREA
BLDG 4 - FIELD STORAGE (S-1)	14'-0" (FROM GRADE)	1 STORY	1,010 SF (< 8,000 SF - OK)
BLDG 5 - BUS SHELTER (U)	13'-0" (FROM GRADE)	1 STORY	800 SF (< 5,500 SF - OK)

TYPES OF CONSTRUCTION (IBC CHAPTER 6):

TABLE 601 FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS

TYPE V-B CONSTRUCTION: ALL BUILDING ELEMENTS ARE OF ANY MATERIALS PERMITTED BY THIS CODE AND ARE NOT REQUIRED TO HAVE FIRE RESISTANCE RATINGS

FIRE AND SMOKE PROTECTION (IBC CHAPTER 7):

TABLE 706.2 MINIMUM DISTANCE OF PROJECTIONS: PROJECTIONS SHALL NOT EXTEND ANY CLOSER TO THE LINE USED TO DETERMINE THE FIRE SEPARATION DISTANCE THAN SHOWN

FIRE SEPARATION DISTANCE (FSD)	MINIMUM DISTANCE TO FSD
PROPOSED	2'-5"
PROPOSED	40 INCHES

705.3 BUILDINGS ON THE SAME LOT: EXCEPTION: TWO OR MORE BUILDINGS ON THE SAME LOT SHALL EITHER BE REGULATED AS SEPARATE BUILDINGS OR SHALL BE CONSIDERED AS PORTIONS OF ONE BUILDING IF THE AGGREGATE AREA OF SUCH BUILDINGS IS WITHIN THE LIMITS SPECIFIED IN CHAPTER 5 FOR A SINGLE BUILDING. WHERE THE BUILDINGS CONTAIN DIFFERENT OCCUPANCY GROUPS OR ARE OF DIFFERENT TYPES OF CONSTRUCTION, THE AREA SHALL BE THAT ALLOWED FOR THE MOST RESTRICTIVE OCCUPANCY OR CONSTRUCTION.

MEG-ARC  
architect,  
MORANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WESMAN DESIGN GROUP  
structural engineer,  
COUSHUN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

NOT FOR CONSTRUCTION

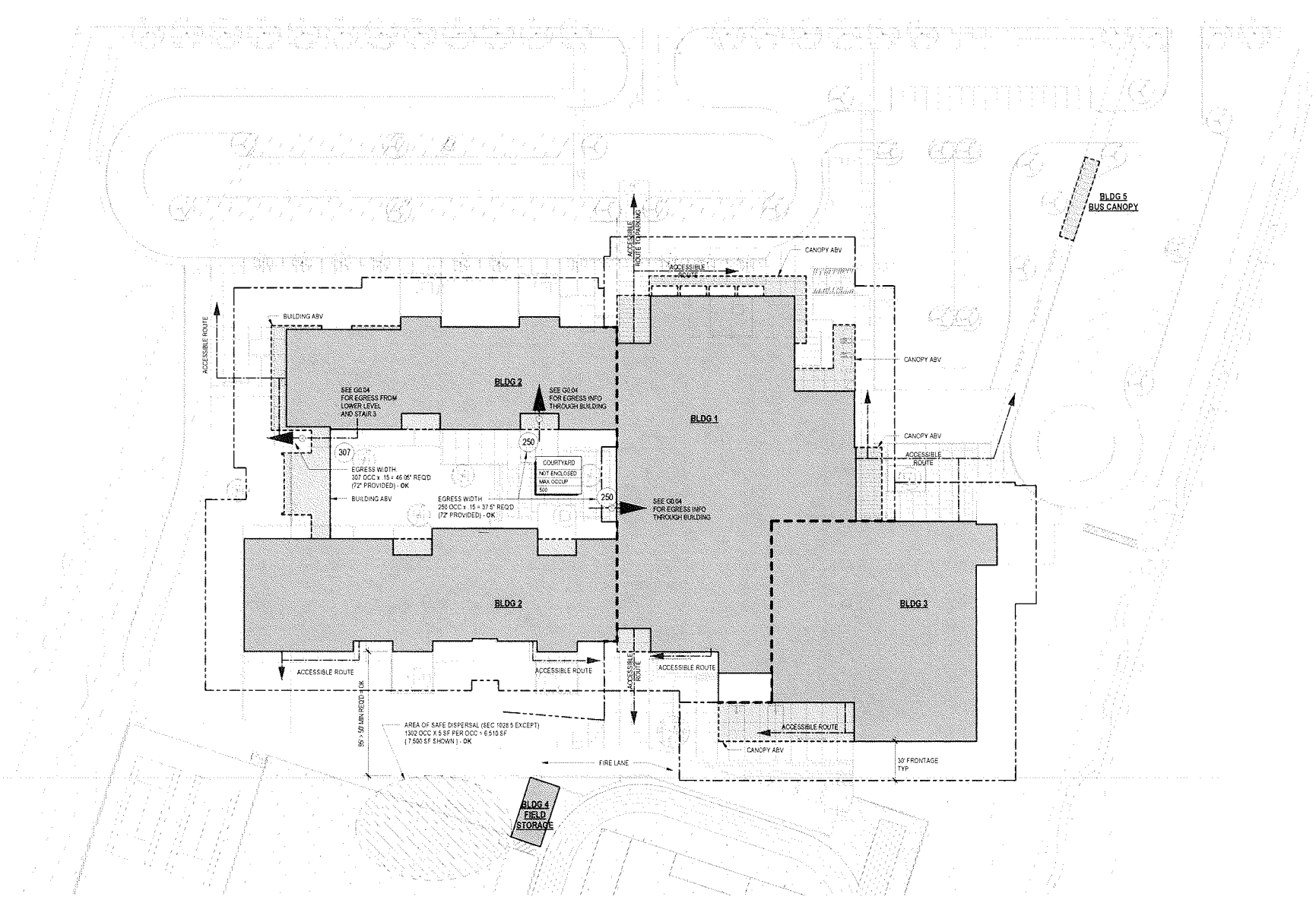
Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1614.000  
CODE ANALYSIS  
AND COURTYARD  
EGRESS DIAGRAM

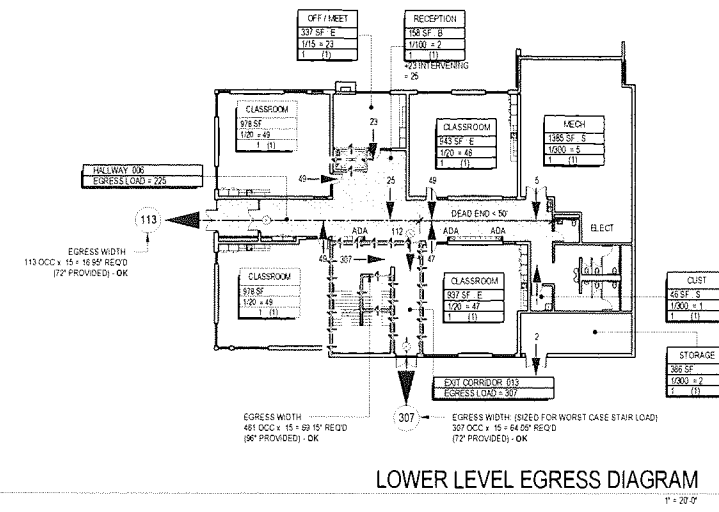
Issue #,  
351 PERMIT 29 MAR 17  
REVISED 351 PERMIT 25 JUL 17  
504 DD 01 SEP 17  
00 COST ESTIMATE 02 OCT 17  
DD 25 OCT 17  
451 PERMIT 21 NOV 17

drawn,  
PA BS  
checked,  
MG

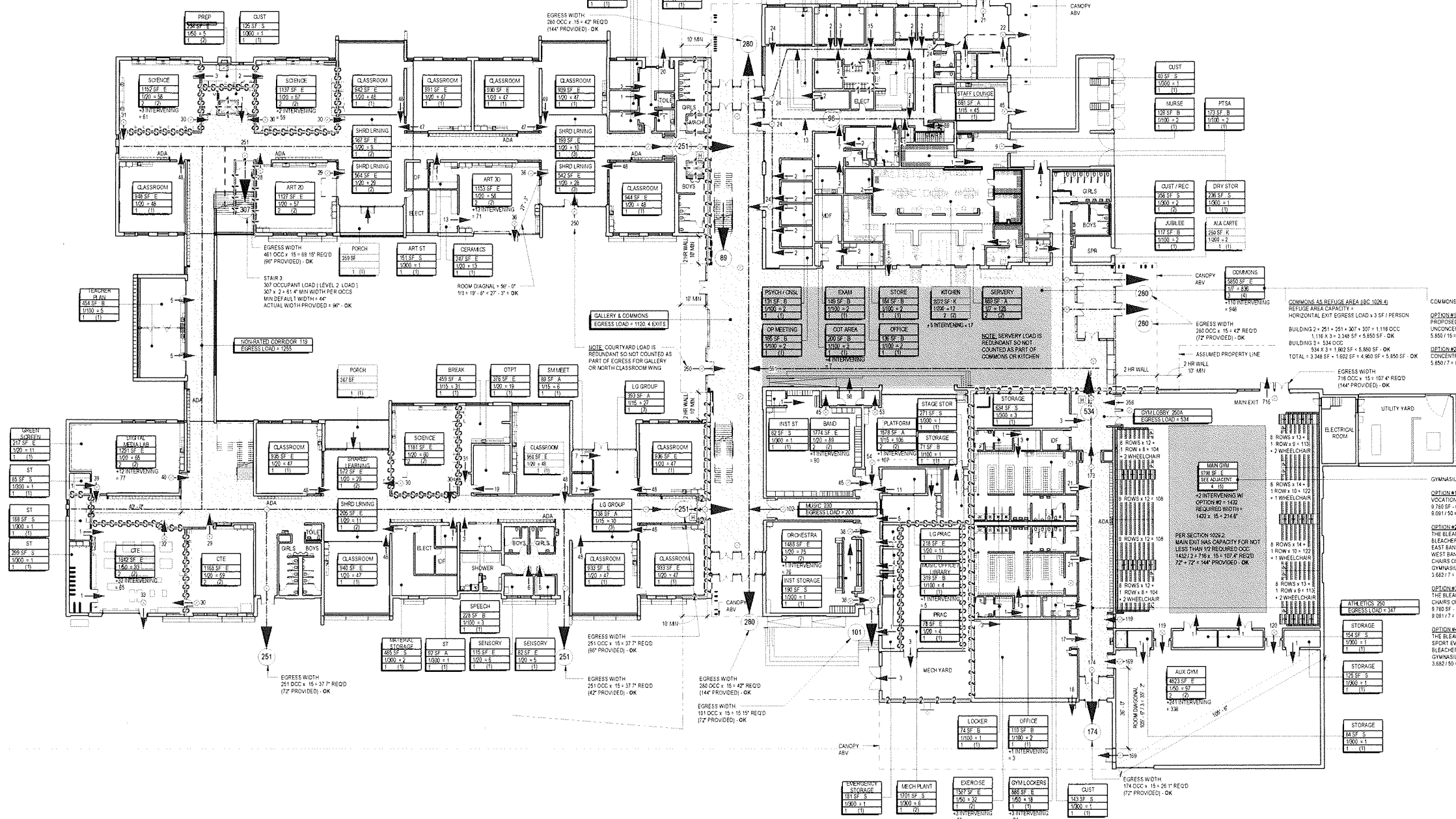
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COURTYARD EGRESS DIAGRAM 1  
Scale: 1" = 40'-0"



LOWER LEVEL EGRESS DIAGRAM  
1" = 20' 0"

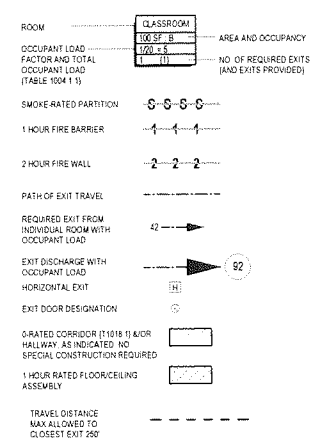


FIRST FLOOR EGRESS DIAGRAM  
1" = 20' 0"

GENERAL NOTES:

- 1 ALL OCCUPANCIES ARE 'E' UNLESS NOTED OTHERWISE
- 2 PATH OF EXIT TRAVEL TO BE IDENTIFIED BY EXITS SIGNS PER (BC)102.2.10 DOORS ONLY ARE IDENTIFIED - SEE REFLECTED CEILING PLANS FOR EXIT SIGNAGE
- 3 SEE EMT AD 03 FOR FIRE RATED ASSEMBLY DETAILS
- 4 ACCESSORY USES ARE NOT INCLUDED IN OCCUPANCY CALCULATIONS
- 5 FIRE EXTINGUISHER LOCATIONS SHOWN ON OVERALL FLOOR PLAN SHEETS
- 6 PANIC HARDWARE SHALL BE PROVIDED ON ALL DOORS WITH AN OCCUPANT LOAD OF 50 OR MORE PER (BC)102.1.10
- 7 SEE G202 FOR BUILDING SEPARATION DIAGRAM
- 8 AT ALL FIRE WALLS, FIRE PARTITIONS AND SMOKE PARTITIONS / BARRIERS PROVIDE PERMANENT IDENTIFICATION AT ALL ACCESSIBLE CONCEALED SPACES. REFER TO SIGNAGE SHEET
- 9 PROVIDE 'MAXIMUM OCCUPANT' LOAD SIGNAGE AT ALL ASSEMBLY SPACES WHERE OCCUPANT LOAD EXCEEDS 50 OCCUPANTS. SEE SHEET AS 51 FOR ADDITIONAL SIGNAGE INFORMATION
- 10 ADA LOCKERS - SEE ELEVATION 1048.18 FOR TYPICAL LOCKER HEIGHT

LEGEND



- architect, HGRANAHAN ARCHITECTS
- civil engineer, LPO ENGINEERING
- landscape design, WEISMAN DESIGN GROUP
- structural engineer, COUGHLIN PORTER LUNDEEN
- mechanical engineer, METRIX ENGINEERS
- electrical engineer, HARGIS ENGINEERS
- food service, HALLIDAY ASSOCIATES
- hazardous material, ARGUS PACIFIC

NOT FOR CONSTRUCTION

Project: HIGHLAND MIDDLE SCHOOL  
client: BELLEVUE SCHOOL DISTRICT NO. 405  
Location: BELLEVUE WA

Project No. 1616.000

FIRST FLOOR AND LOWER LEVEL EGRESS DIAGRAM

COMMONS AS REFUGIA AREA (BC 1026.4)  
REFUGIA AREA CAPACITY =  
HORIZONTAL EXIT EGRESS LOAD = 3 SF / PERSON  
BUILDING 2 = 251 + 251 + 307 + 307 + 1116 OCC  
1.116 x 3 = 3348 SF = 5,850 SF - OK  
BUILDING 3 = 334 OCC  
334 x 3 = 1002 SF + 4,860 SF = 5,862 SF - OK  
TOTAL = 3,348 SF + 1,602 SF + 4,860 SF = 5,850 SF - OK

OPTION #1 (A) CAFETERIA USE  
PROPOSED AS 48 / PERSON TABLES + 364 PERSONS  
UNCONCENTRATED (CHAIRS AND TABLES) 16 SF NET  
5,850 / 15 = 390

OPTION #2 (A) PERFORMANCE  
CONCENTRATED WITH SEATING, NOT FIXED 7.5F NET  
5,850 / 7.5 = 780

GYMNASIUM USE OCCUPANT LOAD OPTIONS  
OPTION #1 (A) EXERCISE ROOM  
VOCATIONAL USE, 50 NET SF PER OCC  
8,780 SF - 688 SF (BLEACHERS CLOSED AREA) =  
8,092 SF - 152 OCCUPANTS

OPTION #2 (A) GYMNASIUM MAX OCC LOAD W/  
THE BLEACHERS IN THE OPEN POSITION  
BLEACHER CAPACITY 504 SEATS  
EAST BANK 115' x 124' x 115' = 478 SEATS  
WEST BANK 106' x 108' x 106' = 428 SEATS  
CHAINS ONLY (NOT FIXED) 7 NET SF PER OCC  
GYMNASIUM SHEDDED AREA W/ BLEACHERS OPEN =  
3,682 / 7.5 = 504 + 1,230 OCCUPANTS

OPTION #3 (A) GYMNASIUM MAX OCC LOAD W/  
THE BLEACHERS IN THE CLOSED POSITION  
BLEACHER CAPACITY 304 (SEE OPTION #1)  
GYMNASIUM SHEDDED AREA FOR ATHLETICS USE =  
3,182 / 5.0 = 74 + 904 = 978 OCCUPANTS

ISSUE #1  
251 PERMIT 29 MAR 17  
REVISED 355 PERMIT 25 JUL 17  
501 DD 01 SEP 17  
DD COST ESTIMATE 02 OCT 17  
DD 26 OCT 17  
655 PERMIT 21 NOV 17

architect,  
MCGRANAHAN ARCHITECTS

civil engineer,  
LPO ENGINEERING

landscape design,  
WEISMAN DESIGN GROUP

structural engineer,  
DOUGLIM PORTER LUNDEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARDIS ENGINEERS

food service,  
HALLIDAY ASSOCIATES

hazardous material,  
ARGUS PACIFIC

**NOT FOR  
CONSTRUCTION**

Project  
HIGHLAND MIDDLE SCHOOL

client  
BELLEVUE SCHOOL DISTRICT NO. 405

location  
BELLEVUEWA

Project No 1614 000  
**SECOND FLOOR  
EGRESS DIAGRAM**

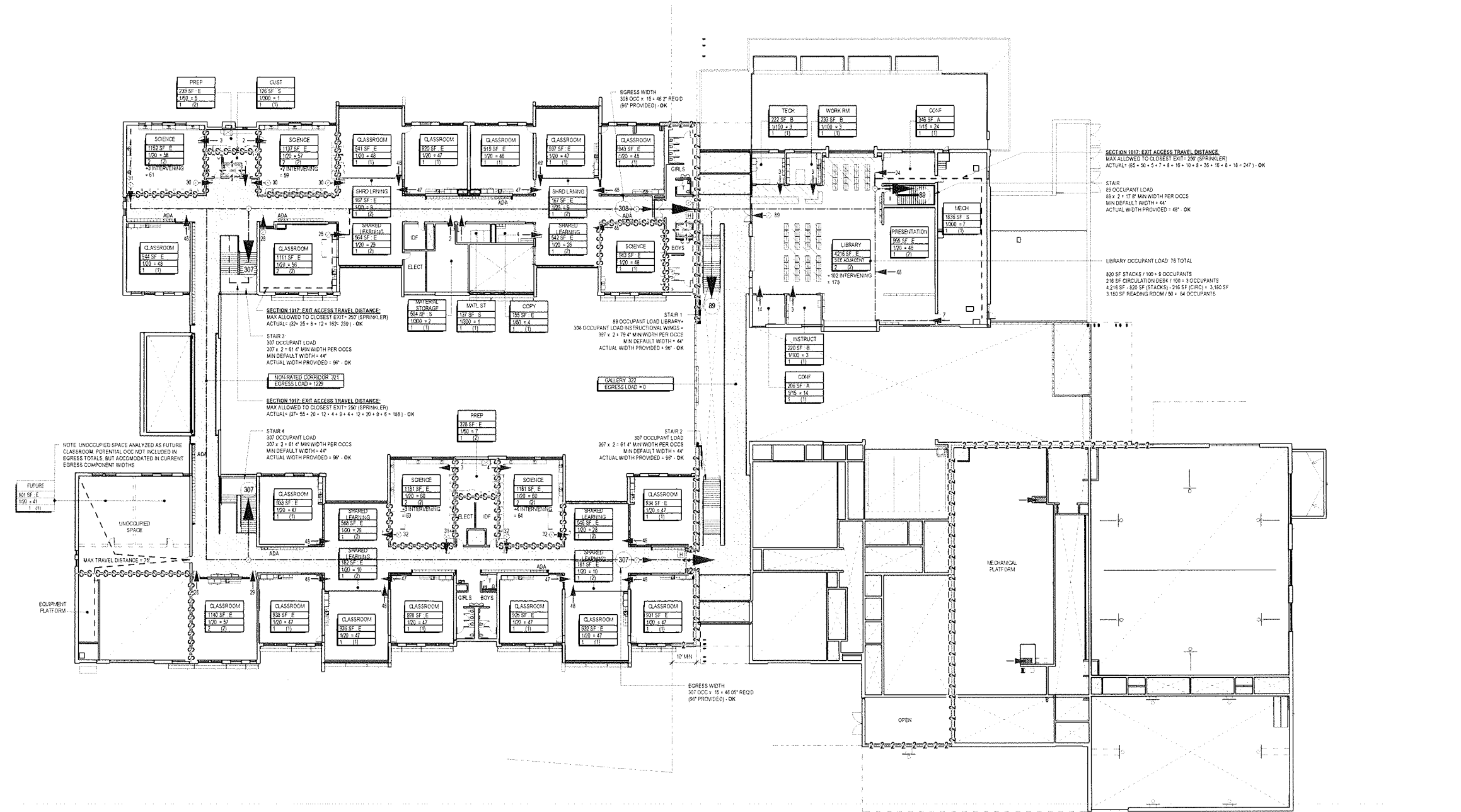
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353 PERMIT	29 MAR 17
REVISED 354 PERMIT	25 JUL 17
501 DD	01 SEP 17
DD COST ESTIMATE	02 OCT 17
DD	25 OCT 17
453 PERMIT	21 NOV 17

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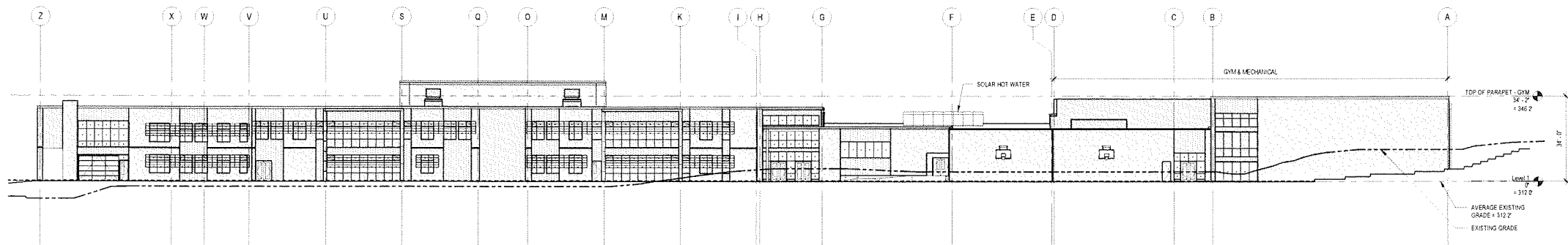
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**SECOND FLOOR EGRESS DIAGRAM**





**SOUTH ELEVATION**  
Scale: 1" = 20'-0"

**AVERAGE GRADE CALCULATION:**  
**AVERAGE EXISTING GRADE CALCULATION**  
 THE AVERAGE GRADE WAS CALCULATED BY AVERAGING THE EXISTING GRADE AT THE NEW BUILDING FOOTPRINT SPOT ELEVATIONS WERE PLACED EVERY 10'-0"  
 AVERAGE EXISTING GRADE = 312.2

**BUILDING MAXIMUM HEIGHT**  
 MAXIMUM HEIGHT ABOVE AVERAGE GRADE ALLOWED = 37'-0"  
 MAXIMUM HEIGHT ALLOWED ABOVE AVERAGE GRADE LEVEL = 312.2 + 37 = 342.2  
 PROPOSED BUILDING HEIGHT = 312 + 30.1' AFF + 342.1' (342.08' + 342.2' + OK)  
 PER 20 25 B 040 A MECHANICAL PENTHOUSE IS LIMITED TO 10'-0" MAXIMUM ABOVE MAXIMUM ALLOWABLE HEIGHT  
 MAX HEIGHT ALLOWABLE MECHANICAL PENTHOUSE = 312.2 + 37 + 10 = 352.2  
 PROPOSED PENTHOUSE HEIGHT = 312 + 40.1' = 352.1' (352.120' + 352.2' + OK)

**SET BACK REQUIREMENTS FOR INCREASED HEIGHT**  
 PER 20 20 740 5 B AN INCREASE IN HEIGHT IS ALLOWED FOR ACCOMMODATING SPECIFIC SCHOOL USES INCLUDING GYMNASIUMS & LIBRARY PROVIDED SUCH PORTIONS OF STRUCTURE EXCEEDING THE MAXIMUM BUILDING HEIGHT ARE SET BACK FROM THE PROPERTY LINE AT LEAST 1.5 TIMES THE HEIGHT OF THAT PORTION OF STRUCTURE

PROPOSED GYM HEIGHT = 34'-0"  
 GYM SETBACK FROM PROPERTY LINE = 70.11' (34.0' x 1.5 = 51.0' + 70.11' + OK)  
 PROPOSED LIBRARY HEIGHT = 33'-7"  
 LIBRARY SETBACK FROM PROPERTY LINE = 242.11' (33.1' x 1.5 = 50.4' + 242.11' + OK)

**GENERAL NOTES:**  
 SEE A SERIES SHEETS FOR FINISH AND MATERIAL INFORMATION. THIS SHEET FOR REFERENCE ONLY.

**NOT FOR CONSTRUCTION**

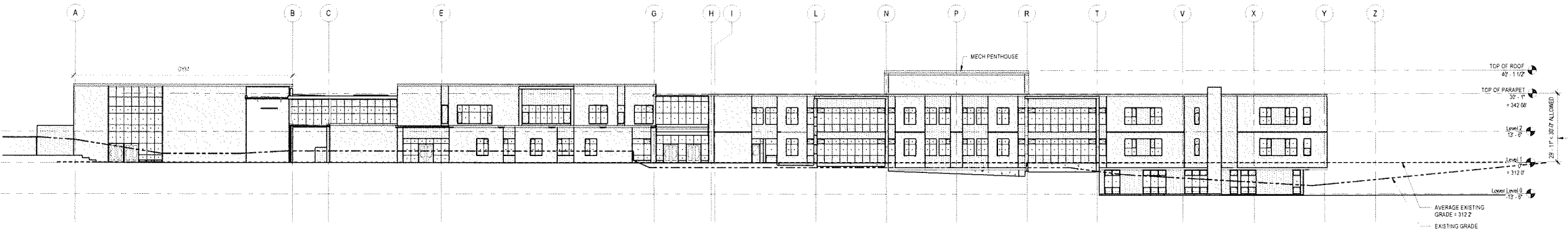
Project: HIGHLAND MIDDLE SCHOOL  
 client: BELLEVUE SCHOOL DISTRICT NO. 405  
 location: BELLEVUE WA

Project No. 1616.000  
**ZONING - AVERAGE GRADE**

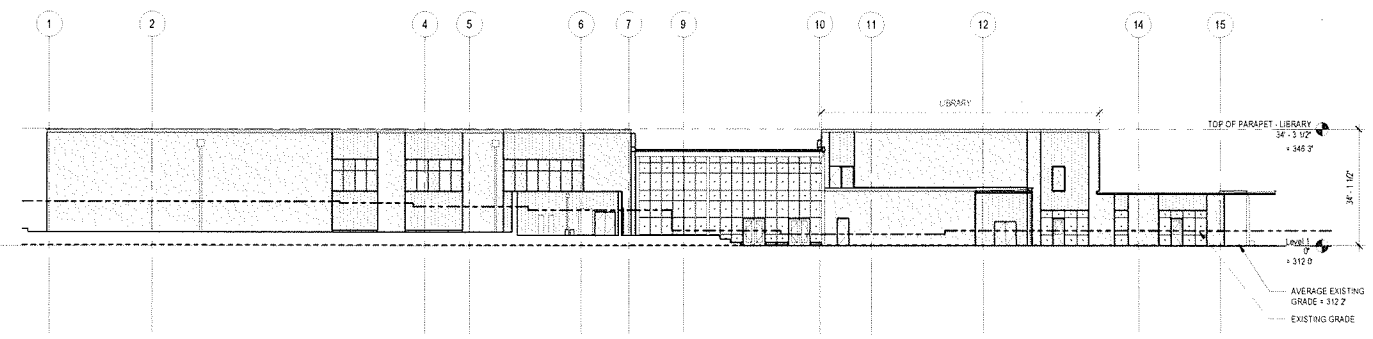
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 35% PERMIT, 25 JUL 17  
 REVISED 35% PERMIT, 01 SEP 17  
 50% DD, 02 OCT 17  
 DD COST ESTIMATE, 25 OCT 17  
 DD, 21 NOV 17  
 65% PERMIT

drawn: SP  
 checked: MG

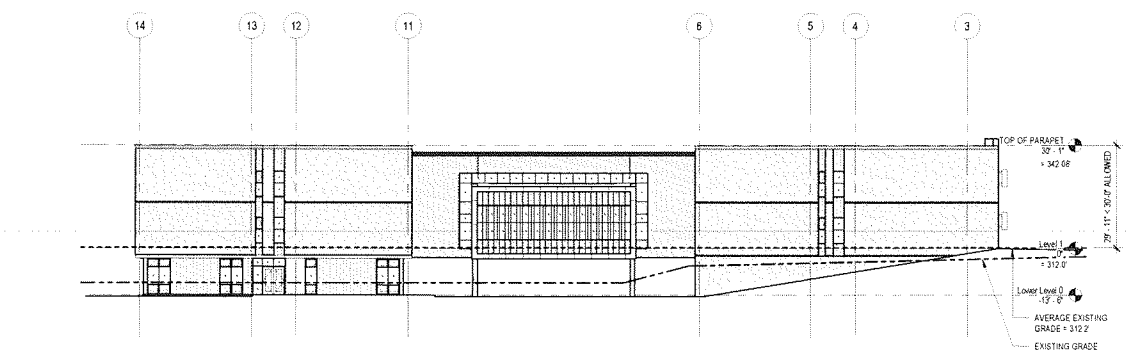
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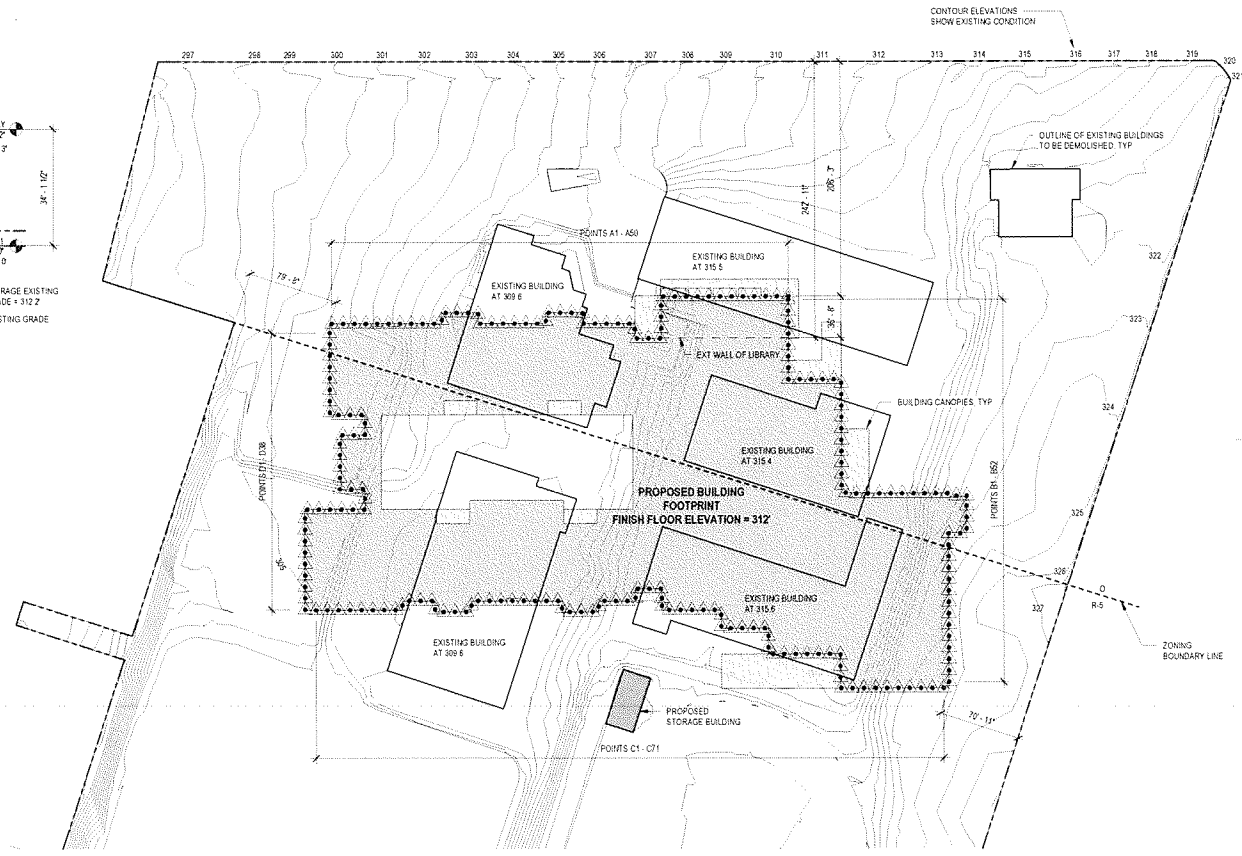
**NORTH ELEVATION**  
Scale: 1" = 20'-0"



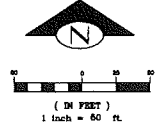
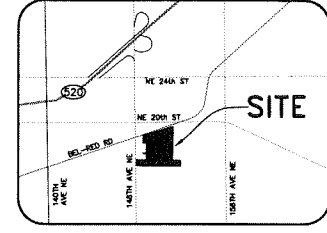
**EAST ELEVATION**  
Scale: 1" = 20'-0"



**WEST ELEVATION**  
Scale: 1" = 20'-0"



**AVERAGE GRADE SITE PLAN**  
Scale: 1" = 60'-0"



**SITE NOTES**

**SITE ADDRESS:**  
15027 BEL-RED ROAD  
BELLEVUE, WA 98007

**TAX ACCOUNT NO.:**  
2825056039

**ZONING:**  
D, R-5

**ISSUING AGENCY:**  
CITY OF BELLEVUE  
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT  
450 110TH AVENUE NE  
PO BOX 90012  
BELLEVUE, WA 98009-9012  
(425) 452-6800

**SETBACKS:**  
CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

**THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE GOVERNING JURISDICTION INDICATES THAT STRUCTURES ON THIS PROPERTY COMPLIED WITH MINIMUM SETBACK AND HEIGHT REQUIREMENTS FOLLOWING CONSTRUCTION.**

**FLOOD ZONE:**  
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY 18, 1995, COMMUNITY PANEL NO. 530330056P, AND IS SITUATED IN ZONE "X", AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.

**HORIZONTAL DATUM:**  
NAD 83/91

**VERTICAL DATUM:**  
NAVD 88

**AREA:**  
SITE AS SHOWN CONTAINS 904,614 SQUARE FEET OR 20.7871 ACRES, MORE OR LESS.

**PARKING SPACE COUNT:**  
PARKING SPACES TOTAL 80 INCLUDING 8 DISABLED PARKING SPACES.

**SUBSTRUCTURES:**  
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY.

**TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:**  
RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY COMPANIES IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL 1-800-424-5555 BEFORE CONSTRUCTION.

**UTILITY PROVIDERS:**

**SANITARY SEWERS, STORM DRAINAGE, AND WATER:**  
CITY OF BELLEVUE  
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT  
450 110TH AVENUE NE  
PO BOX 90012  
BELLEVUE, WA 98009-9012  
(425) 452-6800

**POWER AND NATURAL GAS:**  
PUGET SOUND ENERGY  
10800 NE 4TH STREET, SUITE 1200  
PO BOX 97034  
BELLEVUE, WA 98009-9734  
(425) 454-6363  
(866) 225-5773

**TELEPHONE:**  
CENTURY LINK  
1600 7TH AVENUE  
SEATTLE, WA 98109  
(800) 244-1111

**TITLE REPORT REFERENCE:**  
FURNISHED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. 428-200730, DATED MAY 3, 2016. THE EASEMENTS SHOWN OR NOTED HEREIN RELATE TO THIS COMMITMENT.

**NOTE:** EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

**TITLE REPORT SCHEDULE B EXCEPTIONS:** ITEMS CIRCLED ARE SHOWN ON MAP.

**SCHEDULE B:**

8. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 387677  
FOR: INGRESS AND EGRESS

7. RIGHT TO ENTER SAID PREMISES TO MAKE REPAIRS AND THE RIGHT TO CUT BRUSH AND TREES WHICH CONSTITUTE A MENACE OR DANGER TO THE ELECTRIC TRANSMISSION LINE LOCATED IN THE STREET OR ROAD ADJOINING SAID PREMISES AS GRANTED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 408504.  
8. RIGHT TO ENTER SAID PREMISES TO MAKE REPAIRS AND THE RIGHT TO CUT BRUSH AND TREES WHICH CONSTITUTE A MENACE OR DANGER TO THE ELECTRIC TRANSMISSION LINE LOCATED IN THE STREET OR ROAD ADJOINING SAID PREMISES AS GRANTED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 428717.

10. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: OCTOBER 3, 1983  
RECORDED: 384875  
IN FAVOR OF: PUGET SOUND ENERGY, INC., A WASHINGTON CORPORATION  
FOR: ELECTRIC AND/OR GAS TRANSMISSION AND/OR DISTRIBUTION SYSTEM

12. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 5020251  
IN FAVOR OF: CITY OF BELLEVUE  
ZONING: STORM SEWER LINES WITH MAINTENANCE ACCESS

13. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 77622078  
IN FAVOR OF: KING COUNTY WATER DISTRICT NO. 99  
FOR: WATER MAIN LINES WITH MAINTENANCE ACCESS

14. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 11130324  
IN FAVOR OF: PUGET SOUND ENERGY, INC., A WASHINGTON CORPORATION  
FOR: ELECTRIC AND/OR GAS TRANSMISSION AND/OR DISTRIBUTION SYSTEM

15. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 92002237  
IN FAVOR OF: US WEST COMMUNICATIONS, INC., A COLORADO CORPORATION  
FOR: UNDERGROUND COMMUNICATION LINES AND HOME BRACKETS

THIS EASEMENT SUPERSEDES THAT CERTAIN EASEMENT RECORDED UNDER RECORDING NO. 851200830.

16. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 11030249  
IN FAVOR OF: THE CITY OF BELLEVUE, A MUNICIPAL CORPORATION  
FOR: WATERLINE EASEMENT

17. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 2007010934  
IN FAVOR OF: 1458-1876 AVENUE NE, LLC AND 1455 BELLEVUE, LLC  
FOR: EASEMENT FOR STORM DRAINAGE

18. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: 2008022054  
IN FAVOR OF: THE CITY OF BELLEVUE, A MUNICIPAL CORPORATION  
FOR: TRAIL EASEMENT

**LEGAL DESCRIPTION (PER BELLEVUE BLA NO. 17-103457):**  
THAT PORTION OF THE WEST 1074.66 FEET OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 5 EAST, R.1., IN KING COUNTY, WASHINGTON, LYING SOUTHWESTLY OF THE SOUTHWEST CORNER OF INTERSTATE HIGHWAY-90 BELLEVUE ROAD, AS DIVIDED TO KING COUNTY BY DEED RECORDED UNDER KING COUNTY RECORDING NO. 2454411 AND AS REVISED BY VOLUME 29 OF KING COUNTY COMMISSIONERS RECORDED, PAGE 514.

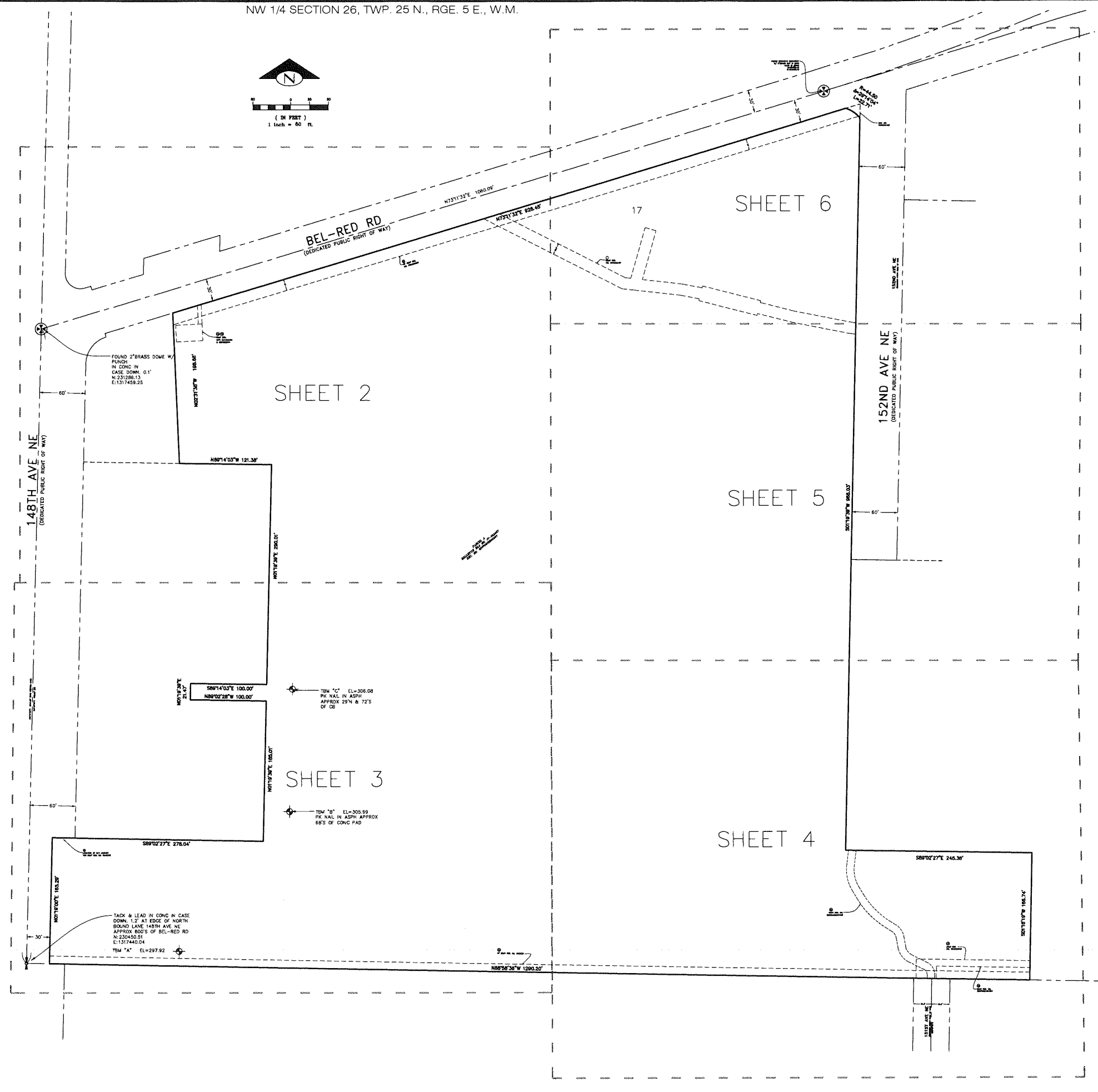
EXCEPT THAT PORTION THEREOF LYING WESTERLY OF THE CENTERLINE OF A DRAINAGE DITCH AS IT EXISTED ON APRIL 1, 1984.

TOGETHER WITH THE EAST 794.66 FEET OF THE NORTH 3/4 OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 26.

ALSO TOGETHER WITH THAT PORTION OF THE EAST 150 FEET OF THE WEST 306 FEET OF THE NORTH 3/4 OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 26, LYING BETWEEN THE SOUTH LINE OF THE NORTH 250 FEET OF SAID SUBDIVISION AND THE NORTH LINE OF THE 185 FEET OF SAID SUBDIVISION.

ALSO TOGETHER WITH THE SOUTH QUARTER OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 5 EAST, R.1., IN KING COUNTY, WASHINGTON.

EXCEPT THAT PORTION CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NO. 840921442.



DATE	07/18/16
BY	TEC
REVISION	
1	REVISED TO REFLECT B.L.A.
2	REVISED ADDITIONAL SURVEY AREA



**BUSH, ROED & HITCHINGS, INC.**  
LAND SURVEYORS & CIVIL ENGINEERS  
2009 MINOR AVE. EAST  
SEATTLE, WASHINGTON  
98102-3513  
TEL: (206) 323-4144  
FAX: (206) 323-7135

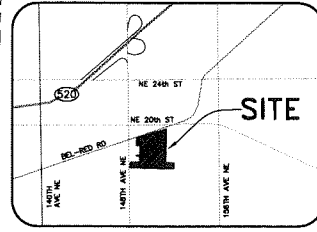


**TOPOGRAPHIC AND BOUNDARY SURVEY**  
**BELLEVUE SCHOOL DISTRICT**  
**HIGHLAND MIDDLE SCHOOL**

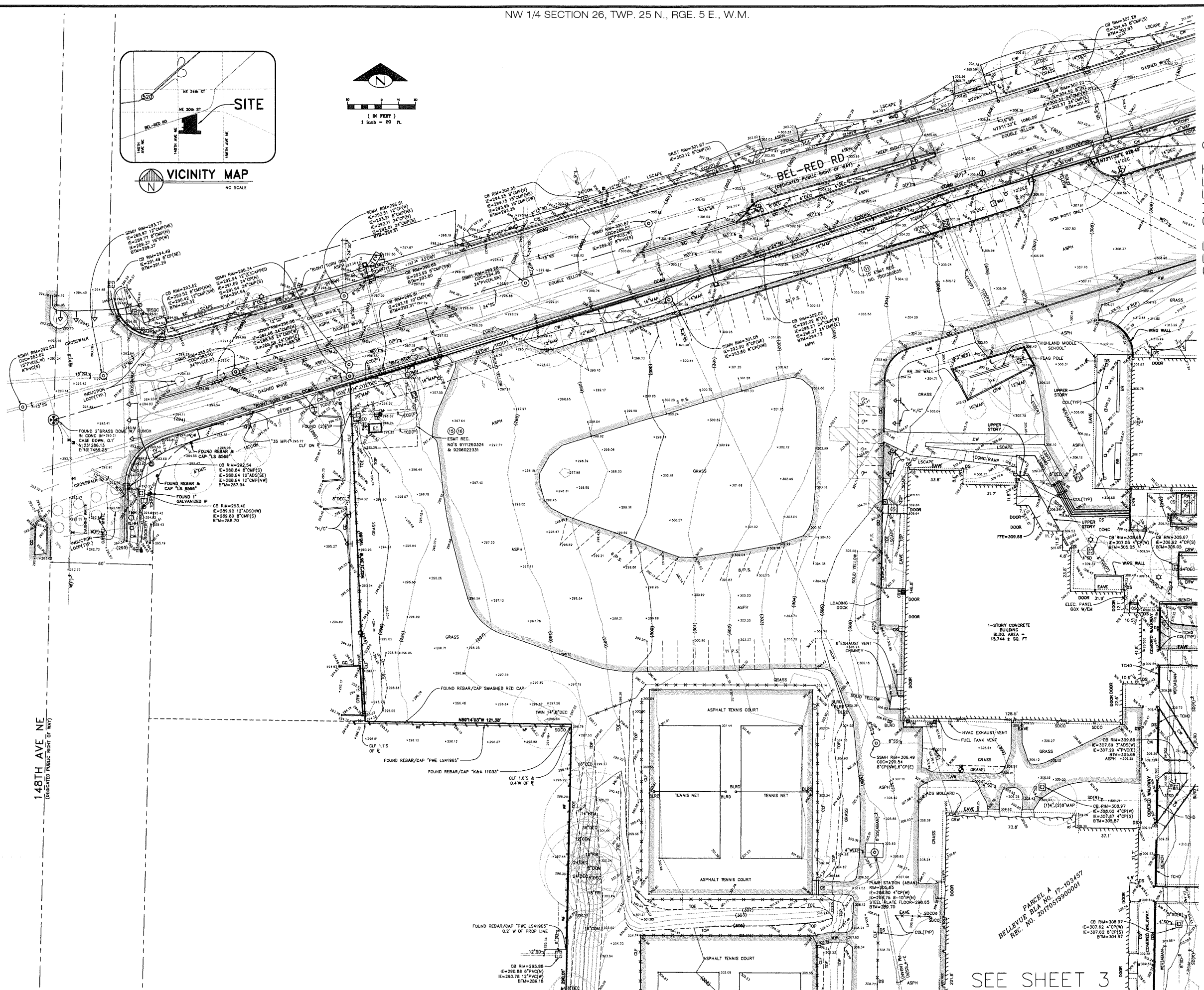
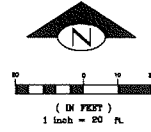
KING COUNTY, WASHINGTON

BELLEVUE, WASHINGTON

Drawn by	Checked by
HAK	TEC
Scale	Date
1"=50'	07/18/16
Sheet	
2016101.06	
1 of 7	



VICINITY MAP  
NO SCALE



148TH AVE NE  
(DASHED PUBLIC RIGHT OF WAY)

SEE SHEET 6

SEE SHEET 5

SEE SHEET 3

PARCEL A  
BELLEVUE BL. NO. 17-102457  
REC. NO. 2070039500001



**BUSH, ROED & HITCHINGS, INC.**  
LAND SURVEYORS & CIVIL ENGINEERS  
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SEATTLE, Washington  
98102-3513  
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FAX: (206) 323-7195

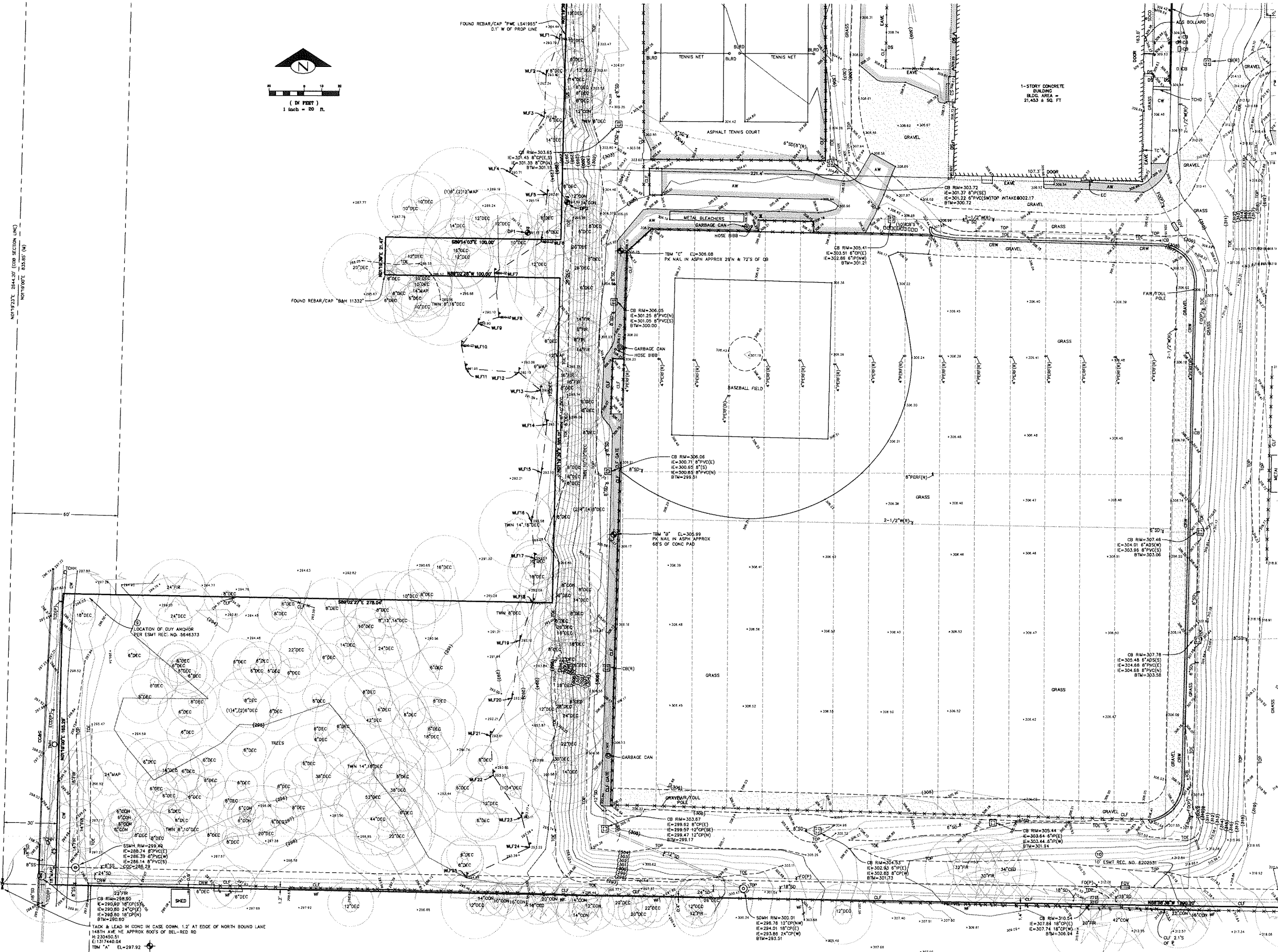
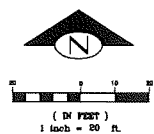


WASHINGTON

TOPOGRAPHIC AND BOUNDARY SURVEY  
BELLEVUE SCHOOL DISTRICT  
HIGHLAND MIDDLE SCHOOL

Drawn by	Checked by
HAK	TEC
Scale	Date
1"=20'	07/18/16
Sheet No.	Project No.
2 of 7	2016101.06

SEE SHEET 2



N0179237E 2844.20' (CON SECTION LINE)  
N0181967E 2845.0' (N)

BACK & LEAD IN CONC IN CASE DOWN 1.2' AT EDGE OF NORTH BOUND LINE  
148TH AVE NE APPROX ROOTS OF BEL-RED RD  
E=230455.51  
E=1317440.04  
TBM "A" EL=297.92

SEE SHEET 4



**BUSH, ROED & HITCHINGS, INC.**  
LAND SURVEYORS & CIVIL ENGINEERS  
2009 MINOR AVE. EAST  
SEATTLE, WASHINGTON  
98105-3513  
PHONE: (206) 323-4144  
FAX: (206) 323-7135



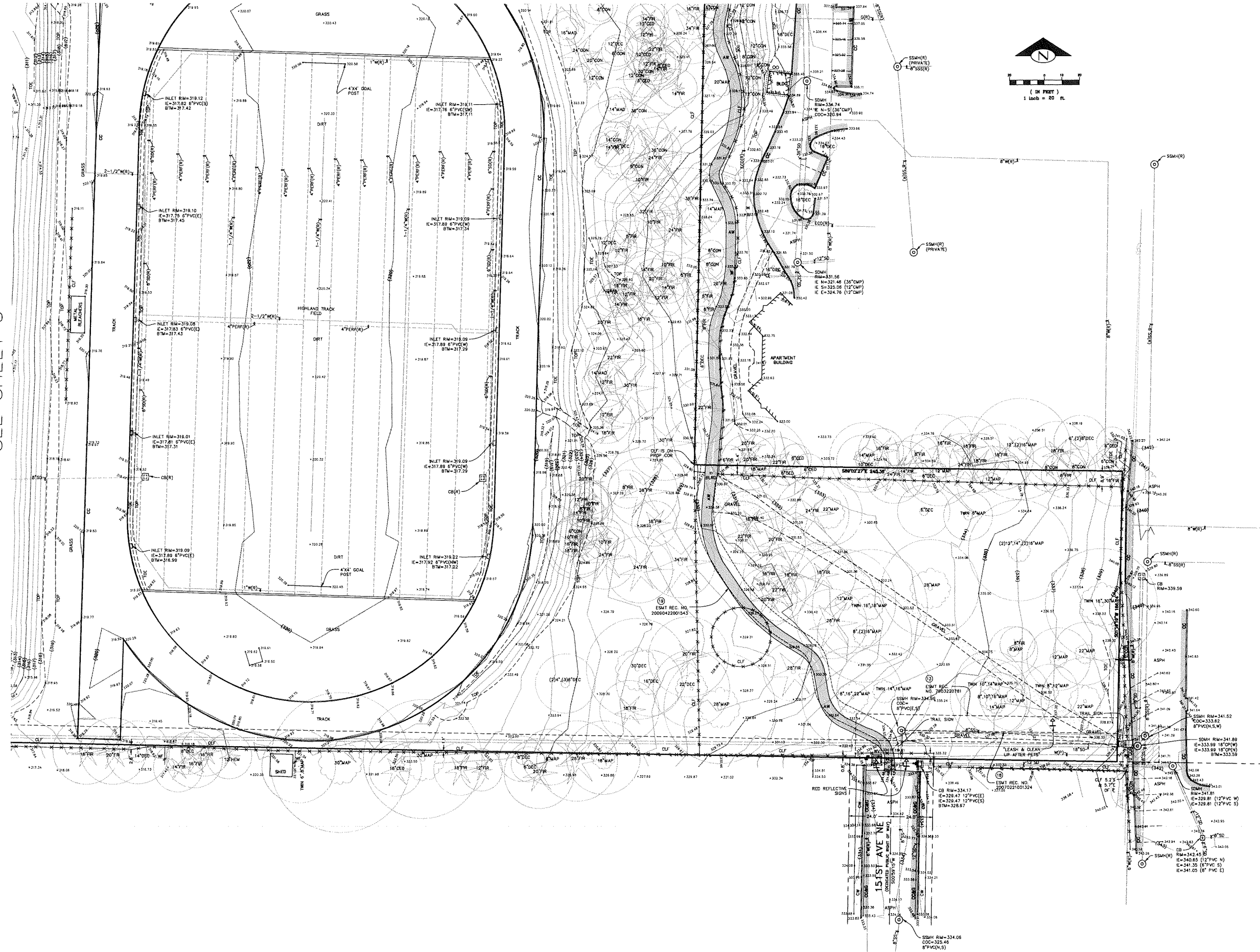
WASHINGTON

TOPOGRAPHIC AND BOUNDARY SURVEY  
**BELLEVUE SCHOOL DISTRICT**  
HIGHLAND MIDDLE SCHOOL  
KING COUNTY, WASHINGTON

Drawn by:	HAK	Checked by:	TEC
Date:	07/18/16	Date:	
Scale:	1"=20'	Scale:	
Project No.:	2016101.06	Project No.:	
Sheet:	3	Sheet:	7

SEE SHEET 5

SEE SHEET 3

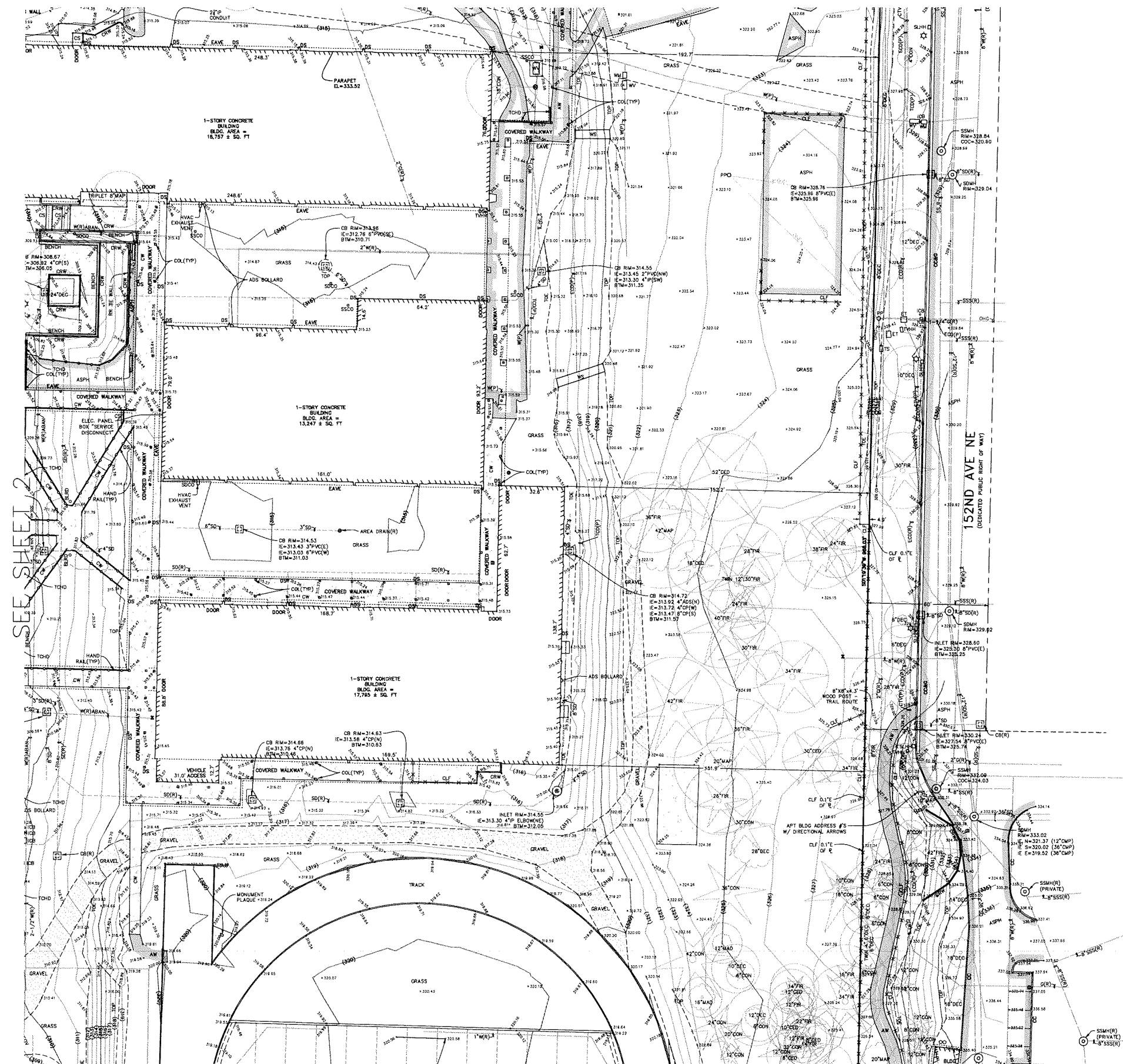
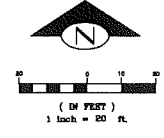


DATE	
REVISION	
<b>BUSH, ROED &amp; HITCHINGS, INC.</b> LAND SURVEYORS & CIVIL ENGINEERS 2009 MINOR AVE EAST SEATTLE, WASHINGTON 98102-3513 (206) 323-4144 1-800-925-0508 FAX: (206) 323-7135	
TOPOGRAPHIC AND BOUNDARY SURVEY <b>BELLEVUE SCHOOL DISTRICT</b> HIGHLAND MIDDLE SCHOOL KING COUNTY, WASHINGTON BELLEVUE,	
Drawn by <b>HAK</b>	Checked by <b>TEC</b>
Scale <b>1"=20'</b>	Date <b>07/18/16</b>
Project No. <b>2016101.06</b>	
Sheet <b>4 of 7</b>	



NW 1/4 SECTION 26, TWP. 25 N., RGE. 5 E., W.M.

SEE SHEET 6



SEE SHEET 4

NO.	REVISION	DATE



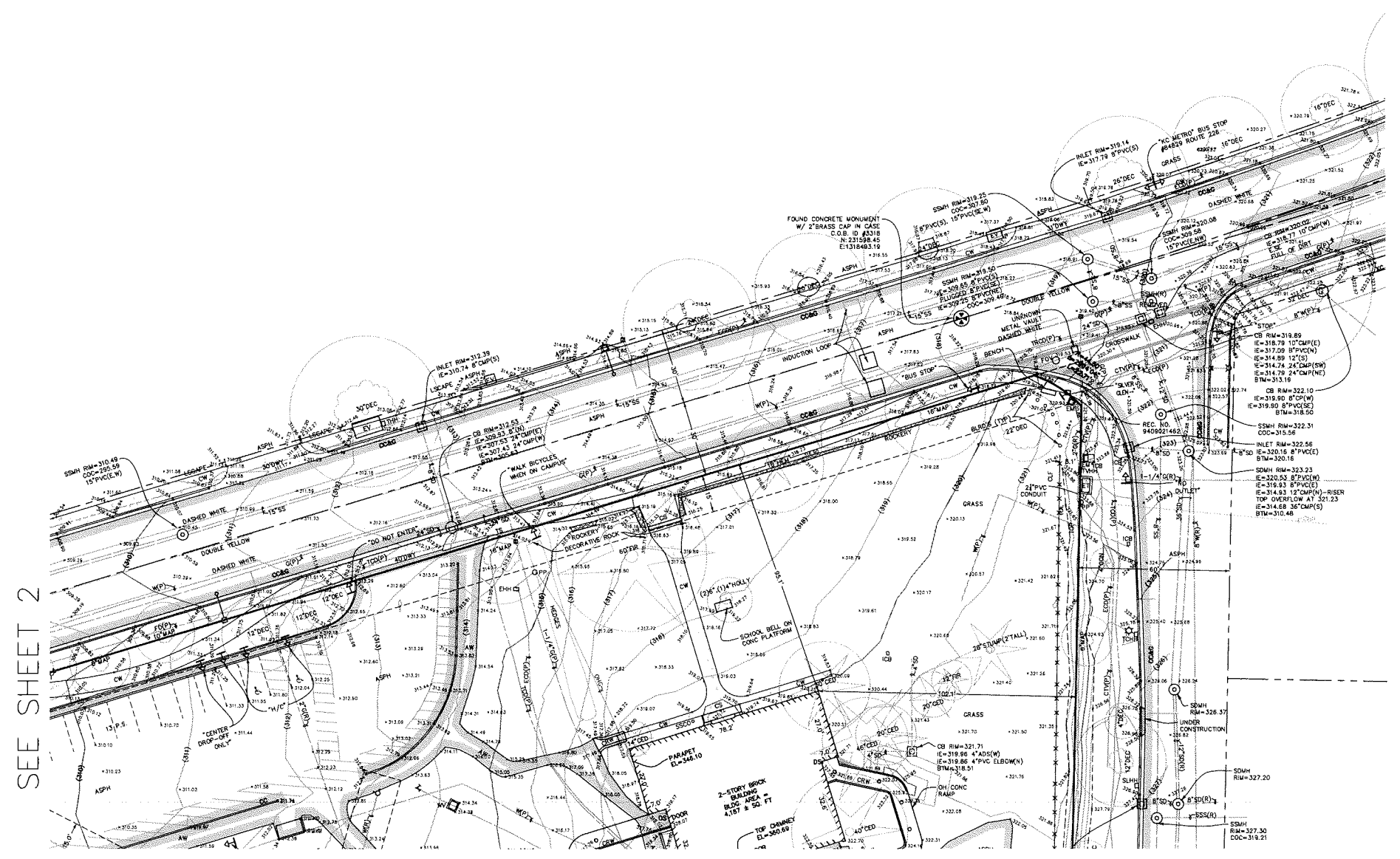
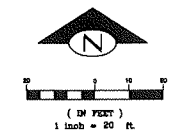
**BUSH, ROED & HITCHINGS, INC.**  
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 SEATTLE, WASHINGTON  
 98102-3513  
 (206) 323-4144  
 1-800-935-0508  
 FAX# (206) 323-7135



TOPOGRAPHIC AND BOUNDARY SURVEY  
**BELLEVUE SCHOOL DISTRICT**  
 HIGHLAND MIDDLE SCHOOL  
 KING COUNTY, WASHINGTON  
 BELLEVUE

Drawn by	Checked by
HAK	TEC
Scale	Date
1"=20'	07/18/16
JOB NO.	
2016101.06	
Sheet	of
5	7

LEGEND	
ABAN/RET	AREA DRAIN ABANDONED/RETIRED
ASPH	ASPHALT (ASPH)
BLRD	BOULIARD
BRK	BRICK SURFACE
BLD	BUILDING LINE
BC	BUILDING CORNER
BR	BIKE RACK
CB	CANOPY
CB	CATCH BASIN (CB)
CS	CONCRETE SURFACE
CW/SW	CONCRETE/BRICK WALK
CW/MW	CONCRETE/WOOD RETAINING WALL
CC/AC	CONCRETE/EXTRUDED CURB
CP/FP	CONCRETE/IRON PIPE
CLF	CHAIN LINK FENCE (CLF)
CTV	CABLE TV
COL	COLUMN
CLM	CENTERLINE/MONUMENT LINE
CS/MS	CONCRETE/WOOD STAIRS
CS	1/2" PARKING SPACE
CDN	CEDAR TREE
CON	CONIFEROUS TREE
DEC	DECIDUOUS TREE
HEM	HEMLOCK TREE
MAD	MADRONA TREE
MAP	MAPLE TREE
CMF	CORRUGATED METAL PIPE
DS	DOWNSPOUT
OWF	ORIENTED WOOD FLOOR
EC/ED	ELECTRICAL CABINET/CONDUIT
ED	ELECTRICAL DUCT
EHI	ELECTRICAL HANDHOLE
EMH	ELECTRICAL MANHOLE
EM	ELECTRICAL METER
EV/ET	ELECTRICAL VAULT/TRANSFORMER
FM	FOUND SURVEY MONUMENT (AS NOTED)
CT	FIRE HYDRANT
FDC	FIRE DEPT. CONNECTION (FDC)
FO/V	FIBER OPTICS/VAULT
FO/H	FIBER OPTIC HANDHOLE
FMH	FINISH FLOOR ELEVATION
GB	GRADE BREAK
G	GAS MAIN
GM	GAS METER
G	GAS VALVE
GV	GUY VAULT
GA	GUY ANCHOR
MAN	MANHOLE
OP	GUY POLE
SP	STRAIN POLE
ICB	IRRIGATION CONTROL BOX
IV	IRRIGATION VALVE
IF	IRON FENCE (IF)
IE	INVERT ELEVATION
IP	INVERT POLE (METAL)
IP	INVERT POLE (DECORATIVE)
LSCAPE/PA	LANDSCAPE/PLANTER
IP	MANHOLE
IP	MANHOLE (FEDERAL/PRIVATE)
IP	MONITOR WELL
OP/OMT	OVERHEAD POWER/TELEPHONE
OP/OTMS	OVERHEAD GUYWIRE/BUS (TROLLEY)
P.S.	PARKING SPACE(S)
IP	PROPERTY LINE (PL)
IP	PAINTED UTILITY LOCATION
PE	POLYETHYLENE
PPS	PARKING PAT STATION
PS/SS	POST INDICATOR VALVE
PSD	COURNED/SANITARY SEWER
IP	PRIVATE CATCH BASIN
IP	PEDESTRIAN SIGNAL/PEDESTAL
RA	RAILROAD
RE	RECORD DATA
IP	GRAVEL SURFACE
IP	ROCKERY
SD	SERVICE DRAIN (STORM)
CO	CLEANOUT
SLM/V	STEAM LINE/VAULT
SSS	SANITARY SIDE SEWER (RECORD)
IP	SIGN/STREET NAME SIGN
IP	TEST PILE/SOIL BORING
IP	TRAFFIC CONTROL/STREET LIGHT HANDHOLE
IP	TRAFFIC CONTROL CABINET (TRSCC)
IP	TRENCH DRAIN
IP	TEMPORARY BENCHMARK (TBH)
IP	TELEPHONE CABINET
IP	TELEPHONE CONDUIT (BURIED)
IP	TELEPHONE DUCT
IP	TELEPHONE VAULT
IP	TELEPHONE MANHOLE
IP	TRAFFIC FLOW DIRECTION
IP	TRAFFIC SIGNAL CONDUIT (BURIED)
IP	TOE OF SLOPE
IP	TOP OF BANK
IP	POWER/UTILITY POLE
IP	WATER VAULT
IP	WATER MAIN
IP	WATER METER
IP	WATER VALVE
IP	WATER BLOWOFF VALVE
IP	WATER GATE VALVE/CHAMBER
IP	VACATION/FOUNDATION ORDINANCE
IP	WIRE ELEVATION
IP	WOOD FENCE (WF)
IP	YARD LIGHT
IP	REBAR AND CAP
IP	DATA POINT (DP)
IP	WETLAND FLAG (WLF)

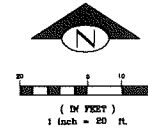


SEE SHEET 2

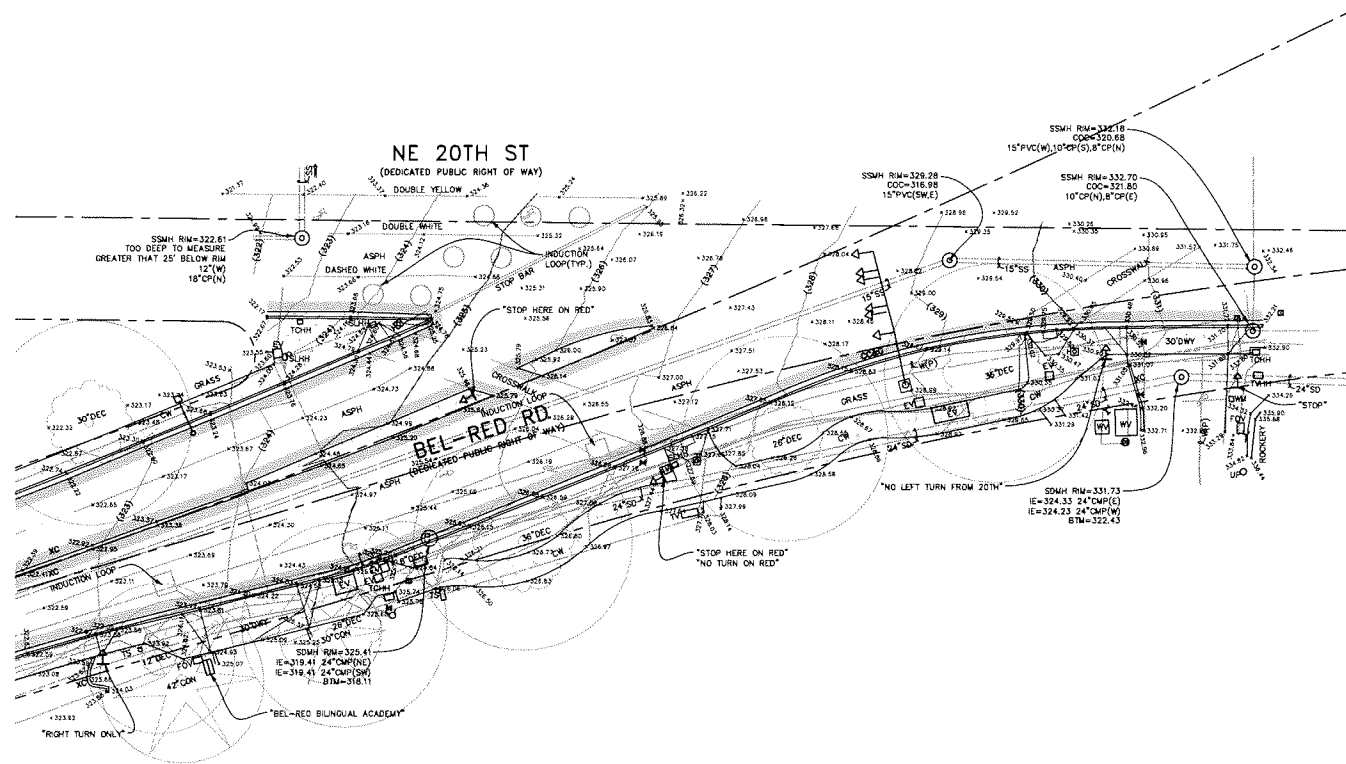
SEE SHEET 5

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<p>TOPOGRAPHIC AND BOUNDARY SURVEY                  BELLEVUE SCHOOL DISTRICT                  HIGHLAND MIDDLE SCHOOL</p>	
<p>KING COUNTY, WASHINGTON                  BELLEVUE</p>	
Drawn by <b>HAK</b>	Checked by <b>TEC</b>
Scale <b>1"=20'</b>	Date <b>07/18/16</b>
Job No. <b>2016101.06</b>	
Sheet <b>6 of 7</b>	



SEE SHEET 6



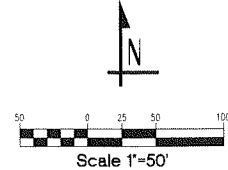
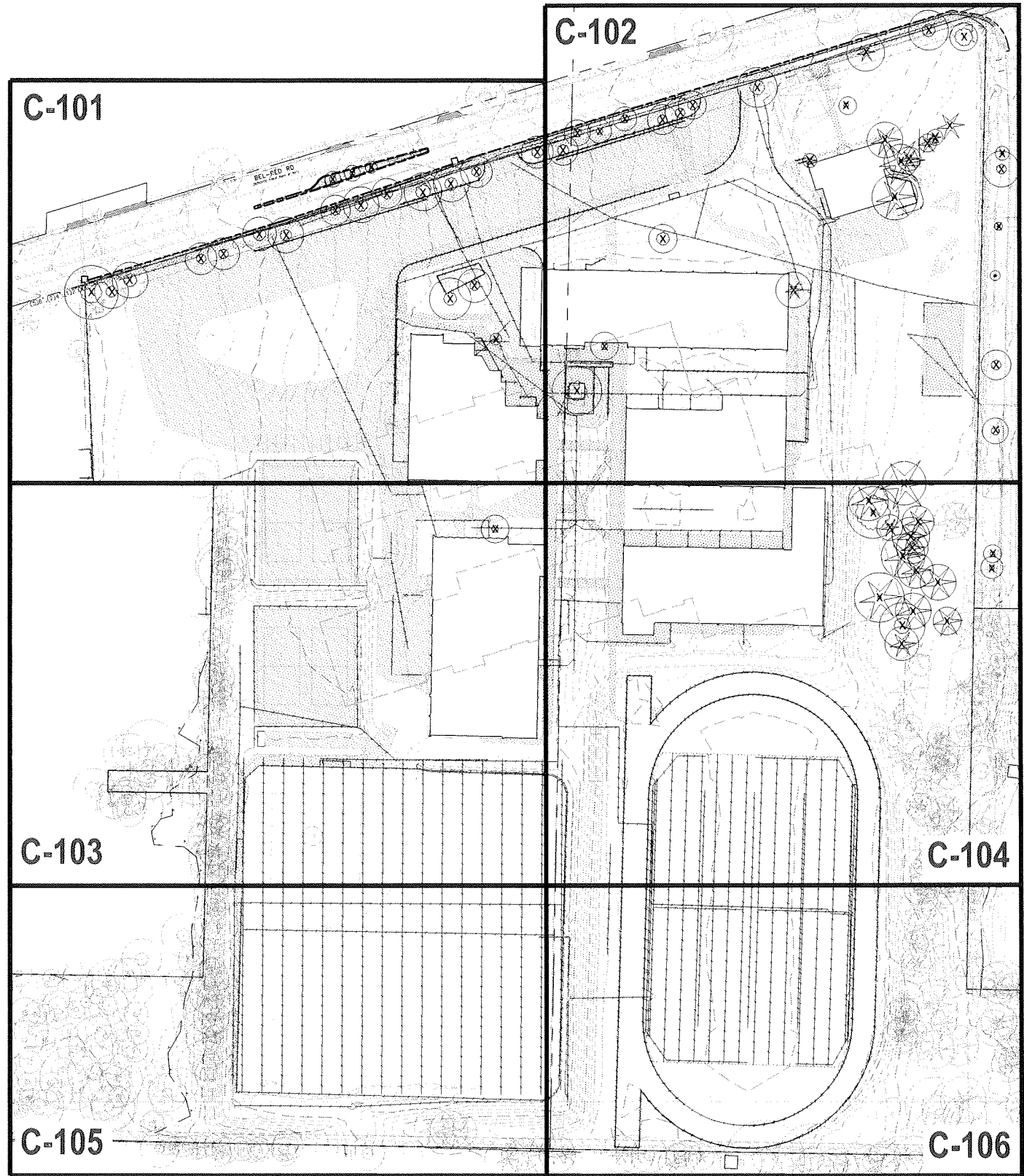
NO.	REVISION	DATE

**BUSH, ROED & HITCHINGS, INC.**  
**LAND SURVEYORS & CIVIL ENGINEERS**

(206) 323-4144  
 2009 MINOR AVE EAST  
 SEATTLE, Washington  
 98102-3513 FAX# (206) 323-7135

TOPOGRAPHIC AND BOUNDARY SURVEY  
 BELLEVUE SCHOOL DISTRICT  
 HIGHLAND MIDDLE SCHOOL  
 BELLEVUE, KING COUNTY, WASHINGTON

Drawn by <b>HAK</b>	Checked by <b>TEC</b>
Scale <b>1"=20'</b>	Date <b>07/18/16</b>
Job No. <b>2016101.06</b>	
Sheet <b>7 of 7</b>	



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CITY OF BELLEVUE  
UTILITY GRID X-X  
DOB UE#XX-XXXXXX, CO #XX-XXXXXX  
SE 1/4, SECTION 35, TOWNSHIP 22N, RANGE 05E WM

msp - ABC

architect,  
MCGRAHAN ARCHITECTS

civil engineer,  
LPD ENGINEERING

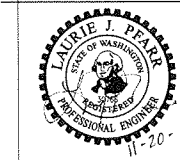
landscape design,  
WEISMAN DESIGN GROUP

structural engineer,  
COUGHLIN PORTER LUNDEEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARGIS ENGINEERS

food service,  
HALLIDAY ASSOCIATES



project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE, WA

issued,  
651 PERMIT 21 NOV 2017

revision,

Project No. 1614 000  
**SITE DEMOLITION  
AND TESC  
OVERALL**

drawn,  
AJO

checked,  
L.P.

sheet,  
**C-100**

msp - ABC

architect,  
MCGRAHAN ARCHITECTS

civil engineer,  
LPD ENGINEERING

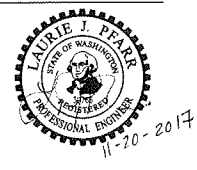
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project,  
HIGHLAND MIDDLE SCHOOL

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location,  
BELLEVUE, WA

Project No. 1614 000  
**SITE DEMOLITION  
AND TESC  
OVERALL**

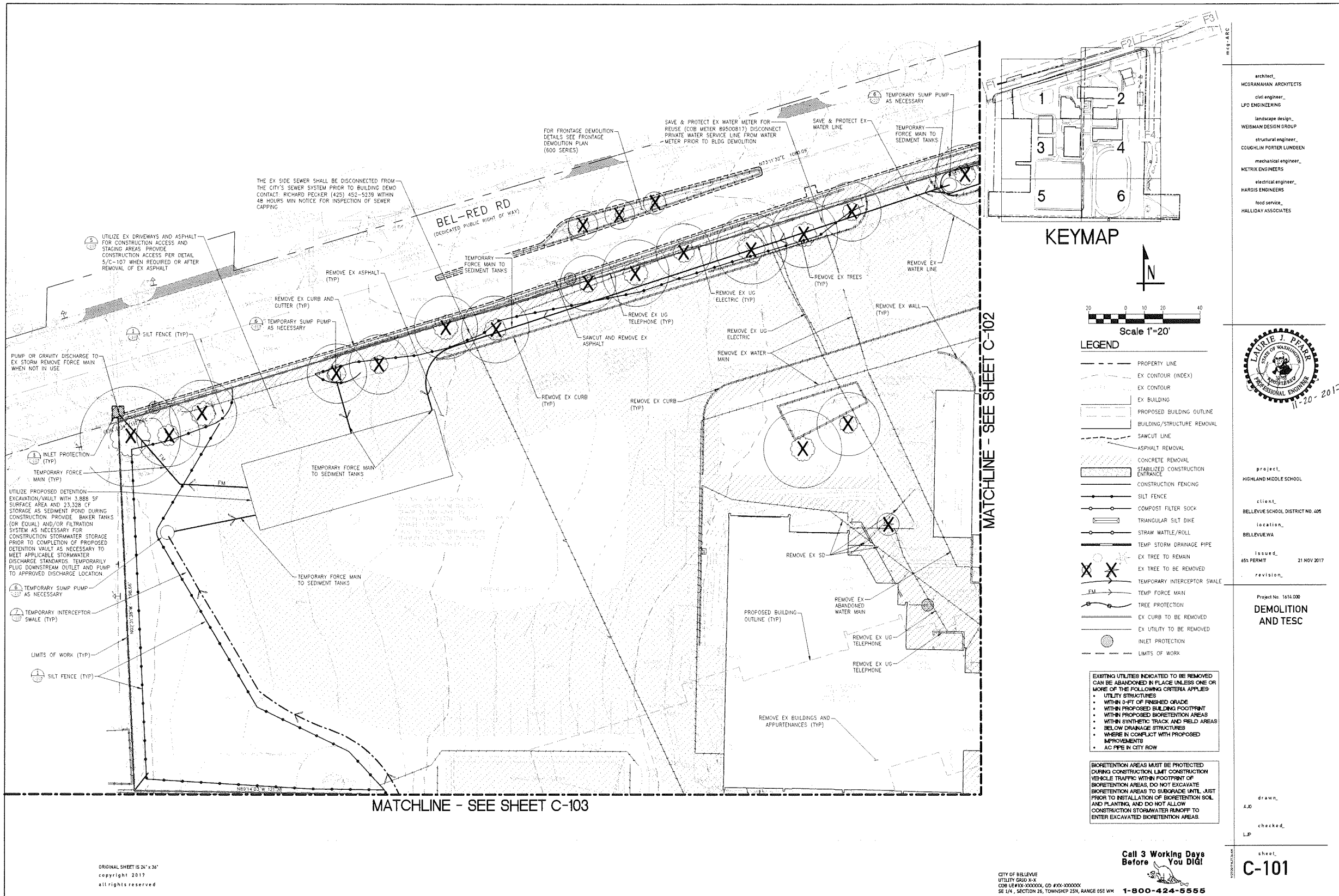
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UTILITY GRID X-X  
COB UE#X-XXXXX, CD #X-XXXXX  
SE 1/4, SECTION 26, TOWNSHIP 23N, RANGE 05E WM 1-800-424-5555

Call 3 Working Days  
Before You Dig!

sheet  
**C-101**

drawn, A.D.  
checked, L.P.  
Project No. 1614 000  
**DEMOLITION AND TESC**

Project No. 1614 000  
**DEMOLITION AND TESC**

Project No. 1614 000  
**DEMOLITION AND TESC**

Project No. 1614 000  
**DEMOLITION AND TESC**

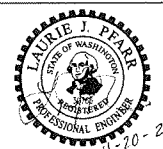
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**DEMOLITION AND TESC**

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**DEMOLITION AND TESC**

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**DEMOLITION AND TESC**

Project No. 1614 000  
**DEMOLITION AND TESC**

architect,  
MCGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1614 000  
**DEMOLITION AND TESC**

Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1614 000  
**DEMOLITION AND TESC**

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**DEMOLITION AND TESC**

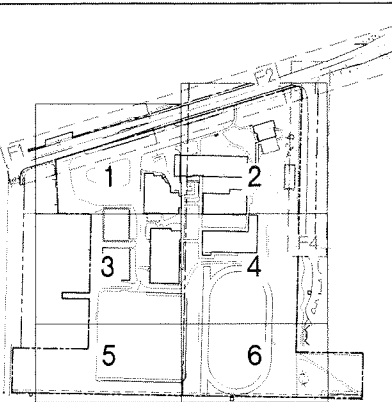
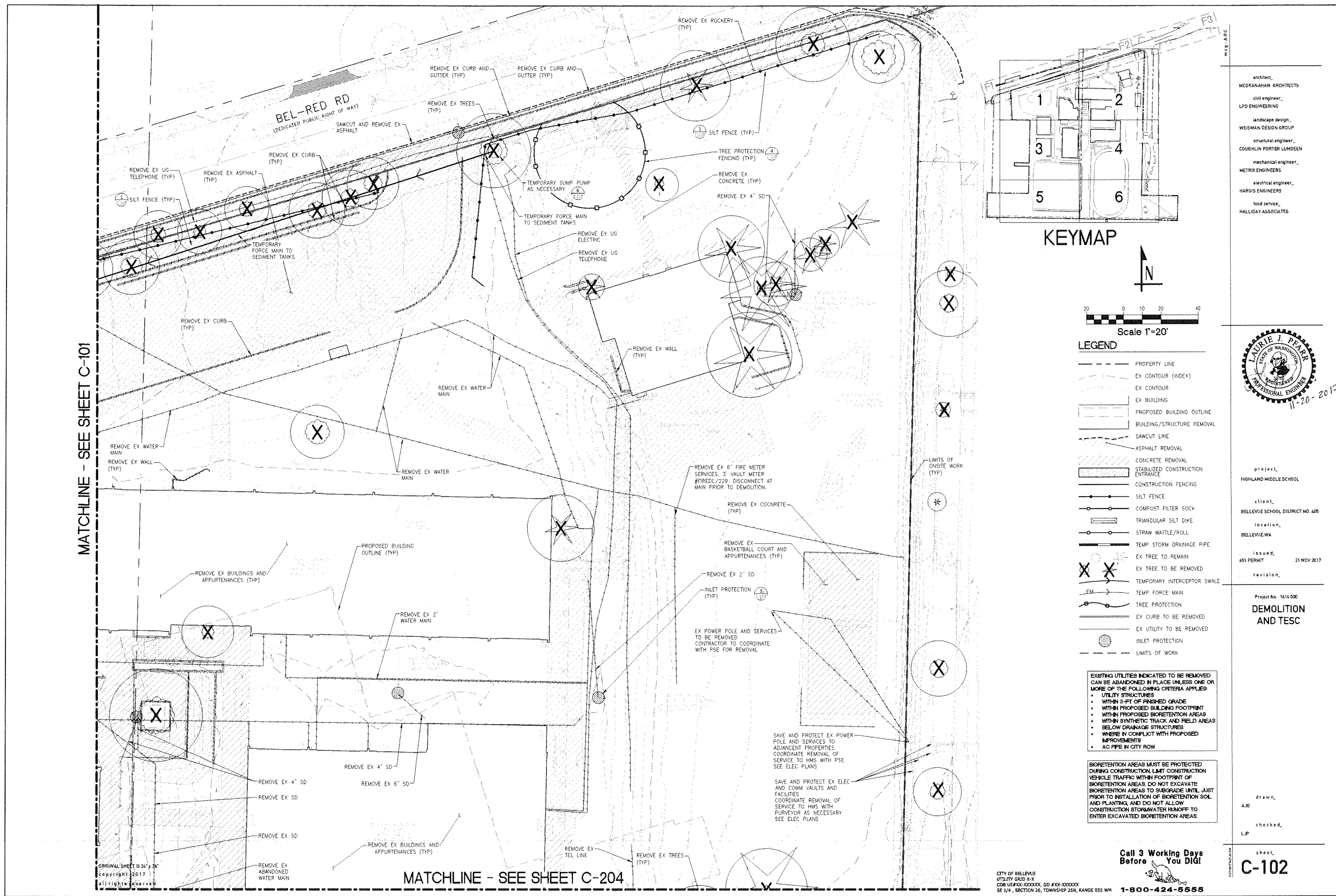
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**DEMOLITION AND TESC**

Project No. 1614 000  
**DEMOLITION AND TESC**

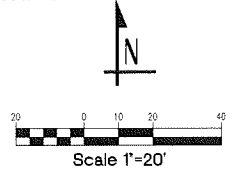
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sheet  
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KEYMAP



**LEGEND**

	PROPERTY LINE
	EX CONTOUR (INDEX)
	EX CONTOUR
	EX BUILDING
	PROPOSED BUILDING OUTLINE
	BUILDING/STRUCTURE REMOVAL
	SAWCUT LINE
	ASPHALT REMOVAL
	CONCRETE REMOVAL
	STABILIZED CONSTRUCTION ENTRANCE
	CONSTRUCTION FENCING
	SILT FENCE
	COMPOST FILTER ROCK
	TRIANGULAR SILT DIKE
	STRAW WATTLE/ROLL
	TEMP STORM DRAINAGE PIPE
	EX TREE TO REMAIN
	EX TREE TO BE REMOVED
	TEMPORARY INTERCEPTOR SWALE
	TEMP FORCE MAIN
	TREE PROTECTION
	EX CURB TO BE REMOVED
	EX UTILITY TO BE REMOVED
	INLET PROTECTION
	LIMITS OF WORK

EXISTING UTILITIES INDICATED TO BE REMOVED CAN BE ABANDONED IN PLACE UNLESS ONE OR MORE OF THE FOLLOWING CRITERIA APPLIES:

- UTILITY STRUCTURES
- WITHIN 3-FT OF FINISHED GRADE
- WITHIN PROPOSED BUILDING FOOTPRINT
- WITHIN PROPOSED BIORETENTION AREAS
- WITHIN SYNTHETIC TRACK AND FIELD AREAS
- BELOW DRAINAGE STRUCTURES
- WHERE IN CONFLICT WITH PROPOSED IMPROVEMENTS
- AC PIPE IN CITY ROW

BIORETENTION AREAS MUST BE PROTECTED DURING CONSTRUCTION LIMIT CONSTRUCTION VEHICLE TRAFFIC WITHIN FOOTPRINT OF BIORETENTION AREAS. DO NOT EXCAVATE BIORETENTION AREAS TO SUBGRADE UNTIL JUST PRIOR TO INSTALLATION OF BIORETENTION SOIL AND PLANTING, AND DO NOT ALLOW CONSTRUCTION STORAGE/WATER RUNOFF TO ENTER EXCAVATED BIORETENTION AREAS.

Call 3 Working Days Before You Dig!

CITY OF BELLEVUE  
UTILITY GRID X-X  
DOB 06/02/2000, CD 01/01/2000  
SE 1/4, SECTION 36, TOWNSHIP 23N, RANGE 05E W4  
1-800-424-5555

MATCHLINE - SEE SHEET C-101

MATCHLINE - SEE SHEET C-204

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architect,  
MORANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1616 000

**DEMOLITION AND TESC**

Project,  
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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

**DEMOLITION AND TESC**

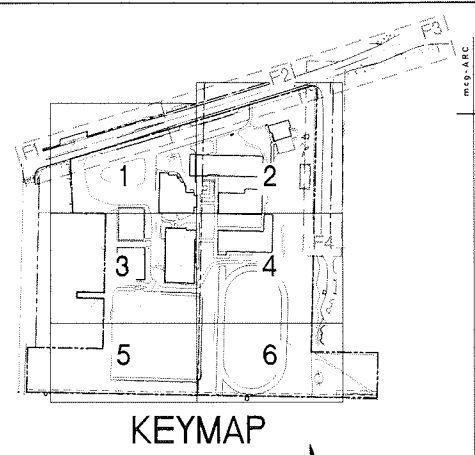
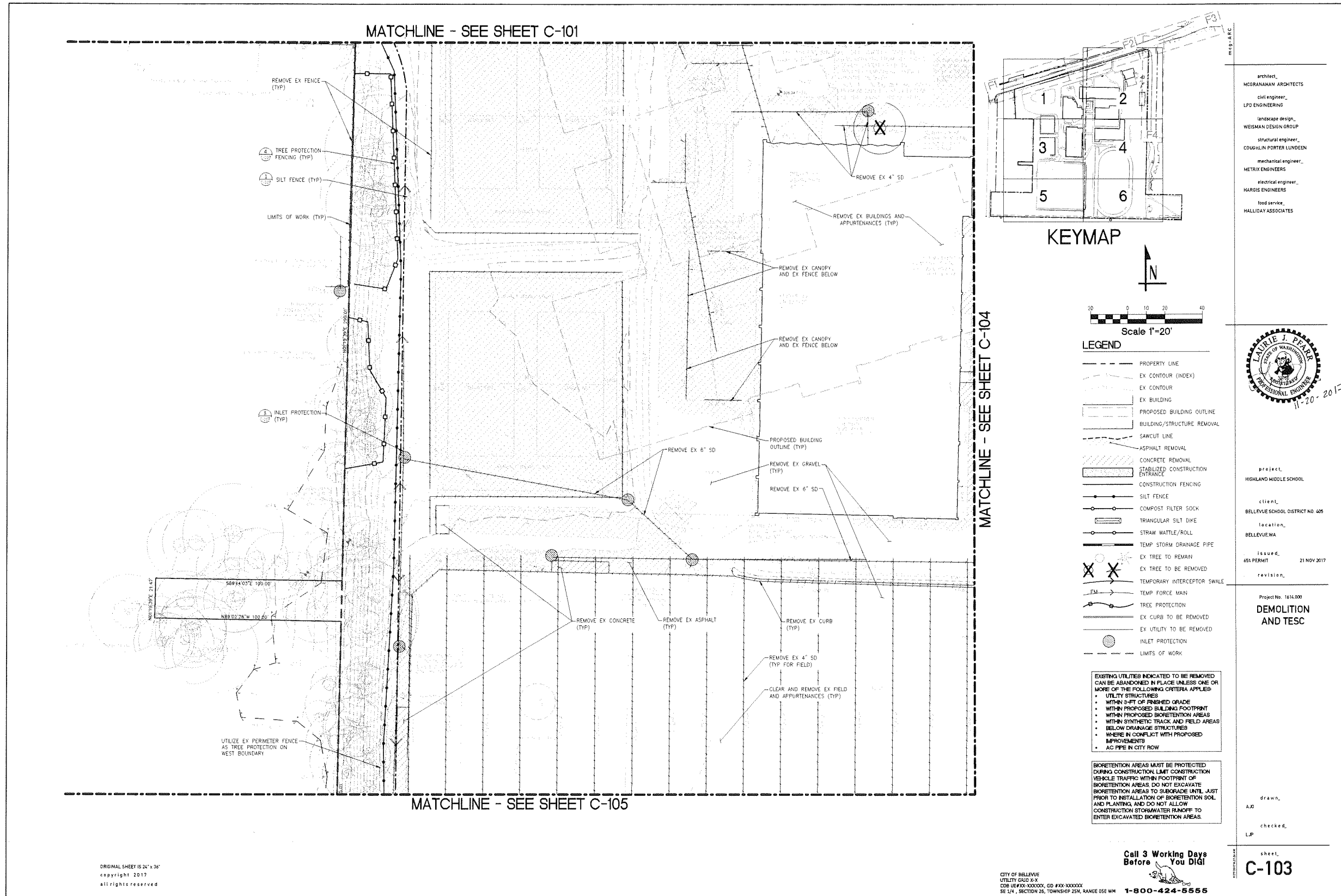
Project No. 1616 000  
drawn,  
AJO  
checked,  
LPJ

**C-102**

sheet,  
issued,  
651 PERMIT 21 NOV 2017  
revision,

**C-102**

sheet,  
drawn,  
AJO  
checked,  
LPJ



Scale 1"=20'

- LEGEND**
- PROPERTY LINE
  - - - EX CONTOUR (INDEX)
  - - - EX CONTOUR
  - - - EX BUILDING
  - - - PROPOSED BUILDING OUTLINE
  - - - BUILDING/STRUCTURE REMOVAL
  - - - SAWCUT LINE
  - - - ASPHALT REMOVAL
  - - - CONCRETE REMOVAL
  - - - STABILIZED CONSTRUCTION ENTRANCE
  - - - CONSTRUCTION FENCING
  - - - SILT FENCE
  - - - COMPOST FILTER SOCK
  - - - TRIANGULAR SILT DIRT
  - - - STRAW WATTLE/ROLL
  - - - TEMP STORM DRAINAGE PIPE
  - ⊗ EX TREE TO REMAIN
  - ⊗ EX TREE TO BE REMOVED
  - - - TEMPORARY INTERCEPTOR SWALE
  - - - TEMP FORCE MAIN
  - - - TREE PROTECTION
  - - - EX CURB TO BE REMOVED
  - - - EX UTILITY TO BE REMOVED
  - ⊙ INLET PROTECTION
  - - - LIMITS OF WORK

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- UTILITY STRUCTURES
- WITHIN 5-FT OF FINISHED GRADE
- WITHIN PROPOSED BUILDING FOOTPRINT
- WITHIN PROPOSED BIORETENTION AREAS
- WITHIN SYNTHETIC TRACK AND FIELD AREAS
- BELOW DRAINAGE STRUCTURES
- WHERE IN CONFLICT WITH PROPOSED IMPROVEMENTS
- AC PIPE IN CITY ROW

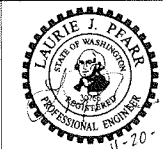
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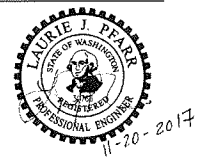
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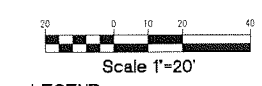
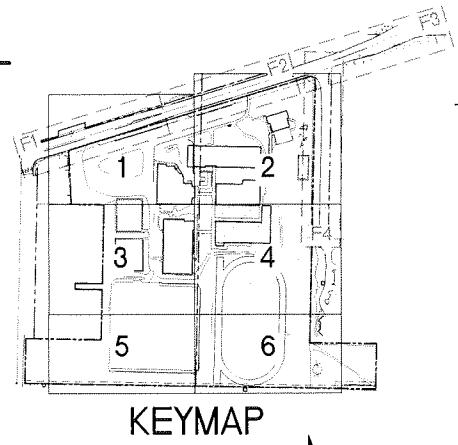
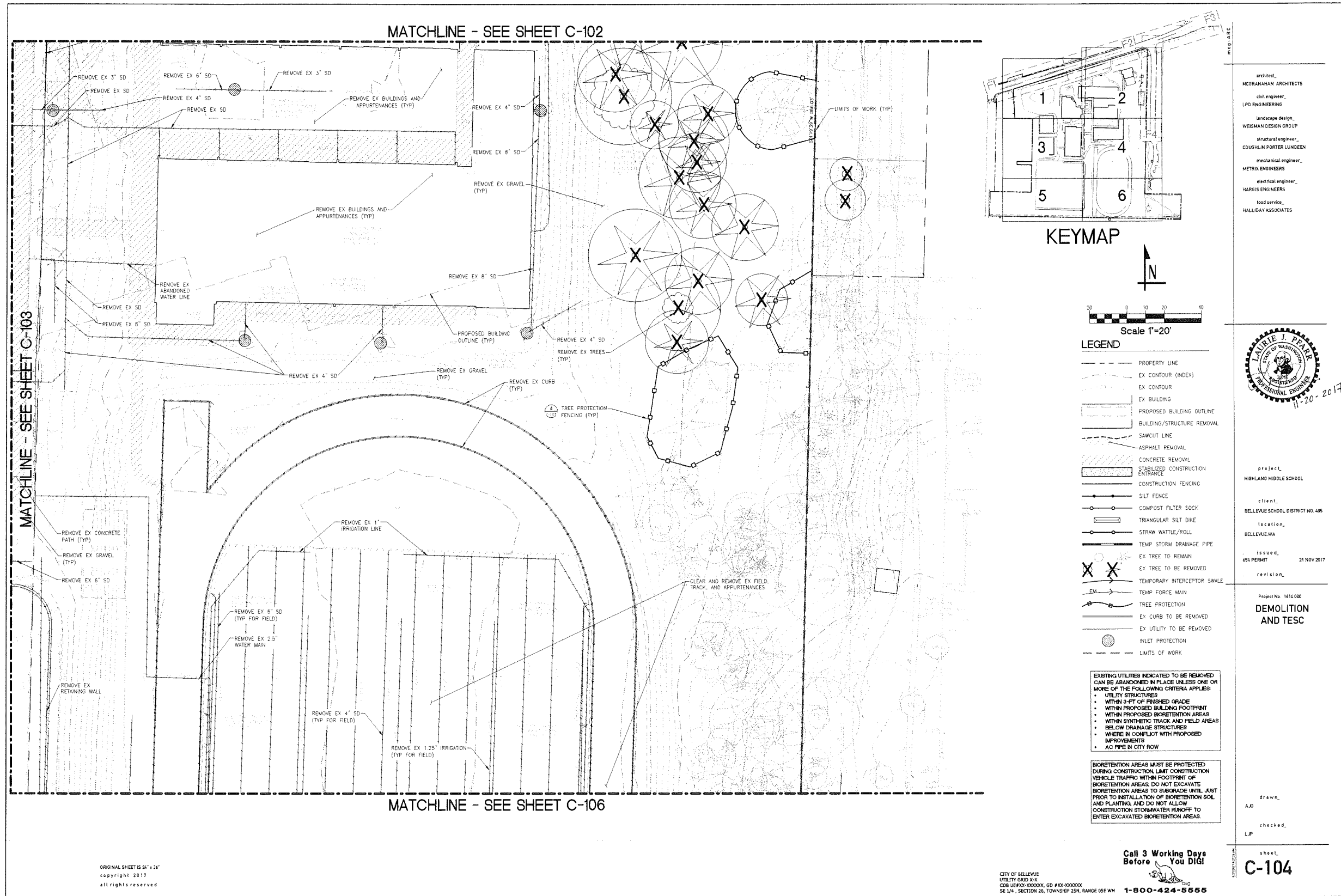


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**LEGEND**

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- EX CONTOUR
- - - EX BUILDING
- - - PROPOSED BUILDING OUTLINE
- - - BUILDING/STRUCTURE REMOVAL
- - - SAWCUT LINE
- - - ASPHALT REMOVAL
- - - CONCRETE REMOVAL
- - - STABILIZED CONSTRUCTION ENTRANCE
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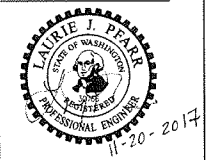
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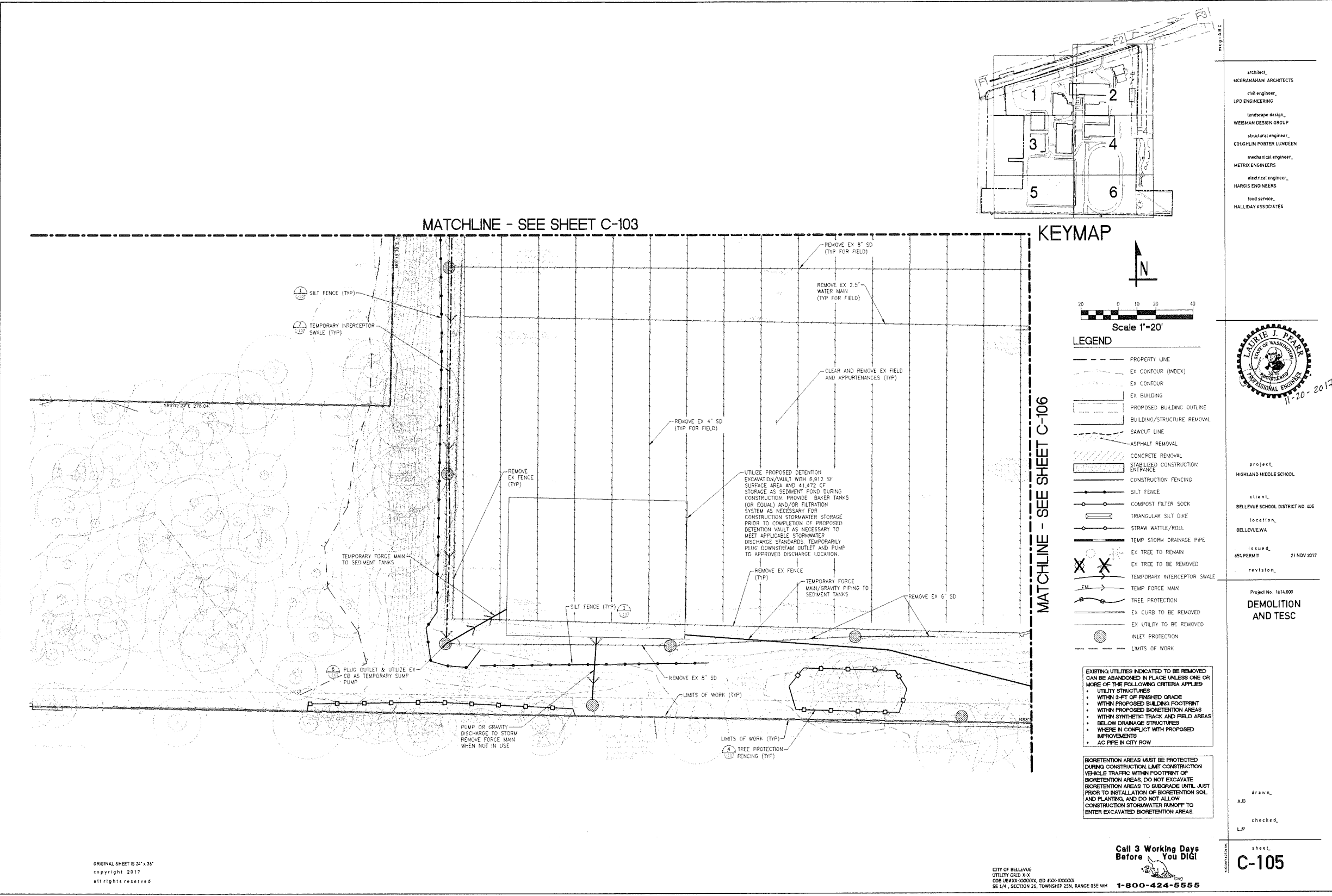
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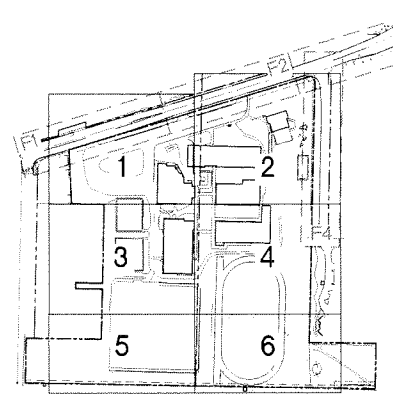
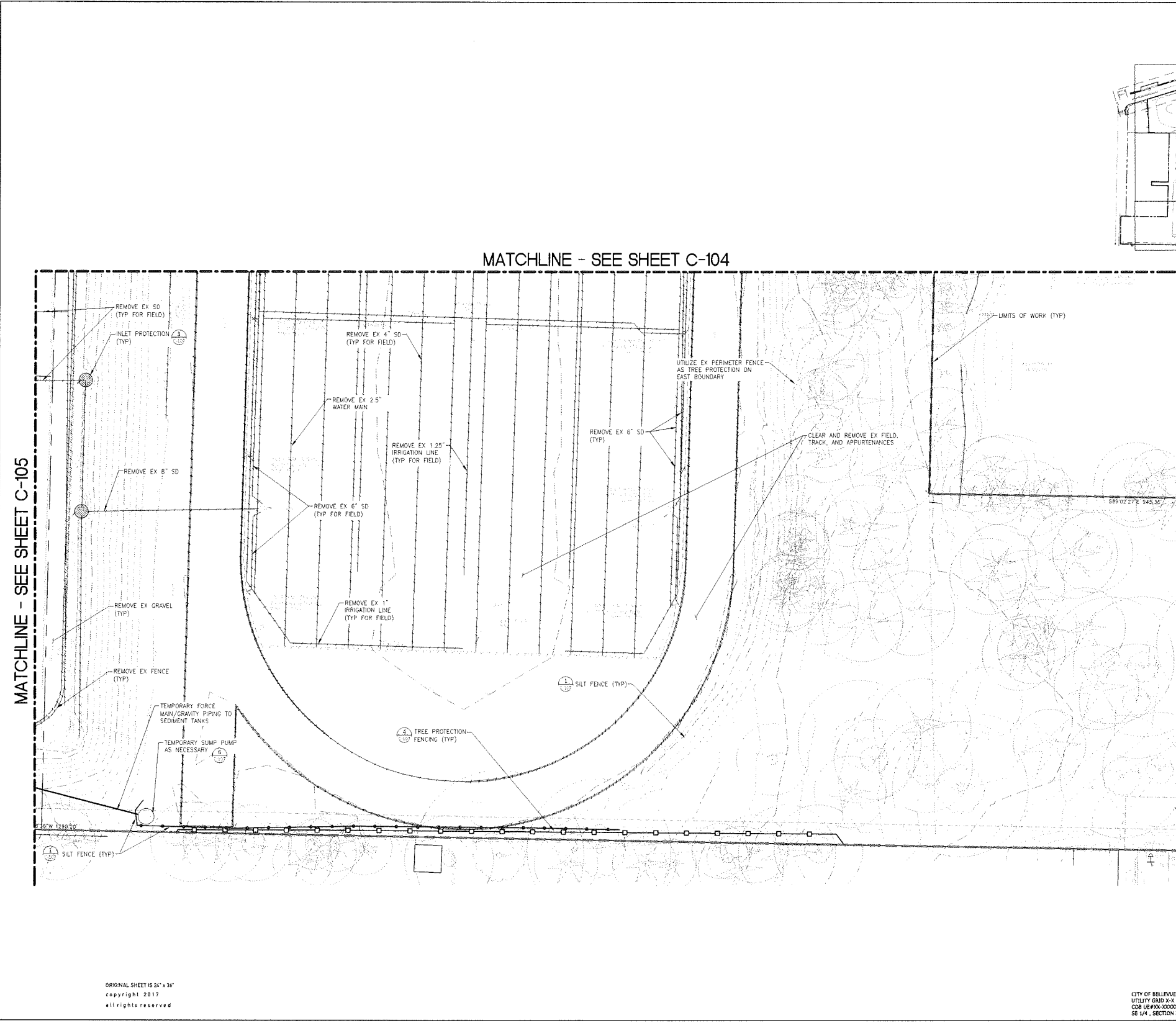


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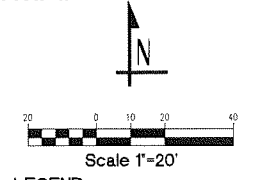
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KEYMAP



**LEGEND**

	PROPERTY LINE
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	EX CONTOUR
	EX BUILDING
	PROPOSED BUILDING OUTLINE
	BUILDING/STRUCTURE REMOVAL
	SAWCUT LINE
	ASPHALT REMOVAL
	CONCRETE REMOVAL
	STABILIZED CONSTRUCTION ENTRANCE
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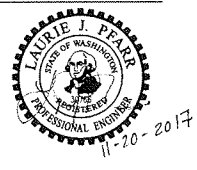


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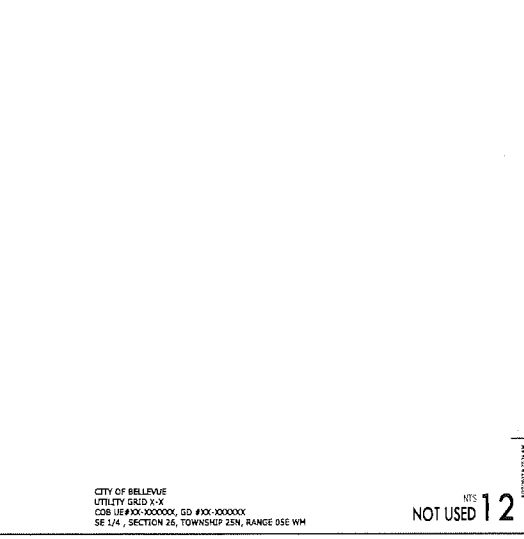
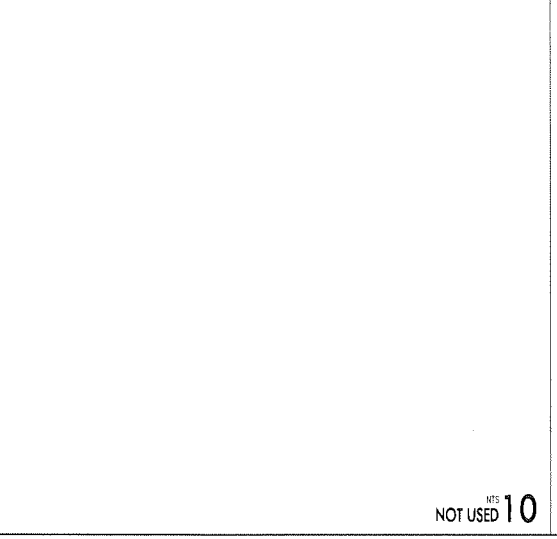
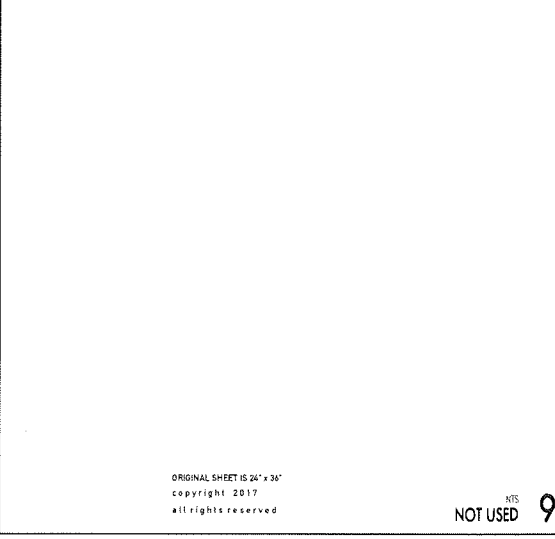
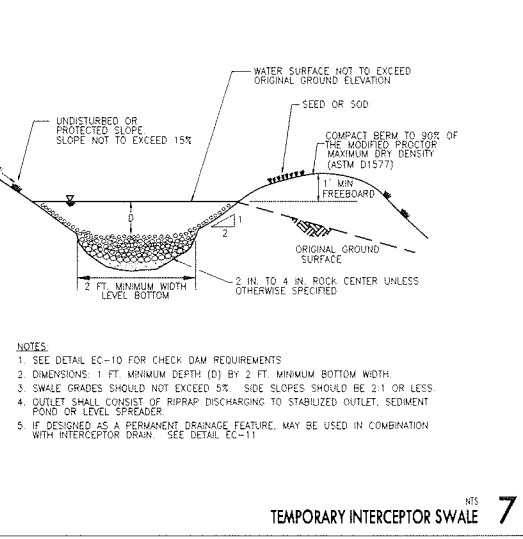
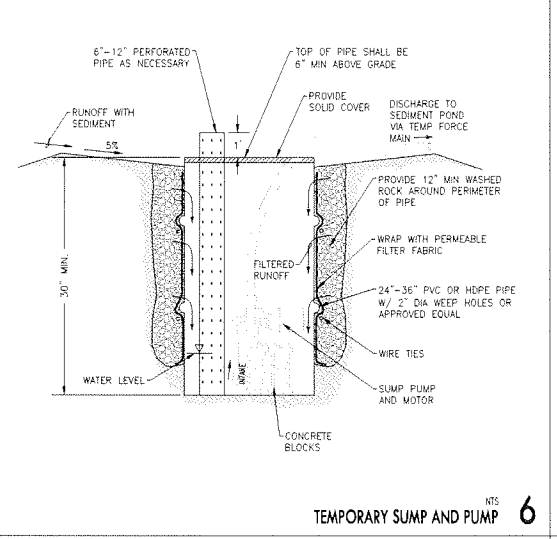
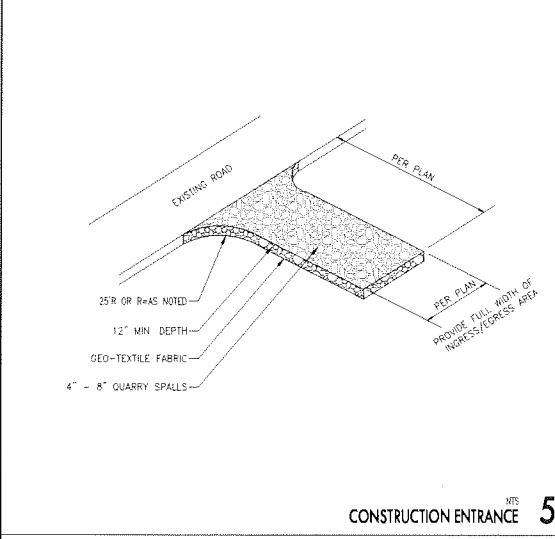
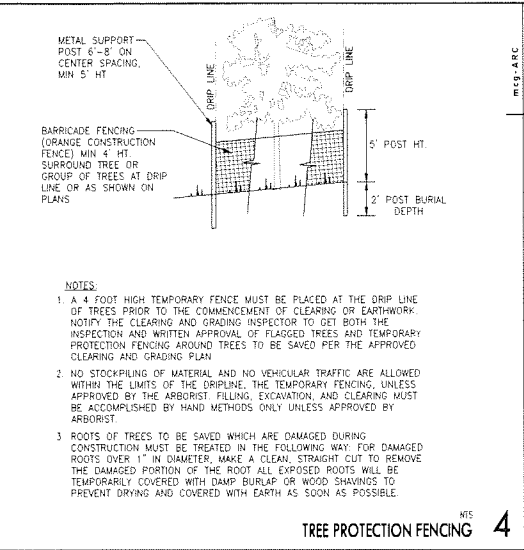
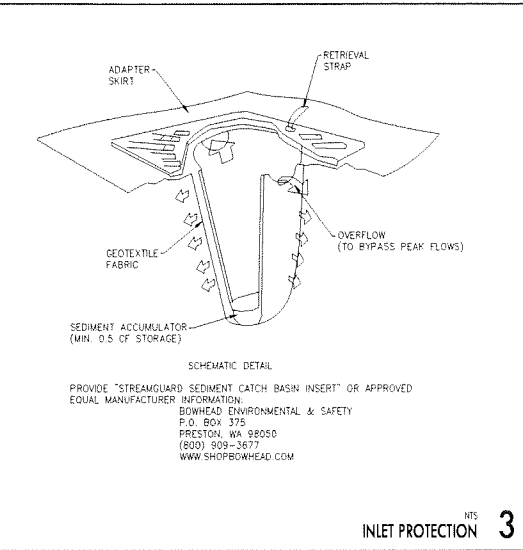
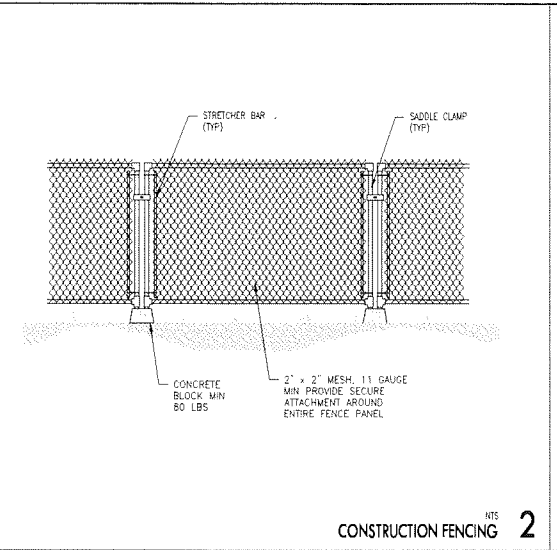
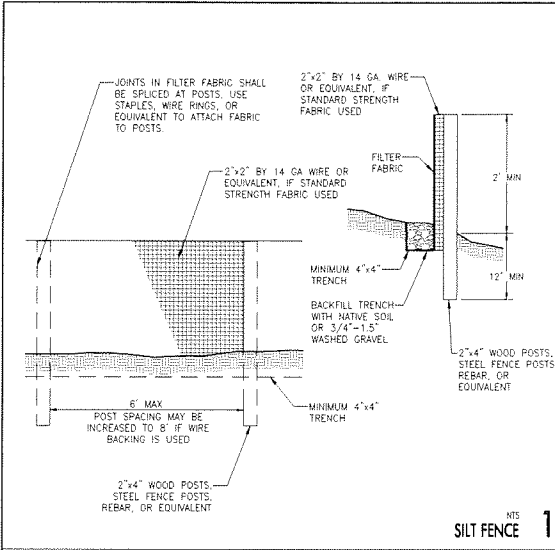


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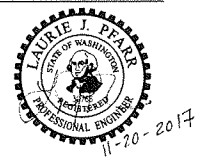
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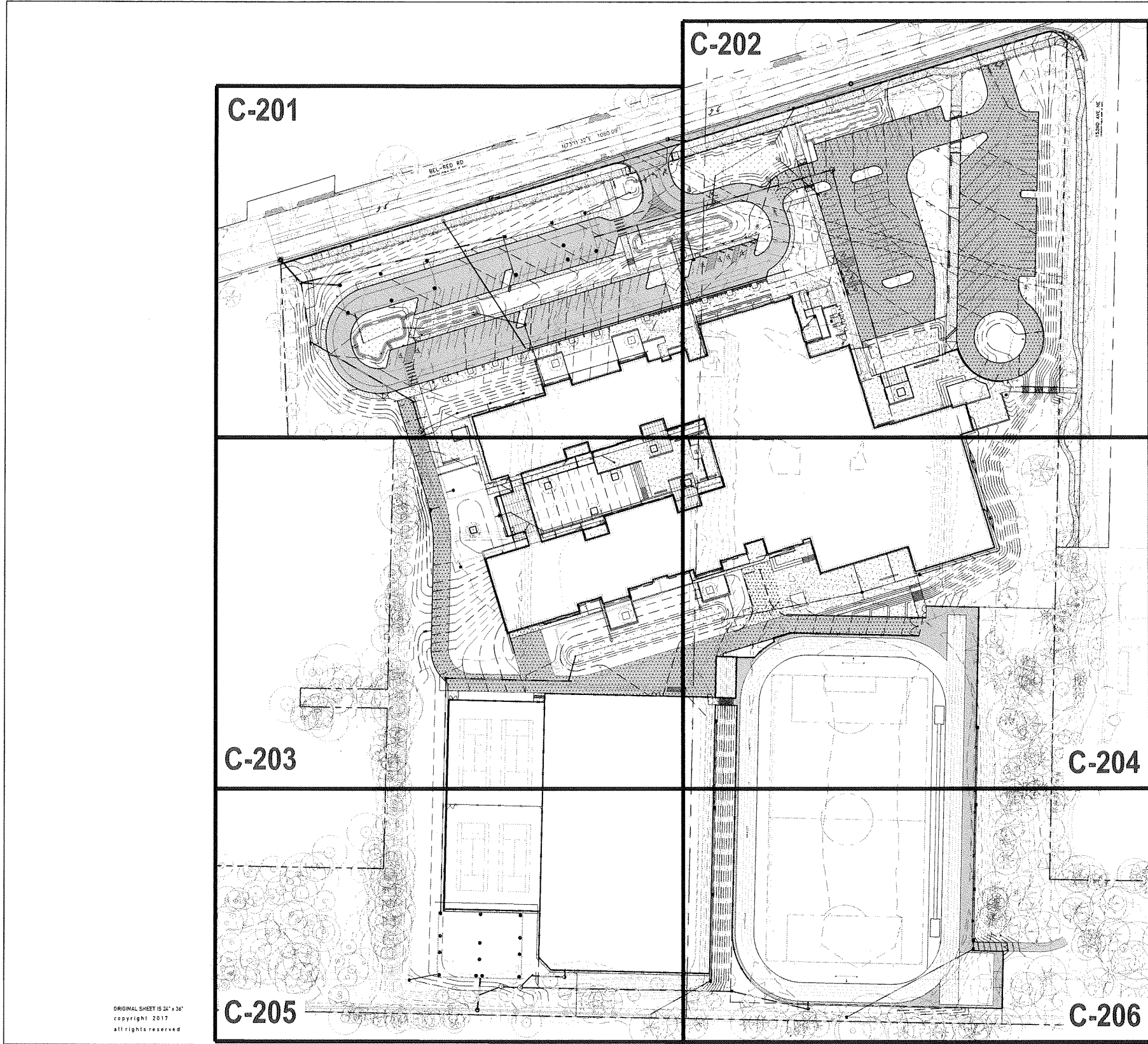
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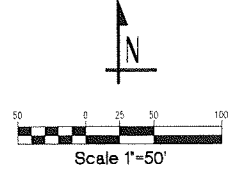
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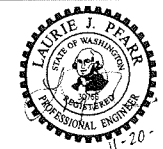


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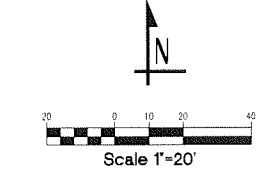
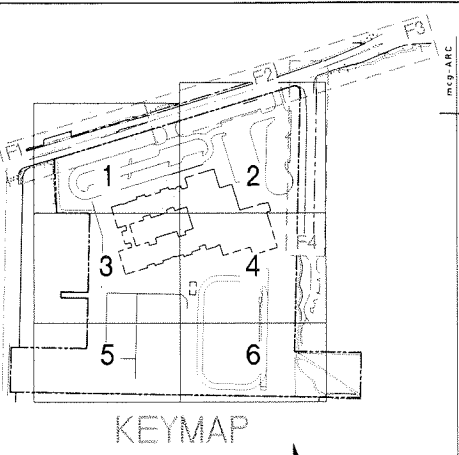
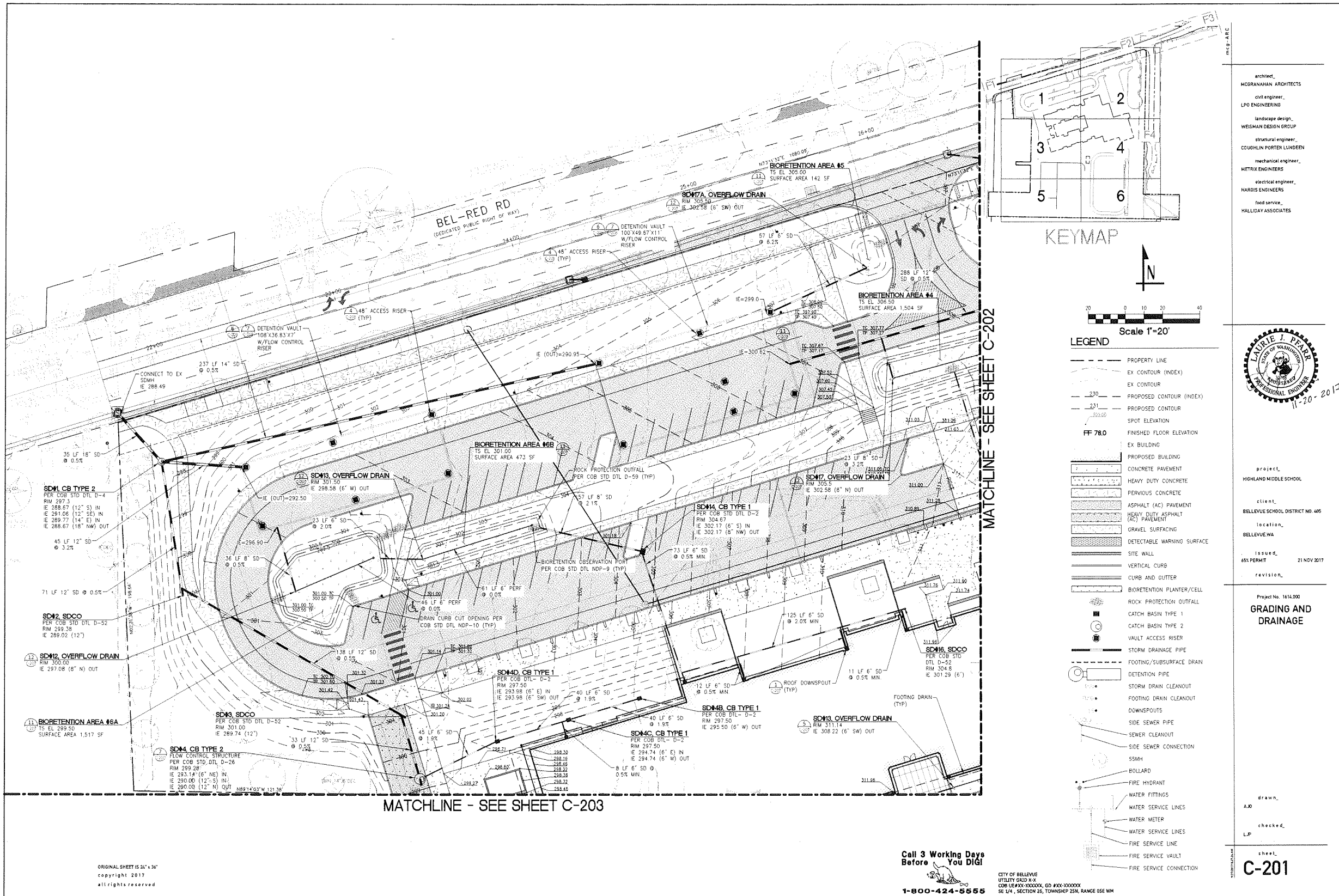
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- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- - - 230 PROPOSED CONTOUR (INDEX)
- - - 231 PROPOSED CONTOUR
- SPOT ELEVATION
- FF 780 FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIORETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

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WESMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



Project  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1616.000  
**GRADING AND DRAINAGE**

project  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

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Project No. 1616.000  
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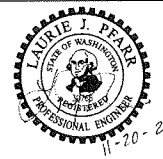
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sheet,  
**C-201**

architect,  
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civil engineer,  
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landscape design,  
WESMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARDIS ENGINEERS  
food service,  
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Project  
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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1616.000  
**GRADING AND DRAINAGE**

project  
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client,  
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location,  
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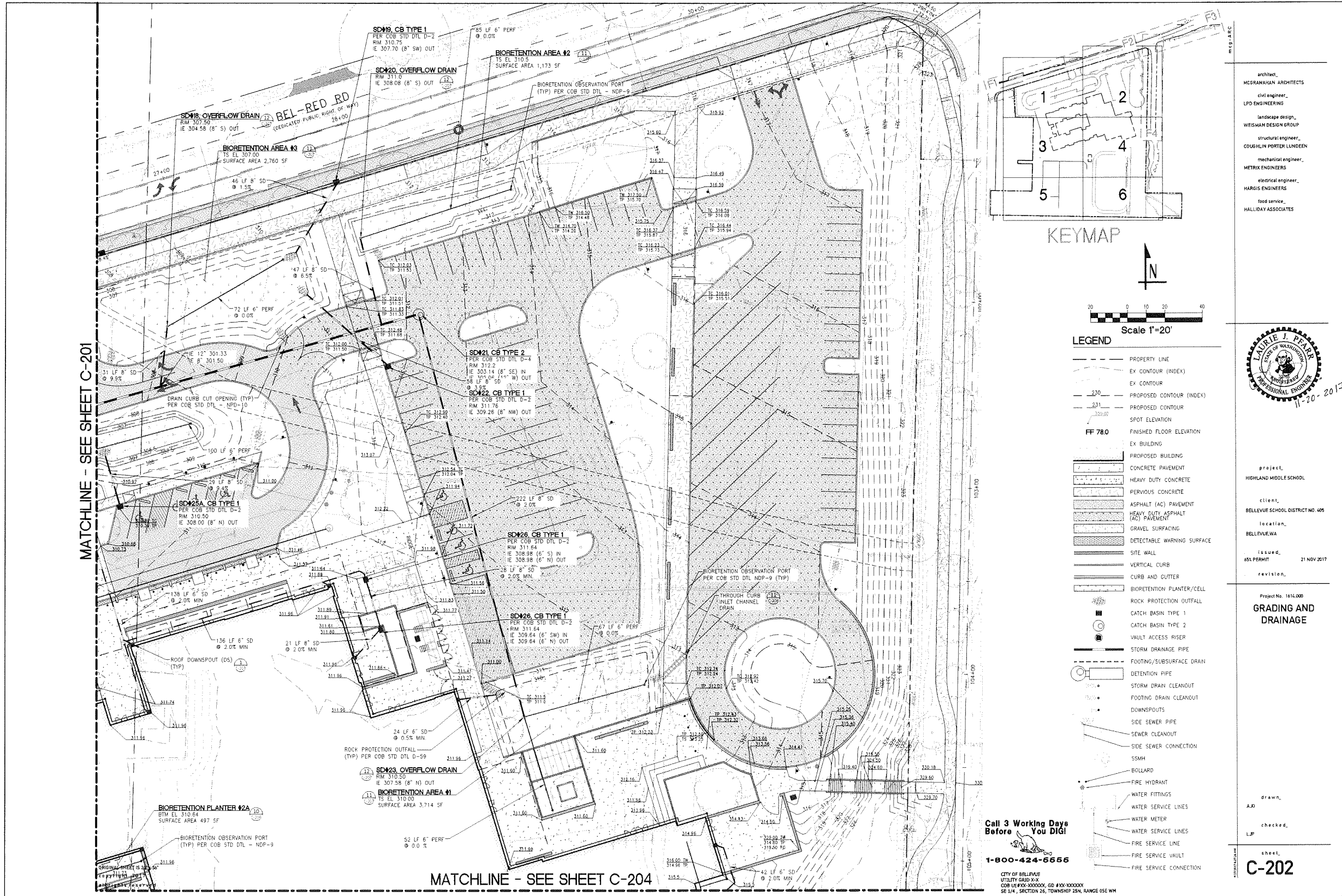
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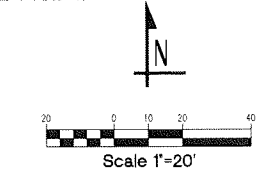
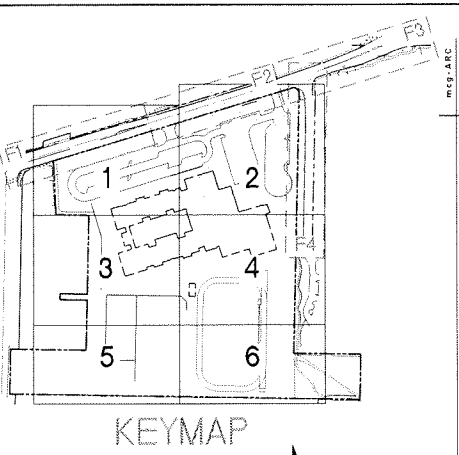


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 UTILITY GRID X-X  
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**LEGEND**

	PROPERTY LINE
	EX CONTOUR (INDEX)
	EX CONTOUR
	PROPOSED CONTOUR (INDEX)
	PROPOSED CONTOUR
	SPOT ELEVATION
	FINISHED FLOOR ELEVATION
	EX BUILDING
	PROPOSED BUILDING
	CONCRETE PAVEMENT
	HEAVY DUTY CONCRETE
	PERVIOUS CONCRETE
	ASPHALT (AC) PAVEMENT
	HEAVY DUTY ASPHALT (AC) PAVEMENT
	GRAVEL SURFACING
	DETECTABLE WARNING SURFACE
	SITE WALL
	VERTICAL CURB
	CURB AND GUTTER
	BIORETENTION PLANTER/CELL
	ROCK PROTECTION OUTFALL
	CATCH BASIN TYPE 1
	CATCH BASIN TYPE 2
	VAULT ACCESS RISER
	STORM DRAINAGE PIPE
	FOOTING/SUBSURFACE DRAIN
	DETENTION PIPE
	STORM DRAIN CLEANOUT
	FOOTING DRAIN CLEANOUT
	DOWNSPOUTS
	SIDE SEWER PIPE
	SEWER CLEANOUT
	SIDE SEWER CONNECTION
	SSMH
	BOLLARD
	FIRE HYDRANT
	WATER FITTINGS
	WATER SERVICE LINES
	WATER METER
	WATER SERVICE LINES
	FIRE SERVICE LINE
	FIRE SERVICE VAULT
	FIRE SERVICE CONNECTION

architect,  
MGRANAHAN ARCHITECTS

civil engineer,  
LPD ENGINEERING

landscape design,  
WEISMAN DESIGN GROUP

structural engineer,  
COUGHLIN PORTER LUNDEEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARGIS ENGINEERS

food service,  
HALLIDAY ASSOCIATES

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architect,  
MGRANAHAN ARCHITECTS

civil engineer,  
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structural engineer,  
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electrical engineer,  
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Project No. 1614.000  
**GRADING AND DRAINAGE**

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE, WA

issued,  
21 NOV 2017

revision,

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**GRADING AND DRAINAGE**

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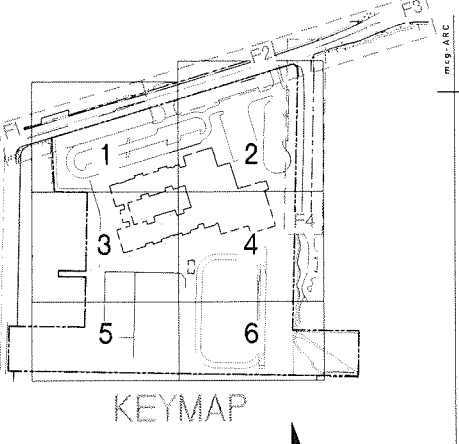
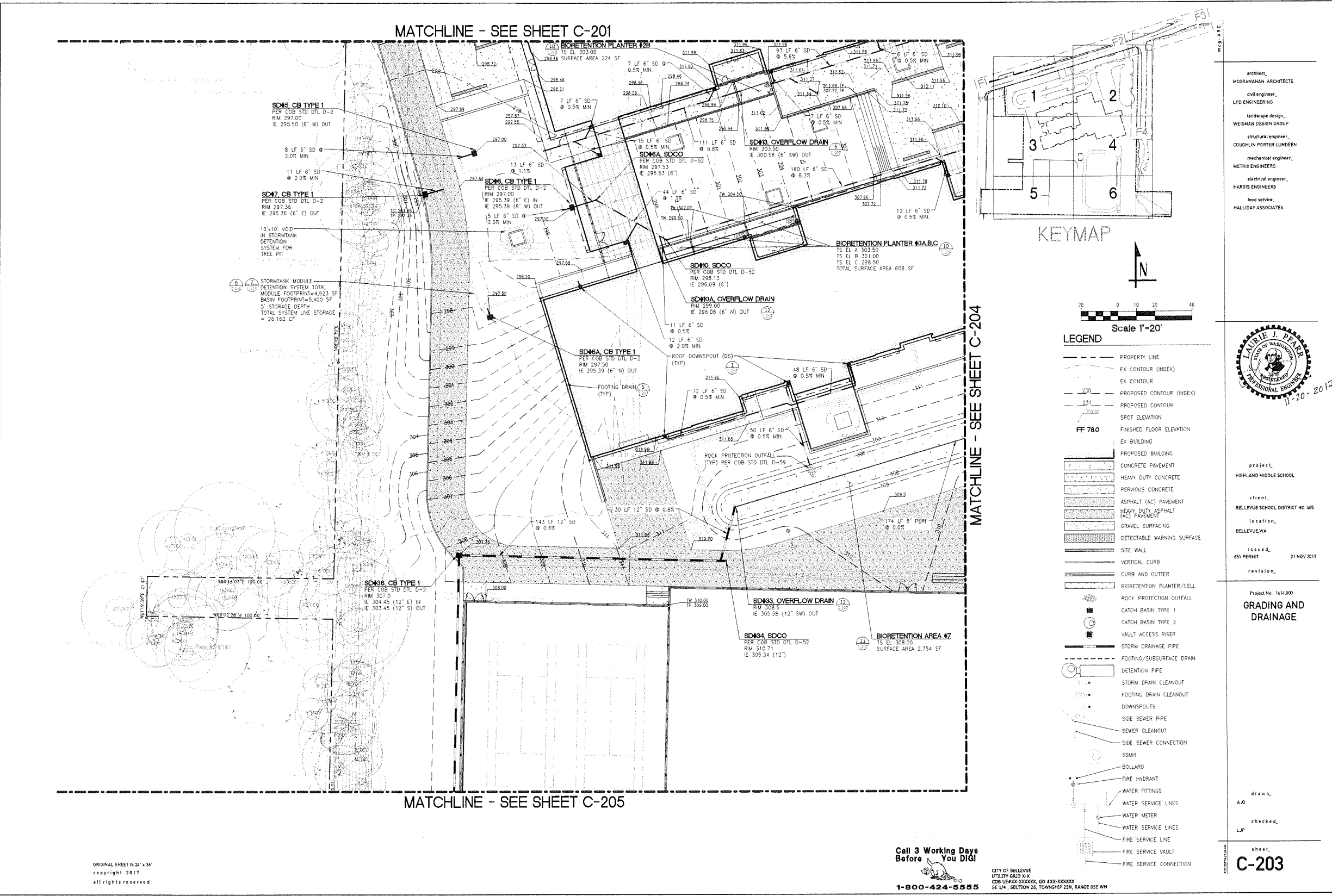
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AJO

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LJP

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**C-202**



**LEGEND**

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[Symbol]	EX CONTOUR (INDEX)
[Symbol]	EX CONTOUR
[Symbol]	PROPOSED CONTOUR (INDEX)
[Symbol]	PROPOSED CONTOUR
[Symbol]	SPOT ELEVATION
[Symbol]	FINISHED FLOOR ELEVATION
[Symbol]	EX BUILDING
[Symbol]	PROPOSED BUILDING
[Symbol]	CONCRETE PAVEMENT
[Symbol]	HEAVY DUTY CONCRETE
[Symbol]	PERVIOUS CONCRETE
[Symbol]	ASPHALT (AC) PAVEMENT
[Symbol]	HEAVY DUTY ASPHALT (AC) PAVEMENT
[Symbol]	GRAVEL SURFACING
[Symbol]	DETECTABLE WARNING SURFACE
[Symbol]	SITE WALL
[Symbol]	VERTICAL CURB
[Symbol]	CURB AND OUTER
[Symbol]	BIORETENTION PLANTER/CELL
[Symbol]	ROCK PROTECTION OUTFALL
[Symbol]	CATCH BASIN TYPE 1
[Symbol]	CATCH BASIN TYPE 2
[Symbol]	VAULT ACCESS RISER
[Symbol]	STORM DRAINAGE PIPE
[Symbol]	FOOTING/SUBSURFACE DRAIN
[Symbol]	DETENTION PIPE
[Symbol]	STORM DRAIN CLEANOUT
[Symbol]	FOOTING DRAIN CLEANOUT
[Symbol]	DOWNSPOUTS
[Symbol]	SIDE SEWER PIPE
[Symbol]	SEWER CLEANOUT
[Symbol]	SIDE SEWER CONNECTION
[Symbol]	SSMH
[Symbol]	BOLLARD
[Symbol]	FIRE HYDRANT
[Symbol]	WATER FITTINGS
[Symbol]	WATER SERVICE LINES
[Symbol]	WATER METER
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[Symbol]	FIRE SERVICE LINE
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[Symbol]	FIRE SERVICE CONNECTION

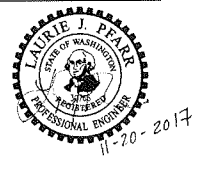
architect,  
MCCRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



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location,  
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civil engineer,  
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landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
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LJP  
sheet,  
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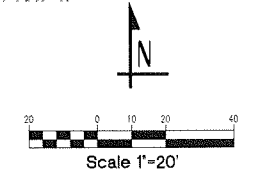
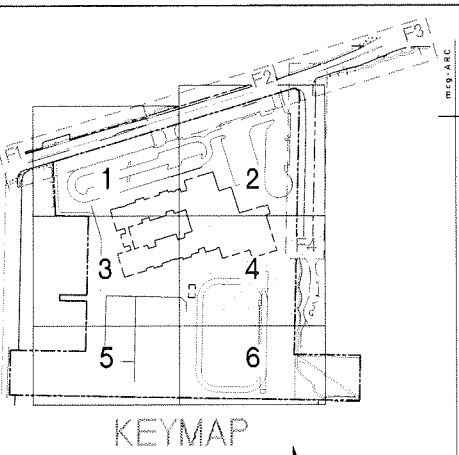
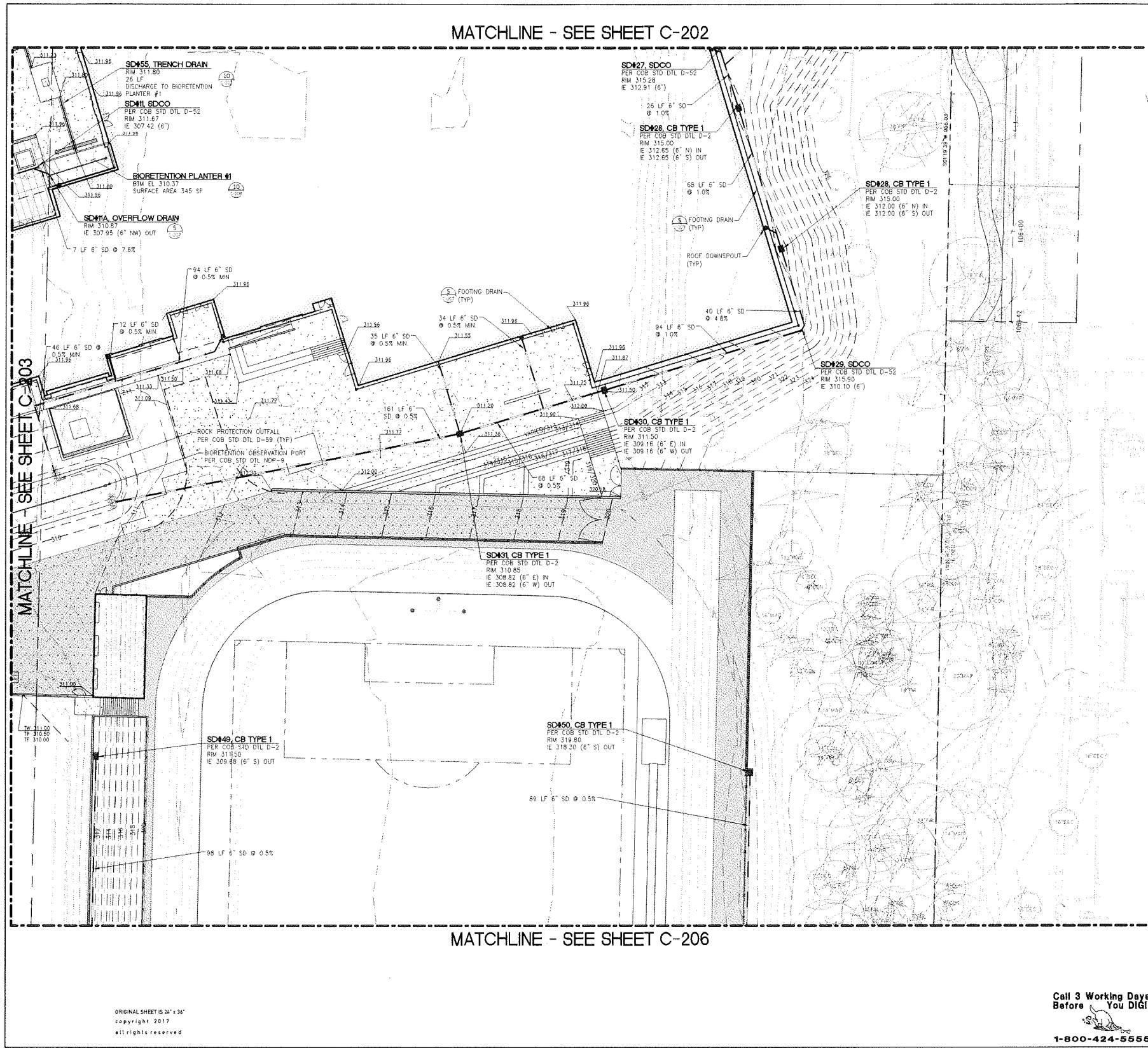
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**LEGEND**

- PROPERTY LINE
- EX CONTOUR (INDEX)
- EX CONTOUR
- PROPOSED CONTOUR (INDEX)
- PROPOSED CONTOUR
- SPOT ELEVATION
- FINISHED FLOOR ELEVATION
- FF 78.0
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIORETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

architect, MCGRANAHAN ARCHITECTS  
 civil engineer, LPD ENGINEERING  
 landscape design, WEISMAN DESIGN GROUP  
 structural engineer, COUGHLIN PORTER LUNDEEN  
 mechanical engineer, METRIX ENGINEERS  
 electrical engineer, HARDS ENGINEERS  
 food service, HALLIDAY ASSOCIATES

architect, MCGRANAHAN ARCHITECTS  
 civil engineer, LPD ENGINEERING  
 landscape design, WEISMAN DESIGN GROUP  
 structural engineer, COUGHLIN PORTER LUNDEEN  
 mechanical engineer, METRIX ENGINEERS  
 electrical engineer, HARDS ENGINEERS  
 food service, HALLIDAY ASSOCIATES

Project, HIGHLAND MIDDLE SCHOOL  
 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE, WA

Project No. 1614.000  
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 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE, WA

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 checked, L.P.  
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drawn, A.D.  
 checked, L.P.  
 sheet, **C-204**

architect, MCGRANAHAN ARCHITECTS  
 civil engineer, LPD ENGINEERING  
 landscape design, WEISMAN DESIGN GROUP  
 structural engineer, COUGHLIN PORTER LUNDEEN  
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 electrical engineer, HARDS ENGINEERS  
 food service, HALLIDAY ASSOCIATES

Project, HIGHLAND MIDDLE SCHOOL  
 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE, WA

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 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE, WA

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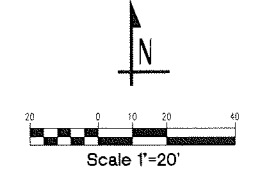
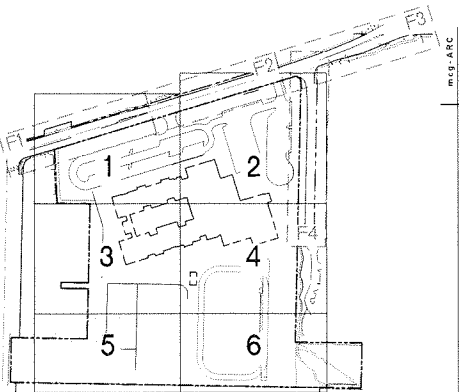
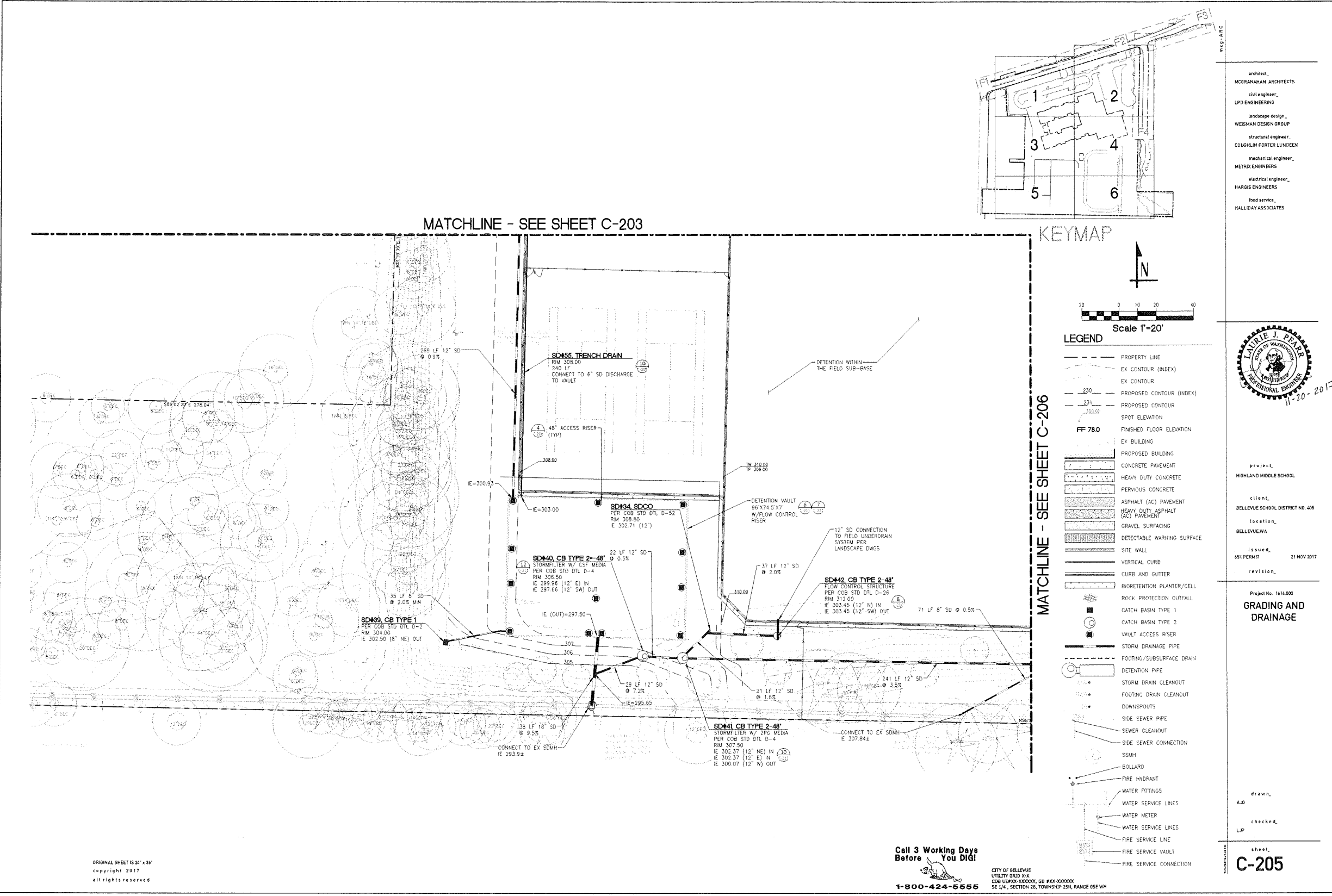
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 sheet, **C-204**





- LEGEND**
- PROPERTY LINE
  - - - EX CONTOUR (INDEX)
  - - - EX CONTOUR
  - - - 230 PROPOSED CONTOUR (INDEX)
  - - - 231 PROPOSED CONTOUR
  - SPOT ELEVATION
  - FF 780 FINISHED FLOOR ELEVATION
  - EX BUILDING
  - PROPOSED BUILDING
  - CONCRETE PAVEMENT
  - HEAVY DUTY CONCRETE
  - PERVIOUS CONCRETE
  - ASPHALT (AC) PAVEMENT
  - HEAVY DUTY ASPHALT (AC) PAVEMENT
  - GRAVEL SURFACING
  - DETECTABLE WARNING SURFACE
  - SITE WALL
  - VERTICAL CURB
  - CURB AND GUTTER
  - BIORETENTION PLANTER/CELL
  - ROCK PROTECTION OUTFALL
  - CATCH BASIN TYPE 1
  - CATCH BASIN TYPE 2
  - VAULT ACCESS RISER
  - STORM DRAINAGE PIPE
  - FOOTING/SUBSURFACE DRAIN
  - DETENTION PIPE
  - STORM DRAIN CLEANOUT
  - FOOTING DRAIN CLEANOUT
  - DOWNSPOUTS
  - SIDE SEWER PIPE
  - SEWER CLEANOUT
  - SIDE SEWER CONNECTION
  - SSMH
  - BOLLARD
  - FIRE HYDRANT
  - WATER FITTINGS
  - WATER SERVICE LINES
  - WATER METER
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  - FIRE SERVICE LINE
  - FIRE SERVICE VAULT
  - FIRE SERVICE CONNECTION

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KEYMAP

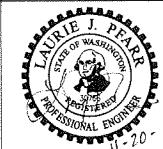
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civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

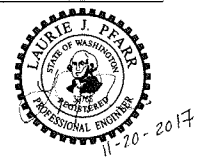


Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUEWA  
Project No. 1614.000  
project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
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issued,  
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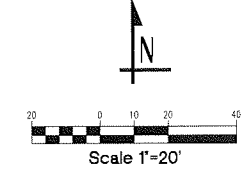
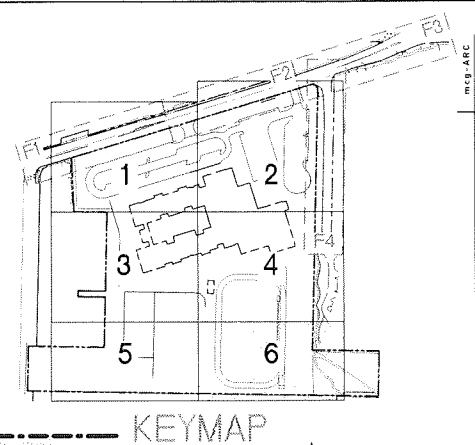
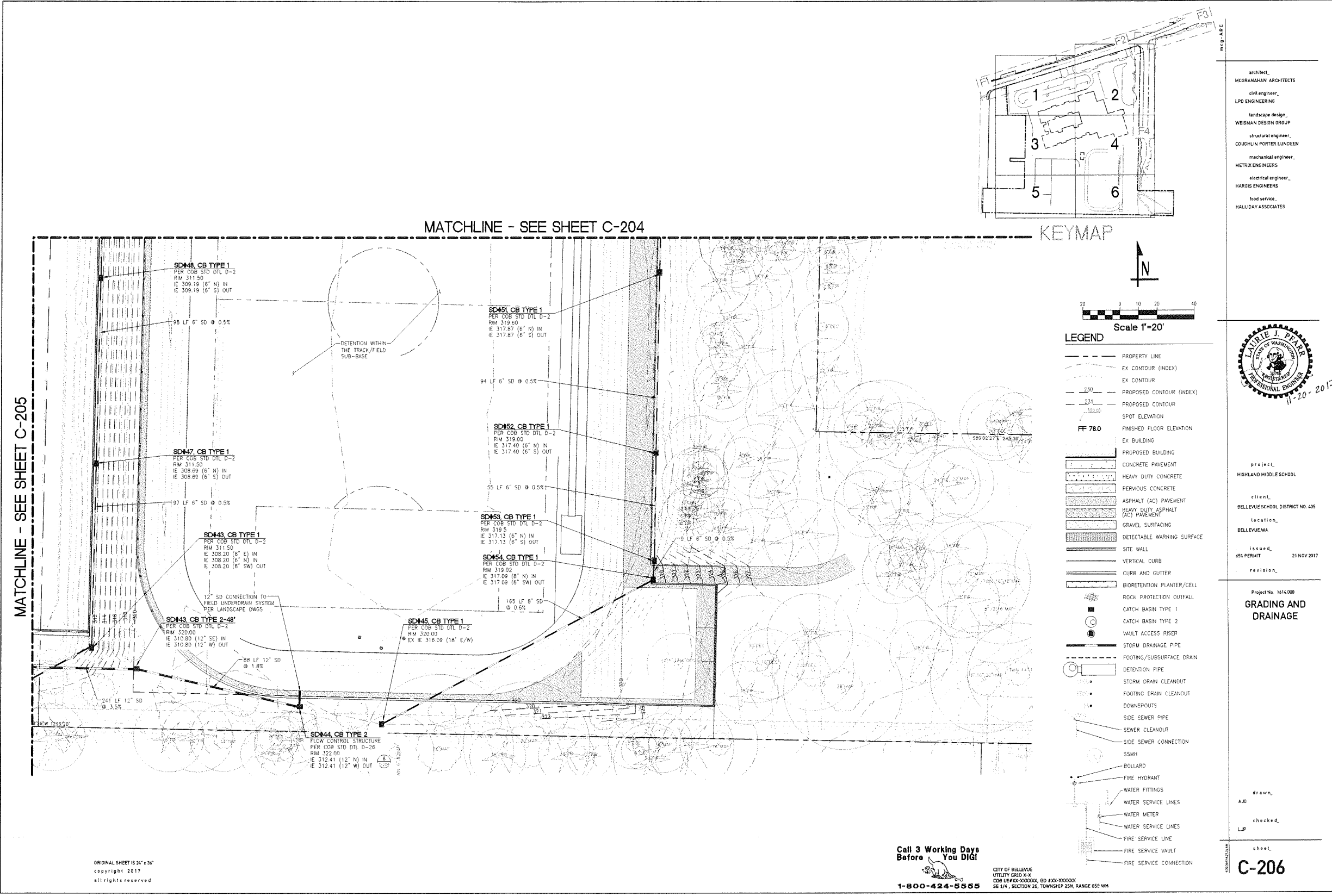
architect,  
MORANAHAN ARCHITECTS  
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Project,  
HIGHLAND MIDDLE SCHOOL  
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BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUEWA

Project No. 1614.000  
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- 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
  - ▭ ASPHALT (AC) PAVEMENT
  - ▭ HEAVY DUTY ASPHALT (AC) PAVEMENT
  - ▭ GRAVEL SURFACING
  - ▭ DETECTABLE WARNING SURFACE
  - ▭ SITE WALL
  - ▭ VERTICAL CURB
  - ▭ CURB AND GUTTER
  - ▭ BIORETENTION PLANTER/CELL
  - ▭ ROCK PROTECTION OUTFALL
  - CATCH BASIN TYPE 1
  - CATCH BASIN TYPE 2
  - VAULT ACCESS RISER
  - ▭ STORM DRAINAGE PIPE
  - ▭ FOOTING/SUBSURFACE DRAIN
  - ▭ DETENTION PIPE
  - ▭ STORM DRAIN CLEANOUT
  - ▭ FOOTING DRAIN CLEANOUT
  - ▭ DOWNSPOUTS
  - ▭ SIDE SEWER PIPE
  - ▭ SEWER CLEANOUT
  - ▭ SIDE SEWER CONNECTION
  - ▭ SSMH
  - ▭ BOLLARD
  - ▭ FIRE HYDRANT
  - ▭ WATER FITTINGS
  - ▭ WATER SERVICE LINES
  - ▭ WATER METER
  - ▭ WATER SERVICE LINES
  - ▭ FIRE SERVICE LINE
  - ▭ FIRE SERVICE VAULT
  - ▭ FIRE SERVICE CONNECTION

MATCHLINE - SEE SHEET C-205

MATCHLINE - SEE SHEET C-204

architect,  
MCGRANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
CUSHLIN PORTER LUNDEEN  
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METRIX ENGINEERS  
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food service,  
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location,  
BELLEVUE WA  
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revision,

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checked,  
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civil engineer,  
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landscape design,  
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CUSHLIN PORTER LUNDEEN  
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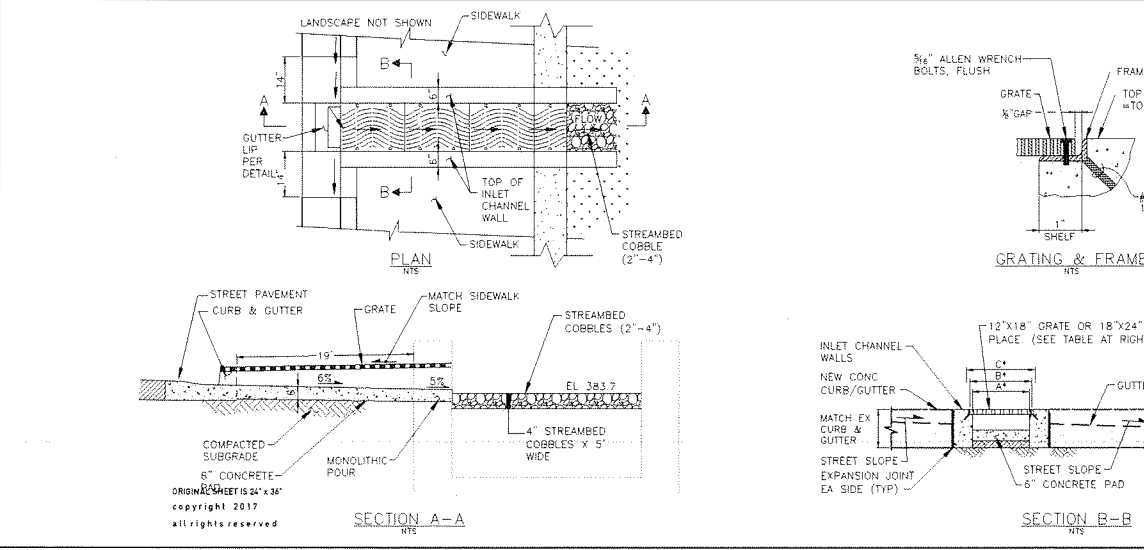
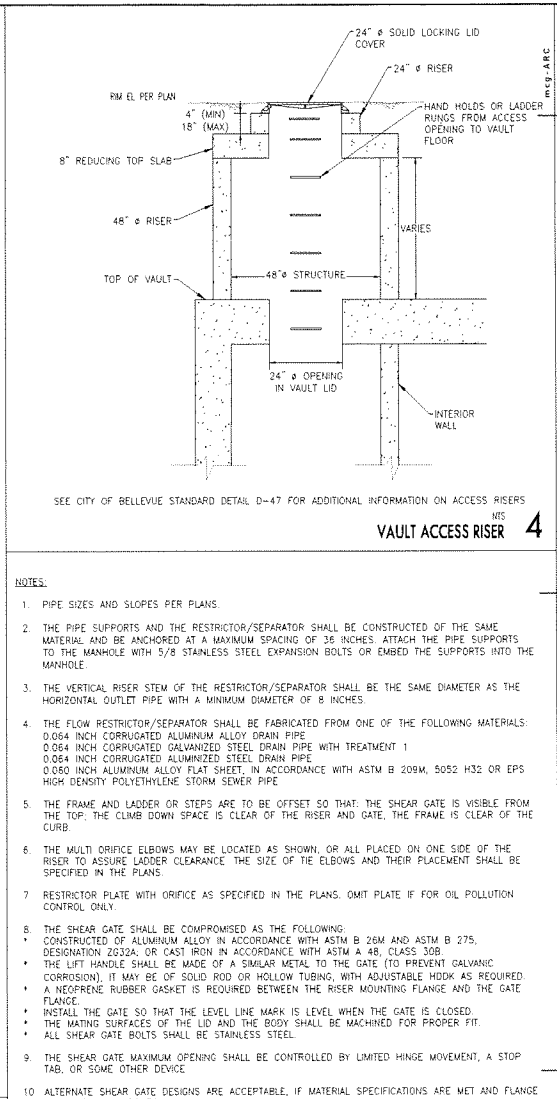
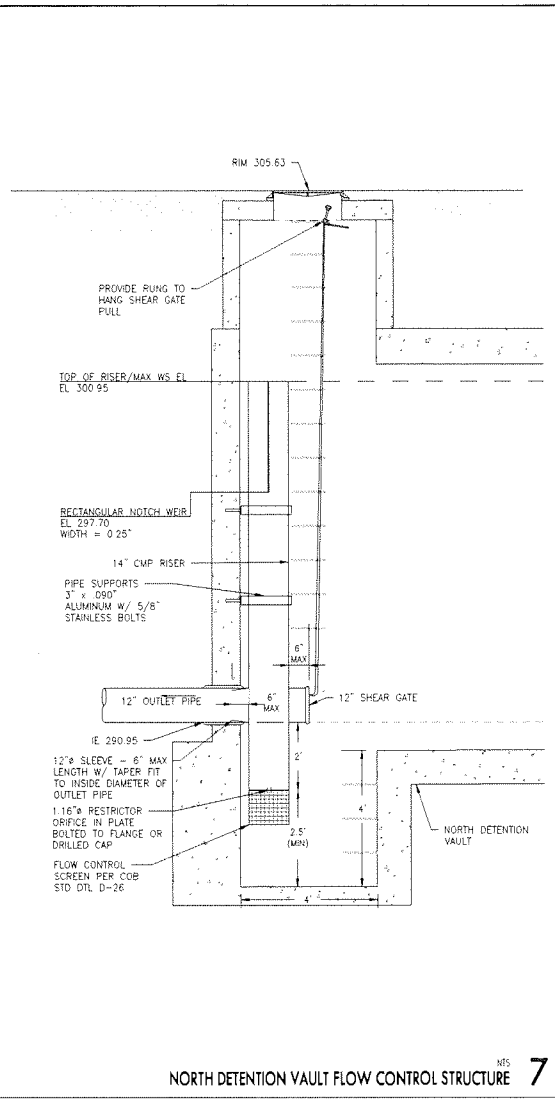
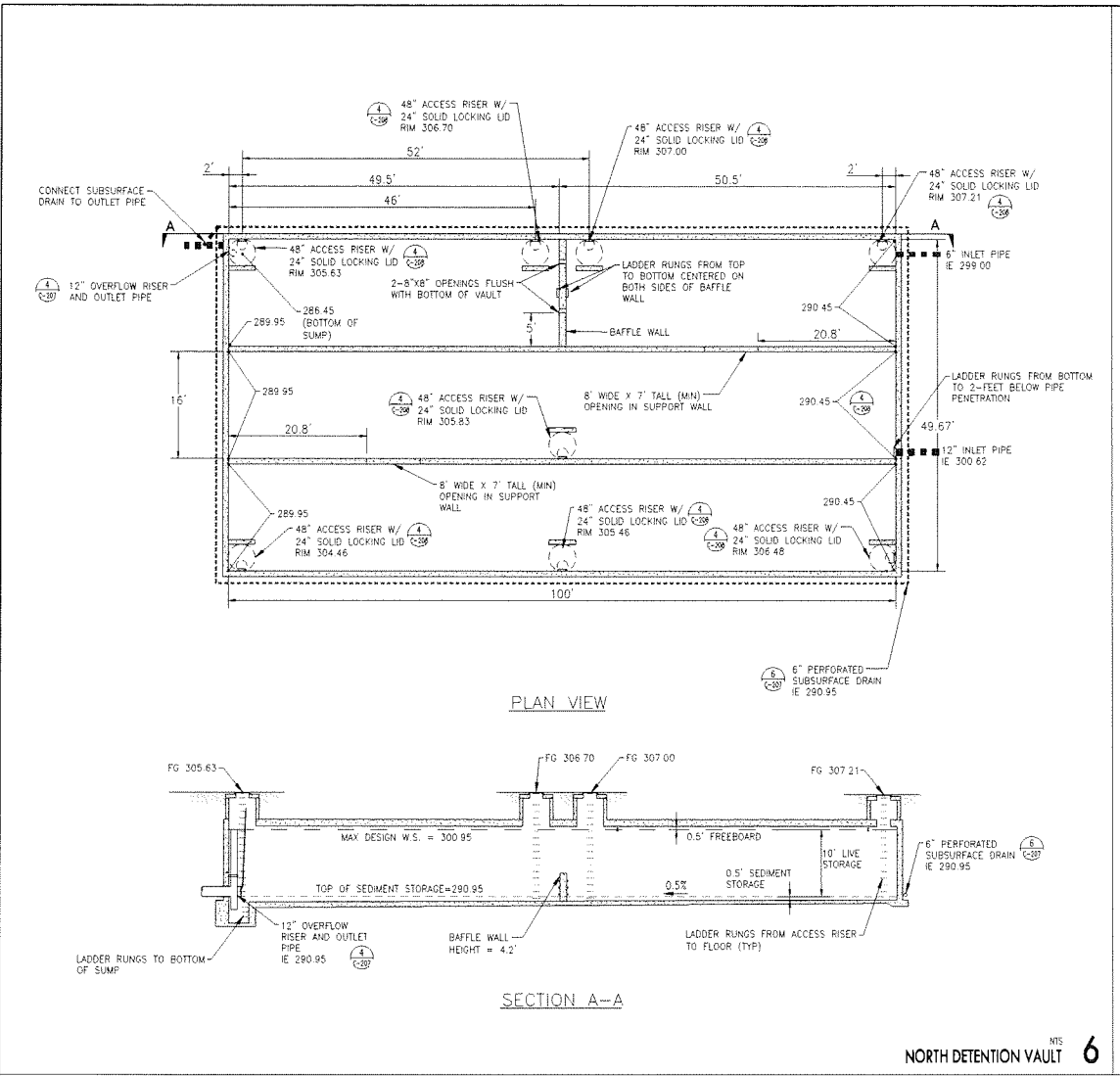
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**C-206**

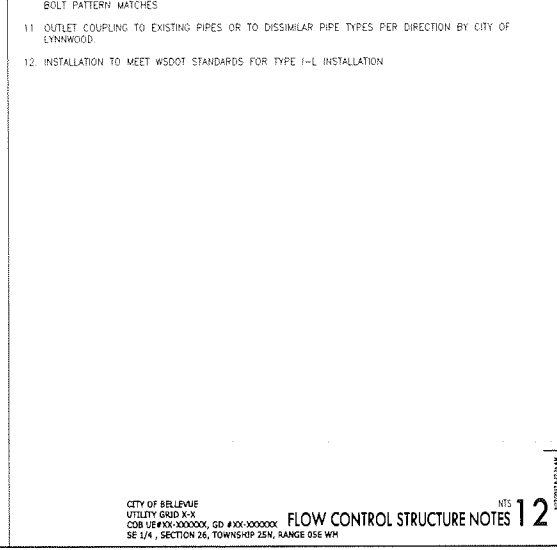




\*TRENCH GRATING

TRENCH WIDTH	GRATE WIDTH	FRAME WIDTH
16"	17 7/8"	18 5/8"

NOTE:  
MAXIMUM GRATE HOLE WIDTH (OPEN) 3/4\"/>



architect,  
MGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

architect,  
MGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1614 000  
**GRADING AND DRAINAGE DETAILS**

Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

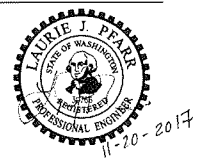
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**GRADING AND DRAINAGE DETAILS**

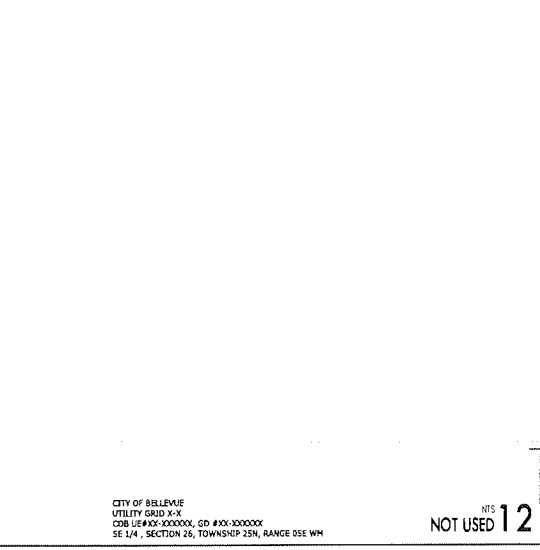
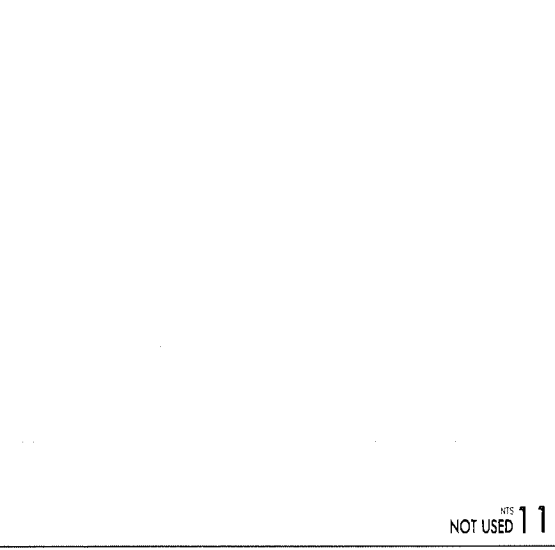
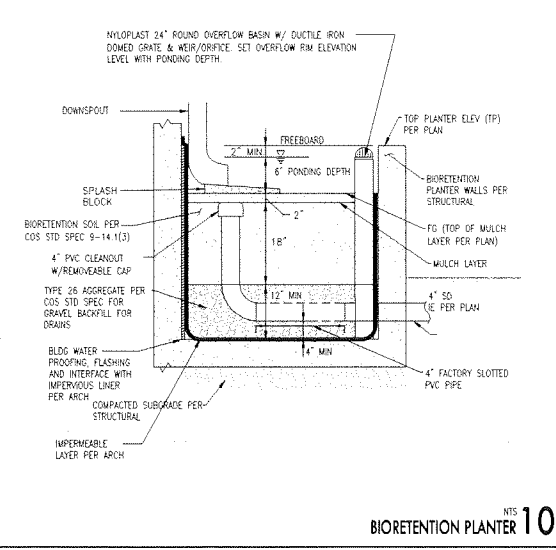
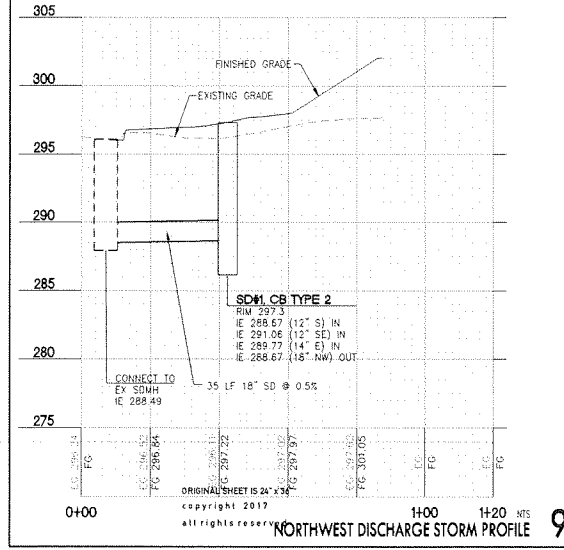
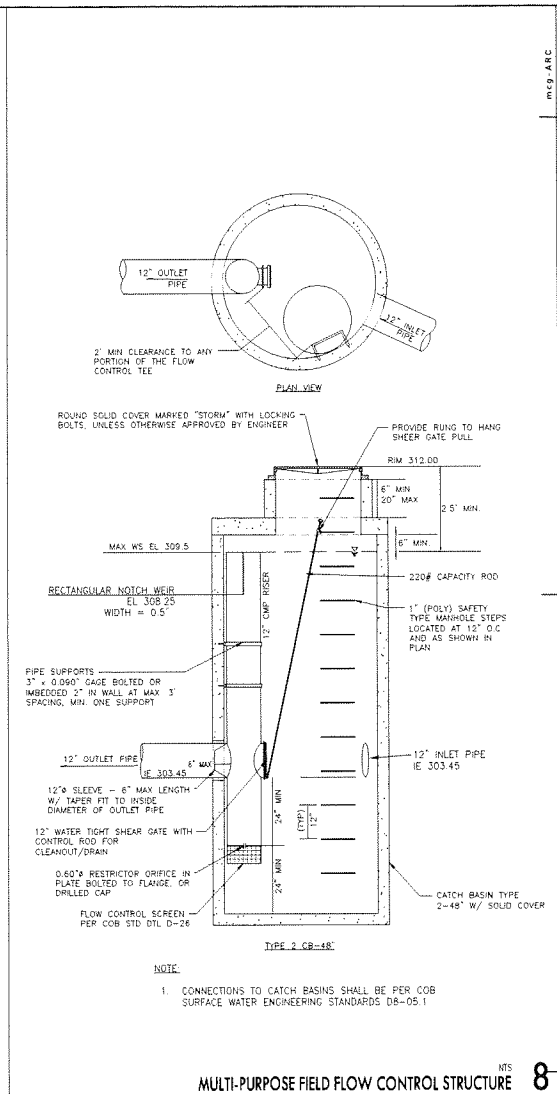
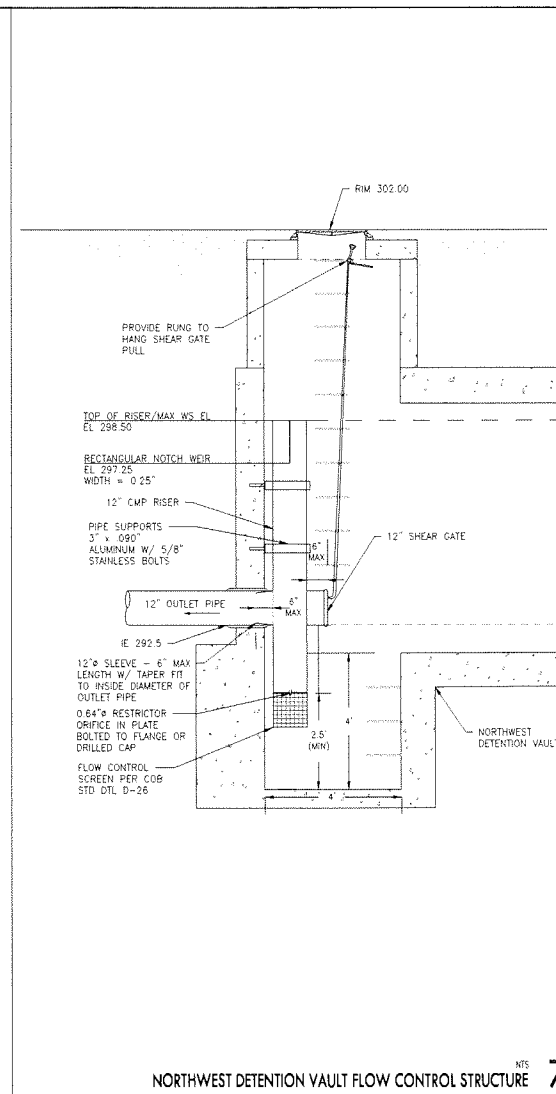
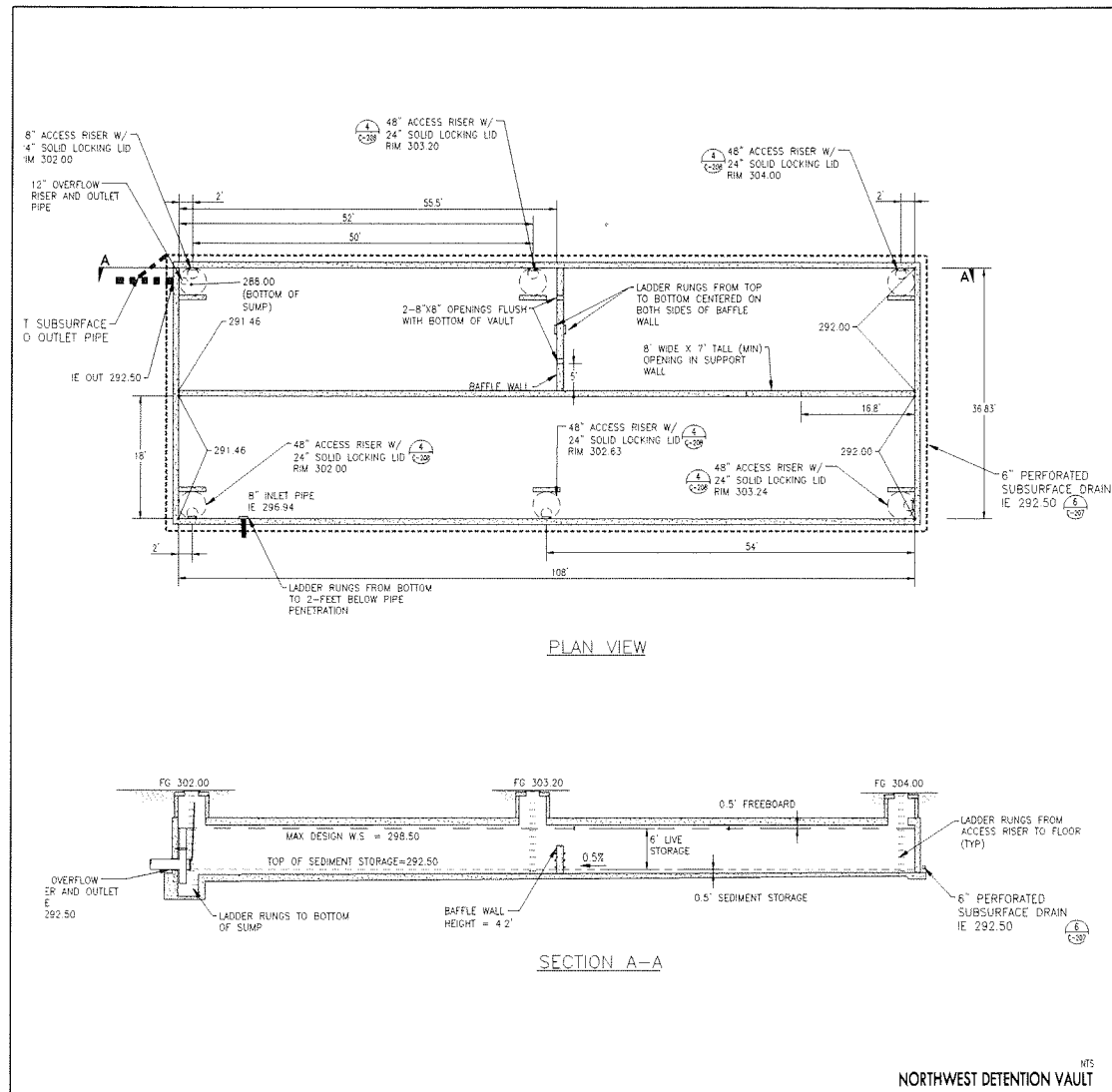
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sheet,  
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issued,  
651 PERMIT 21 NOV 2017  
revision,

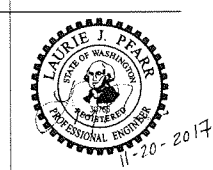
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CITY OF BELLEVUE  
UTILITY GRID X-X  
JOB USE#X-300000, CD #XX-XXXXXX  
SE 1/4, SECTION 26, TOWNSHIP 26N, RANGE 05E W1

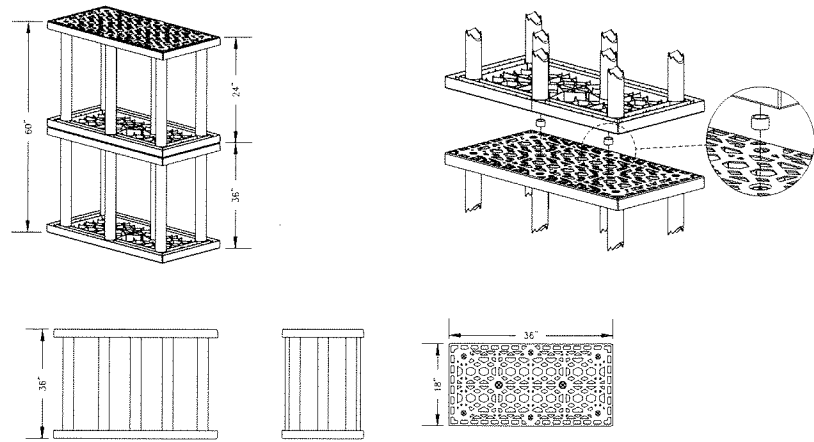




<p>architect, MORANAHAN ARCHITECTS</p> <p>civil engineer, LPO ENGINEERING</p> <p>landscape design, WEISMAN DESIGN GROUP</p> <p>structural engineer, COUGHLIN PORTER LUNDEEN</p> <p>mechanical engineer, METRIX ENGINEERS</p> <p>electrical engineer, HARDS ENGINEERS</p> <p>food service, HALLIDAY ASSOCIATES</p>	<p>architect, MORANAHAN ARCHITECTS</p> <p>civil engineer, LPO ENGINEERING</p> <p>landscape design, WEISMAN DESIGN GROUP</p> <p>structural engineer, COUGHLIN PORTER LUNDEEN</p> <p>mechanical engineer, METRIX ENGINEERS</p> <p>electrical engineer, HARDS ENGINEERS</p> <p>food service, HALLIDAY ASSOCIATES</p>
<p>Project No. 1614.000</p> <p><b>GRADING AND DRAINAGE DETAILS</b></p> <p>client, BELLEVUE SCHOOL DISTRICT NO. 406</p> <p>location, BELLEVUE, WA</p>	<p>Project No. 1614.000</p> <p><b>GRADING AND DRAINAGE DETAILS</b></p> <p>client, BELLEVUE SCHOOL DISTRICT NO. 406</p> <p>location, BELLEVUE, WA</p>
<p>Project No. 1614.000</p> <p><b>GRADING AND DRAINAGE DETAILS</b></p> <p>client, BELLEVUE SCHOOL DISTRICT NO. 406</p> <p>location, BELLEVUE, WA</p> <p>issued, 6/5/ PERMIT 21 NOV 2017</p> <p>revision,</p>	<p>Project No. 1614.000</p> <p><b>GRADING AND DRAINAGE DETAILS</b></p> <p>client, BELLEVUE SCHOOL DISTRICT NO. 406</p> <p>location, BELLEVUE, WA</p> <p>issued, 6/5/ PERMIT 21 NOV 2017</p> <p>revision,</p>
<p>drawn, AJO</p> <p>checked, LJP</p> <p>sheet, <b>C-209</b></p>	<p>drawn, AJO</p> <p>checked, LJP</p> <p>sheet, <b>C-209</b></p>

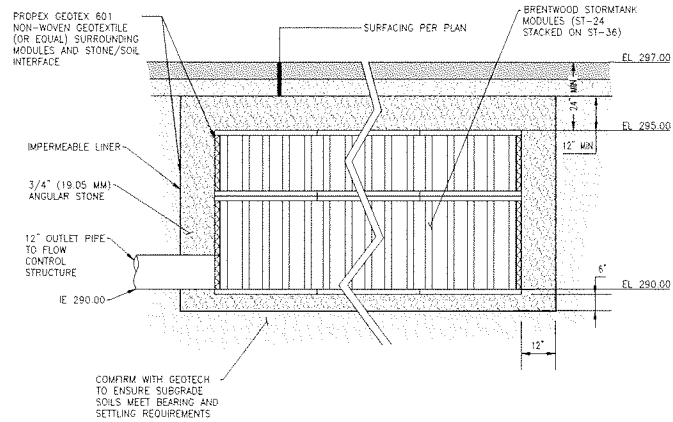


Project No. 1614.000  
**GRADING AND DRAINAGE DETAILS**

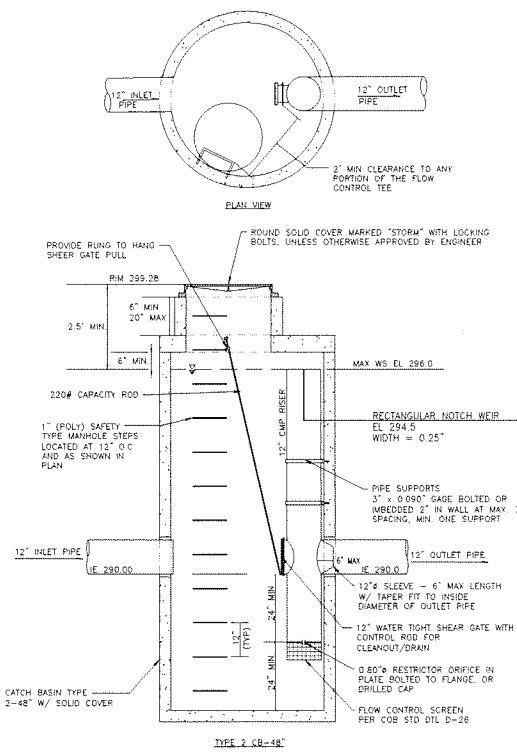


STORMWATER MODULE				
NAME	HEIGHT (mm)	CAPACITY (m³)	VOID RATIO	NOMINAL WEIGHT (kg)
ST-12	12" (304.8)	4.22 cf (0.1194)	93.70%	17.56 lbs (7.965)
ST-18	18" (457.2)	6.44 cf (0.1824)	95.50%	22.70 lbs (10.29)
ST-24	24" (609.6)	8.66 cf (0.2452)	96.00%	28.30 lbs (11.92)
ST-30	30" (762.0)	10.88 cf (0.3081)	96.50%	29.50 lbs (13.38)
ST-33	33" (838.2)	11.99 cf (0.3395)	96.90%	29.82 lbs (13.53)
ST-36	36" (914.4)	13.10 cf (0.3710)	97.00%	33.10 lbs (15.01)

- NOTES:
- REFERENCE CURRENT INSTALLATION INSTRUCTIONS FOR PROPER ASSEMBLY AND INSTALLATION PRACTICES.
  - SIDE PANELS REQUIRED AROUND THE PERIMETER OF THE INSTALLATION ONLY, UNLESS OTHERWISE NOTED.
  - SIDE PANELS ARE TO BE CUT FROM A 36" PANEL AT THE PRE-SCRIBED LOCATIONS.

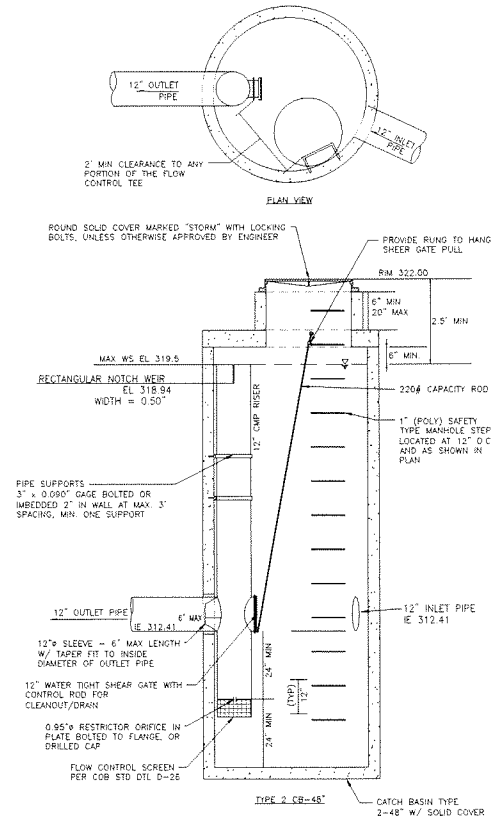


WEST STORMTANK MODULE (DETENTION FACILITY) 6



- NOTE:
- CONNECTIONS TO CATCH BASINS SHALL BE PER COB SURFACE WATER ENGINEERING STANDARDS DB-05.1

WEST STORMTANK FLOW CONTROL STRUCTURE 7



- NOTE:
- CONNECTIONS TO CATCH BASINS SHALL BE PER COB SURFACE WATER ENGINEERING STANDARDS DB-05.1

TRACK/FIELD FLOW CONTROL STRUCTURE 8

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NOT USED 9

NOT USED 10

NOT USED 11

NOT USED 12

CITY OF BELLEVUE  
UTILITY GRID X-X  
COB REF: 600-100000, COB 4100-100000X  
SE 1/4, SECTION 26, TOWNSHIP 26N, RANGE 05E WM

C-210

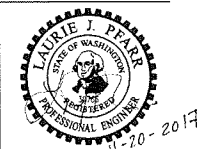
drawn: AJO  
checked: LJP  
sheet

drawn: AJO

checked: LJP

sheet: C-210

architect: MCGRANAHAN ARCHITECTS  
civil engineer: LPD ENGINEERING  
landscape design: WEISMAN DESIGN GROUP  
structural engineer: COUGHLIN PORTER LUNDEEN  
mechanical engineer: METRIX ENGINEERS  
electrical engineer: HARGIS ENGINEERS  
food service: HALLIDAY ASSOCIATES



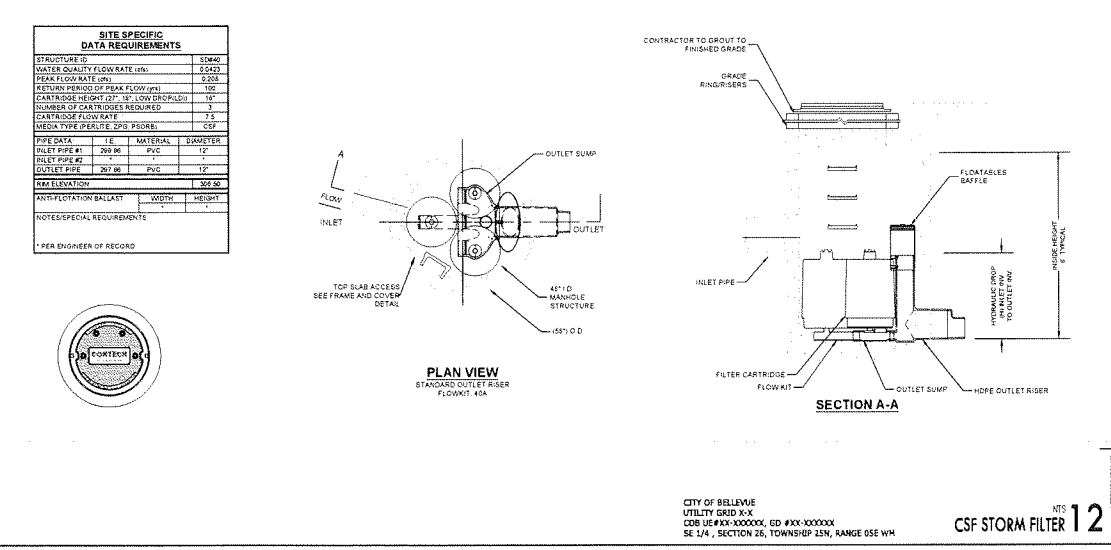
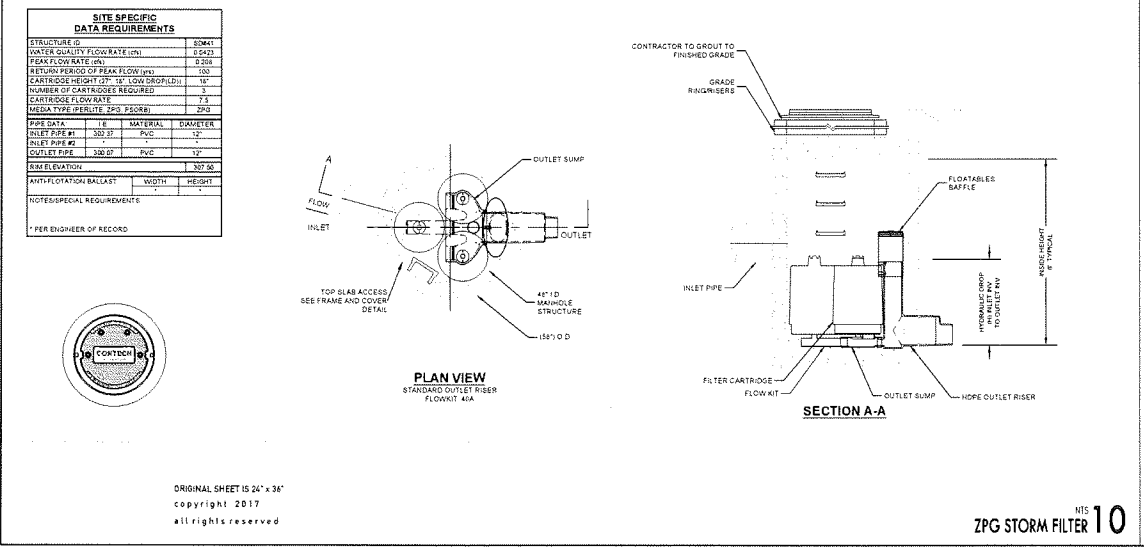
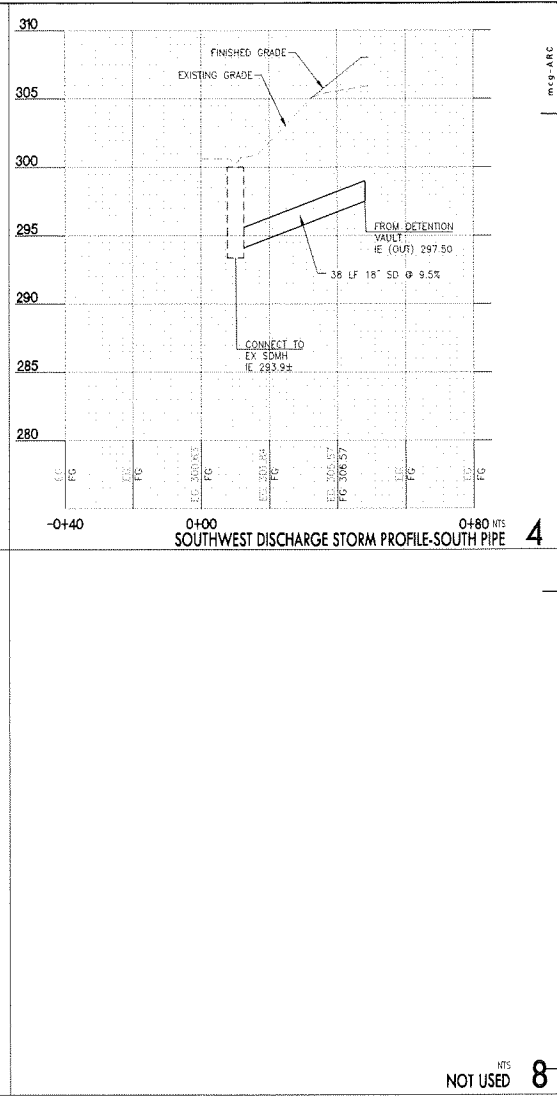
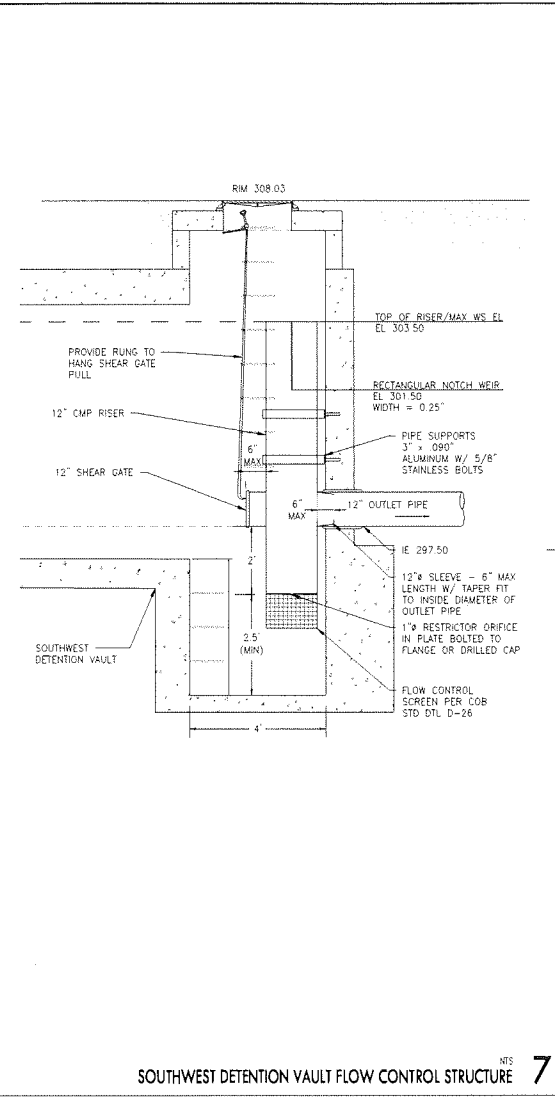
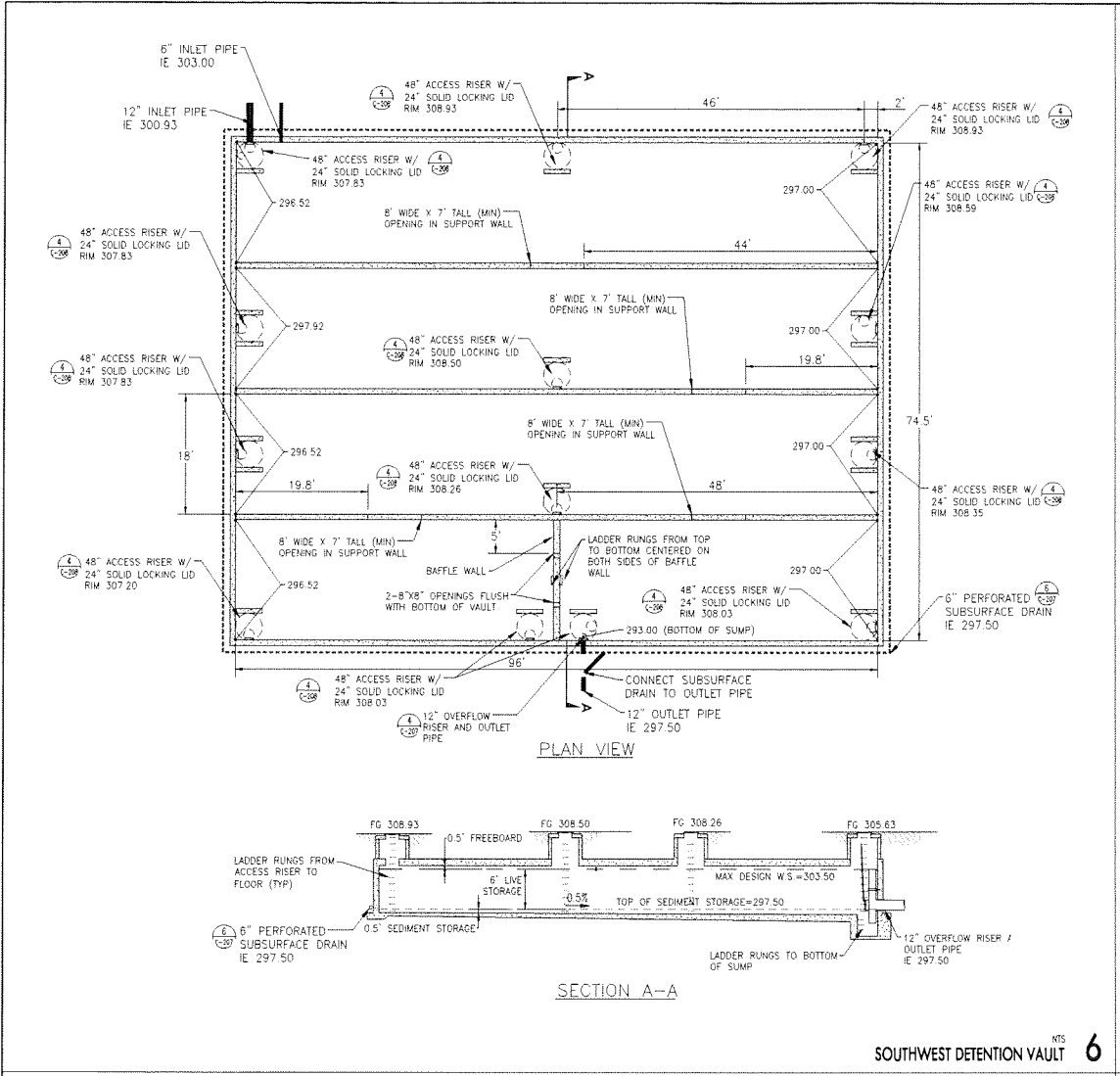
Project: HIGHLAND MIDDLE SCHOOL  
client: BELLEVUE SCHOOL DISTRICT NO. 405  
location: BELLEVUE WA

Project No. 1616.000  
GRADING AND DRAINAGE DETAILS

project: HIGHLAND MIDDLE SCHOOL  
client: BELLEVUE SCHOOL DISTRICT NO. 405  
location: BELLEVUE WA  
issued: 21 NOV 2017  
65% PERMIT  
revision:

Project No. 1616.000  
GRADING AND DRAINAGE DETAILS

issued: 21 NOV 2017  
65% PERMIT  
revision:



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HARGIS ENGINEERS

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COUGHLIN PORTER LUNDEEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARGIS ENGINEERS

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HALLIDAY ASSOCIATES

Project No. 1616 000

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

Project No. 1616 000

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

Project No. 1616 000

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

issued,  
651 PERMIT 21 NOV 2017

revision,

Project No. 1616 000

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

issued,  
651 PERMIT 21 NOV 2017

revision,

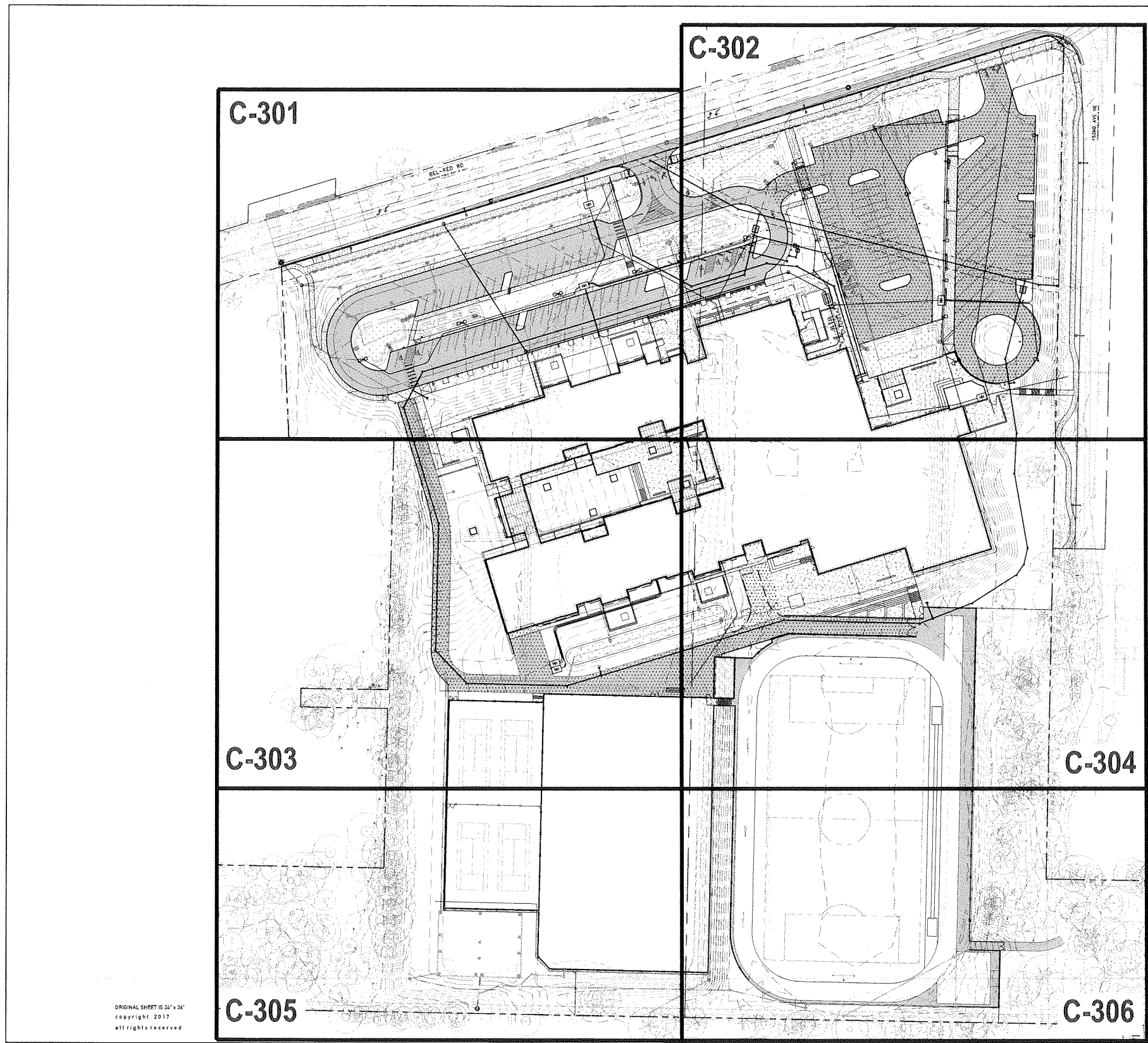
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AJO

checked,  
LJP

sheet,  
C-211

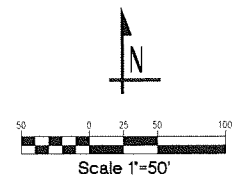
CITY OF BELLEVUE  
UTILITY GRID X-X  
CEB JEP-KX-XXXXXX, GD #KX-XXXXXX  
SE 1/4, SECTION 36, TOWNSHIP 23N, RANGE 05E WM





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CITY OF BELLEVUE  
UTILITY GRID X-X  
CDB 16FAS-100000, CD #100-100000  
SE 1/4, SECTION 26, TOWNSHIP 25N, RANGE 05E WM



PROJ. A.R.C.

architect,  
MGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
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WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARRIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

Project No. 1614-000  
**WATER AND SEWER  
OVERALL**

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-300**

architect,  
MGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARRIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



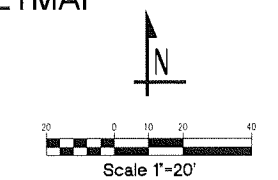
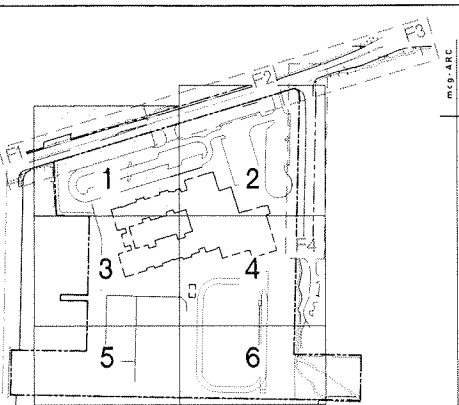
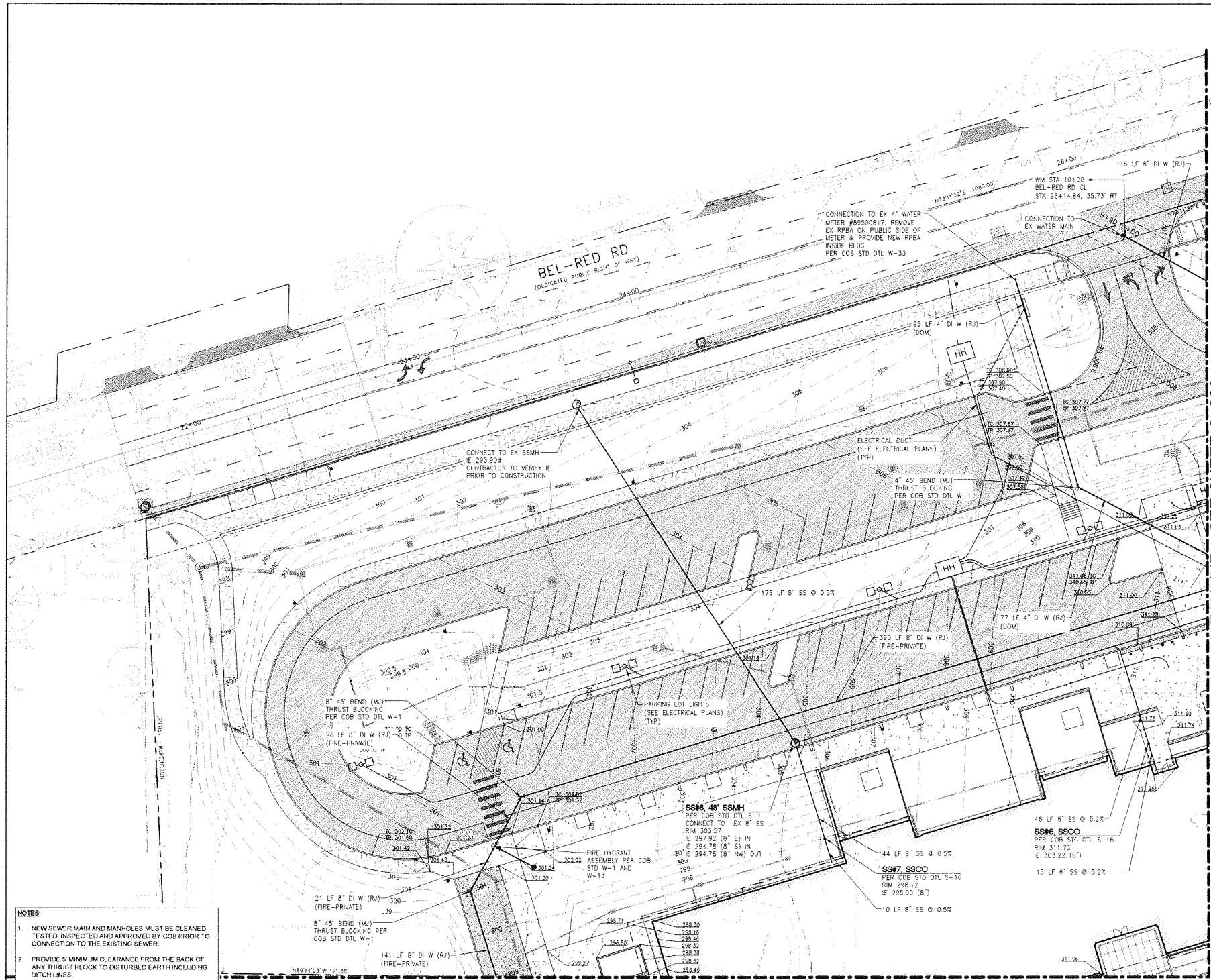
project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1614-000  
**WATER AND SEWER  
OVERALL**

issued,  
651 PERMIT 21 NOV 2017  
revision,

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-300**





**LEGEND**

	PROPERTY LINE
	EX CONTOUR (INDEX)
	EX CONTOUR
	PROPOSED CONTOUR (INDEX)
	PROPOSED CONTOUR
	SPOT ELEVATION
	FINISHED FLOOR ELEVATION
	EX BUILDING
	PROPOSED BUILDING
	CONCRETE PAVEMENT
	HEAVY DUTY CONCRETE
	PERVIOUS CONCRETE
	ASPHALT (AC) PAVEMENT
	HEAVY DUTY ASPHALT (AC) PAVEMENT
	GRAVEL SURFACING
	DETECTABLE WARNING SURFACE
	SITE WALL
	VERTICAL CURB
	CURB AND GUTTER
	BIORETENTION PLANTER/CELL
	ROCK PROTECTION OUTFALL
	CATCH BASIN TYPE 1
	CATCH BASIN TYPE 2
	VAULT ACCESS RISER
	STORM DRAINAGE PIPE
	FOOTING/SUBSURFACE DRAIN
	DETENTION PIPE
	STORM DRAIN CLEANOUT
	FOOTING DRAIN CLEANOUT
	DOWNSPOUTS
	SIDE SEWER PIPE
	SEWER CLEANOUT
	SIDE SEWER CONNECTION
	SSMH
	BOLLARD
	FIRE HYDRANT
	WATER FITTINGS
	WATER SERVICE LINES
	WATER METER
	FIRE SERVICE LINE
	FIRE SERVICE VAULT
	FIRE SERVICE CONNECTION

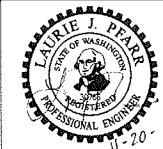
- NOTES:**
1. NEW SEWER MAIN AND MANHOLES MUST BE CLEANED, TESTED, INSPECTED AND APPROVED BY COB PRIOR TO CONNECTION TO THE EXISTING SEWER.
  2. PROVIDE 5' MINIMUM CLEARANCE FROM THE BACK OF ANY THRUST BLOCK TO DISTURBED EARTH INCLUDING DITCH LINES.
  3. PROVIDE 10' MINIMUM HORIZONTAL CLEARANCE BETWEEN DOMESTIC WATER AND SEWER. 5' MINIMUM HORIZONTAL CLEARANCE ALLOWABLE BETWEEN FIRE SYSTEM AND SEWER.
  4. PROVIDE 2' MINIMUM VERTICAL CLEARANCE BETWEEN SEWER AND WATER AT PIPE INTERSECTIONS.
  5. PROVIDE 10' MINIMUM HORIZONTAL CLEARANCE BETWEEN WATER AND SEWER.
  6. PROVIDE 5' MINIMUM HORIZONTAL CLEARANCE BETWEEN BACKSIDE OF ANY THRUST BLOCKS. NO DITCH OR STRUCTURE WITHIN 5' OF ANY THRUST BLOCK.

MATCHLINE - SEE SHEET C-303

Call 3 Working Days Before You Dig!  
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CITY OF BELLEVUE  
UTILITY GRID X-X  
COB USE#X2-XXXXXX, GD #X2-XXXXXX  
SE 144, SECTION 26, TOWNSHIP 25N, RANGE 05E WM

architect,  
MIGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

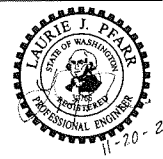


Project No. 1616.000  
**WATER AND SEWER**  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
issued,  
451 PERMIT 21 NOV 2017  
revision,

Project No. 1616.000  
**WATER AND SEWER**  
drawn,  
AJO  
checked,  
LJP  
sheet  
**C-301**

drawn,  
AJO  
checked,  
LJP

architect,  
MIGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

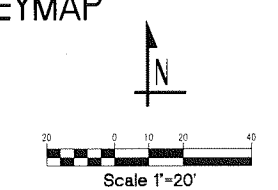
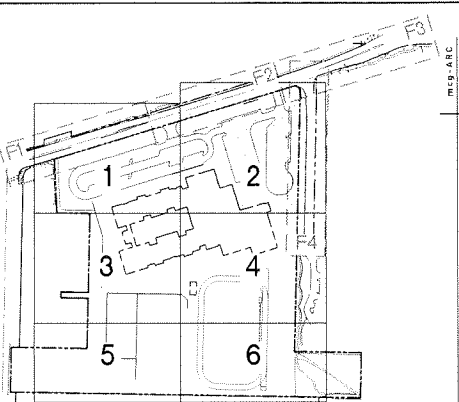
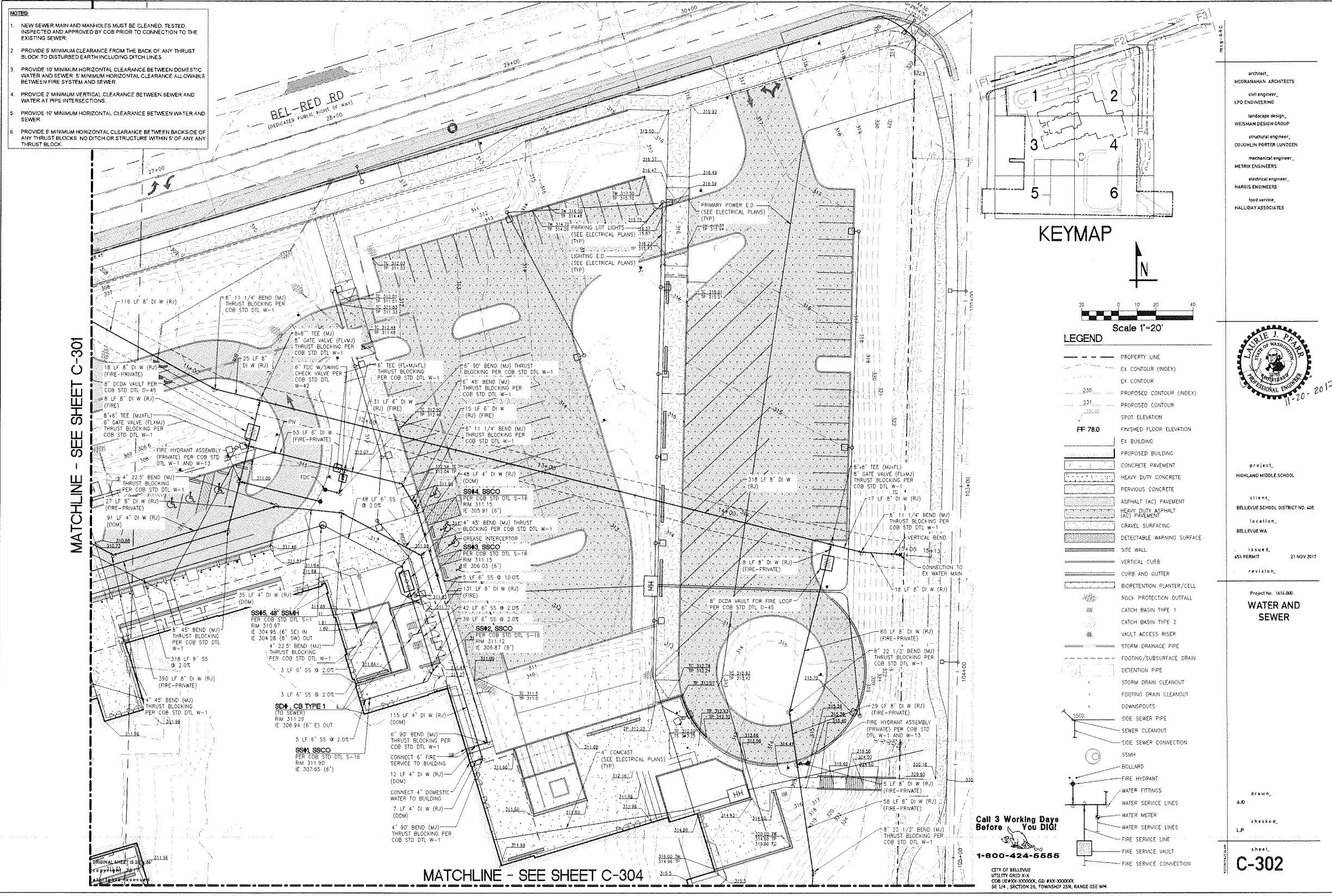


Project No. 1616.000  
**WATER AND SEWER**  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
issued,  
451 PERMIT 21 NOV 2017  
revision,

drawn,  
AJO  
checked,  
LJP

sheet  
**C-301**

- NOTES**
1. NEW SEWER MAIN AND MANHOLES MUST BE CLEANED, TESTED, INSPECTED AND APPROVED BY COB PRIOR TO CONNECTION TO THE EXISTING SEWER.
  2. PROVIDE 5' MINIMUM CLEARANCE FROM THE BACK OF ANY THRUST BLOCK TO DISTURBED EARTH INCLUDING DITCH LINES.
  3. PROVIDE 10' MINIMUM HORIZONTAL CLEARANCE BETWEEN DOMESTIC WATER AND SEWER. 5' MINIMUM HORIZONTAL CLEARANCE ALLOWABLE BETWEEN FIRE SYSTEM AND SEWER.
  4. PROVIDE 2' MINIMUM VERTICAL CLEARANCE BETWEEN SEWER AND WATER AT PIPE INTERSECTIONS.
  5. PROVIDE 10' MINIMUM HORIZONTAL CLEARANCE BETWEEN WATER AND SEWER.
  6. PROVIDE 5' MINIMUM HORIZONTAL CLEARANCE BETWEEN BACKSIDE OF ANY THRUST BLOCKS. NO DITCH OR STRUCTURE WITHIN 5' OF ANY THRUST BLOCK.



**LEGEND**

---	PROPERTY LINE
- - - -	EX CONTOUR (INDEX)
---	EX CONTOUR
- - - -	PROPOSED CONTOUR (INDEX)
---	PROPOSED CONTOUR
•	SPOT ELEVATION
---	FINISHED FLOOR ELEVATION
---	EX BUILDING
---	PROPOSED BUILDING
---	CONCRETE PAVEMENT
---	HEAVY DUTY CONCRETE
---	PERVIOUS CONCRETE
---	ASPHALT (AC) PAVEMENT
---	HEAVY DUTY ASPHALT (AC) PAVEMENT
---	GRAVEL SURFACING
---	DETECTABLE WARNING SURFACE
---	SITE WALL
---	VERTICAL CURB
---	CURB AND GUTTER
---	BIORETENTION PLANTER/CELL
---	ROCK PROTECTION OUTFALL
---	CATCH BASIN TYPE 1
---	CATCH BASIN TYPE 2
---	VAULT ACCESS RISER
---	STORM DRAINAGE PIPE
---	FOOTING/SUBSURFACE DRAIN
---	DETECTION PIPE
---	STORM DRAIN CLEANOUT
---	FOOTING DRAIN CLEANOUT
---	DOWNSPOUTS
---	SIDE SEWER PIPE
---	SEWER CLEANOUT
---	SIDE SEWER CONNECTION
---	SSMH
---	BOLLARD
---	FIRE HYDRANT
---	WATER FITTINGS
---	WATER SERVICE LINES
---	WATER METER
---	WATER SERVICE LINES
---	FIRE SERVICE LINE
---	FIRE SERVICE VAULT
---	FIRE SERVICE CONNECTION

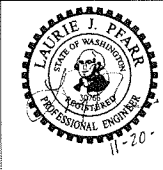
MATCHLINE - SEE SHEET C-301

MATCHLINE - SEE SHEET C-304

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CITY OF BELLEVUE  
UTILITY GRID X-X  
COB LE#X-XXXXX, GD #XX-XXXXX  
SE 1/4, SECTION 26, TOWNSHIP 25N, RANGE 05E WM

architect,  
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WEISMAN DESIGN GROUP  
structural engineer,  
DOUGHLIN PORTER LUNDEEN  
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METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

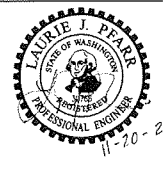


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HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

Project No. 1614.000  
**WATER AND SEWER**

Project No. 1614.000  
**WATER AND SEWER**  
drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-302**

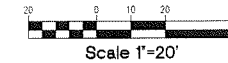
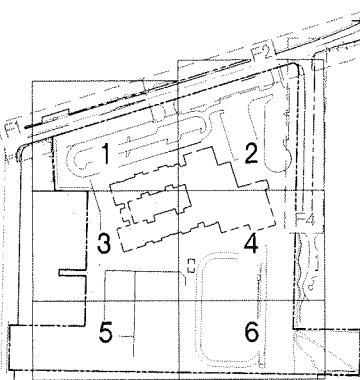
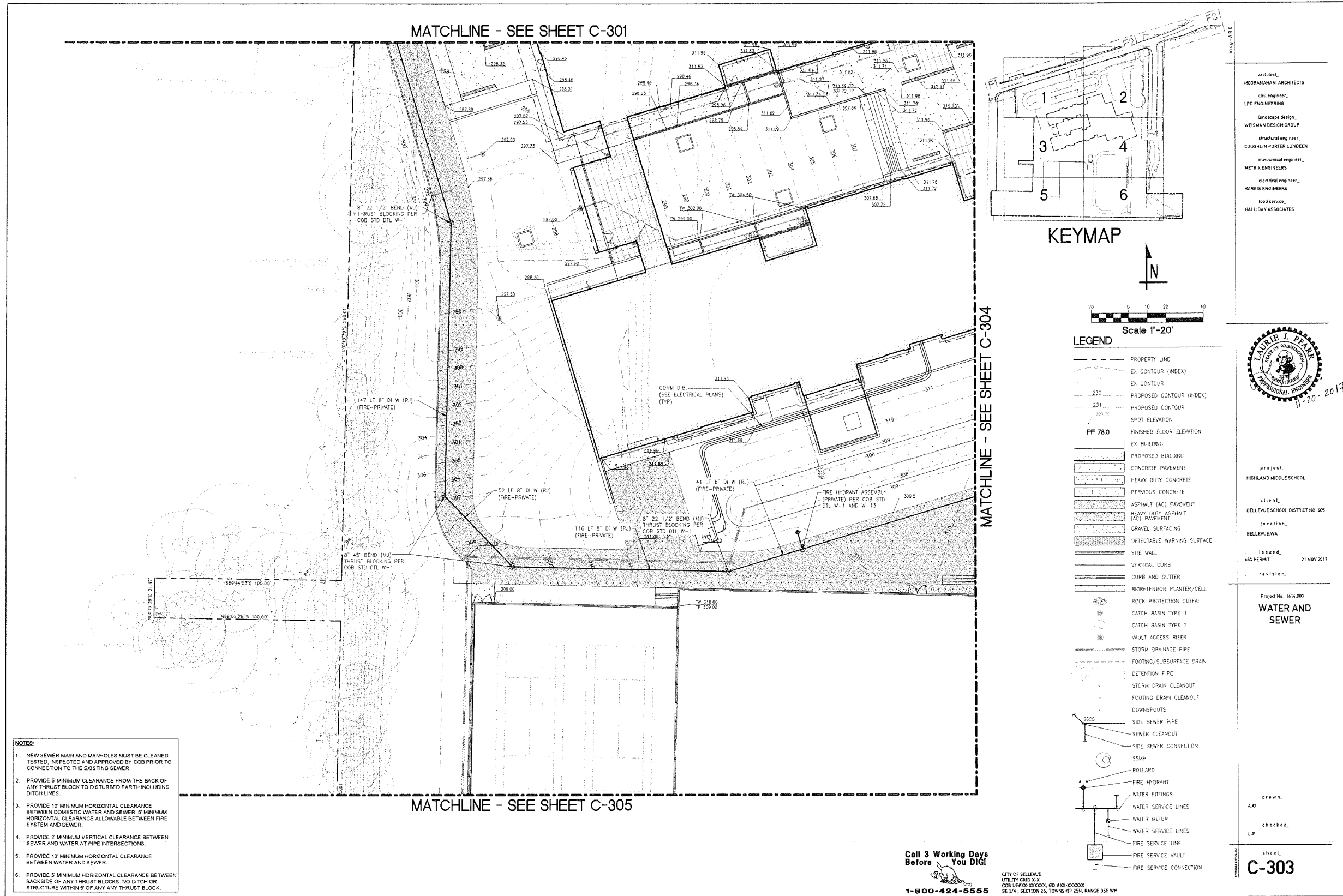
architect,  
MICRANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
DOUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
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651 PERMIT 21 NOV 2017  
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AJO  
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LJP  
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**C-302**



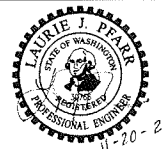
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	PROPERTY LINE
	EX CONTOUR (INDEX)
	EX CONTOUR
	PROPOSED CONTOUR (INDEX)
	PROPOSED CONTOUR
	SPOT ELEVATION
	FINISHED FLOOR ELEVATION
	EX BUILDING
	PROPOSED BUILDING
	CONCRETE PAVEMENT
	HEAVY DUTY CONCRETE
	PERVIOUS CONCRETE
	ASPHALT (AC) PAVEMENT
	HEAVY DUTY ASPHALT (AC) PAVEMENT
	GRAVEL SURFACING
	DETECTABLE WARNING SURFACE
	SITE WALL
	VERTICAL CURB
	CURB AND GUTTER
	BIORETENTION PLANTER/CELL
	ROCK PROTECTION OUTFALL
	CATCH BASIN TYPE 1
	CATCH BASIN TYPE 2
	VAULT ACCESS RISER
	STORM DRAINAGE PIPE
	FOOTING/SUBSURFACE DRAIN
	DETENTION PIPE
	STORM DRAIN CLEANOUT
	FOOTING DRAIN CLEANOUT
	DOWNSPOUTS
	SIDE SEWER PIPE
	SEWER CLEANOUT
	SIDE SEWER CONNECTION
	SSMH
	BOLLARD
	FIRE HYDRANT
	WATER FITTINGS
	WATER SERVICE LINES
	WATER METER
	WATER SERVICE LINES
	FIRE SERVICE LINE
	FIRE SERVICE VAULT
	FIRE SERVICE CONNECTION

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COUGHLIN PORTER LUNDEEN  
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METRIX ENGINEERS  
 electrical engineer,  
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Project,  
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 client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
BELLEVUE WA

Project No. 1614.000  
**WATER AND SEWER**  
 project,  
HIGHLAND MIDDLE SCHOOL  
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 location,  
BELLEVUE WA  
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651 PERMIT 21 NOV 2017  
 revision,

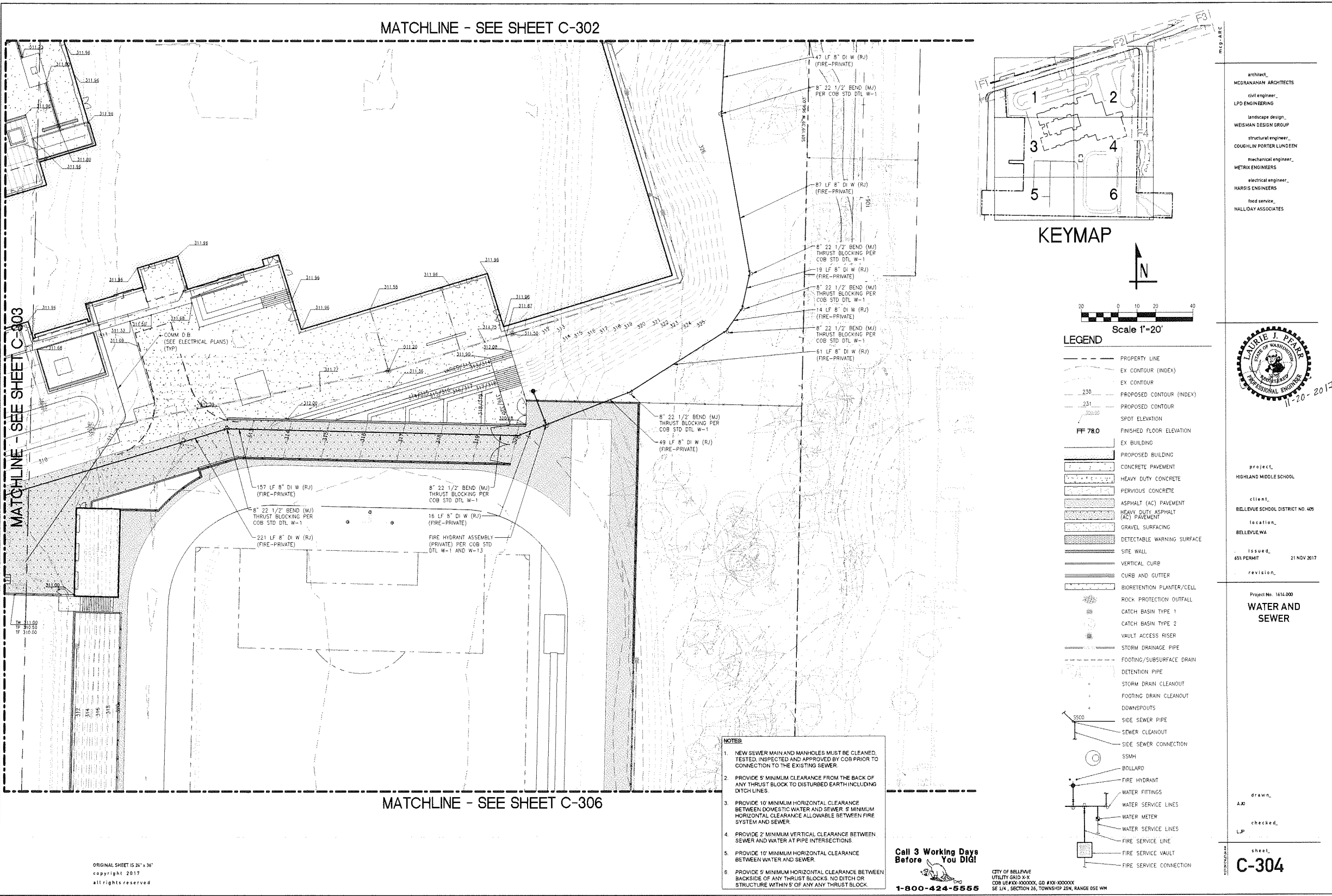
Project No. 1614.000  
**WATER AND SEWER**  
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 sheet,  
**C-303**

Project No. 1614.000  
**WATER AND SEWER**

issued,  
651 PERMIT 21 NOV 2017  
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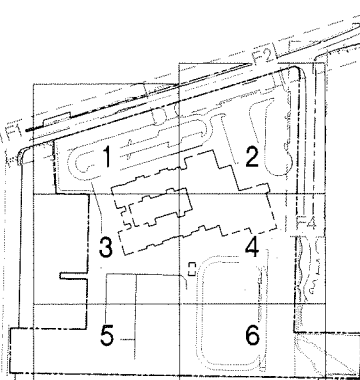
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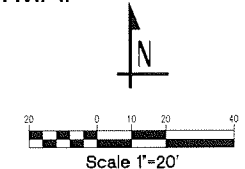
MATCHLINE - SEE SHEET C-302

MATCHLINE - SEE SHEET C-303

MATCHLINE - SEE SHEET C-306



KEYMAP



Scale 1"=20'

LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- - - PROPOSED CONTOUR (INDEX)
- - - PROPOSED CONTOUR
- SPOT ELEVATION
- FINISHED FLOOR ELEVATION
- FF 78.0
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIORETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
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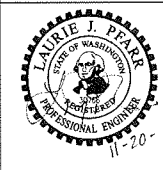
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CITY OF BELLEVUE  
UTILITY GRID X-X  
COB USE#XX-XXXXXX, GD #XX-XXXXXX  
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WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

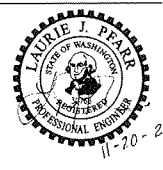


project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA  
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651 PERMIT 21 NOV 2017  
revision,

Project No. 1614.000  
**WATER AND SEWER**

drawn,  
AJO  
checked,  
LP  
sheet,  
**C-304**

architect,  
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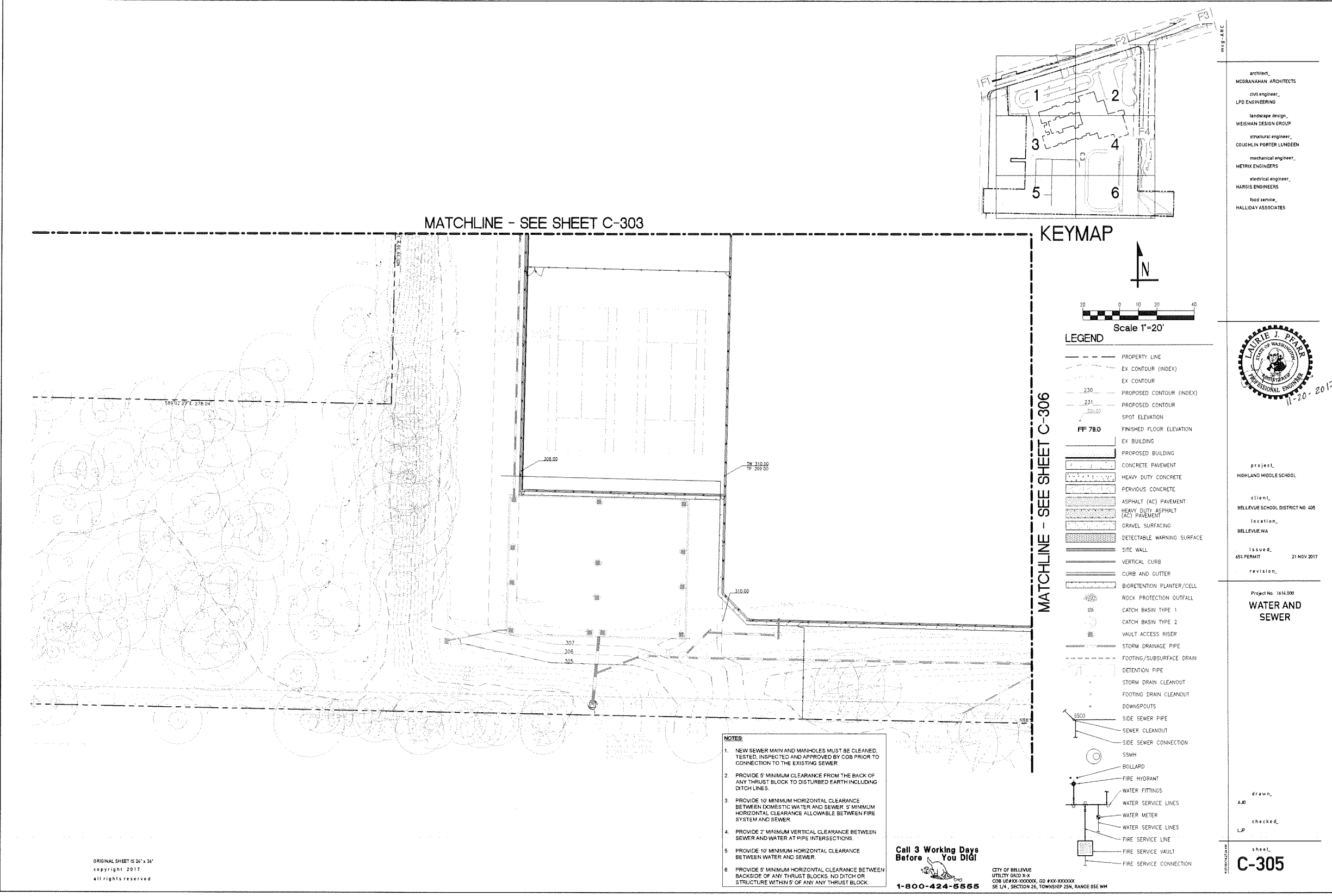
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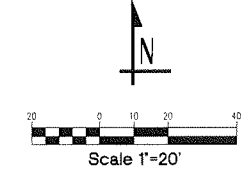
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**C-304**



MATCHLINE - SEE SHEET C-303

KEYMAP



**LEGEND**

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- EX CONTOUR
- 230 — PROPOSED CONTOUR (INDEX)
- 231 — PROPOSED CONTOUR
- SPOT ELEVATION
- FF 780 — FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIoretention Planter/Cell
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
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- WATER SERVICE LINES
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 structural engineer,  
 COUGHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES



Project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE, WA

Project No. 1614.000  
 project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE, WA  
 issued,  
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**WATER AND SEWER**

drawn,  
 AJO  
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**C-305**

Project No. 1614.000  
**WATER AND SEWER**

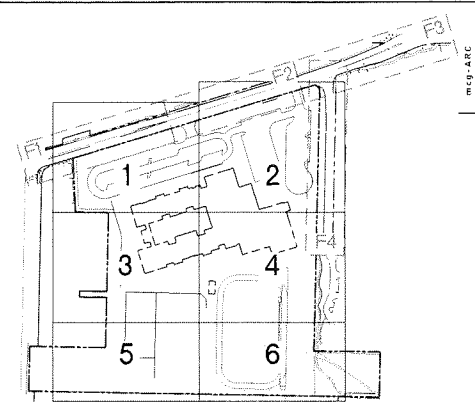
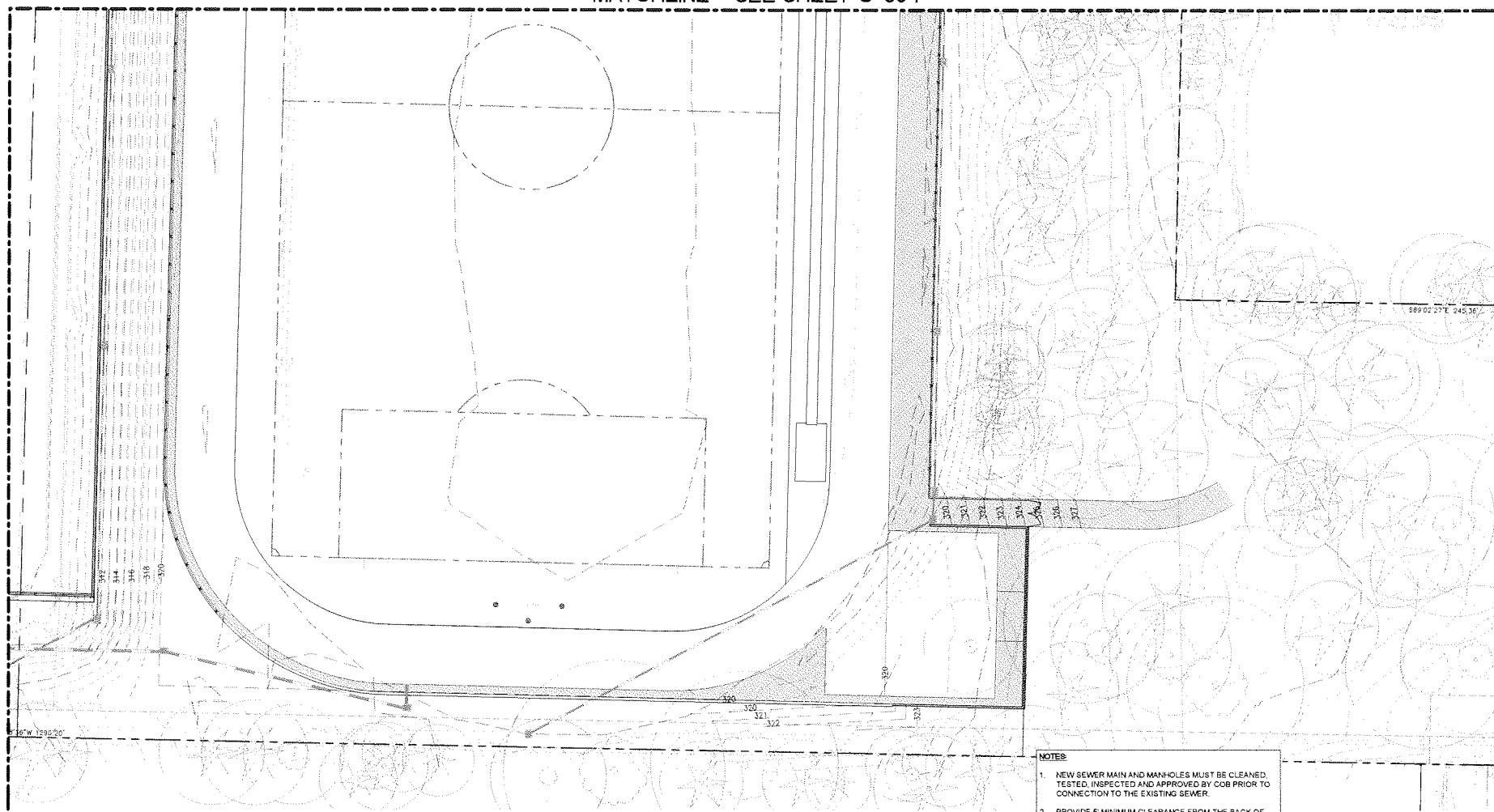
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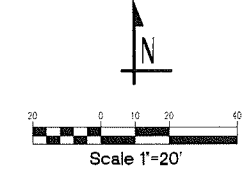
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MATCHLINE - SEE SHEET C-305

MATCHLINE - SEE SHEET C-304



KEYMAP



LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- - - 230 PROPOSED CONTOUR (INDEX)
- - - 231 PROPOSED CONTOUR
- SPOT ELEVATION
- FF 78.0 FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIGRETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SS00 SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
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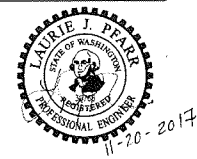


project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE WA  
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 revision,

Project No. 1614.000  
**WATER AND SEWER**

drawn,  
 AJO  
 checked,  
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**C-306**

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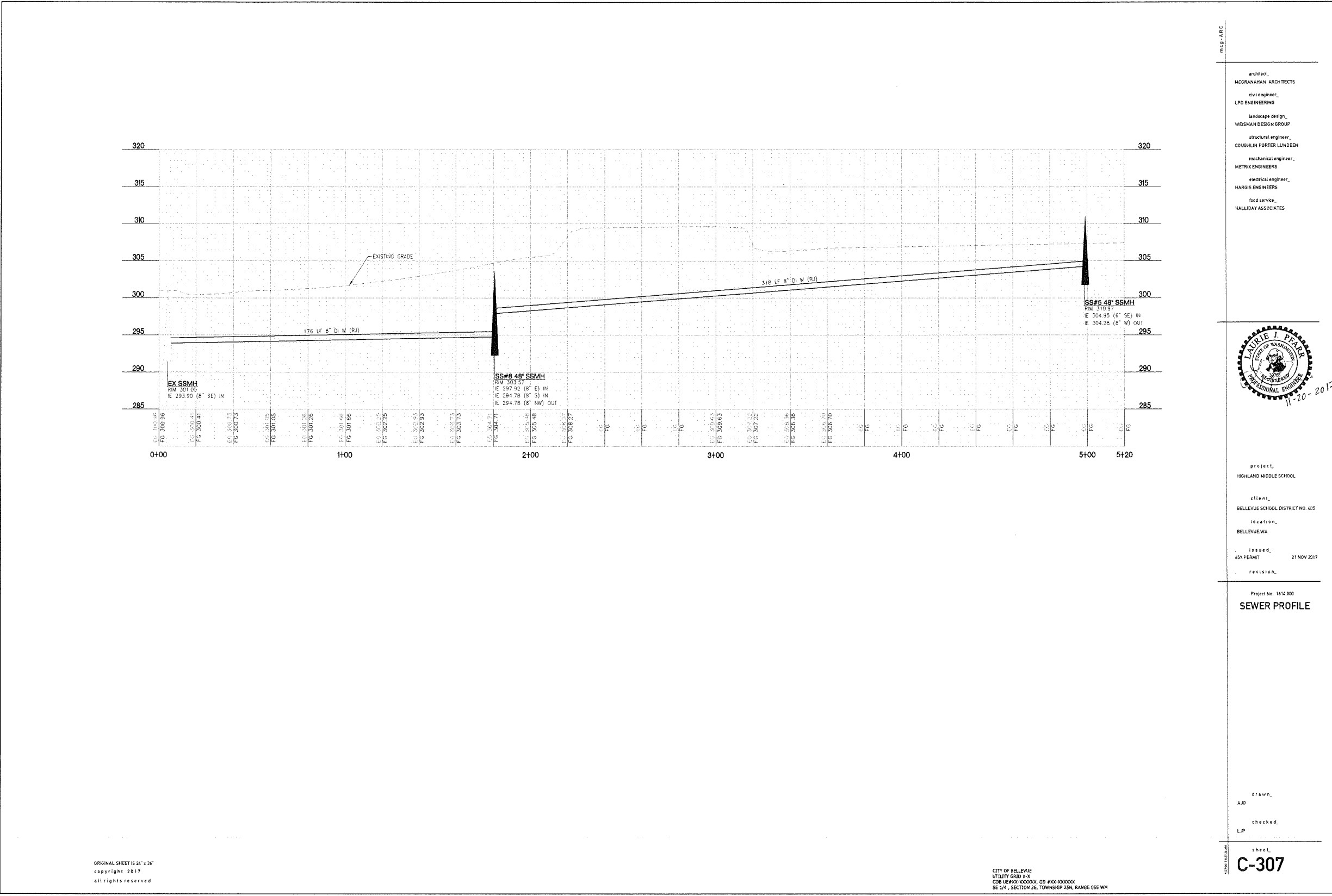
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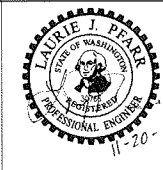


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Project No. 1614 000  
**SEWER PROFILE**

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 AJO  
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 LJP  
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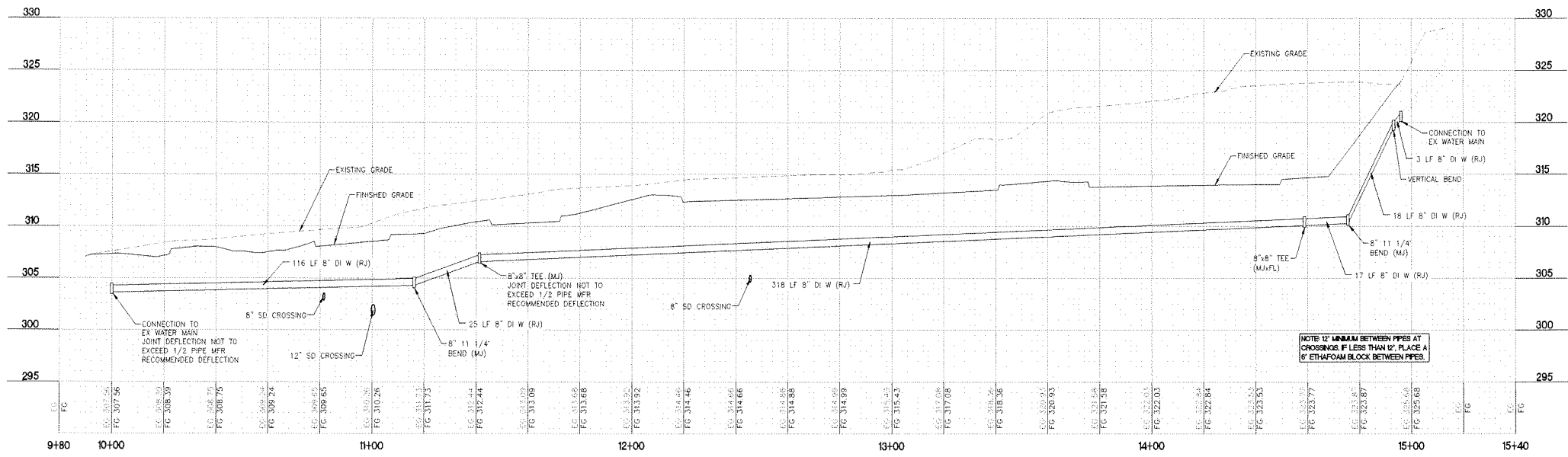
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Project No. 1614 000  
**SEWER PROFILE**

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 checked,  
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**WATER PROFILE**  
SCALE 1"=20' H 1"=5' V

SCALE 1"=20' H 1"=5' V  
**WATER PROFILE 1**

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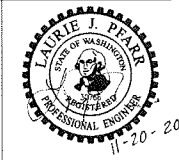
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**WATER PROFILE**

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**WATER PROFILE**

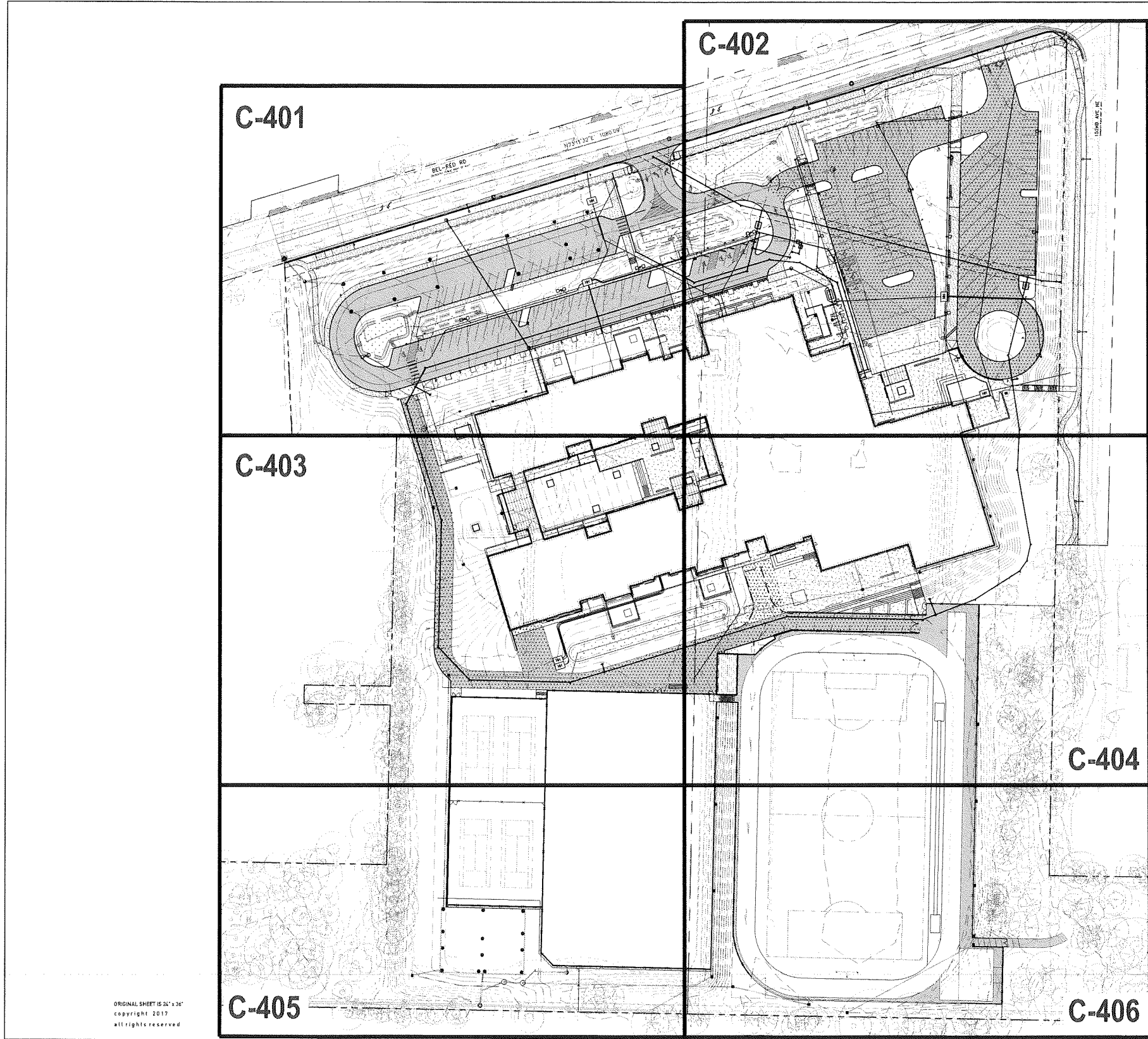
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revision,

drawn,  
AJD  
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LJP

sheet  
**C-308**

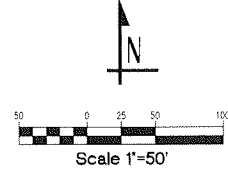






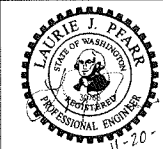
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SE 1/4, SECTION 26, TOWNSHIP 25N, RANGE 05E WM



M.S. - A.B.C.

architect,  
MORANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
DOUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



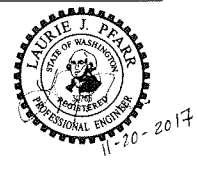
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HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
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651 PERMIT 21 NOV 2017  
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**UTILITY CROSSING OVERALL**

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civil engineer,  
LPD ENGINEERING  
landscape design,  
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structural engineer,  
DOUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
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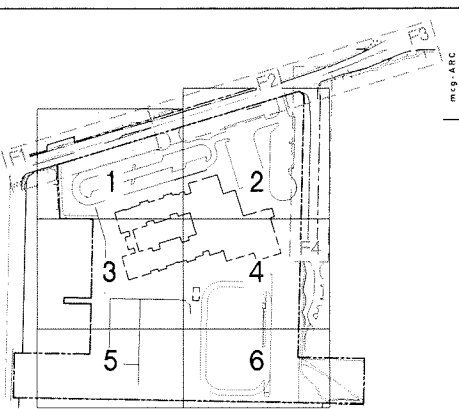
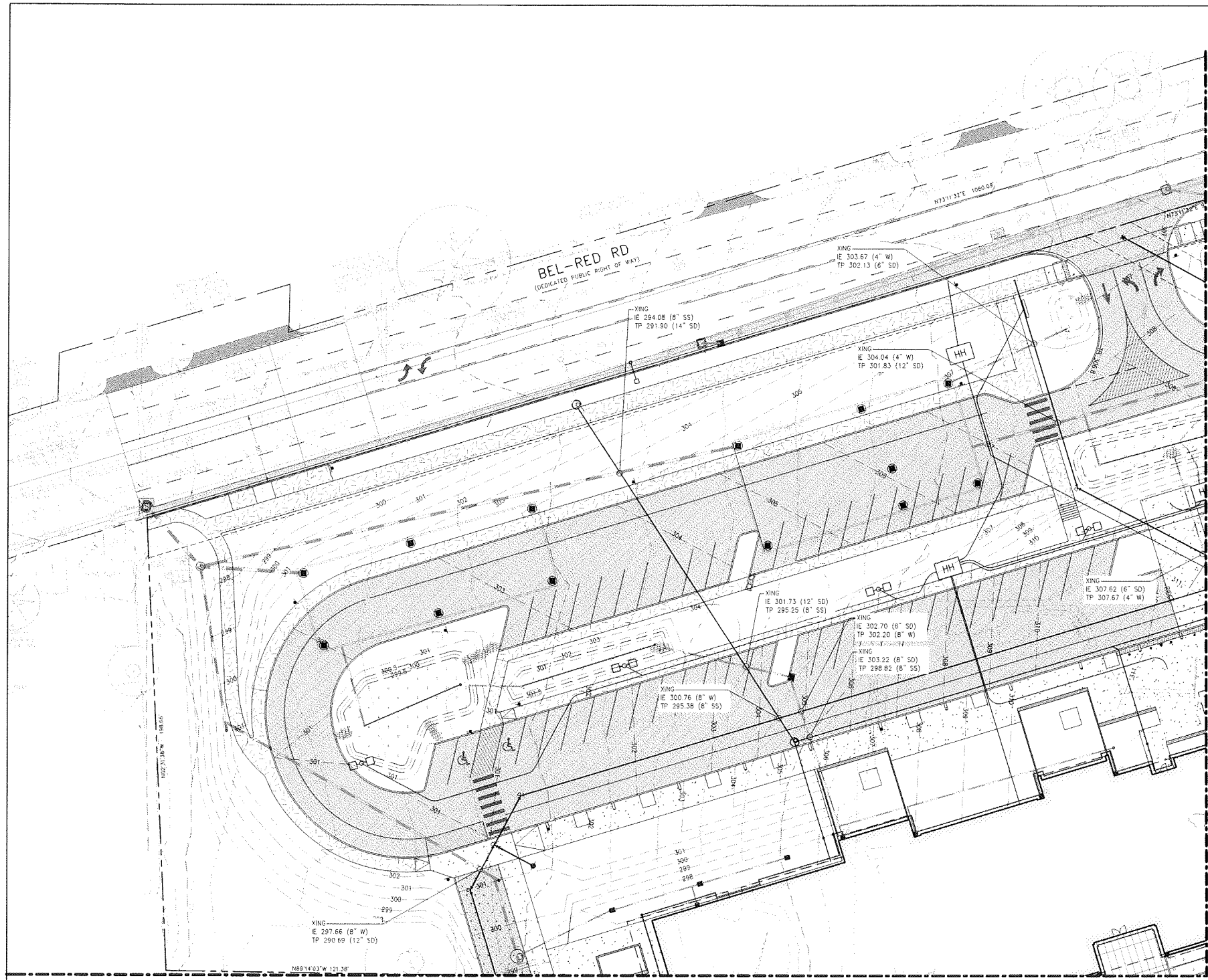


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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

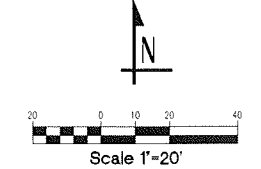
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**UTILITY CROSSING OVERALL**

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checked,  
LJP

sheet,  
**C-400**



KEYMAP



Scale 1"=20'

LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- - - 230 PROPOSED CONTOUR (INDEX)
- - - 231 PROPOSED CONTOUR
- SPOT ELEVATION
- FF 78.0 FINISHED FLOOR ELEVATION
- EX BUILDING
- ▭ PROPOSED BUILDING
- ▨ CONCRETE PAVEMENT
- ▩ HEAVY DUTY CONCRETE
- ▧ PERVIOUS CONCRETE
- ▦ ASPHALT (AC) PAVEMENT
- ▥ HEAVY DUTY ASPHALT (AC) PAVEMENT
- ▤ GRAVEL SURFACING
- ▣ DETECTABLE WARNING SURFACE
- ▢ SITE WALL
- ▧ VERTICAL CURB
- ▨ CURB AND GUTTER
- ▩ BIORETENTION PLANTER/CELL
- ▧ ROCK PROTECTION OUTFALL
- ▨ CATCH BASIN TYPE 1
- ▩ CATCH BASIN TYPE 2
- ▧ VAULT ACCESS RISER
- ▨ STORM DRAINAGE PIPE
- ▩ FOOTING/SUBSURFACE DRAIN
- ▧ DETENTION PIPE
- ▨ STORM DRAIN CLEANOUT
- ▩ FOOTING DRAIN CLEANOUT
- ▧ DOWNSPOUTS
- ▨ SIDE SEWER PIPE
- ▩ SEWER CLEANOUT
- ▧ SIDE SEWER CONNECTION
- ▨ SSMH
- ▩ BOLLARD
- ▧ FIRE HYDRANT
- ▨ WATER FITTINGS
- ▩ WATER SERVICE LINES
- ▧ WATER METER
- ▨ WATER SERVICE LINES
- ▩ FIRE SERVICE LINE
- ▧ FIRE SERVICE VAULT
- ▨ FIRE SERVICE CONNECTION

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architect,  
MCGRANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



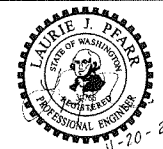
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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1614.000  
project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

Project No. 1614.000  
UTILITY CROSSING

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-401**

architect,  
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civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

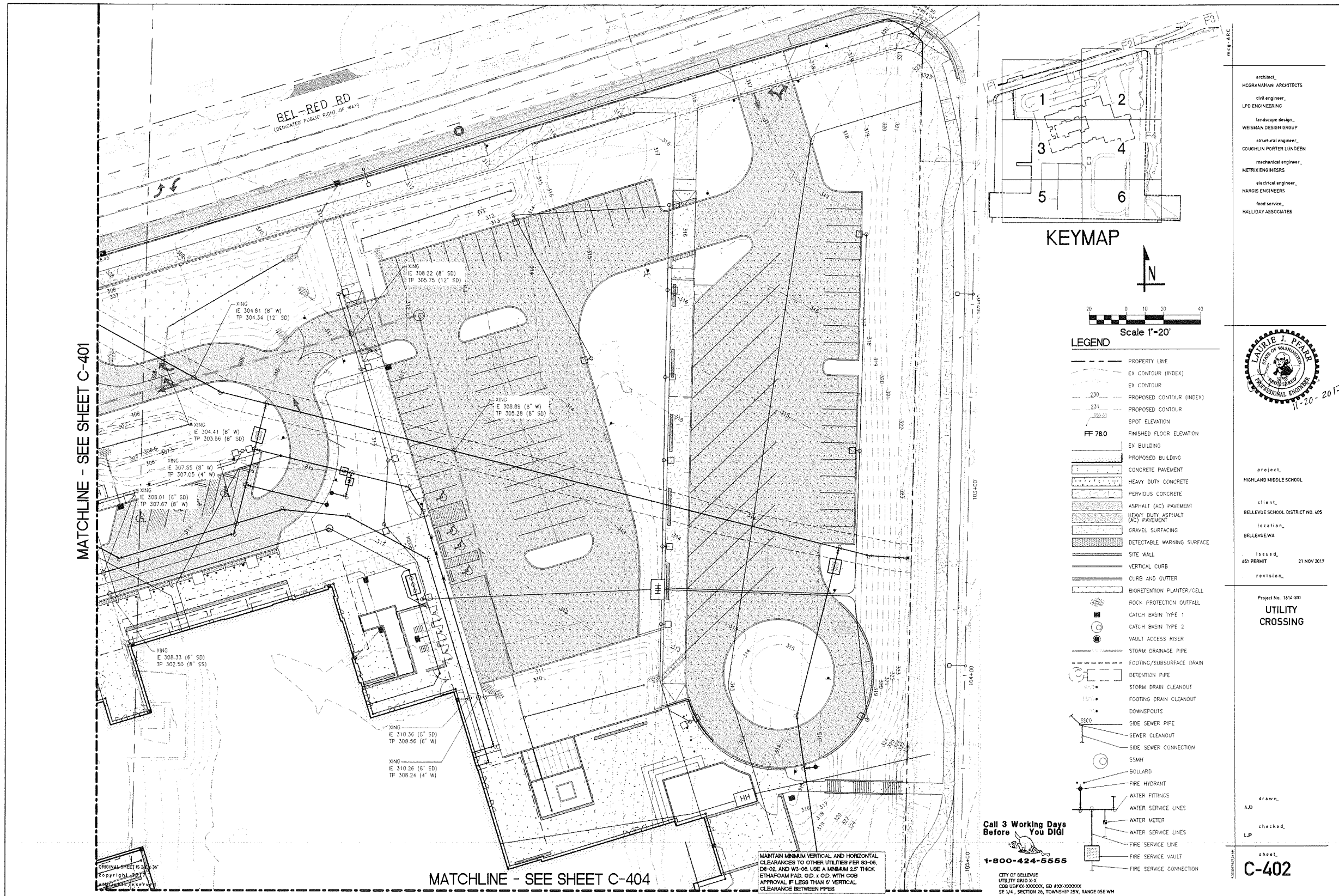


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client,  
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location,  
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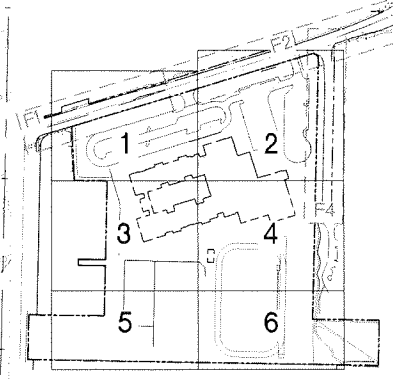
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**C-401**

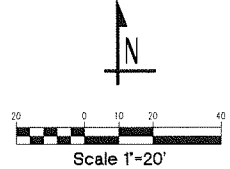


MATCHLINE - SEE SHEET C-401

MATCHLINE - SEE SHEET C-404



KEYMAP



LEGEND

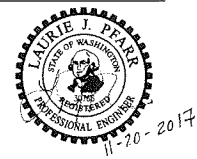
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- - - EX CONTOUR (INDEX)
- EX CONTOUR
- 230 — PROPOSED CONTOUR (INDEX)
- 231 — PROPOSED CONTOUR
- SPOT ELEVATION
- FF 780 — FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIORETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SSCO — SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

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MANTAIN MINIMUM VERTICAL AND HORIZONTAL CLEARANCES TO OTHER UTILITIES PER 83-06, 08-02, AND W3-06 USE A MINIMUM 2" THICK ETHAFOAM PAD, O.D. x O.D. WITH COB APPROVAL IF LESS THAN 6" VERTICAL CLEARANCE BETWEEN PIPES

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 civil engineer,  
 LPD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES



project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE WA



project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE WA  
 issued,  
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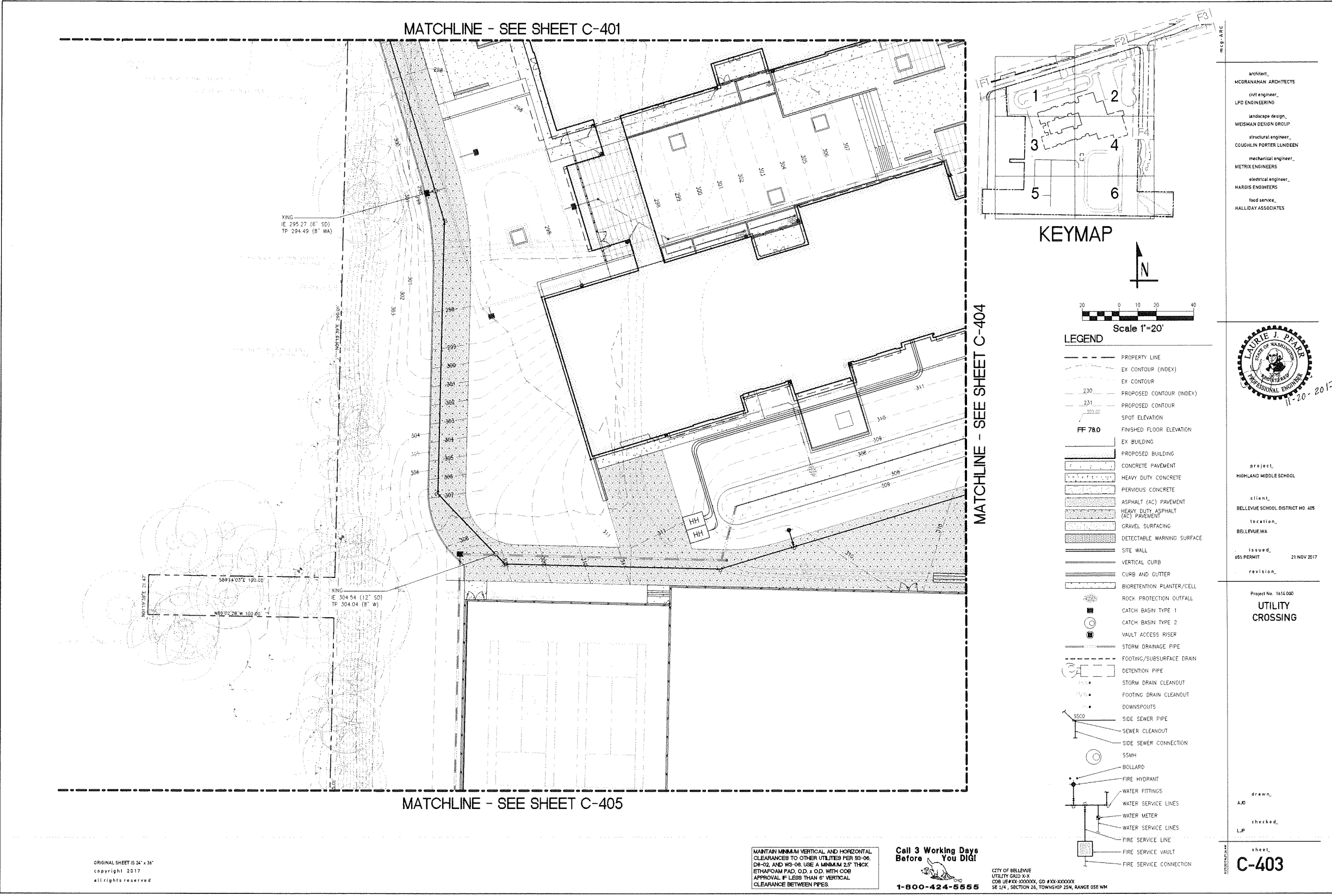
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drawn,  
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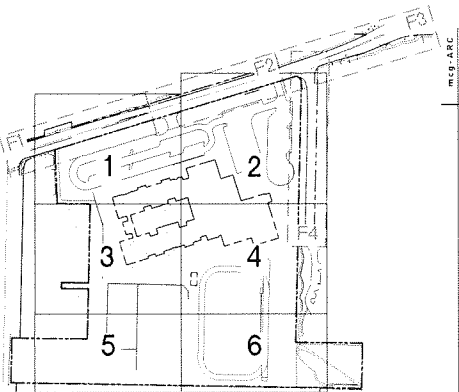
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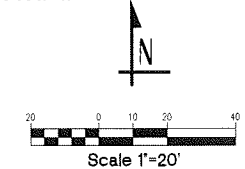
MATCHLINE - SEE SHEET C-401

MATCHLINE - SEE SHEET C-405

MATCHLINE - SEE SHEET C-404



KEYMAP



- LEGEND**
- PROPERTY LINE
  - - - EX CONTOUR (INDEX)
  - - - EX CONTOUR
  - - - 230 PROPOSED CONTOUR (INDEX)
  - - - 231 PROPOSED CONTOUR
  - SPOT ELEVATION
  - FF 780 FINISHED FLOOR ELEVATION
  - EX BUILDING
  - PROPOSED BUILDING
  - CONCRETE PAVEMENT
  - HEAVY DUTY CONCRETE
  - PERVIOUS CONCRETE
  - ASPHALT (AC) PAVEMENT
  - HEAVY DUTY ASPHALT (AC) PAVEMENT
  - GRAVEL SURFACING
  - DETECTABLE WARNING SURFACE
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  - VERTICAL CURB
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  - WATER SERVICE LINES
  - WATER METER
  - WATER SERVICE LINES
  - FIRE SERVICE LINE
  - FIRE SERVICE VAULT
  - FIRE SERVICE CONNECTION

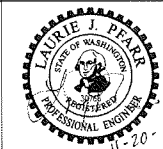
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architect,  
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civil engineer,  
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landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
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651 PERMIT 21 NOV 2017  
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mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
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food service,  
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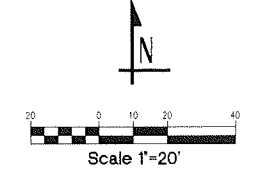
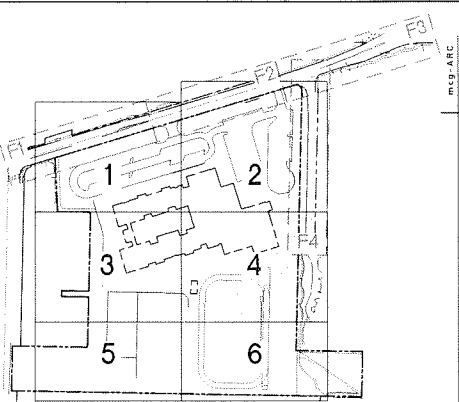
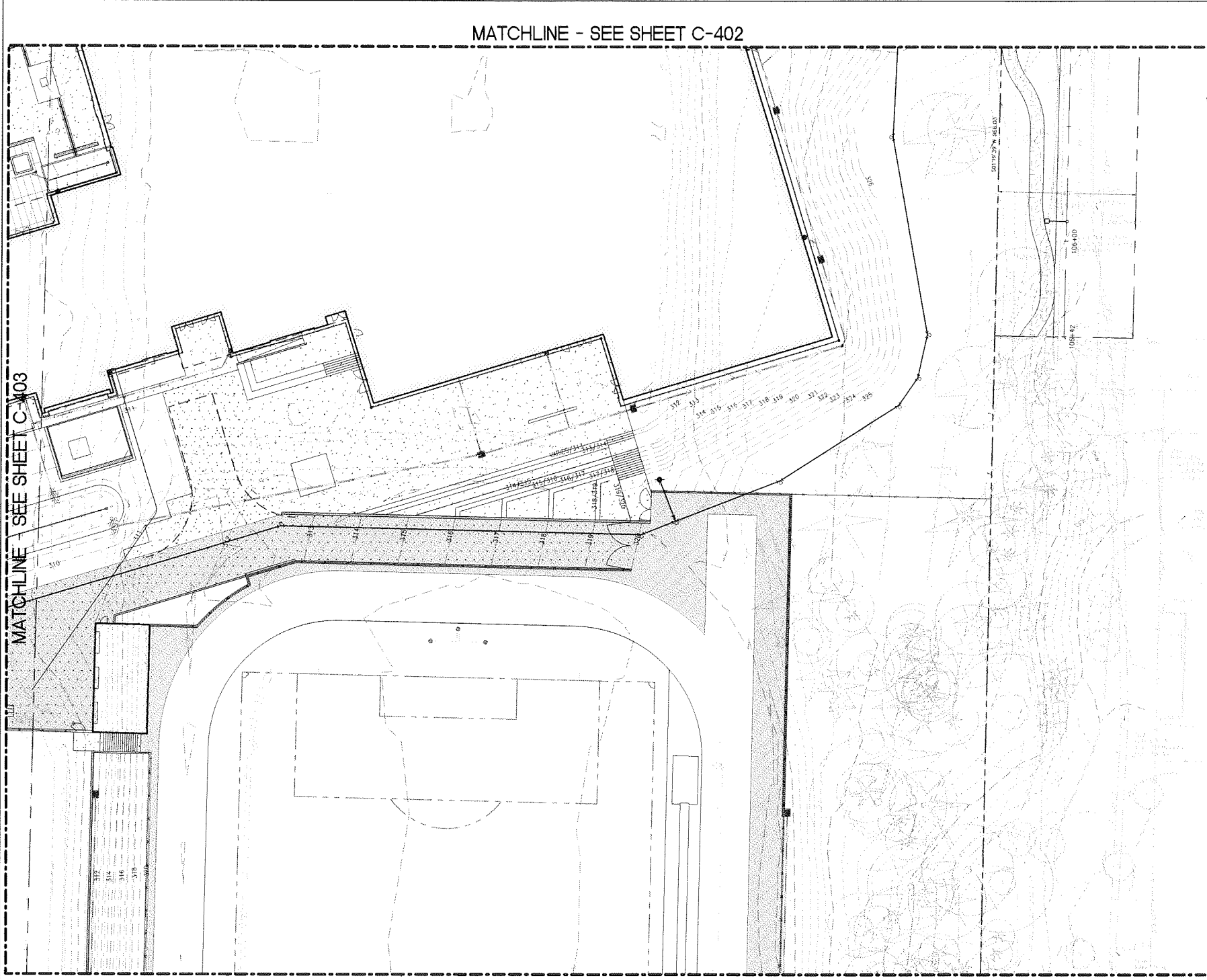
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**LEGEND**

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- - - 230 PROPOSED CONTOUR (INDEX)
- - - 231 PROPOSED CONTOUR
- SPOT ELEVATION
- FF 780 FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
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- DETECTABLE WARNING SURFACE
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- VAULT ACCESS RISER
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- STORM DRAIN CLEANOUT
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- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

MATCHLINE - SEE SHEET C-403

MATCHLINE - SEE SHEET C-402

MATCHLINE - SEE SHEET C-406

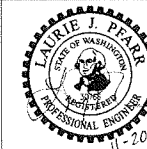
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civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
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mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



project,  
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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

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AJO  
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LJP

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civil engineer,  
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landscape design,  
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structural engineer,  
COUGHLIN PORTER LUNDEEN  
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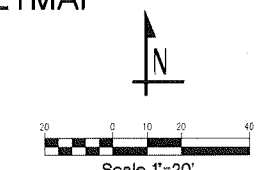
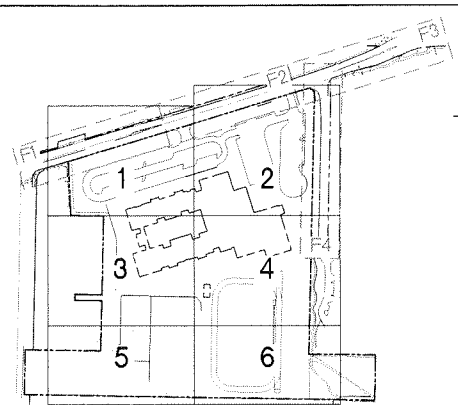
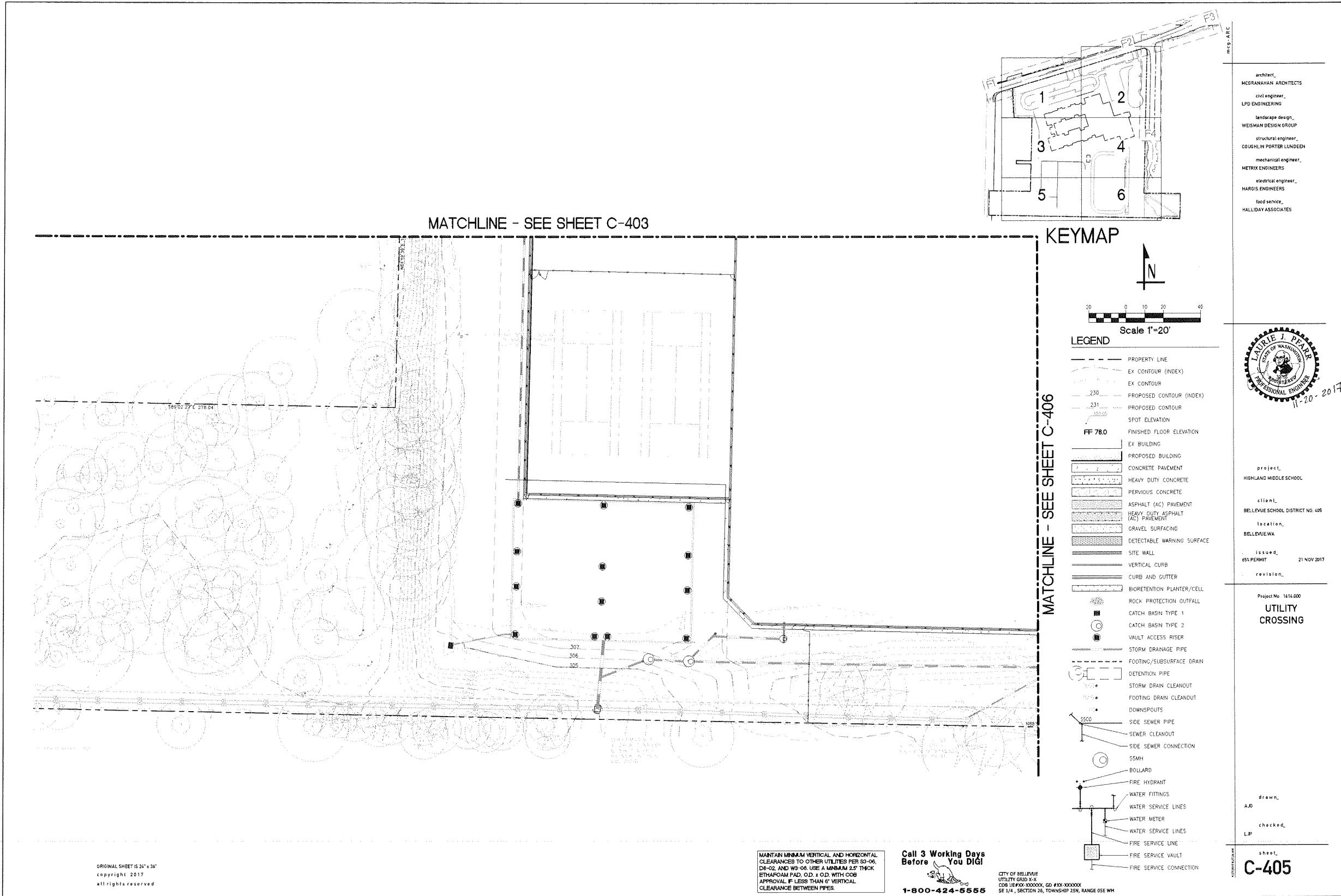


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BELLEVUE WA

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**C-404**



**LEGEND**

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- - - 230 PROPOSED CONTOUR (INDEX)
- - - 231 PROPOSED CONTOUR
- SPOT ELEVATION
- FF 78.0 FINISHED FLOOR ELEVATION
- EX BUILDING
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- CONCRETE PAVEMENT
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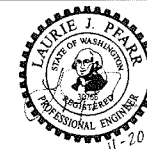
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architect,  
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civil engineer,  
LPD ENGINEERING  
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electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUEWA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

Project No. 1614.000  
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drawn,  
AJO  
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LJP  
sheet,  
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architect,  
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civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
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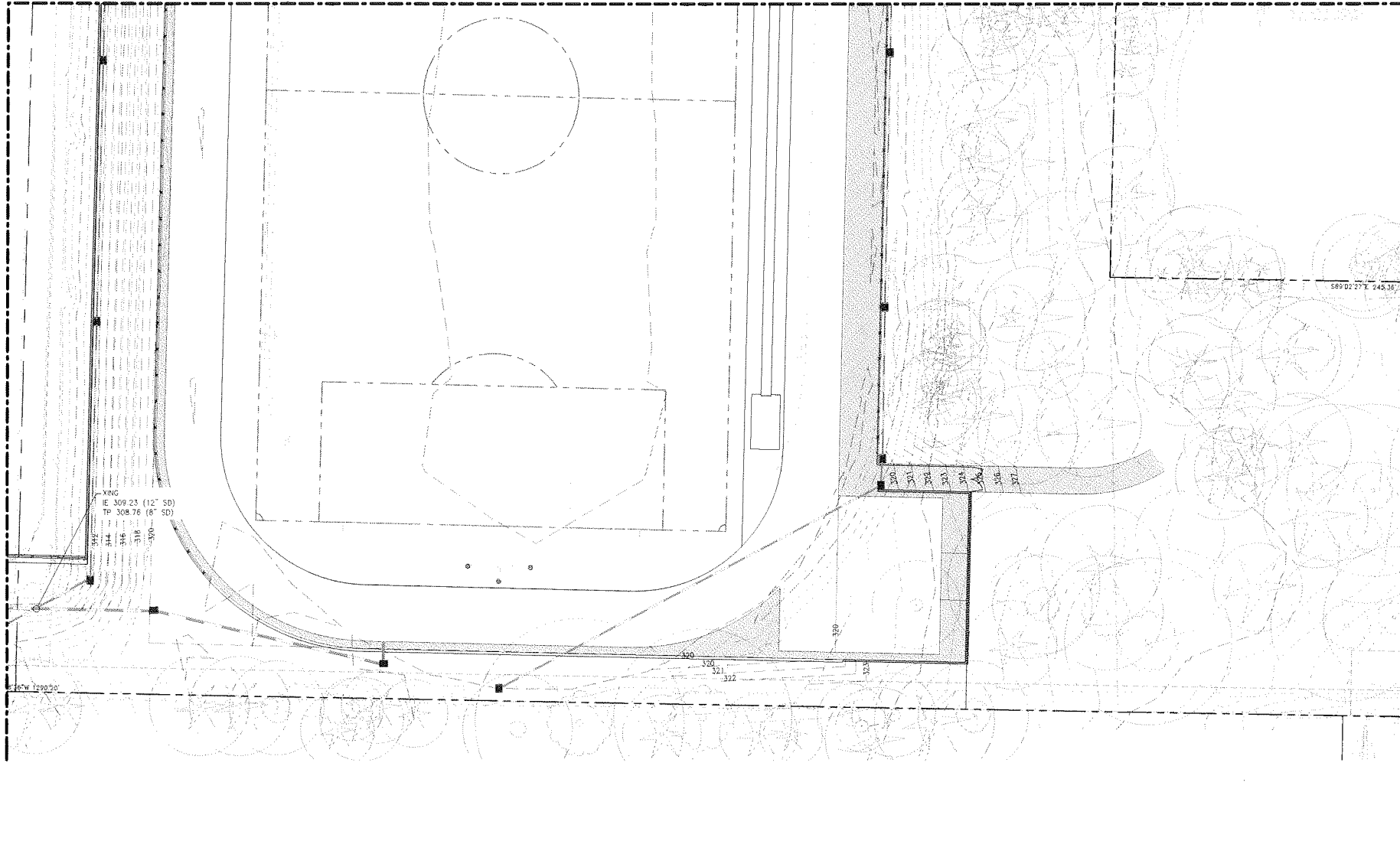
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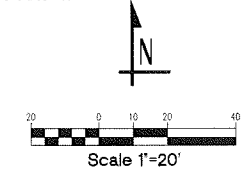
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**C-405**

MATCHLINE - SEE SHEET C-406

MATCHLINE - SEE SHEET C-404



KEYMAP



LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- 230 - - - PROPOSED CONTOUR (INDEX)
- 231 - - - PROPOSED CONTOUR
- SPOT ELEVATION
- FF 780 FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIORETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

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MAINTAIN MINIMUM VERTICAL AND HORIZONTAL CLEARANCES TO OTHER UTILITIES PER S3-06, D8-02, AND W3-08. USE A MINIMUM 2" THICK ETHAFOAM PAD, O.D. 1" O.D. WITH COB APPROVAL IF LESS THAN 6" VERTICAL CLEARANCE BETWEEN PIPES.

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COB UE#22-XXXXXX, GD #43-XXXXXX  
SE 1/4, SECTION 36, TOWNSHIP 32N, RANGE 05E WM

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COUGHLIN PORTER LUNDEEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARGIS ENGINEERS

food service,  
HALLIDAY ASSOCIATES



Project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

Project No. 1616-000  
**UTILITY CROSSING**

Project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

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**UTILITY CROSSING**

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**C-406**

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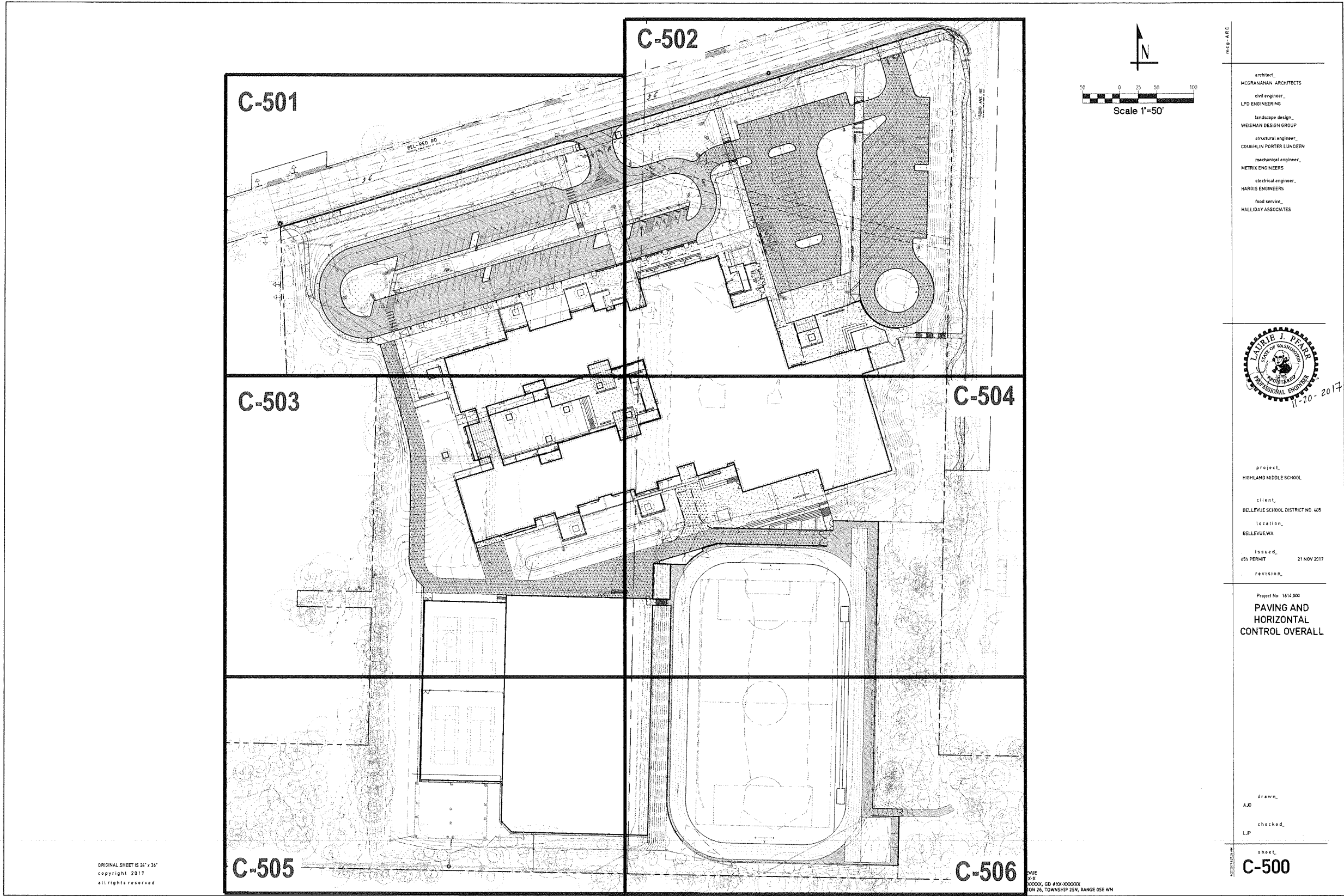
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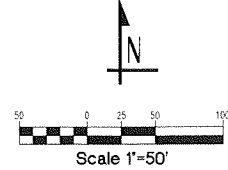
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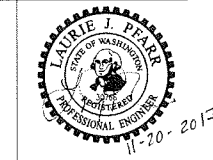


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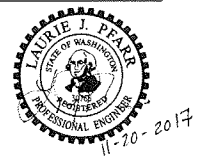
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client,  
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location,  
BELLEVUE WA  
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**PAVING AND  
HORIZONTAL  
CONTROL OVERALL**

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checked,  
LJP  
sheet,  
**C-500**

DATE  
NOV 26, 2017  
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CHECKED BY  
LJP  
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1616.000  
SHEET NO.  
C-500

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electrical engineer,  
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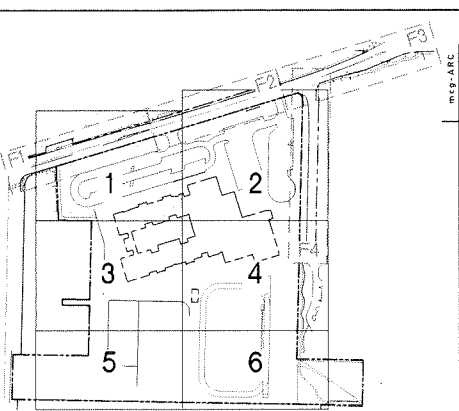
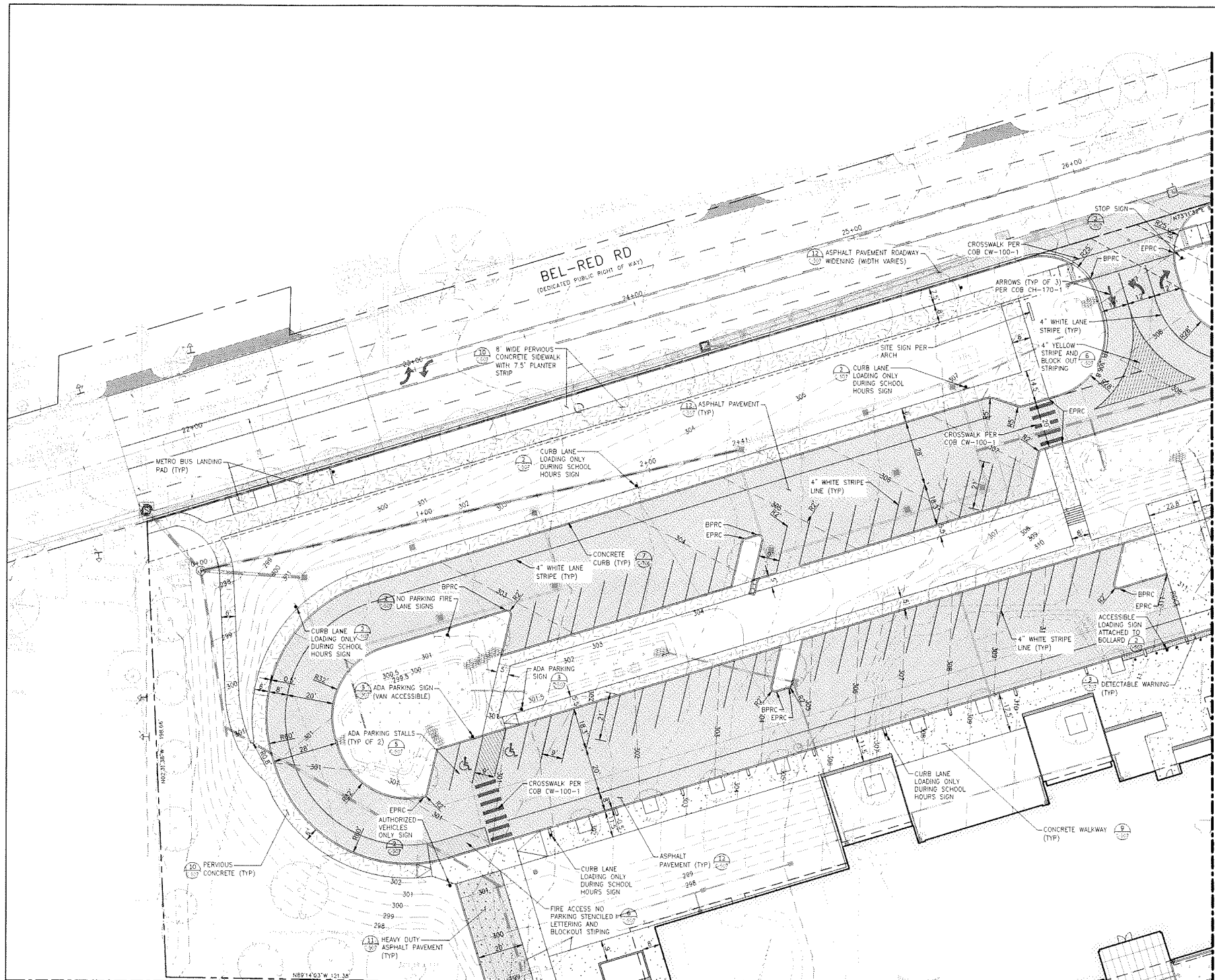
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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

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**PAVING AND  
HORIZONTAL  
CONTROL OVERALL**

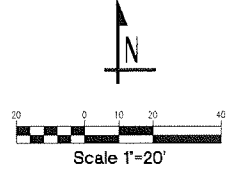
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checked,  
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sheet,  
**C-500**



KEYMAP



LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- EX CONTOUR
- 230 — PROPOSED CONTOUR (INDEX)
- 231 — PROPOSED CONTOUR
- SPOT ELEVATION
- FF 780 FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIORETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

MATCHLINE - SEE SHEET C-502

MATCHLINE - SEE SHEET C-503

BPRC: BEGIN PAINTED RED CURB  
EPRC: END PAINTED RED CURB

PAINTED RED CURB SHALL HAVE  
"NO PARKING FIRE LANE" 3" WHITE  
LETTERING AT 50-FT INTERVALS  
AND "NO PARKING FIRE LANE"  
SIGNS AT 150-FT INTERVALS (TYP)

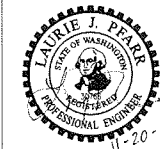
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METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
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client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE, WA

issued,  
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LJP

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mechanical engineer,  
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location,  
BELLEVUE, WA

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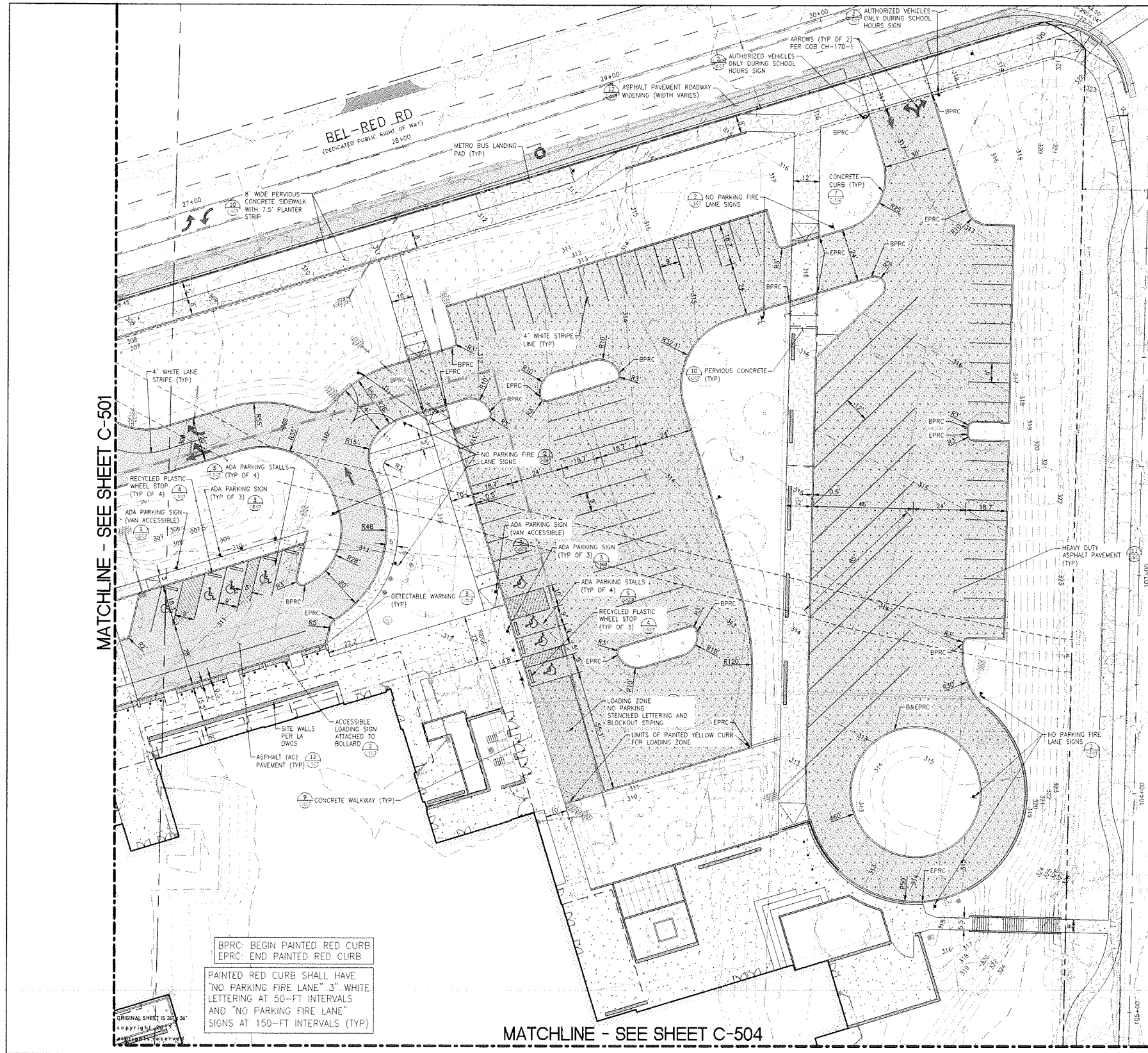
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**PAVING AND  
HORIZONTAL  
CONTROL**

drawn,  
AJO

checked,  
LJP

sheet,  
**C-501**



MATCHLINE - SEE SHEET C-501

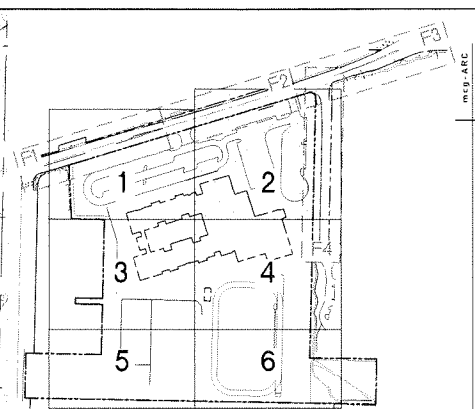
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BPRC: BEGIN PAINTED RED CURB  
 EPRC: END PAINTED RED CURB

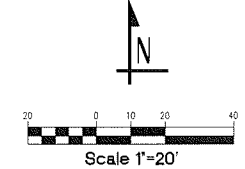
PAINTED RED CURB SHALL HAVE  
 "NO PARKING FIRE LANE" 3" WHITE  
 LETTERING AT 50-FT INTERVALS  
 AND "NO PARKING FIRE LANE"  
 SIGNS AT 150-FT INTERVALS (TYP)

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 CDB USFPA 300004, GD #10-30000X  
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KEYMAP



LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- - - 230 PROPOSED CONTOUR (INDEX)
- - - 231 PROPOSED CONTOUR
- SPOT ELEVATION
- FF 78.0 FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
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- VAULT ACCESS RISER
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- FOOTING/SUBSURFACE DRAIN
- DETECTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

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Project No. 1614.000  
**PAVING AND HORIZONTAL CONTROL**

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location,  
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**C-502**

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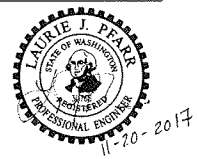
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electrical engineer,  
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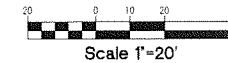
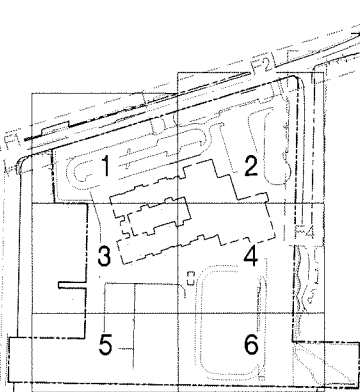
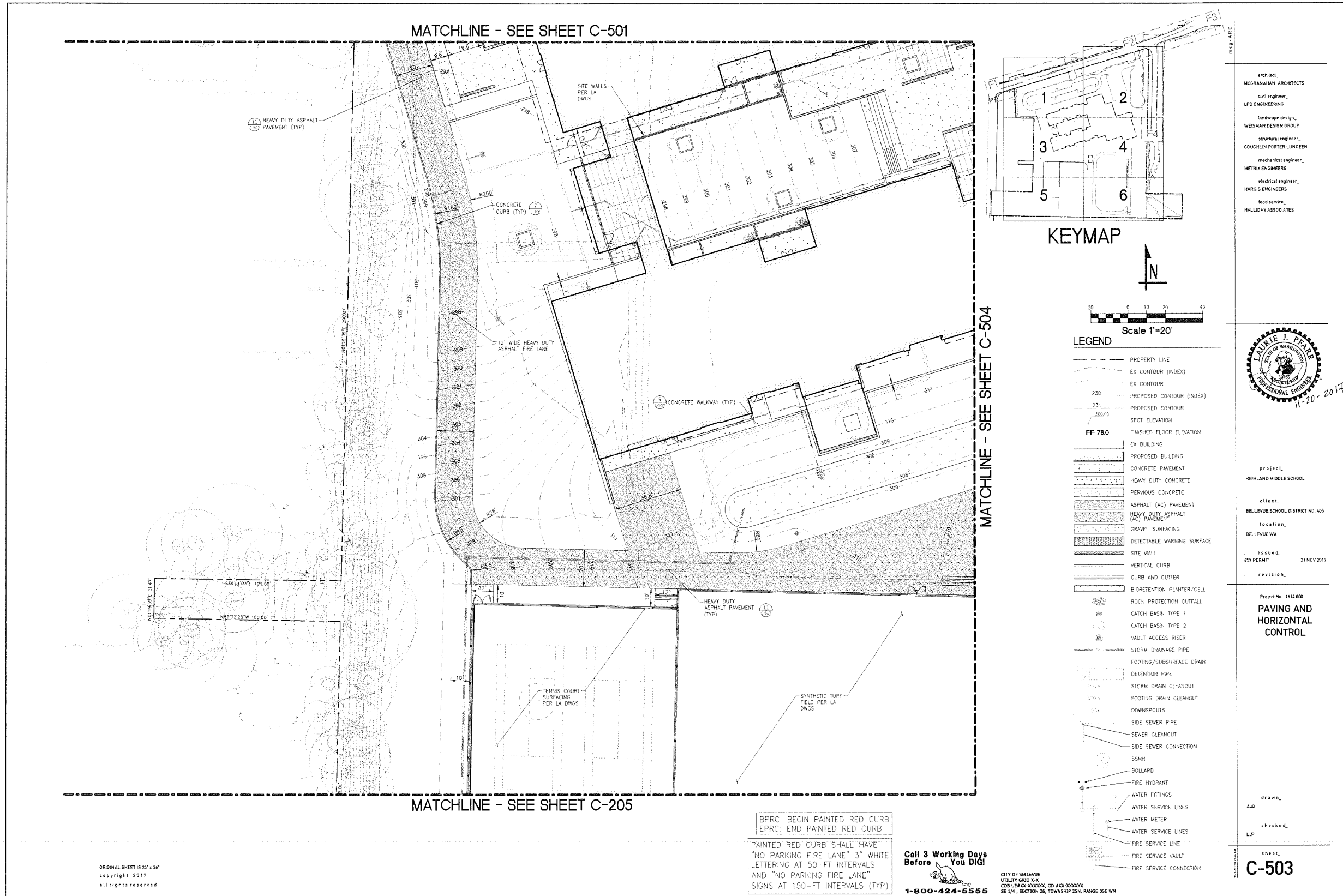
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 LP

sheet,  
**C-502**

drawn,  
 AJO

checked,  
 LP

sheet,  
**C-502**



**LEGEND**

	PROPERTY LINE
	EX CONTOUR (INDEX)
	EX CONTOUR
	PROPOSED CONTOUR (INDEX)
	PROPOSED CONTOUR
	SPOT ELEVATION
	FINISHED FLOOR ELEVATION
	EX BUILDING
	PROPOSED BUILDING
	CONCRETE PAVEMENT
	HEAVY DUTY CONCRETE
	PERVIOUS CONCRETE
	ASPHALT (AC) PAVEMENT
	HEAVY DUTY ASPHALT (AC) PAVEMENT
	GRAVEL SURFACING
	DETECTABLE WARNING SURFACE
	SITE WALL
	VERTICAL CURB
	CURB AND GUTTER
	BIORETENTION PLANTER/CELL
	ROCK PROTECTION OUTFALL
	CATCH BASIN TYPE 1
	CATCH BASIN TYPE 2
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	STORM DRAINAGE PIPE
	FOOTING/SUBSURFACE DRAIN
	DETENTION PIPE
	STORM DRAIN CLEANOUT
	FOOTING DRAIN CLEANOUT
	DOWNSPOUTS
	SIDE SEWER PIPE
	SEWER CLEANOUT
	SIDE SEWER CONNECTION
	SSMH
	BOLLARD
	FIRE HYDRANT
	WATER FITTINGS
	WATER SERVICE LINES
	WATER METER
	WATER SERVICE LINES
	FIRE SERVICE LINE
	FIRE SERVICE VAULT
	FIRE SERVICE CONNECTION

BPRC: BEGIN PAINTED RED CURB  
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 AND "NO PARKING FIRE LANE"  
 SIGNS AT 150-FT INTERVALS (TYP)

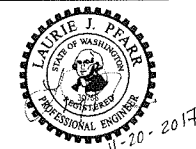
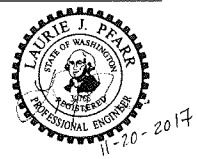
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 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
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Project,  
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 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUEWA

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 CONTROL**

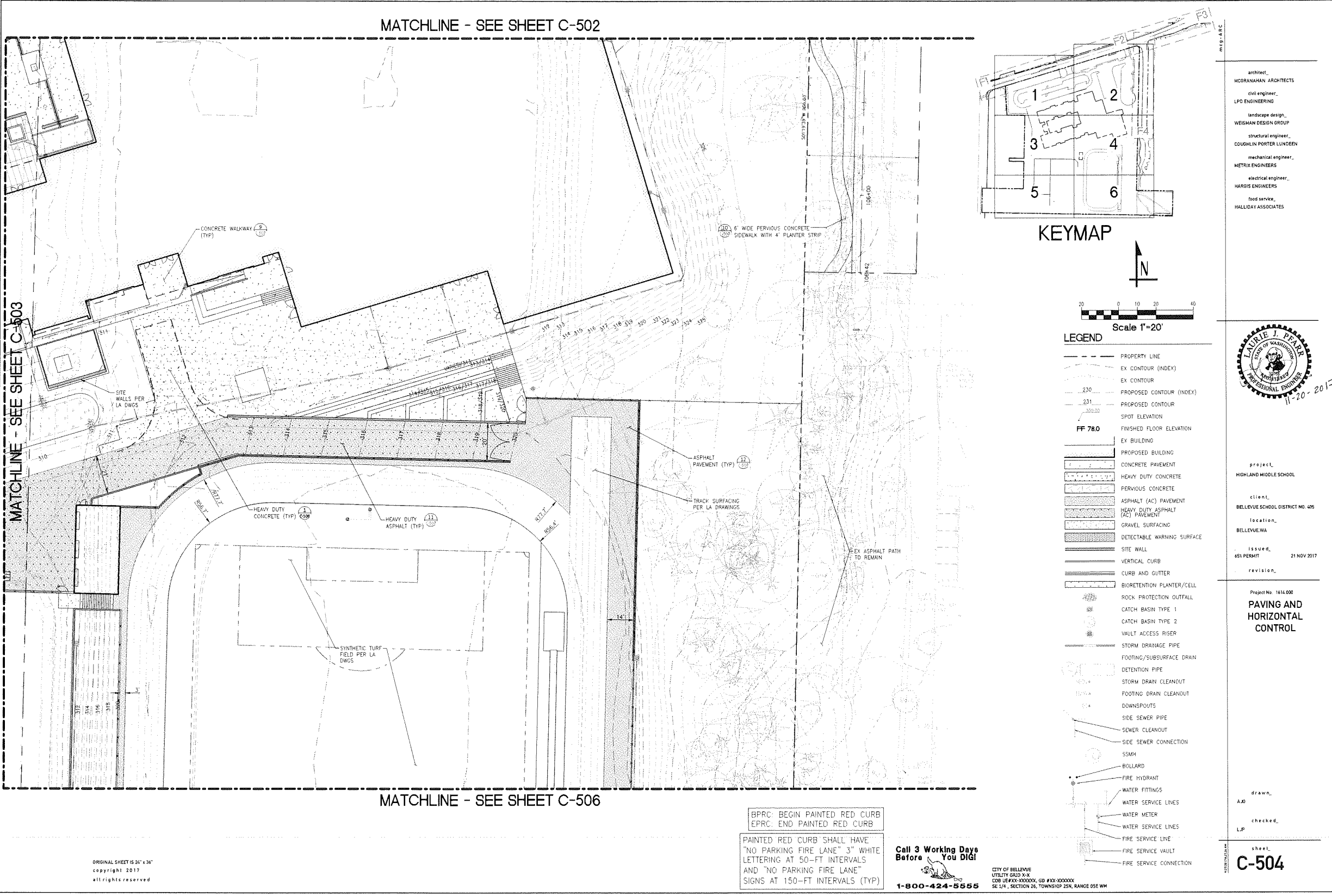
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 CONTROL**

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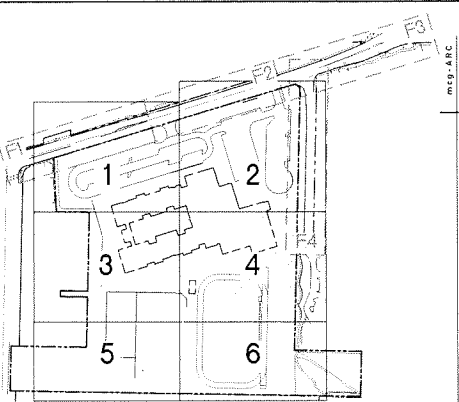
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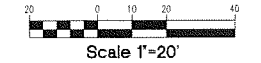
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MATCHLINE - SEE SHEET C-503

MATCHLINE - SEE SHEET C-506



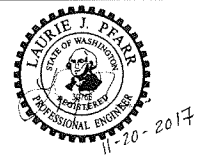
KEYMAP



LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- EX CONTOUR
- 230 PROPOSED CONTOUR (INDEX)
- 231 PROPOSED CONTOUR
- SPOT ELEVATION
- FF 78.0 FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
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- PERVIOUS CONCRETE
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- SEWER CLEANOUT
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- WATER SERVICE LINES
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BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1616.000  
**PAVING AND HORIZONTAL CONTROL**

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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
issued,  
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revision,

Project No. 1616.000  
**PAVING AND HORIZONTAL CONTROL**

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checked,  
LJP

sheet,  
**C-504**

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651 PERMIT 21 NOV 2017  
revision,

drawn,  
AJO  
checked,  
LJP

sheet,  
**C-504**

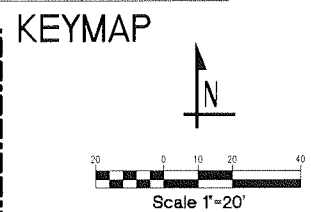
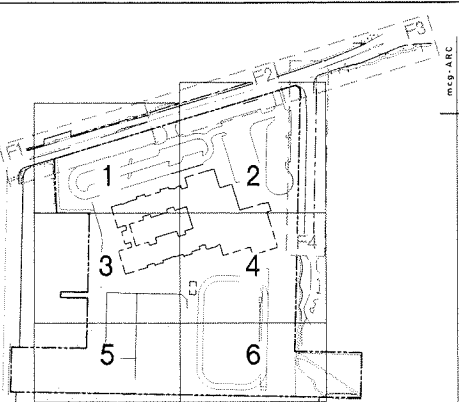
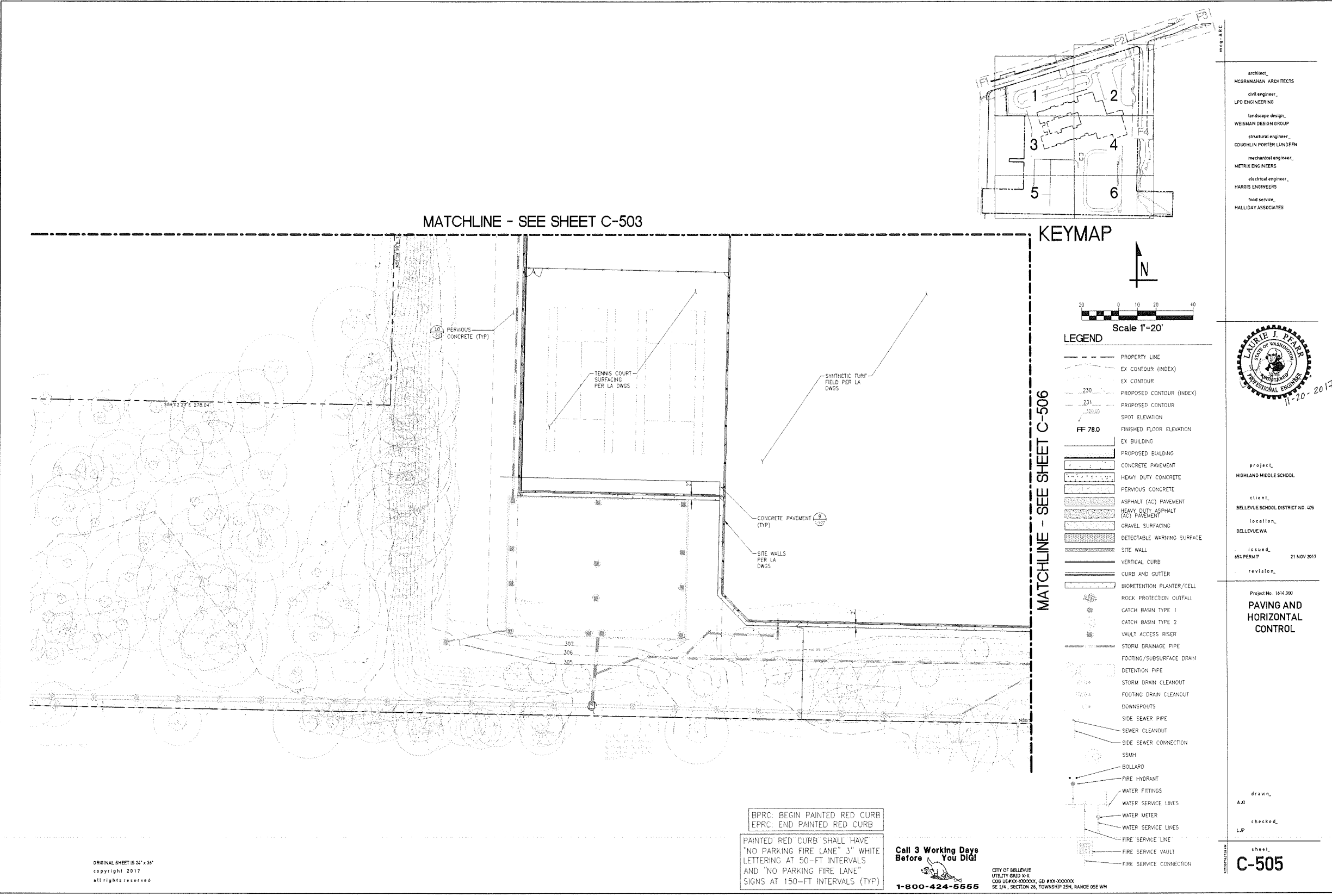
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**LEGEND**

- PROPERTY LINE
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- ..... EX CONTOUR
- - - 230 PROPOSED CONTOUR (INDEX)
- ..... 231 PROPOSED CONTOUR
- ..... SPOT ELEVATION
- ..... FINISHED FLOOR ELEVATION
- EX BUILDING
- PROPOSED BUILDING
- CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE
- PERVIOUS CONCRETE
- ASPHALT (AC) PAVEMENT
- HEAVY DUTY ASPHALT (AC) PAVEMENT
- GRAVEL SURFACING
- DETECTABLE WARNING SURFACE
- SITE WALL
- VERTICAL CURB
- CURB AND GUTTER
- BIORETENTION PLANTER/CELL
- ROCK PROTECTION OUTFALL
- CATCH BASIN TYPE 1
- CATCH BASIN TYPE 2
- VAULT ACCESS RISER
- STORM DRAINAGE PIPE
- FOOTING/SUBSURFACE DRAIN
- DETENTION PIPE
- STORM DRAIN CLEANOUT
- FOOTING DRAIN CLEANOUT
- DOWNSPOUTS
- SIDE SEWER PIPE
- SEWER CLEANOUT
- SIDE SEWER CONNECTION
- SSMH
- BOLLARD
- FIRE HYDRANT
- WATER FITTINGS
- WATER SERVICE LINES
- WATER METER
- WATER SERVICE LINES
- FIRE SERVICE LINE
- FIRE SERVICE VAULT
- FIRE SERVICE CONNECTION

BPRC: BEGIN PAINTED RED CURB  
 EPRC: END PAINTED RED CURB

PAINTED RED CURB SHALL HAVE  
 "NO PARKING FIRE LANE" 3" WHITE  
 LETTERING AT 50-FT INTERVALS  
 AND "NO PARKING FIRE LANE"  
 SIGNS AT 150-FT INTERVALS (TYP)

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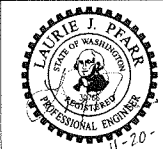
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drawn,  
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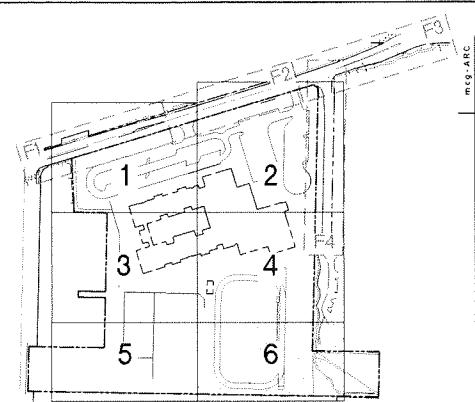
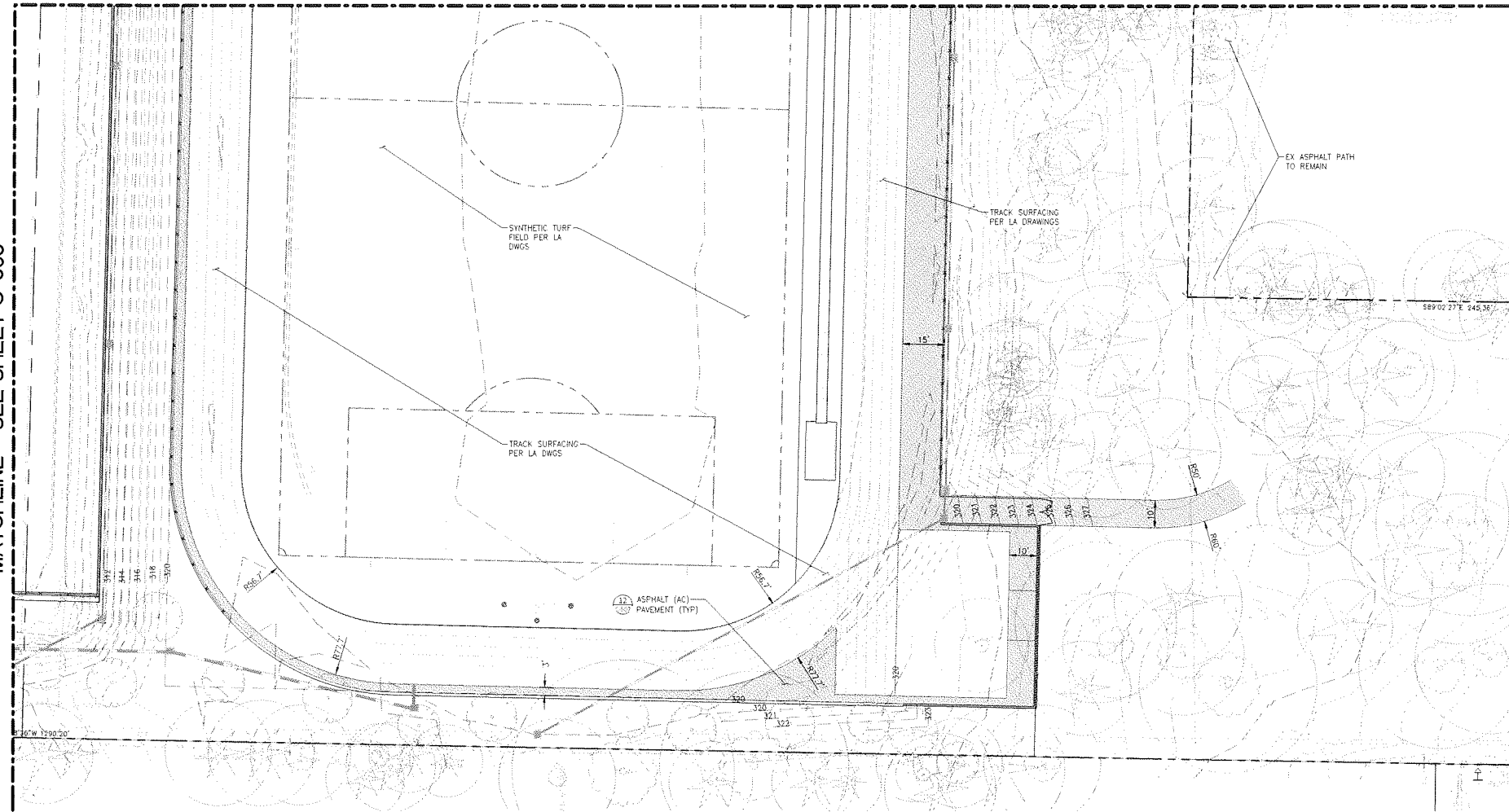
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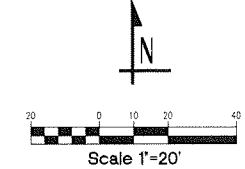
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MATCHLINE - SEE SHEET C-505

MATCHLINE - SEE SHEET C-504



KEYMAP



LEGEND

- PROPERTY LINE
- - - EX CONTOUR (INDEX)
- - - EX CONTOUR
- 230 --- PROPOSED CONTOUR (INDEX)
- 231 --- PROPOSED CONTOUR
- SPOT ELEVATION
- FF 780 FINISHED FLOOR ELEVATION
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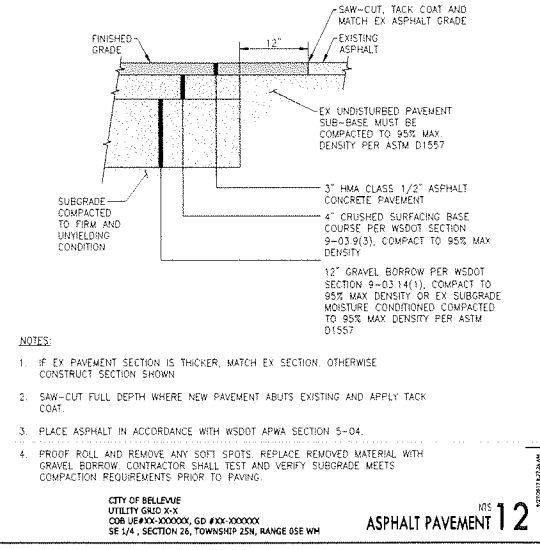
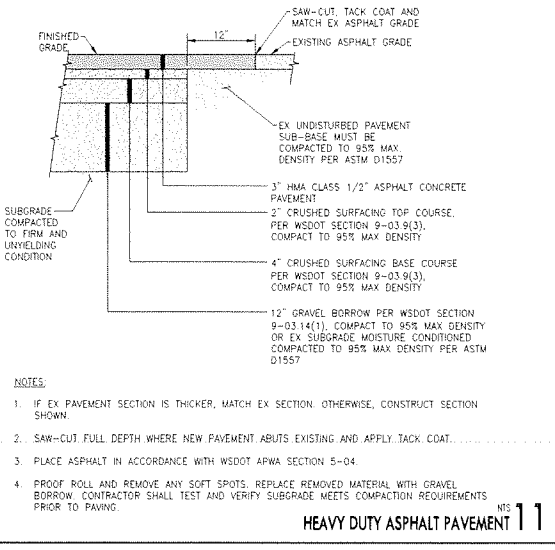
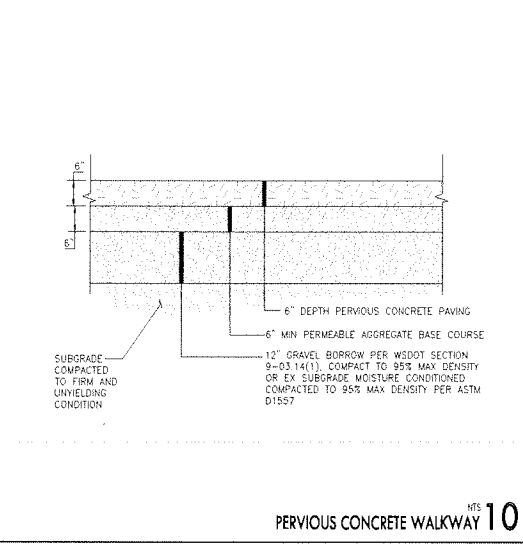
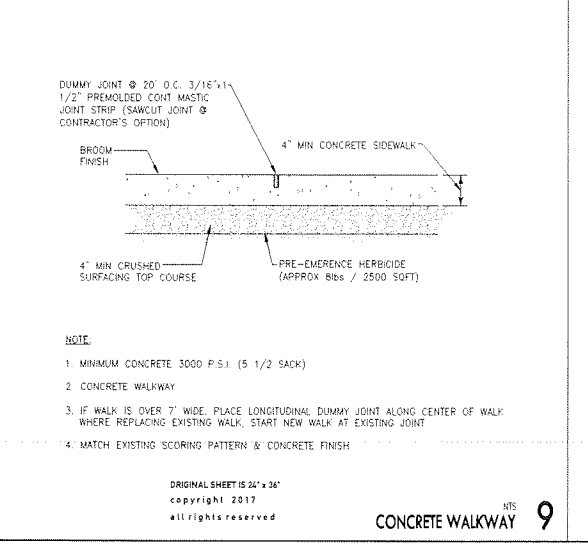
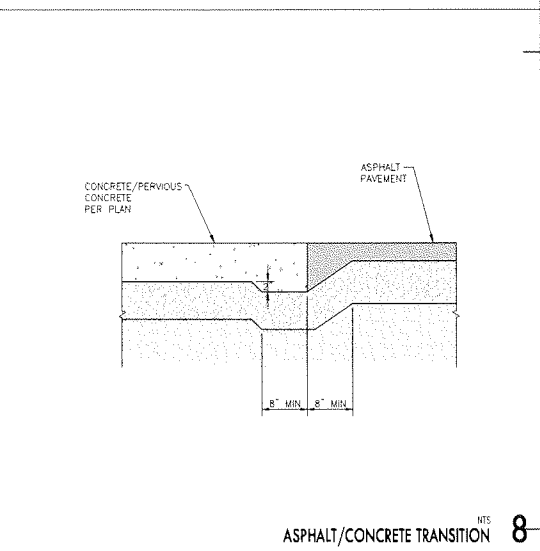
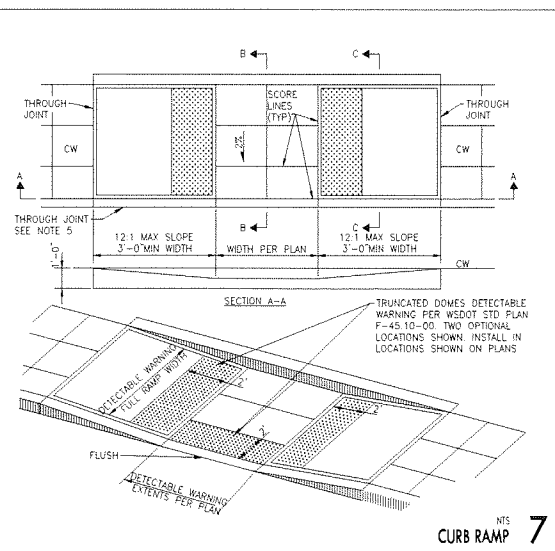
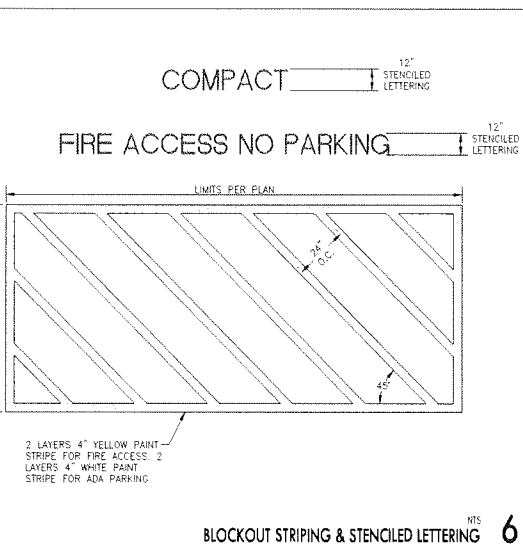
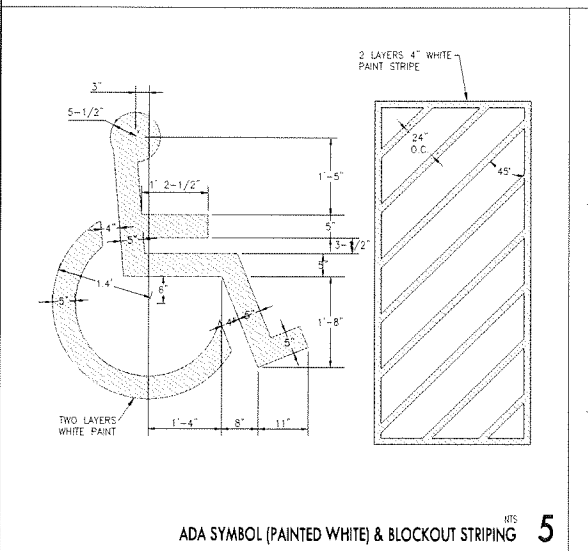
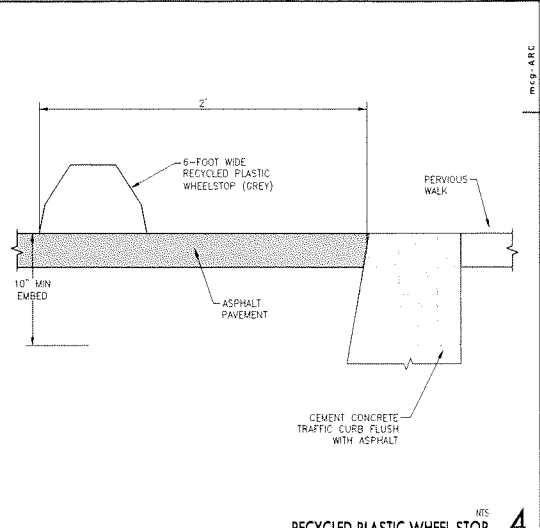
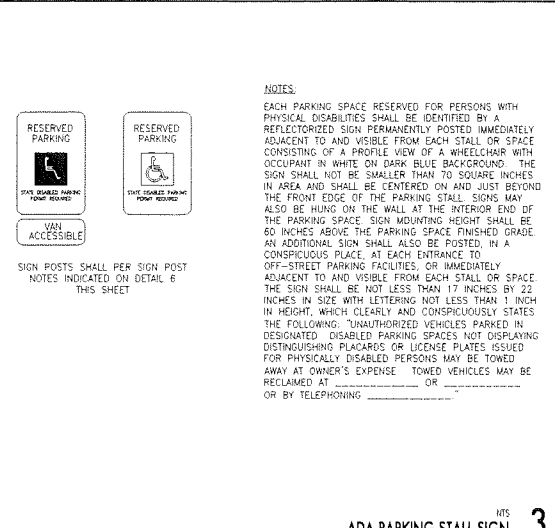
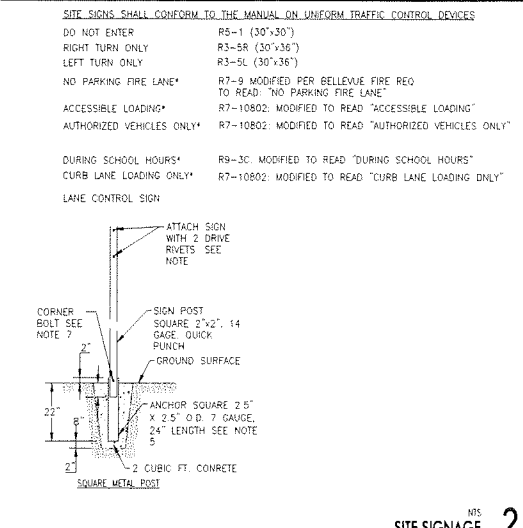
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**C-506**

**METAL POST NOTES:**

- METAL POSTS SHALL BE TELESAR QUICK PUNCH POST.
- METAL STOP AND YIELD SIGN POSTS SHALL HAVE ALTERNATING 1" BANDS OF RED AND WHITE 3M DIAMOND GRADE SHEETING. ALL OTHER POSTS SHALL BE UNSHEATED.
- FOR IN-SIDEWALK INSTALLATIONS, CORE 4" DIAM HOLE ANCHOR LENGTH MAY BE DECREASED TO 12".
- POST SHALL BE ROLLED CARBON SHEET STEEL, ASTM A570 GRADE 50 AND BE HOT DIPPED GALVANIZED ASHTD M-70 YIELD STRENGTH 60,000 PSI MIN. POST SHALL HAVE 7/16" DIE-PUNCHED KNOCKOUTS ON 1" CENTERS FULL LENGTH, FOUR SIDES.
- ANCHOR SHALL HAVE 4 7/16" HOLES ONE EACH SIDE 2" FROM TOP END. FINISH SHALL BE ZINC HOT DIPPED GALVANIZED MATERIAL TO MEET ASTM A500 GRADE B.
- DRIVE RIVETS TO BE TL1806 3/8" DIA.
- CORNER BOLTS TO BE TL63516M.

**SIGN INSTALLATION NOTES:**

- SIGN SHEETING REQUIREMENTS - 3M DIAMOND GRADE OR REFLECTIVE SHEETING OR APPROVED EQUAL.**  
STOP, YIELD, KEEP RT, TURN RESTRICTION, LARGE ARROW, CHEVRON, CURVE/TURN WARNING, PED & ADV PED CROSSING, SCHOOL AND ADV SCHOOL CROSSING, STOP/YIELD/SIGNAL AHEAD, OBJECT MARKERS, END OF ROAD MARKER, ALL STREET NAME SIGNS, ALL MAST ARM OR OVERHEAD MOUNTED SIGNS. ALL OTHER SIGNS SHALL HAVE 3M HIGH INTENSITY PRISMATIC SHEETING, OR APPROVED EQUAL.
- SIGN HEIGHT - (EXCLUDING ADA SIGNS)**  
7' FROM BOTTOM OF SIGN TO STREET OR SIDEWALK. 6' FROM BOTTOM OF LOWER SIGN FOR MULTIPLE SIGNS ON ONE POST. EXCEPTIONS ONLY AS SPECIFICALLY STATED IN PLANS OR APPROVED BY THE ENGINEER.
- FIRE LANE MOUNTING SHALL BE AS FOLLOWS:**  
A 60 INCHES TO TOP OF SIGN WHERE MOUNTED ON BUILDING OR NOT LOCATED ADJACENT TO PEDESTRIAN WALKWAY.  
B 80 INCHES TO TOP OF SIGN WHERE LOCATED IN OR ADJACENT TO PEDESTRIAN WALKWAY.
- ADA SIGN MOUNTING 5' FROM ELEVATION OF PARKING SPACE MEASURED TO BOTTOM OF SIGN IN ACCORDANCE WITH ICC/ANSI A 117.1-2003 SECTIONS 502 & 503**
- CONTRACTOR SHALL SUBMIT A MOCK UP OF ALL MODIFIED SIGNS TO ENGINEER FOR APPROVAL PRIOR TO ORDER OR PURCHASE OF SIGNS.



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Project: HIGHLAND MIDDLE SCHOOL  
client: BELLEVUE SCHOOL DISTRICT NO. 405  
location: BELLEVUEWA

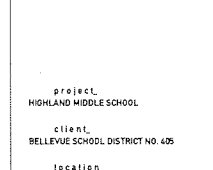
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**PAVING AND HORIZONTAL CONTROL DETAILS**

drawn: AJO  
checked: LJP  
sheet: C-507

issued: 21 NOV 2017  
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revision:

drawn: AJO  
checked: LJP  
sheet: C-507



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sheet: C-507



<p>HEAVY DUTY CONCRETE <sup>NTS</sup> 1</p>	<p>NOT USED <sup>NTS</sup> 2</p>	<p>NOT USED <sup>NTS</sup> 3</p>	<p>NOT USED <sup>NTS</sup> 4</p>
<p>NOT USED <sup>NTS</sup> 5</p>	<p>NOT USED <sup>NTS</sup> 6</p>	<p>NOT USED <sup>NTS</sup> 7</p>	<p>NOT USED <sup>NTS</sup> 8</p>
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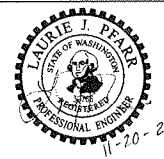
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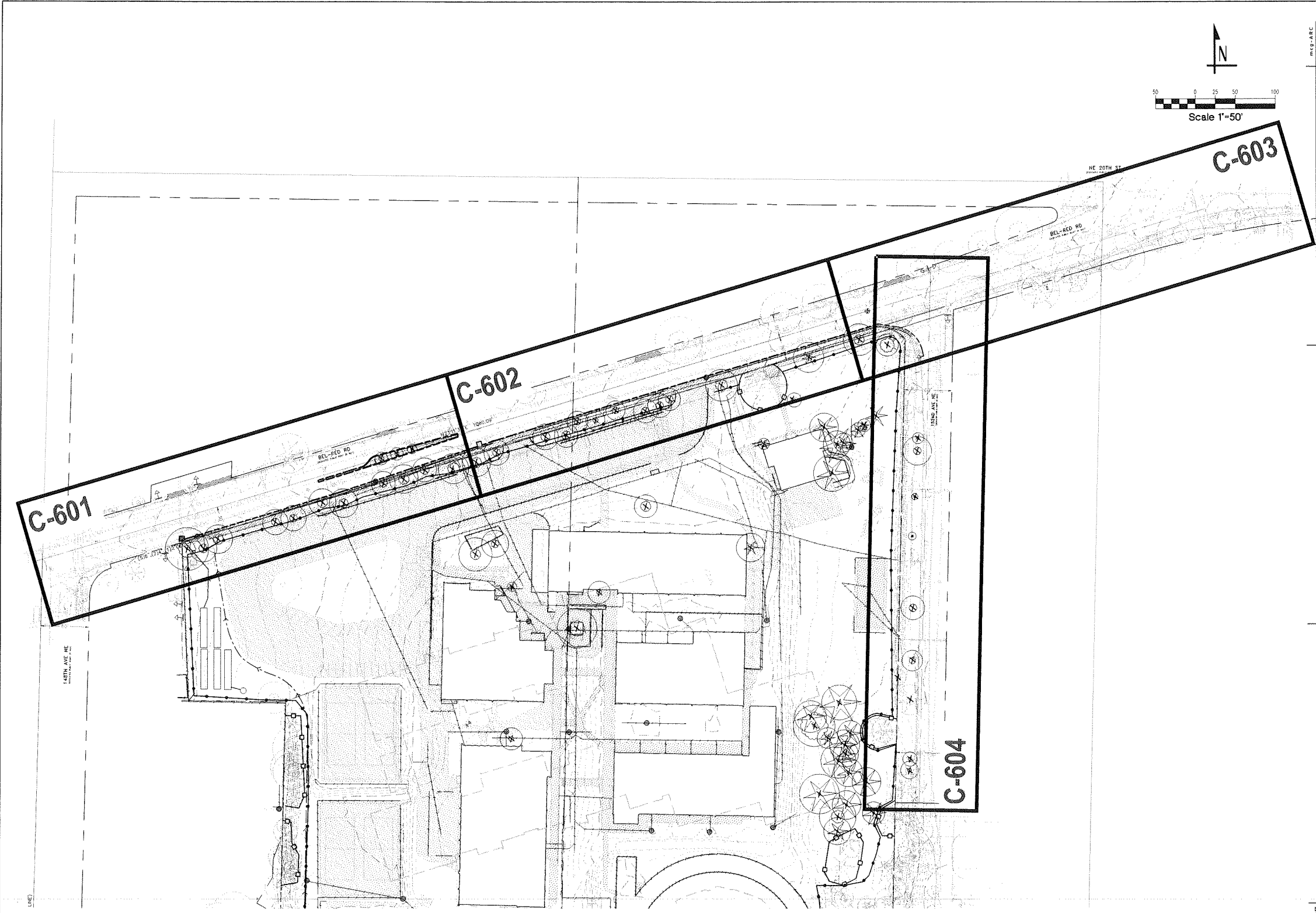
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**FRONTAGE  
 IMPROVEMENT  
 DEMOLITION OVERALL**

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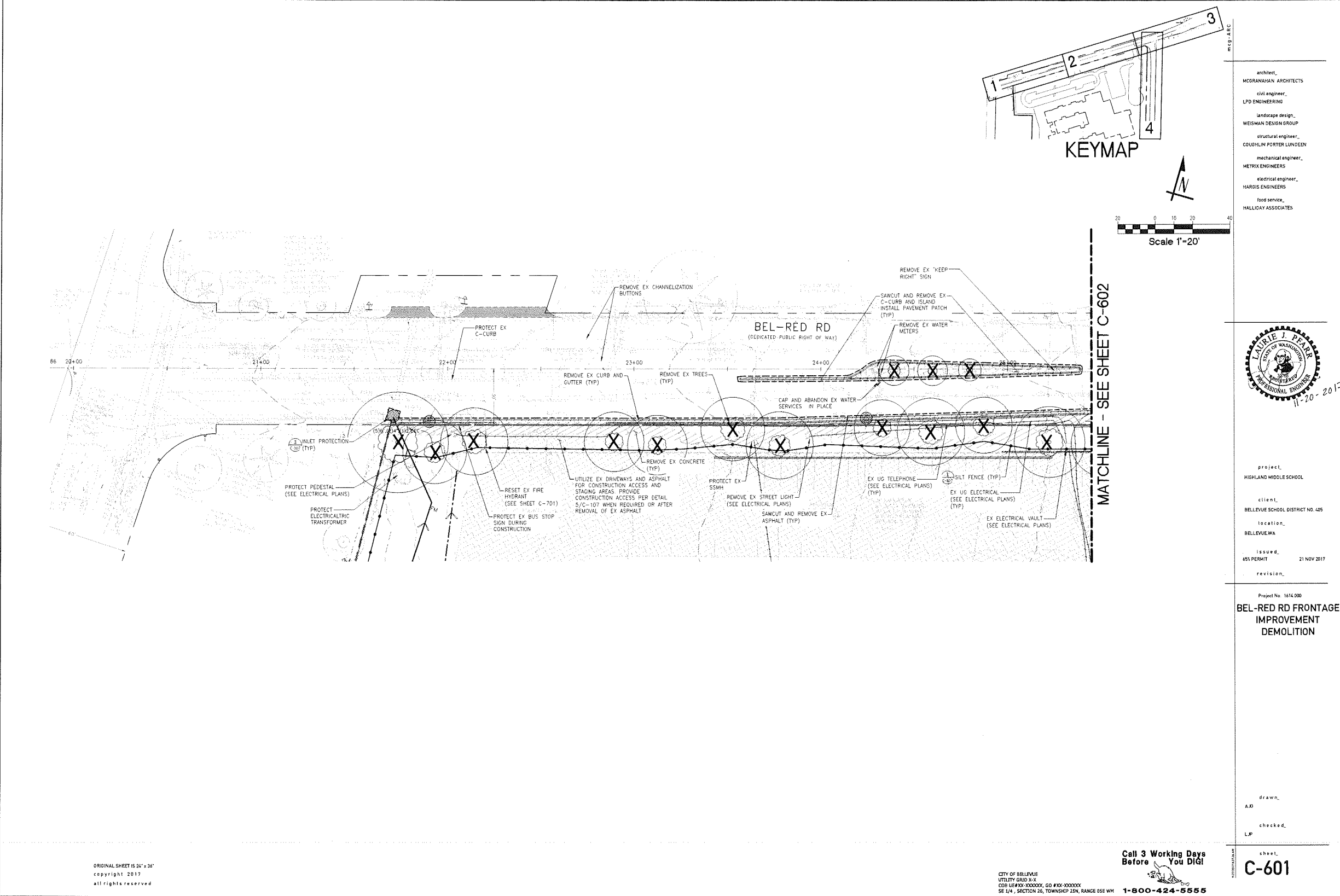
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 IMPROVEMENT  
 DEMOLITION**

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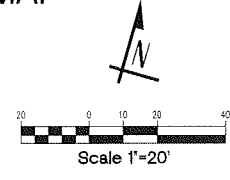
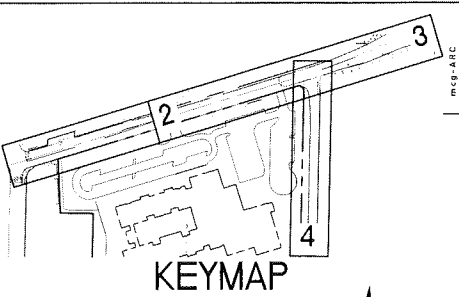
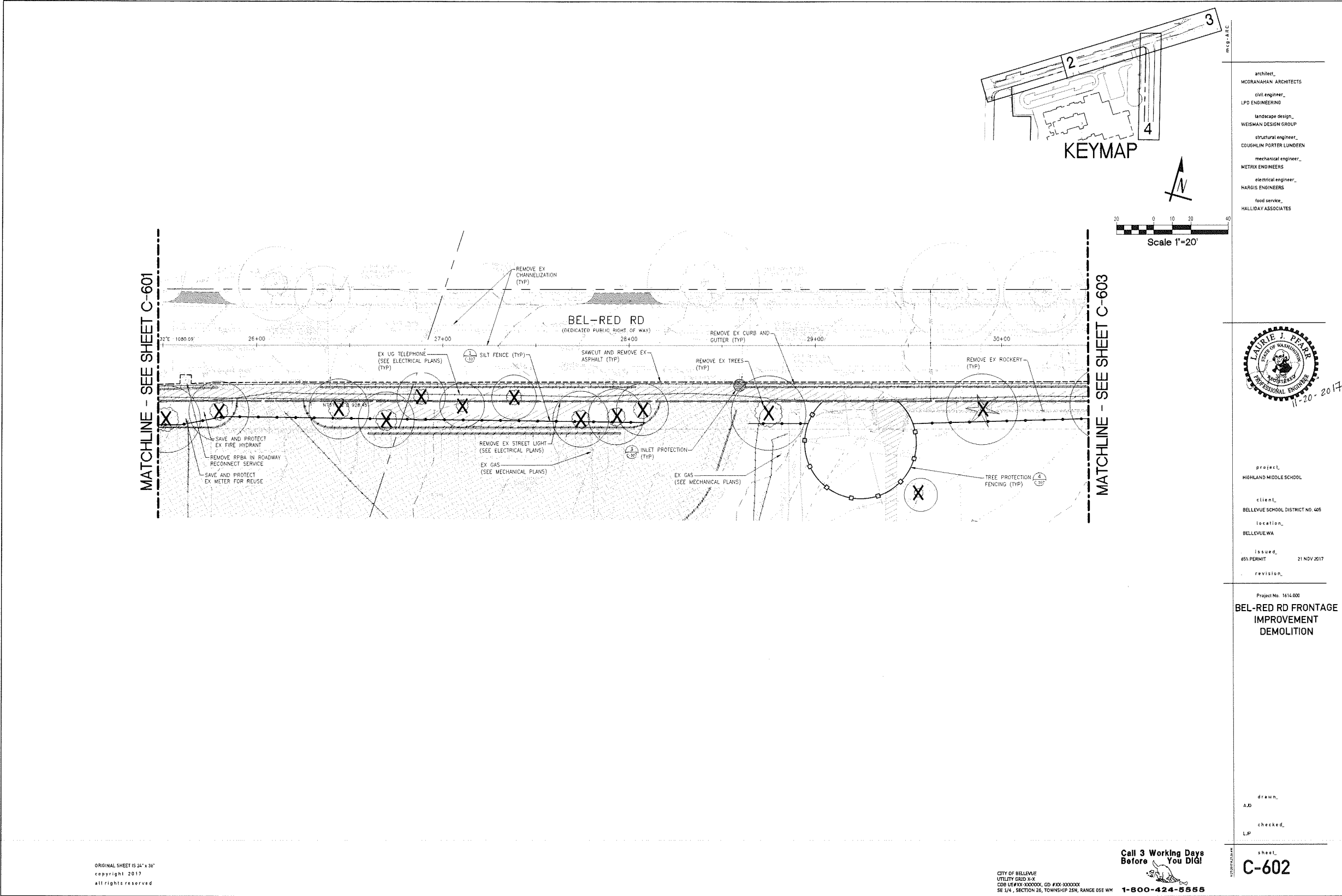
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DEMOLITION

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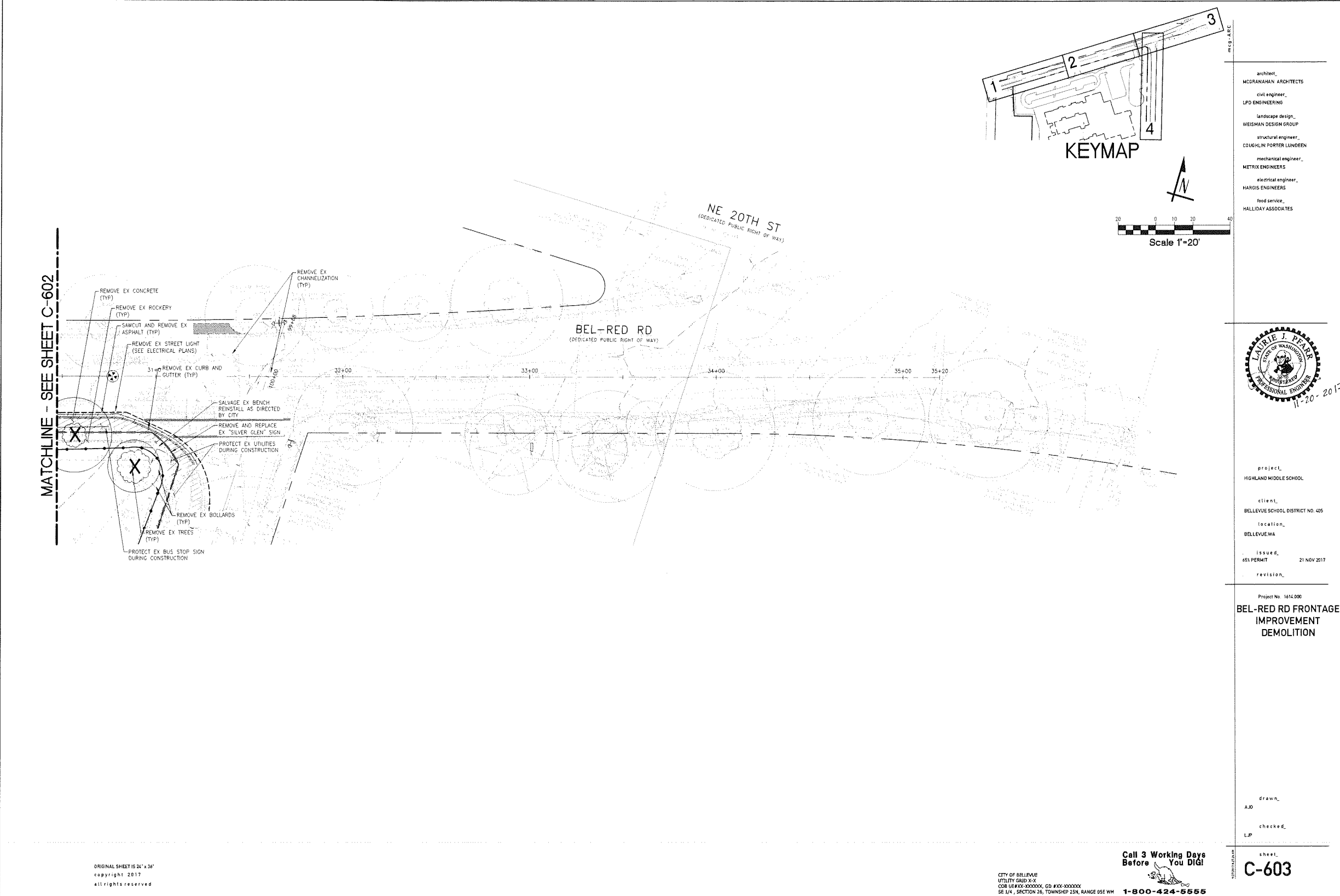
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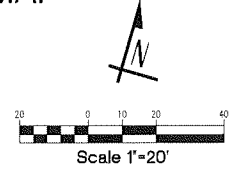
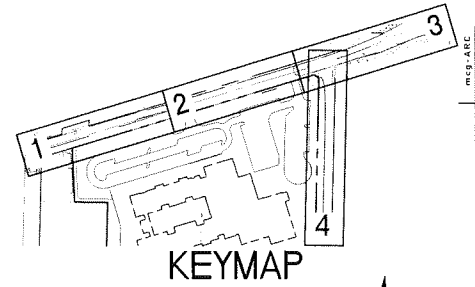
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WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



Project No. 1614.000  
**BEL-RED RD FRONTAGE  
IMPROVEMENT  
DEMOLITION**

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-603**

architect,  
MCGRANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



Project No. 1614.000  
**BEL-RED RD FRONTAGE  
IMPROVEMENT  
DEMOLITION**

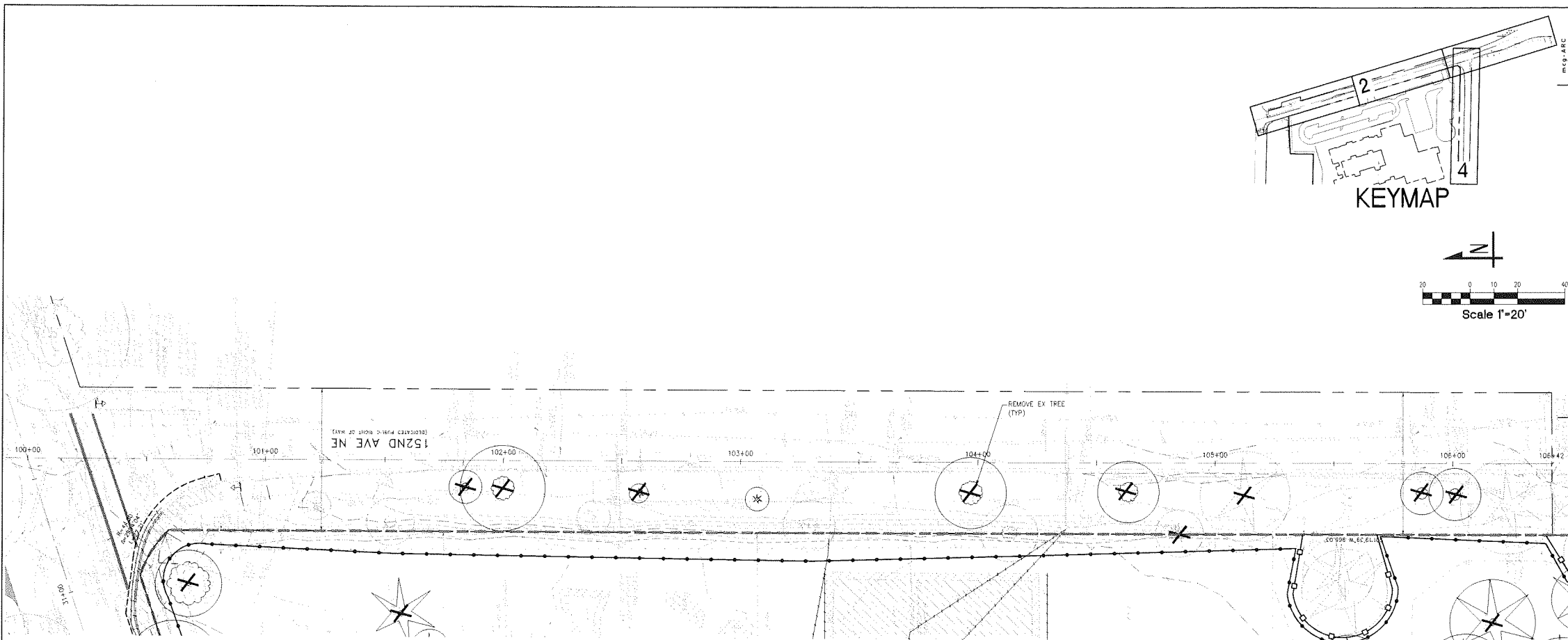
project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1614.000  
**BEL-RED RD FRONTAGE  
IMPROVEMENT  
DEMOLITION**

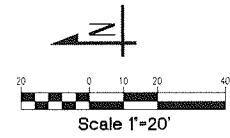
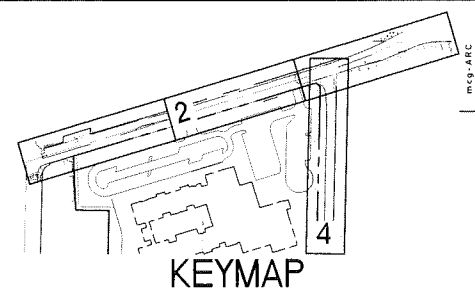
project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-603**

sheet,  
**C-603**



PROTECT ALL EX UTILITIES, CURBS, FENCES, TREES, CURBS, SIDEWALKS, ROADWAY AND SIGNS ON 152ND AVE NE UNLESS SHOWN SPECIFICALLY TO REMOVE



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civil engineer,  
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mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
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client,  
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location,  
BELLEVUE WA  
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revision,

Project No. 1616.000  
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FRONTAGE  
IMPROVEMENT  
DEMOLITION

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sheet,  
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CDR 161600-000000, CD #00-000000  
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mechanical engineer,  
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electrical engineer,  
HARGIS ENGINEERS  
food service,  
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project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

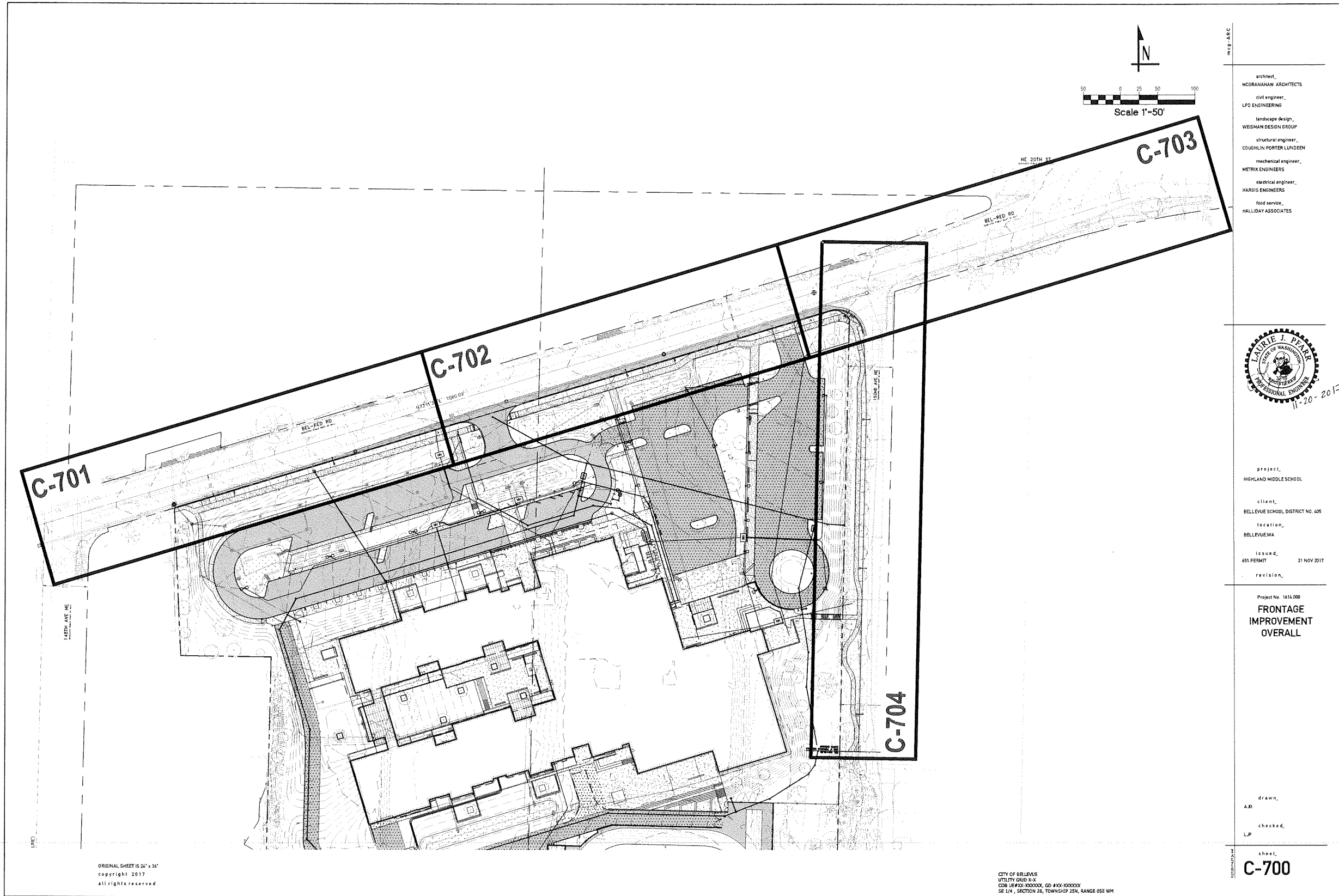
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152ND AVE NE  
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DEMOLITION

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651 PERMIT 21 NOV 2017  
revision,

drawn,  
AJO  
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LJP

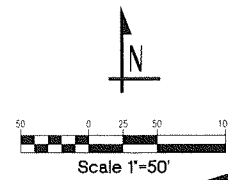
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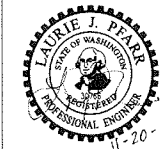


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 structural engineer,  
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 mechanical engineer,  
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 electrical engineer,  
 HARDS ENGINEERS  
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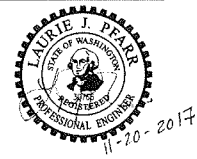
project,  
 HIGHLAND MIDDLE SCHOOL  
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 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE WA  
 issued,  
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 OVERALL**

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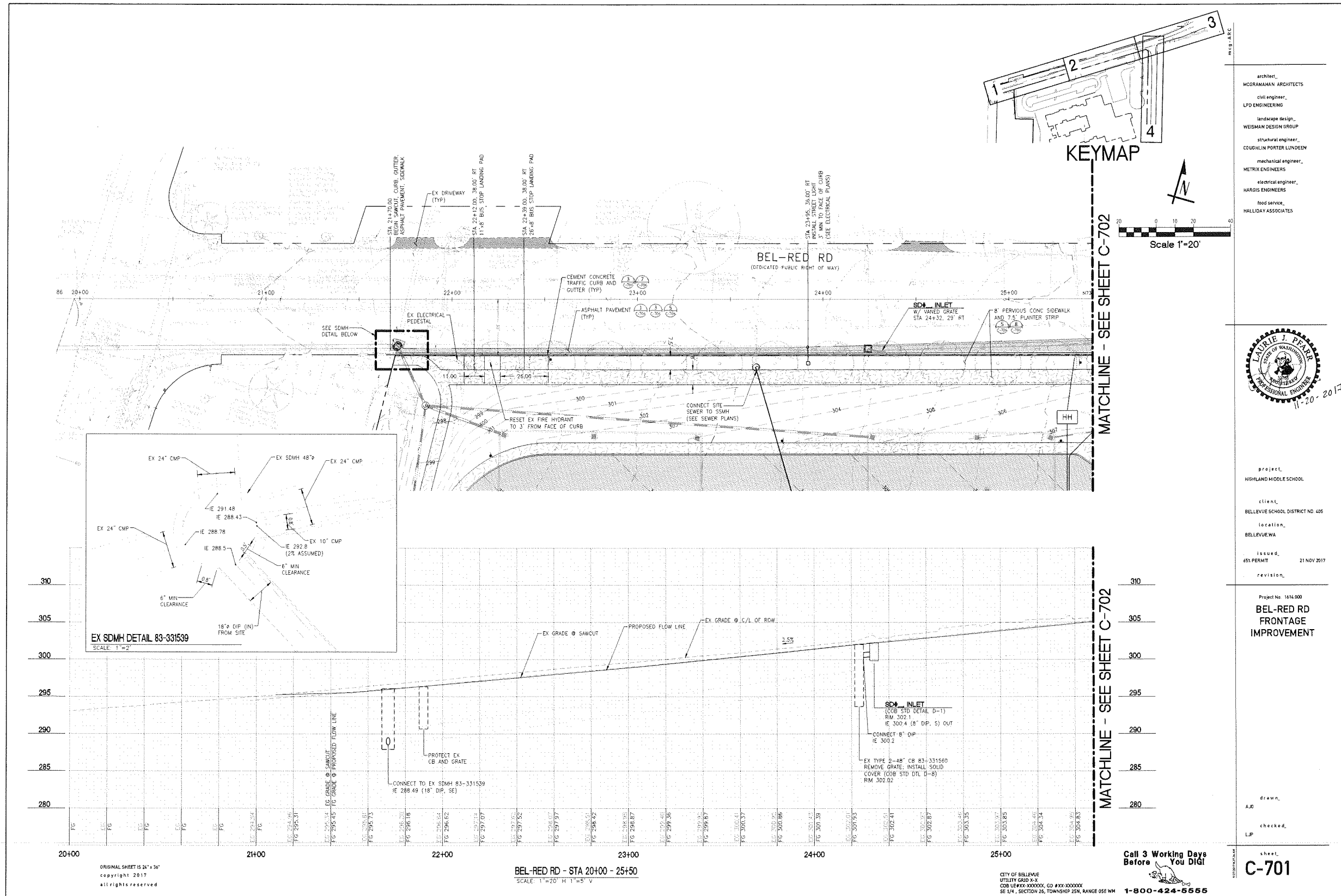
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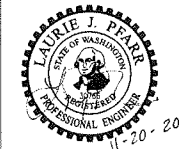
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AJO

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sheet  
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location,  
BELLEVUE WA  
issued,  
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revision,



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civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



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location,  
BELLEVUE WA

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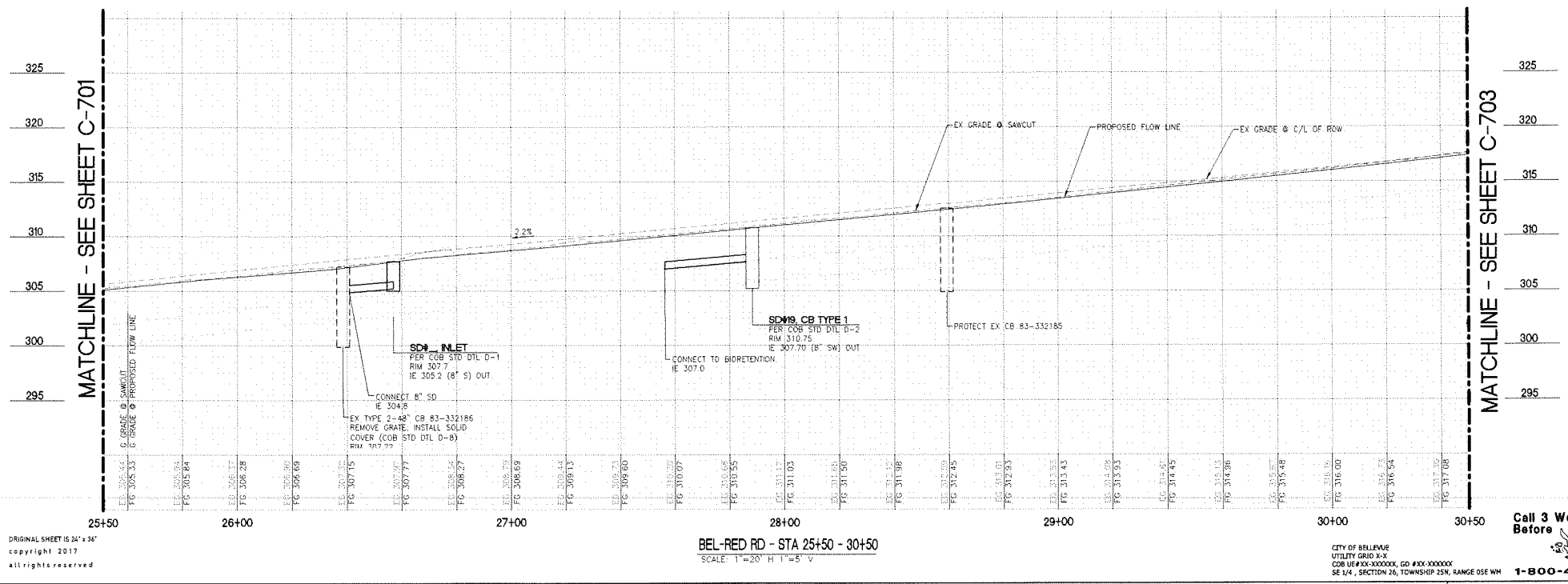
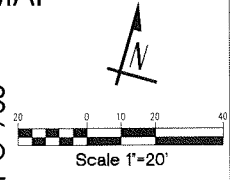
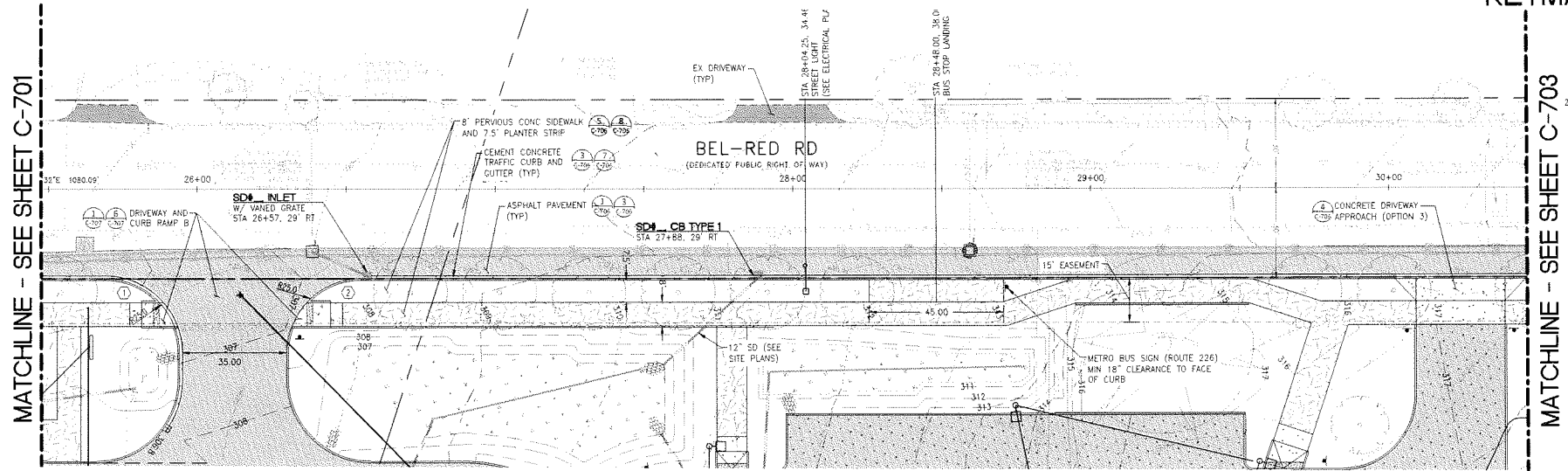
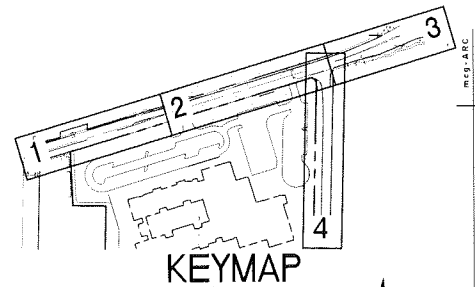
drawn  
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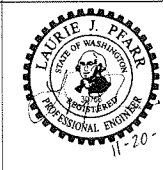
sheet  
**C-701**



CURB RETURN TABLE									
NO	Δ	R	STA PC LOCATION	TOP OF CURB ELEVATION FLOW LINE ELEVATION					STA PT LOCATION
				PC	1/4	1/2	3/4	PT	
1	90.00'	25'	25+69.00, 30.00' RT	306.05 305.55	306.10 305.90	RAMP 306.30	RAMP 306.50	307.35 306.85	25+94.55, 55.00' RT
2	90.00'	25'	26+29.30, 55.00' RT	307.81 307.31	RAMP 307.05	RAMP 307.10	307.55 307.25	308.00 307.50	29+54, 30.00' RT



architect,  
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civil engineer,  
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landscape design,  
WEISMAN DESIGN GROUP  
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METRIX ENGINEERS  
electrical engineer,  
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Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

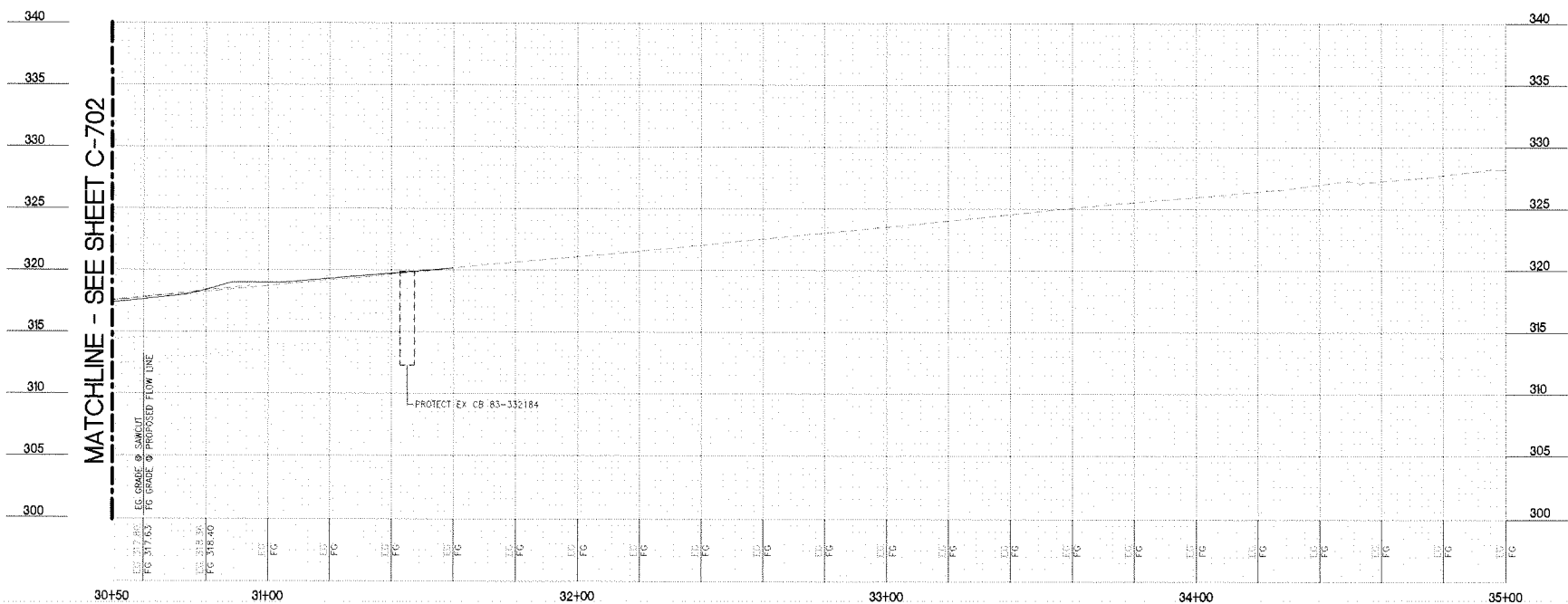
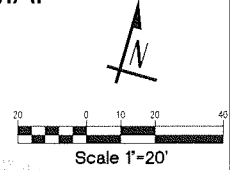
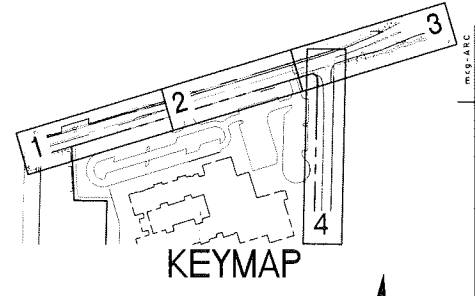
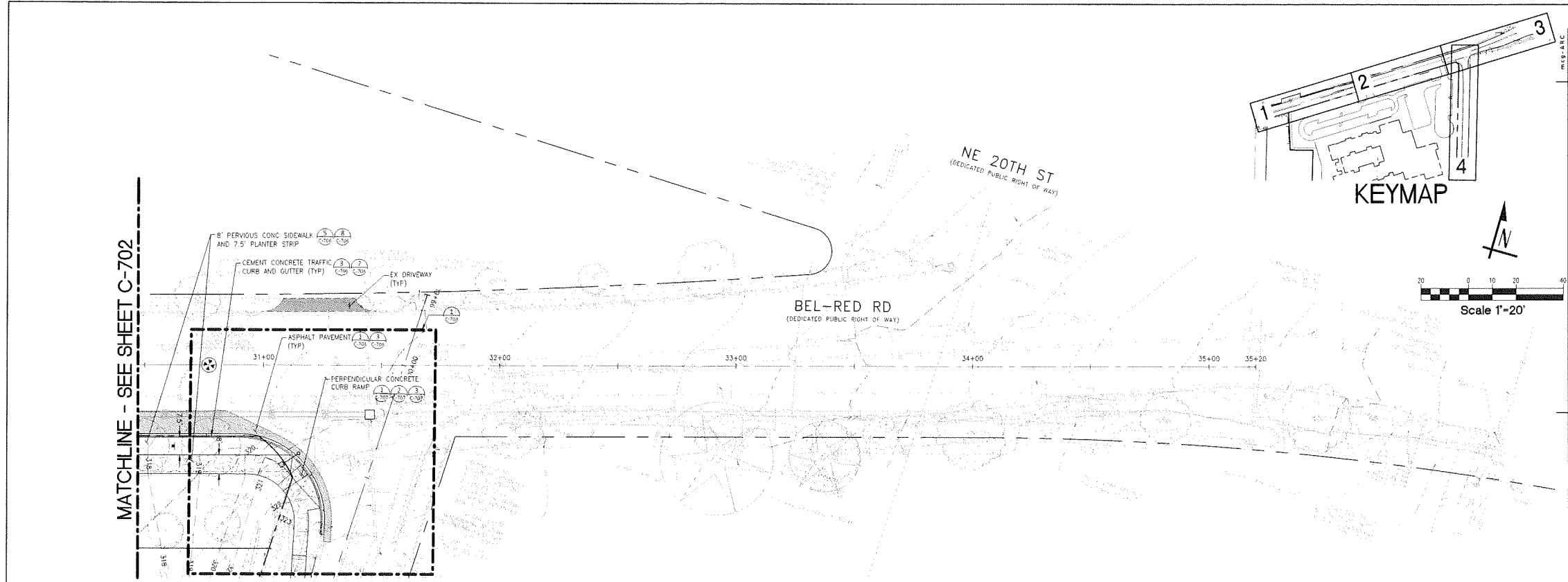
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**BEL-RED RD  
FRONTAGE  
IMPROVEMENT**  
client,  
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location,  
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Project No. 1814.000  
**BEL-RED RD  
FRONTAGE  
IMPROVEMENT**

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checked,  
LJP  
sheet,  
**C-702**

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651 PERMIT 21 NOV 2017  
revision,

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sheet,  
**C-702**



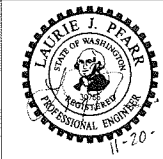
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mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
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Project No. 1614.000  
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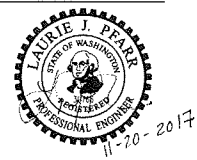
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HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA  
issued,  
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BEL-RED RD  
FRONTAGE  
IMPROVEMENT

drawn,  
AJO  
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LJP

sheet,  
C-703

architect,  
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civil engineer,  
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landscape design,  
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structural engineer,  
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mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



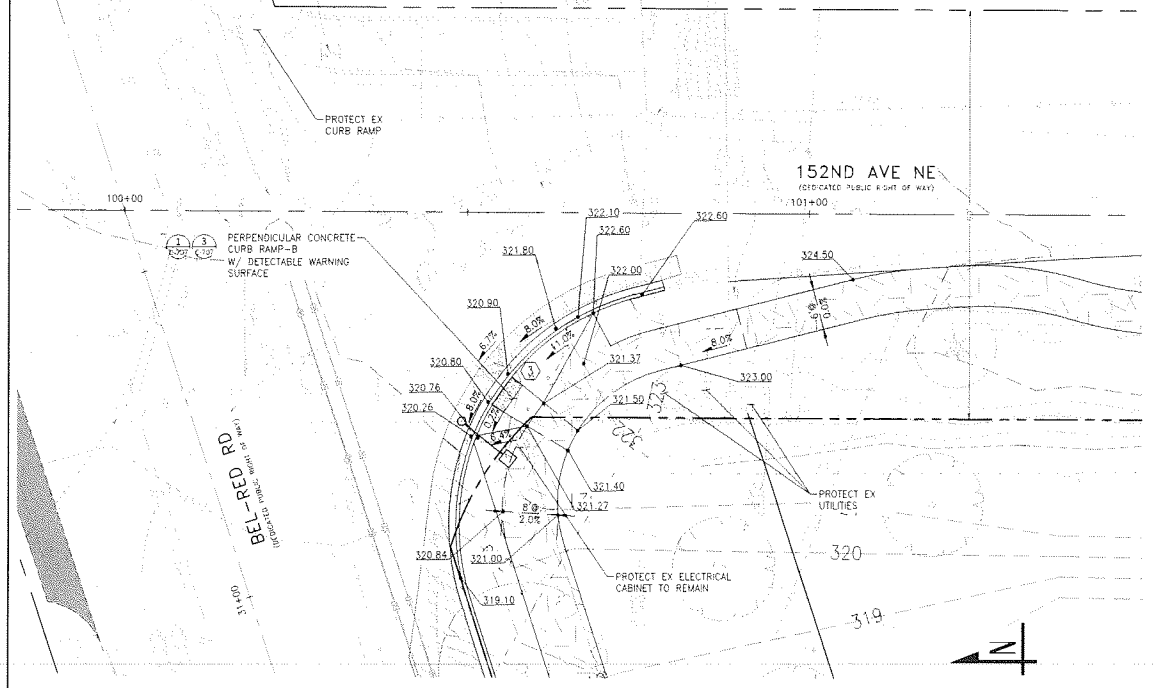
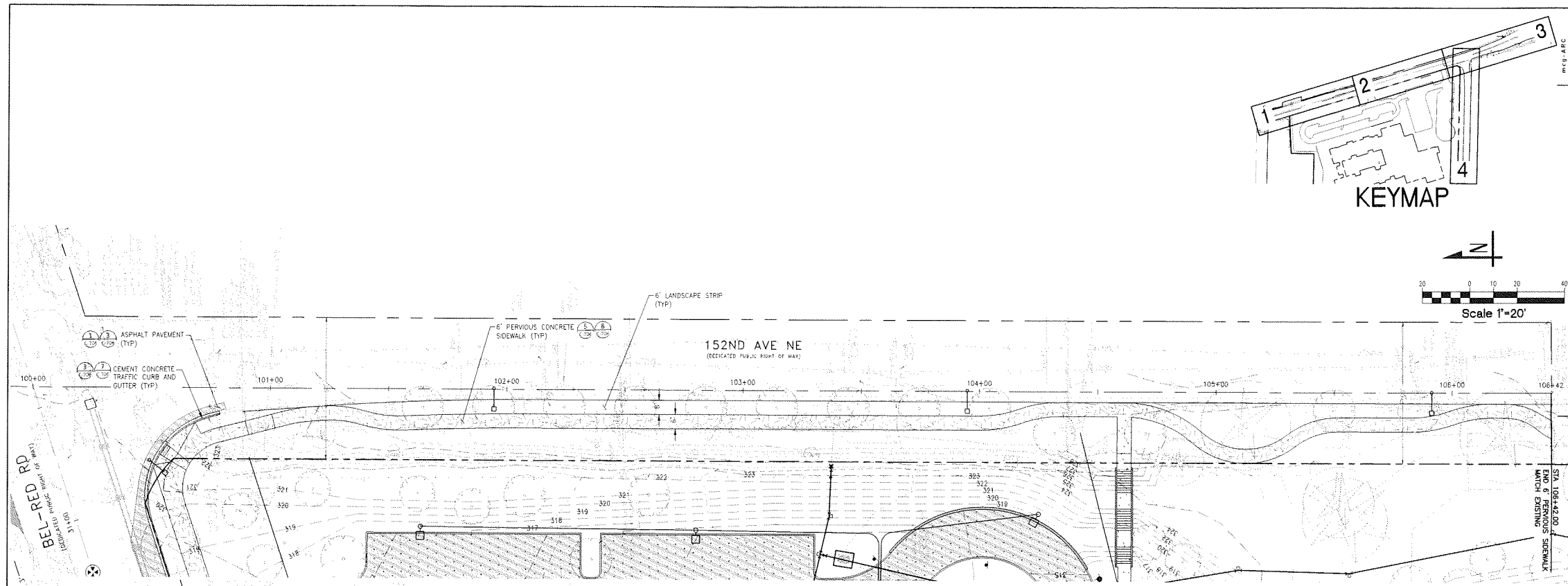
Project No. 1614.000  
BEL-RED RD  
FRONTAGE  
IMPROVEMENT

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

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FRONTAGE  
IMPROVEMENT

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sheet,  
C-703

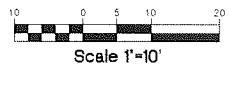


**CURB RETURN TABLE**

NO	Δ	R	L	STA PC LOCATION	TOP OF CURB ELEVATION FLOW LINE ELEVATION					STA PT LOCATION
					PC	1/4	1/2	3/4	PT	
3	90.00'	35.00'	55.00'	30+87.00, 29' RT	319.60 319.10	320.50 320.10	RAMP 320.85	322.30 321.80	323.10 322.60	100+77.00, 12' RT

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**CURB RAMP ENLARGEMENT**  
DETAIL  
SCALE: AS SHOWN  
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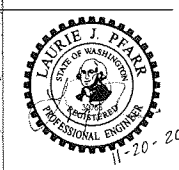
sheet  
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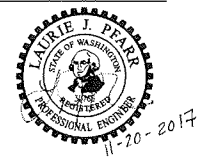
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**152ND AVE NE  
FRONTAGE  
IMPROVEMENT**

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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA



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food service,  
HALLIDAY ASSOCIATES



Project No. 1616.000  
**152ND AVE NE  
FRONTAGE  
IMPROVEMENT**

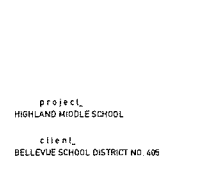
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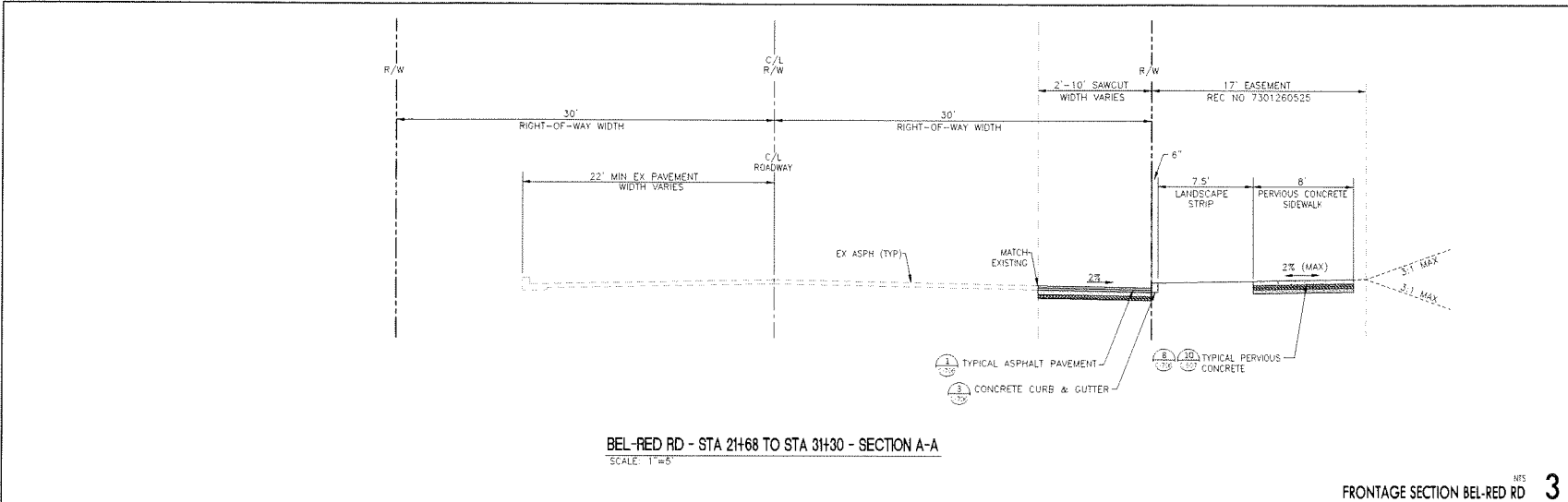
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BELLEVUE, WA

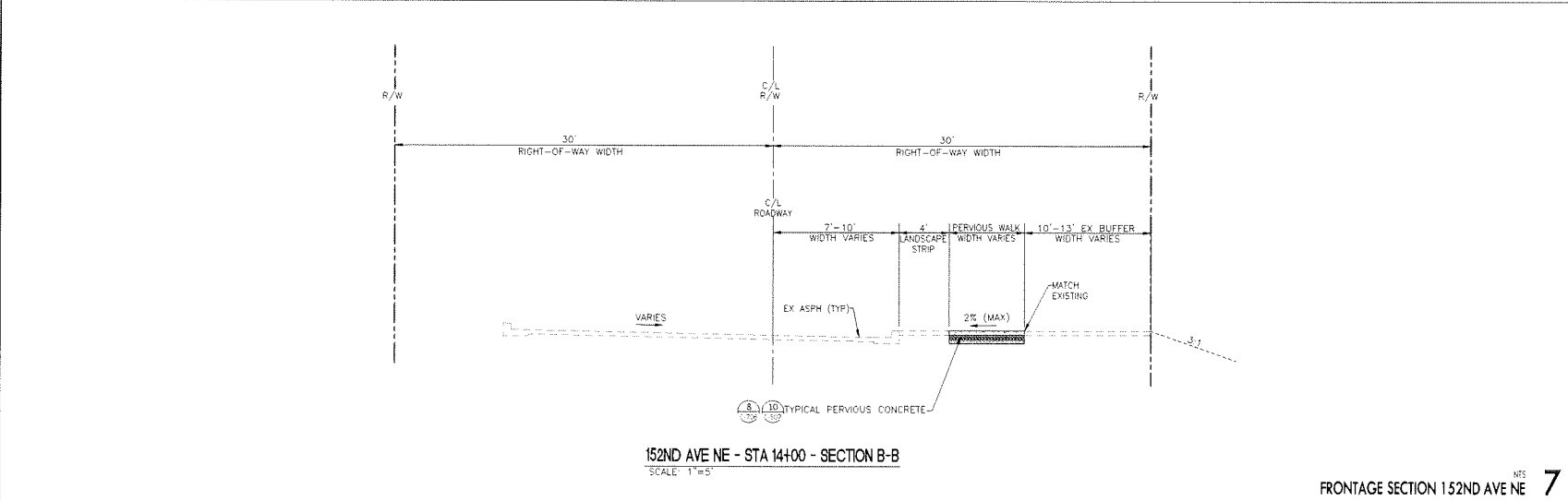


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BEL-RED RD - STA 2H68 TO STA 3H30 - SECTION A-A  
SCALE: 1"=5'

FRONTAGE SECTION BEL-RED RD <sup>NTS</sup> 3



152ND AVE NE - STA 14+00 - SECTION B-B  
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FRONTAGE SECTION 152ND AVE NE <sup>NTS</sup> 7

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**TRANSPORTATION DEPARTMENT CONSTRUCTION NOTES**

- TRANSPORTATION DEPARTMENT CONSTRUCTION NOTES
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BELLEVUE TRANSPORTATION DEPARTMENT DESIGN MANUAL, APPLICABLE CITY CODES, AND THE MOST RECENT WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION.
  - THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THE LATEST EDITION OF THE CITY OF BELLEVUE TRANSPORTATION DEPARTMENT DESIGN MANUAL. THIS APPROVAL IS SUBJECT TO FIELD INSPECTION, OVERSIGHT OR VIOLATION OF CITY ORDINANCES IS NOT INCLUDED IN THIS APPROVAL. VARIANCES TO THESE STANDARDS ARE BY APPROVAL OF THE TRANSPORTATION DEPARTMENT REVIEW ENGINEER AND THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR.
  - APPROVAL OF THIS ROAD, GRADING, AND/OR DRAINAGE PLAN DOES NOT CONSTITUTE AN APPROVAL OF ANY OTHER CONSTRUCTION (E.G., DOMESTIC WATER CONVEYANCE, SEWER CONVEYANCE, GAS, ELECTRICAL, ETC.).
  - IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL FOR A PRE-CONSTRUCTION CONFERENCE AT 425-452-6875 PRIOR TO ANY CLEARING, GRADING, OR CONSTRUCTION ACTIVITY. THIS CONFERENCE MUST BE ATTENDED BY THE CONTRACTOR AND THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR. A RIGHT OF WAY PERMIT MUST BE OBTAINED PRIOR TO SCHEDULING THE PRE-CONSTRUCTION CONFERENCE.
  - A COPY OF THESE APPROVED PLANS MUST BE AT THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS. THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR MAY ISSUE A STOP WORK ORDER IF APPROVED PLANS ARE NOT AVAILABLE AT THE SITE WHEN NEEDED.
  - IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL NECESSARY CONSTRUCTION EASEMENTS AND RIGHT OF WAY USE PERMITS BEFORE BEGINNING OFF-SITE WORK. WORK WITHIN THE RIGHT OF WAY FRONTING THE SITE, WHETHER IMPROVED OR UNIMPROVED, REQUIRES A SEPARATE RIGHT OF WAY USE PERMIT. RIGHT OF WAY USE PERMITS ARE REQUIRED FOR ALL CURB CUTS AND ROADWAY CUTS.
  - IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THIS APPROVAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER SERVICES OR DEVICES NECESSARY TO PROTECT PROPERTY AND THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC. TRAFFIC CONTROL PLANS MUST BE SUBMITTED UNDER THE RIGHT OF WAY USE PERMIT PRIOR TO WORK COMMENCING IN THE RIGHT OF WAY.
  - IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CITY OF BELLEVUE'S TRAFFIC SIGNAL SECTION INSPECTOR/LOCATOR AT 425-864-8080 BEFORE RELOCATING ANY TRAFFIC SIGNAL OR STREET LIGHTING POLES, CONDUITS OR EQUIPMENTS. IN ADDITION, THE INSPECTOR MUST BE NOTIFIED IF ANY STREET CUT THAT AFFECTS AN EXISTING SIGNAL LOOP DETECTOR IN THE RIGHT OF WAY.
  - IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY TELEPHONE, GAS, POWER, AND CABLE TV COMPANIES OF PROPOSED WORK PRIOR TO CONSTRUCTION.
  - PRIOR TO THE PLACEMENT OF ASPHALT PAVING, THE CONTRACTOR MUST SUBMIT COMPACTION TEST RESULTS (CONDUCTED BY A LICENSED SOILS ENGINEER) TO THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR. PROOF ROLLING OF THE ROADWAY WILL BE CONDUCTED IN THE PRESENCE OF THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR PRIOR TO CRUSHED ROCK PLACEMENT.
  - THE FINAL TOP LIFT FOR THE ROADWAY MAY BE PLACED ONLY AFTER APRIL 1ST AND PRIOR TO OCTOBER 1ST, SUBJECT TO TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR APPROVAL. ALL OTHER LIMITATIONS PER WSDOT STANDARD SPECIFICATIONS 5-04.3 SHALL APPLY.
  - ALL CITY-OWNED UTILITIES VALVE BOXES, MANHOLE COVERS, CATCH BASINS, AND MONUMENT CASES WHICH ARE IN THE ASPHALT PORTION OF THE ROADWAY SHALL BE ADJUSTED TO THE FINAL ROADWAY GRADE FOR THAT PORTION OF THE PROJECT WITHIN ONE WEEK OF THE PLACEMENT OF FINAL LIFT. THESE ITEMS WILL BE ADJUSTED TO THE FINAL GRADE ONLY AFTER THE FINAL LIFT OF ASPHALT IS PLACED.
  - ALL WORK SHALL BE PERFORMED PER THE RECOMMENDATIONS OF SOILS REPORTS PREPARED FOR THIS PROJECT, INCLUDING THE SOILS REPORT FOR SOILS CONDITIONS RELATIVE TO ROADWAY PAVING, UNLESS OTHERWISE DIRECTED IN WRITING BY THE TRANSPORTATION DEPARTMENT REVIEW ENGINEER OR THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR.
  - STREET SIGNS ARE TO BE PROVIDED AND INSTALLED BY THE CONTRACTOR AS DIRECTED PER A SIGNING PLAN APPROVED BY THE TRANSPORTATION DEPARTMENT. CONTACT THE TRAFFIC ENGINEERING TECHNICIAN AT (425) 452-4499 AT LEAST 72 HOURS PRIOR TO INSTALLATION FOR FIELD LAYOUT DIRECTION. ALL SIGNS MUST BE IN GOOD CONDITION PRIOR TO FINAL ACCEPTANCE OF THE ROADWAY.
  - RELOCATION OF STREET SIGNS MUST BE COORDINATED WITH THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR.
  - FUGET SOUND ENERGY WILL DESIGN AND INSTALL THE INTERNAL PLAT STREET LIGHTING SYSTEM, AT THE DEVELOPER'S COST. THE DESIGN OF THIS SYSTEM MUST BE APPROVED BY THE CITY OF BELLEVUE PRIOR TO INSTALLATION. POLES MUST BE INSTALLED IN CONJUNCTION WITH ROADWAY IMPROVEMENT WORK.
  - SAFETY RAIL, GUARD RAIL AND DRIVEWAY APRONS MUST BE PLACED AND CONSTRUCTED PER THE CITY OF BELLEVUE TRANSPORTATION DEPARTMENT DESIGN MANUAL. FOR RESIDENTIAL SUBDIVISIONS, DRIVEWAY APRONS MAY BE INSTALLED ONLY AFTER ISSUANCE OF BUILDING PERMITS. THEREFORE, IF CURB AND GUTTER IS PLACED BEFORE BUILDING PERMITS ARE ISSUED, CURB AND GUTTER SHALL BE CONTINUOUS. A RIGHT OF WAY USE PERMIT WILL BE REQUIRED TO INSTALL DRIVEWAY APRONS ABUTTING CITY RIGHT OF WAY.
  - THE CONTRACTOR IS RESPONSIBLE FOR RESTRIPIING THE ROAD SURFACE PER APPROVED PLANS AFTER AN ASPHALT OVERLAY. THIS WORK MUST BE COORDINATED WITH THE TRANSPORTATION DEPARTMENT CONSTRUCTION INSPECTOR AND THE TRAFFIC ENGINEERING TECHNICIAN.
  - THE CONTRACTOR MUST CALL FOR CONCRETE FORM INSPECTION AND/OR STRING INSPECTION PRIOR TO POURING CONCRETE.
  - THE CONTRACTOR MUST CALL FOR SIGHT DISTANCE INSPECTION PRIOR TO PROJECT COMPLETION. THIS INSPECTION WILL INCLUDE DRIVEWAYS AND INTERSECTIONS FOR VEHICULAR SIGHT DISTANCE, AND SIDEWALK AND OTHER PEDESTRIAN FACILITIES FOR PEDESTRIAN SIGHT DISTANCE. FINAL SIGHT DISTANCE MUST TAKE INTO CONSIDERATION THE ANTICIPATED HEIGHT OF MATURE LANDSCAPING.
  - THE CONTRACTOR MUST PROVIDE FOR CONSTRUCTION WORKER PARKING, EQUIPMENT STORAGE, AND MATERIAL STORAGE ON SITE. EXCEPTIONS MAY BE GRANTED BY THE TRANSPORTATION DEPARTMENT DIRECTOR UNDER CERTAIN CONDITIONS.
  - THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND COORDINATION OF PUBLIC AND FRANCHISE UTILITIES. THIS WORK MUST BE COORDINATED SUCH THAT, FOR EXAMPLE, THE PLACEMENTS OF UTILITY VAULTS DO NOT CREATE A CONFLICT WITH THE INSTALLATION OF DRIVEWAY APPROACHES AND/OR SIDEWALKS AT 2% CROSS SLOPE AND MAXIMUM OF 8% RUNNING SLOPE PER ADA REQUIREMENTS.
  - WHERE REQUIRED IN APPROVAL CONDITIONS, PERMANENT PIPE MONUMENTS SHALL BE SET ALONG THE STREET CENTERLINE AT ALL INTERSECTIONS, CURVE TANGENT POINTS, AND CUL-DE-SAC RADIUS POINTS. THE PIPE MONUMENTS SHALL BE A BERTEN A130 ALUMINUM STANDARD MONUMENT (TOP LOGS) OR EQUIVALENT, TOGETHER WITH STANDARD IRON CASTING CASE AND COVER. THESE MATERIALS AND SPECIFICATIONS ARE SHOWN IN CITY OF BELLEVUE STANDARD DRAWING DEV-12 (CAP DETAIL B).

TRANSPORTATION DEPARTMENT CONSTRUCTION NOTES <sup>NTS</sup> 7  
CITY OF BELLEVUE  
UTILITY GRID 24-X  
CON US #XX-XXXXX, GD #XX-XXXXX  
SE 1/4, SECTION 26, TOWNSHIP 25N, RANGE 05E WM

architect,  
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civil engineer,  
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HARGIS ENGINEERS

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food service,  
HALLIDAY ASSOCIATES

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

Project No. 1614.000

FRONTAGE SECTIONS

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUE WA

issued,  
655 PERMIT 21 NOV 2017

revision,

Project No. 1614.000

FRONTAGE SECTIONS

drawn,  
AJO

checked,  
LJP

sheet,  
C-705

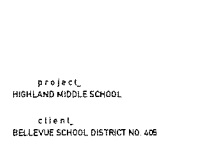
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655 PERMIT 21 NOV 2017

revision,

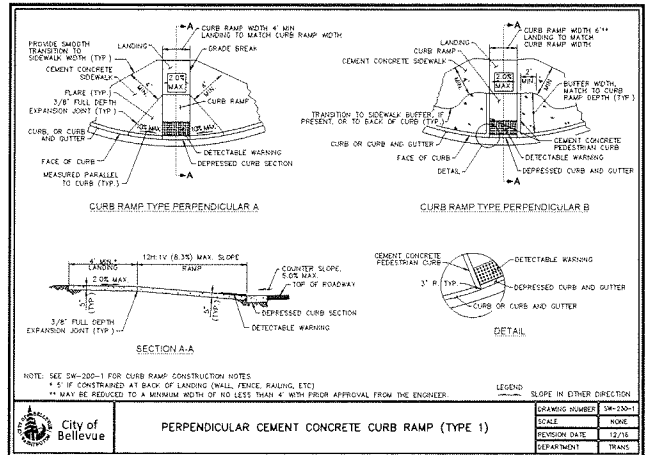
drawn,  
AJO

checked,  
LJP

sheet,  
C-705







PERPENDICULAR CEMENT CONCRETE CURB RAMP (TYPE 1)  
 DRAWING NUMBER: SW-230-1  
 SCALE: NONE  
 REVISION DATE: 12/16  
 DEPARTMENT: TRAFFIC

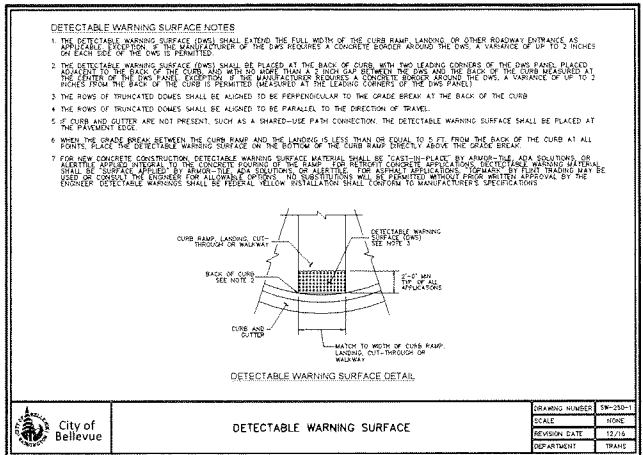
SW-230-1 CURB RAMP (PERPENDICULAR) 1

**CURB RAMP NOTES FOR CURB RAMP STANDARD DRAWINGS**

- A SEPARATE CURB RAMP SHALL BE PROVIDED FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATION SHALL BE PLACED WITHIN THE WIDTH OF THE ASSOCIATED CROSSWALK OR AS SHOWN IN THE CONTRACT PLANS WHEN NO MARKED CROSSWALK IS PRESENT. IF ONLY ONE RAMP IS TO BE PROVIDED, PRIOR APPROVAL BY THE ENGINEER SHALL BE OBTAINED.
- CURB DESIGN TYPE, WIDTH, AND SLOPES SHALL BE INDICATED ON THE DESIGN DRAWINGS AND AS PER THE STANDARD DETAILS.
- A MINIMUM 4'x4' FLAT LANDING WITH 2% MAXIMUM SLOPE IN ALL DIRECTIONS, SHALL BE PROVIDED AT THE TOP AND BOTTOM OF ALL RAMPS (4'x5' IF CONSTRAINED ON TWO OR MORE SIDES). AREA IN THE ROADWAY WITHIN CROSSWALK MARKINGS MAY BE USED AS LANDING.
- MAXIMUM SLOPES ARE INCLUSIVE OF ALL CONSTRUCTION TOLERANCES.
- SEE STD. DWG. SW-100-1 FOR CEMENT CONCRETE TRAFFIC CURB AND OUTER, DEPRESSED CURB SECTION, CEMENT CONCRETE TRAFFIC CURB, AND CEMENT CONCRETE PEDESTRIAN CURB DETAILS.
- PEDESTRIAN CURB MAY BE OMITTED IF THE FINISH SURFACE AT THE BACK OF THE CURB RAMP AND/OR LANDING WILL BE THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE WILL BE NO MATERIAL TO RETAIN.
- SEE STD. DWG. SW-110-1 FOR SIDEWALK DETAILS.
- CURB RAMP, LANDING, AND FLARE SURFACES SHALL BE BROOM FINISHED AND MINIMUM 5" THICK AS PER STD. DWG. SW-110-1.
- CEMENT CONCRETE FOR RAMPS SHALL BE AIR ENTRAINED CONCRETE CLASS 3000, CONFORMING TO MSDOT STD. SPEC. E-02.
- REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB AND SIDEWALK SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- GRADE BREAKS FOR RAMPS SHALL BE PERPENDICULAR TO DIRECTION OF TRAVEL.
- AT GRADE BREAKS THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
- GRADINGS, JOINT BOXES, ACCESS COVERS, OR OTHER APPURTENANCES SHALL NOT BE PLACED IN FRONT OF THE CURB RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING, UNLESS APPROVED IN ADVANCE BY THE ENGINEER.
- RAMPS AND WINGS SHALL PROVIDE AND MAINTAIN POSITIVE DRAINAGE TOWARDS THE ROADWAY.
- PAY LIMITS ON CITY-FUNDED PROJECTS SHALL BE AS PER MSDOT STD. PLANS F-4012-03, F-4014-03, F-4015-03, AND F-4016-03.

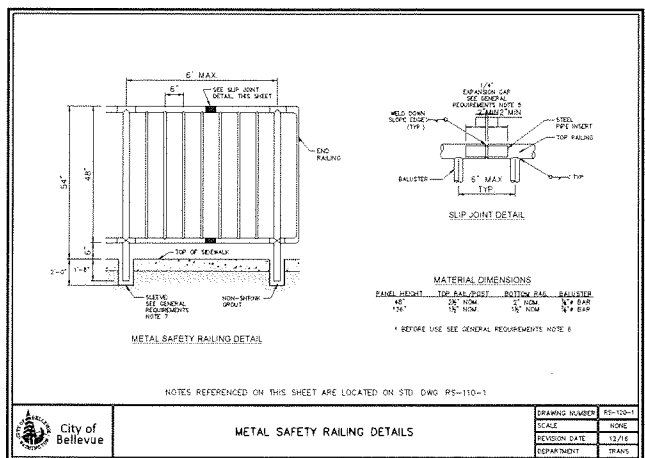
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 REVISION DATE: 12/16  
 DEPARTMENT: TRAFFIC

SW-200-1 CURB RAMP CONSTRUCTION NOTES 2



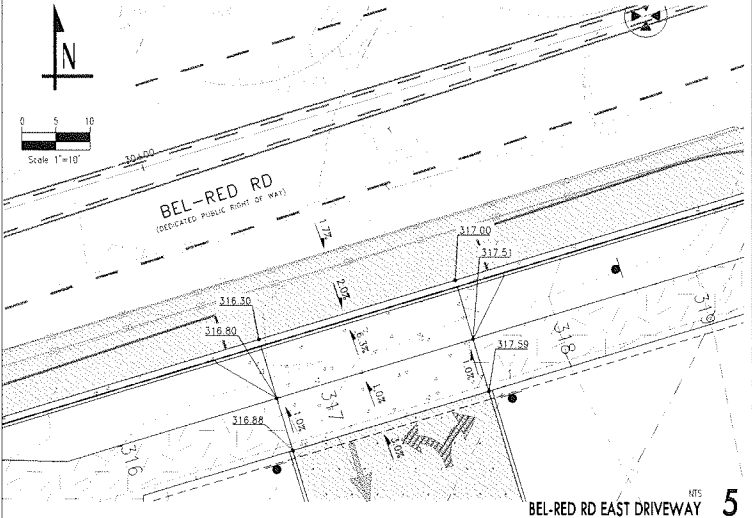
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 DEPARTMENT: TRAFFIC

SW-250-1 DETECTABLE WARNING SURFACE 3

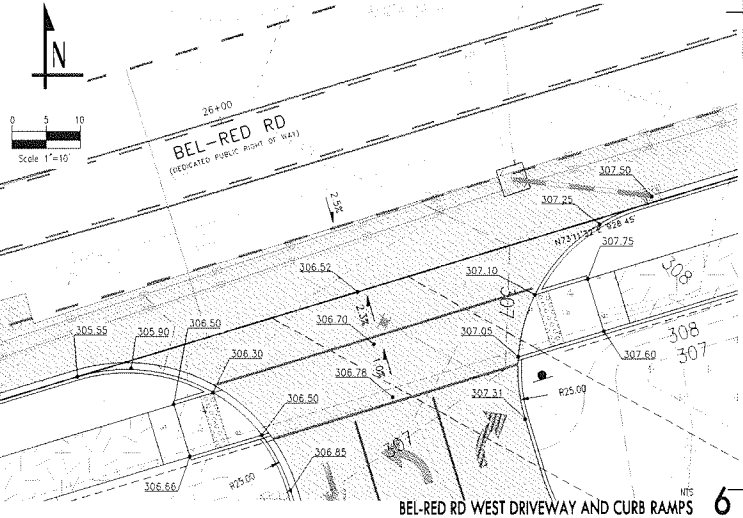


METAL SAFETY RAILING DETAILS  
 DRAWING NUMBER: RS-110-1  
 SCALE: NONE  
 REVISION DATE: 12/16  
 DEPARTMENT: TRAFFIC

RS-110-1 METAL SAFETY RAILING 4



BEL-RED RD EAST DRIVEWAY 5



BEL-RED RD WEST DRIVEWAY AND CURB RAMPS 6

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CITY OF BELLEVUE  
 UTILITY GRID X-X  
 COB UE#X-XXXXXX, CD #XX-XXXXXX  
 SEE PLAN, SECTION 26, TOWNSHIP 23N, RANGE 05E WM

NOT USED 9

Project: 1614.000  
**FRONTAGE DETAILS**

Project: 1614.000  
**FRONTAGE DETAILS**

Project: 1614.000  
**FRONTAGE DETAILS**

Project: 1614.000  
**FRONTAGE DETAILS**

Project: 1614.000  
**FRONTAGE DETAILS**

Project: 1614.000  
**FRONTAGE DETAILS**

drawn: A.D.  
 checked: L.P.  
 sheet: **C-707**

drawn: A.D.  
 checked: L.P.

sheet: **C-707**

- architect: MGRANAHAN ARCHITECTS
- civil engineer: LPD ENGINEERING
- landscape design: WEISMAN DESIGN GROUP
- structural engineer: COUGHLIN PORTER LUNDEEN
- mechanical engineer: METRIX ENGINEERS
- electrical engineer: HARGIS ENGINEERS
- food service: HALLIDAY ASSOCIATES



Project: HIGHLAND MIDDLE SCHOOL  
 client: BELLEVUE SCHOOL DISTRICT NO. 405  
 location: BELLEVUE, WA

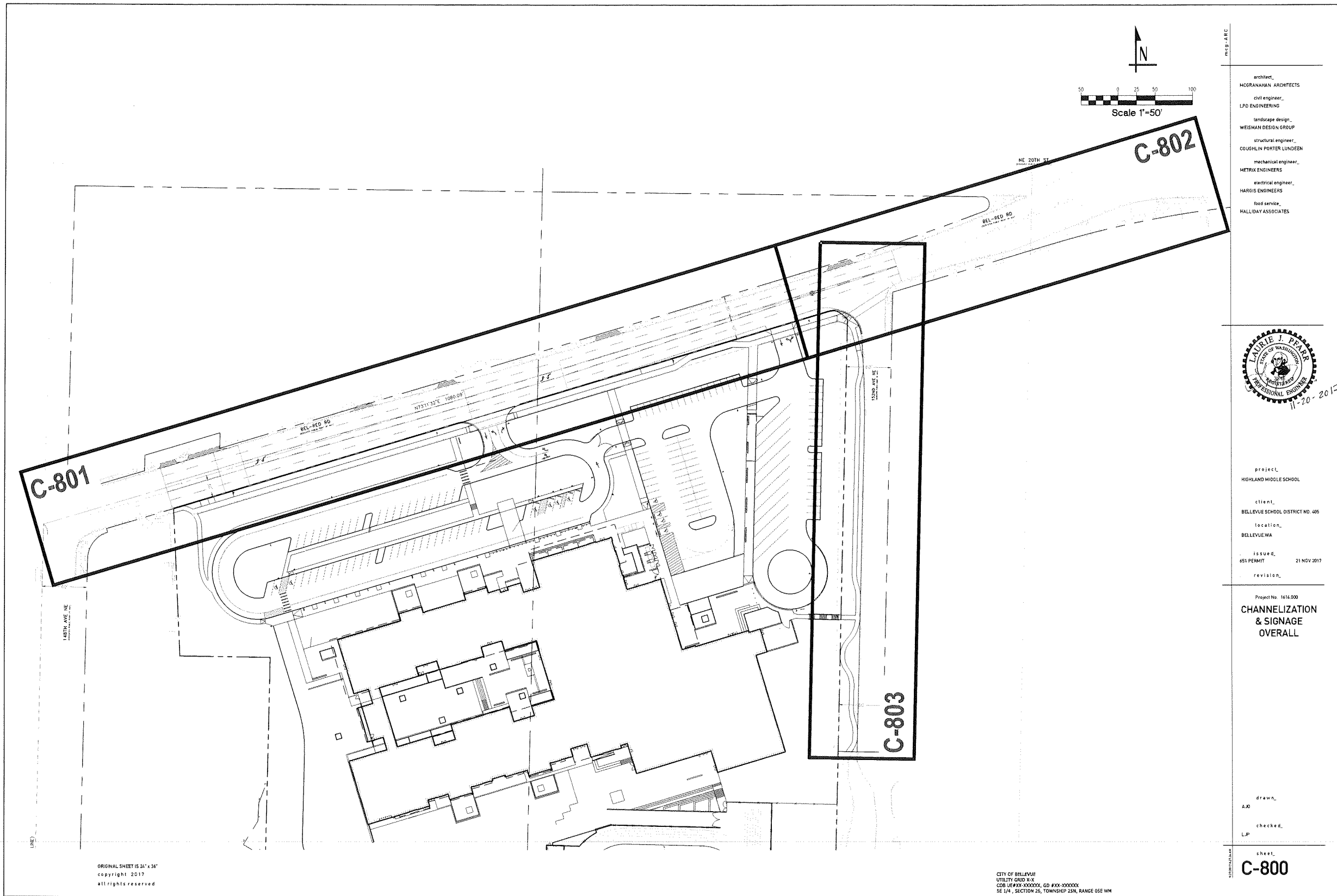
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**FRONTAGE DETAILS**

Project: HIGHLAND MIDDLE SCHOOL  
 client: BELLEVUE SCHOOL DISTRICT NO. 405  
 location: BELLEVUE, WA  
 issued: 21 NOV 2017  
 revision:

Project No. 1614.000  
**FRONTAGE DETAILS**

Project: HIGHLAND MIDDLE SCHOOL  
 client: BELLEVUE SCHOOL DISTRICT NO. 405  
 location: BELLEVUE, WA  
 issued: 21 NOV 2017  
 revision:

drawn: A.D.  
 checked: L.P.  
 sheet: **C-707**

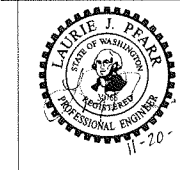


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UTILITY GRID X-X  
CDS UE#XX-XXXXXX, GD #XX-XXXXXX  
SE 1/4, SECTION 26, TOWNSHIP 25N, RANGE 05E WM

M.S.P. - A.R.C.

architect,  
MORANAHAN ARCHITECTS  
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DOUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
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HALLIDAY ASSOCIATES

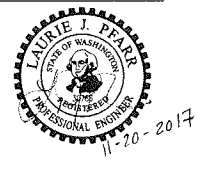


project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
ISSUED,  
651 PERMIT 21 NOV 2017  
revision,

Project No. 1616.000  
CHANNELIZATION  
& SIGNAGE  
OVERALL

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-800**

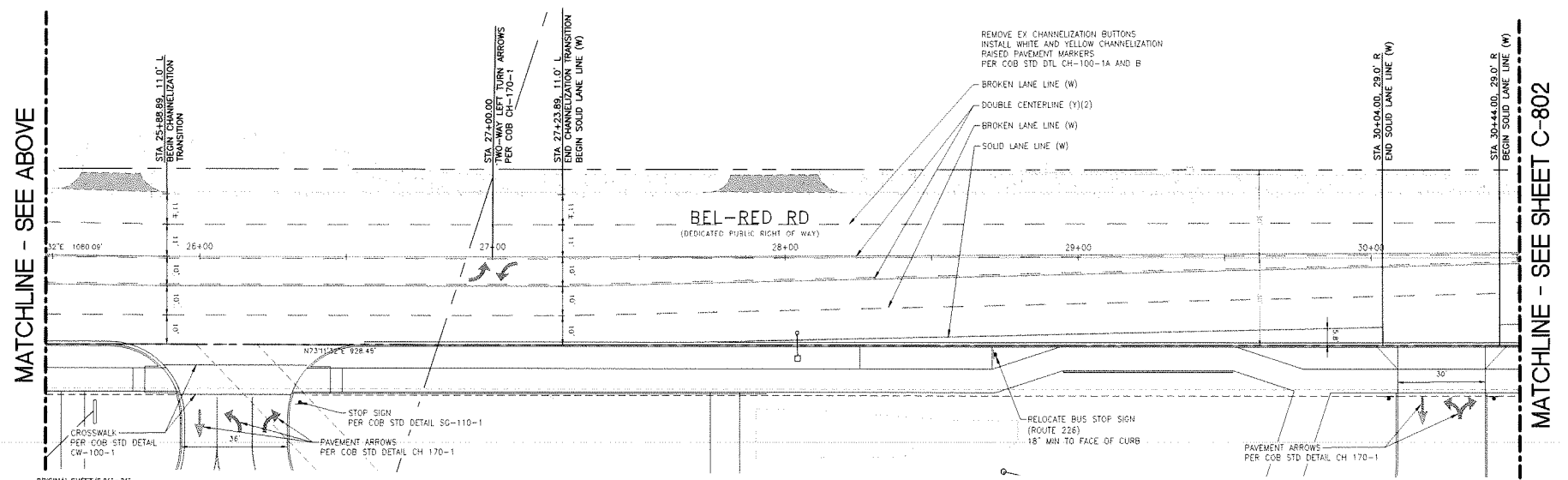
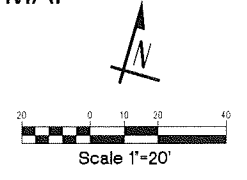
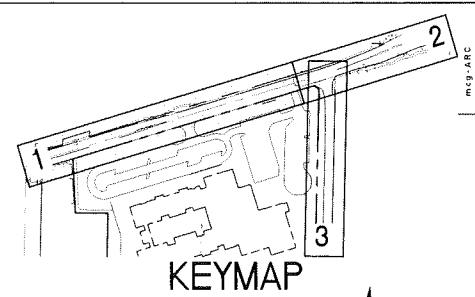
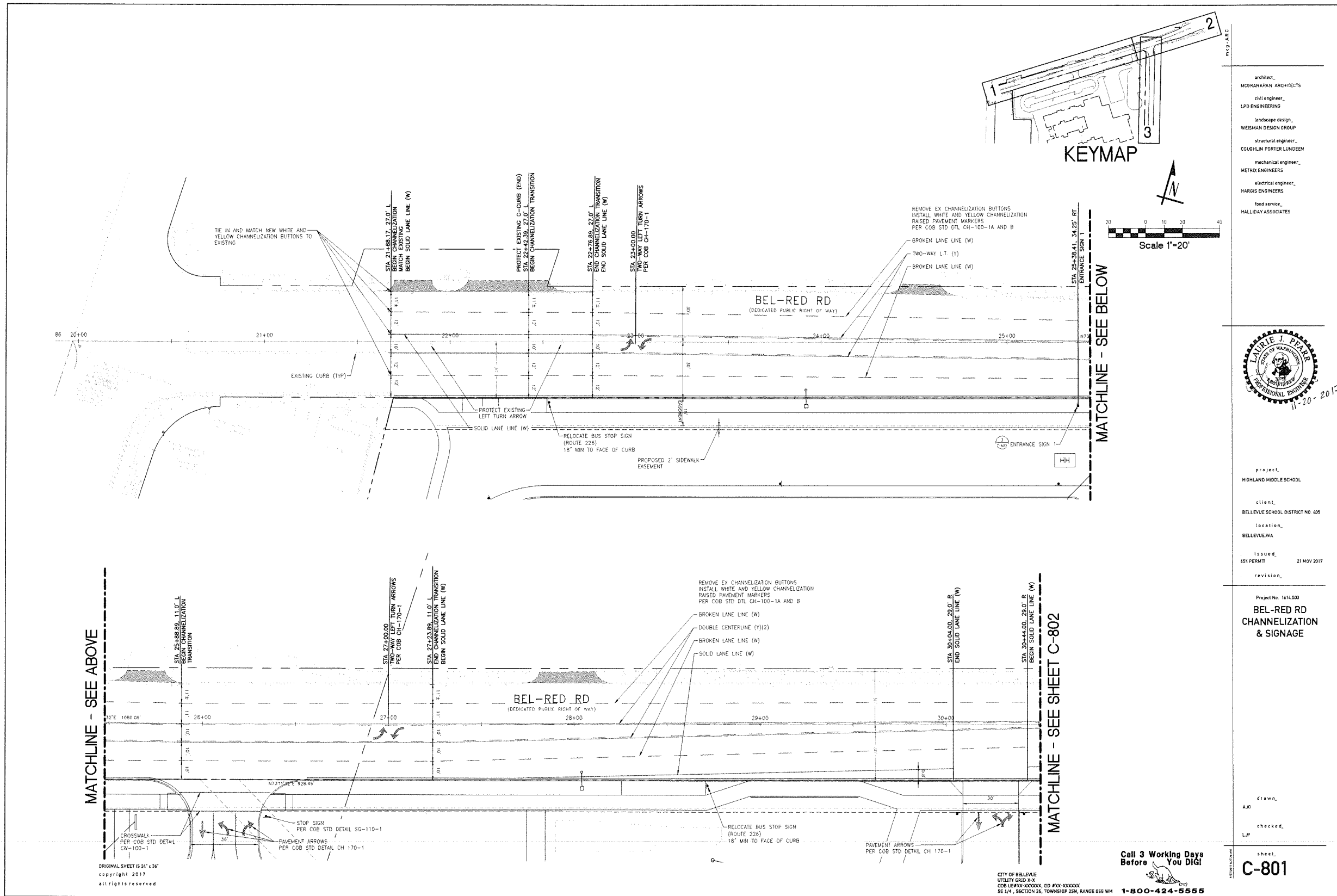
architect,  
MORANAHAN ARCHITECTS  
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LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
DOUGHLIN PORTER LUNDEEN  
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HALLIDAY ASSOCIATES



project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1616.000  
**CHANNELIZATION  
& SIGNAGE  
OVERALL**

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-800**

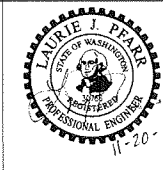


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UTILITY GRID X-X  
COB USE#2-XXXXXX, COB #93-XXXXXX  
SE 1/4, SECTION 36, TOWNSHIP 25N, RANGE 05E W4  
1-800-424-5555

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architect,  
MCGRANAHAN ARCHITECTS  
civil engineer,  
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WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
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electrical engineer,  
HARGIS ENGINEERS  
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Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA  
issued,  
651 PERMIT 21 NOV 2017  
revision,

Project No. 1614.000  
BEL-RED RD  
CHANNELIZATION  
& SIGNAGE

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-801**

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civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



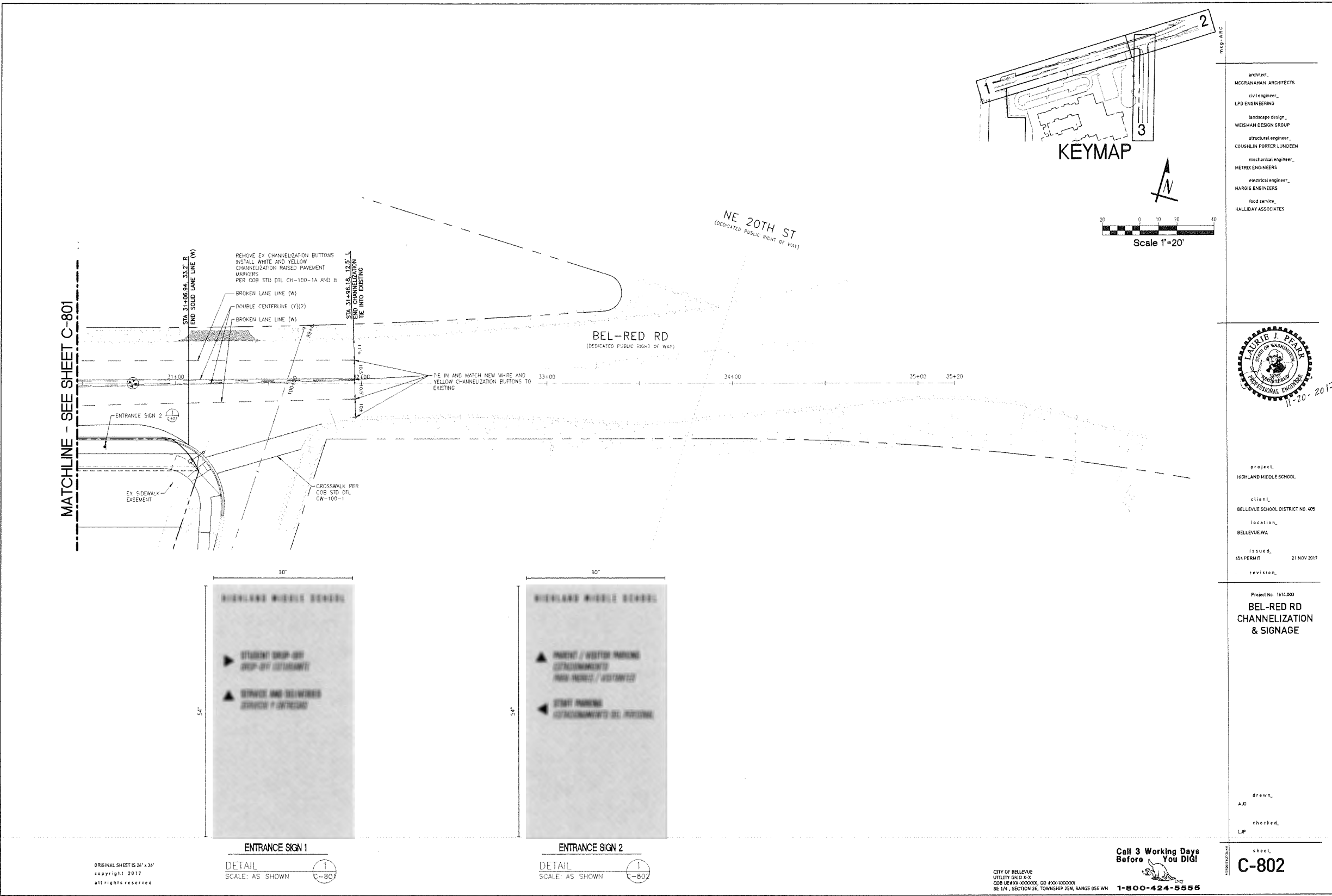
Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

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BEL-RED RD  
CHANNELIZATION  
& SIGNAGE

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AJO  
checked,  
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sheet,  
**C-801**

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DETAIL SCALE: AS SHOWN  
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 C-802

DETAIL SCALE: AS SHOWN  
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 COB UE#XX-XXXXXX, GD #XX-XXXXXX  
 SE 1/4, SECTION 26, TOWNSHIP 35N, RANGE 05E W4  
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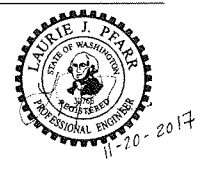
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- civil engineer, LPD ENGINEERING
- landscape design, WEISMAN DESIGN GROUP
- structural engineer, COUGHLIN PORTER LUNDEEN
- mechanical engineer, METRIX ENGINEERS
- electrical engineer, HARGIS ENGINEERS
- food service, HALLIDAY ASSOCIATES



Project No. 1414.000  
**BEL-RED RD CHANNELIZATION & SIGNAGE**  
 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE, WA  
 issued, 21 NOV 2017  
 revision,

drawn, AJO  
 checked, LJP  
 sheet, **C-802**

- architect, MGRANAHAN ARCHITECTS
- civil engineer, LPD ENGINEERING
- landscape design, WEISMAN DESIGN GROUP
- structural engineer, COUGHLIN PORTER LUNDEEN
- mechanical engineer, METRIX ENGINEERS
- electrical engineer, HARGIS ENGINEERS
- food service, HALLIDAY ASSOCIATES

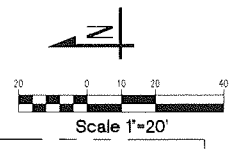
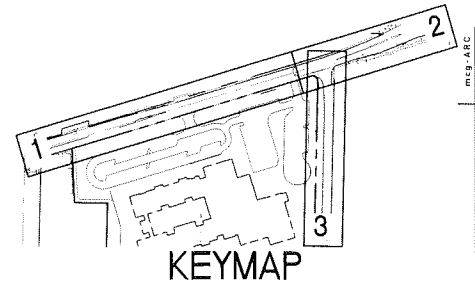
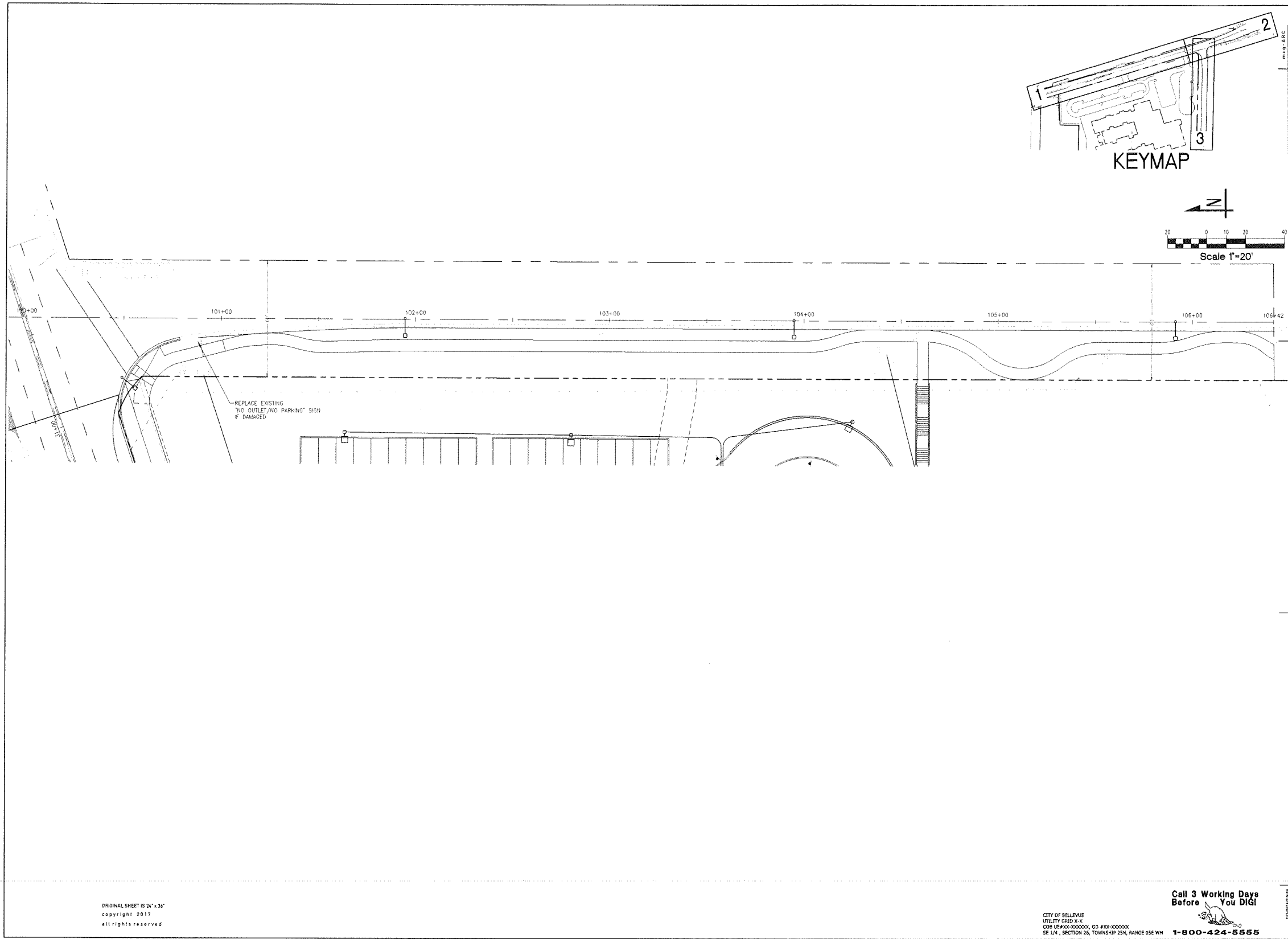


Project No. 1414.000  
**BEL-RED RD CHANNELIZATION & SIGNAGE**  
 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE, WA

Project No. 1414.000  
**BEL-RED RD CHANNELIZATION & SIGNAGE**

drawn, AJO  
 checked, LJP  
 sheet, **C-802**

sheet, **C-802**



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CD# 1614-00000X, CD# 1614-00000X  
SE 1/4, SECTION 26, TOWNSHIP 25N, RANGE 05E WM 1-800-424-5555

architect,  
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landscape design,  
WEISMAN DESIGN GROUP  
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COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA  
issued,  
451 PERMIT 21 NOV 2017  
revision,

Project No. 1614 000  
**152ND AVE NE  
CHANNELIZATION  
& SIGNAGE**

drawn,  
AJO  
checked,  
LJP  
sheet,  
**C-803**

architect,  
MCGURANAHAN ARCHITECTS  
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LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES



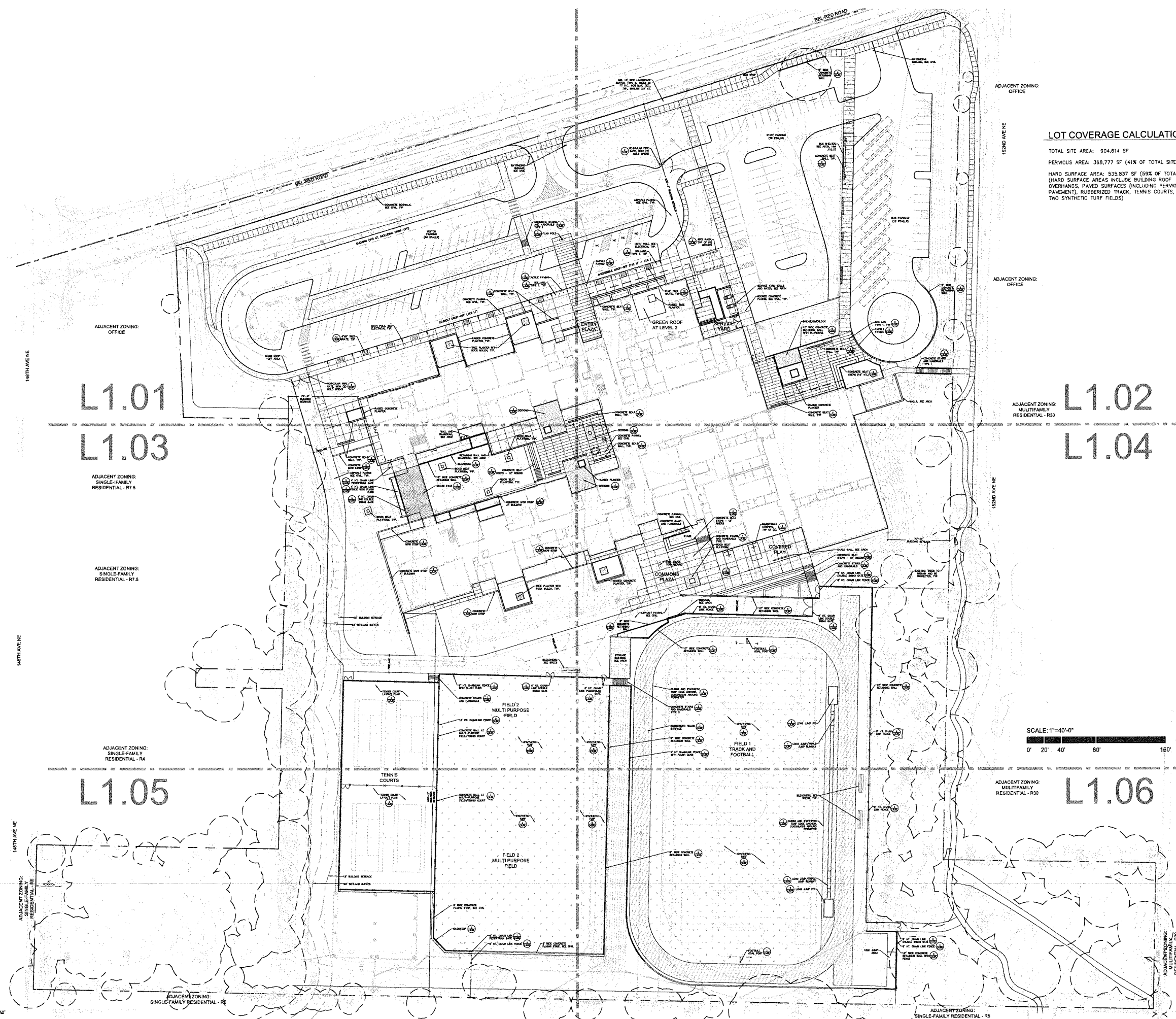
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HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1614 000  
**152ND AVE NE  
CHANNELIZATION  
& SIGNAGE**

issued,  
451 PERMIT 21 NOV 2017  
revision,

drawn,  
AJO  
checked,  
LJP

sheet,  
**C-803**



**LOT COVERAGE CALCULATIONS:**  
 TOTAL SITE AREA: 904,614 SF  
 PERVIOUS AREA: 368,777 SF (41% OF TOTAL SITE)  
 HARD SURFACE AREA: 535,837 SF (59% OF TOTAL SITE)  
 (HARD SURFACE AREAS INCLUDE BUILDING ROOF OVERHANDS, PAVED SURFACES (INCLUDING PERVIOUS PAVEMENT), RUBBERIZED TRACK, TENNIS COURTS, AND TWO SYNTHETIC TURF FIELDS)

SCALE: 1"=40'-0"  
 0' 20' 40' 80' 160'

architect,  
 MGRAMAHAN ARCHITECTS  
 civil engineer,  
 LPD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LINDGREN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES

**NOT FOR CONSTRUCTION**

Project:  
 HIGHLAND MIDDLE SCHOOL  
 client:  
 BELLEVUE SCHOOL DISTRICT No. 405  
 location:  
 BELLEVUE, WA

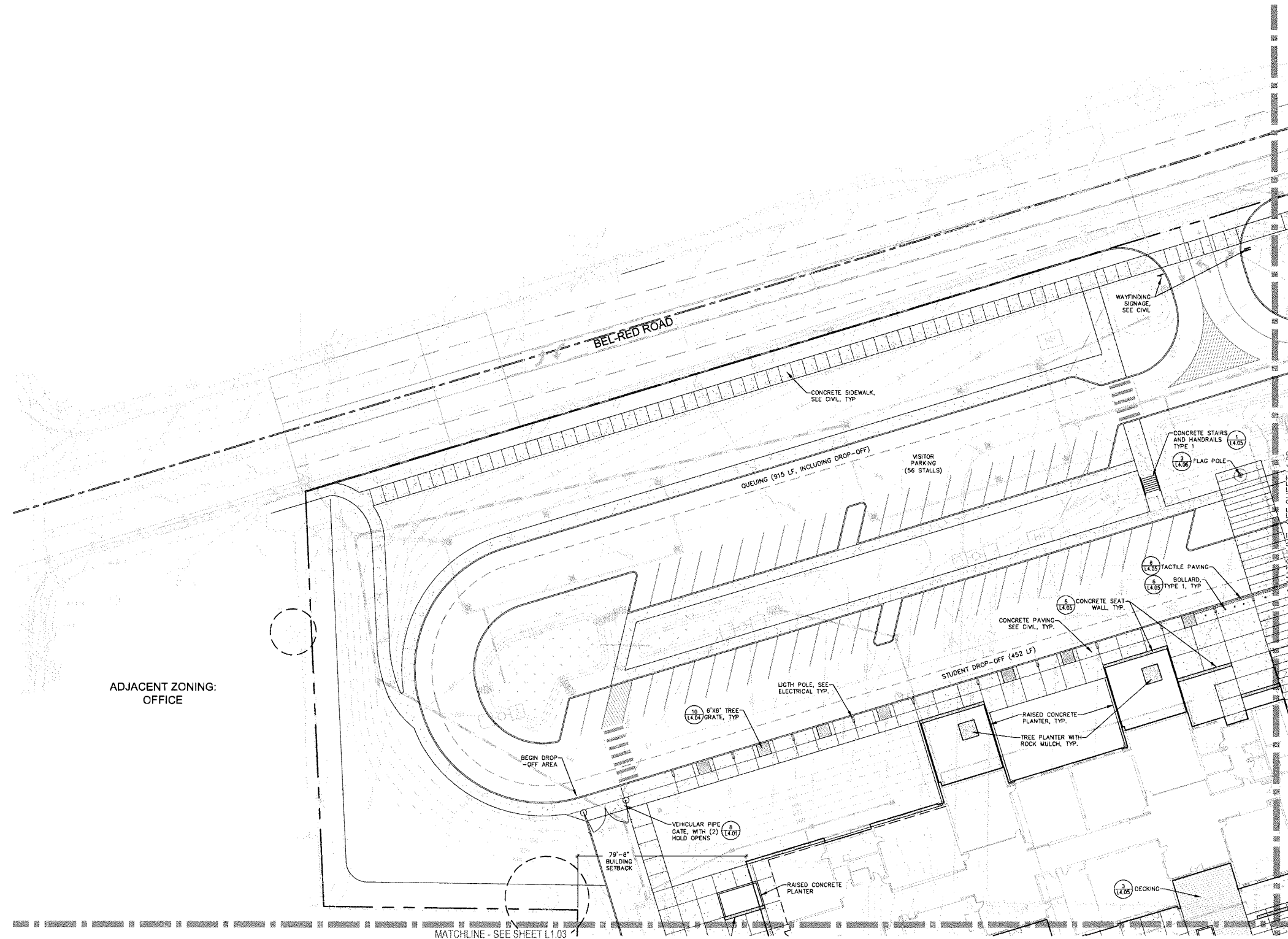
Project No. 1614.000  
**OVERALL SITE PLAN**



issued,  
 655 Permit, 21 NOV 17  
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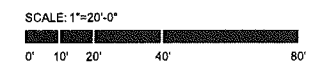
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**SITE IMPROVEMENTS LEGEND**

SYMBOL	ITEM
[Symbol]	NEW CHAIN LINK FENCE
[Symbol]	ORNAMENTAL FENCING
[Symbol]	SCORED CONCRETE PAVING
[Symbol]	PERVIOUS CONCRETE PAVING
[Symbol]	RIVER ROCK
[Symbol]	SPECIAL PAVING / DECKING
[Symbol]	TRACK
[Symbol]	FIELD TURF
[Symbol]	CONCRETE SEAT WALL
[Symbol]	BLEACHERS
[Symbol]	LOOSE FURNITURE / SEATING
[Symbol]	BOLLARD
[Symbol]	FLAG POLE
[Symbol]	BIKE RACKS



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structural engineer,  
COUSHLIN PORTER LINDSEEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARDIS ENGINEERS

food service,  
HALLIDAY ASSOCIATES

**NOT FOR CONSTRUCTION**

Project:  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUEWA

Project No. 1614.000

**SITE PLAN**



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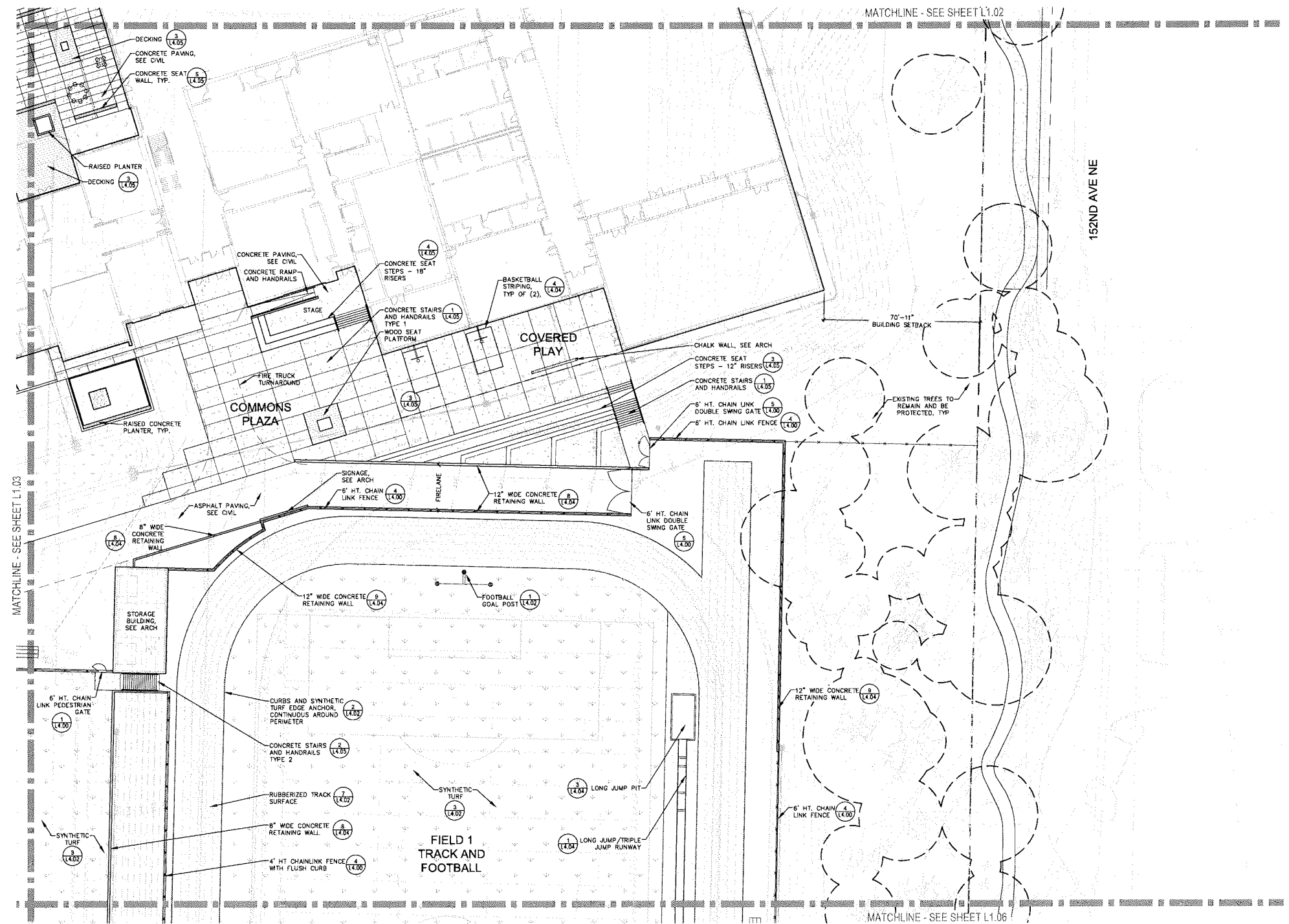
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ARCHITECT:  
MCGRAHAM ARCHITECTS  
CIVIL ENGINEER:  
LPO ENGINEERING  
LANDSCAPE DESIGN:  
WEISSMAN DESIGN GROUP  
STRUCTURAL ENGINEER:  
COUGHLIN PORTER LINDSEEN  
MECHANICAL ENGINEER:  
METRIX ENGINEERS  
ELECTRICAL ENGINEER:  
HARGIS ENGINEERS  
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PROJECT:  
HIGHLAND MIDDLE SCHOOL  
CLIENT:  
BELLEVUE SCHOOL DISTRICT NO. 405  
LOCATION:  
BELLEVUE, WA

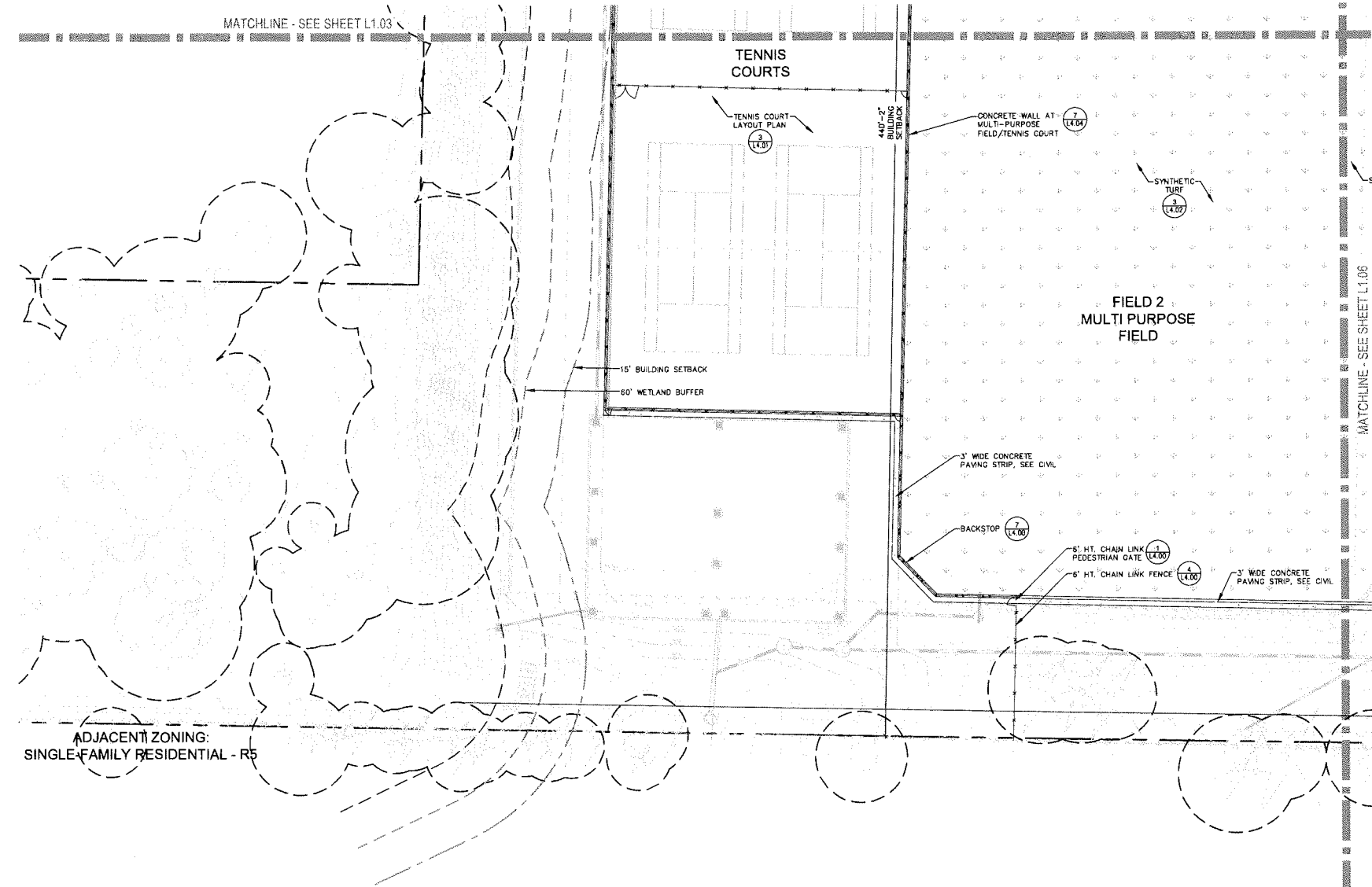
Project No. 1614.000  
**SITE PLAN**



ISSUED:  
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REVISION:

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SHEET  
**L1.04**



M19-ARC

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Project No. 1614.000  
**SITE PLAN**



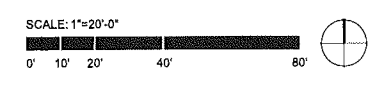
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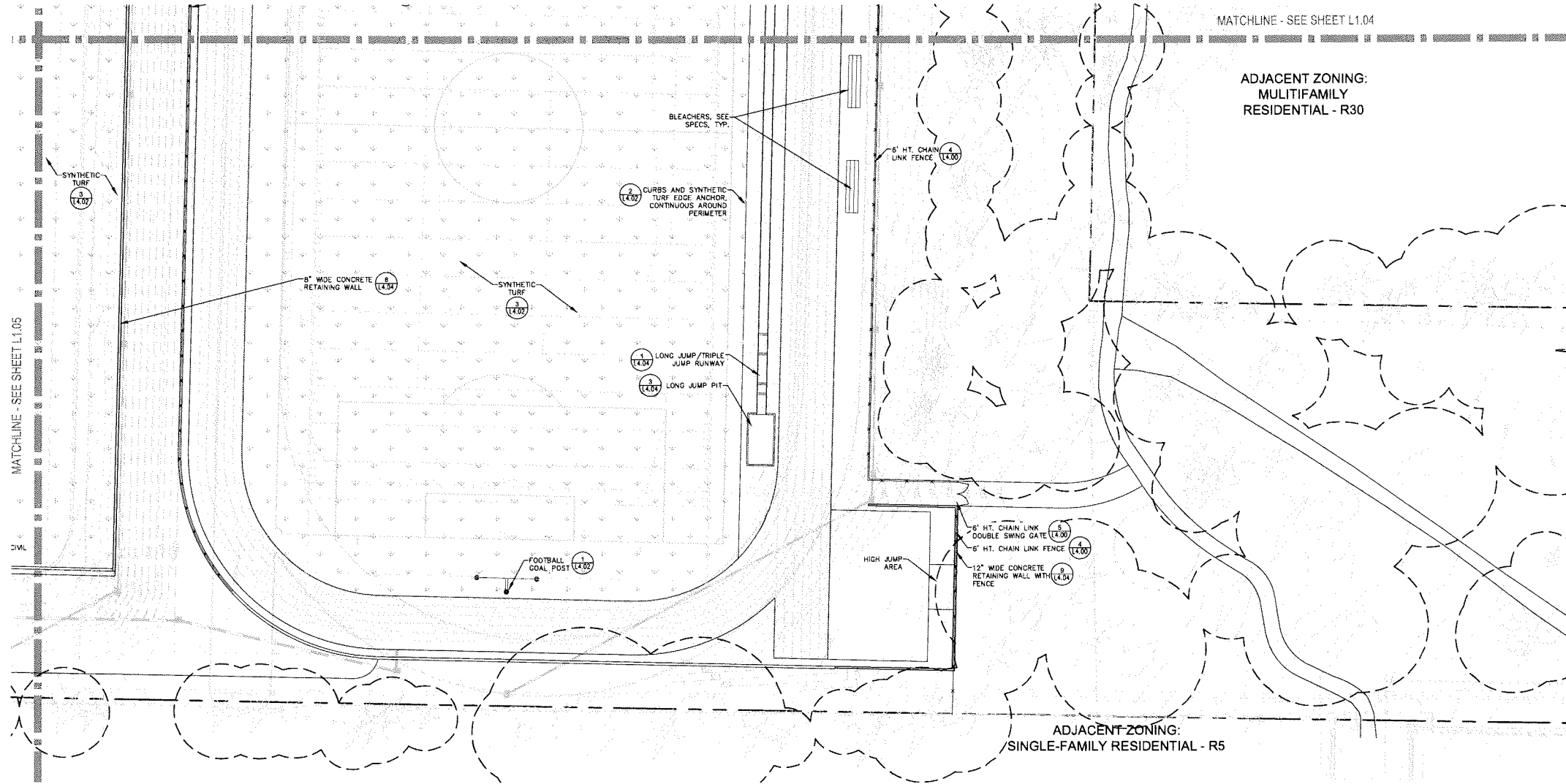
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MATCHLINE - SEE SHEET L1.04

ADJACENT ZONING:  
MULTIFAMILY  
RESIDENTIAL - R30

ADJACENT ZONING:  
SINGLE-FAMILY RESIDENTIAL - R5

MATCHLINE - SEE SHEET L1.05

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Project No. 1614.000  
SITE PLAN



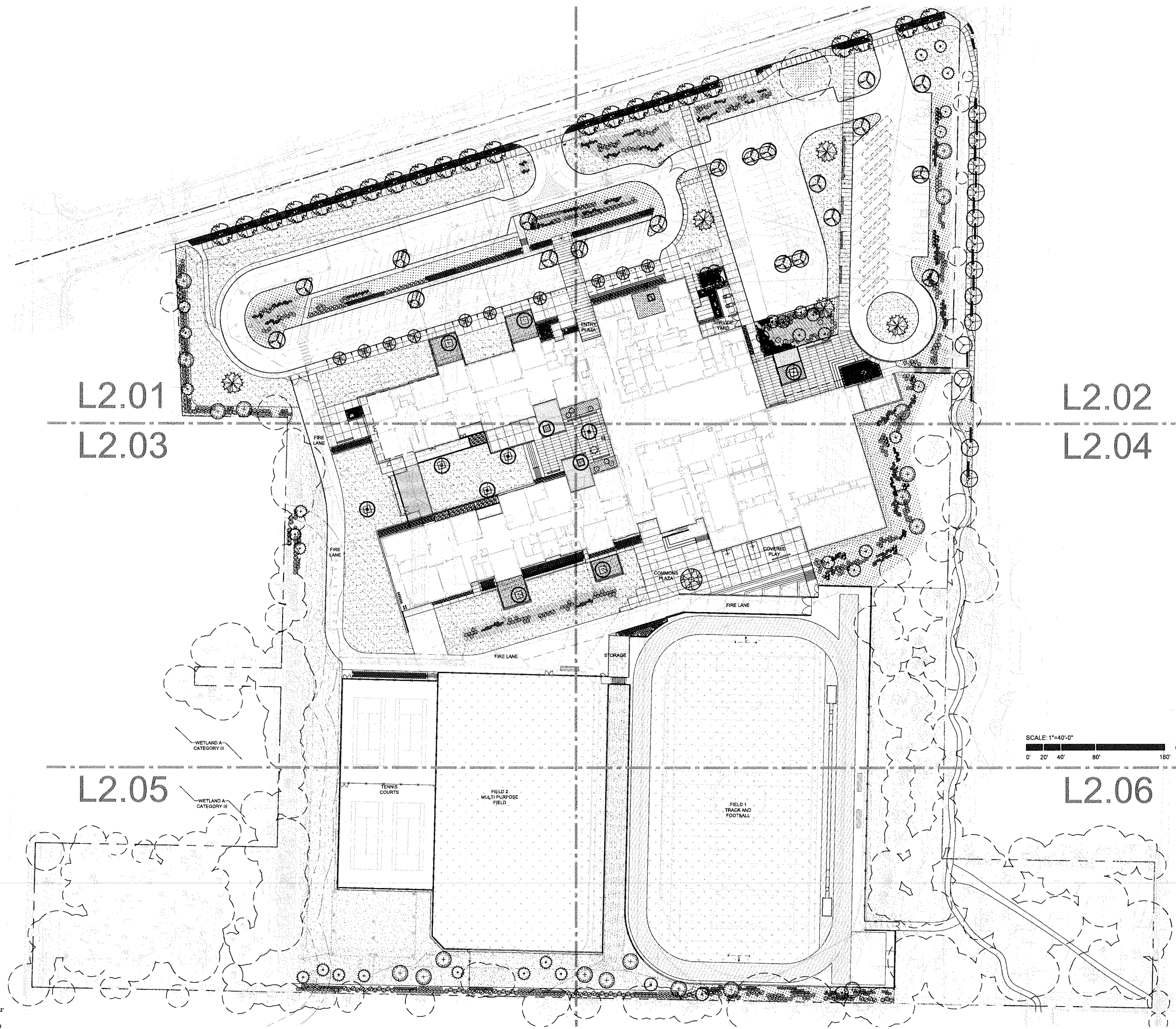
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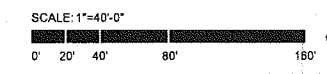
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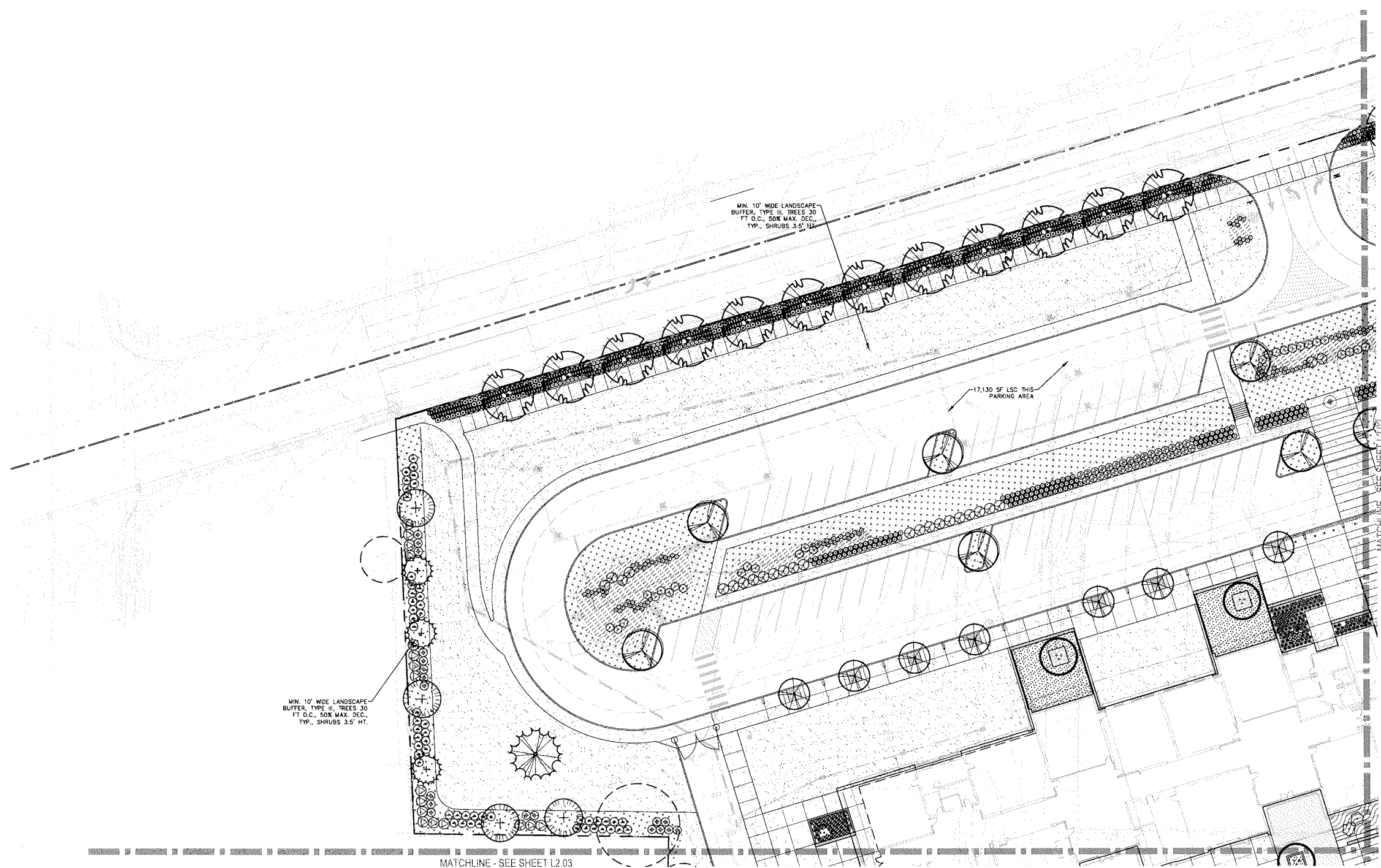
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L2.06





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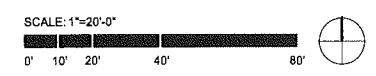
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**LANDSCAPE PLAN**



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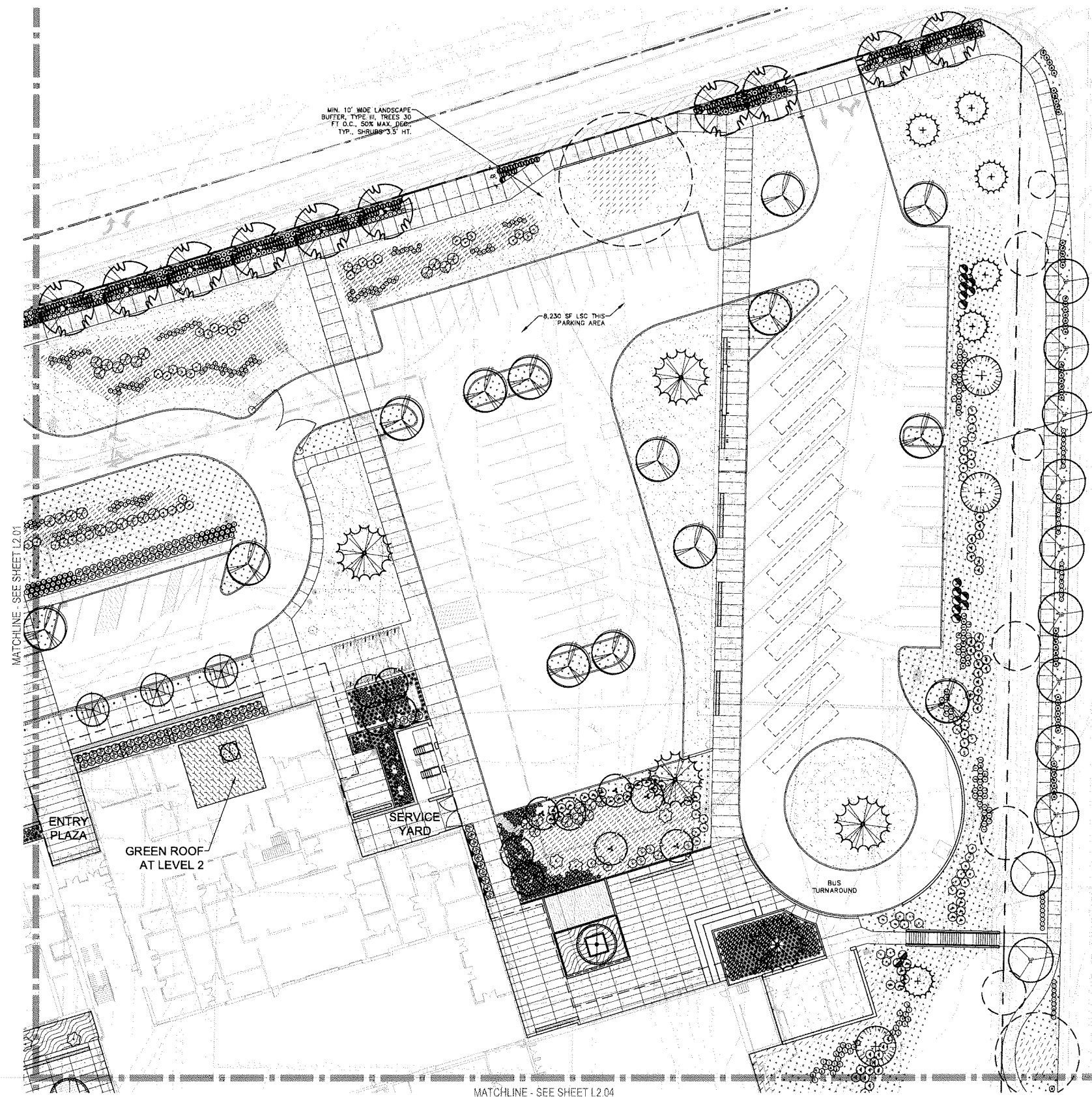


**GENERAL NOTES:**

1. 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.
2. CONTAINERIZED TREES ARE STRONGLY DISCOURAGED. TREES WITH LARGE CIRCLING ROOTS OR TOO DEEP ROOT SYSTEMS WILL BE REJECTED.
3. ALL ROOT PACKAGES MUST BE FREE OF ANY WEEDS.
4. 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.
5. ALL TREE STAKES MUST BE REMOVED BY THE CONTRACTOR BY THE END OF THE FIRST FULL GROWING SEASON.
6. 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.
7. INSTALL 3" DEPTH SPECIFIED MULCH IN ALL LANDSCAPE AREAS.
8. INSTALL 8" DEPTH SPECIFIED TOPSOIL IN ALL LANDSCAPE AREAS.
9. PROVIDE A 4' DIAMETER MULCH CIRCLE AROUND ALL TREES PLANTED IN LAWN AREAS.
10. REFER TO CIVIL DEMOLITION DRAWINGS AND SPECIFICATIONS FOR REMOVAL REQUIREMENTS AND PROTECTION FENCING AROUND EXISTING VEGETATION.
11. REFER TO TREE PRESERVATION PLANS FOR SCHEDULE OF EXISTING TREES TO BE SAVED OR REMOVED.
12. REFER TO CIVIL PLANS FOR UTILITY WORK. CONTRACTOR RESPONSIBLE FOR PATCH AND REPAIR OF ALL EXISTING LANDSCAPE AREAS DISTURBED BY CONSTRUCTION WORK UNDER THIS CONTRACT.
13. REFER TO PLANTING AND SEEDING SPECIFICATION FOR ADDITIONAL REQUIREMENTS, INCLUDING EXTENDED MAINTENANCE REQUIREMENTS.

**PARKING LOT LANDSCAPE CALCULATIONS:**

1. ALL ON-SITE PARKING LOTS TO RECEIVE TYPE V LANDSCAPING.
2. TOTAL NUMBER OF ON-SITE PARKING STALLS PROPOSED: 131 STRIPED 60/90 DEGREE STALLS
3. TOTAL AREA OF LANDSCAPE REQUIRED: 4,585 SF (35 SF PER STALL)
4. TOTAL AREA OF LANDSCAPE PROVIDED: 25,360 SF



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Location,  
BELLEVUEWA

Project No. 1614.000

**LANDSCAPE  
PLAN**



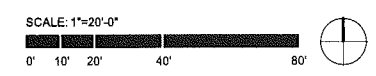
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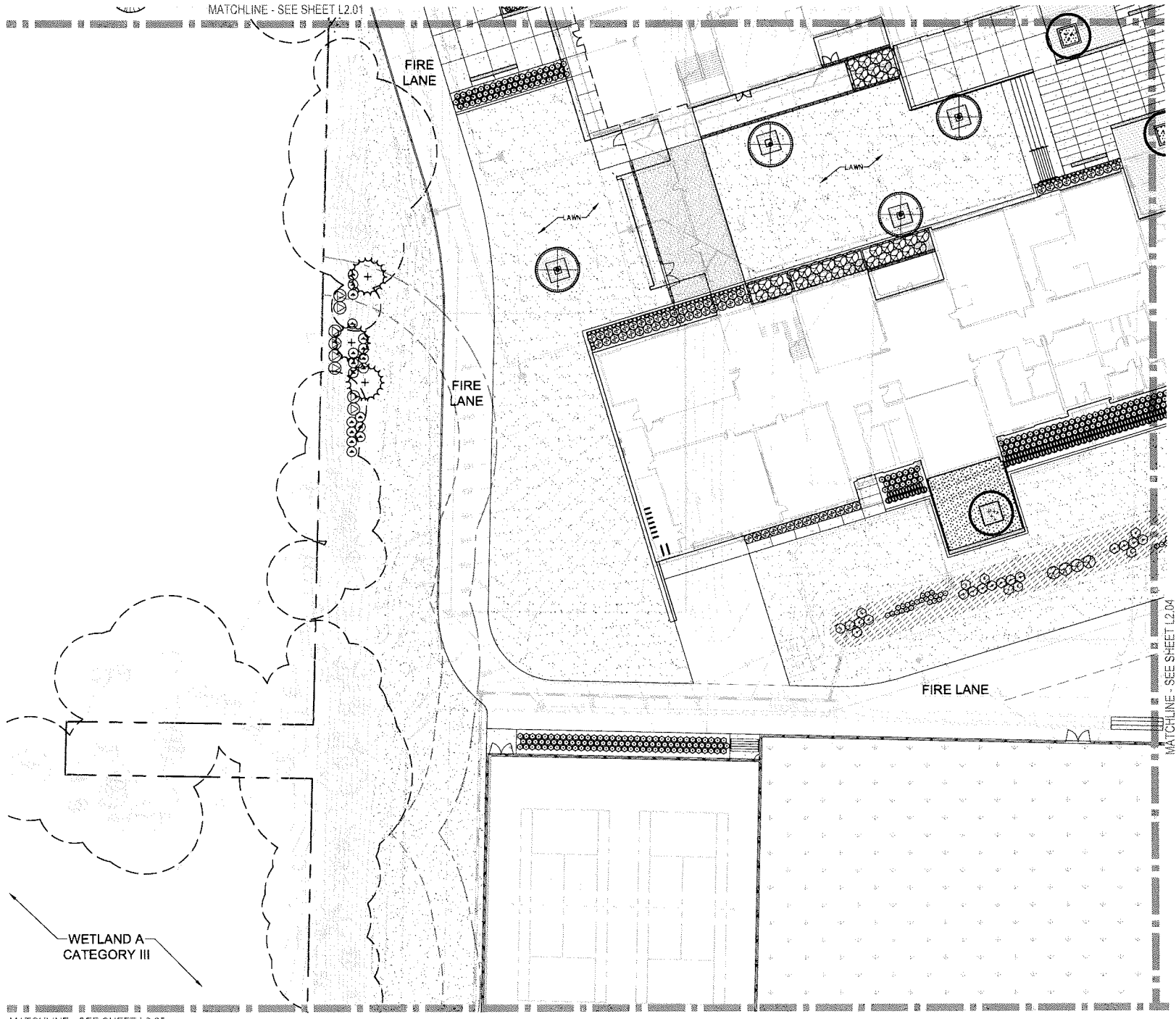
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**PLANT SCHEDULE**

DECIDUOUS TREES	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	ACER FREEMANII 'JEFFERSRED' TM AUTUMN GLAZE MAPLE	2" CAL. MIN., 18-12" HT., MATCHED, B&B OR CONT., 13 WELL-BRANCHED ABOVE 6' HT.	13
	CERCIDIPHYLLUM JAPONICUM KATSURA TREE	3" CAL. MIN., 14-16" HT., MATCHED, B&B OR CONT., 6 WELL-BRANCHED ABOVE 6' HT.	6
	GINKGO BILOBA 'PRINCETON SENTRY' PRINCETON SENTRY GINKGO	2" CAL. MIN., 18-12" HT., MATCHED, B&B OR CONT., 18 WELL-BRANCHED ABOVE 6' HT.	18
	NYSSA SYLVATICA 'BLACK TUPELO' SOUR GUM	3" CAL. MIN., 14-16" HT., MATCHED, B&B OR CONT., 28 WELL-BRANCHED ABOVE 6' HT.	28
	PAULOWNIA TOMENTOSA ROYAL PAULOWNIA	3" CAL. MIN., 14-16" HT., MATCHED, B&B OR CONT.	1
	PLATANUS X ACERIFOLIA LONDON PLANE TREE	3" CAL. MIN., 14-16" HT., MATCHED, B&B OR CONT., 23 WELL-BRANCHED ABOVE 6' HT.	23
EVERGREEN TREES	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	PSEUDOTSUGA MENZIESII DOUGLAS FIR	8-10" HT., FULL & BUSHY TO BASE, B&B OR CONT.	28
	SEQUOIA DENDRON GIGANTEUM GIANT SEQUOIA	8-10" HT., FULL & BUSHY TO BASE, B&B OR CONT.	6
	THUJA PLICATA WESTERN RED CEDAR	8-10" HT., FULL & BUSHY TO BASE, B&B OR CONT.	23
SMALL ACCENT TREES	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	ACER CIRCINATUM (MULTI-STEM) VINE MAPLE	(3) 1" CAL. TRUNK MIN., 8-10" HT. WELL-BRANCHED, FULL & BUSHY, B&B OR CONT.	28
	ACER PALMATUM 'EMPEROR I' (MULTI-STEM) EMPEROR I JAPANESE MAPLE	SPECIMEN (3) 1" CAL. TRUNK MIN., 8-10" HT. WELL-BRANCHED, FULL & BUSHY, B&B OR CONT.	7
	ACER PALMATUM 'GARNET' GARNET JAPANESE MAPLE	15 GAL SPECIMEN, FULL AND BUSHY	1
SHRUBS	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	CORNUS STOLONIFERA 'ARCTIC FIRE' ARCTIC FIRE DOGWOOD	24-36" HT./SPD., FULL & BUSHY, CONT. OR B&B, SPACING PER PLAN	131
	CORNUS STOLONIFERA 'KELSEY' KELSEY DOGWOOD	12-15" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	565
	HAMAMELIS MOLLISS CHINESE WITCH HAZEL	4-5' HT./SPD., FULL & BUSHY, CONT., SPACING PER 4 PLAN	4
	MAHONIA AQUIFOLIUM OREGON GRAPE	24-36" HT./SPD., FULL & BUSHY, CONT. OR B&B, SPACING PER PLAN	283
	MYRTICA CALIFORNICA PACIFIC WAX MYRTLE	30-36" HT./SPD., FULL & BUSHY, CONT. OR B&B, SPACING PER PLAN	61
	NANDINA DOMESTICA 'MOYERS RED' MOYERS RED HEAVENLY BAMBOO	24-36" HT./SPD., FULL & BUSHY, CONT. OR B&B, SPACING PER PLAN	172
	PHYSCARPUS OPULIFOLIUS 'SUMMER WINE' SUMMER WINE NINEBARK	18-24" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	28
	RIBES SANGUINEUM RED FLOWERING CURRANT	30-36" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	31
	SPIRAEA BETULIFOLIA 'TOR' BIRCHLEAF SPIREA	18-24" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	213
	SPIRAEA JAPONICA 'ANTHONY WATERER' JAPANESE SPIREA	18-24" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	159
	SYMPHORICARPOS ALBUS COMMON WHITE SNOWBERRY	18-24" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	328
	VACCINIUM OVATUM EVERGREEN HUCKLEBERRY	18-24" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	42
GROUND COVER	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	ASARUM CALDATUM BRITISH COLUMBIA WILD GINGER	MIN. 1 GAL. POTS @ 12" O.C. TRIANG. SPAC., START FIRST ROW 8" FROM EDGE OF PLANTING	61
	DRYOPTERIS ERYTHROSORA AUTUMN FERN	2 GAL. POTS, FULL AND BUSHY, SPACING AS SHOWN ON PLAN	229
	MAHONIA NERVOSA LDW OREGON GRAPE	2 GAL. POTS, FULL AND BUSHY, SPACING AS SHOWN ON PLAN	263
	POLYSTICHUM MUNITUM WESTERN SWORD FERN	2 GAL. POTS, FULL AND BUSHY, SPACING AS SHOWN ON PLAN	382
	PRUNUS LAUROCEARUS 'MOUNT VERNON' MOUNT VERNON LAUREL	15-18" HT./SPD., FULL & BUSHY, CONT., SPACING PER PLAN	577
PERENNIALS	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	GUNNERA MANICATA BRAZILIAN GUNNERA	5 GAL. MIN., 24" HT. MIN., FULL AND BUSHY, SPACING AS SHOWN ON PLAN	9
	MISCANTHUS SINENSIS 'ADAGIO' ADAGIO EULALIA GRASS	2 GAL. POTS, FULL AND BUSHY, SPACING AS SHOWN ON PLAN	590
VINES	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	HYDRANGEA INTEGRIFOLIA EVERGREEN CLIMBING HYDRANGEA	5 GAL. POTS MIN., FULL AND BUSHY, MIN. (3) 3' LENGTH RUNNERS, SPAC. AS SHOWN ON PLAN	14
BIORETENTION MIX	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	15% IRIS DOUGLASSIANA DOUGLAS IRIS	10" PLUGS AT 8" O.C. SPACING	14,100 SF
	15% JUNCUS ACUMINATUS TAPERED RUSH	10" PLUGS AT 8" O.C. SPACING	
	20% SCIRPUS MICROCARPUS SMALL-FRUITED BULRUSH	10" PLUGS AT 8" O.C. SPACING	
	30% CAREX OBNUPTA SLOUGH SEDGE	10" PLUGS AT 8" O.C. SPACING	



GREEN ROOF	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	SEDUM X PACIFIC SUNSET MIX LIVEROOF STANDARD	SEDUM MAT AS AVAILABLE FROM GREEN FEATHERS.	887 SF
GROUND COVER AREA	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	JUNGLUS PARENS 'ELK BLUE' SPREADING RUSH	1 GAL. POTS, FULL AND BUSHY, 18" O.C. TRIANG. SPAC.	1,474 SF
	LIRIOPE MUSCARI 'BIG BLUE' BIG BLUE LILYTURF	1 GAL. POTS, FULL AND BUSHY, 18" O.C. TRIANG. SPAC.	3,486 SF
GROUND COVER MIX	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	25% MAHONIA NERVOSA OREGON GRAPE	1 GAL. POTS @ 18" O.C. TRIANG. SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING	39,600 SF
	25% POLYSTICHUM MUNITUM WESTERN SWORD FERN	1 GAL. POTS @ 18" O.C. TRIANG. SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING	
	50% GAULTHERIA SHALLON SALAL	1 GAL. POTS @ 18" O.C. TRIANG. SPACING, START FIRST ROW 12" FROM EDGE OF PLANTING	
LAWN, TURF, AND MEADOW	BOTANICAL NAME	SIZE/CONDITION/REMARKS	QTY
	ECO TURF MEADOW SEED MIX	SEE SPECIFICATION	56,848 SF
	SEEDED LAWN	SEE SPECIFICATION	85,341 SF

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Project:  
HIGHLAND MIDDLE SCHOOL  
client:  
BELLEVUE SCHOOL DISTRICT NO. 405  
location:  
BELLEVUEWA

Project No. 1614.000  
**LANDSCAPE PLAN**



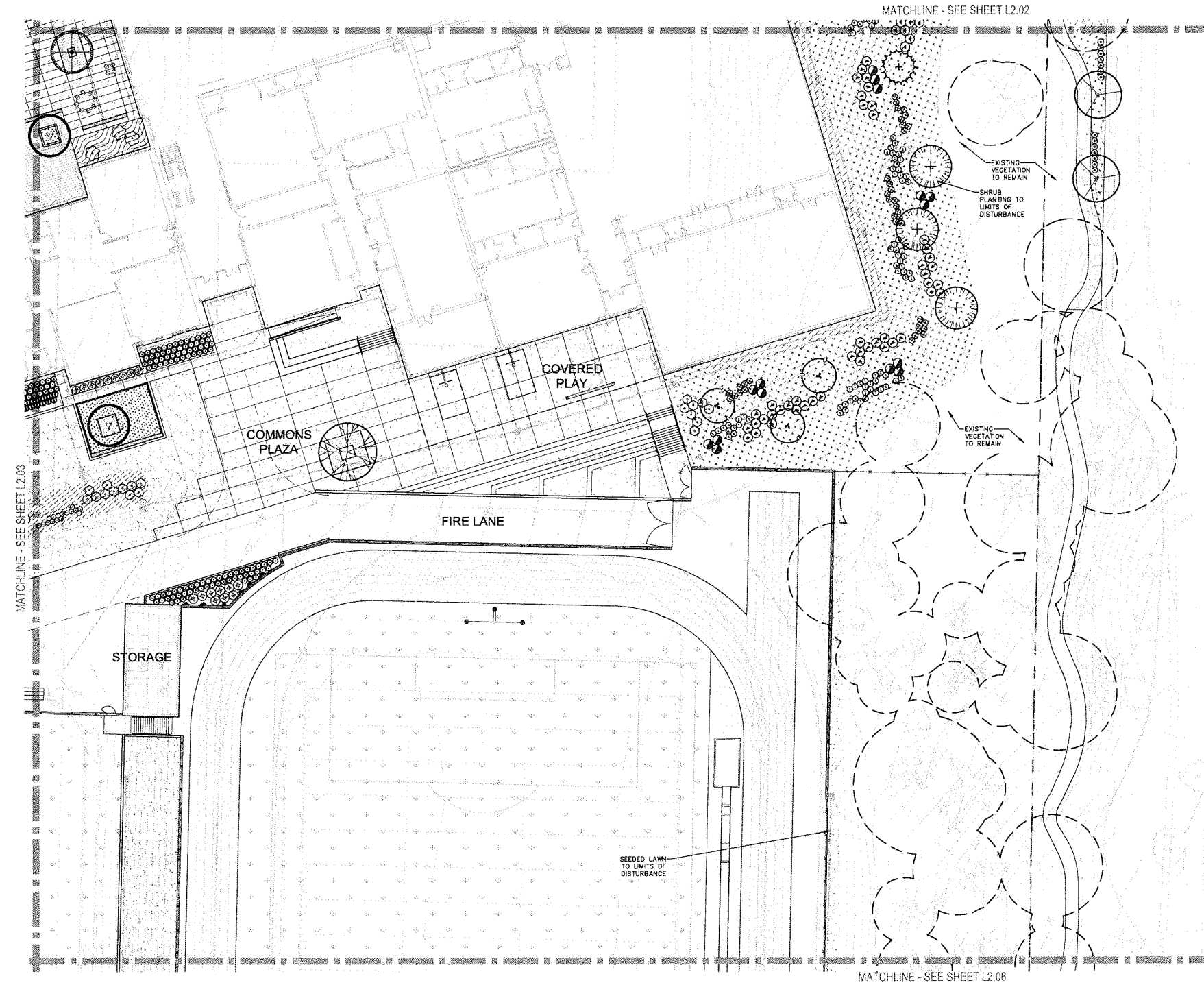
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**LANDSCAPE  
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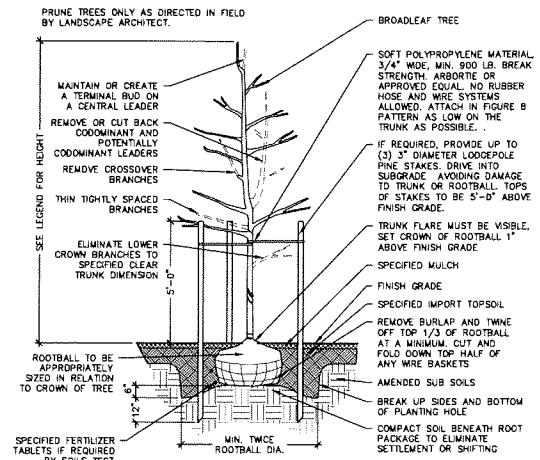
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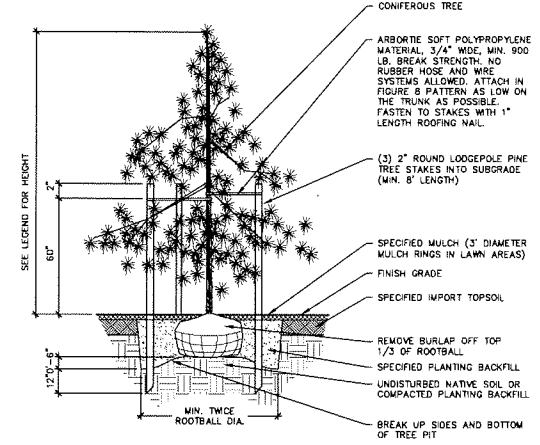
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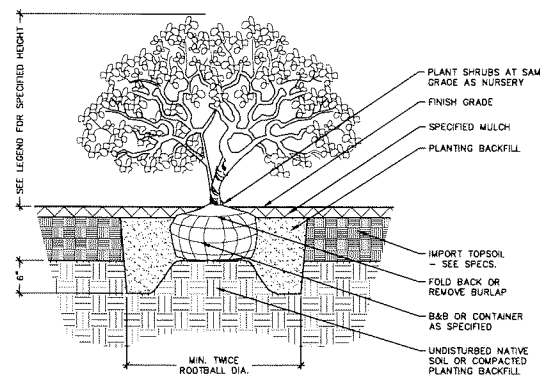
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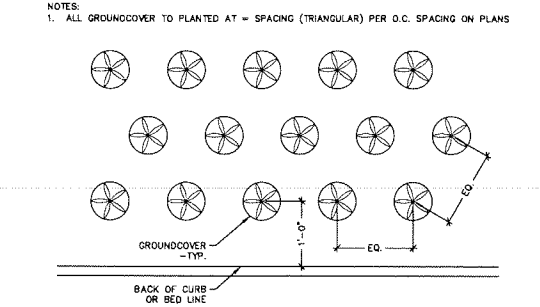
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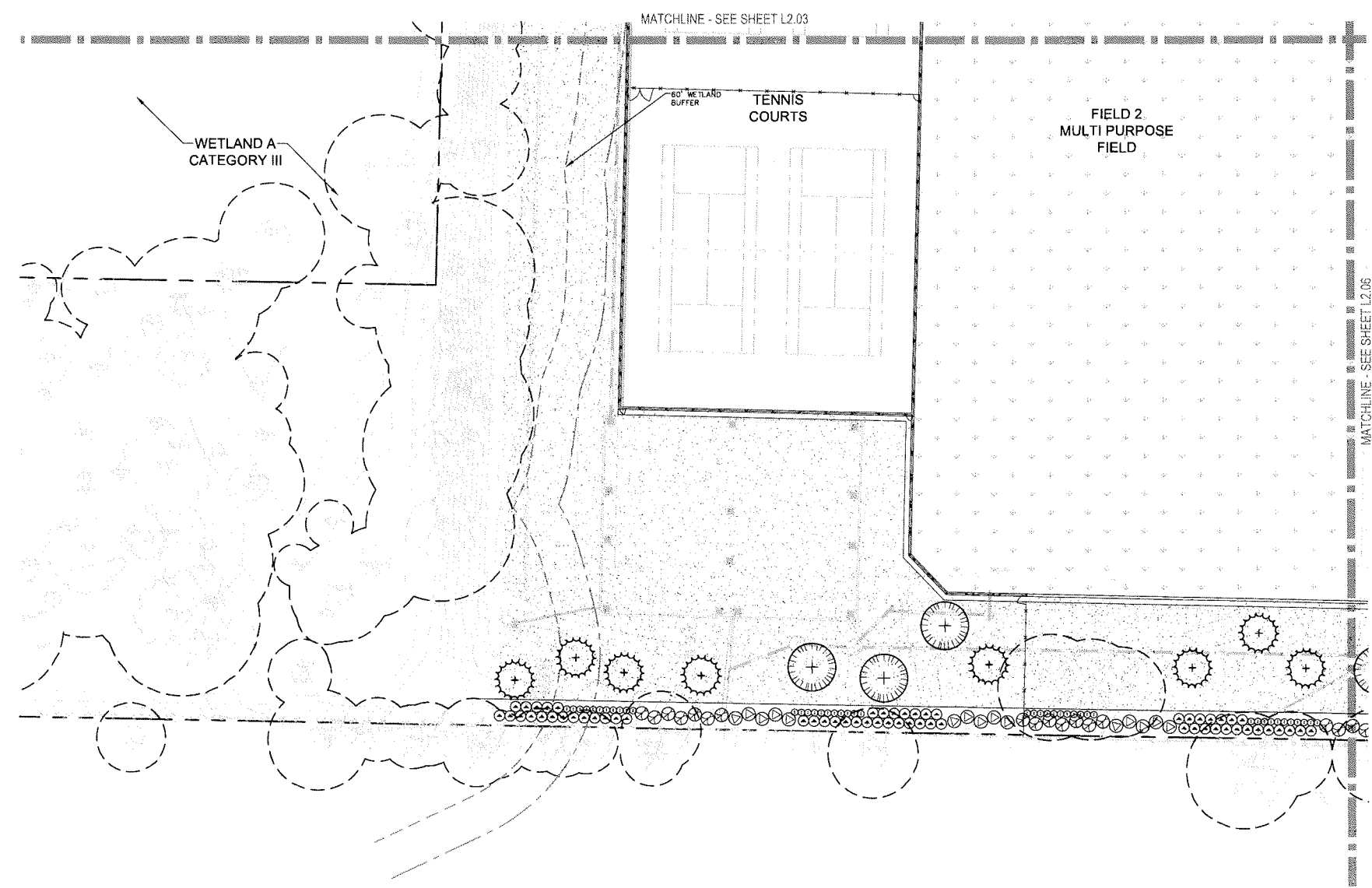
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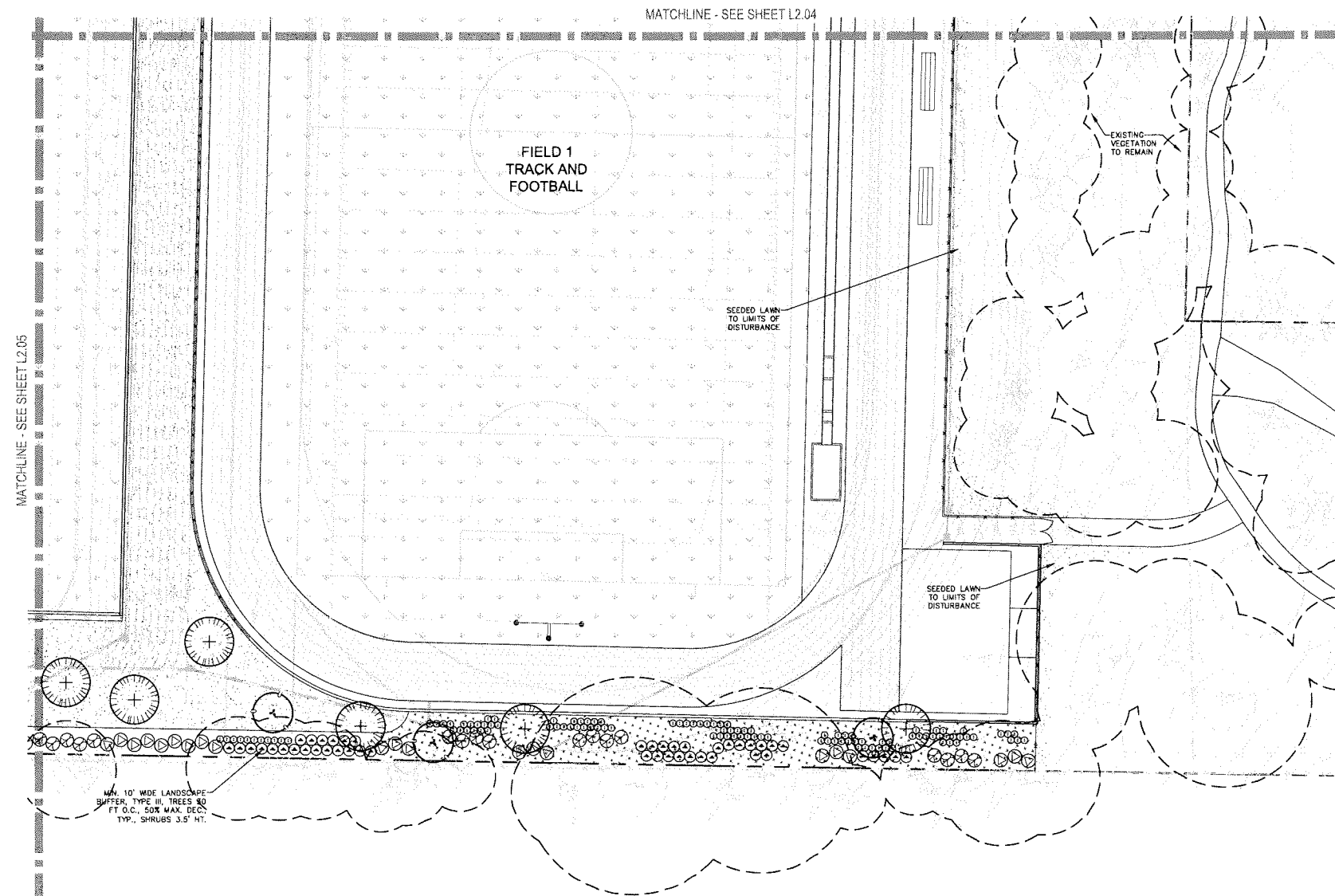


3 SHRUB PLANTING NTS



4 GROUNDCOVER PLANTING NTS





MATCHLINE - SEE SHEET L2.04

MATCHLINE - SEE SHEET L2.05

FIELD 1  
TRACK AND  
FOOTBALL

SEEDED LAWN  
TO LIMITS OF  
DISTURBANCE

EXISTING  
VEGETATION  
TO REMAIN

SEEDED LAWN  
TO LIMITS OF  
DISTURBANCE

MIN. 10' WIDE LANDSCAPE  
BUFFER. TYP. TREES 80  
FT. O.C., 80% MAX. DEC.  
TYP., SHRUBS 3.5' HT.

MSCG-ARC

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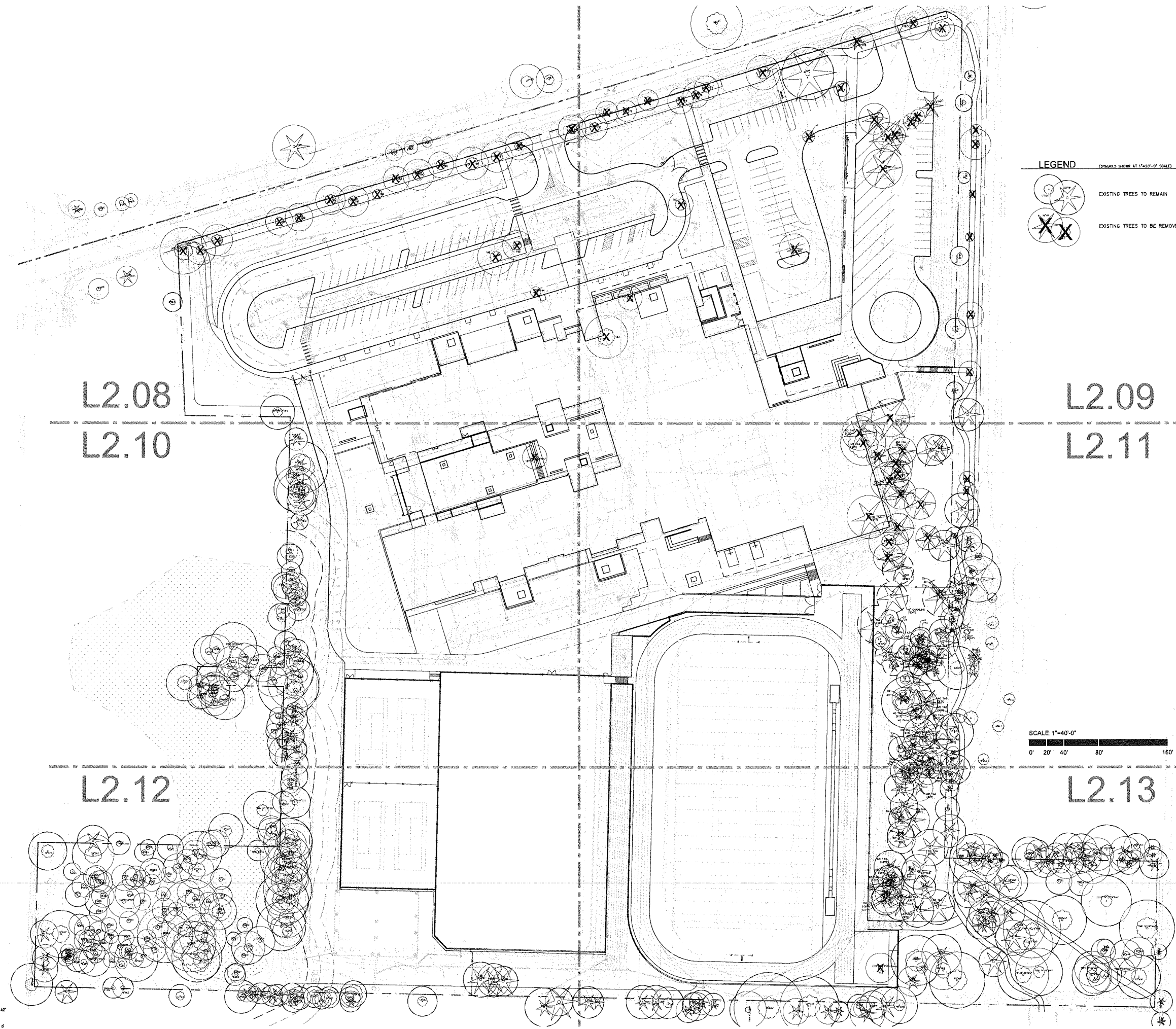
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**LEGEND** (trees shown at 1"=30'-0" scale)

EXISTING TREES TO REMAIN

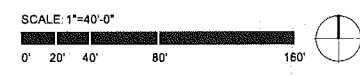
EXISTING TREES TO BE REMOVED

L2.08  
L2.10

L2.09  
L2.11

L2.12

L2.13



m.e.g.-ARC

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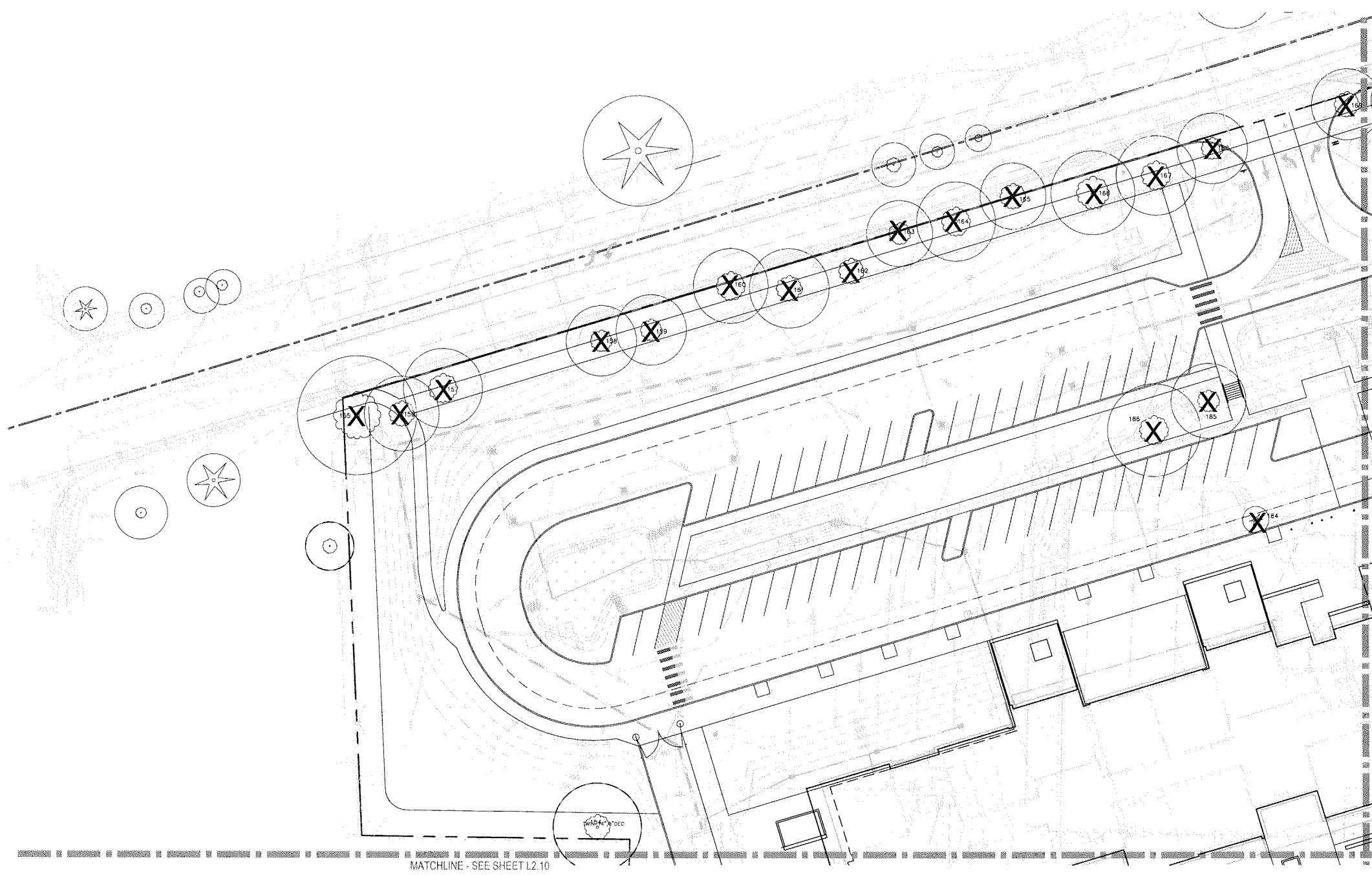
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**OVERALL  
TREE  
PRESERVATION  
PLAN**



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project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUEWA

Project No. 1614.000

**TREE  
PRESERVATION  
PLAN**



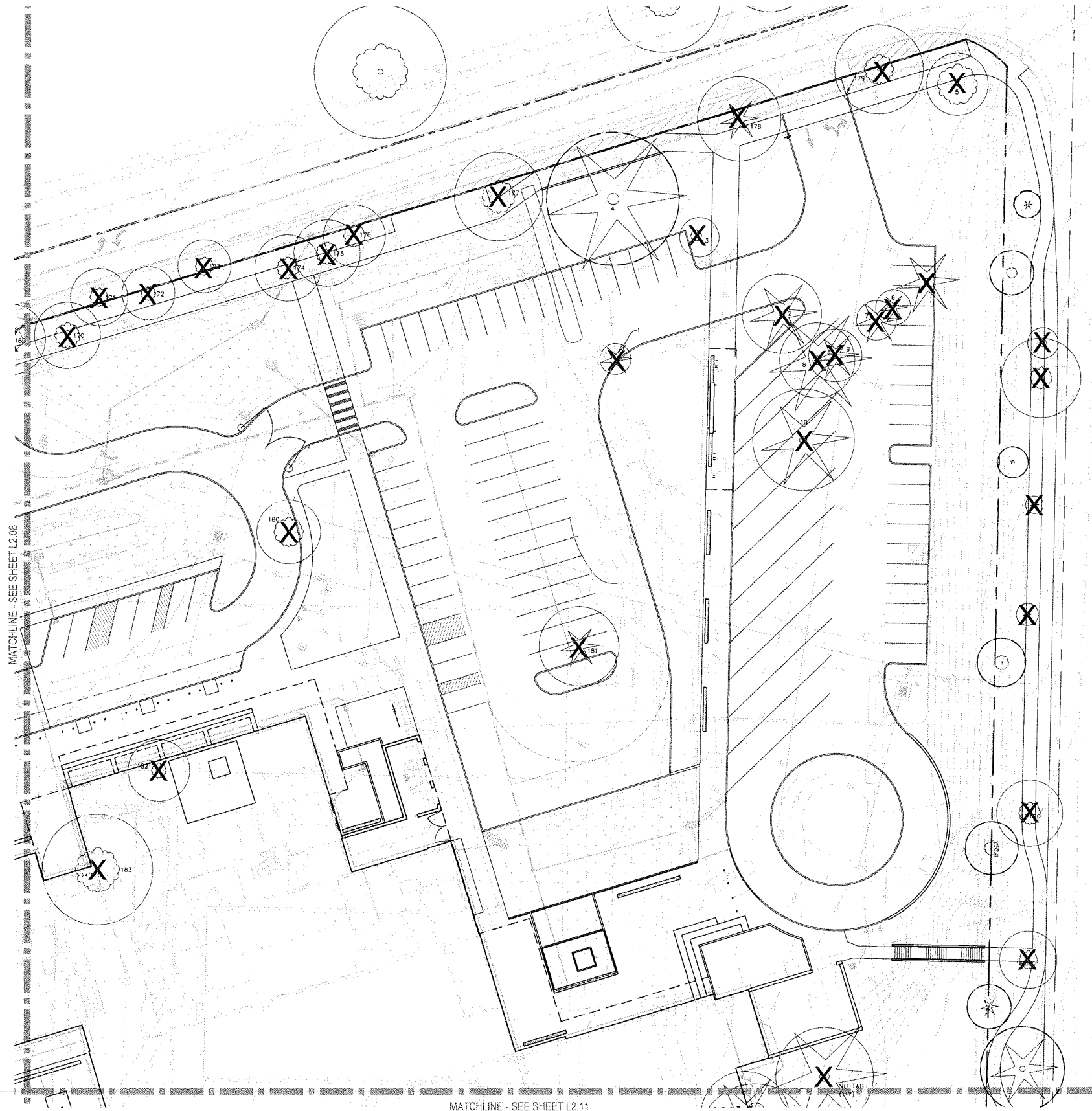
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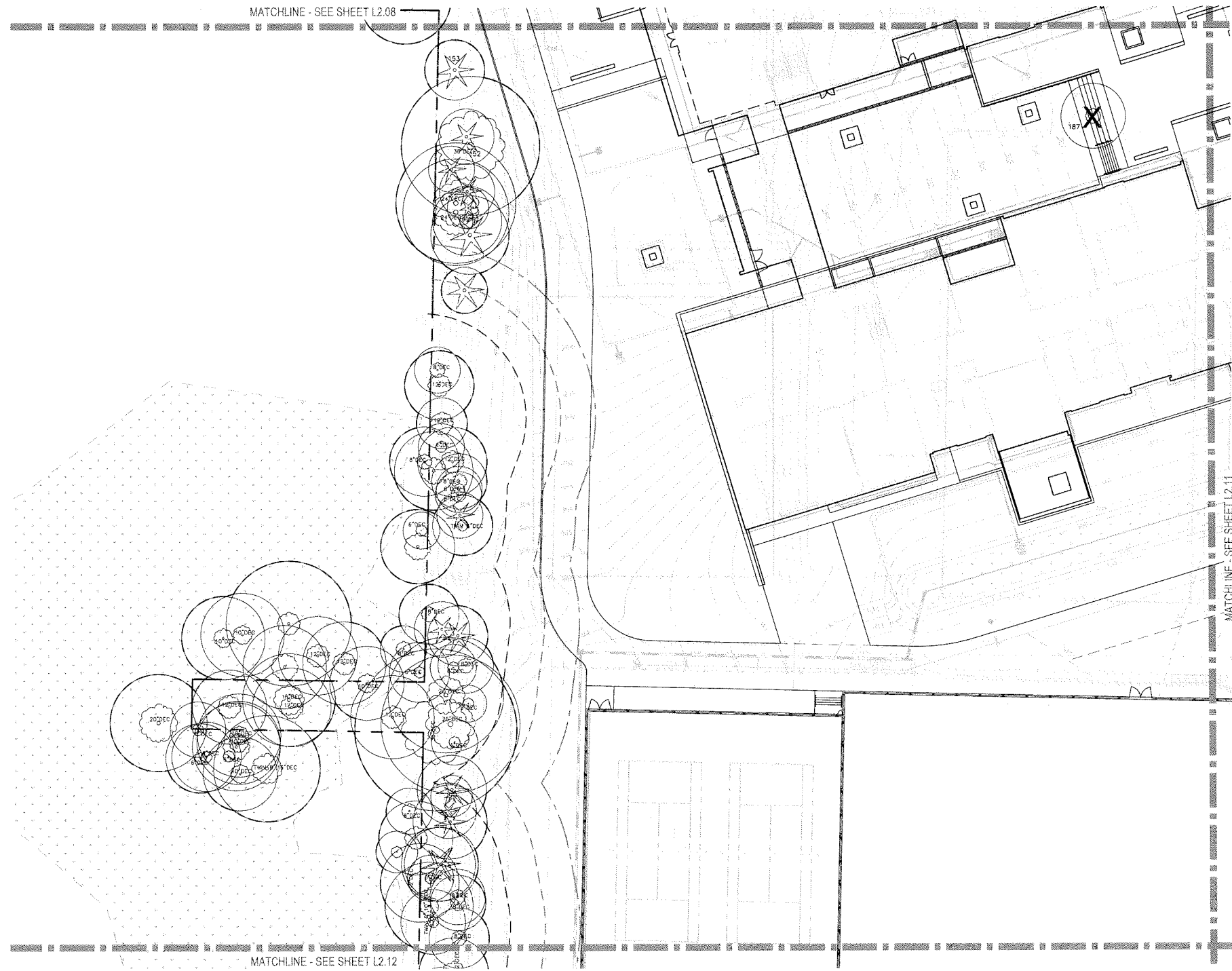
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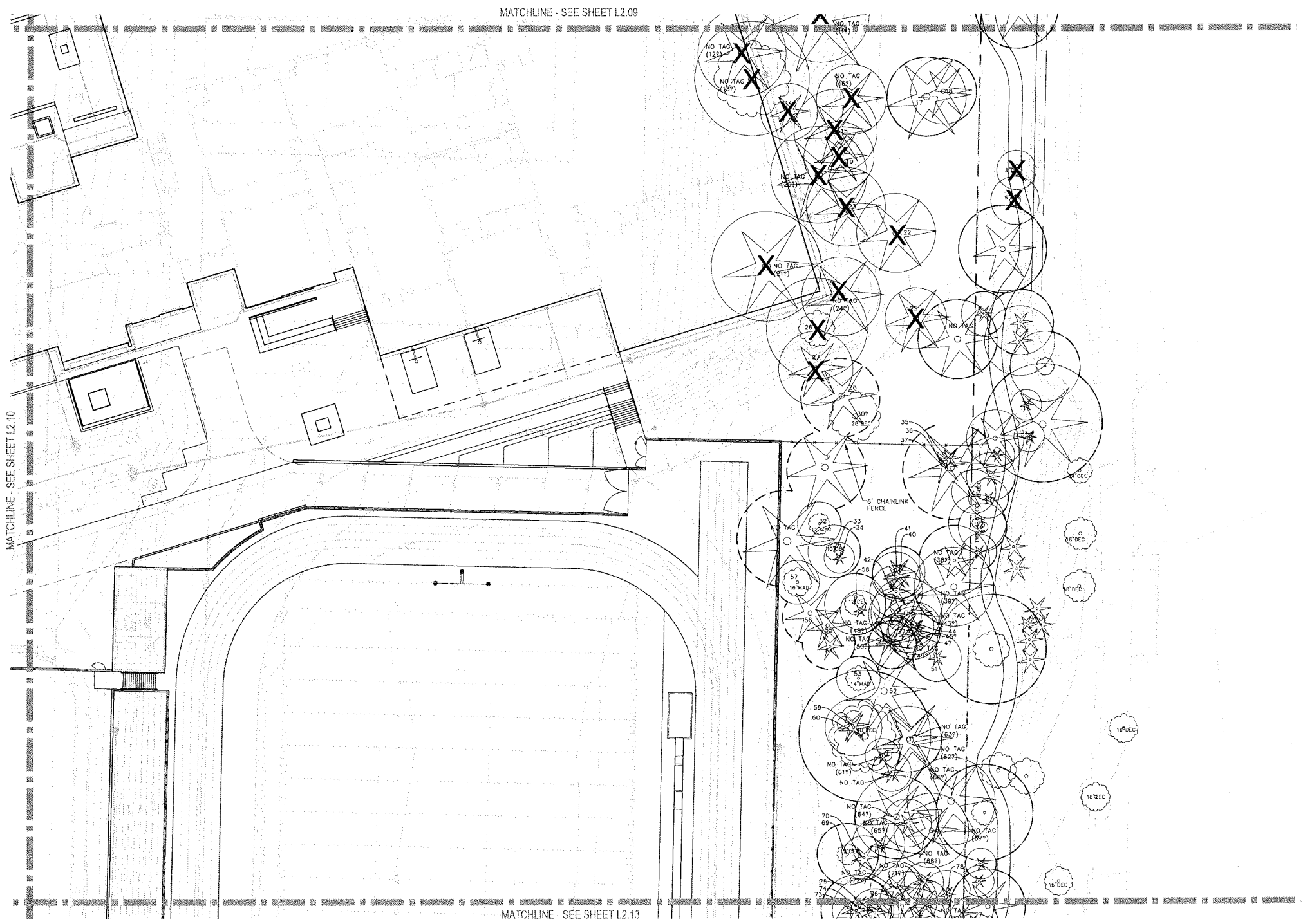


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MATCHLINE - SEE SHEET L2.13

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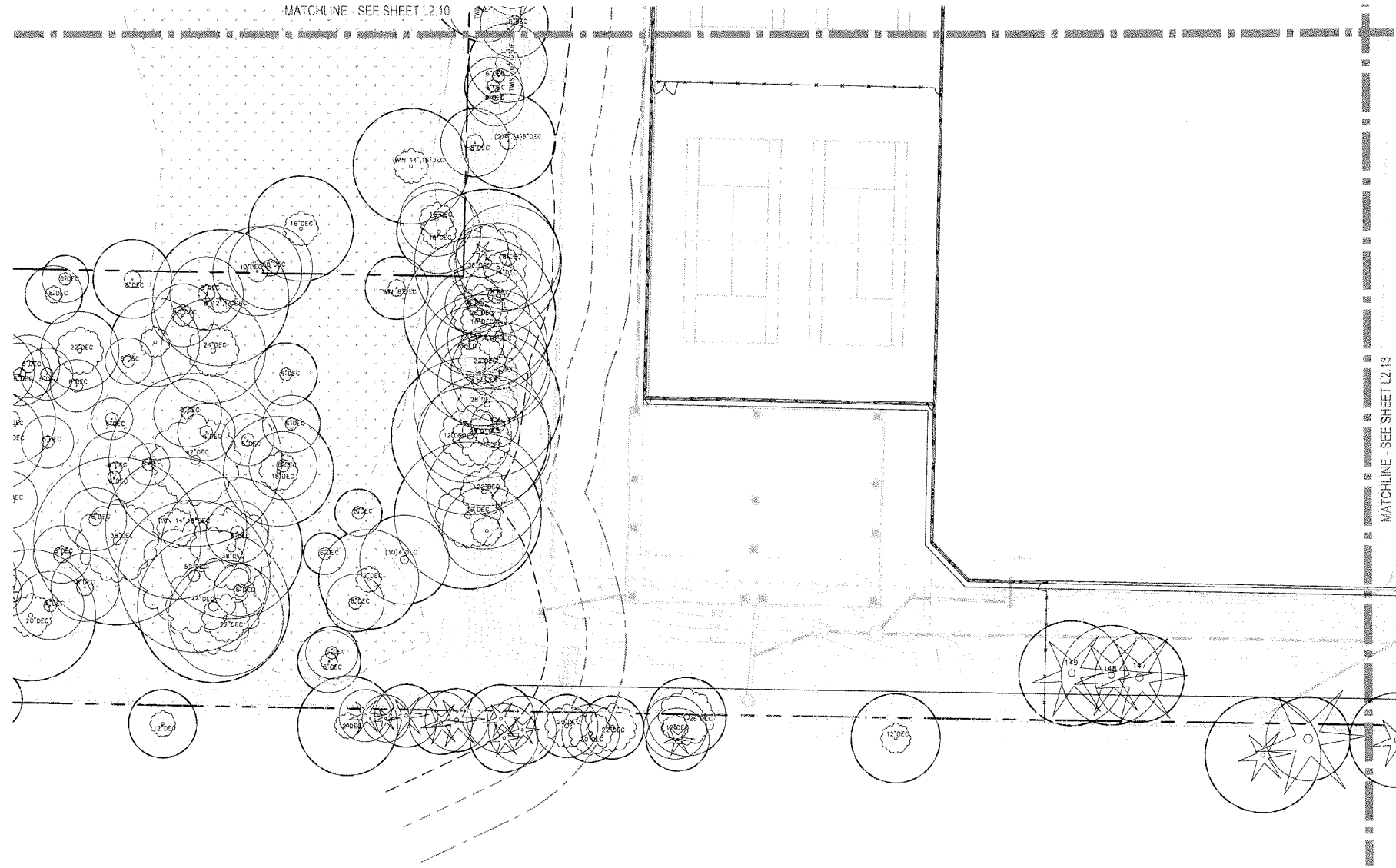
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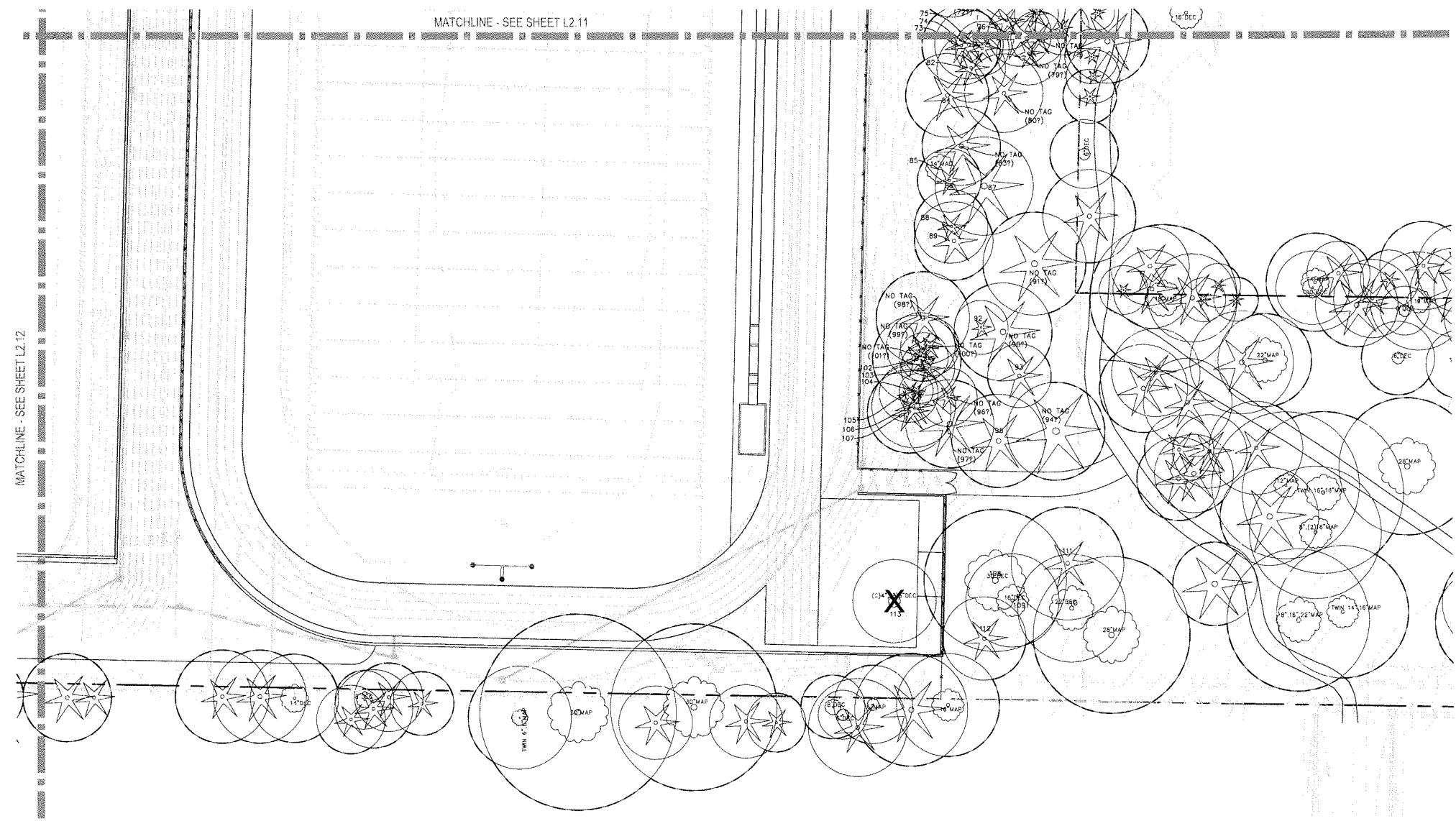
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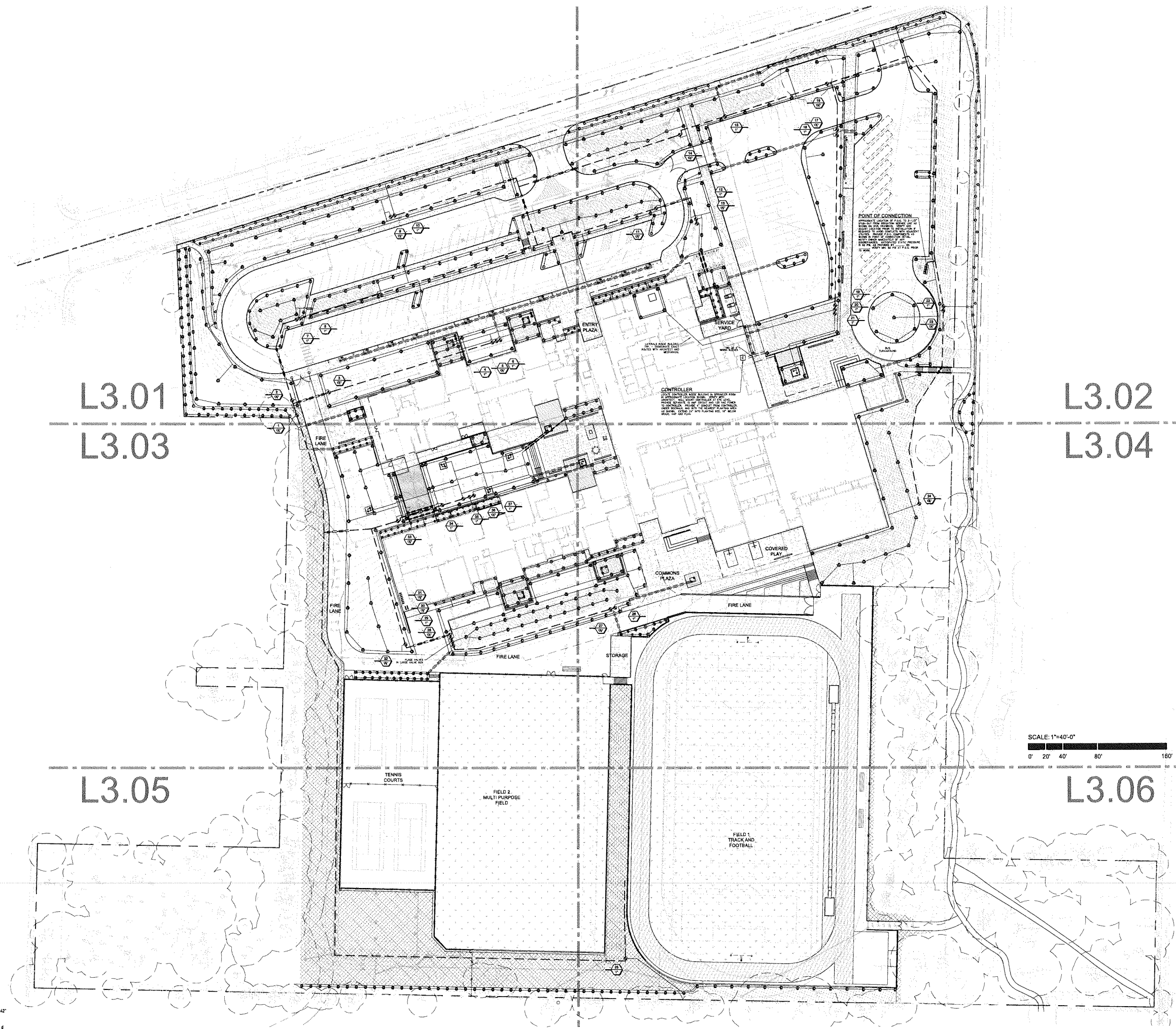
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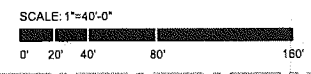
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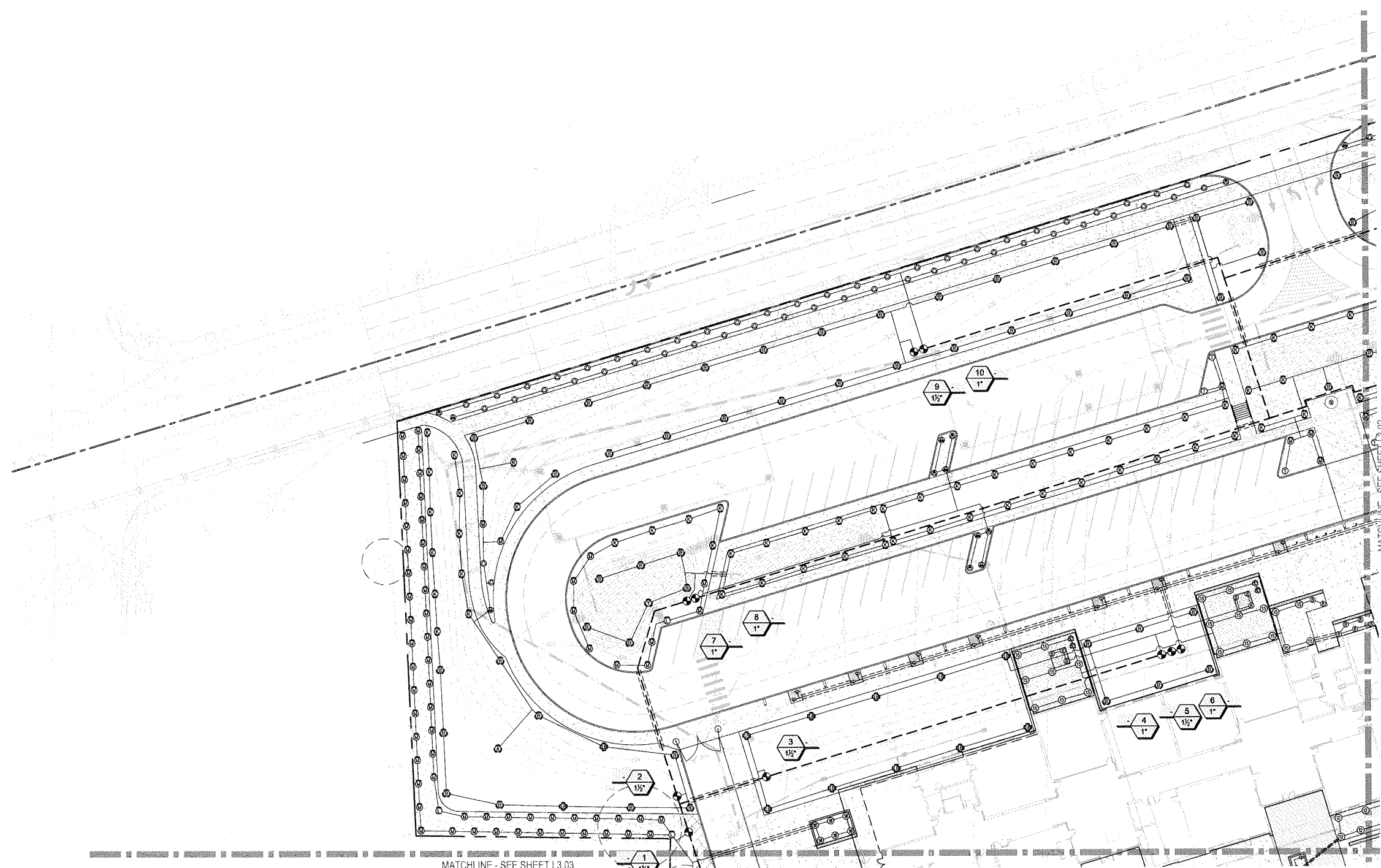
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**OVERALL IRRIGATION PLAN**



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Project No. 1614.000  
**IRRIGATION PLAN**



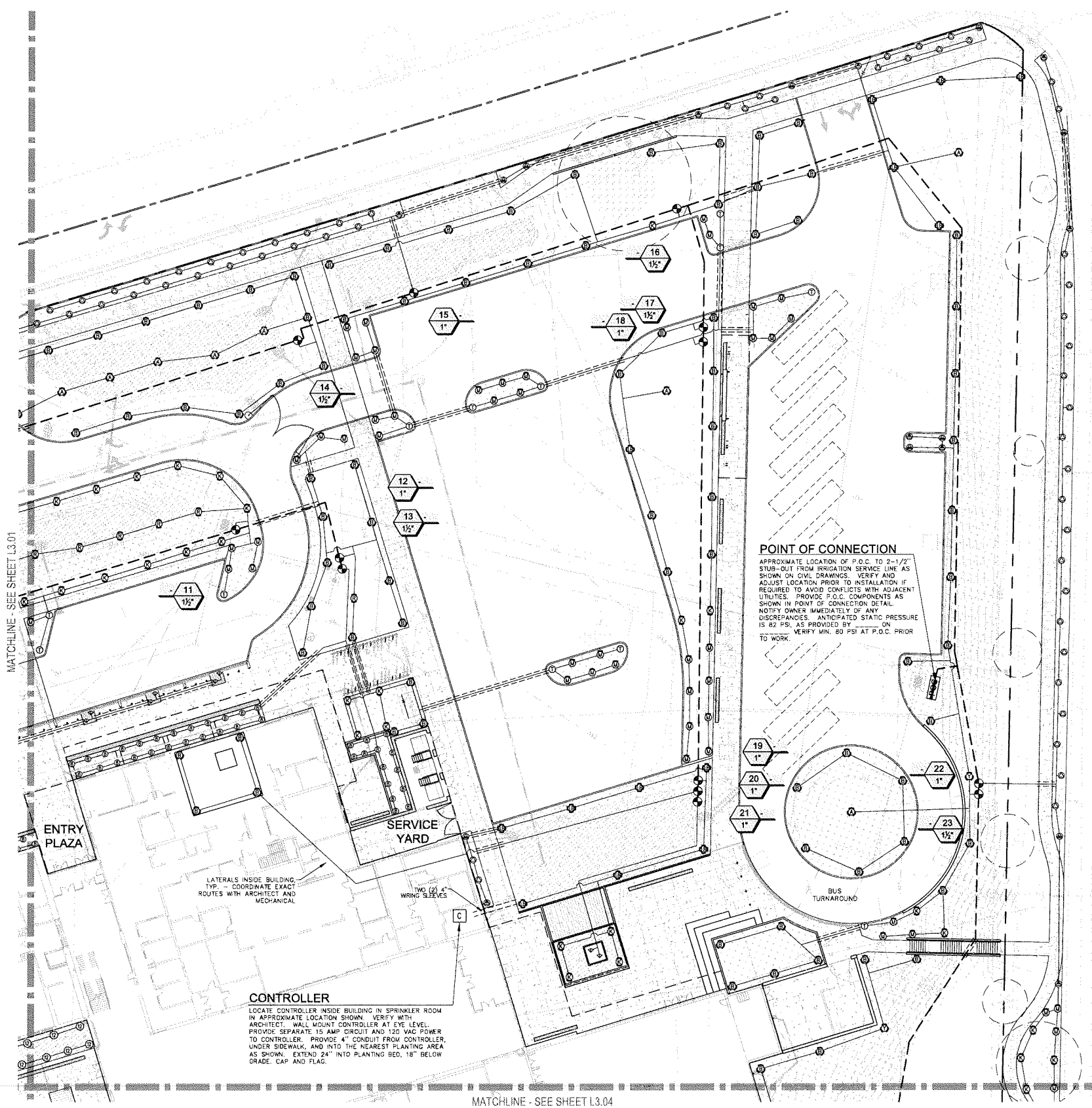
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**IRRIGATION NOTES:**

- ADJUST ALL IRRIGATION HEADS TO PROVIDE MAXIMUM COVERAGE. MINIMUM OVERSPRAY, AND NO FOGGING. SET ALL HEADS 6" BACK FROM CURBS, PAVING, AND WALLS.
- LOCATION OF IRRIGATION MAINLINE, LATERALS, AND SLEEVING ARE SCHEMATIC ONLY, AND SHALL OCCUR IN PLANTING AREAS UNLESS SLEEVING IS SHOWN. IF SLEEVES ARE SHOWN THEY ARE TO BE STRAIGHT RUNS, TYP. MAKE MINOR CHANGES TO COORDINATE WITH ACTUAL AS-BUILT DIMENSIONS AND CONDITIONS. SLEEVES ARE REQUIRED WHENEVER LATERAL OR MAIN IRRIGATION LINES CROSS PAVED SURFACES.
- VALVE BOXES SHALL BE LOCATED IN SHRUB PLANTING AREAS ONLY. LOCATE IN APPROXIMATE LOCATIONS AS SHOWN ON PLAN.
- SEE CIVIL PLANS FOR LOCATION OF IRRIGATION STUB-OUT FROM EXISTING 2" METER.
- ANTICIPATED AVAILABLE STATIC WATER PRESSURE IS 4/- 82 PSI. VERIFY EXACT PRESSURE AT POINT OF CONNECTION TO START OF WORK.
- THE IRRIGATION SYSTEM HAS BEEN DESIGNED WITH SEPARATE HYDROZONES ACCORDING TO THE NEEDS OF THE PLANT MATERIAL. THE IRRIGATION SYSTEM HAS BEEN DESIGNED TO PROVIDE A MINIMUM AVERAGE DISTRIBUTION UNIFORMITY OF 0.825. THE IRRIGATION SYSTEM HAS BEEN DESIGNED TO AVOID RUNOFF, LOW-HEAD DRAINAGE, AND OVERSPRAY. AVOID IRRIGATION DURING TIMES OF HIGH WINDS, WHEN RAINING, OR DURING THE MIDDLE OF THE DAY.
- LATERAL LINE PIPE SHALL BE SIZED PER THE FOLLOWING:  
 0-6.9 GPM = 3/4" PIPE  
 7-13.9 GPM = 1" PIPE  
 14-23.9 GPM = 1-1/4" PIPE  
 24-33.9 GPM = 1-1/2" PIPE  
 34-56 GPM = 2" PIPE
- WHERE IRRIGATION PIPING IS SHOWN ADJACENT OR UNDER EXISTING TREES, MAKE MINOR ROUTE ADJUSTMENTS TO AVOID TRENCHING THROUGH LARGE TREE ROOTS. REFER TO SPECIFICATION SECTION 02810 FOR FURTHER INSTRUCTIONS.
- REFER TO IRRIGATION SPECIFICATION FOR ADDITIONAL REQUIREMENTS.
- IRRIGATION SYSTEMS SHALL BE DESIGNED TO COMPLY WITH CITY OF BELLEVUE WATER CODE INCLUDING IRRIGATION WATER BUDGETING AND TOTAL ESTIMATED WATER USE CALCULATIONS.
- ADJUST IRRIGATION LAYOUT IF NECESSARY TO AVOID CONFLICT WITH BUILDING FOUNDATION AND FOOTING DRAINS.

**BAS SYSTEM NOTES:**

- THE INTERFACE SHALL HAVE SIX SEPARATE PROGRAMS CAPABLE OF SEPARATE START TIMES. EACH PROGRAM SHALL HOLD UP TO 500 ZONES. EACH PROGRAM SHALL BE SEPARATELY ENABLED/DISABLED.
- ZONES SHALL BE PROGRAMMABLE WITH SEQUENTIAL RUN TIMES IN THE PRE-DEFINED ZONE SEQUENCE FOR EACH PROGRAM. TYPICAL PROGRAMMING EXAMPLE: THE CONTRACTOR SHALL COMBINE ZONES INTO PROGRAM GROUPS AS DIRECTED BY THE OWNER. THESE SHALL BE ARRANGED IN THE DESIRED WATERING SEQUENCE. THE USER THEN SELECTS A RUN TIME FOR EACH ZONE. FINALLY, THE USER SELECTS A START TIME FOR THAT PROGRAM. THE NORMAL SEQUENCE OF OPERATIONS WOULD BE FOR THE FIRST ZONE TO START AT THE SET TIME, WATER FOR ITS PRESET RUN TIME, THEN SEQUENCE TO THE NEXT ZONE AND SO ON.
- THE GRAPHICAL USER INTERFACE FOR THE IRRIGATION SYSTEM SHALL CONSIST OF 2 TYPES OF SCREENS. SCREEN TYPE 1 SHALL CONSIST OF A SINGLE SCREEN FOR EACH OF THE THREE PROGRAM GROUPS. ON THIS SCREEN SHALL BE THE START TIME FOR THIS PROGRAM GROUP, A LIST OF ALL ZONES IN THIS GROUP LISTED IN SEQUENCE, AND OVERRIDE METHOD TO TURN EACH ZONE ON AND OFF INDIVIDUALLY, AND A RUN TIME INDICATOR FOR EACH ZONE. INCLUDE LOCATION OF PRIMARY AND SECONDARY MASTER VALVES, SHUT OFF SEQUENCING FOR PRIMARY AND SECONDARY MASTER VALVES AND ALARM NOTIFICATIONS WHEN FLOW IS DETECTED OUTSIDE OF SCHEDULED RUN TIMES.
- SCREEN TYPE 2 SHALL CONSIST OF A MAP OF THE GROUNDS IDENTIFYING EACH ZONE AND AN APPROXIMATION OF COVERAGE. THE MAP SHALL DISPLAY THE PROGRAMMED RUN TIME AND SEQUENCE NUMBER FOR PROGRAM #1 (THE MAIN PROGRAM) ON EACH ZONE. EACH ZONE SHALL ALSO HAVE A METHOD FOR OVERRIDING TO TURN THE ZONE ON AND OFF INDIVIDUALLY, IN ORDER TO PROVIDE ADEQUATE SPACE, THE MAP MAY BE SPREAD OUT OVER MORE THAN ONE SCREEN.
- BOTH SCREEN TYPES SHALL HAVE INDICATORS DISPLAYING WHICH PROGRAM IS CURRENTLY ACTIVE AND WHICH ZONES ARE ON.
- THE PROGRAM SHALL ALLOW FOR A USER PROVIDED DRY CONTACT INPUT TO ENABLE AND DISABLE THE ENTIRE IRRIGATION SYSTEM.
- THE SYSTEM SHALL UTILIZE A RAIN SENSOR TO "LOCK OUT" OR PREVENT THE IRRIGATION SYSTEM FROM OPERATING WHEN IT IS RAINING. WHEN THE SENSOR DETECTS A NO RAIN CONDITION THE IRRIGATION PROGRAM SHALL RETURN TO NORMAL OPERATION. THE COMPUTER TERMINAL DISPLAY SHALL ALLOW FOR OVERRIDE OF RAIN SENSOR "LOCK OUT" FEATURE.
- THE SECTION 02810 INSTALLER SHALL PROVIDE AN IRRIGATION CONTROL PANEL TO INTERFACE WITH THE IRRIGATION SYSTEM ZONE SOLENOID VALVES. THE CONTROL PANEL SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING DEVICES AND FEATURES:
  - A SOLENOID CONTROL RELAY FOR EACH IRRIGATION ZONE SOLENOID VALVE. (36) VALVES TOTAL. RELAYS SHALL BE "ICE CUBE" OR "RIB" TYPE, NOT INTEGRAL TO THE BAS CONTROLLER.
  - A HAND/OFF/AUTO SWITCH FOR EACH RELAY TO ALLOW FOR MANUAL OVERRIDE OF EACH SOLENOID VALVE.
  - H-O-A SWITCHES SHALL BE LOCATED WITHIN THE CONTROL PANEL ENCLOSURE.
  - CONTROL PANEL SHALL HAVE A HINGED LOCKING FRONT PANEL.
  - THE CONTROL PANEL FRONT SHALL BE LABELED AND EACH RELAY AND EACH H-O-A SWITCH SHALL BE LABELED INDICATING ZONE SERVED.
  - 24 VOLT FUSED TRANSFORMER(S) TO POWER ALL RELAYS AND SOLENOID VALVES.
  - A SINGLE POWER DISCONNECT SWITCH SHALL BE LOCATED INSIDE THE CONTROL PANEL ENCLOSURE. THE SWITCH SHALL CONTROL POWER TO THE TRANSFORMER(S), CONTROLLER AND SOLENOID VALVES. PLACING THIS SWITCH IN THE "OFF" POSITION SHALL DISABLE THE ENTIRE IRRIGATION CONTROL SYSTEM.
- WIRING BETWEEN THE SOLENOID VALVES AND THE CONTROL PANEL SHALL BE THE RESPONSIBILITY OF SECTION 02810. THE SECTION 02810 INSTALLER SHALL LABEL ALL WIRE ENDS AT THE IRRIGATION CONTROL PANEL. THE SECTION 15900 INSTALLER SHALL CONNECT/TERMINATE ALL SOLENOID WIRING TO THE CONTROL RELAYS.
- BOTH THE SECTION 02810 INSTALLERS AND THE SECTION 15900 INSTALLER SHALL PERFORM STARTUP AND TESTING OF THE IRRIGATION SYSTEM TO ENSURE FULL SYSTEM OPERATION.
- REFER TO SPECIFICATION SECTION 15900 BUILDING AUTOMATION SYSTEM FOR ADDITIONAL INFORMATION.

**POINT OF CONNECTION**  
 APPROXIMATE LOCATION OF P.O.C. TO 2-1/2" STUB-OUT FROM IRRIGATION SERVICE LINE AS SHOWN ON CIVIL DRAWINGS. VERIFY AND ADJUST LOCATION PRIOR TO INSTALLATION IF REQUIRED TO AVOID CONFLICTS WITH ADJACENT UTILITIES. PROVIDE P.O.C. COMPONENTS AS SHOWN IN POINT OF CONNECTION DETAIL. NOTIFY OWNER IMMEDIATELY OF ANY DISCREPANCIES. ANTICIPATED STATIC PRESSURE IS 82 PSI. AS PROVIDED BY \_\_\_\_\_ ON \_\_\_\_\_. VERIFY MIN. 80 PSI AT P.O.C. PRIOR TO WORK.

**CONTROLLER**  
 LOCATE CONTROLLER INSIDE BUILDING IN SPRINKLER ROOM IN APPROXIMATE LOCATION SHOWN. VERIFY WITH ARCHITECT. WALL MOUNT CONTROLLER AT EYE LEVEL. PROVIDE SEPARATE 15 AMP CIRCUIT AND 120 VAC POWER TO CONTROLLER. PROVIDE 4" CONDUIT FROM CONTROLLER, UNDER SIDEWALK, AND INTO THE NEAREST PLANTING AREA AS SHOWN. EXTEND 24" INTO PLANTING BED, 18" BELOW GRADE. CAP AND FLAG.

MATCHLINE - SEE SHEET L3.01

MATCHLINE - SEE SHEET L3.04

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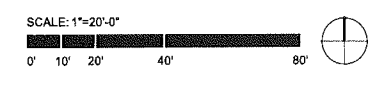
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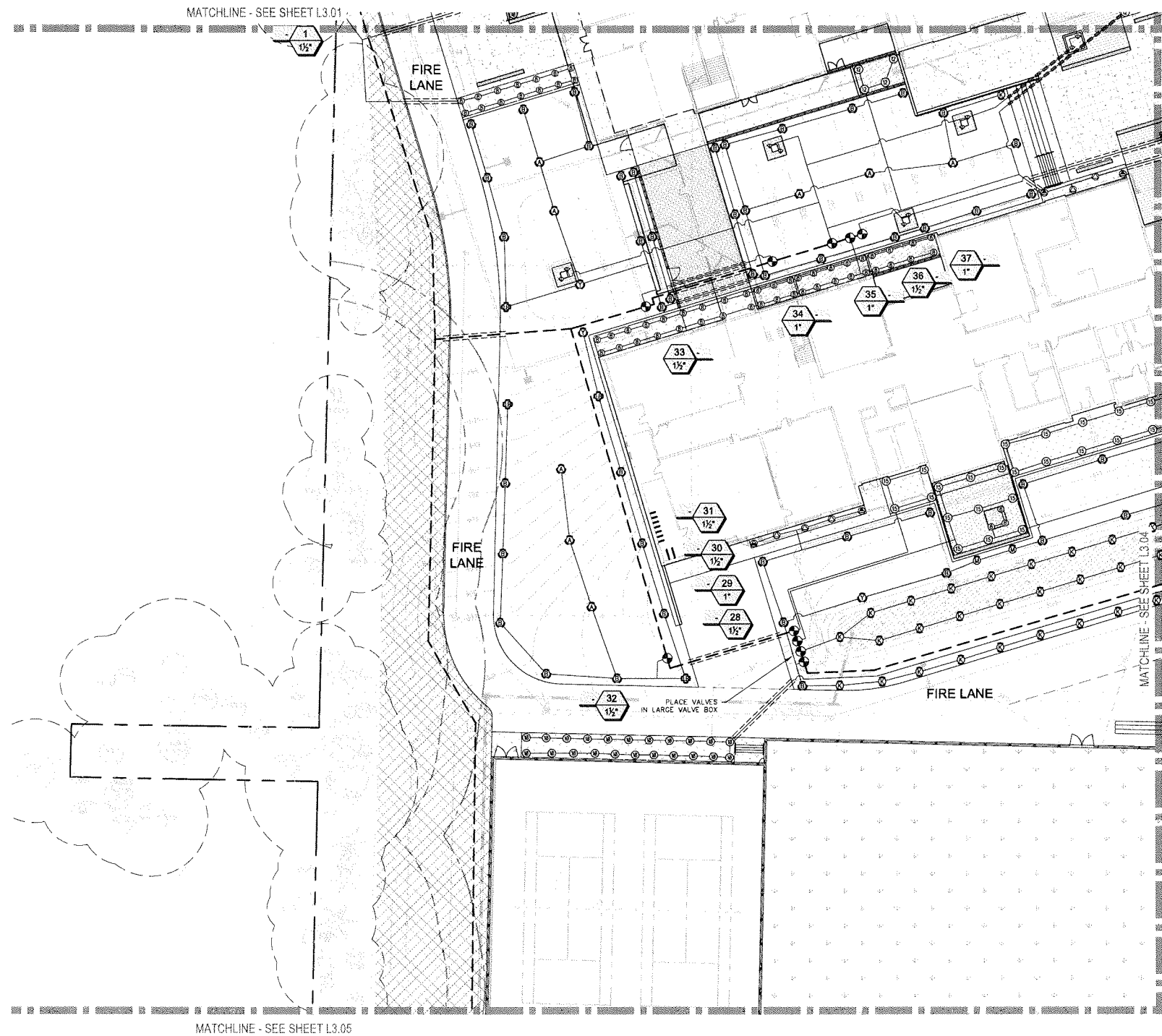
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**IRRIGATION PLAN**



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**IRRIGATION LEGEND**

SYMBOL	ITEM	MANUFACTURER / DESCRIPTION	NOTES
⊙	MP ROTATOR	HUNTER MP1000 with PROS-06-PRS40-CV MP1000-90-210 (8'-15" RADIUS) MP1000-360 (8'-15" RADIUS)	40 PSI ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 1, SHEET L3.07.
⊙	MP ROTATOR	HUNTER MP2000 with PROS-06-PRS40-CV MP2000-90-210 (13'-21" RADIUS) MP2000-360 (13'-21" RADIUS)	40 PSI ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 1, SHEET L3.07.
⊙	MP ROTATOR	HUNTER MP3000 with PROS-06-PRS40-CV MP3000-90-210 (22'-30" RADIUS) MP3000-360 (22'-30" RADIUS)	40 PSI ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 1, SHEET L3.07.
⊙	MP ROTATOR	HUNTER MP3500 with PROS-06-PRS40-CV MP3500-90-210 (31'-35" RADIUS)	40 PSI ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 1, SHEET L3.07.
⊙	MP ROTATOR	HUNTER MP STRIP SERIES with PROS-06-PRS40-CV	40 PSI ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 1, SHEET L3.07.
⊙	MP ROTATOR CORNER	HUNTER MP CORNER with PROS-06-PRS40-CV	40 PSI ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 1, SHEET L3.07.
⊙	PRECISION SPRAY HEAD	TORO 0-T-(x)-570Z-6P-PR, ADJUSTABLE, AS SHOWN ON PLAN.	30 PSI, ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 1, SHEET L3.07. USE TORO 0-T-(x)-570Z-6P-PR-COM WHERE REQUIRED TO PREVENT LOW HEAD DRAINAGE.
⊙	BUBBLER AT TREE GRATE	TORO 511-30 ADJUSTABLE BUBBLER ON 570SR-6 RISER	30 PSI, ADJUST RADIUS AS REQUIRED, INSTALL PER DETAIL 7, SHEET L3.07.
⊙	ELECTRIC REMOTE CONTROL VALVE WITH PRESSURE REGULATOR	RAINBIRD 100-PEB-PRS-D (1") RAINBIRD 150-PEB-PRS-D (1-1/2") AND 200-PEB-PRS-D (2")	PLASTIC CONTROL VALVE WITH PRS-DIAL, INSTALL PER DETAIL 4, SHEET L3.07. ALL VALVES SHOWN IN LAWN AREAS MUST BE INSTALLED WITHIN CONCRETE VALVE BOXES.
⊙	QUICK COUPLER WITH TURF COVERED VALVE BOX	SH-2 SWVEL HOSE ELL RAINBIRD #5RC 55K-1 KEY WITH TURFCOOL TC-370D-QVC PLUS QUICK CONNECT VALVE BOX	INSTALL IN BOX ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. SEE DETAIL 1D, SHEET L3.07.
⊙	CONTROLLER	PER BAS	IRRIGATION SYSTEM WILL BE CONTROLLED BY THE BUILDING AUTOMATION SYSTEM (BAS). REFER TO IRRIGATION AND MECHANICAL SPECIFICATIONS FOR ADDITIONAL INFORMATION.
⊙	DOUBLE CHECK VALVE ASSEMBLY	SEE CIVL	
⊙	SHUT-OFF / ISOLATION VALVE	AQUA OR APPROVED EQUAL (2")	200 PSI THREADED ENDS. INSTALL WHERE SHOWN ON PLAN AND AT P.O.C. PER DETAIL 5, SHEET L3.07.
⊙	STRAINER	WILKINS S SERIES (2")	BRASS STRAINER WITH 20 MESH SCREEN. INSTALL PER DETAIL 5, SHEET L3.07.
⊙	QUICK COUPLER	SH-2 SWVEL HOSE ELL RAINBIRD #5RC 55K-1 KEY	INSTALL AT POINT OF CONNECTION AND ELSEWHERE AS SHOWN ON PLAN. INSTALL PER DETAIL 5, SHEET L3.07. PROVIDE (2) KEYS AND (2) ELLS.
⊙	MANUAL DRAIN	CHAMPION	INSTALL AT POINT OF CONNECTION AND ELSEWHERE AS SHOWN ON PLAN PER DETAILS 3 & 5, SHEET L3.07.
⊙	FLOW SENSOR	IRRITROL FS-B200 (2")	BRONZE FLOW SENSOR. INSTALL IN SEPARATE VALVE BOX AND CONNECT TO CONTROLLER PER MANUFACTURER'S RECOMMENDATIONS. SEE DETAIL 9, SHEET L3.07.
⊙	MASTER VALVE	SUPERIOR 3000 SERIES (2")	NORMALLY CLOSED MASTER VALVE. INSTALL AT POINT OF CONNECTION PER DETAIL 5, SHEET L3.07.
⊙	BACKFLOW PREVENTION VAULT	UTILITY VAULT NO. 25-TA WITH # 25-T BASE AND # 25P COVER	PRECAST CONCRETE UTILITY VAULT. INSTALL AT POINT OF CONNECTION PER DETAIL 5, SHEET L3.07.
---	MAINLINE	PVC-SCHEDULE 40	3" MINIMUM UNLESS NOTED ON PLAN. SEE TRENCHING SECTION ON DETAIL 2, SHEET L3.07.
---	LATERALS	PVC-CLASS 200	SIZE AS PER PLAN, 3/4" MIN. UNLABELED PIPE SECTIONS TO MATCH THE LARGEST OF THE ADJACENT PIPES. UNLABELED PIPE AT THE END OF LATERAL RUNS TO BE 3/4". SEE TRENCHING SECTION ON DETAIL 2, SHEET L3.07.
---	SLEEVES	PVC-SCHEDULE 40	6" MINIMUM SIZE UNLESS OTHERWISE NOTED ON PLAN. INSTALL WHERE INDICATED ON PLAN. DEPTH AS REQUIRED BY PIPE WITHIN. SEE TRENCHING SECTION ON DETAIL 2, SHEET L3.07.
⊙	Valve Callout	SEE VALVE SCHEDULE	
⊙	TEMPORARY IRRIGATED AREAS		ABOVE GROUND LATERAL PIPING WITH ROTOR AND SPRAY SPRINKLER HEADS. CONTRACTOR TO INSTALL MAINLINE, WIRING AND CONTROL VALVES BELOW GROUND PER TYPICAL DETAILS. REMOVE ALL TEMPORARY LATERAL PIPING AND SPRINKLERS FROM THE SITE AT THE END OF THE MAINTENANCE PERIOD. SEE SPECIFICATIONS FOR MORE INFORMATION.

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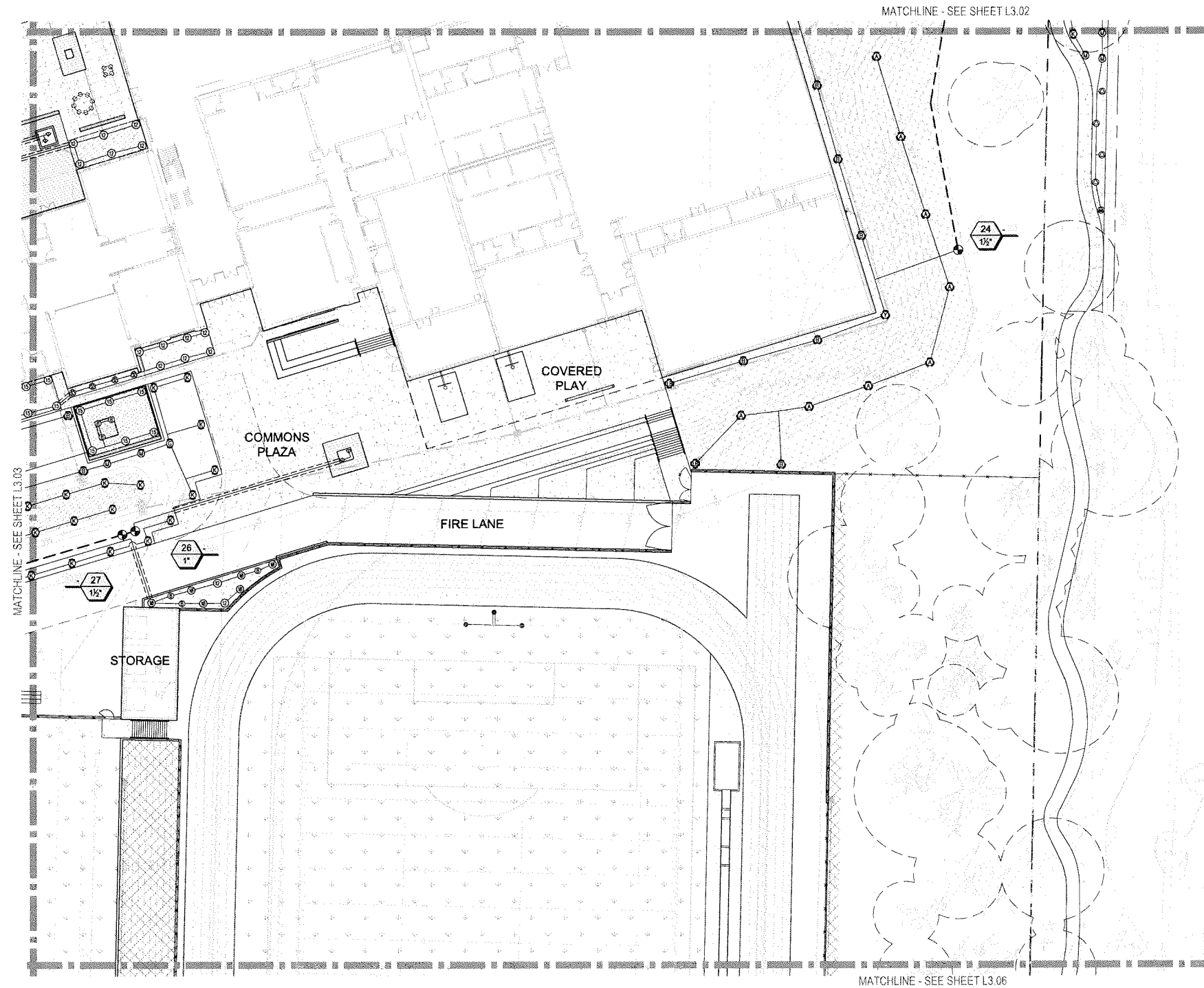
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**IRRIGATION PLAN**



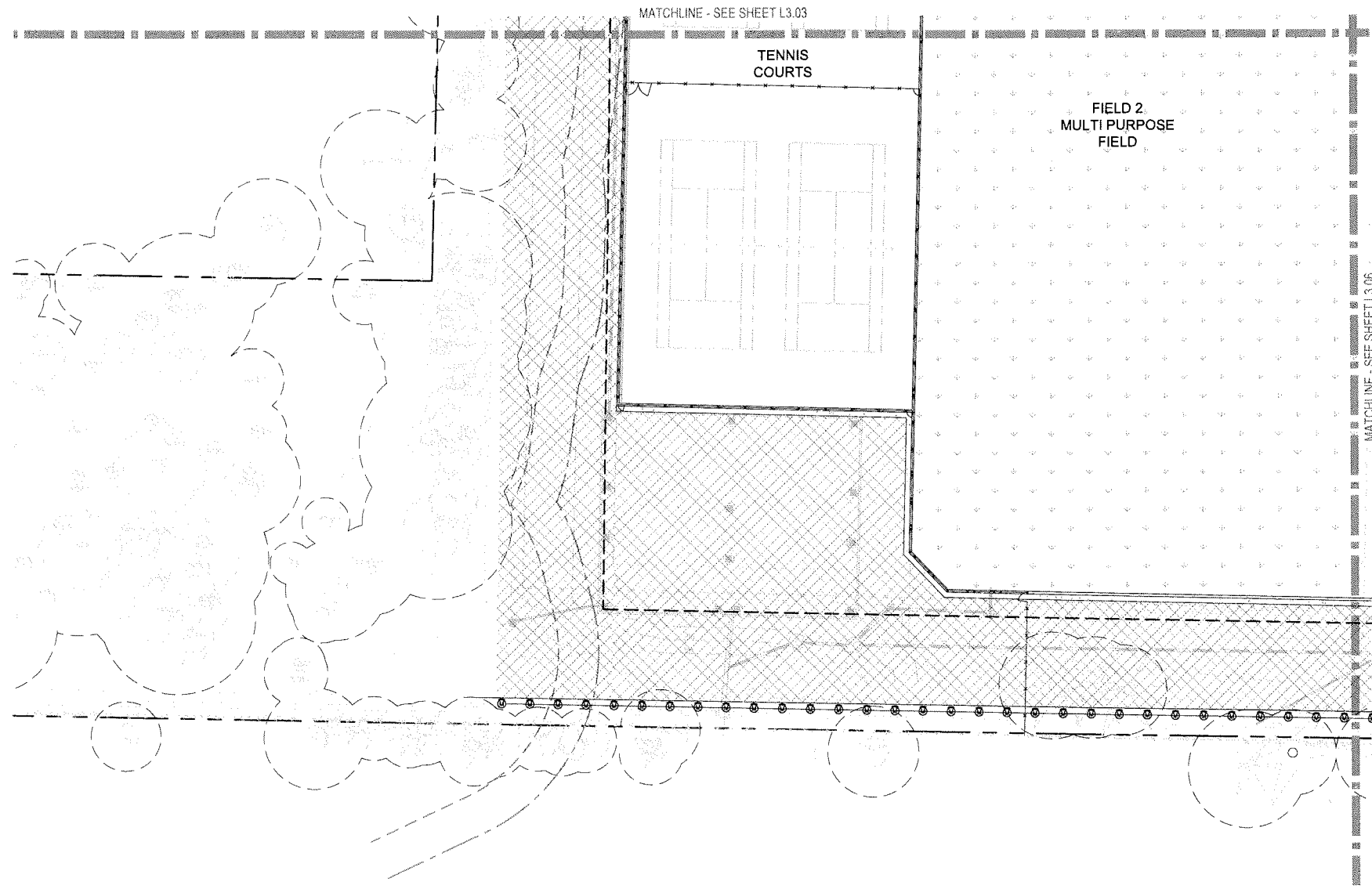
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HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUEWA

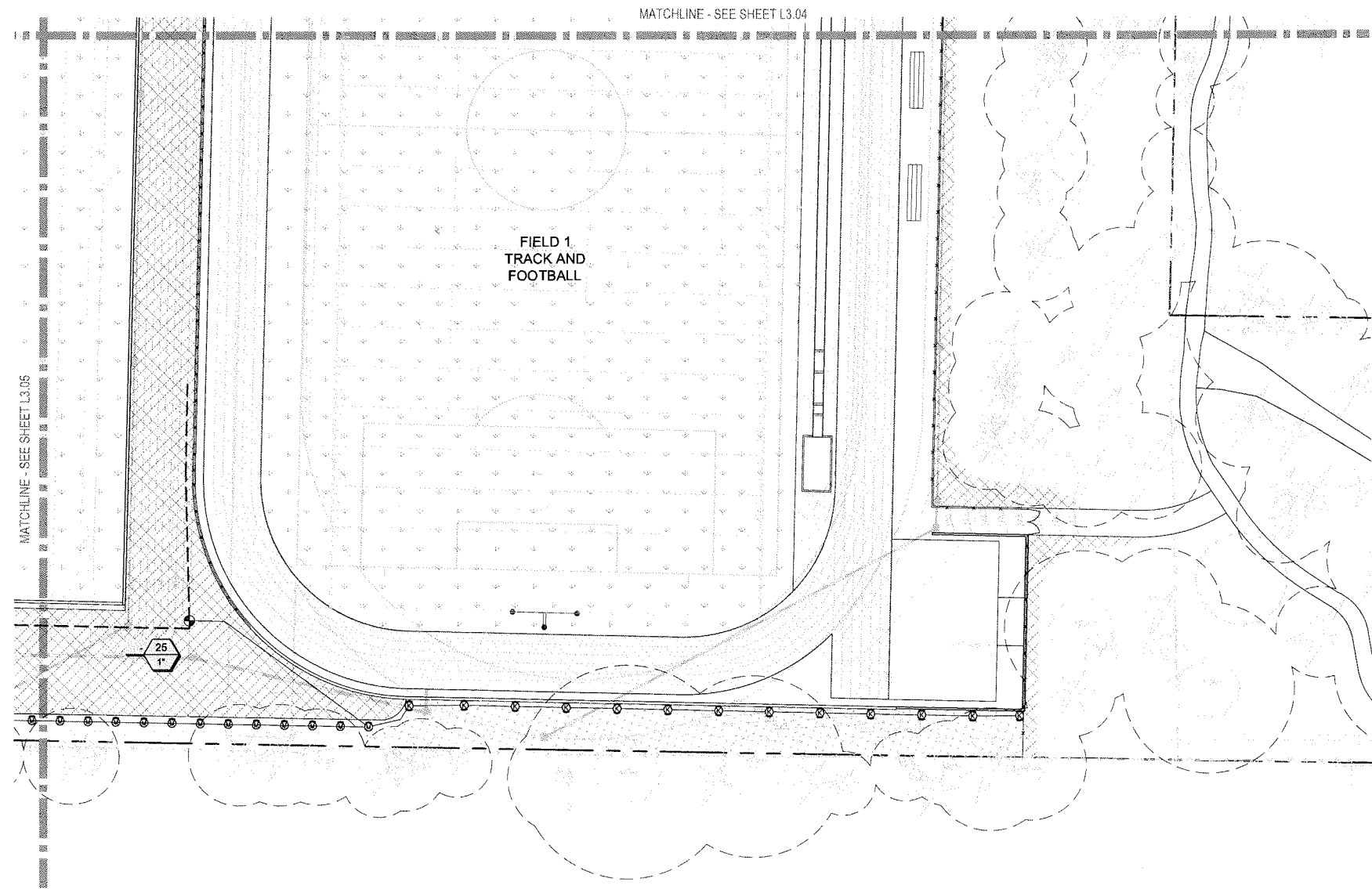
Project No. 1614.000  
**IRRIGATION PLAN**



issued,  
655 Permit 21 NOV 17  
revision,

drawn,  
AL  
checked,  
NH

sheet  
**L3.05**



MATCHLINE - SEE SHEET L3.04

MATCHLINE - SEE SHEET L3.05

FIELD 1  
TRACK AND  
FOOTBALL

25  
1'

SCALE: 1"=20'-0"  
0' 10' 20' 40' 80'



REG-ARC

architect,  
MCGRAHAM ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LINDSEY  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

**NOT FOR  
CONSTRUCTION**

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUEWA

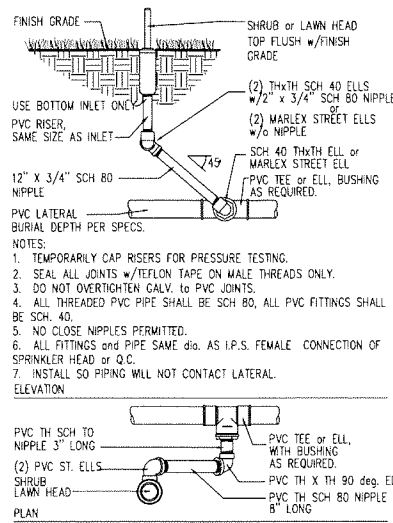
Project No. 1614.000  
**IRRIGATION PLAN**



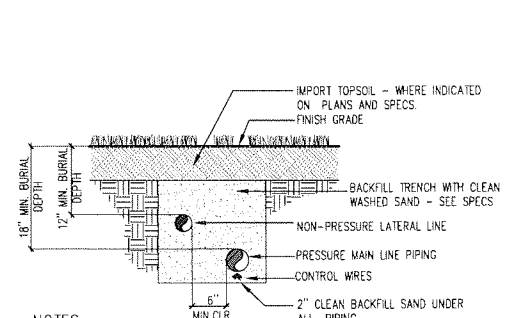
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revision,

drawn,  
AL  
checked,  
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sheet,  
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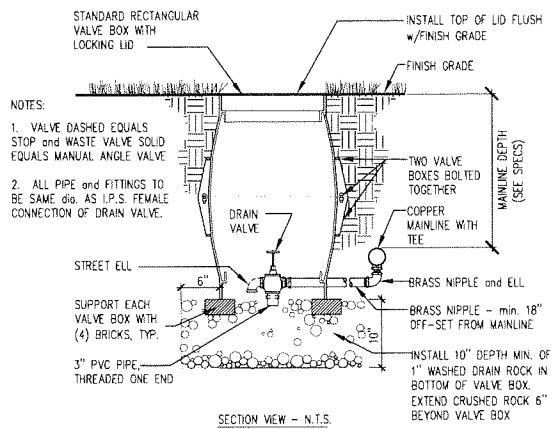


1 SHRUB / LAWN HEAD  
NTS

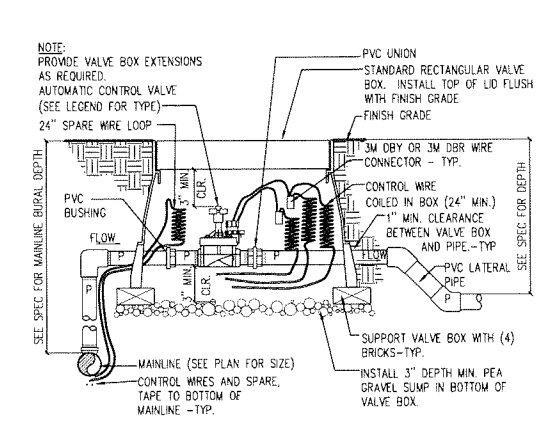


- NOTES:
1. VALVE DASHED EQUALS STOP AND WASTE VALVE SOLID EQUALS MANUAL ANGLE VALVE.
  2. ALL PIPE AND FITTINGS TO BE SAME DIA. AS I.P.S. FEMALE CONNECTION OF DRAIN VALVE.

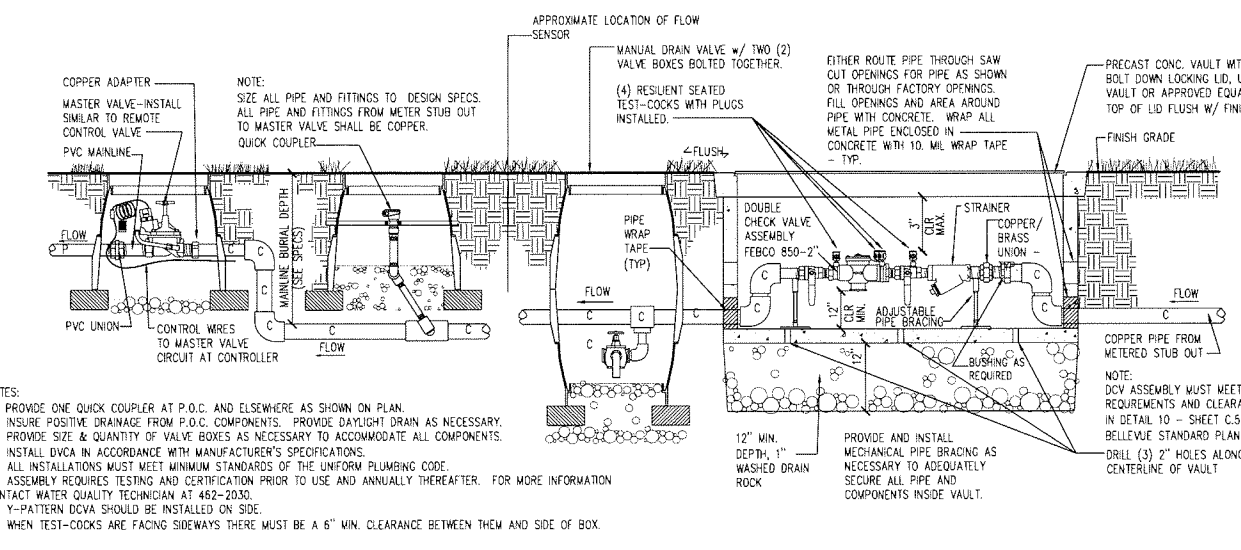
2 TYPICAL TRENCH SECTION  
NTS



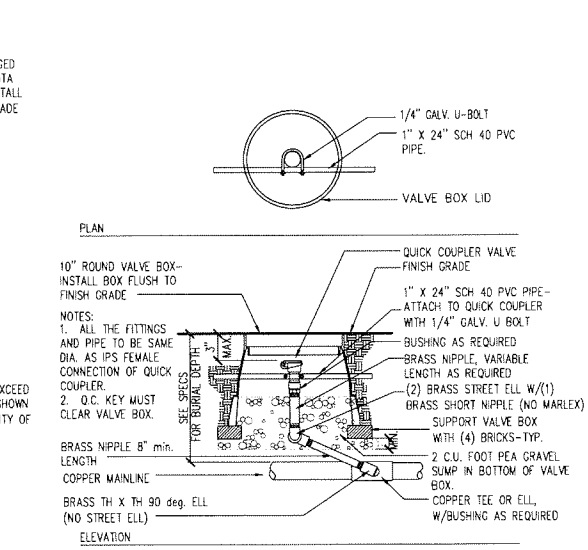
3 MANUAL DRAIN VALVE  
NTS



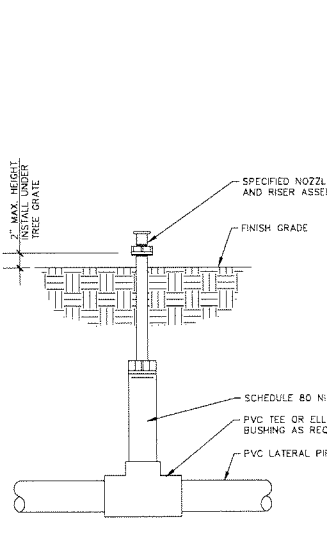
4 REMOTE CONTROL VALVE  
NTS



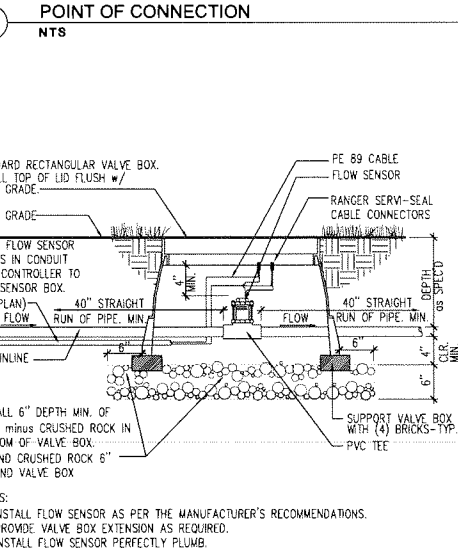
5 POINT OF CONNECTION  
NTS



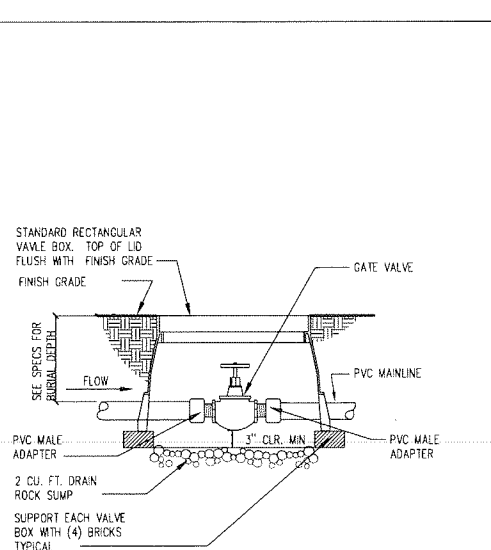
6 QUICK COUPLER VALVE  
NTS



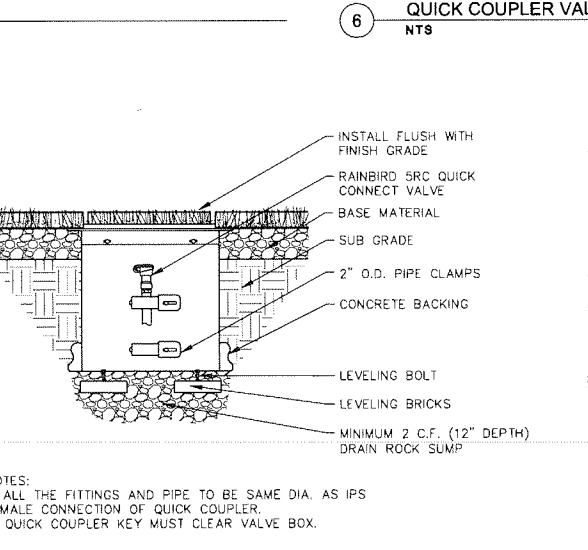
7 BUBBLER  
NTS



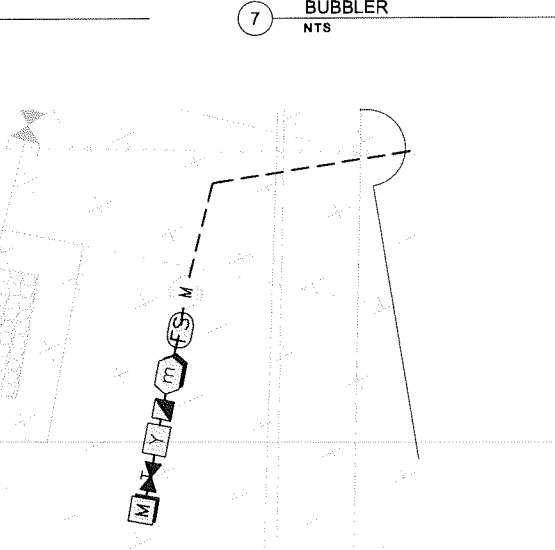
8 FLOW SENSOR  
NTS



9 ISOLATION VALVE  
NTS



10 QUICK COUPLER W/ TURF BOX  
NTS



11 POINT OF CONNECTION ENLARGEMENT  
NTS

architect,  
MORANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

NOT FOR  
CONSTRUCTION

Project,  
HIGH AND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 406  
location,  
BELLEVUE WA

Project No. 1614.000  
IRRIGATION  
DETAILS

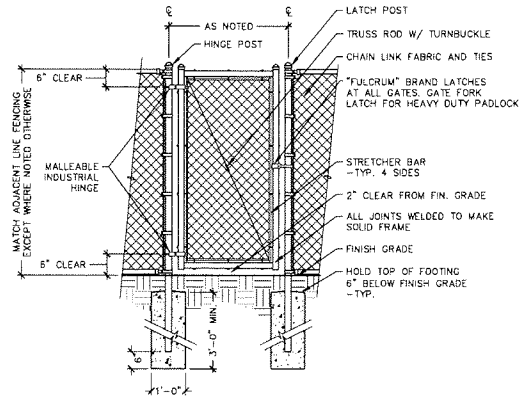


Issue,  
655 Permit, 21 NOV 17

revision,  
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NH

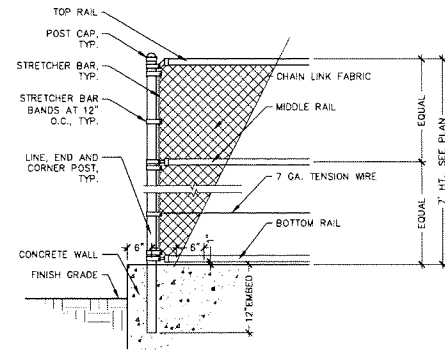
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L3.07





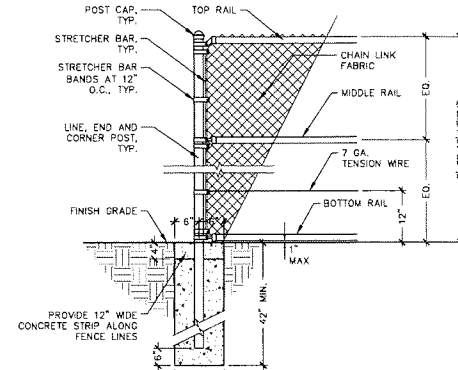
- NOTES:  
1. ALL GATES TO BE INSTALLED PLUMB, AND SECURE FOR FULL OPENING WITHOUT INTERFERENCES.  
2. ATTACH HARDWARE BY MEANS WHICH WILL PREVENT UNAUTHORIZED REMOVAL.  
3. ADJUST HARDWARE FOR SMOOTH OPERATION.  
4. ALL FENCE COMPONENTS TO BE GALVANIZED STEEL.  
5. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

1 CHAIN LINK PEDESTRIAN GATE Scale: 1/2"x1'-0"



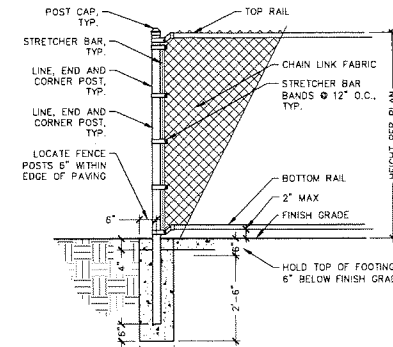
- NOTES:  
1. 12" POST EMBED DEPTH IN CONCRETE WALL.  
2. POST SPACING 10'-0" MAX.  
3. SEE SPEC'S FOR ADDITIONAL INFORMATION ON POSTS, RAILING AND OTHER COMPONENTS.  
4. ALL FENCE COMPONENTS TO BE BLACK POWDER COATED STEEL / BLACK PVC VINYL.  
5. PROVIDE CRACK CONTROL JOINT CENTERED ON EACH POST.

2 10' HT. CHAIN LINK FENCE IN CONCRETE WALL Scale: 1/2"x1'-0"



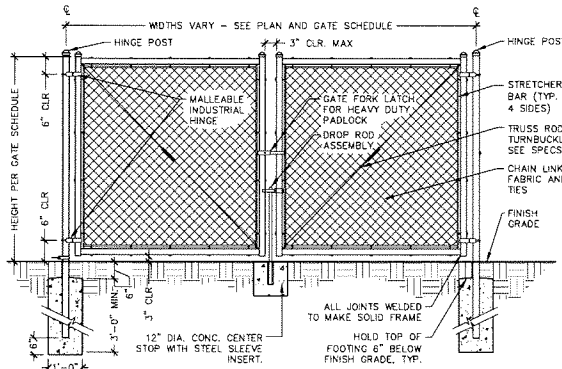
- NOTES:  
1. 42" FOOTING DEPTH WITH 36" POST EMBEDMENT AT END AND CORNER POSTS.  
2. POST SPACING 10'-0" MAX.  
3. SEE SPEC'S FOR ADDITIONAL INFORMATION ON POSTS, RAILING AND OTHER COMPONENTS.  
4. PROVIDE WOOD PLANKING AND CONCRETE MOW STRIPS AT LOCATIONS SHOWN ON PLAN.  
5. ALL FENCE COMPONENTS TO BE BLACK POWDER COATED STEEL / BLACK PVC VINYL.  
6. PROVIDE CRACK CONTROL JOINT CENTERED ON EACH POST.

3 8'-10' HT. CHAIN LINK FENCE Scale: 1/2"x1'-0"



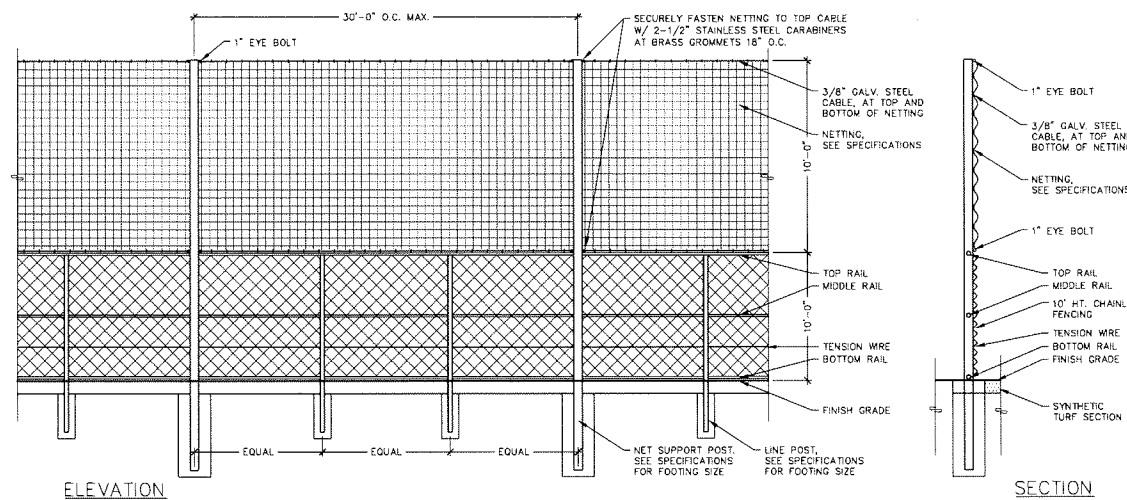
- NOTES:  
1. 36" FOOTING DEPTH, 30" EMBEDMENT @ CORNERS AND END POSTS.  
2. POST SPACING 10' O.C. MAX.  
3. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION ON POSTS, RAILING AND OTHER COMPONENTS.  
4. PROVIDE 12" CONCRETE MOW STRIPS WHERE FENCE FALLS IN LAWN AREAS. CENTER FENCE ON STRIP.  
5. ALL FENCE COMPONENTS TO BE BLACK POWDER COATED STEEL/BLACK PVC VINYL.  
6. PROVIDE CRACK CONTROL JOINT CENTERED ON EACH POST.

4 4' OR 6' HT. CHAIN LINK FENCE Scale: 1/2"x1'-0"

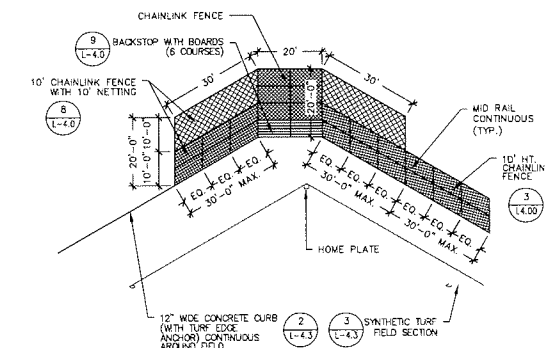


- NOTES:  
1. ALL GATES TO BE INSTALLED PLUMB, AND SECURE FOR FULL OPENING WITHOUT INTERFERENCES.  
2. ATTACH HARDWARE BY MEANS WHICH WILL PREVENT UNAUTHORIZED REMOVAL.  
3. ADJUST HARDWARE FOR SMOOTH OPERATION.  
4. PROVIDE CANE BOLT AND RECEPTACLE IN PAVEMENT TO SECURE IN CLOSED POSITION.  
5. ALL FENCE COMPONENTS TO BE BLACK POWDER COATED OR BLACK PVC VINYL AS SPECIFIED.  
6. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

5 CHAIN LINK DOUBLE SWING GATE Scale: 1/2"x1'-0"

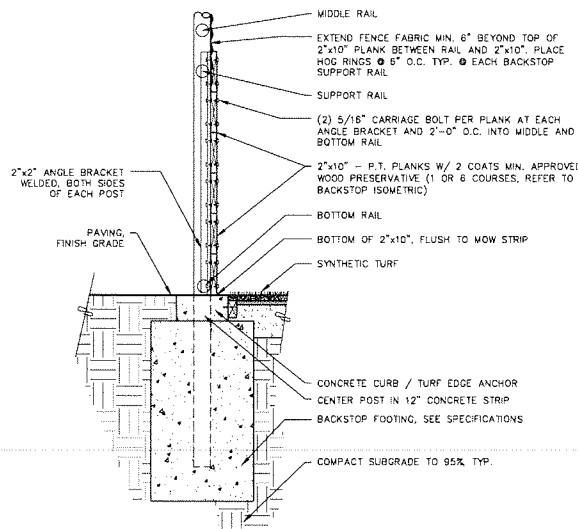


6 10' CHAINLINK FENCE WITH 10' NETTING Scale: 3/16"x1'-0"

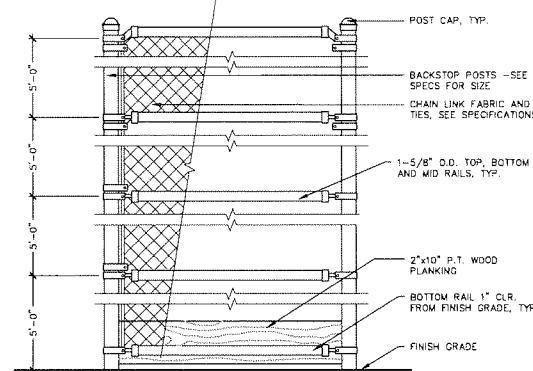


- NOTES:  
1. ALL FABRIC IS 9 GA. AND SHALL BE INSTALLED ON THE FIELD SIDE OF THE POSTS.  
2. DRAWING IS SYMMETRICAL ABOUT FIELD CENTER LINE.  
3. ALL FENCING TO HAVE TOP AND BOTTOM RAIL.

7 BACKSTOP ISOMETRIC Scale: 1"x20'-0"



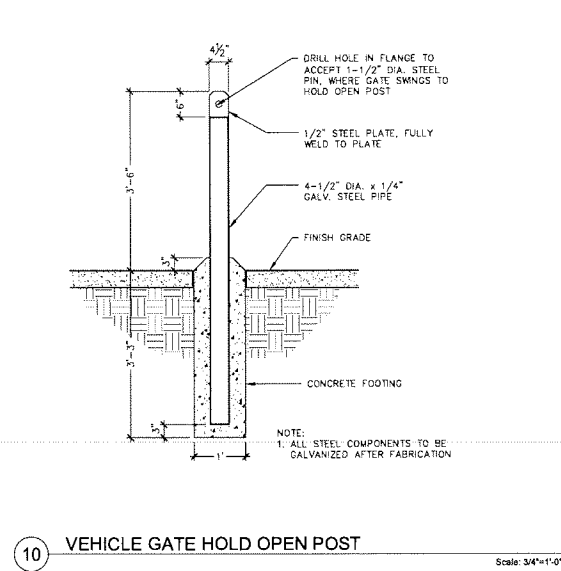
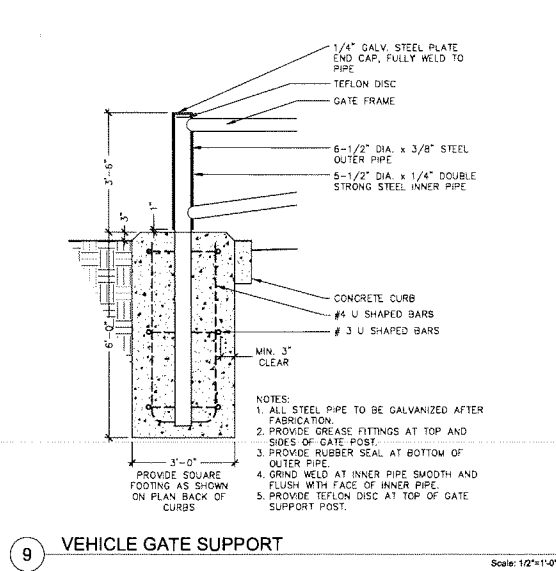
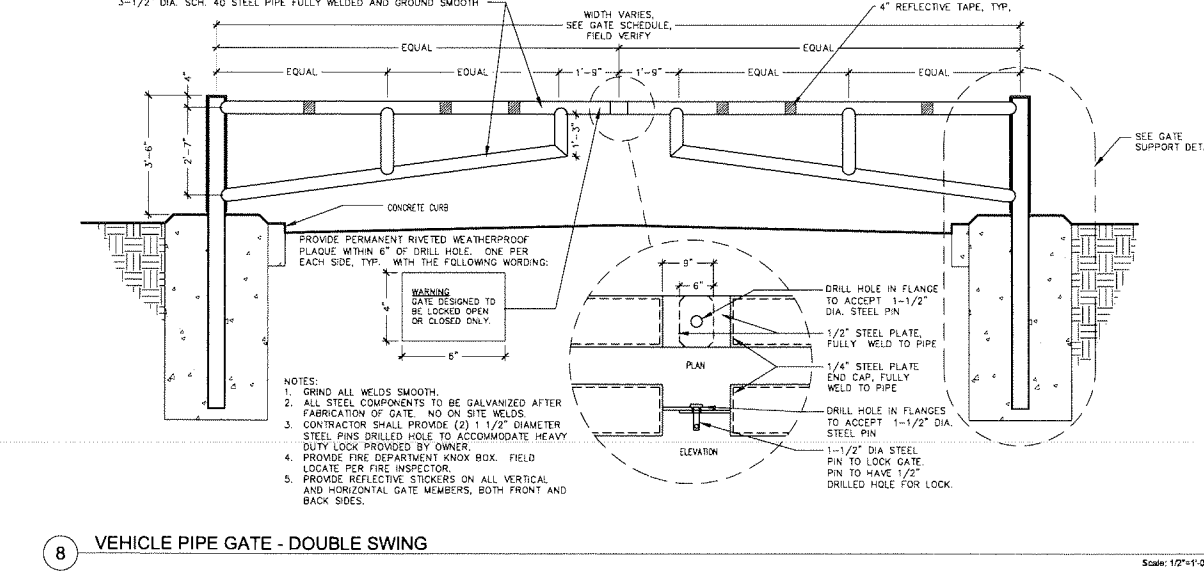
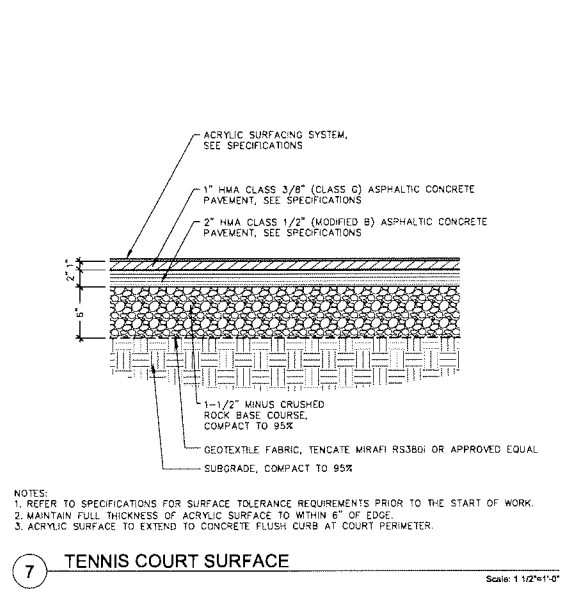
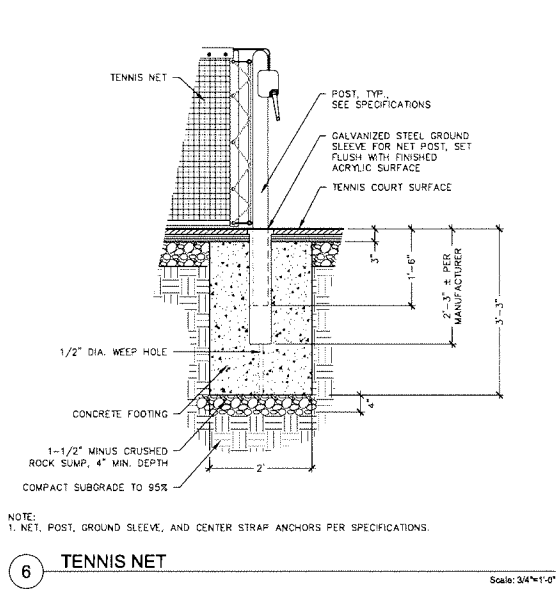
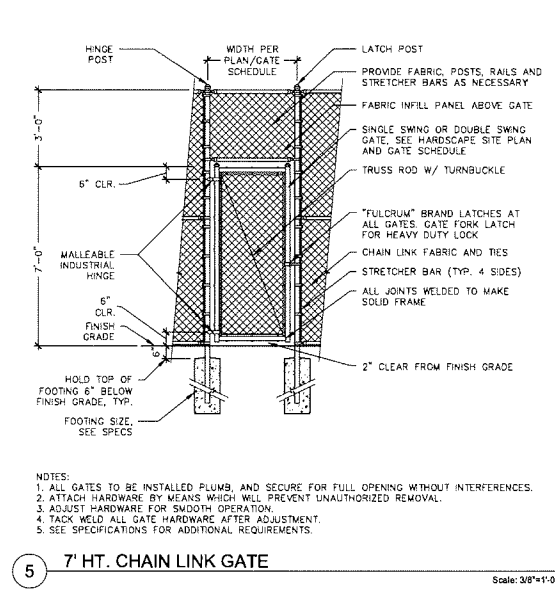
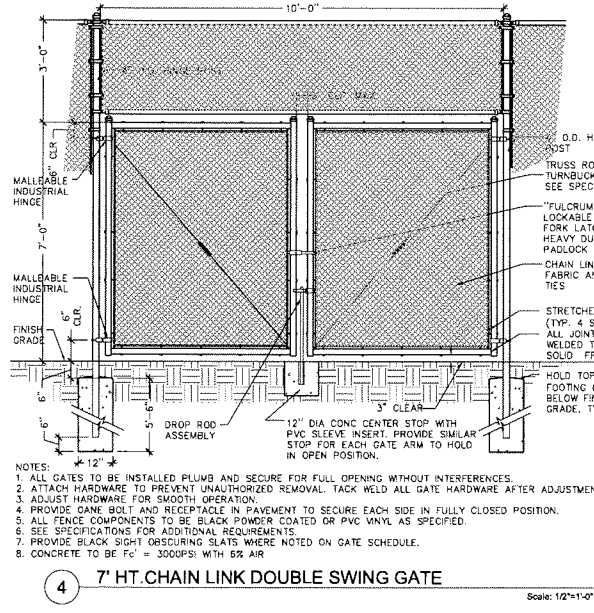
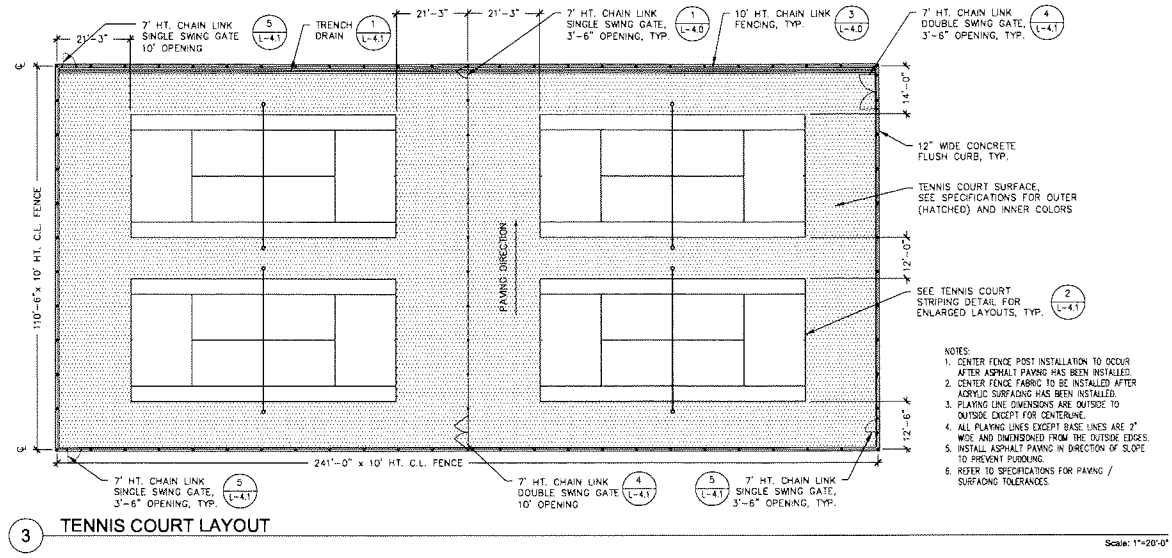
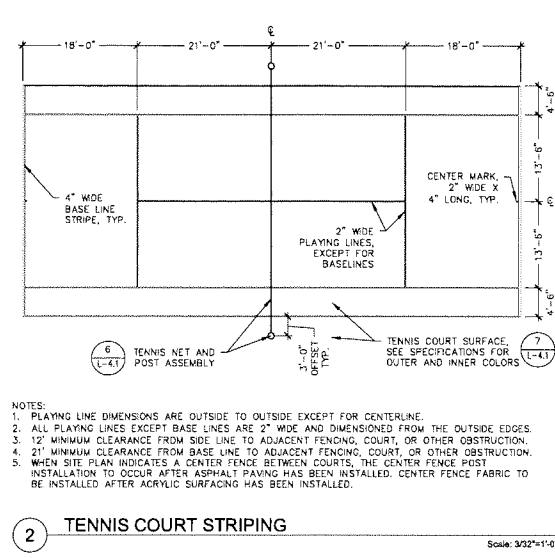
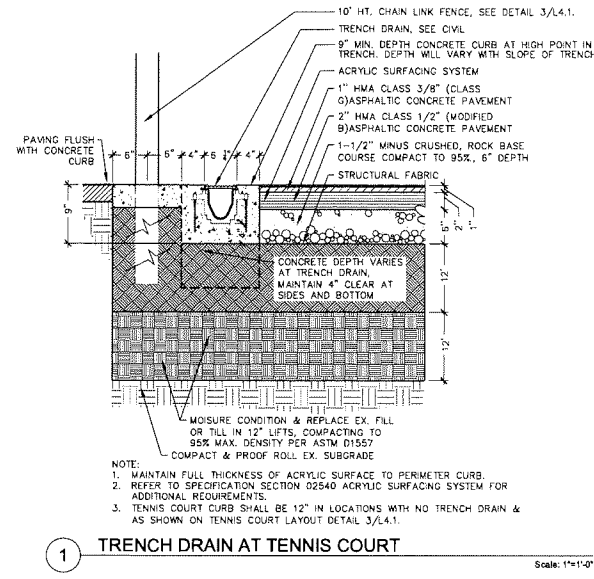
8 BACKSTOP WITH BOARDS Scale: 3/4"x1'-0"



- NOTES:  
1. BACKSTOP POST SPACING 8' O.C. TYP. - SEE BACKSTOP ISOMETRIC DETAIL.  
2. ALL FENCE COMPONENTS TO BE BLACK POWDER COATED OR BLACK PVC VINYL AS SPECIFIED.  
3. SEE SPECIFICATION FOR ADDITIONAL INFORMATION.

9 BACKSTOP FENCING Scale: 3/4"x1'-0"





MCE-ATC

architect  
 MOGRANAHAN ARCHITECTS

civil engineer  
 LPD ENGINEERING

landscape design  
 WISSEMAN DESIGN GROUP

structural engineer  
 COUGHLIN PORTER LUNDEN

mechanical engineer  
 METRIX ENGINEERS

electrical engineer  
 HARGIS ENGINEERS

food service  
 HALLIDAY ASSOCIATES

project  
 HIGHLAND MIDDLE SCHOOL

client  
 BELLEVUE SCHOOL DISTRICT NO. 405

location  
 BELLEVUE, WA

Project No. 1616.000

**SITE DETAILS**

STATE OF WASHINGTON  
 KENNETH P. HANAU  
 LANDSCAPE ARCHITECT  
 NO. 793 EXP. 4/18/2018

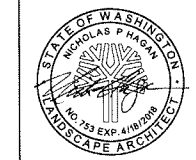
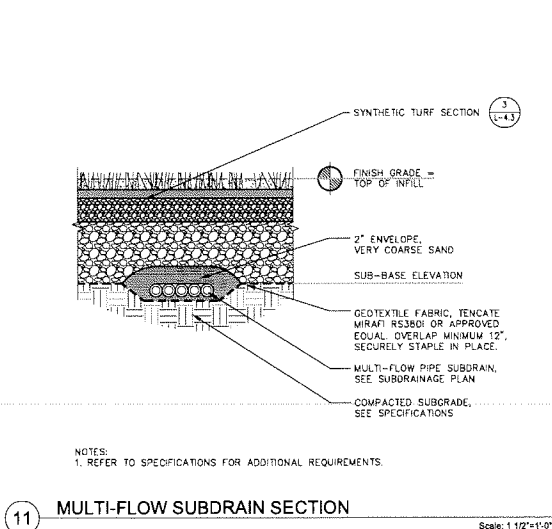
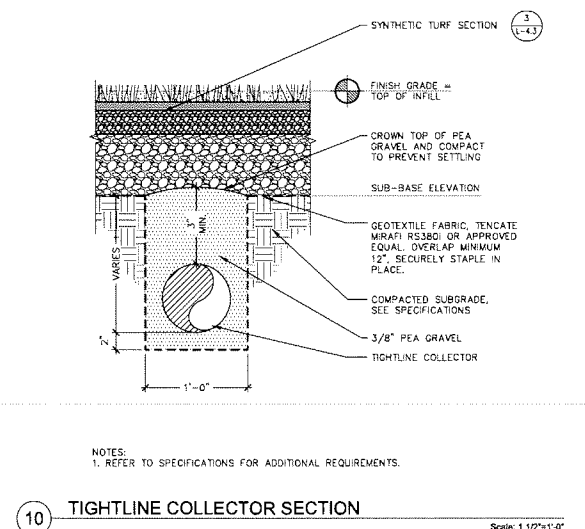
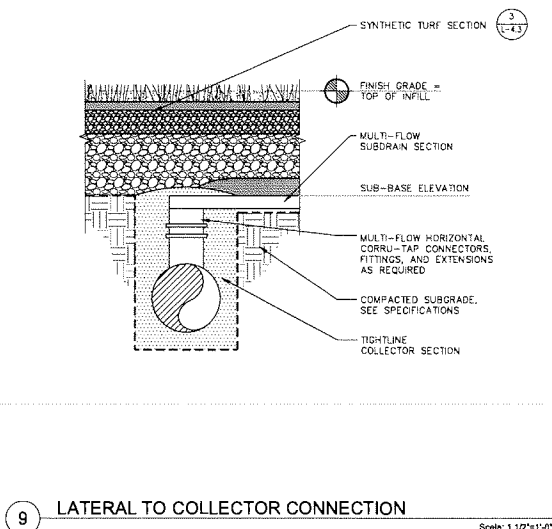
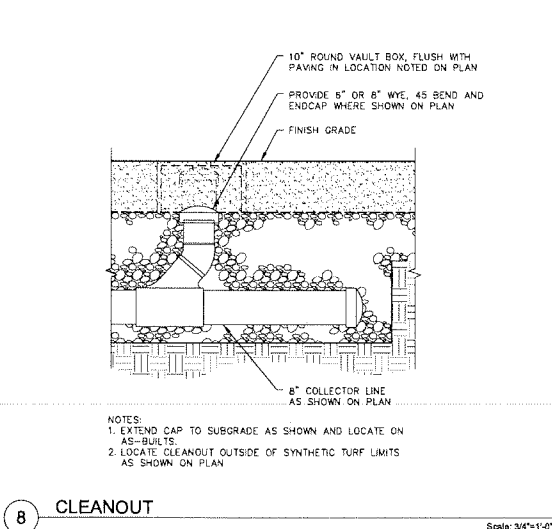
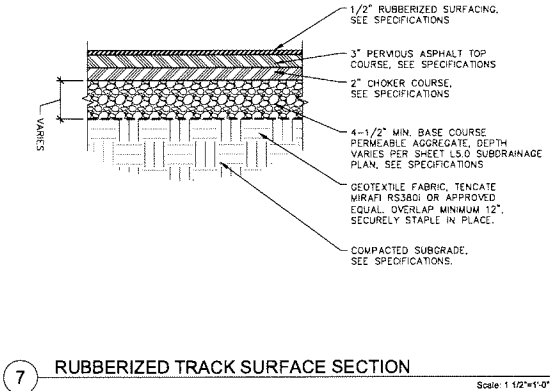
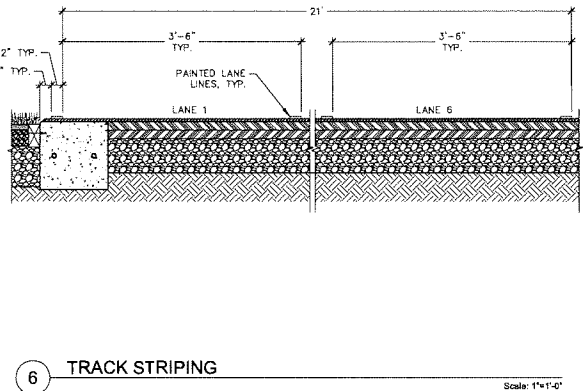
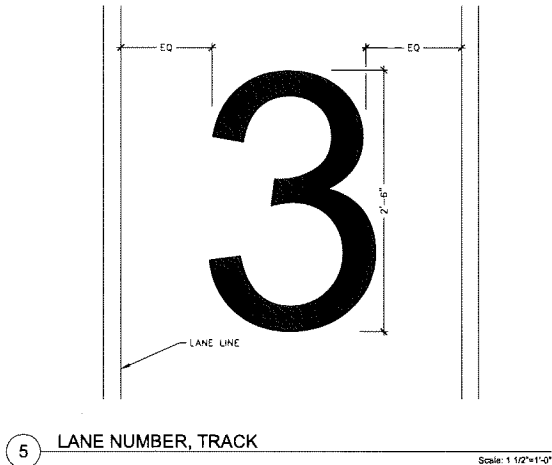
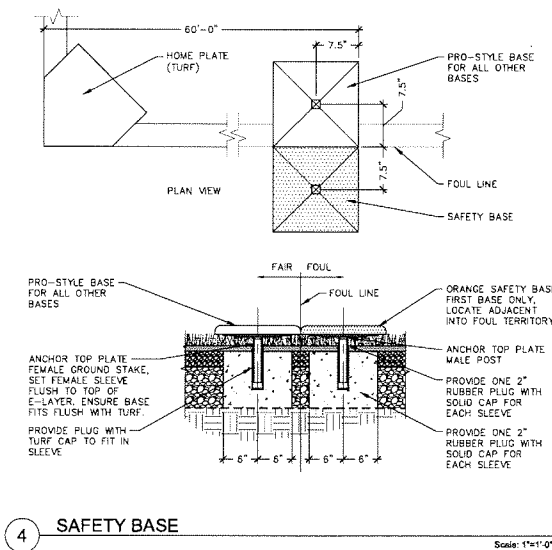
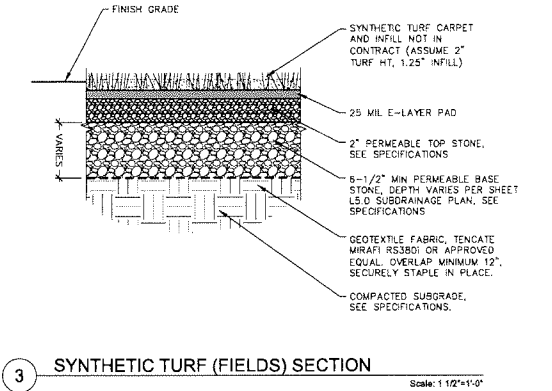
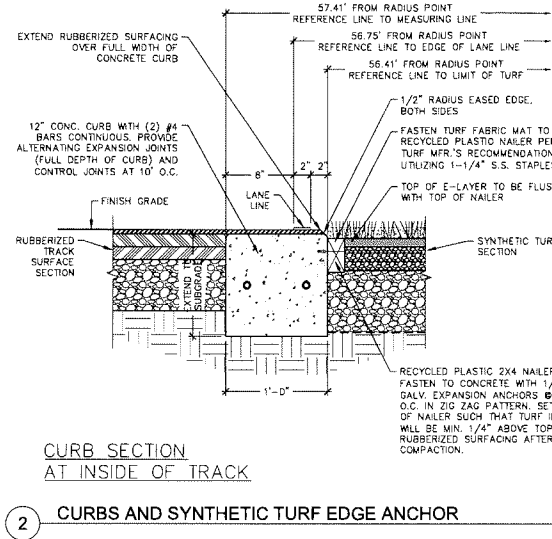
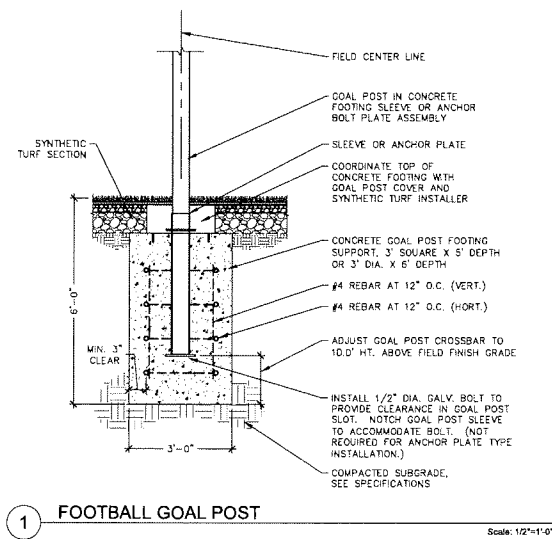
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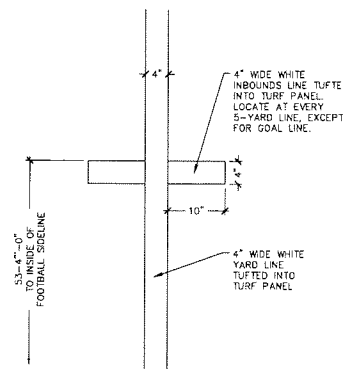
revision

drawn  
 AL

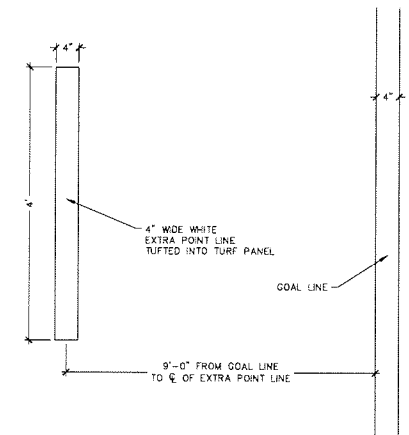
checked  
 NH

sheet  
**L4.01**





1 FOOTBALL INBOUNDS LINE Scale: 1"=1'-0"



2 FOOTBALL EXTRA POINT LINE Scale: 1"=1'-0"

FOOTBALL LAYOUT NOTES

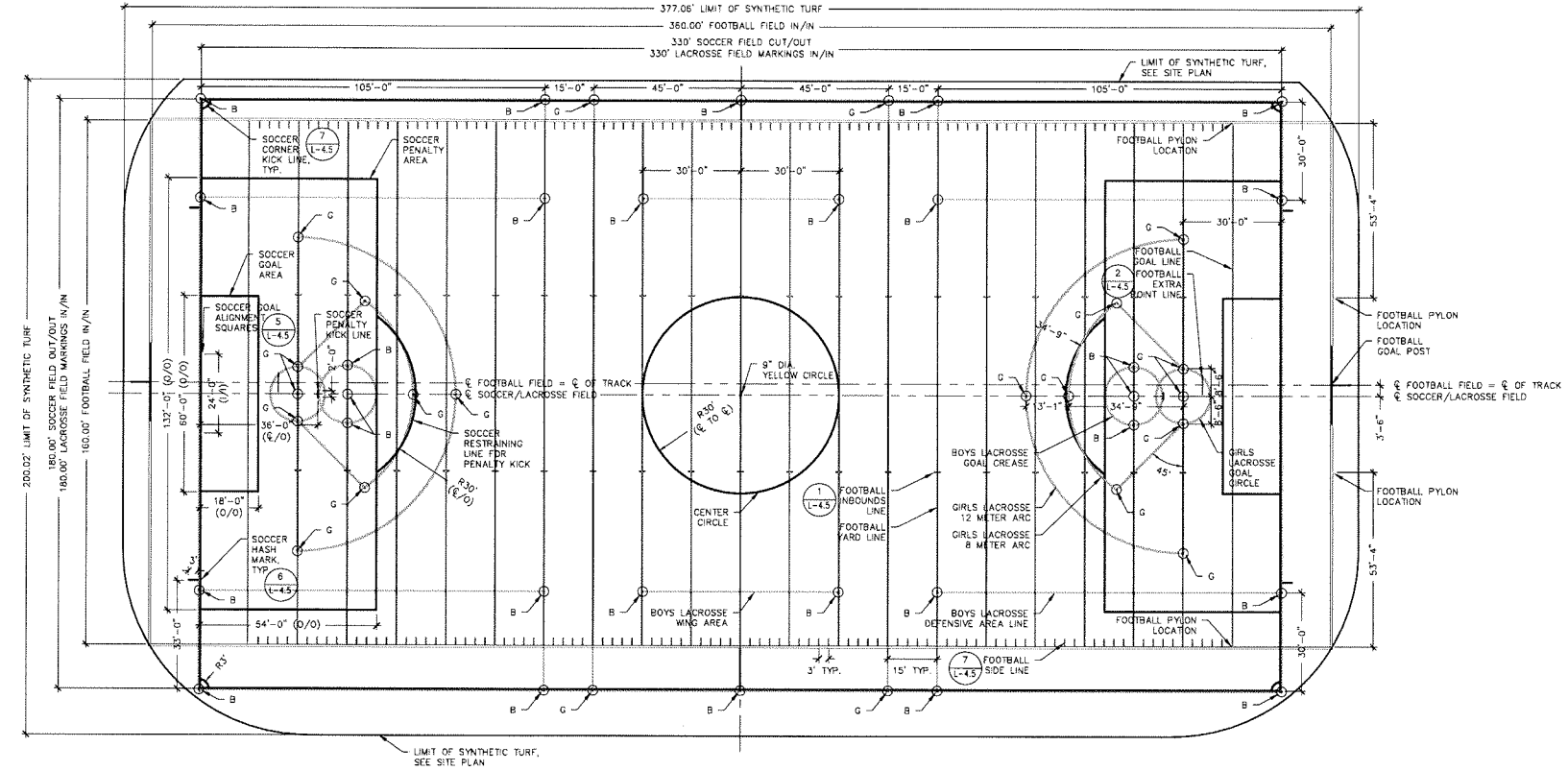
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS.
- ALL LINE WORK IS TO BE LAID OUT WITH A TOLERANCE OF 1/4 INCH.
- ALL YARD LINES SHALL BE 4 INCH WHITE, TUFTED INTO THE TURF PANELS. THE GOAL LINES SHALL BE 8" TUFTED INTO THE TURF PANELS.
- AN 8 INCH WHITE LINE, TUFTED INTO THE TURF, SHALL SURROUND THE ENTIRE PLAYING FIELD.
- THE TWO SETS OF INBOUNDS LINES ARE 53 FEET 4 INCHES FROM THE SIDE LINES, INBOUNDS LINES AND SHORT YARD LINE EXTENSIONS SHALL BE 24 INCHES LONG AND 4 INCHES WIDE, INLAID, WHITE LINES.
- THE EXTRA POINT LINES ARE 2 FEET LONG, 4 INCHES WIDE, WHITE INLAID LINES AT THE CENTERLINE OF THE FIELD, AND THE 3 YARD LINE ON EACH END OF THE FIELD. REFER TO PLAN FOR LOCATION.
- PYLON LOCATIONS AT THE INTERSECTIONS OF THE GOAL LINES AND THE END LINES WITH THE SIDE LINES, AND THE END LINES AND THE EXTENSION OF THE INBOUNDS LINE, SHALL BE 4 INCHES BY 4 INCHES. THE PYLON SHALL BE FREESTANDING, WEIGHTED TYPE.

SOCCER LAYOUT NOTES

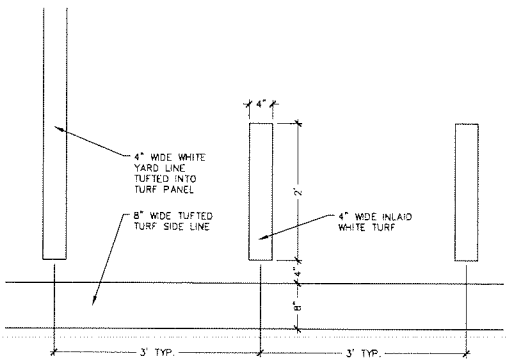
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS.
- ALL LINE WORK IS TO BE LAID OUT WITH A TOLERANCE OF 1/4 INCH.
- ALL SOCCER LINES ARE 4 INCH YELLOW/GOLD INLAID TURF AS DIMENSIONED ON PLAN.
- THE SOCCER GOAL AREA IS 18 FEET BY 60 FEET. REFER TO PLAN FOR LOCATION.
- THE SOCCER PENALTY AREA IS 54 FEET BY 132 FEET. REFER TO PLAN FOR LOCATION.
- THE PENALTY MARK IS A 2 FOOT LINE, 4 INCHES WIDE, INLAID LINES AT THE CENTERLINE OF THE GOAL AND CENTERED ON THE GOAL.
- THE RESTRAINING LINE FOR PENALTY KICKS IS AN ARC 30 FEET FROM THIS MARK OUTSIDE OF THE PENALTY AREA. REFER TO PLAN FOR LOCATION.
- THE HALF WAY LINE FOR THE SOCCER FIELD IS A 4 INCH WIDE LINE WITH A CIRCLE 30 FEET IN RADIUS IN THE CENTER OF THE FIELD. THE RADIUS POINT OF THE MIDFIELD CIRCLE WILL BE INLAID YELLOW DOT WITH A 9 INCH DIAMETER. THE FOOTBALL LINES WILL PASS THROUGH THE SOCCER LINES. REFER TO PLAN FOR LOCATION.
- THE 50 YARD LINE OF THE FOOTBALL FIELD WILL BE 4 INCH WHITE FRAMED IN 4 INCH YELLOW BOTH SIDES. THE SOCCER LINE WILL EXTEND BEYOND THE FOOTBALL SIDE LINE BEGINNING 4 INCHES OUTSIDE THE 8 INCH SIDE LINE.
- THE CORNERS OF THE SOCCER FIELD SHALL HAVE A 3 FOOT RADIUS ARC IN YELLOW TURF DESIGNATING THE CORNER KICK AREA. REFER TO CORNER KICK DETAIL.
- THE HASH MARK IS A 3 FEET LONG LINE, 4 INCHES WIDE, 33 FEET FROM THE SIDE LINE, WILL BE LOCATED 6" OUTSIDE EACH ENDLINE, AND EXTENDS AWAY FROM THE FIELD OF PLAY. REFER TO HASH MARK DETAIL.

LACROSSE LAYOUT NOTES

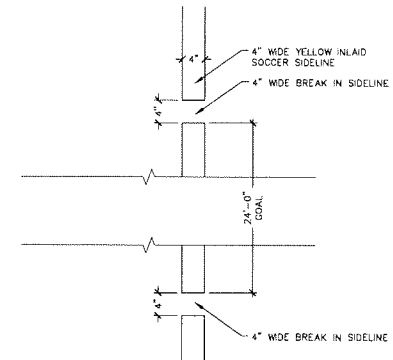
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS.
- ALL LINE WORK IS TO BE LAID OUT WITH A TOLERANCE OF 1/4 INCH.
- CENTER LINE ON LACROSSE FIELD IS A YELLOW 4" WIDE LINE.
- CONTRACTOR TO INSTALL TWENTY-SIX (26) 4" BLUE SQUARE TURF FOR BOYS LACROSSE, AT LOCATIONS INDICATED ON PLAN WITH LETTER (B).
- CONTRACTOR TO INSTALL TWENTY-SIX (26) 4" RED SQUARE TURF FOR GIRLS LACROSSE, AT LOCATIONS INDICATED ON PLAN WITH LETTER (C).
- LAY OUT LACROSSE FIELDS ACCORDING TO U.S. LACROSSE STANDARDS, AND PER THE GENERAL DIMENSIONS AS SHOWN ON THE PLANS.
- PROVIDE COMPLETE SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE OWNER.



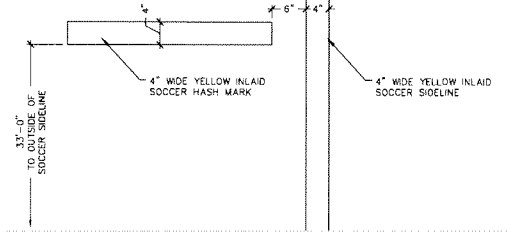
3 SYNTHETIC TURF FIELD MARKINGS COMPOSITE PLAN Scale: 1"=20'-0"



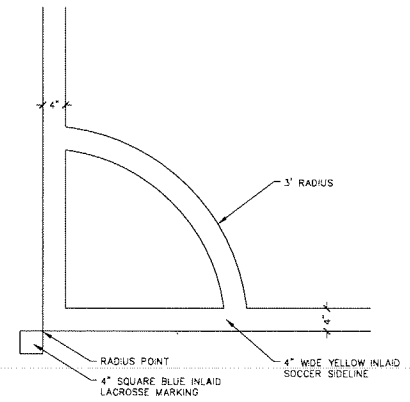
4 FOOTBALL SIDE LINE Scale: 1"=1'-0"



5 SOCCER GOAL ALIGNMENT SQUARES Scale: 1"=1'-0"



6 SOCCER HASH MARK Scale: 1"=1'-0"



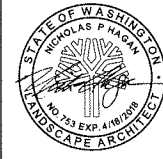
7 SOCCER CORNER KICK Scale: 1"=1'-0"

architect:  
MCGRAW-HILL ARCHITECTS  
civil engineer:  
LPD ENGINEERING  
landscape design:  
WEISMAN DESIGN GROUP  
structural engineer:  
COUGHLIN PORTER LUNDEN  
mechanical engineer:  
METRIX ENGINEERS  
electrical engineer:  
HARGIS ENGINEERS  
food service:  
HALLIDAY ASSOCIATES

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project:  
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client:  
BELLEVUE SCHOOL DISTRICT NO. 405  
location:  
BELLEVUEWA

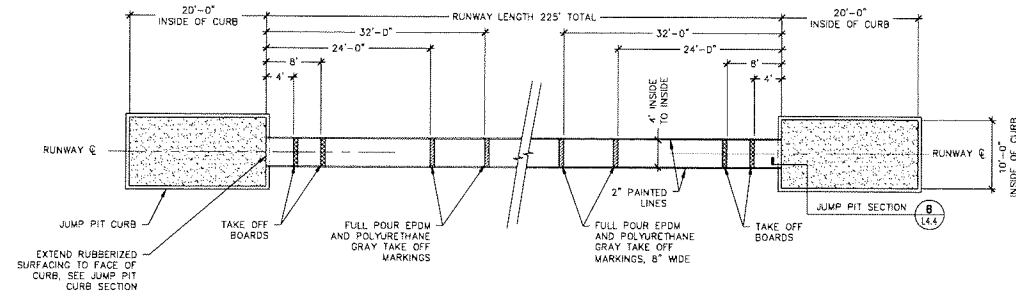
Project No. 1614.000  
SITE DETAILS



issued:  
65E Permit 21 NOV 17  
revision:

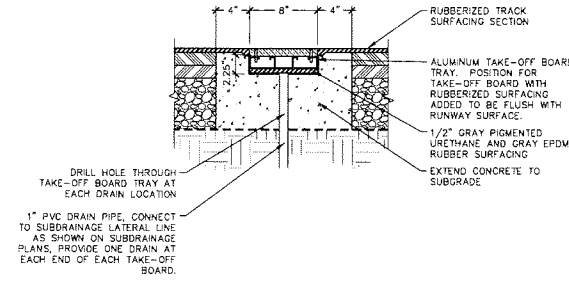
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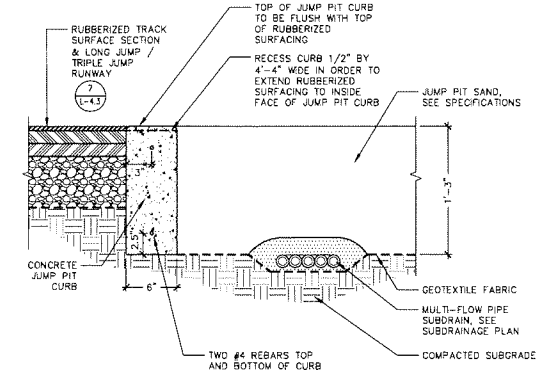
1 LONG JUMP / TRIPLE JUMP LAYOUT

Scale: 1"=10'-0"



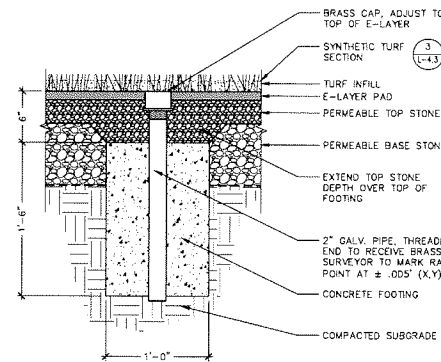
2 TAKE-OFF BOARDS

Scale: 1 1/2"=1'-0"



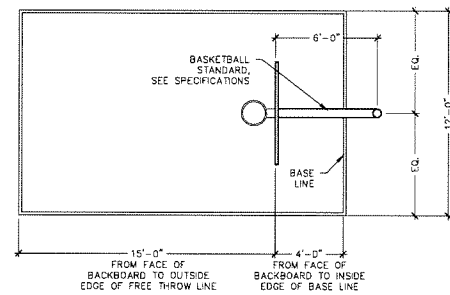
3 JUMP PIT SECTION

Scale: 1 1/2"=1'-0"



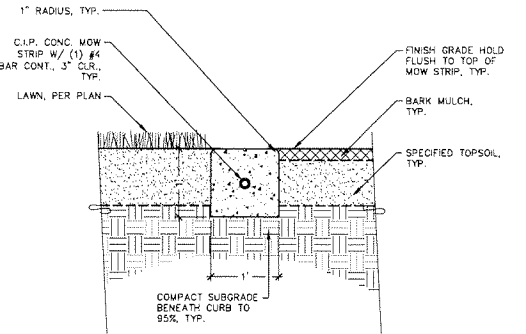
3 RADIUS POINT MONUMENT

Scale: 1 1/2"=1'-0"



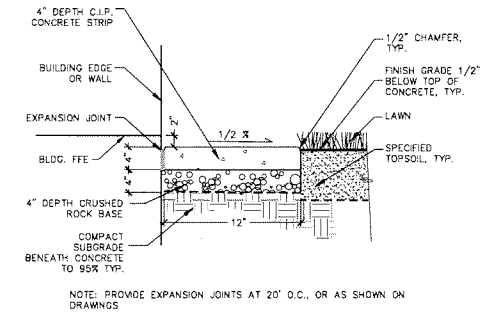
4 BASKETBALL STRIPING

Scale: 1/4"=1'-0"



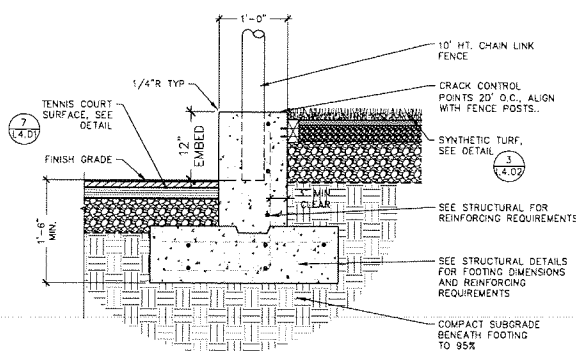
5 CONCRETE MOW STRIP

Scale: 1"=1'-0"



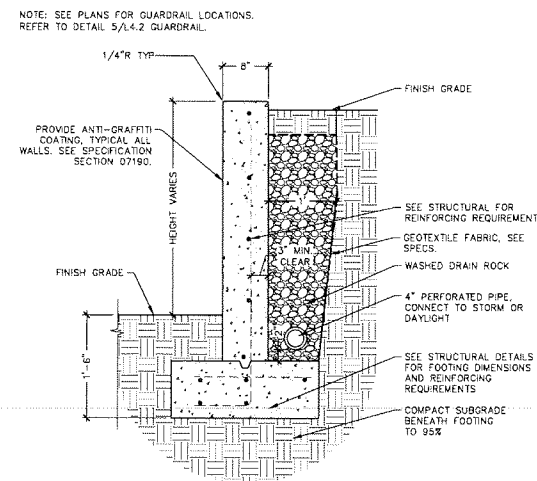
6 12" CONCRETE MOW STRIP AT BUILDING/WALL

Scale: 1"=1'-0"



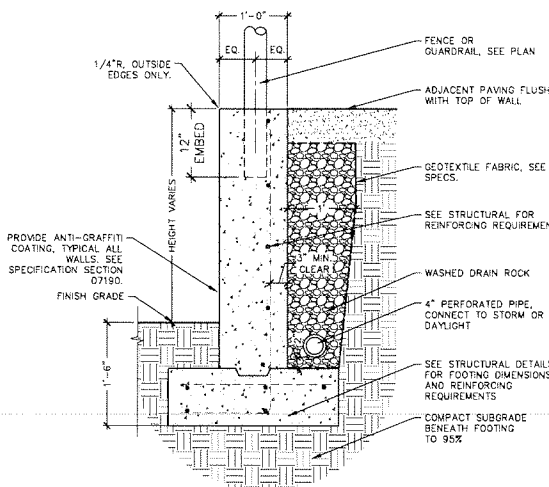
7 CONCRETE WALL AT MULTI-PURPOSE FIELD/TENNIS COURT

Scale: 1"=1'-0"



8 8" WIDE CONCRETE RETAINING WALL

Scale: 1"=1'-0"



9 12" WIDE CONCRETE RETAINING WALL

Scale: 1"=1'-0"

10 TREE GRATES

Scale: 1"=1'-0"

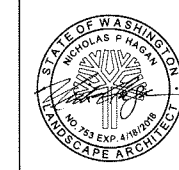
M.G.A.R.C.

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civil engineer  
LPO ENGINEERING  
landscape design  
WEISMAN DESIGN GROUP  
structural engineer  
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mechanical engineer  
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location  
BELLEVUE WA

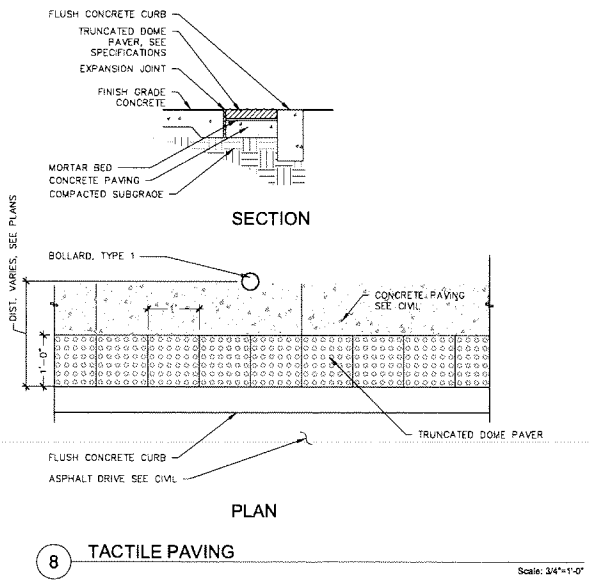
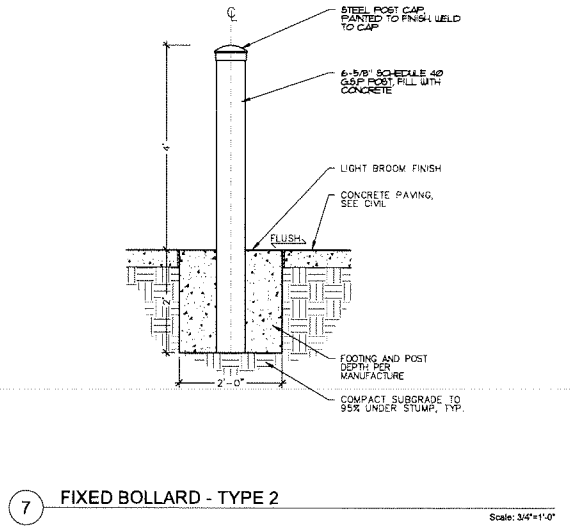
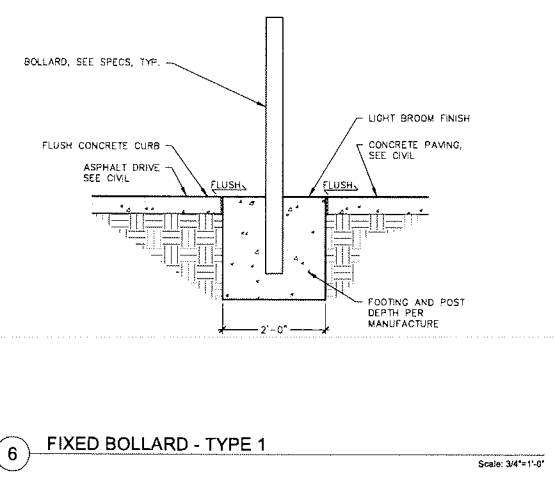
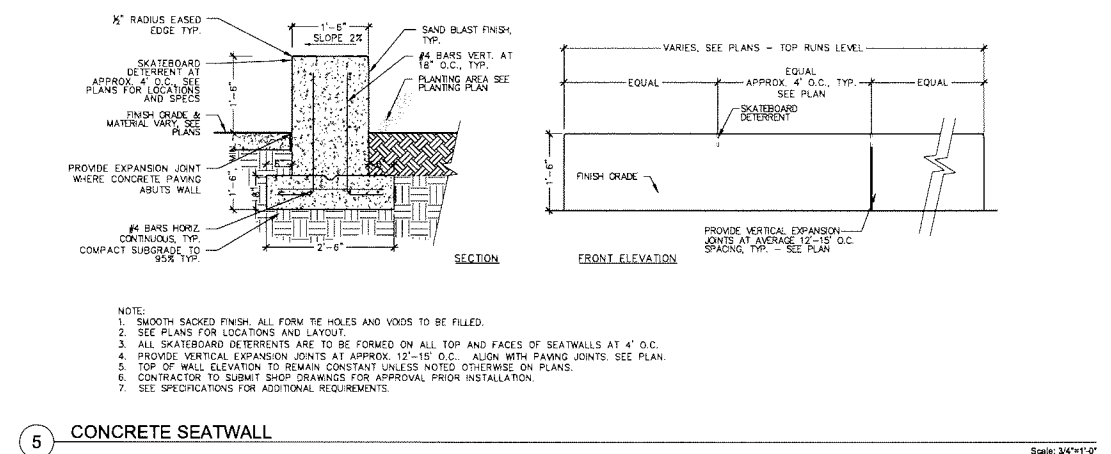
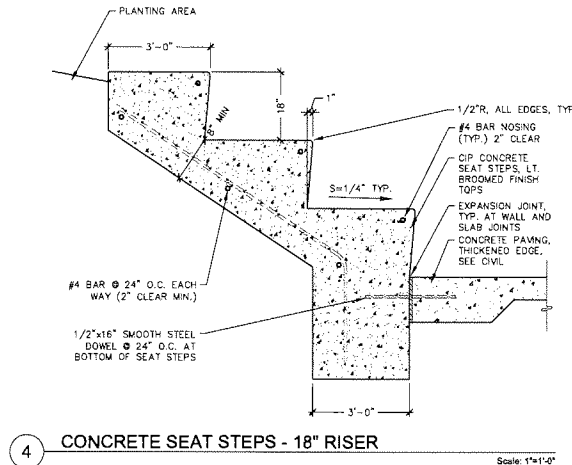
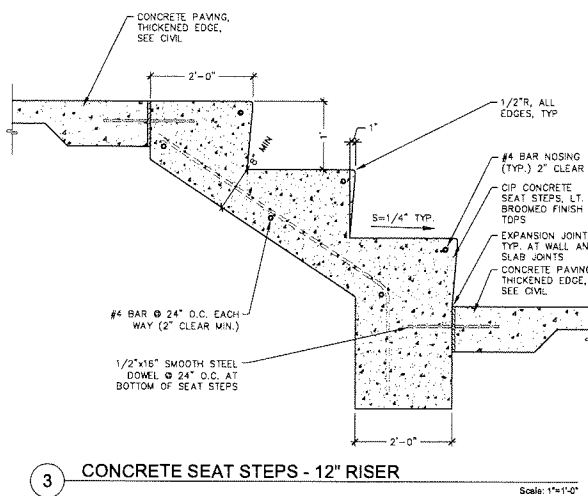
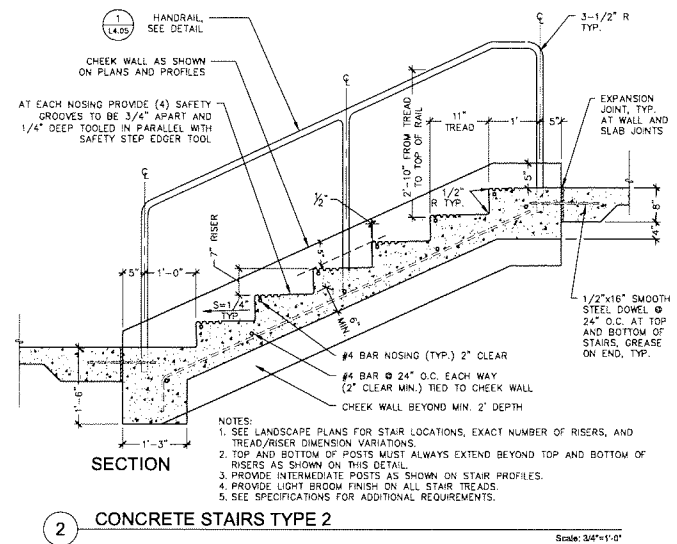
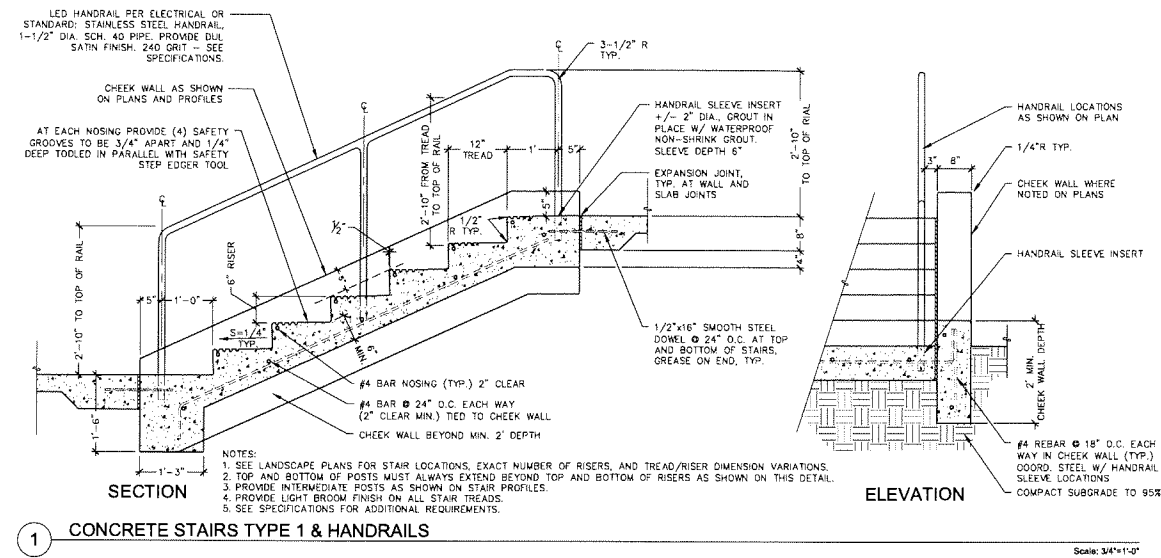
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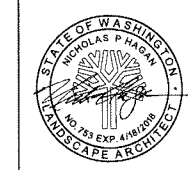


architect  
MOGRANAHAN ARCHITECTS  
civil engineer  
LPD ENGINEERING  
landscape design  
WEISMAN DESIGN GROUP  
structural engineer  
COUGHLIN PORTER LUNDEN  
mechanical engineer  
METROX ENGINEERS  
electrical engineer  
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food service  
HALLIDAY ASSOCIATES

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client  
BELLEVUE SCHOOL DISTRICT NO. 405  
location  
BELLEVUEWA

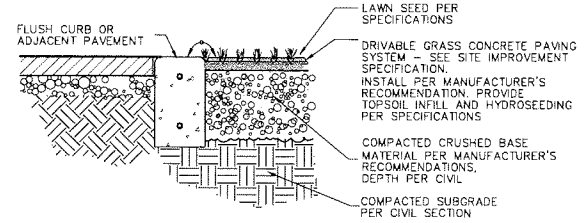
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SITE DETAILS



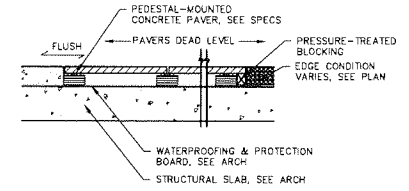
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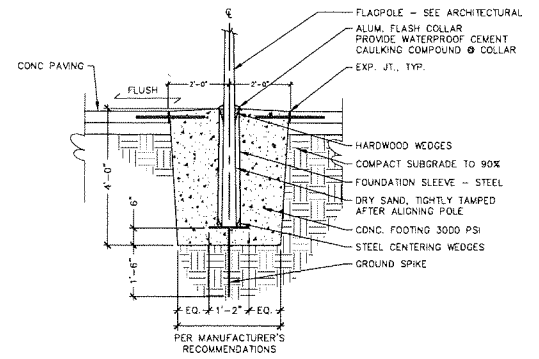


1 GRASS PAVE Scale: 3/4"=1'-0"

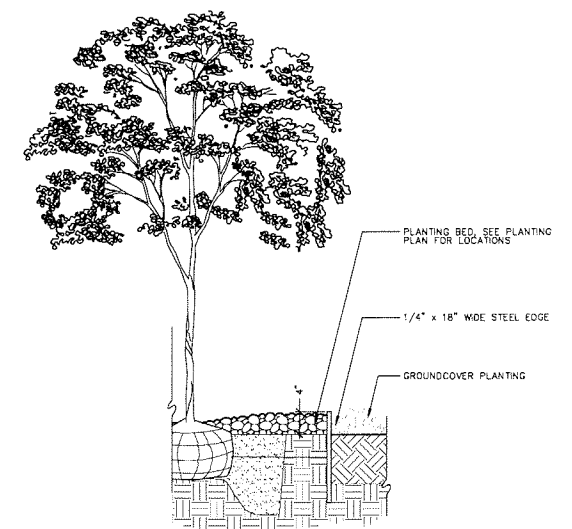


NOTES:  
 1. INSTALL PER MANUFACTURER'S RECOMMENDATION.  
 2. SEE SPECIFICATIONS FOR PAVERS AND PEDESTAL SYSTEM.  
 3. SEE ARCH DRAWINGS FOR TRANSITIONS TO ADJACENT CONDITIONS.  
 4. ALL PAVERS TO BE SEALED.

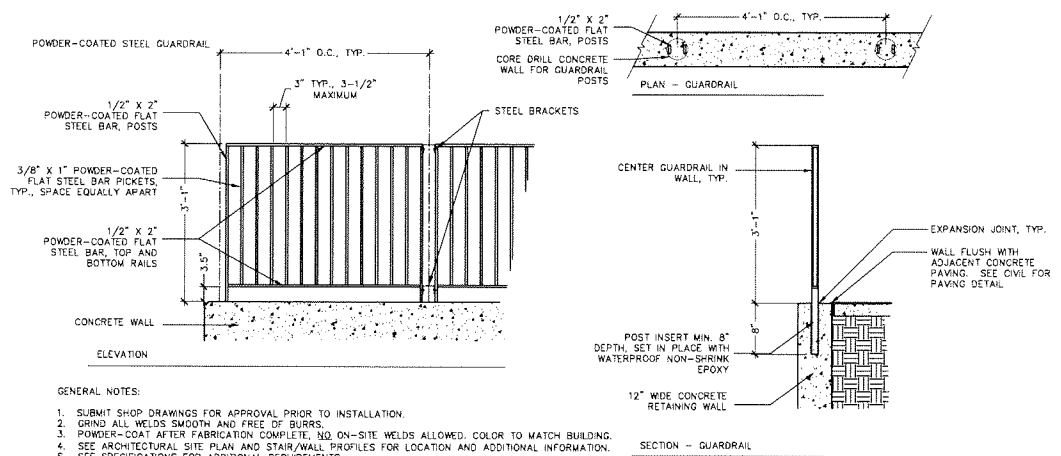
2 PEDESTAL PAVERS ON STRUCTURE Scale: 3/4"=1'-0"



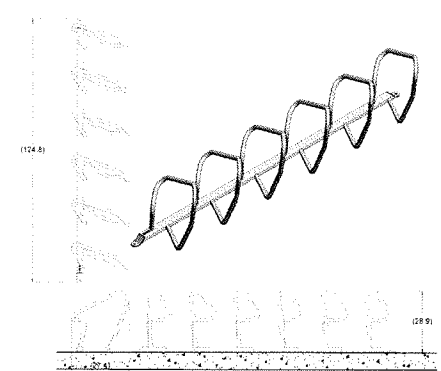
3 FLAG POLE Scale: 1/2"=1'-0"



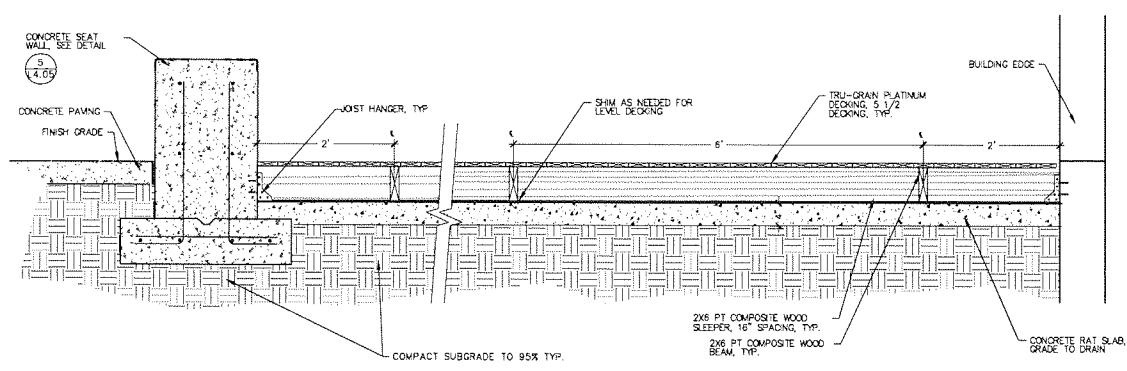
4 METAL EDGING AT TREE PLANTER Scale: 1"=1'-0"



5 GUARDRAIL Scale: 3/4"=1'-0"

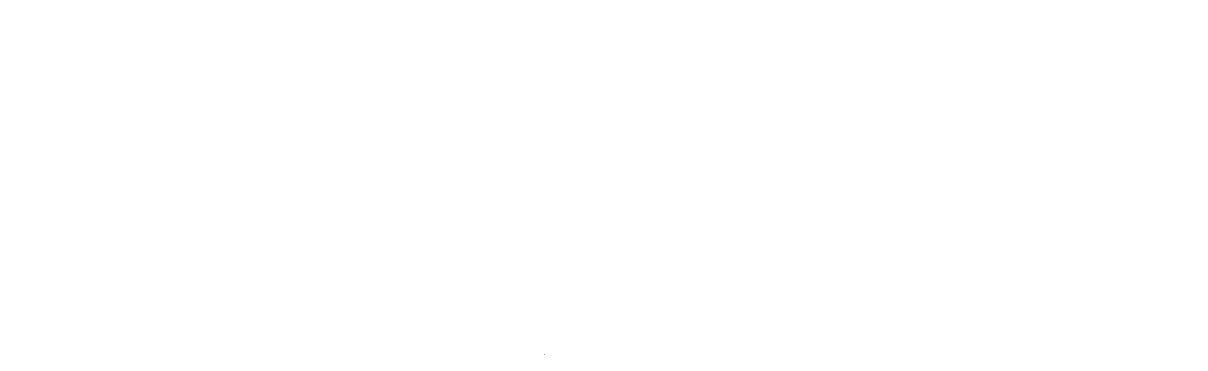


6 BIKE RACK Scale: 3/4"=1'-0"



NOTES:  
 1. DECKING TO BE INSTALLED USING HIDDEN CLIP SYSTEM AND PER MANUFACTURER'S RECOMMENDATIONS.  
 2. ALL HARDWARE TO BE HIDDEN FROM SIGHT WHERE POSSIBLE.  
 3. ALL FRAMING HARDWARE, EXPOSED JOIST HANGERS AND CONNECTIONS SHOULD BE Z-MAX COATED (SIMPSON WOOD CONNECTORS OR HOT DIPPED GALVANIZED).  
 4. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.  
 5. SEE CIVIL FOR GRADING PLANS.

7 DECKING SECTION Scale: 1"=1'-0"



8 BRIDGE Scale: 1"=1'-0"

architect,  
 MOORAMAN ARCHITECTS  
 civil engineer,  
 LPD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNDEIN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
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 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUEWA

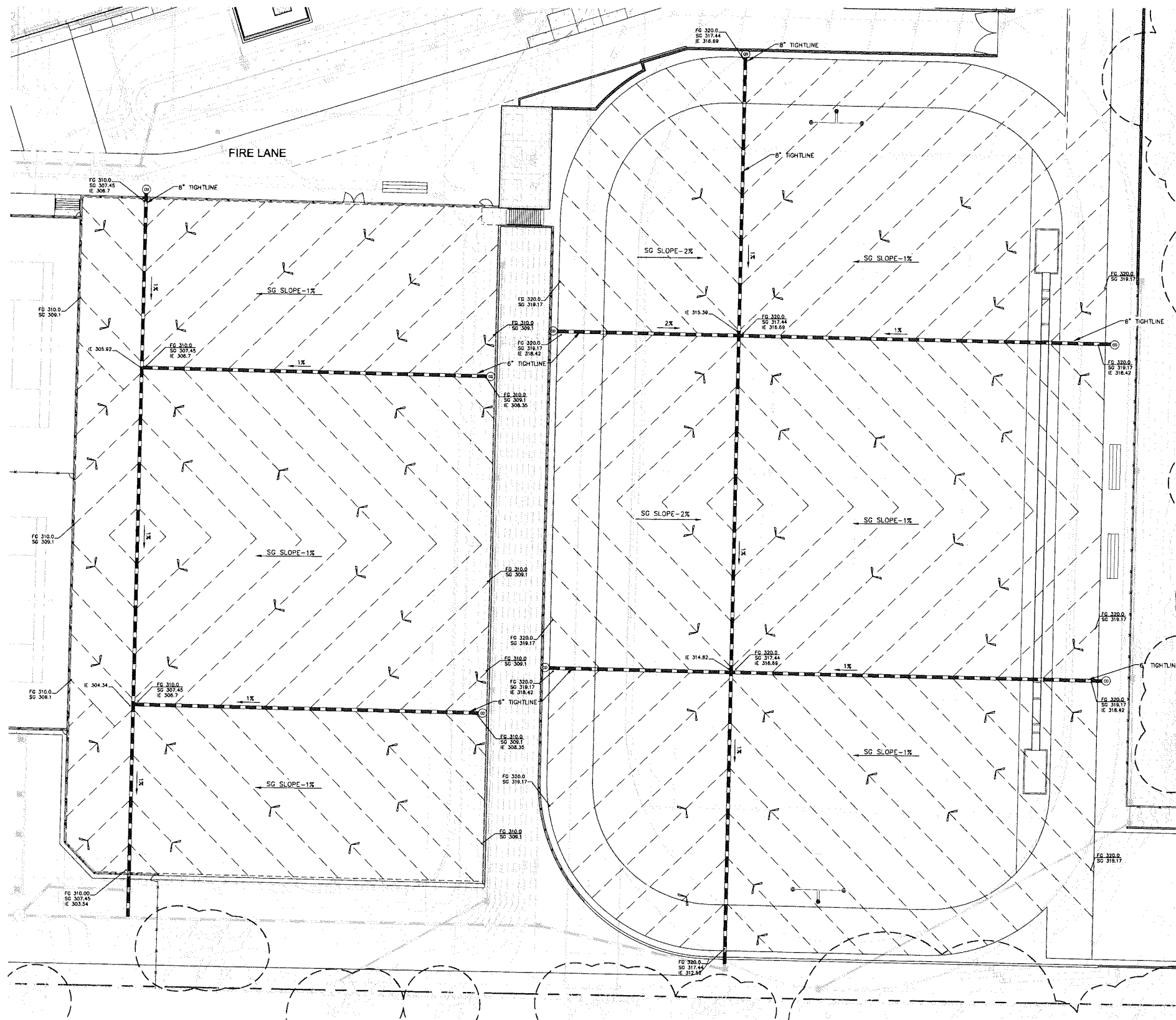
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 checked,  
 NH

sheet  
 L4.06



**SUBDRAINAGE LEGEND**

- COLLECTOR LINE - RIGID PVC DRAINAGE PIPE, 8" TYP, 6" WHERE NOTED ON PLAN
- LATERAL LINE - 6" MULTI-FLOW FLAT PIPE
- I.E. INVERT ELEVATION
- F.G. FINISH GRADE
- CB RIM I.E. CATCH BASIN RIM ELEVATION
- C.I.E. COLLECTOR INVERT ELEVATION
- ⊙ CLEAN OUT
- S.G. SUBGRADE
- S SLOPE

**SUBDRAINAGE NOTES**

1. DO NOT SCALE DRAWINGS.
2. THIS SHEET CONTAINS FIELD SUBDRAINAGE INFORMATION ONLY. FOR SURFACE GRADING AND STORM DRAINAGE INFORMATION SEE CIVIL DRAWINGS.
3. VERIFY LOCATION OF ALL OVERHEAD AND UNDERGROUND UTILITIES BEFORE BEGINNING WORK.
4. DRAINLINE LENGTHS AND LOCATION ARE APPROXIMATE. STAKE LOCATIONS IN THE FIELD AND ADJUST AS NECESSARY OR AS DIRECTED BY THE LANDSCAPE ARCHITECT. COORDINATE DRAIN LINES WITH PLAY EQUIPMENT FOOTING.
5. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES FOUND IN PLANS OR DEVIATIONS FROM ASSUMED ON-SITE CONDITIONS. FAILURE TO NOTIFY THE LANDSCAPE ARCHITECT IN A TIMELY MANNER SHALL RESULT IN CONTRACTOR TAKING RESPONSIBILITY FOR ANY AND ALL REMEDIAL MEASURES REQUIRED.
6. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION.

architect,  
MOGRANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LINDZEY  
mechanical engineer,  
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electrical engineer,  
HARRIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES

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Project,  
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client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUEWA

Project No. 1614.000  
**SUBDRAINAGE PLAN**



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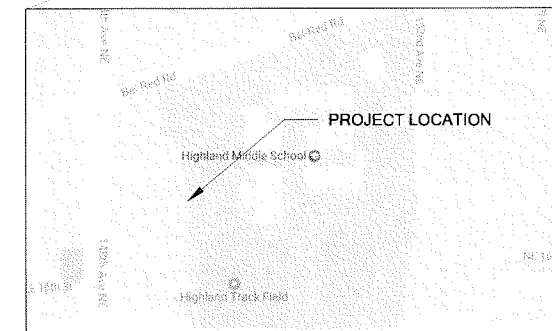
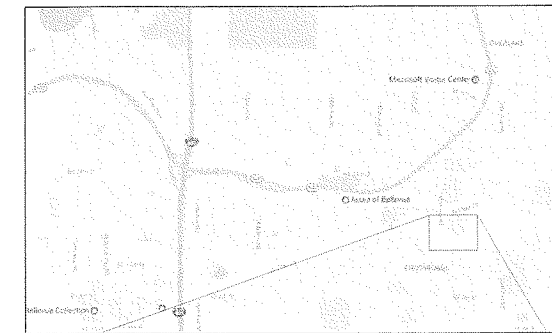
# HIGHLAND MIDDLE SCHOOL



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Kirkland WA 98033

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### VICINITY MAPS

### SHEET INDEX

- 1 EXISTING CONDITIONS
- 2 IMPACTS & MITIGATION PLAN
- 3 TESC PLAN
- 4 PLANTING PLAN, SCHEDULE & DETAILS
- 5 PLANTING, MITIGATION & MONITORING NOTES

### NOTES

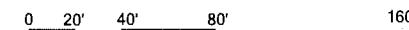
1. CRITICAL AREAS DELINEATED BY THE WATERSHED COMPANY ON 01.18.2017.
2. SURVEY COMPLETED 07.18.2016 RECEIVED FROM BUSH, ROED, AND HITCHINGS, INC. 2009 MINOR AVE. E. SEATTLE WA 98102, (206) 323-4144



### LEGEND

- WETLAND BOUNDARY, DELINEATED
- WETLAND BOUNDARY, APPROXIMATED
- WETLAND BUFFER BOUNDARY
- WETLAND BUILDING SETBACK BOUNDARY LINE (BSBL)
- PARCEL LINE
- DATA POINT

EXISTING CONDITIONS



Know what's below.  
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BELLEVUE HIGHLAND MIDDLE SCHOOL

MITIGATION PLAN  
PREPARED FOR BELLEVUE SCHOOL DISTRICT  
PARCEL NUMBER: 2625059039

15027 BEL-RED RD.  
BELLEVUE, WA 98007

SUBMITTALS & REVISIONS	
NO.	DESCRIPTION
1	12-18-2017 MITIGATION PLAN - 65% DRAFT

SHEET SIZE:  
ORIGINAL PLAN IS 22" x 34".  
SCALE ACCORDINGLY.

PROJECT MANAGER: NL  
DESIGNED: LM  
DRAFTED: LM  
CHECKED: NL

JOB NUMBER:  
161008  
SHEET NUMBER:  
W1 OF 5

DATE: 12/28/2017  
FILENAME: 161008\_MITIGATION BELLEVUE HIGHLANDS MS DWG






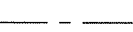



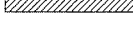
750 Sixth Street South  
Kirkland WA 98033

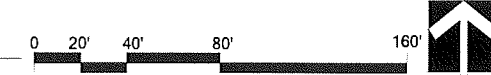
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**LEGEND**

-  WETLAND BOUNDARY, DELINEATED
-  WETLAND BOUNDARY, APPROXIMATED
-  WETLAND BUFFER BOUNDARY
-  WETLAND BUILDING SETBACK BOUNDARY LINE (BSBL)
-  PARCEL LINE
-  BUFFER/SETBACK MITIGATION AREA (3,845 SF)
-  BUFFER/SETBACK IMPACT AREA (3,845 SF)
-  TEMPORARY IMPACT (8,786 SF) TO BE RESTORED BY SEEDING (SEE W3)



**IMPACTS & MITIGATION PLAN**

**BELLEVUE HIGHLAND MIDDLE SCHOOL**

**MITIGATION PLAN**

**PREPARED FOR BELLEVUE SCHOOL DISTRICT**

**PARCEL NUMBER: 2625059039**

**15027 BEL-RED RD.**

**BELLEVUE, WA 98007**

**SUBMITTALS & REVISIONS**

NO.	DATE	DESCRIPTION	BY
1	12-18-2017	MITIGATION PLAN - 65% DRAFT	LM

**SHEET SIZE:**  
ORIGINAL PLAN IS 22" x 34".  
SCALE ACCORDINGLY.

PROJECT MANAGER:	NL
DESIGNED:	LM
DRAFTED:	LM
CHECKED:	NL
JOB NUMBER:	

**161008**  
SHEET NUMBER:

**W2 OF 5**

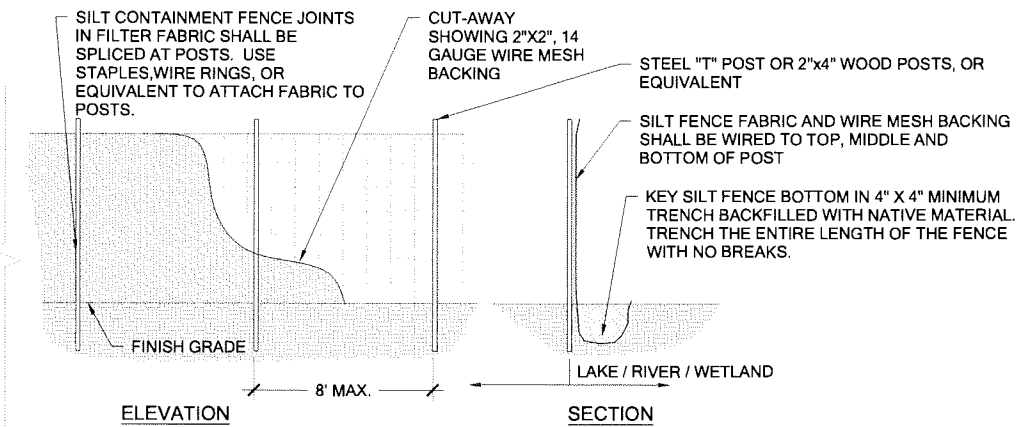


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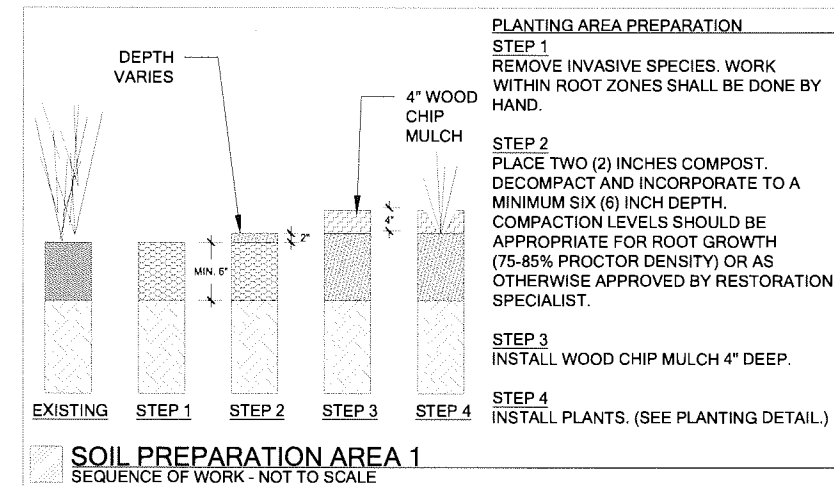
DATE PRINTED BY: 12/18/2017 10:08 AM  
FILENAME: 191008\_MITIGATION\_BELLEVUE\_HIGHLANDS\_M5.DWG

**SILT FENCE MAINTENANCE STANDARDS:**  
1. ANY DAMAGE SHALL BE REPAIRED IMMEDIATELY.  
2. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION EXCEEDS 6" IN DEPTH.



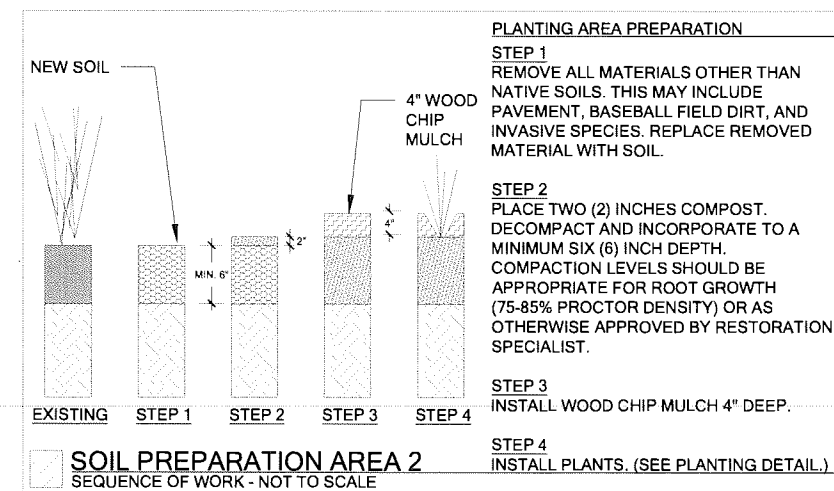
A SILT FENCE

Scale: NTS



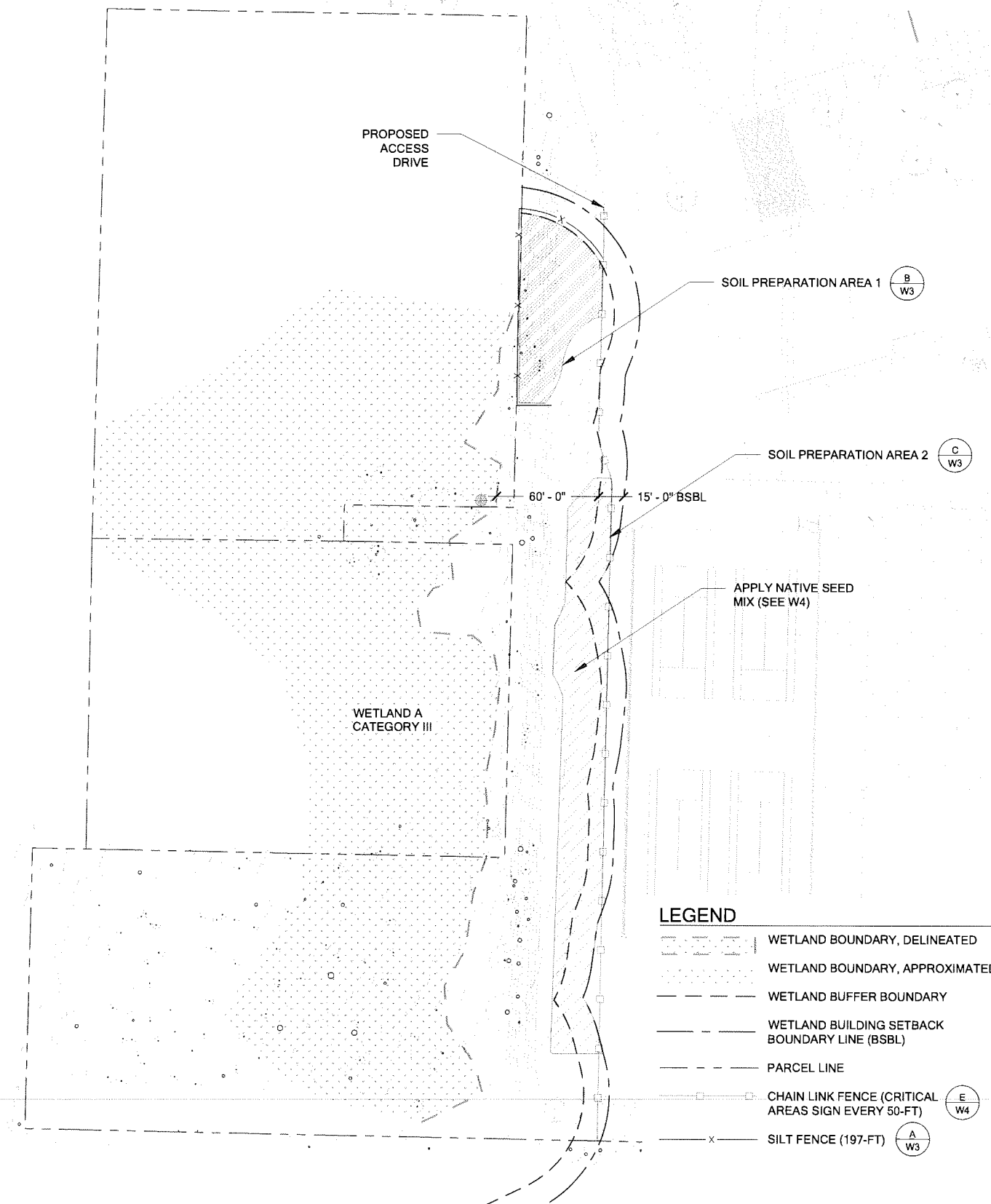
B SOIL PREPARATION 1

Scale: NTS



C SOIL PREPARATION 2

Scale: NTS



MITIGATION TESC PLAN



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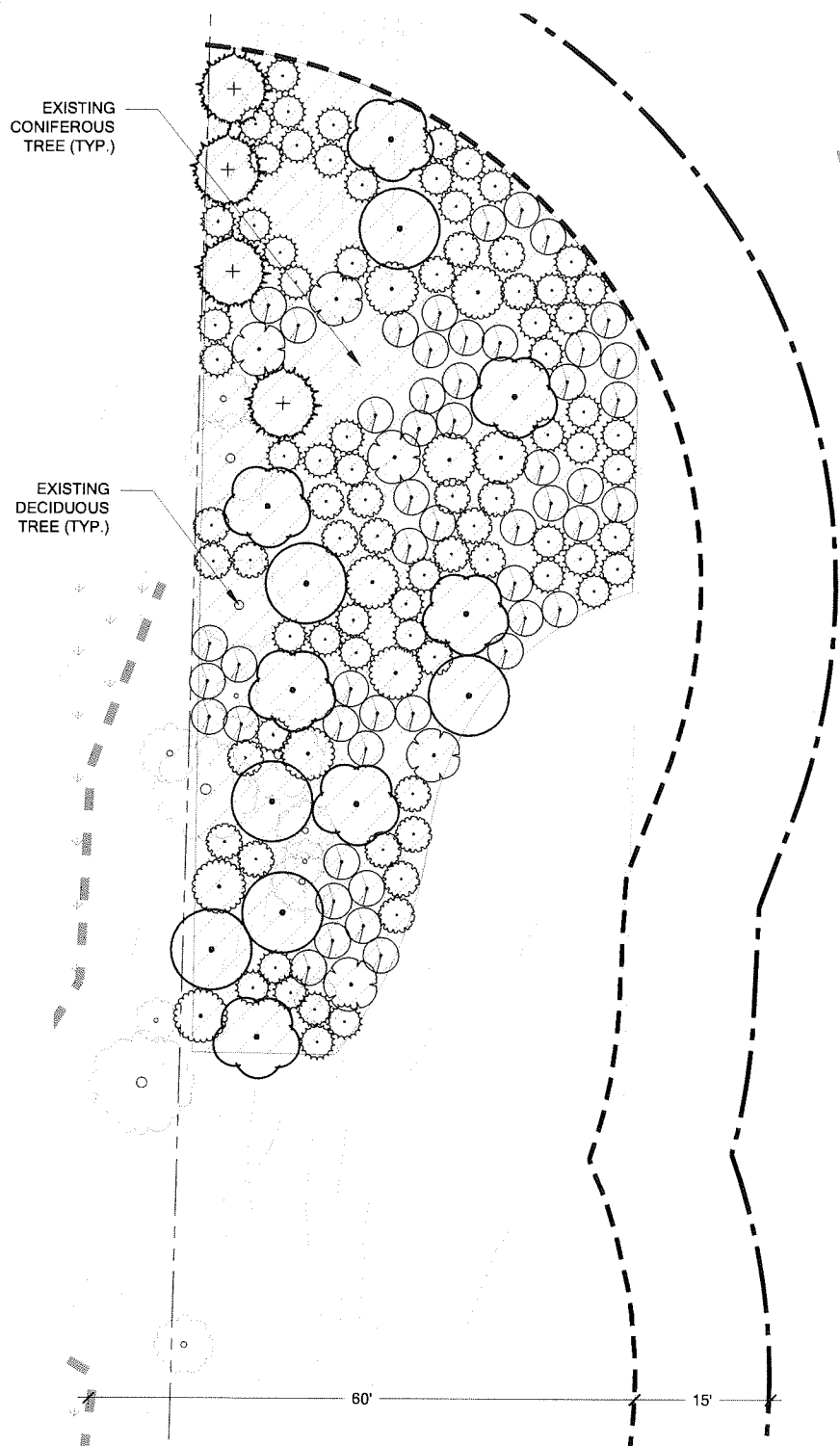
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NO.	DESCRIPTION
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SHEET SIZE:  
ORIGINAL PLAN IS 22" x 34".  
SCALE ACCORDINGLY.

PROJECT MANAGER: NL  
DESIGNED: LM  
DRAFTED: LM  
CHECKED: NL  
JOB NUMBER:

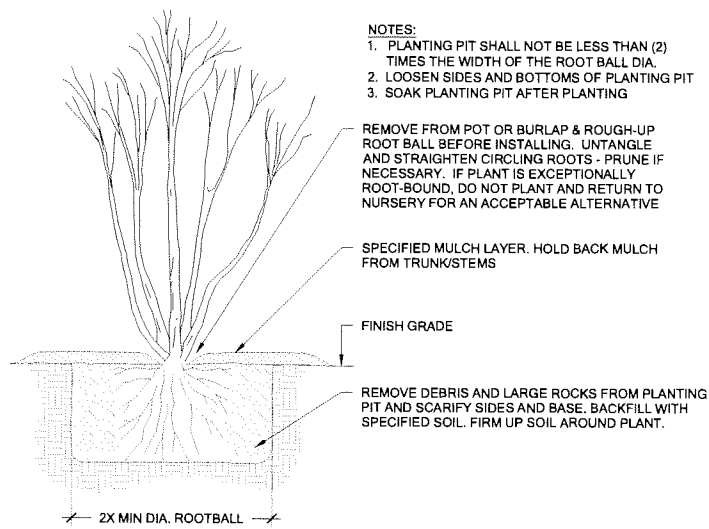
161008

SHEET NUMBER:  
W3 OF 5



**LEGEND**

- WETLAND BOUNDARY, DELINEATED
- WETLAND BOUNDARY, APPROXIMATED
- WETLAND BUFFER BOUNDARY
- WETLAND BUILDING SETBACK BOUNDARY LINE (BSBL)
- CHAINLINK FENCE - CRITICAL AREA SIGN EVERY 50-FT ON POST
- EXISTING TREE
- PARCEL LINE



**D TREE AND SHRUB PLANTING**

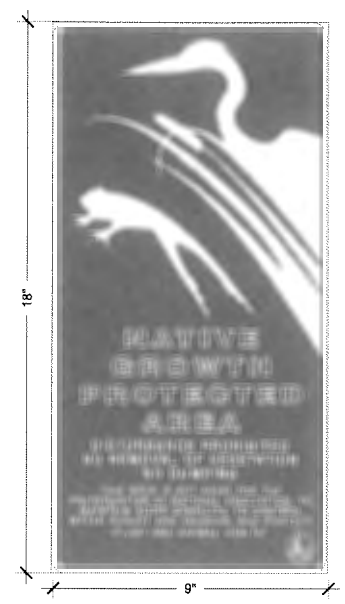
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**PLANT SCHEDULE**

TREES	COMMON NAME / BOTANICAL NAME	CONT	HEIGHT	SPACING	QTY
	VINE MAPLE / ACER CIRCINATUM	2 GALLON		AS SHOWN ON PLANS	7
	DOUGLAS FIR / PSEUDOTSUGA MENZIESII		6' - 8'	"	4
	WESTERN RED CEDAR / THUJA PLICATA	2 GALLON		"	6
SHRUBS	COMMON NAME / BOTANICAL NAME	CONT		SPACING	QTY
	SERVICEBERRY / AMELANCHIER ALNIFOLIA	1 GALLON		4' o.c.	25
	WESTERN HAZELNUT / CORYLUS CORNUTA	1 GALLON		6' o.c.	6
	OREGON GRAPE / MAHONIA AQUIFOLIUM	1 GALLON		4' o.c.	55
	OSOBERRY / OEMLERIA CERASIFORMIS	1 GALLON		6' o.c.	10
	COMMON WHITE SNOWBERRY / SYMPHORICARPOS ALBUS	1 GALLON		4' o.c.	51
GROUNDCOVER	COMMON NAME / BOTANICAL NAME	CONT		SPACING	QTY
	GAULTHERIA SHALLON / SALAL	1 GALLON		18" o.c.	300
	MAHONIA NERVOSA / DULL OREGON GRAPE	1 GALLON		18" o.c.	310
	POLYSTICHUM MUNITUM / WESTERN SWORD FERN	1 GALLON		18" o.c.	300

**PROTIME 404 NATIVE UPLAND MIX WITH COLOR (SEED MIX SEE W3)**

NATIVE CALIFORNIA BROME	BROMUS CARINATUS	55%
BLUE WILDRYE	ELYMUS GLAUCUS	25%
LUPINE	LUPINUS ALBICAULUS	15%
WESTERN YARROW	YARROW MILLEFOLIUM	5%

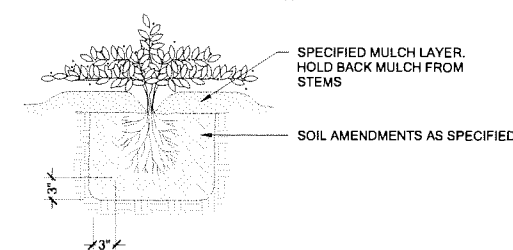


**E CRITICAL AREAS SIGN**

- NOTES:
- SIGNAGE TO APPEAR LIKE IMAGE AND SIZES NOTED ON THE LEFT WITH A GREEN BACKGROUND.
  - SIGN TO BE FABRICATED IN ALUMINUM, BY A CITY APPROVED VENDOR, SUCH AS REDMOND SIGNS, (425) 883-9944 OR EQUIVALENT MANUFACTURER.
  - SIGNAGE TO BE PLACED ON CHAIN LINK FENCE POST EVERY 50-FT.

Scale: NTS

- NOTES:
- PLANT GROUNDCOVER AT SPECIFIED DISTANCE ON-CENTER (O.C.) USING TRIANGULAR SPACING, TYP.
  - LOOSEN SIDES AND BOTTOM OF PLANTING PIT AND REMOVE DEBRIS
  - LOOSEN ROOTBOUND PLANTS BEFORE INSTALLING
  - SOAK PIT BEFORE AND AFTER INSTALLING PLANT



**F GROUNDCOVER PLANTING**

Scale: NTS

- IF VEGETATION EXISTS WITHIN PLANTING AREA, SPACE AT 1/2 X FROM STEM OF EXISTING VEGETATION
- AREA FOR SPACING ADJUSTMENT
- NOTE: FIRST PLACE PLANTS ALONG THE PERIMETER OF THE PLANTING AREA, AND AROUND EXISTING VEGETATION, THEN SPACE THE REMAINDER OF THE PLANTINGS.

x = PLANT SPACING  
+ = PLANT

**G PLANT SPACING**

Scale: NTS

**PLANTING PLAN, SCHEDULE & DETAILS**



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**BELLEVUE HIGHLAND MIDDLE SCHOOL**

**MITIGATION PLAN**

**PREPARED FOR BELLEVUE SCHOOL DISTRICT**

**PARCEL NUMBER: 2625059039**

**15027 BEL-RED RD.**

**BELLEVUE, WA 98007**

NO	DATE	DESCRIPTION	BY
1	12-16-2017	MITIGATION PLAN - 65% DRAFT	LM

SHEET SIZE:  
ORIGINAL PLAN IS 22" x 34".  
SCALE ACCORDINGLY.

PROJECT MANAGER: NL  
DESIGNED: LM  
DRAFTED: LM  
CHECKED: NL  
JOB NUMBER:

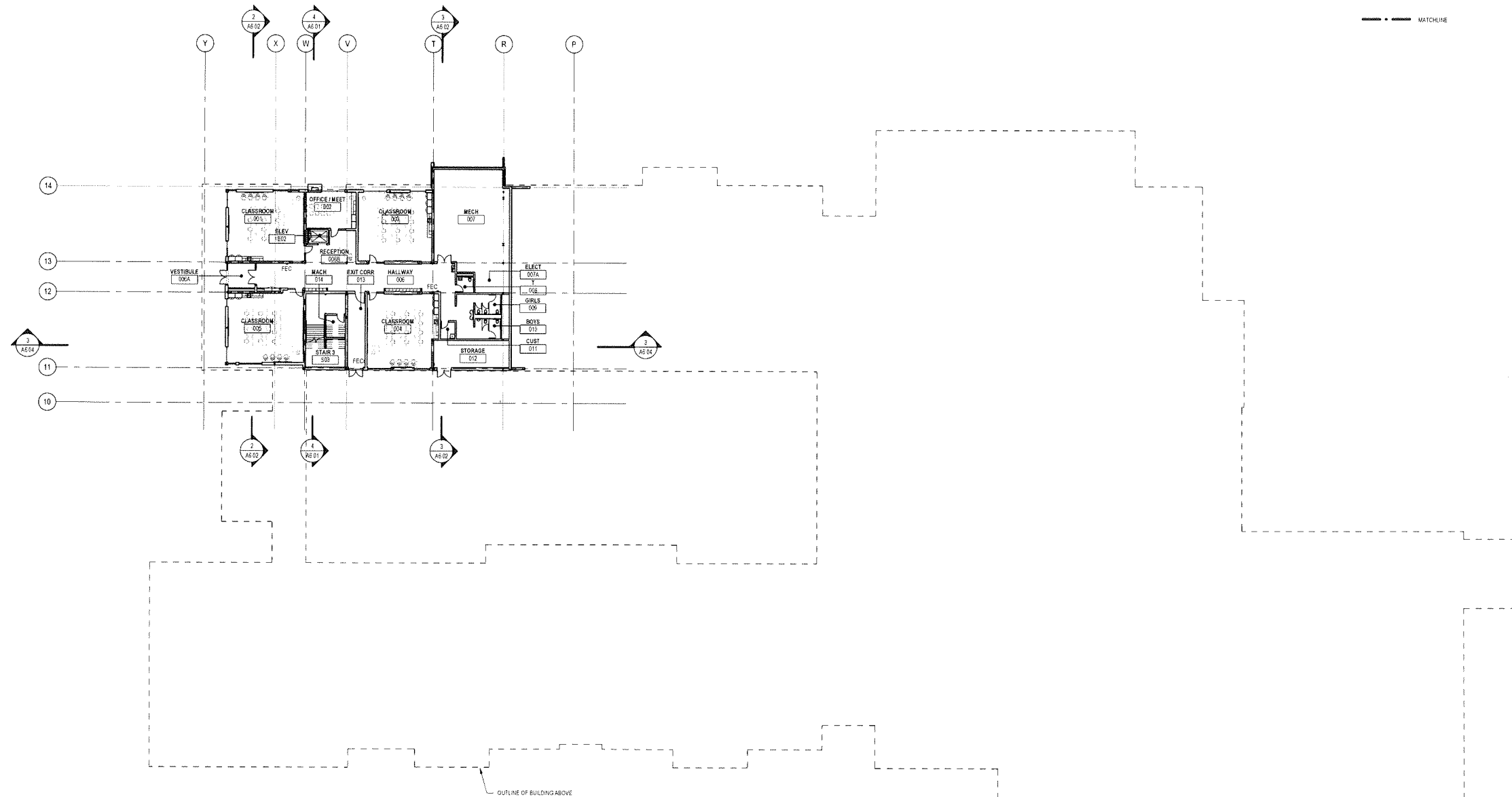
161008

SHEET NUMBER:

**W4 OF 5**

DATE PRINTED BY: 12/20/2017, LUCAN MCELISH; FILENAME: 161008\_MITIGATION\_BELLEVUE\_HIGHLAND\_MS.DWG





**OVERALL FLOOR PLAN GENERAL NOTES:**

- 1 THESE GENERAL NOTES APPLY TO ALL OVERALL FLOOR PLAN DRAWINGS
- 2 FIRST FLOOR ELEVATION DATUM: 0'-0" + (X)M - XX'7" PER CIVIL
- 3 FURNITURE SHOWN FOR REFERENCE ONLY

**FLOOR PLAN LEGEND**

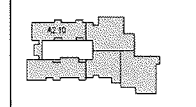
- WALL ASSEMBLY AS NOTED
- 2 HR WALL ASSEMBLY
- MATCHLINE

architect,  
MOGRANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUSHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARDIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

**NOT FOR CONSTRUCTION**

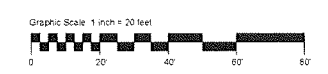
project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUEWA

Project No. 1610-000  
**OVERALL LOWER LEVEL FLOOR PLAN**



KEY PLAN

Issued	19 JUN 17
SD REDESIGN	26 JUL 17
REVISED 35% PERMIT	01 SEP 17
50% DD	02 OCT 17
50% COST ESTIMATE	25 OCT 17
DD	21 NOV 17



**OVERALL LOWER LEVEL FLOOR PLAN**

1" = 20'-0"



drawn,  
PB

checked,  
MS

sheet,  
**A2.00**

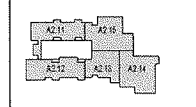


architect,  
 MGRANAHAN ARCHITECTS  
 civil engineer,  
 LPO ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUSHLIN PORTER LUNDEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

**NOT FOR CONSTRUCTION**

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUEWA

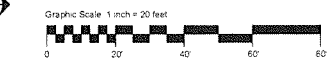
Project No. 1616.000  
**OVERALL FIRST FLOOR PLAN**



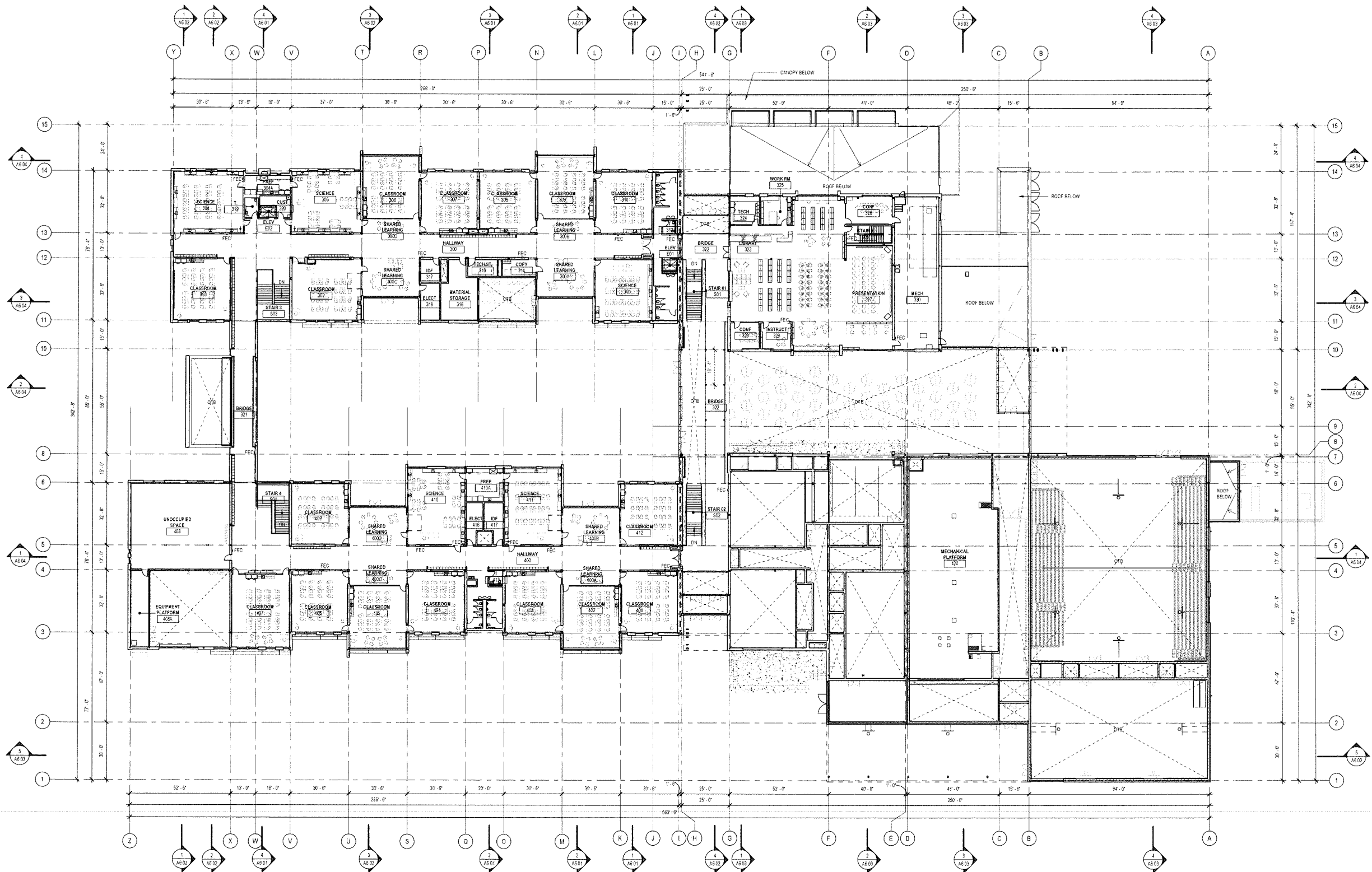
ISSUED	DATE
PRE APP	02 NOV 16
SD COST ESTIMATE	22 DEC 16
SD	17 JAN 17
95A PERMIT	29 MAR 17
SD REDESIGN	19 JUN 17
REVISED 95A PERMIT	25 JUL 17
96A DD	01 SEP 17
DD COST ESTIMATE	02 OCT 17
DD	25 OCT 17
95A PERMIT	21 NOV 17

draw n,  
 PB  
 checked,  
 MG

sheet,  
**A2.01**



**OVERALL FIRST FLOOR PLAN**  
 PROJECT NORTH



architect,  
MOSRAMAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUSHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARRIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

NOT FOR  
CONSTRUCTION

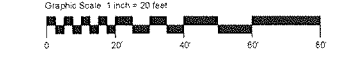
Project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1416.000  
OVERALL  
SECOND FLOOR  
PLAN



Issue	Date
PRE APP	02 NOV 16
SD COST ESTIMATE	22 DEC 16
SD	17 JAN 17
25% PERMIT	29 MAR 17
SD REDESIGN	19 JUN 17
REVISED 35% PERMIT	25 JUL 17
90% DD	01 SEP 17
DD COST ESTIMATE	02 OCT 17
65% PERMIT	25 OCT 17
	21 NOV 17

drawn,  
PB  
checked,  
MG  
sheet,  
**A2.02**



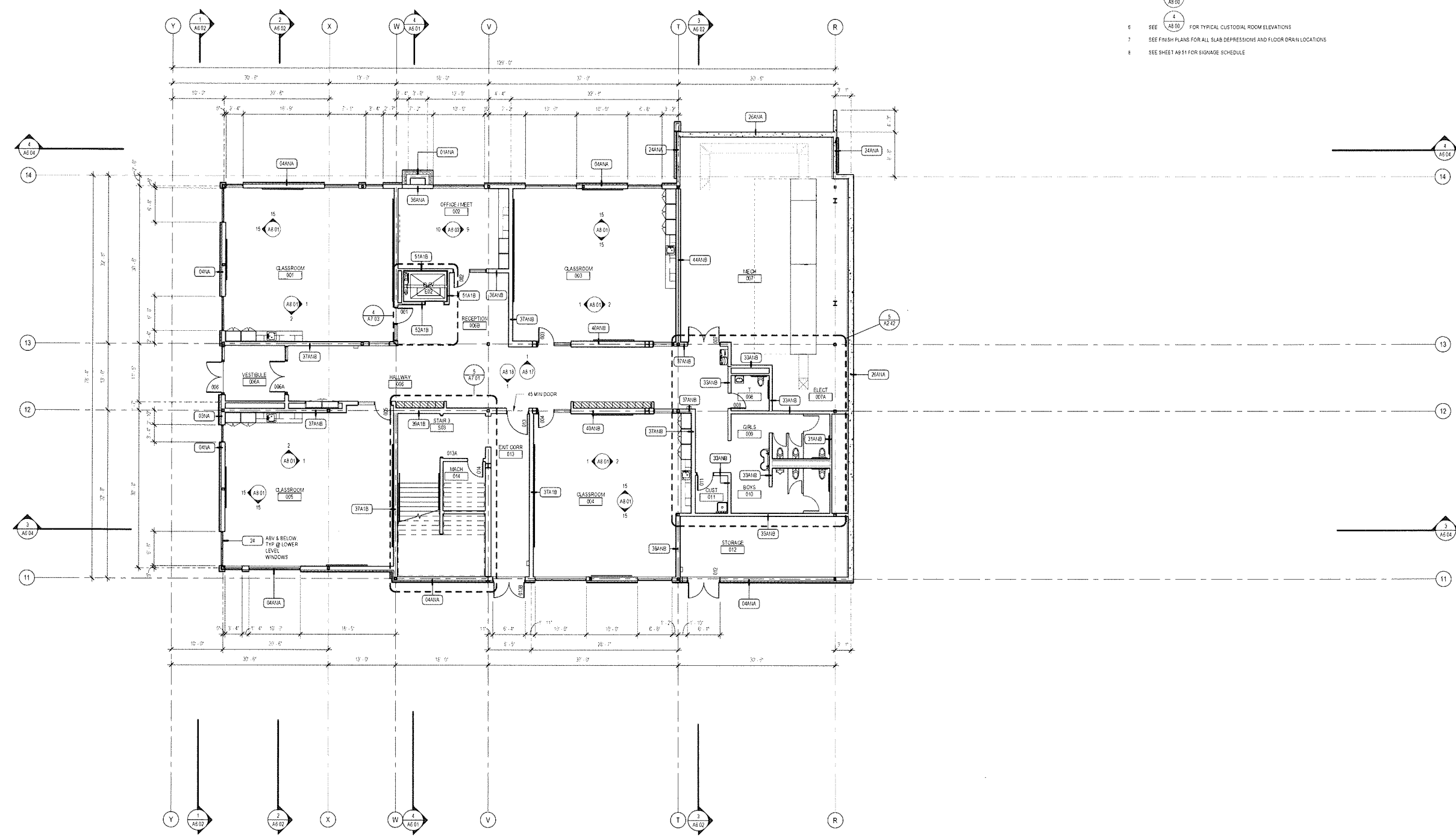
OVERALL SECOND FLOOR PLAN  
1" = 20'





**PARTIAL FLOOR PLAN GENERAL NOTES:** (SHEETS A2.11 - A2.22)

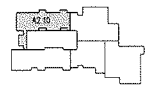
- 1 THESE GENERAL NOTES APPLY TO ALL PARTIAL FLOOR PLAN DRAWINGS
- 2 GRIDLINES ARE TO CENTERLINE OF WALLS AND COLUMNS OR FACE OF CMU LINO
- 3 WALL DIMENSIONS ARE TO FACE OF STUD LINO
- 4 SEE SHEET A2.02 FOR WALL TYPES. ALL EXTERIOR WALLS ARE TYPE XXANA LINO  
ALL INTERIOR WALLS ARE TYPE XXAIB LINO
- 5 SEE (A2.05) FOR MOUNTING HEIGHTS OF ALL WALL-MOUNTED EQUIPMENT (WB, TB, TV, ETC.)
- 6 SEE (A2.06) FOR TYPICAL CUSTODIAL ROOM ELEVATIONS
- 7 SEE FINISH PLANS FOR ALL SLAB DEPRESSIONS AND FLOOR DRAIN LOCATIONS
- 8 SEE SHEET A2.11 FOR SIGNAGE SCHEDULE



**NOT FOR CONSTRUCTION**

Project: HIGHLAND MIDDLE SCHOOL  
 Client: BELLEVUE SCHOOL DISTRICT NO. 405  
 Location: BELLEVUEWA

Project No. 1616.000  
**PARTIAL LOWER LEVEL FLOOR PLAN**



KEY PLAN

ISSUED	DATE
90% DD	01 SEP 17
DD COST ESTIMATE	02 OCT 17
DD	25 OCT 17
65% PERMIT	21 NOV 17

drawn  
PB

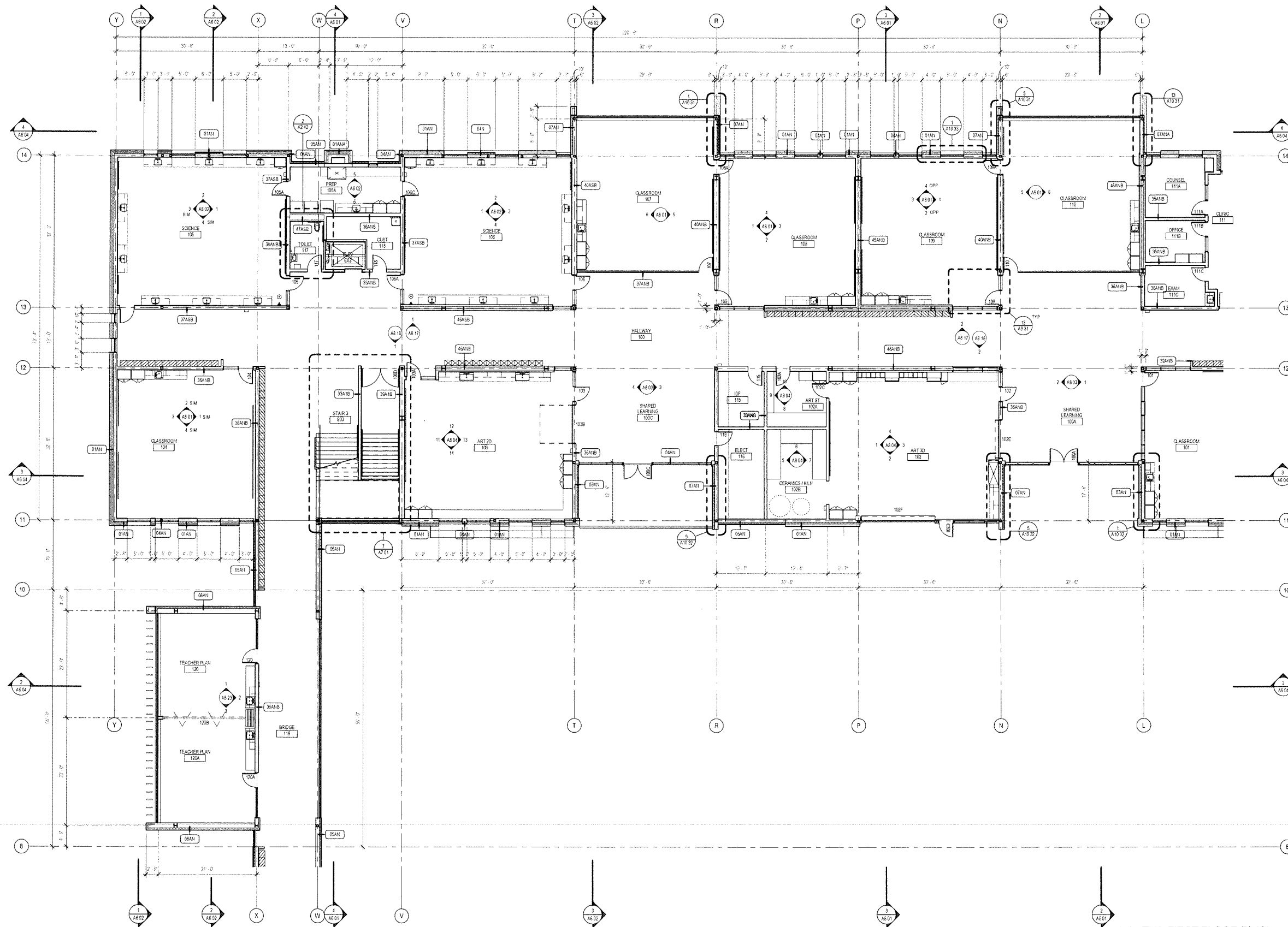
checked  
MG

sheet  
**A2.10**

**PARTIAL LOWER LEVEL FLOOR PLAN**

1/8" = 1'-0"



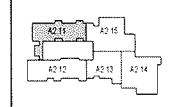


architect,  
MCCRAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LINDSEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

**NOT FOR  
CONSTRUCTION**

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE WA

Project No. 1614.000  
**PARTIAL FIRST  
FLOOR PLAN**



KEY PLAN

ISSUED	01 SEP 17
DD COST ESTIMATE	02 OCT 17
DD	25 OCT 17
65% PERMIT	21 NOV 17

drawn,  
FB  
checked,  
MG

sheet,  
**A2.11**

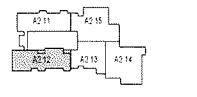


architect  
 MODRANJAN ARCHITECTS  
 civil engineer,  
 LPD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNDEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

**NOT FOR  
 CONSTRUCTION**

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUEWA

Project No. 1614.000  
**PARTIAL FIRST  
 FLOOR PLAN**

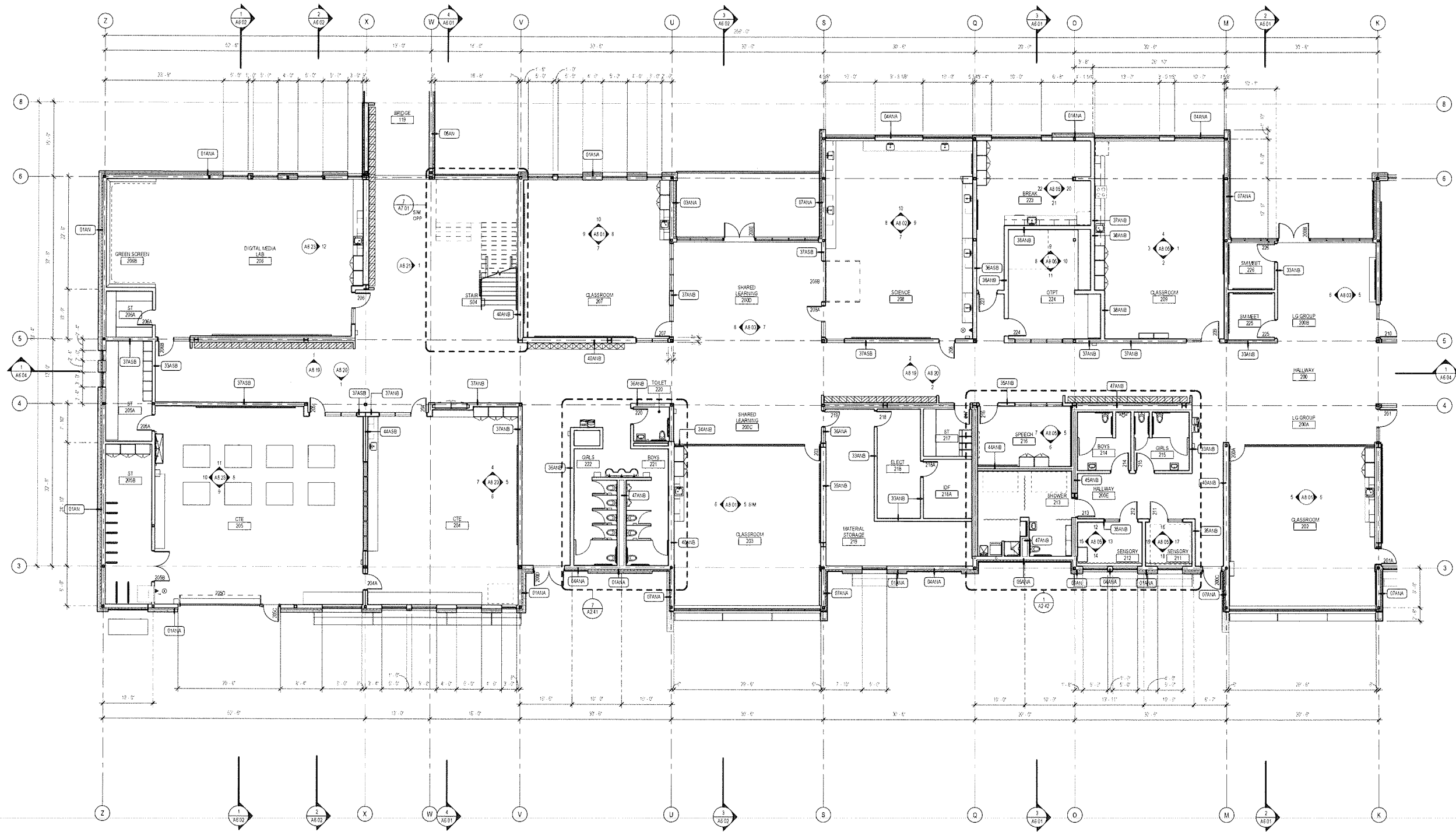


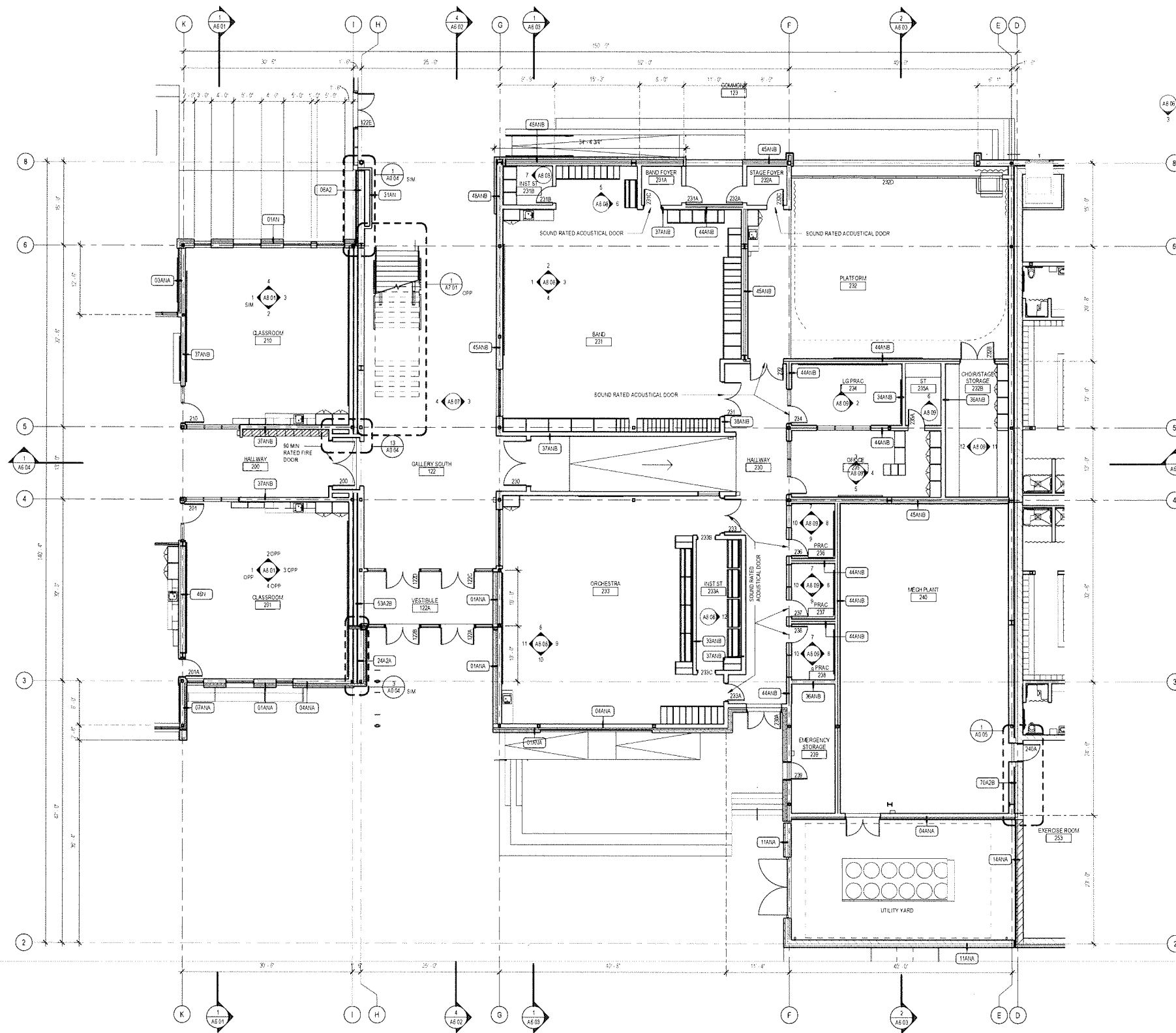
KEY PLAN

ISSUED,  
 50% DD 01 SEP 17  
 DD COST ESTIMATE 02 OCT 17  
 DD 25 OCT 17  
 65% PERMIT 21 NOV 17

drawn,  
 PB  
 checked,  
 MG

sheet  
**A2.12**



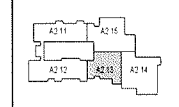


architect,  
MCGRANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LINDGREN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

**NOT FOR CONSTRUCTION**

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1616.000  
**PARTIAL FIRST FLOOR PLAN**



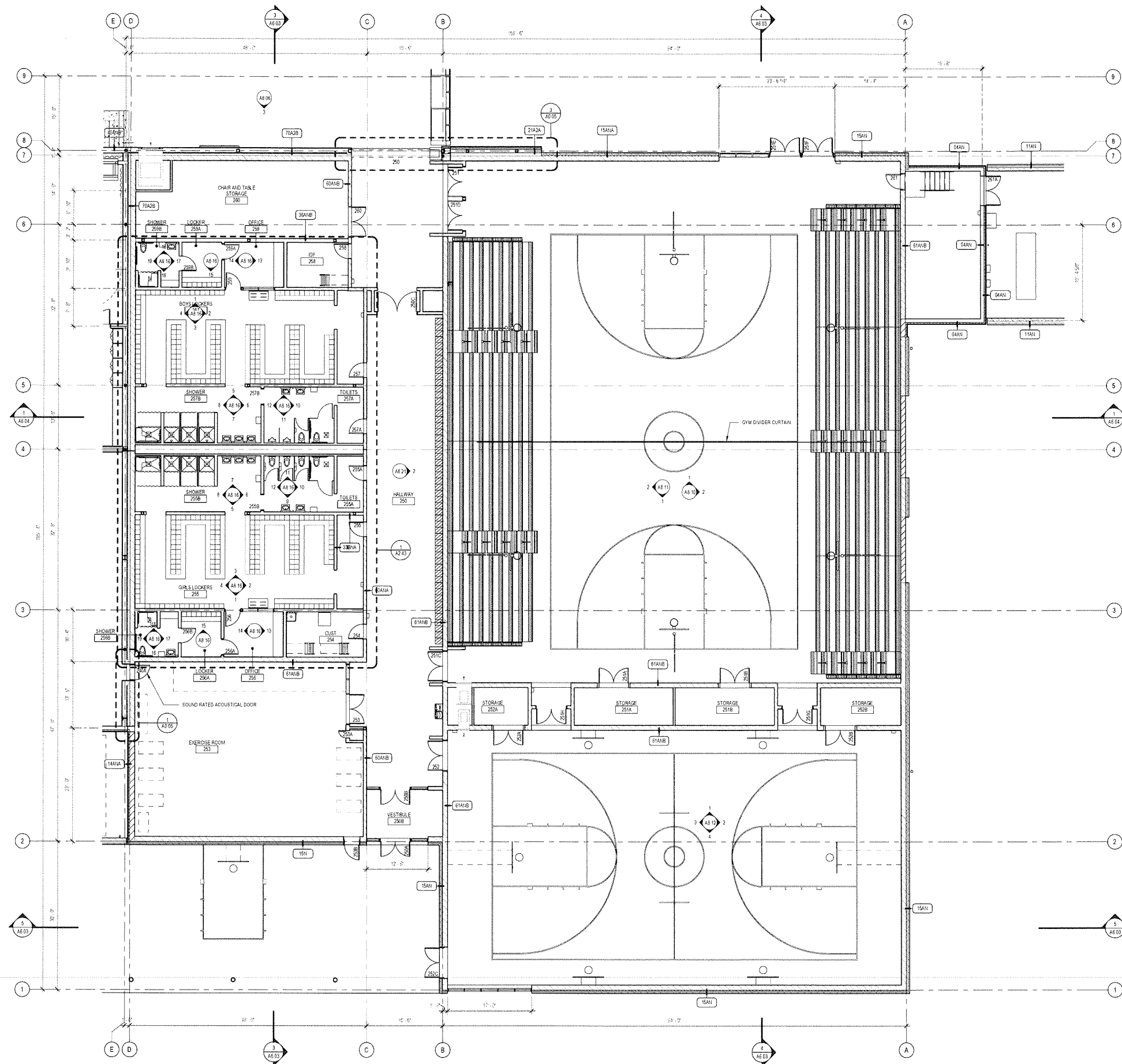
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905 DD 01 SEP 17  
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drawn,  
PB  
checked,  
MG

sheet,  
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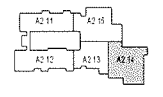


architect,  
 MOHRANIAN ARCHITECTS  
 civil engineer,  
 LPO ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LINDZEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARDUIS PACIFIC

**NOT FOR  
 CONSTRUCTION**

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE WA

Project No. 1616.000  
**PARTIAL FIRST  
 FLOOR PLAN**



KEY PLAN

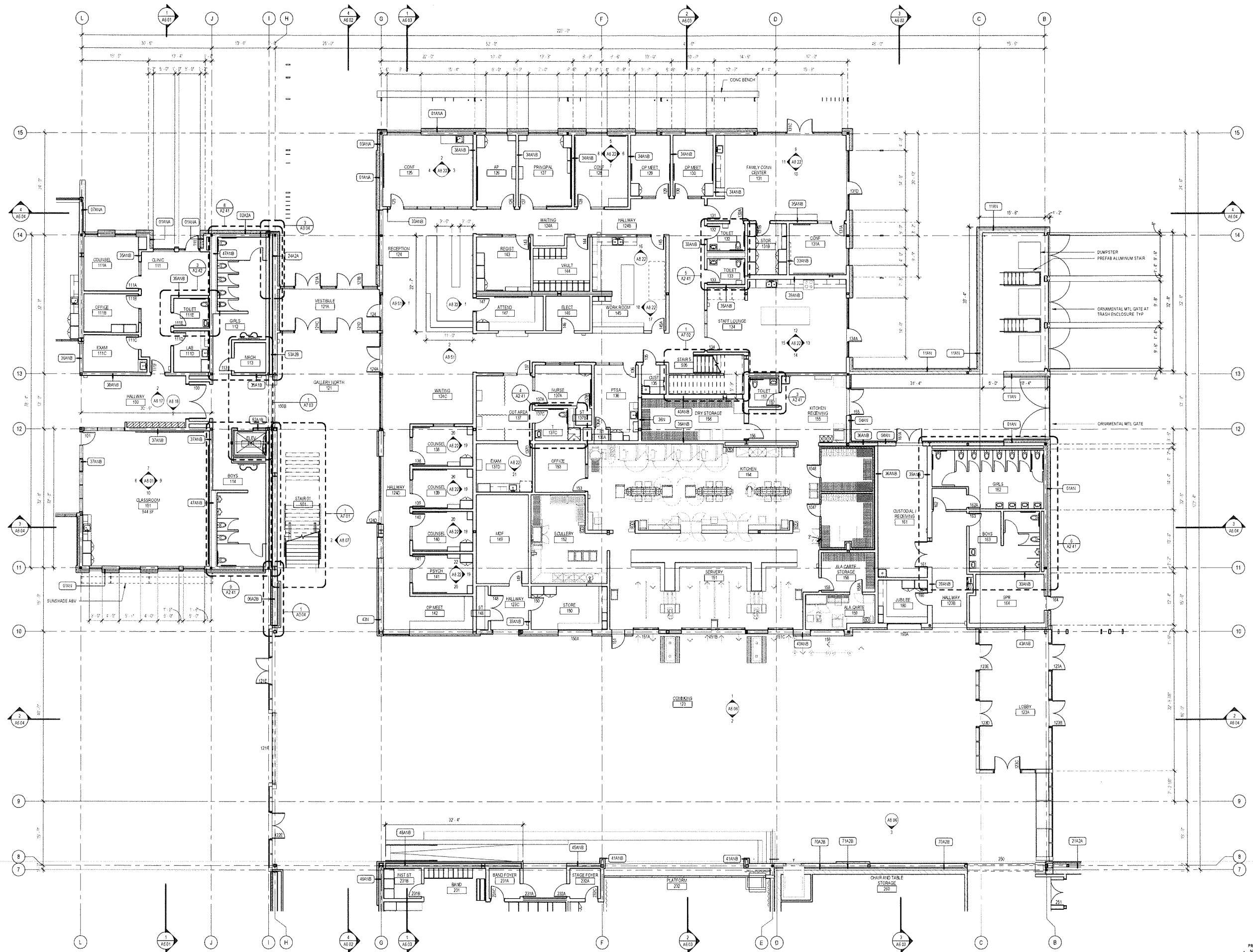
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 50% DD 01 SEP 17  
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 DD 25 OCT 17  
 85% PERMIT 21 NOV 17

drawn,  
 PB  
 checked,  
 MG

sheet,  
**A2.14**

**PARTIAL FIRST FLOOR PLAN**  
 1/8" = 1'-0"



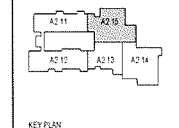


architect,  
 MCDONNELL + CRUMPTON ARCHITECTS  
 civil engineer,  
 LPO ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LINDEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

**NOT FOR CONSTRUCTION**

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE WA

Project No. 1616-000  
**PARTIAL FIRST FLOOR PLAN**

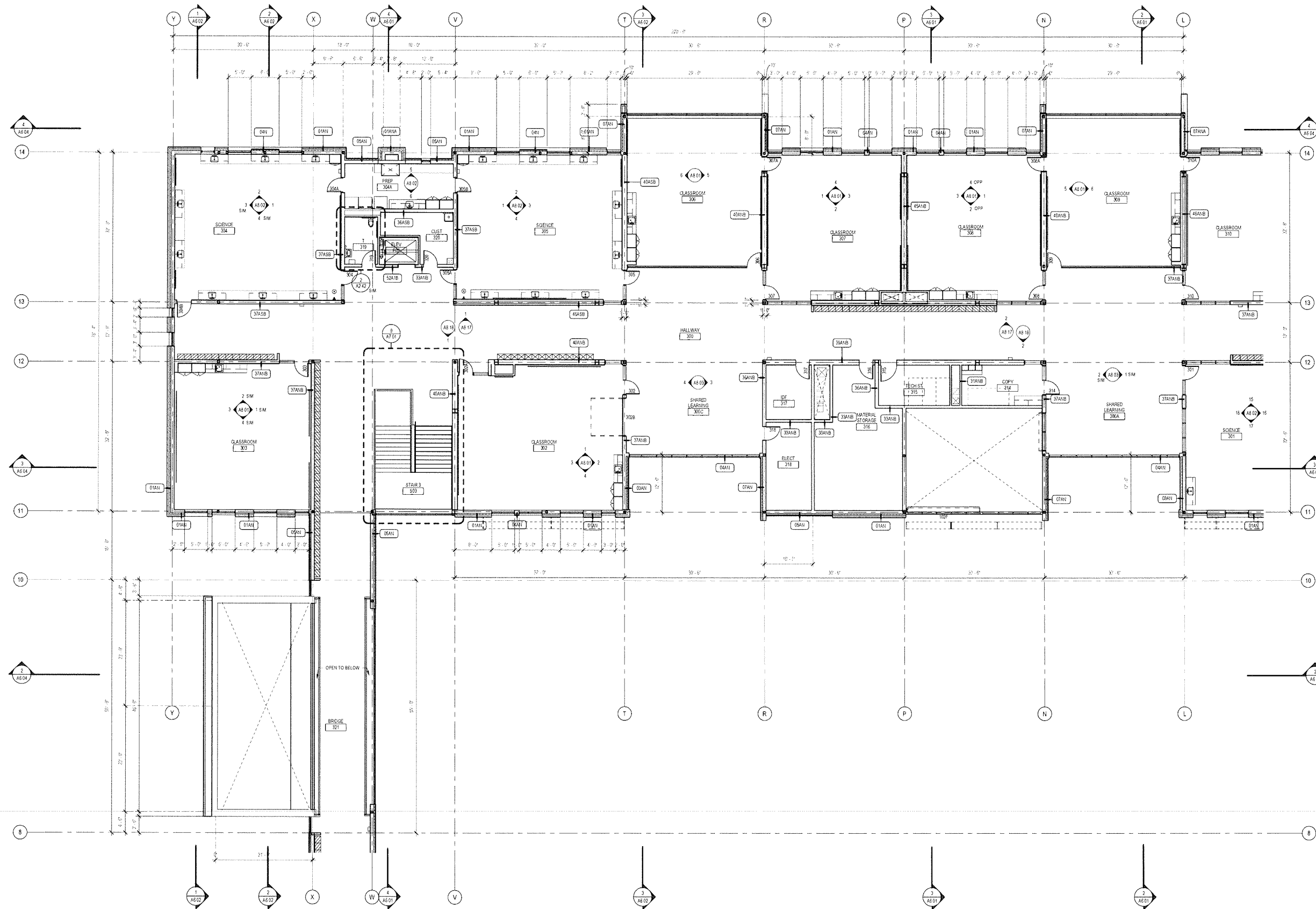


issued,  
 50% DD 01 SEP 17  
 100% DD 03 OCT 17  
 DD COST ESTIMATE 25 OCT 17  
 DD PERMIT 21 NOV 17

drawn,  
 PB  
 checked,  
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sheet,  
**A2.15**



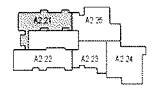


architect,  
 MOGRANAHAN ARCHITECTS  
 civil engineer,  
 LPO ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LINDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

**NOT FOR CONSTRUCTION**

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE, WA

Project No. 1614-000  
**PARTIAL SECOND FLOOR PLAN**



KEY PLAN

issued,  
 5/6/10  
 DD COST ESTIMATE  
 DD  
 01 SEP 10  
 02 OCT 10  
 25 OCT 10  
 21 NOV 10

drawn,  
 PB  
 checked,  
 MG

sheet,  
**A2.21**

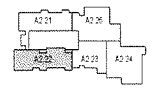


architect  
 MOGRANAHAN ARCHITECTS  
 civil engineer,  
 LPD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNCIEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

NOT FOR  
 CONSTRUCTION

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE, WA

Project No. 1614-000  
 PARTIAL SECOND  
 FLOOR PLAN



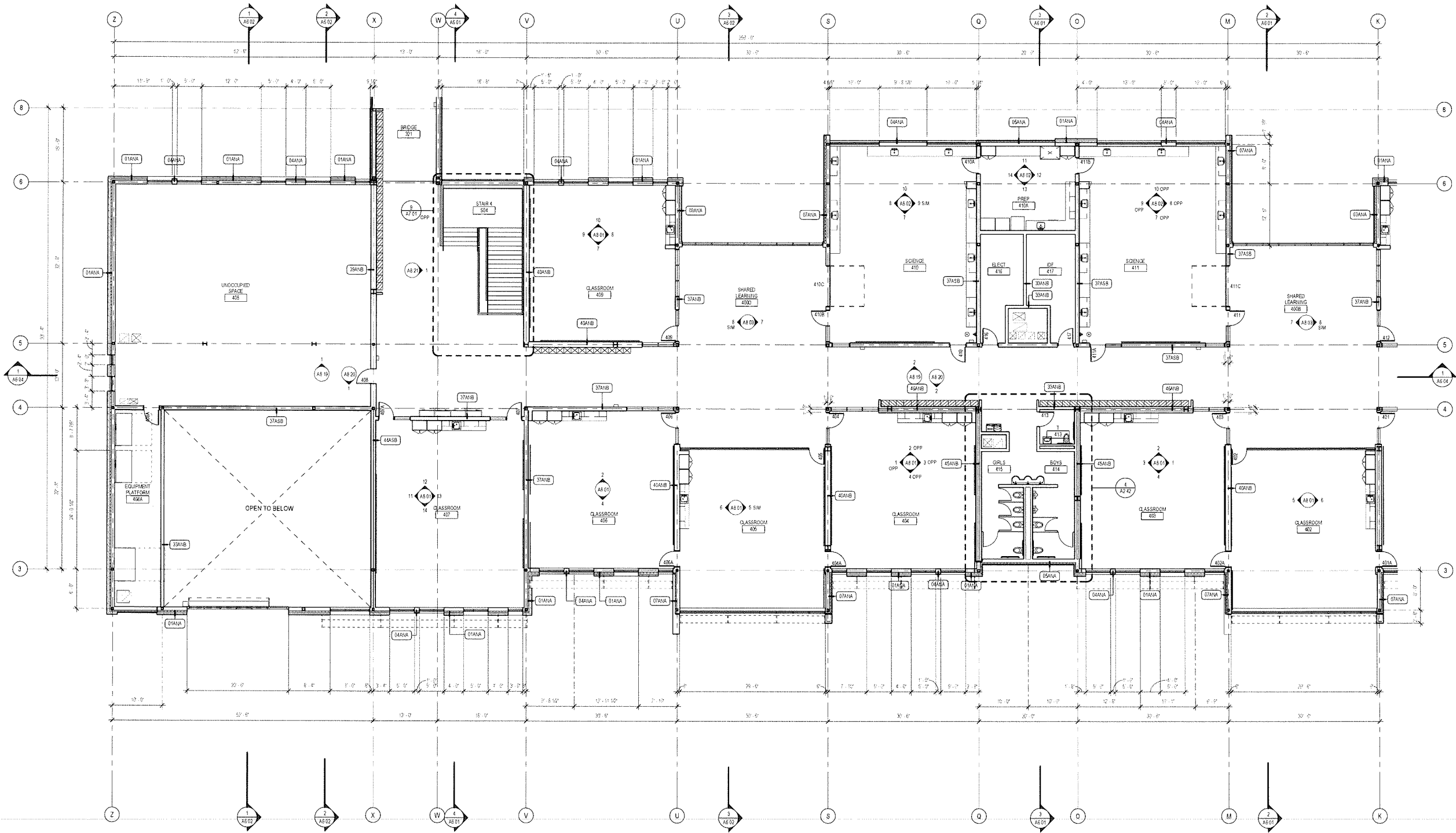
KEY PLAN

ISSUED	01 SEP 17
50% DD	02 OCT 17
DD COST ESTIMATE	25 OCT 17
DD	
65% PERMIT	21 NOV 17

drawn,  
 PB

checked,  
 MG

sheet,  
**A2.22**



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PARTIAL SECOND FLOOR PLAN  
 1/8" = 1'-0"



PROJECT  
 NORTH



architect,  
MCGRATHAN ARCHITECTS

civil engineer,  
LPO ENGINEERING

landscape design,  
WEISMAN DESIGN GROUP

structural engineer,  
COUGHLIN PORTER LUNDEEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARGIS ENGINEERS

food service,  
HALLIDAY ASSOCIATES

hazardous material,  
ARGUS PACIFIC

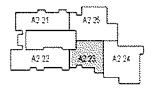
**NOT FOR  
CONSTRUCTION**

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO 405

location,  
BELLEVUEWA

Project No. 1616.000  
**PARTIAL SECOND  
FLOOR PLAN**



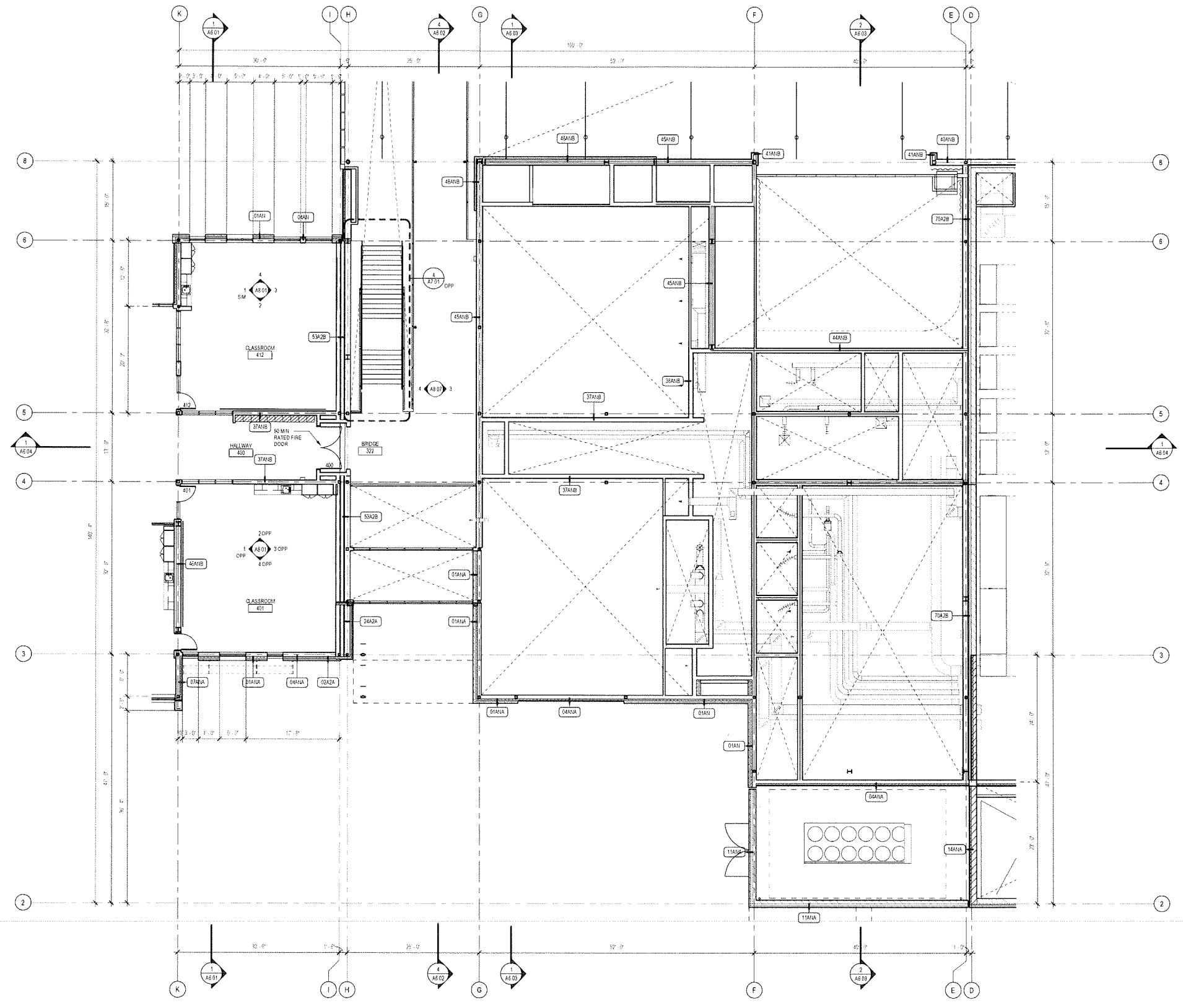
KEY PLAN

ISSUED	DATE
50% DD	01 SEP 17
DD COST ESTIMATE	02 OCT 17
DD	26 OCT 17
65% PERMIT	21 NOV 17

drawn,  
PB

checked,  
MG

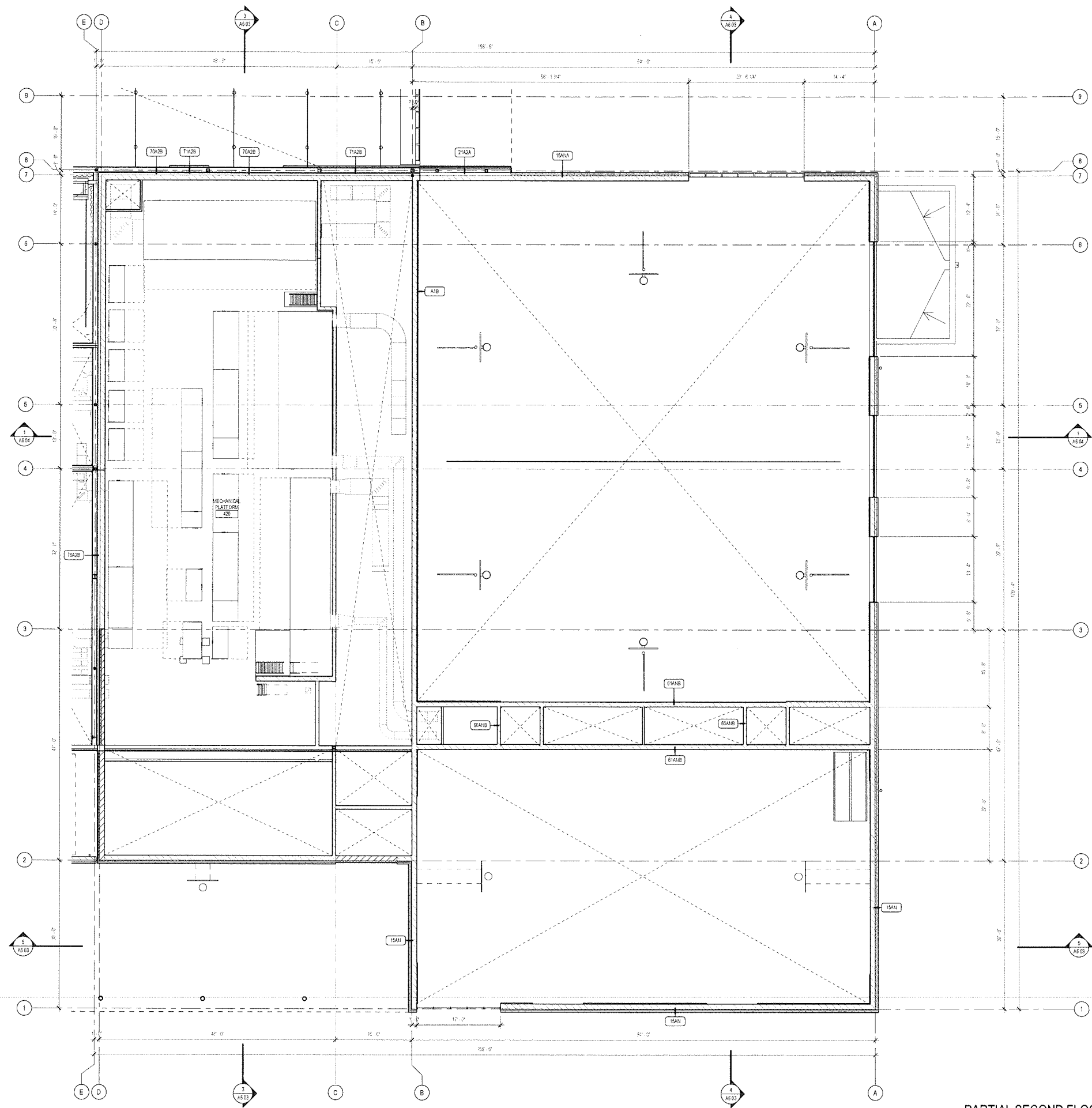
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**PARTIAL SECOND FLOOR PLAN**



1/8" = 1'-0"

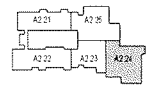


architect,  
 MGRANAHAN ARCHITECTS  
 civil engineer,  
 LPS ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUSHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

NOT FOR CONSTRUCTION

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUEWA

Project No. 1616 000  
**PARTIAL SECOND FLOOR PLAN**



KEY PLAN

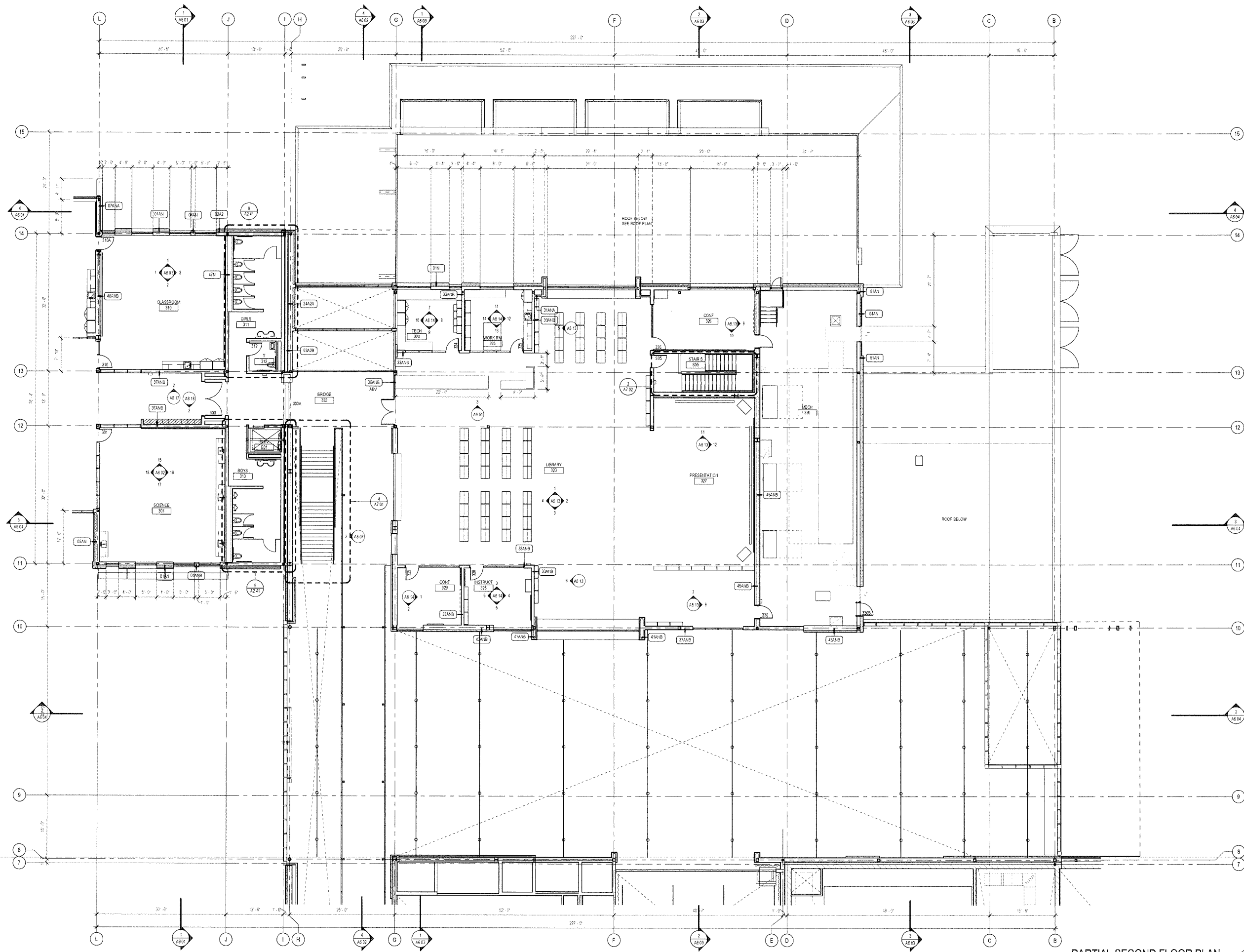
issued,  
 01 SEP 17  
 DD COST ESTIMATE,  
 02 OCT 17  
 DO,  
 25 OCT 17  
 65% PERMIT,  
 21 NOV 17

drawn,  
 PB  
 checked,  
 MG

sheet,  
**A2.24**

PARTIAL SECOND FLOOR PLAN





MES-ARFC

architect,  
MCORANAHAN ARCHITECTS

civil engineer,  
LPO ENGINEERING

landscape design,  
WEISMAN DESIGN GROUP

structural engineer,  
COUGHLIN PORTER LUNDEEN

mechanical engineer,  
METRIX ENGINEERS

electrical engineer,  
HARDIS ENGINEERS

food service,  
HALLIDAY ASSOCIATES

hazardous material,  
ARGUS PACIFIC

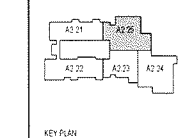
**NOT FOR CONSTRUCTION**

project,  
HIGHLAND MIDDLE SCHOOL

client,  
BELLEVUE SCHOOL DISTRICT NO. 405

location,  
BELLEVUEWA

Project No. 1616.000  
**PARTIAL SECOND FLOOR PLAN**



KEY PLAN

ISSUED,  
01 SEP 17

DD COST ESTIMATE,  
02 OCT 17

DD,  
25 OCT 17

65% PERMIT,  
21 NOV 17

drawn,  
PB

checked,  
MG

PROJECT NORTH

sheet,  
**A2.25**

architect,  
 MOGRANAHAN ARCHITECTS  
 civil engineer,  
 LFD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN-PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

**NOT FOR CONSTRUCTION**

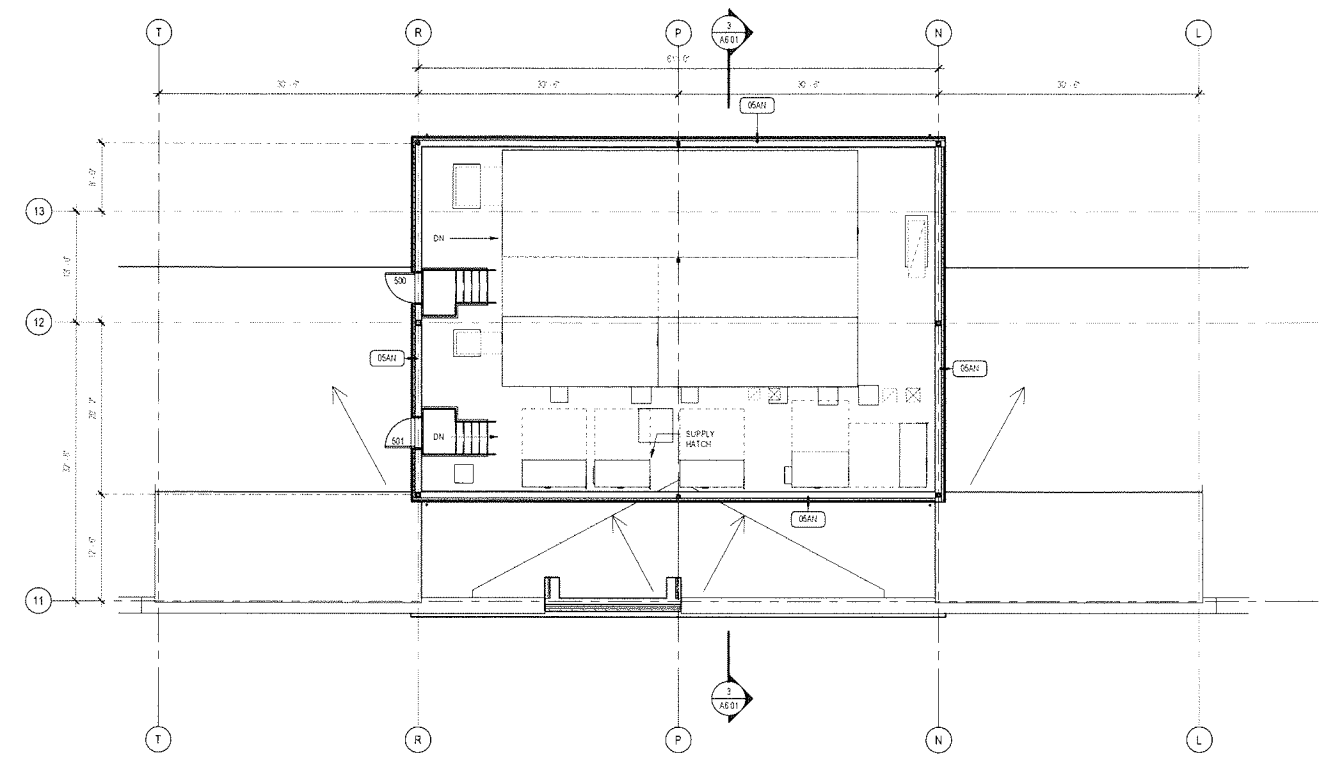
project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUEWA

Project No. 1614.000  
**PARTIAL PENTHOUSE FLOOR PLAN**

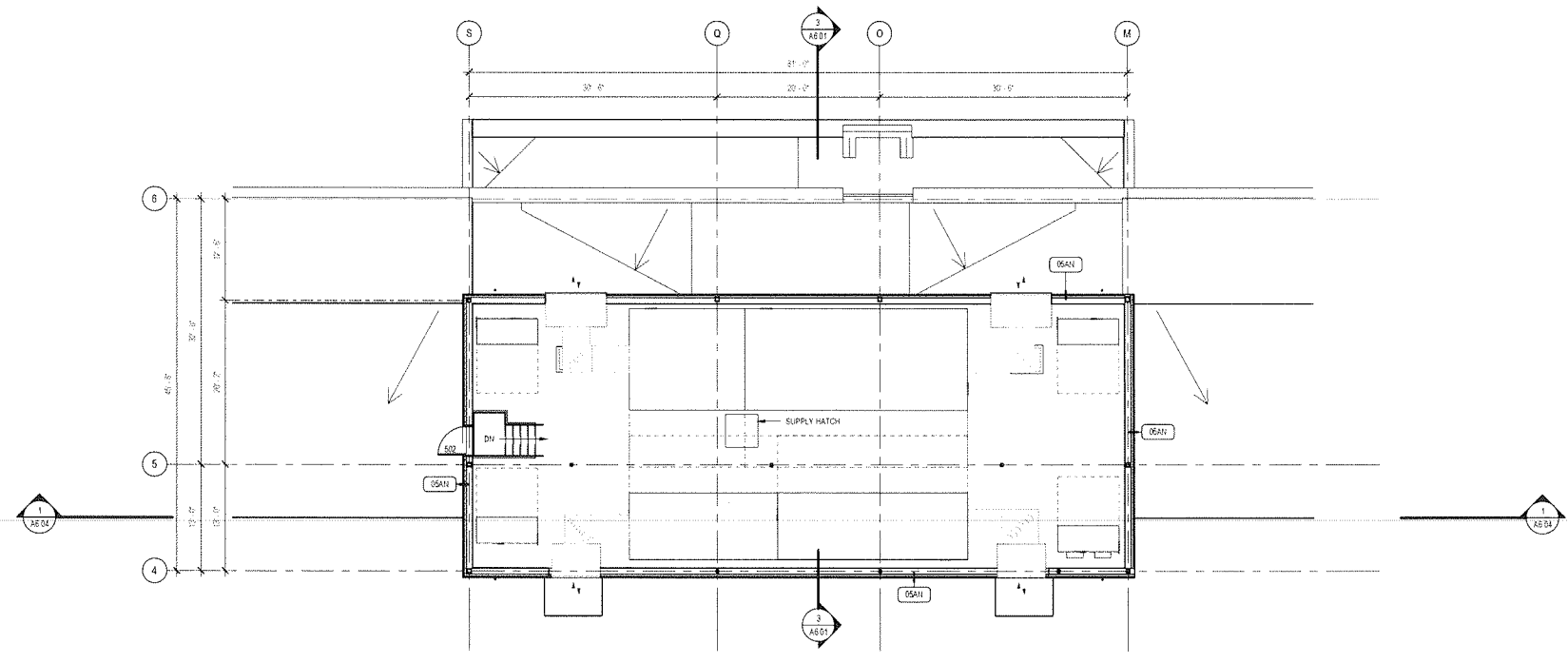
issued,  
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 DD COST ESTIMATE 02 OCT 17  
 DD 25 OCT 17  
 ASL PERMIT 21 NOV 17

drawn,  
 PB  
 checked,  
 MG

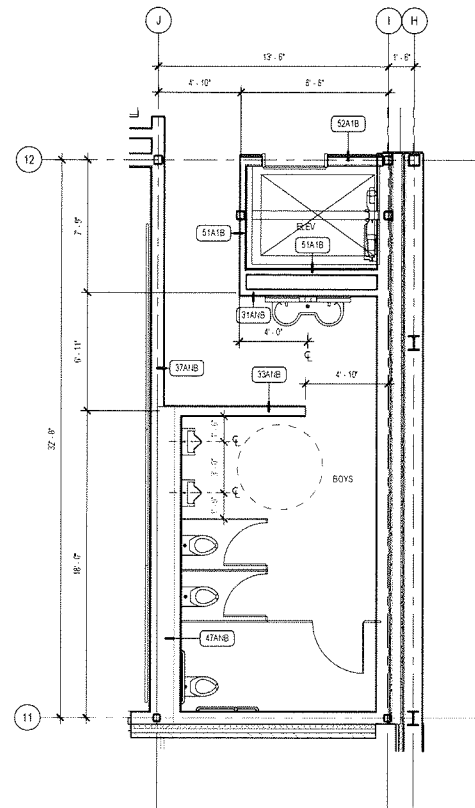
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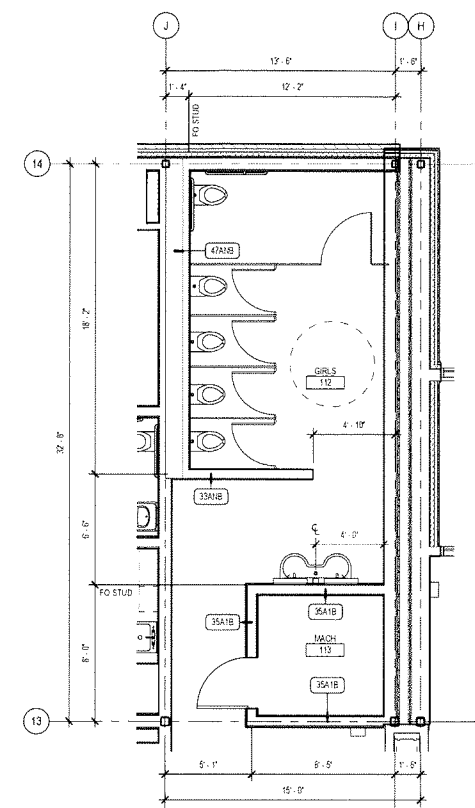
**PARTIAL PENTHOUSE 2**  
Scale: 1/8" = 1'-0" 2



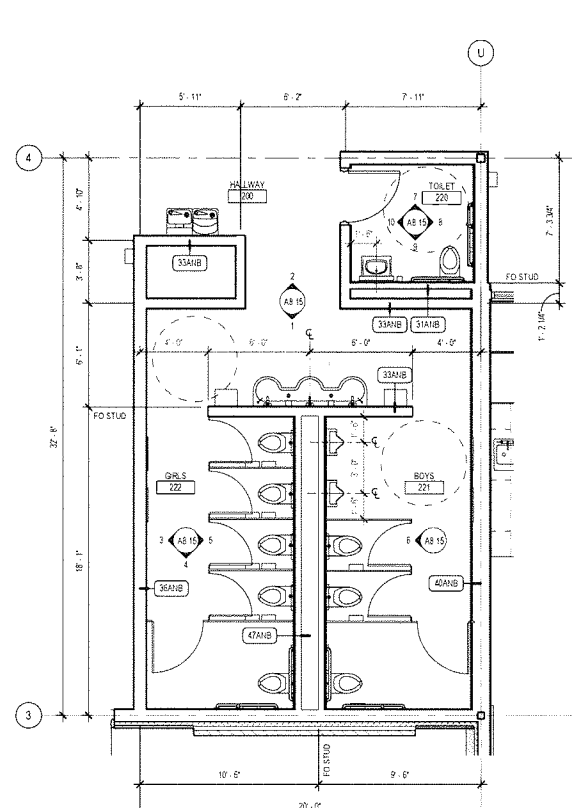
**PARTIAL PENTHOUSE 1**  
Scale: 1/8" = 1'-0" 1



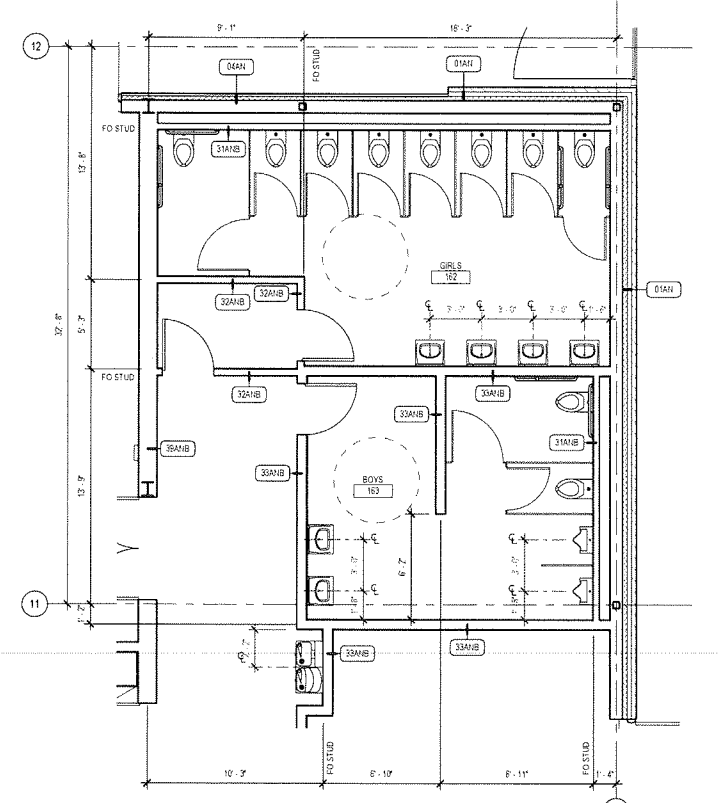
ENLARGED PLAN 9  
Scale 1/4" = 1'-0"



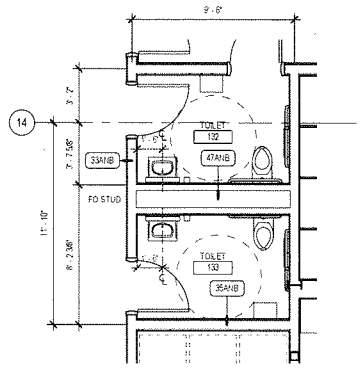
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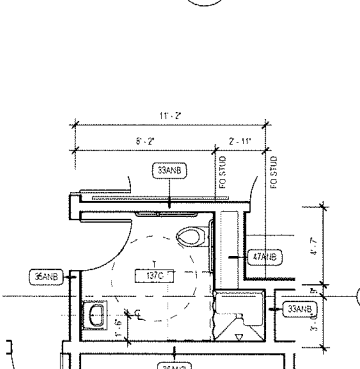
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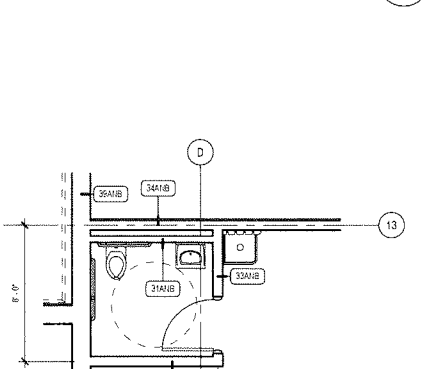
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Scale 1/4" = 1'-0"



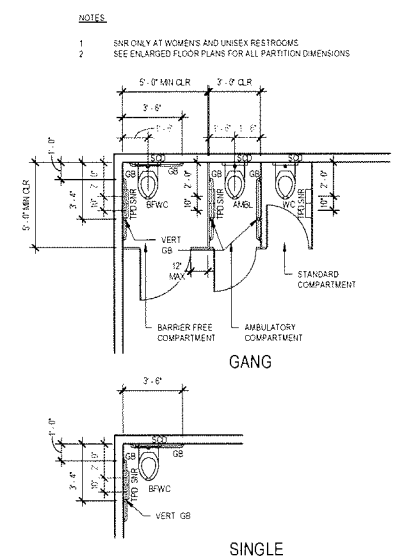
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Scale 1/4" = 1'-0"



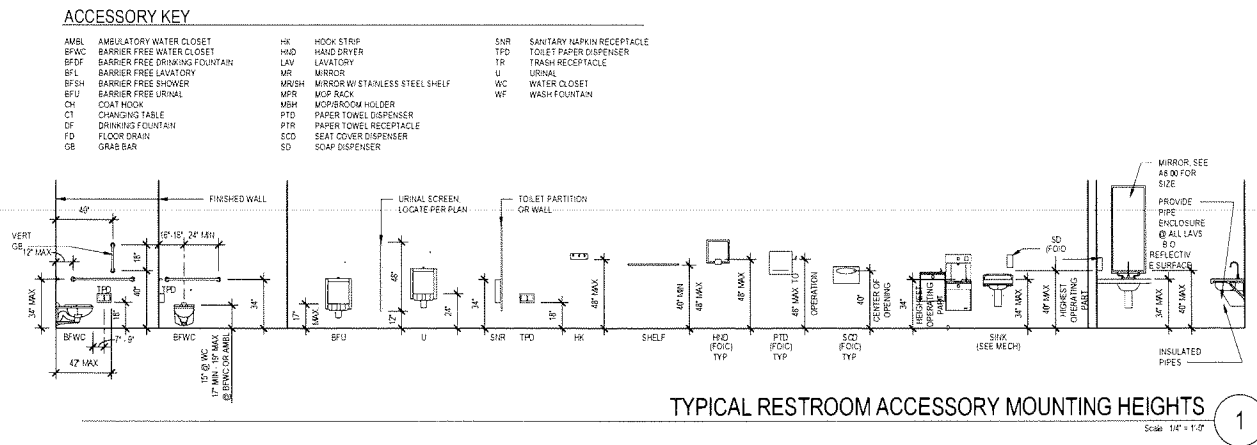
ENLARGED PLAN 4  
Scale 1/4" = 1'-0"



ENLARGED PLAN 3  
Scale 1/4" = 1'-0"



TYPICAL WATER CLOSET PLAN 2  
Scale 1/4" = 1'-0"



TYPICAL RESTROOM ACCESSORY MOUNTING HEIGHTS 1  
Scale 1/4" = 1'-0"

- SHEET NOTES**
- SEE 1 (A241) FOR TYP ACCESSORY MOUNTING HEIGHTS
  - SEE 2 (A241) FOR TYP WATER CLOSET PLANS
  - SEE FINISH PLANS & INTERIOR ELEVATIONS FOR WALL TILE COLORS
  - CONTRACTOR SHALL PROVIDE SOLID TREATED WOOD BLOCKING BEHIND ALL WALL MOUNTED ACCESSORIES
  - NOT ALL ACCESSORIES MAY BE USED
  - SEE PLANS FOR PLUMBING FIXTURES AND FLOOR DRAINS
  - SEE INTERIOR ELEVATIONS FOR FINISHES AND MATERIALS
  - SEE 5 (A251) FOR TYP FLOOR DRAIN DETAIL
  - PROVIDE WALL ACCESS PANEL AT ALL PLUMBING WALLS
  - DIMENSIONS FROM FIN FACE UNO OR SHOWN

architect,  
MORANAHAN ARCHITECTS  
civil engineer,  
LPD ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUSHUN PORTER LUNGEON  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS SERVICES  
food service,  
HALLIDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

NOT FOR CONSTRUCTION

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1616.000  
ENLARGED PLANS

issued,  
50% DD 01 SEP 17  
0% DD 02 OCT 17  
0% DD 25 OCT 17  
0% DD 21 NOV 17

drawn,  
PB  
checked,  
MG

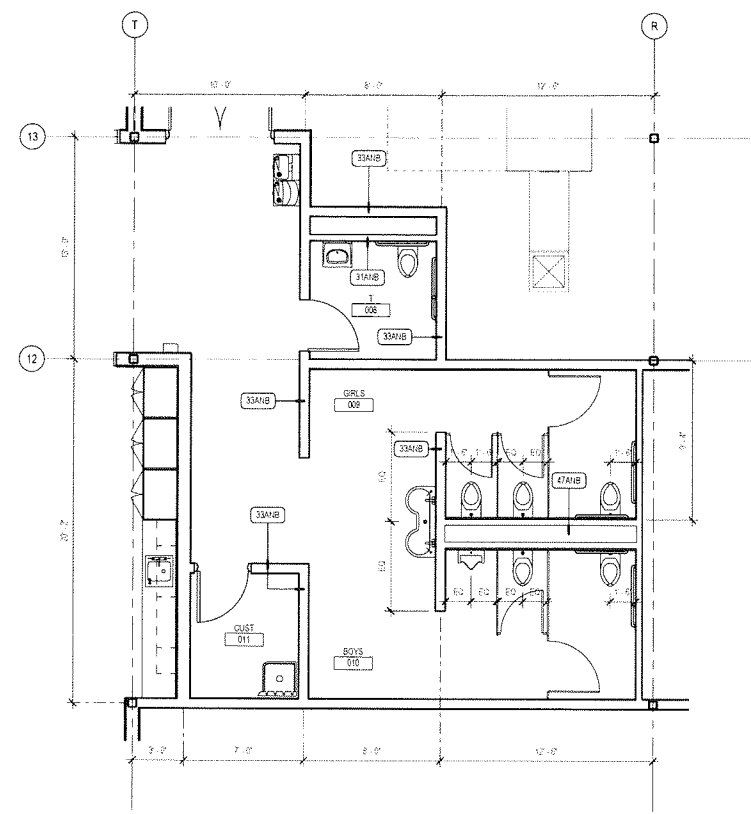
sheet,  
A2.41

architect,  
 MCGRAHAN ARCHITECTS  
 civil engineer,  
 LPD ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

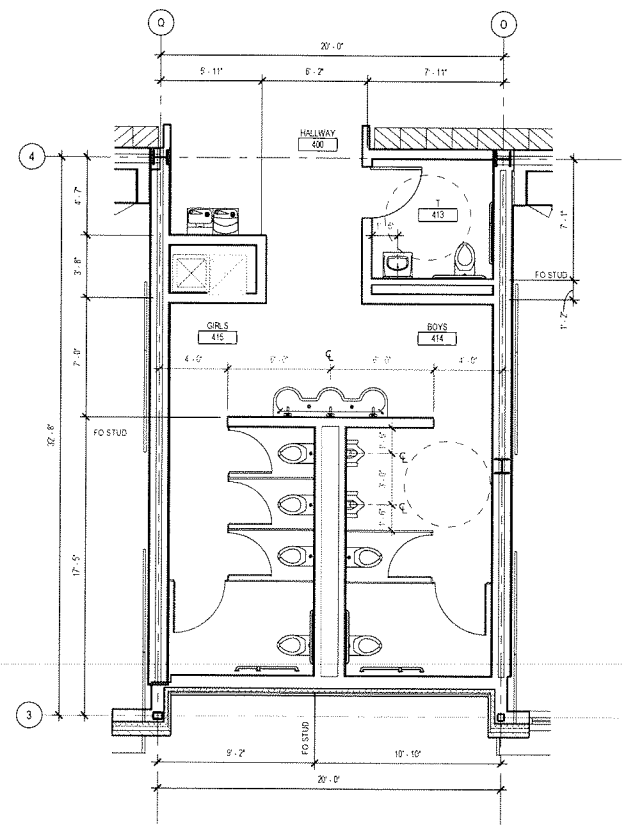
NOT FOR CONSTRUCTION

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE, WA

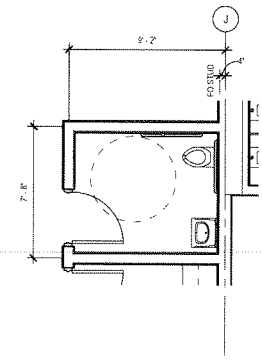
Project No. 1616.000  
**ENLARGED PLANS**



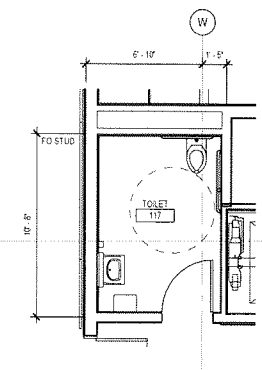
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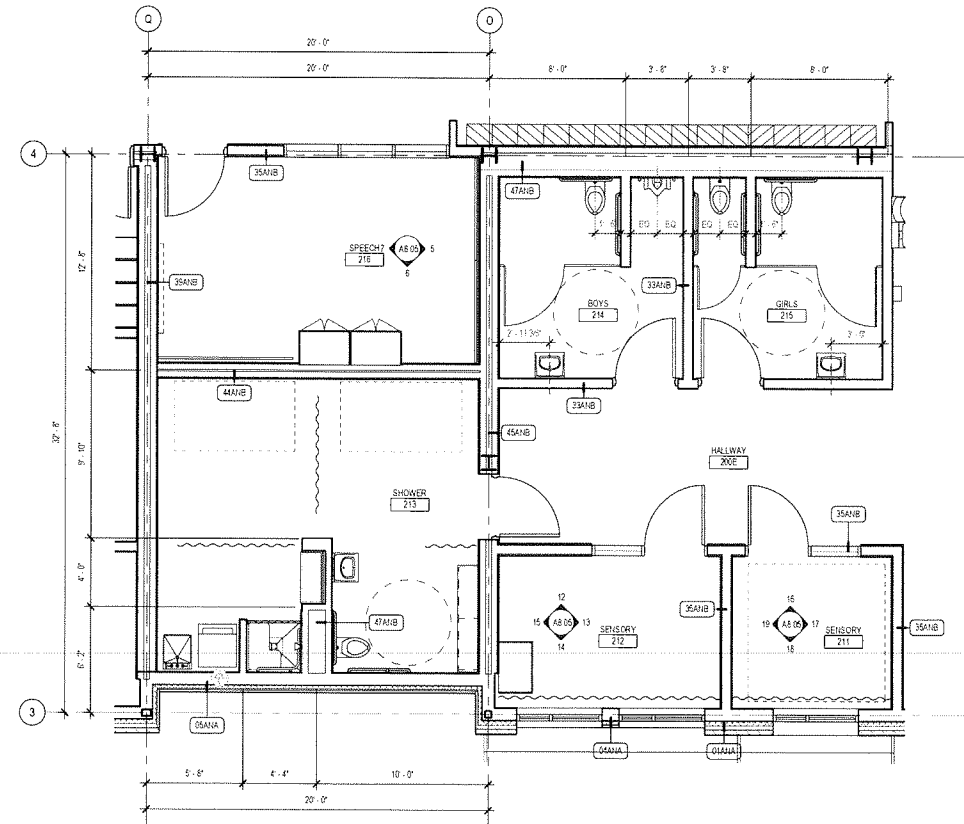
**ENLARGED PLAN 4**  
 Scale: 1/4" = 1'-0"



**ENLARGED PLAN 3**  
 Scale: 1/4" = 1'-0"



**ENLARGED PLAN 2**  
 Scale: 1/4" = 1'-0"



**ENLARGED PLAN 1**  
 Scale: 1/4" = 1'-0"

issued,  
 00 DD 01 SEP 17  
 00 COST ESTIMATE 02 OCT 17  
 DD 25 OCT 17  
 655 PERMIT 21 NOV 17

drawn,  
 PB  
 checked,  
 MG

architect,  
 MORGAN ARCHITECTS  
 civil engineer,  
 LPO ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

**NOT FOR  
 CONSTRUCTION**

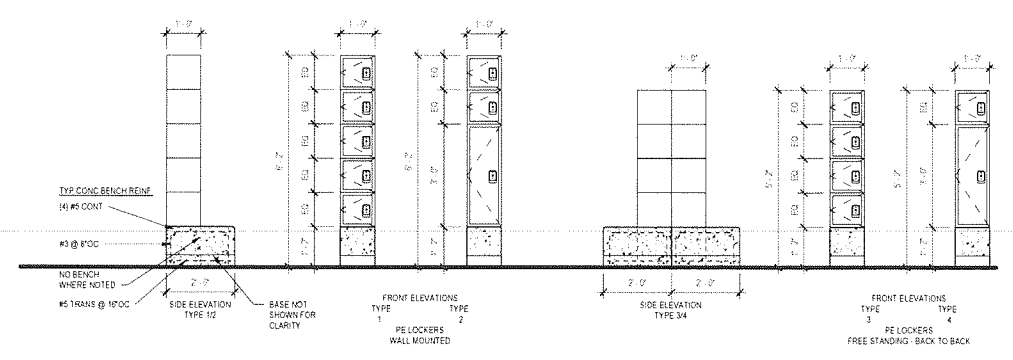
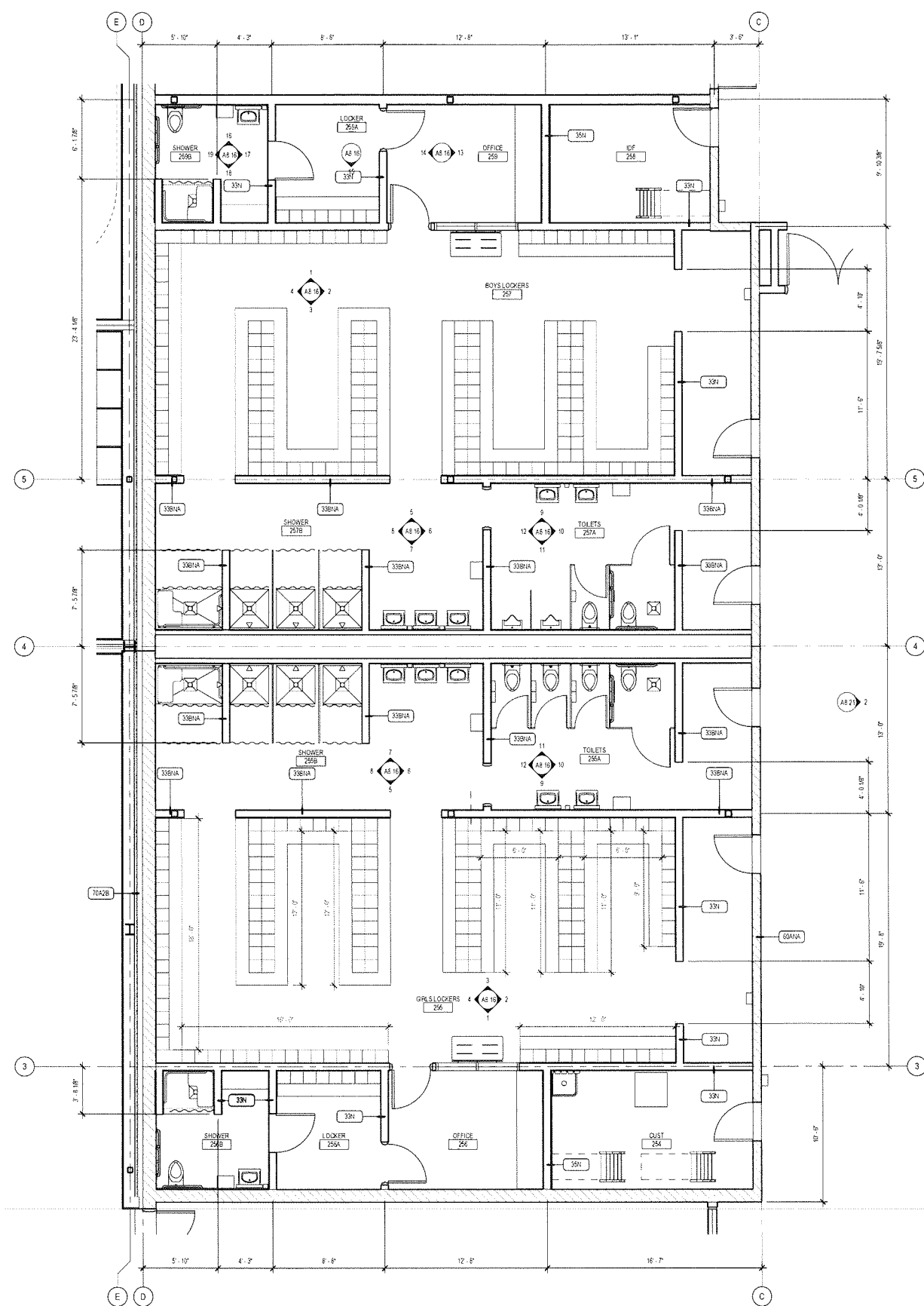
Project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE, WA

Project No. 1414.000  
**ENLARGED PLAN  
 - LOCKER ROOMS**

issued,  
 5/11/17 01 SEP 17  
 DD COST ESTIMATE 02 OCT 17  
 DD 26 OCT 17  
 ASL PERMIT 21 NOV 17

drawn,  
 PB  
 checked,  
 MG

sheet,  
**A2.43**



**LOCKER TYPES**  
 Scale: 1/2" = 1'-0" **2**

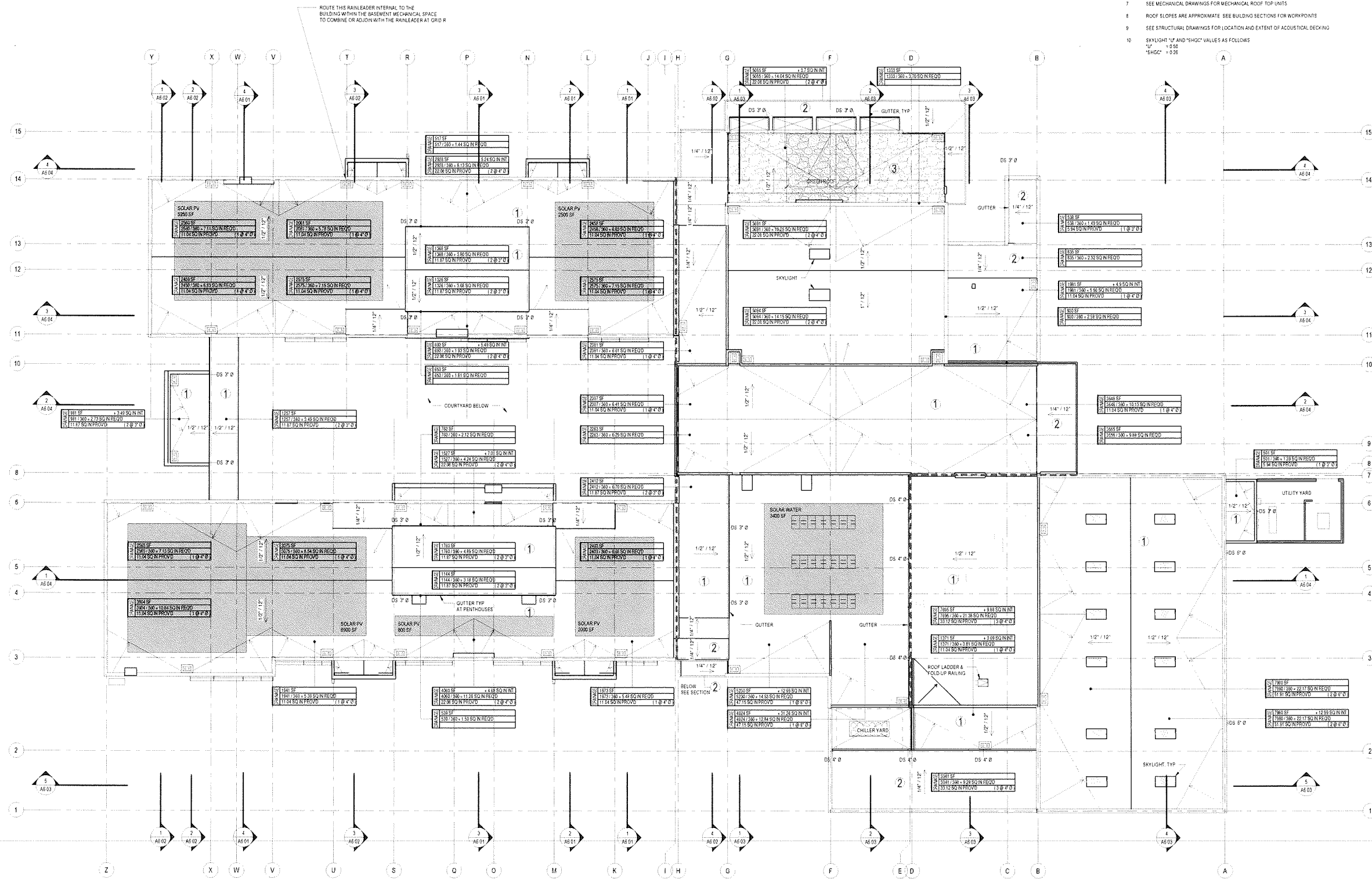
**ENLARGED PLAN**  
 Scale: 1/4" = 1'-0" **1**

ROOF ASSEMBLIES



ROOF PLAN GENERAL NOTES

- SMACNA ARCHITECTURAL SHEET MTL MANUAL - LATEST EDITION USED AS BASIS OF DESIGN WITH CALCULATED ROOF AREA DRAINED PER DOWNSPOUT AREA EQUAL TO 360 SQ FT PER SQ IN
- ALL DOWNSPOUT SIZES NOTED ARE INSIDE DIAMETER AND ARE GALV STL PIPE TYP UNO
- SEE [Symbol] FOR TYPICAL ATTACHMENT DETAIL
- DOWNSPOUT LOCATIONS ARE APPROXIMATE. SEE BUILDING ELEVATIONS FOR LOCATIONS
- PROVIDE GUTTER EXPANSION JOINTS AND SPLASH PANS PER SMACNA STANDARDS
- SEE [Symbol] FOR TYPICAL MECHANICAL CURB DETAIL
- ALL ROOF ASSEMBLIES TO BE TYPE 1 UNLESS NOTED OTHERWISE
- SEE MECHANICAL DRAWINGS FOR MECHANICAL ROOF TOP UNITS
- ROOF SLOPES ARE APPROXIMATE. SEE BUILDING SECTIONS FOR WORKPOINTS
- SEE STRUCTURAL DRAWINGS FOR LOCATION AND EXTENT OF ACoustICAL DECKING
- SKYLIGHT "L" AND "SHGC" VALUES AS FOLLOWS  
"L" = 0.50  
"SHGC" = 0.28



NOT FOR CONSTRUCTION

Project: HIGHLAND MIDDLE SCHOOL  
client: BELLEVUE SCHOOL DISTRICT NO 405  
location: BELLEVUE WA  
Project No: 1614-000

ROOF PLAN

ISSUED: 22 DEC 16  
SO COST ESTIMATE: 17 JAN 17  
50 PERMIT: 29 MAR 17  
50 REDESIGN: 19 JUN 17  
REVISED 30A PERMIT: 25 JUL 17  
50A DD: 01 SEP 17  
DD COST ESTIMATE: 08 OCT 17  
DD: 25 OCT 17  
65A PERMIT: 21 NOV 17

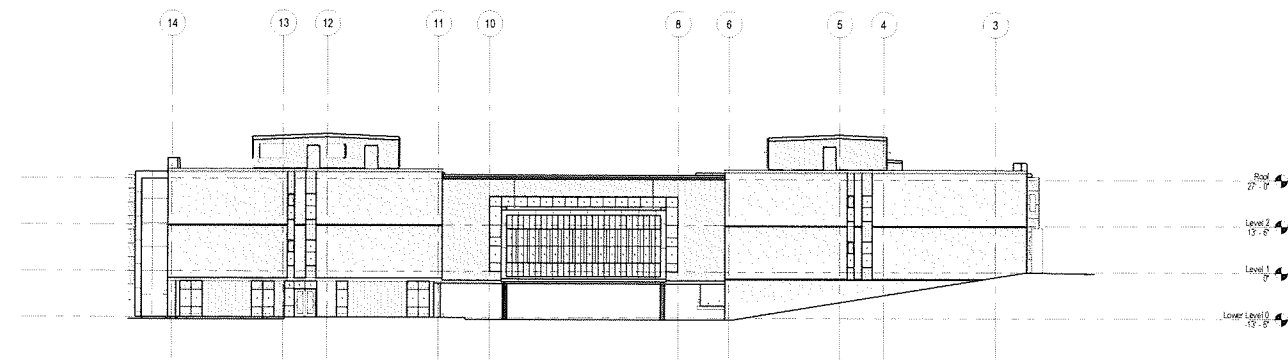
drawn: BS

checked: HG

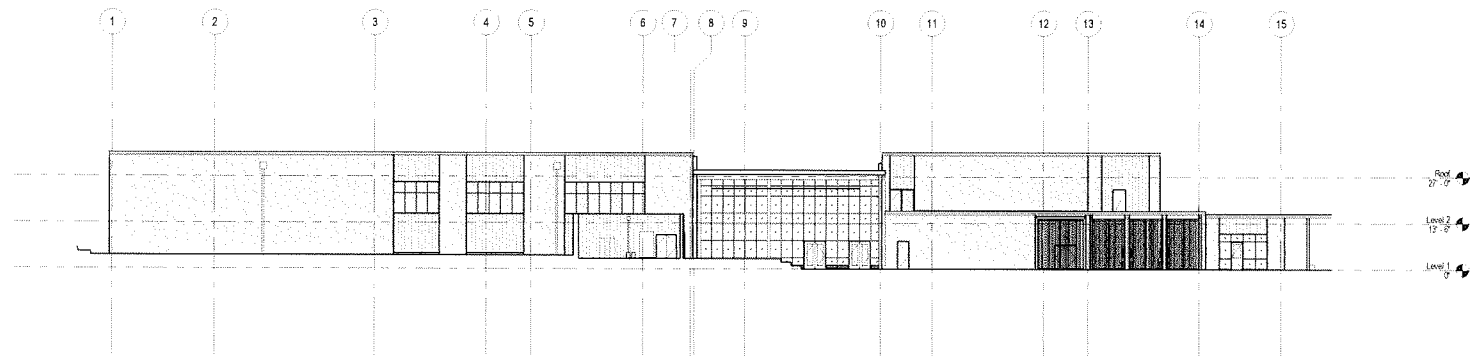
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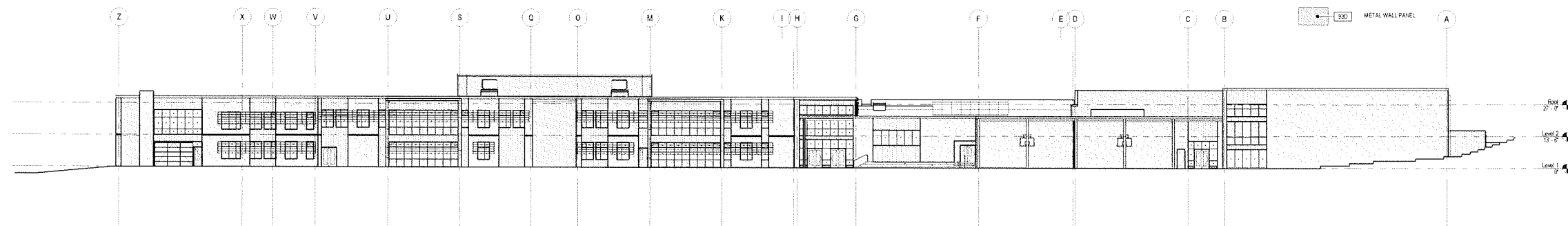




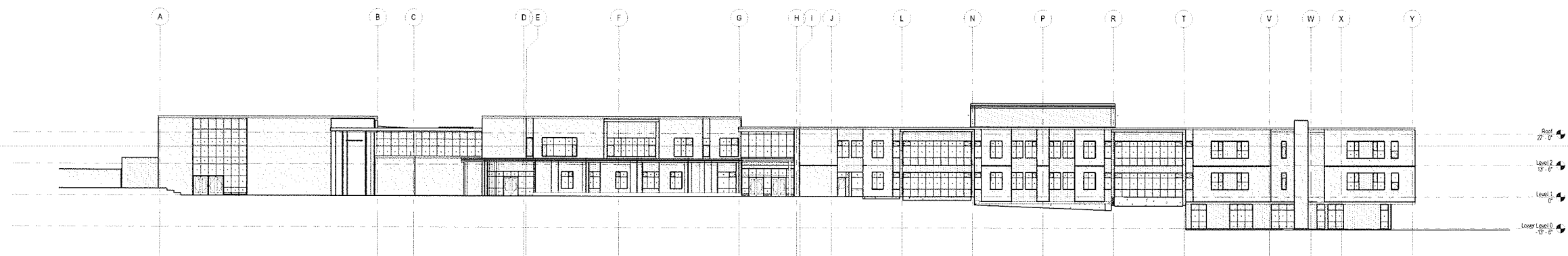
OVERALL WEST EXTERIOR ELEVATION 4  
Scale: 1" = 20'-0"



OVERALL EAST EXTERIOR ELEVATION 3  
Scale: 1" = 20'-0"

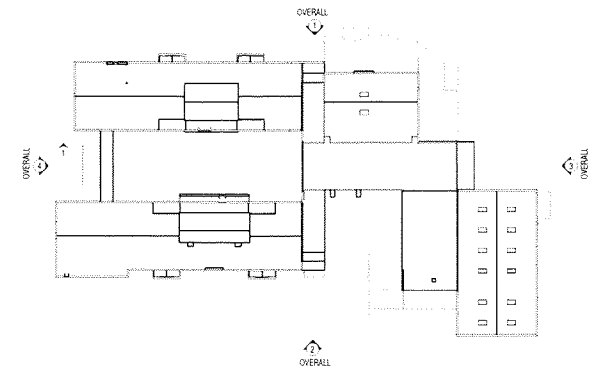


OVERALL SOUTH EXTERIOR ELEVATION 2  
Scale: 1" = 20'-0"



OVERALL NORTH EXTERIOR ELEVATION 1  
Scale: 1" = 20'-0"

KEY PLAN:



GENERAL NOTES: (SHEETS AS SHOWN)  
 1. SEE A10 SERIES FOR STOREFRONT, CURTAINWALL AND LOUVER TYPES  
 2. SEE SHEET A8.00 FOR FINISH AND COLOR DESIGNATIONS  
 3. SEE [Symbol] FOR AIR BARRIER SYSTEM DETAILS

FINISH LEGEND:

- [Symbol] B1A BRICK
- [Symbol] B1B ACCENT BRICK UNO
- [Symbol] B3A METAL WALL PANEL UNO
- [Symbol] B3B METAL WALL PANEL UNO
- [Symbol] B3C METAL WALL PANEL UNO
- [Symbol] B3A SEALED CONCRETE
- [Symbol] GLAZING - CLEAR
- [Symbol] GLAZING - TRANSLUCENT
- [Symbol] GLAZING - SPANDREL
- [Symbol] METAL - SPANDREL
- [Symbol] B50 METAL WALL PANEL

architect,  
MGRANAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WESMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

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project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

Project No. 1614.000  
OVERALL EXTERIOR ELEVATIONS

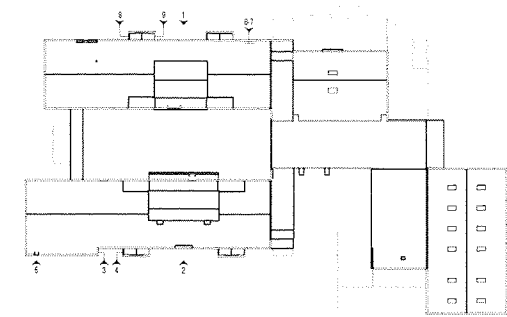
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SD COST ESTIMATE 22 DEC 16  
SD 17 JAN 17  
35 PERMIT 29 MAR 17  
SD REDESIGN 19 JUN 17  
REVISED 35 PERMIT 25 JUL 17  
501 DO 01 SEP 17  
DD COST ESTIMATE 02 OCT 17  
DD 25 OCT 17  
451 PERMIT 21 NOV 17

drawn,  
BS

checked,  
MS

sheet  
A5.01

KEY PLAN:



- architect, MCGRANAHAN ARCHITECTS
- civil engineer, LPO ENGINEERING
- landscape design, WEISMAN DESIGN GROUP
- structural engineer, COUGHLIN PORTER LUNDEEN
- mechanical engineer, METRIX ENGINEERS
- electrical engineer, HARGIS ENGINEERS
- food service, HALLIDAY ASSOCIATES
- hazardous material, ARJUS PACIFIC

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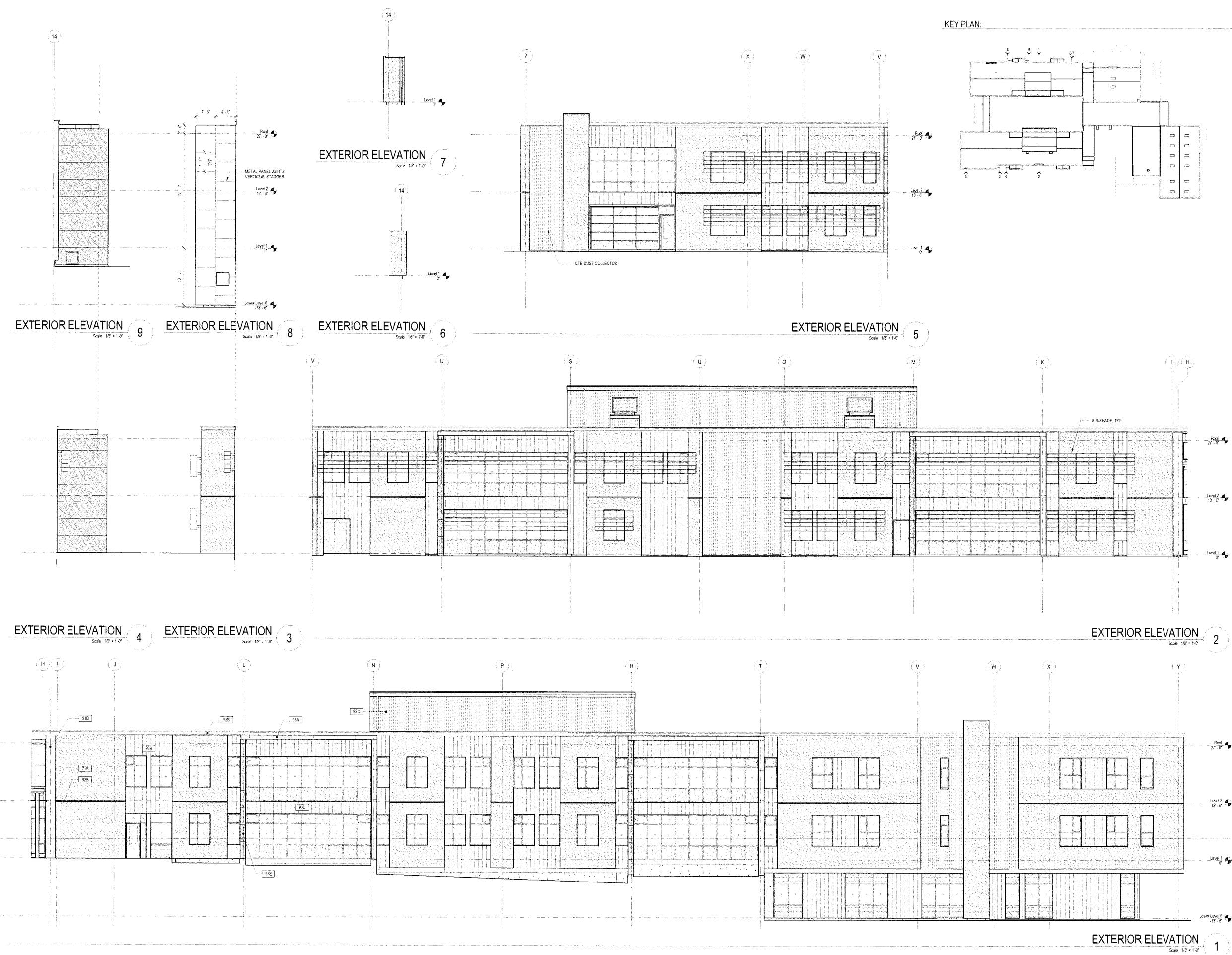
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 CLIENT, BELLEVUE SCHOOL DISTRICT NO. 405  
 LOCATION, BELLEVUE, WA

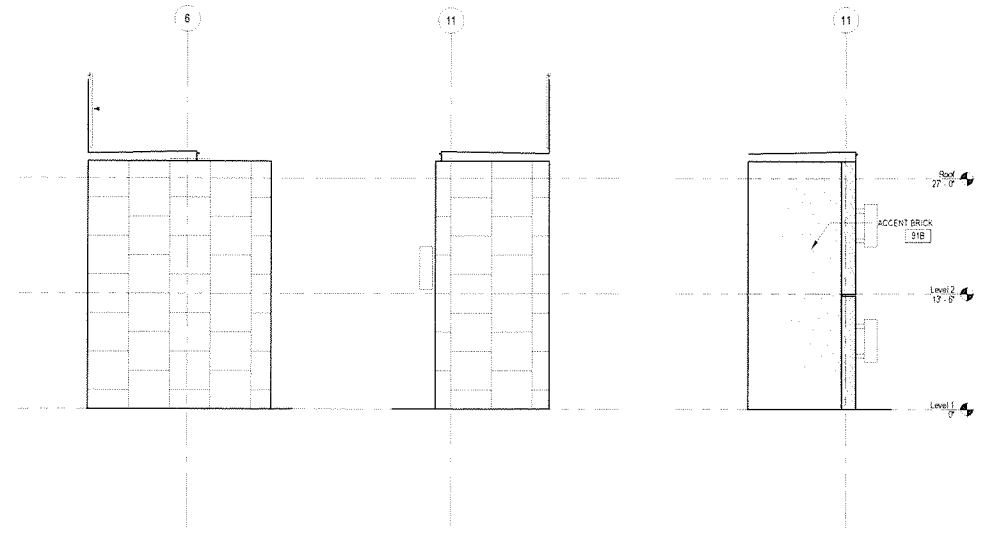
Project No. 1616.000  
**PARTIAL EXTERIOR ELEVATIONS**

ISSUED, 01 SEP 17  
 501 DD, 02 OCT 17  
 DD COST ESTIMATE, 25 OCT 17  
 DD, 23 NOV 17  
 651 PERMIT

drawn, BS  
 checked, MS

sheet, **A5.02**

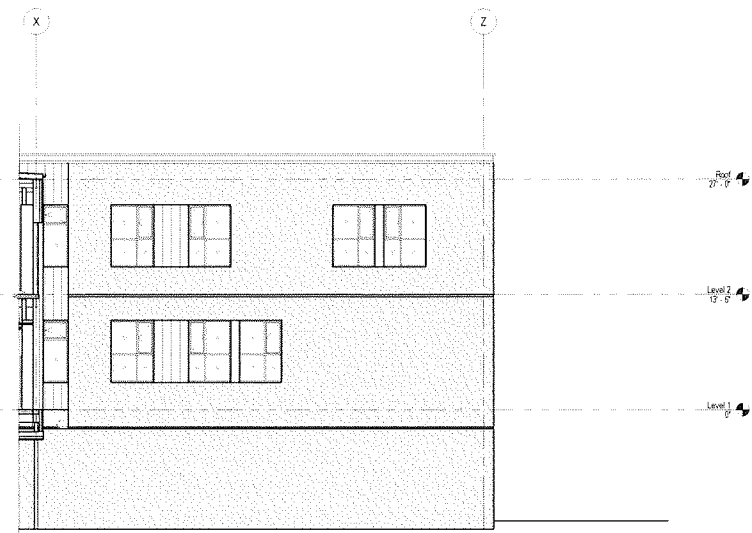




EXTERIOR ELEVATION 6  
Scale: 1/8" = 1'-0"

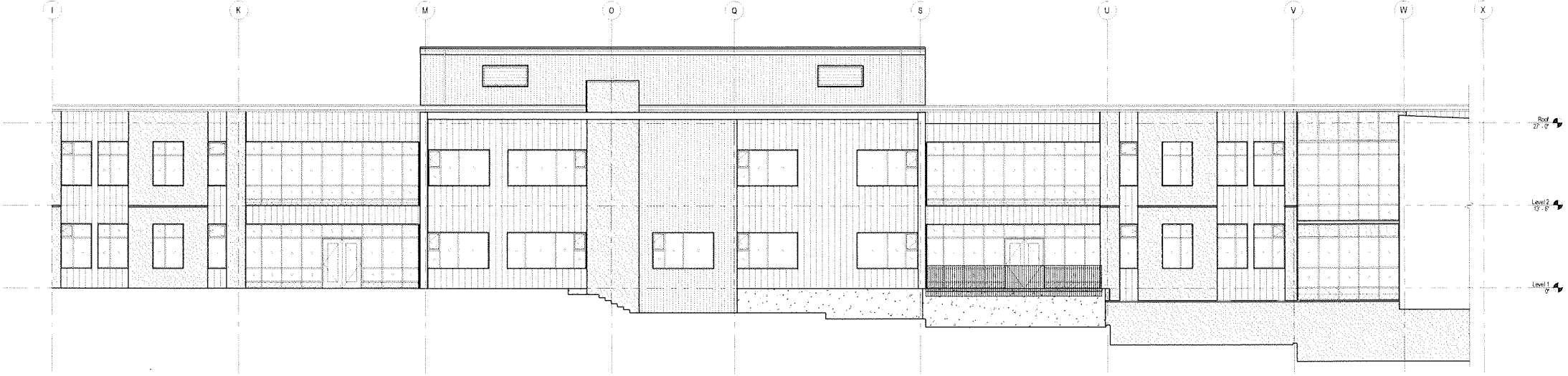
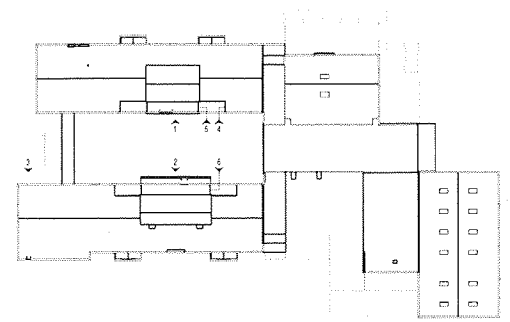
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Scale: 1/8" = 1'-0"

EXTERIOR ELEVATION 4  
Scale: 1/8" = 1'-0"

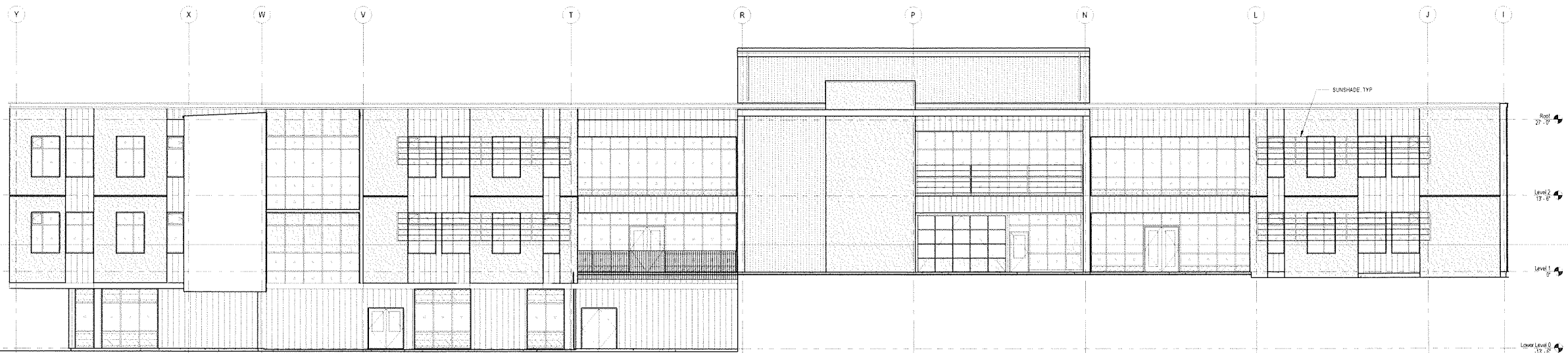


EXTERIOR ELEVATION 3  
Scale: 1/8" = 1'-0"

KEY PLAN:



EXTERIOR ELEVATION 2  
Scale: 1/8" = 1'-0"



EXTERIOR ELEVATION 1  
Scale: 1/8" = 1'-0"

architect,  
MGRANAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNGEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
HALLIDAY ASSOCIATES  
hazardous material,  
ARGUS PACIFIC

NOT FOR  
CONSTRUCTION

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

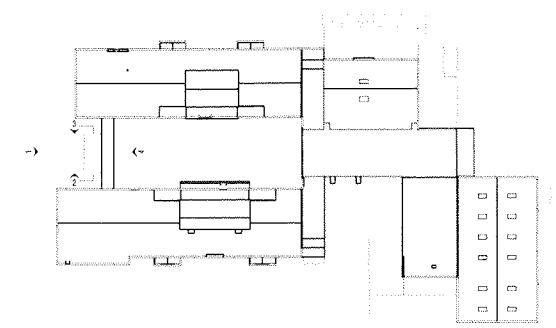
Project No. 1614.000  
PARTIAL  
EXTERIOR  
ELEVATIONS

issued,  
50% DD 01 SEP 17  
60% COST ESTIMATE 05 OCT 17  
65% PERMIT 25 OCT 17  
65% PERMIT 21 NOV 17

drawn,  
BS  
checked,  
MS

sheet  
A5.03

KEY PLAN:

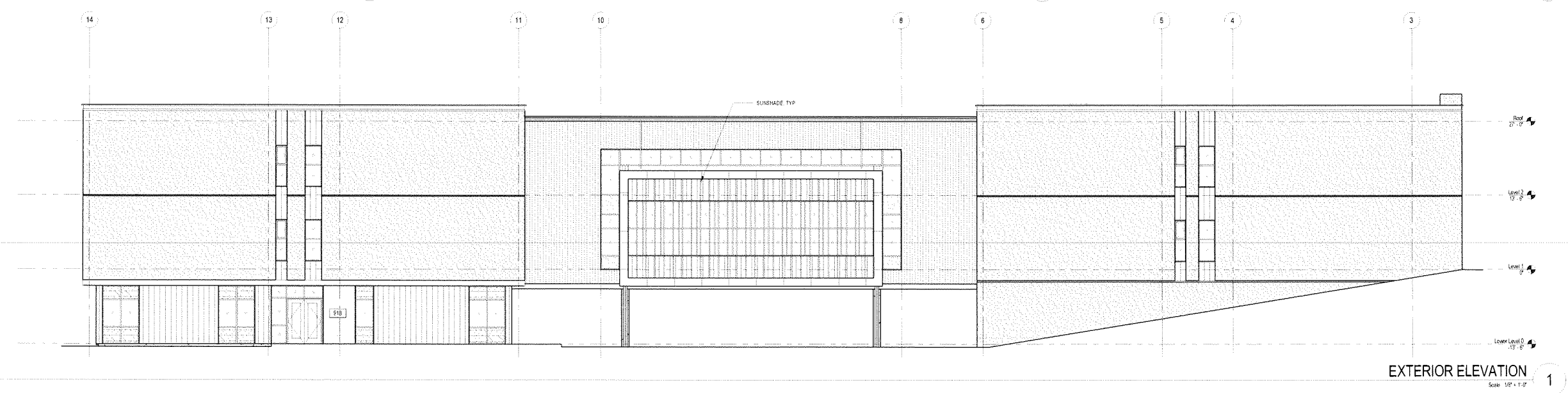
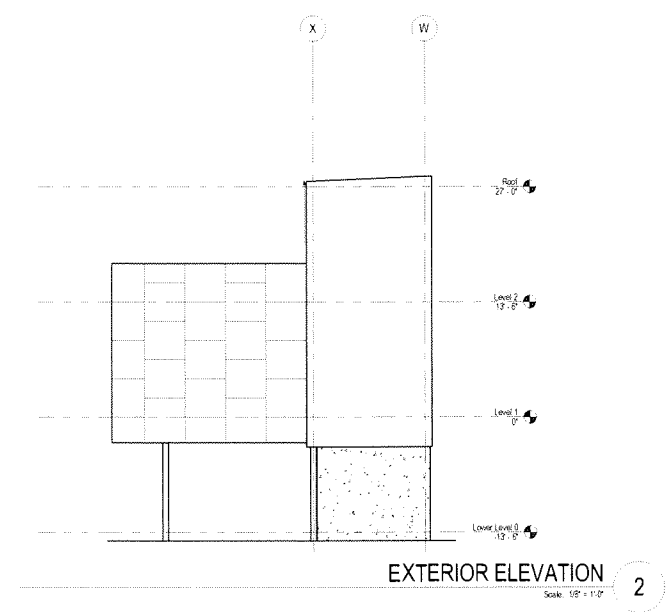
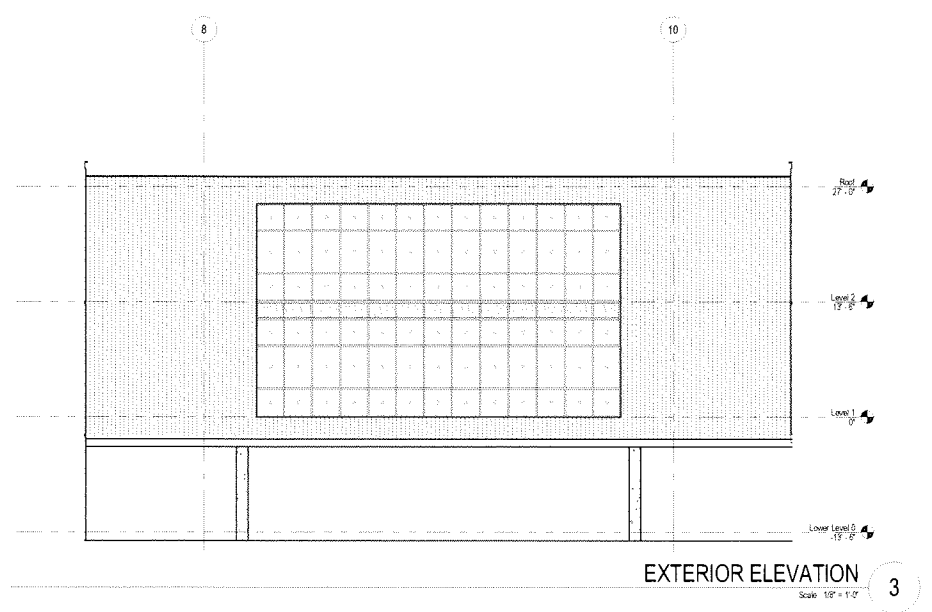
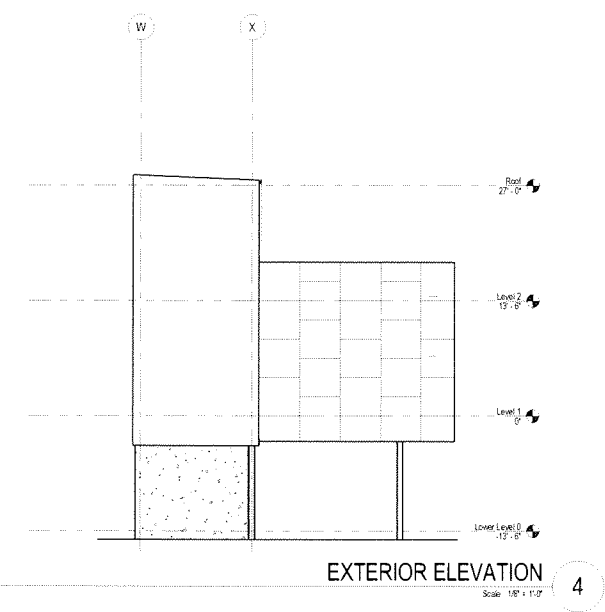


- architect, MCGRATH ARCHITECTS
- civil engineer, LPD ENGINEERING
- landscape design, WEISMAN DESIGN GROUP
- structural engineer, COUGHLIN PORTER LUNDEN
- mechanical engineer, METRIX ENGINEERS
- electrical engineer, HARDIS ENGINEERS
- food service, HALLIDAY ASSOCIATES
- hazardous material, ARGUS PACIFIC

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project, HIGHLAND MIDDLE SCHOOL  
 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE WA

Project No. 1616 000  
**PARTIAL EXTERIOR ELEVATIONS**

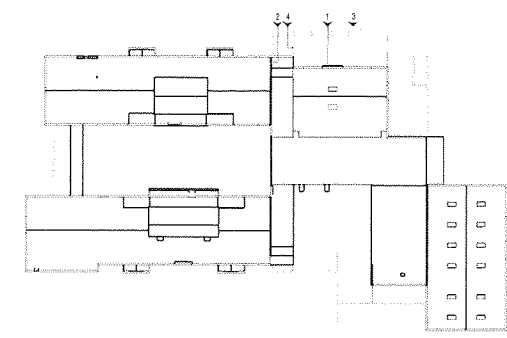


issued,	01 SEP 17
50% DD	02 OCT 17
DD COST ESTIMATE	26 OCT 17
DD	21 NOV 17
65% PERMIT	

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 checked, MG

sheet A5.04

KEY PLAN:



- architect, MOGRANAHAN ARCHITECTS
- civil engineer, LPD ENGINEERING
- landscape design, WEISMAN DESIGN GROUP
- structural engineer, COUGHLIN PORTER LUNDEEN
- mechanical engineer, METRIX ENGINEERS
- electrical engineer, HARGIS ENGINEERS
- food service, HALLIDAY ASSOCIATES
- hazardous material, ARGUS PACIFIC

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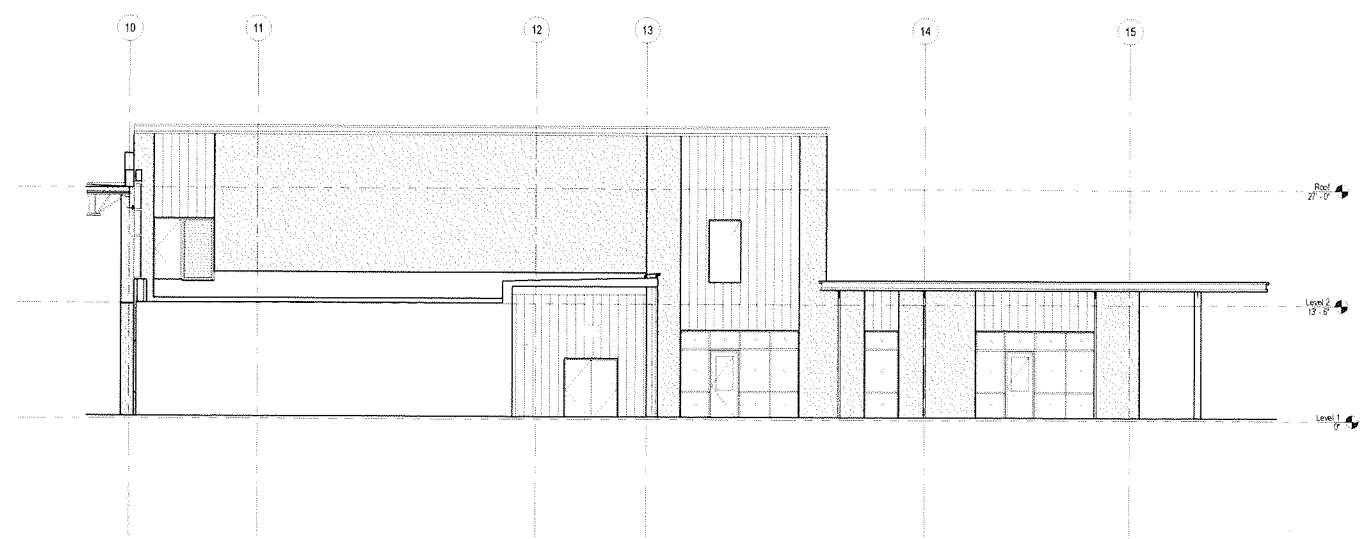
project, HIGHLAND MIDDLE SCHOOL  
 client, BELLEVUE SCHOOL DISTRICT NO. 405  
 location, BELLEVUE, WA

Project No. 1614.000  
**PARTIAL EXTERIOR ELEVATIONS**

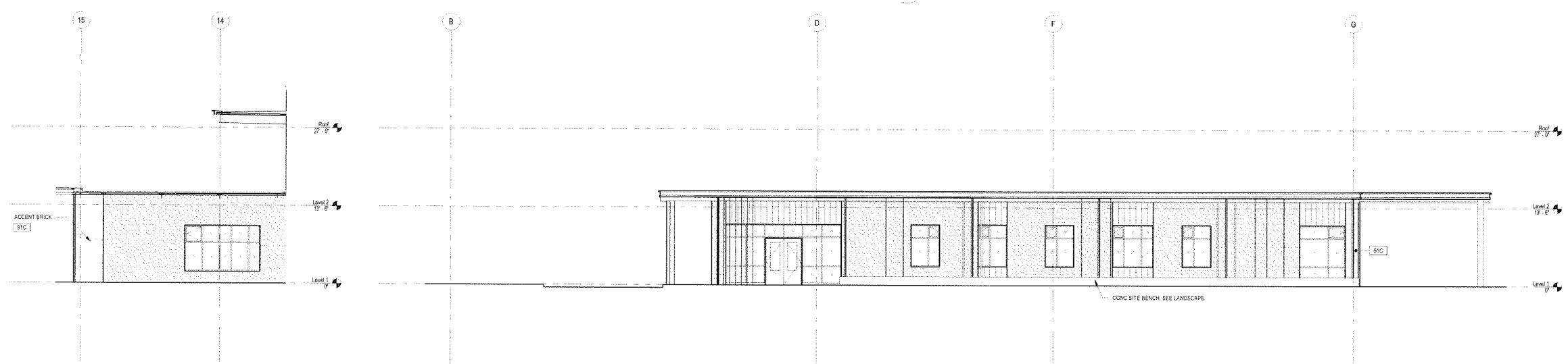
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50% DD	01 SEP 17
00 COST ESTIMATE	02 OCT 17
DD	25 OCT 17
65% PERMIT	21 NOV 17

drawn, BS  
 checked, MG

sheet **A5.05**

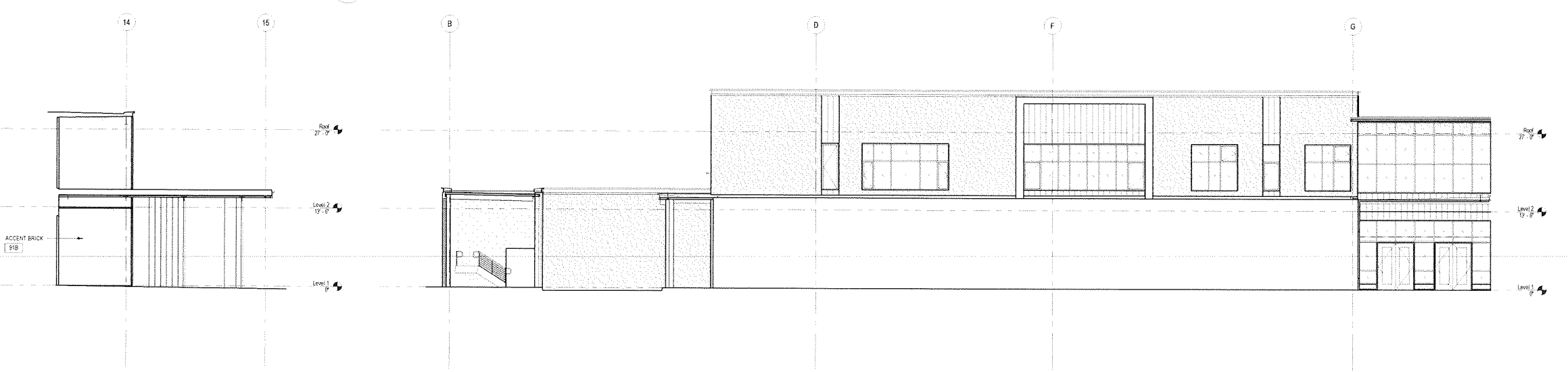


EXTERIOR ELEVATION 5  
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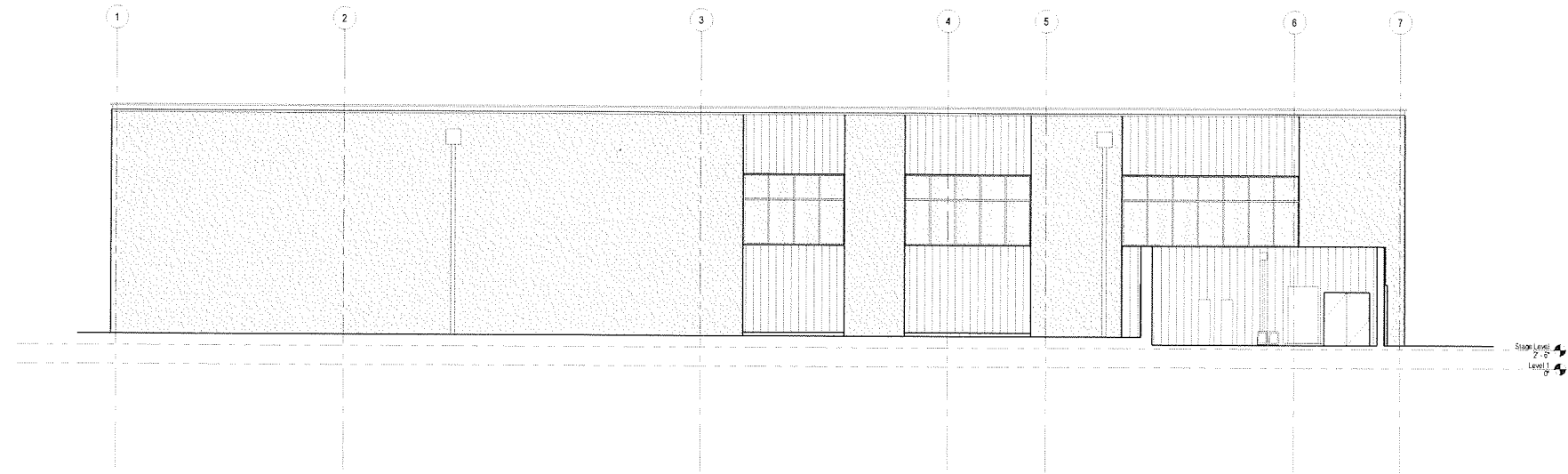
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EXTERIOR ELEVATION 3  
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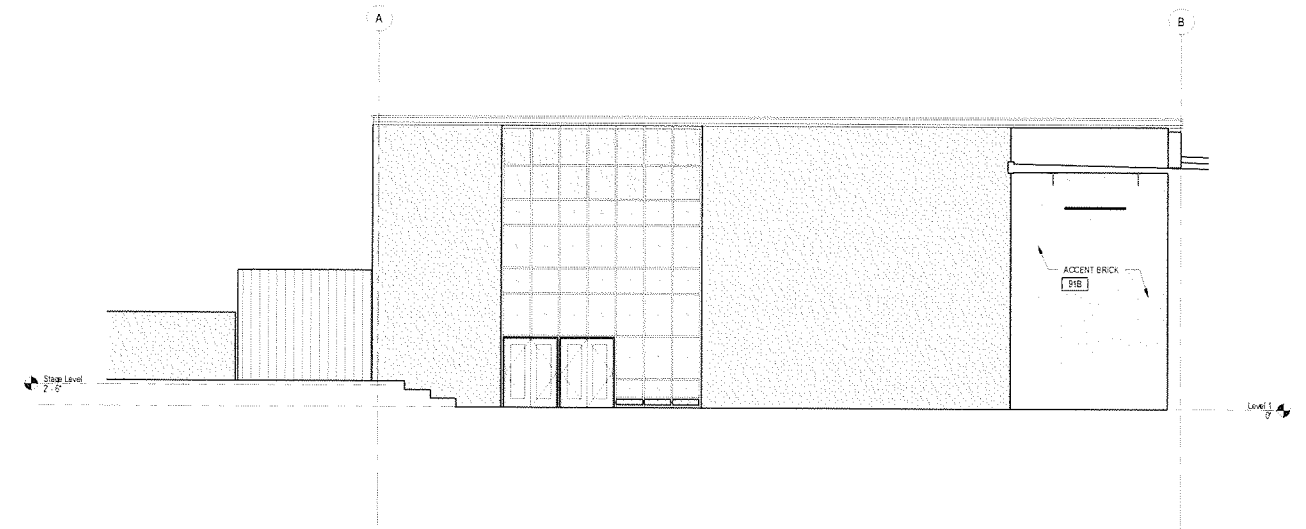


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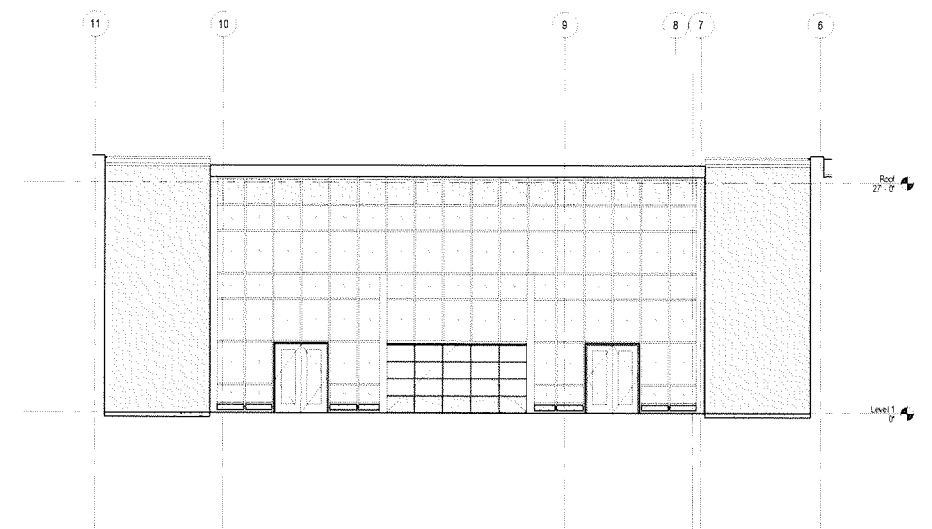
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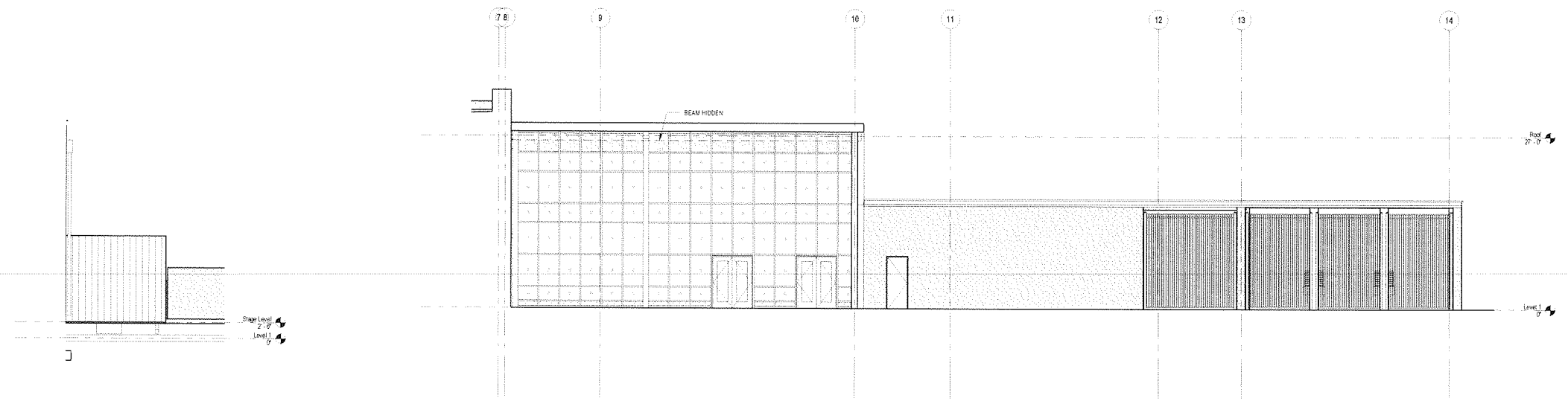
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Scale: 1/8" = 1'-0"



EXTERIOR ELEVATION 4  
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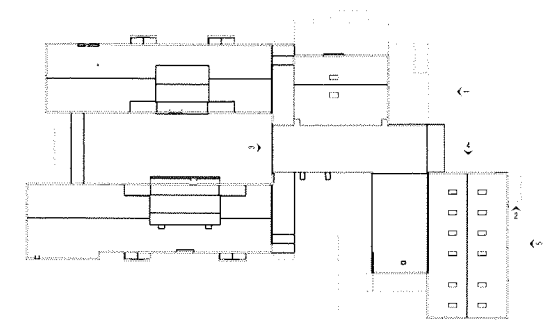
EXTERIOR ELEVATION 3  
Scale: 1/8" = 1'-0"



EXTERIOR ELEVATION 2  
Scale: 1/8" = 1'-0"

EXTERIOR ELEVATION 1  
Scale: 1/8" = 1'-0"

KEY PLAN:



architect,  
MCGRAMAHAN ARCHITECTS  
civil engineer,  
LPO ENGINEERING  
landscape design,  
WEISMAN DESIGN GROUP  
structural engineer,  
COUGHLIN PORTER LUNDEEN  
mechanical engineer,  
METRIX ENGINEERS  
electrical engineer,  
HARGIS ENGINEERS  
food service,  
MALLIDAY ASSOCIATES  
hazardous material,  
ARBUS PACIFIC

NOT FOR  
CONSTRUCTION

project,  
HIGHLAND MIDDLE SCHOOL  
client,  
BELLEVUE SCHOOL DISTRICT NO. 405  
location,  
BELLEVUE, WA

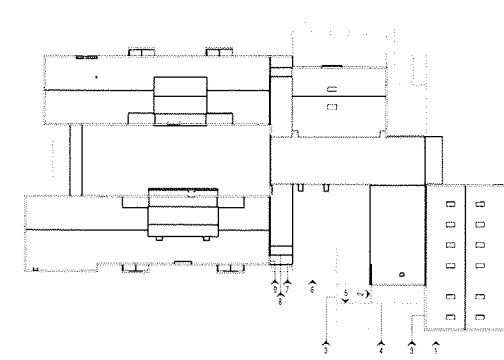
Project No. 1614.000  
PARTIAL  
EXTERIOR  
ELEVATIONS

Issue #	
001 DD	01 SEP 17
002 COST ESTIMATE	02 OCT 17
003	25 OCT 17
004 PERMIT	21 NOV 17

drawn,  
BS  
checked,  
MG  
sheet

A5.06

KEY PLAN:



architect,  
 MGRANAHAN ARCHITECTS  
 civil engineer,  
 LPO ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUGHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARGIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARGUS PACIFIC

NOT FOR CONSTRUCTION

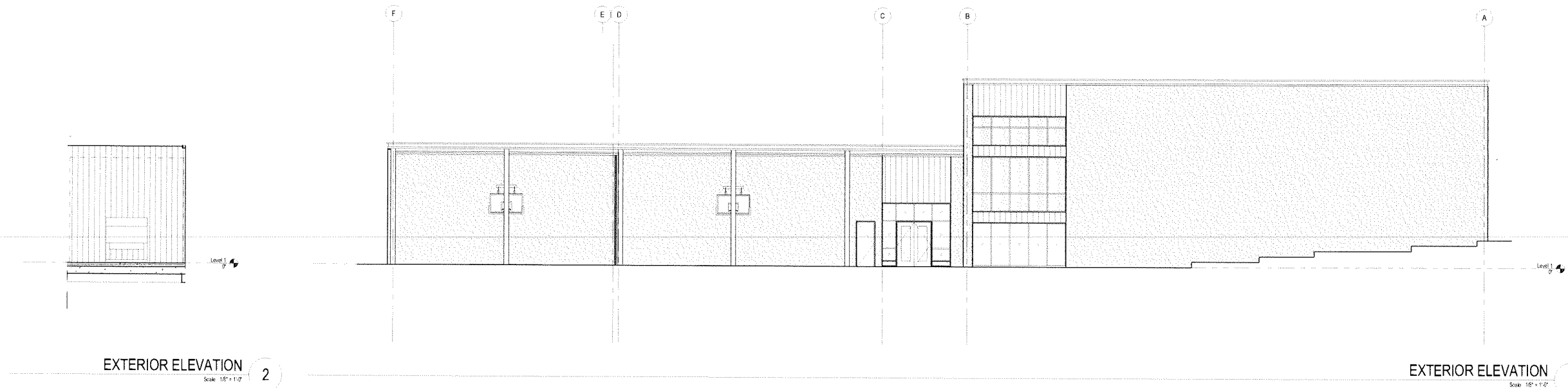
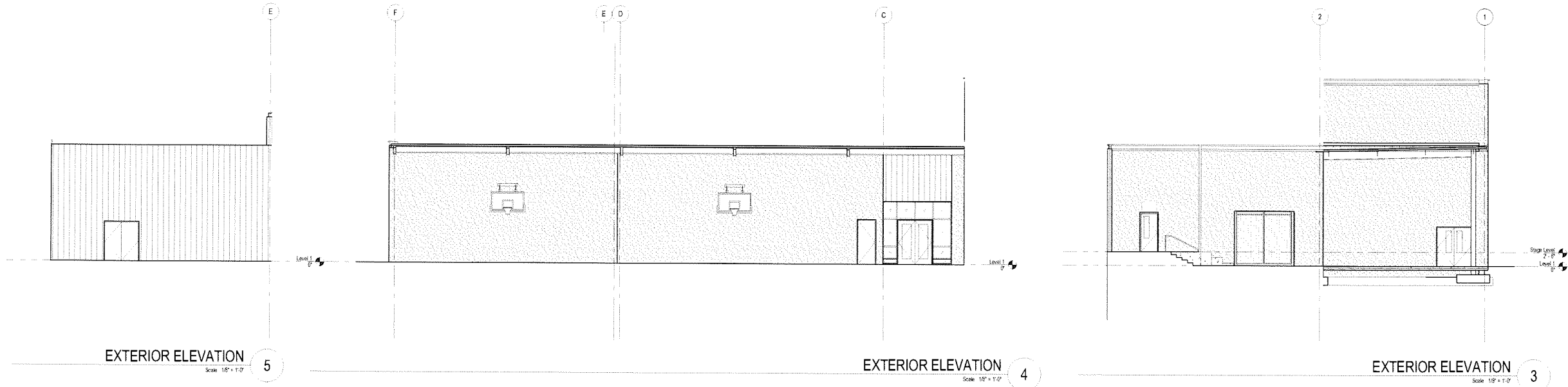
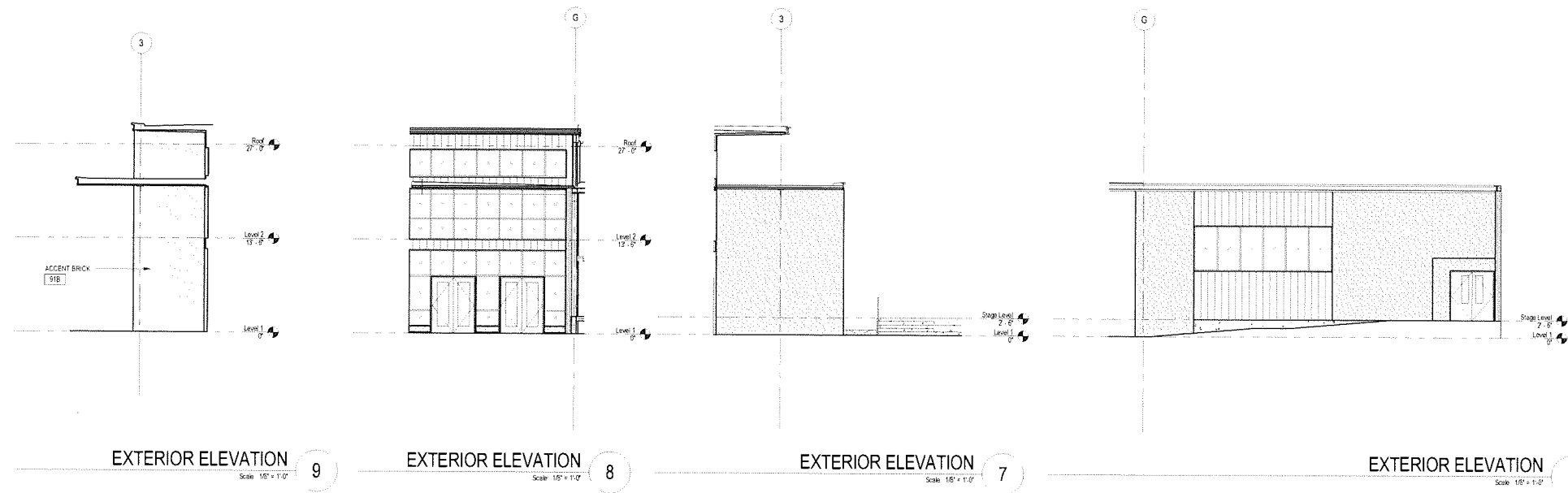
project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUE, WA

Project No. 1616.000  
**PARTIAL  
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 MCGRANAHAN ARCHITECTS  
 civil engineer,  
 LPO ENGINEERING  
 landscape design,  
 WEISMAN DESIGN GROUP  
 structural engineer,  
 COUSHLIN PORTER LUNDEEN  
 mechanical engineer,  
 METRIX ENGINEERS  
 electrical engineer,  
 HARRIS ENGINEERS  
 food service,  
 HALLIDAY ASSOCIATES  
 hazardous material,  
 ARBUS PACIFIC

**NOT FOR  
 CONSTRUCTION**

project,  
 HIGHLAND MIDDLE SCHOOL  
 client,  
 BELLEVUE SCHOOL DISTRICT NO. 405  
 location,  
 BELLEVUEWA

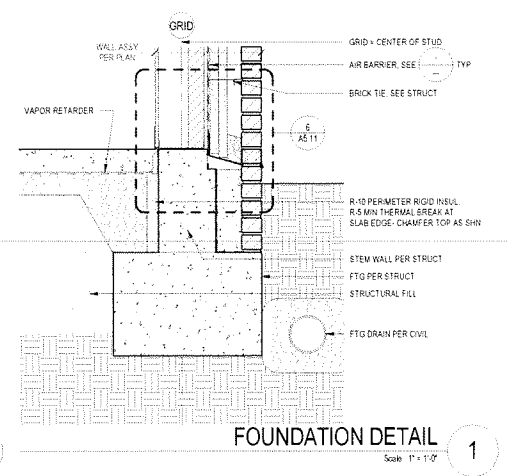
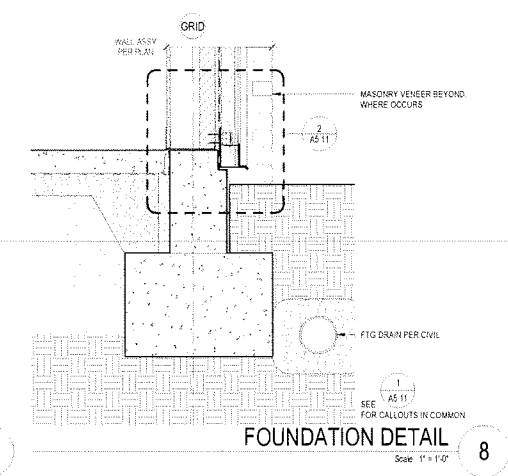
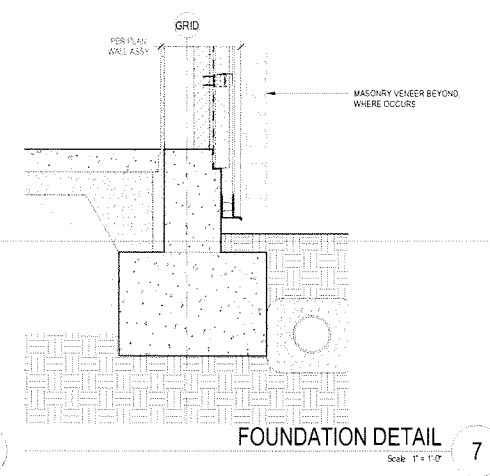
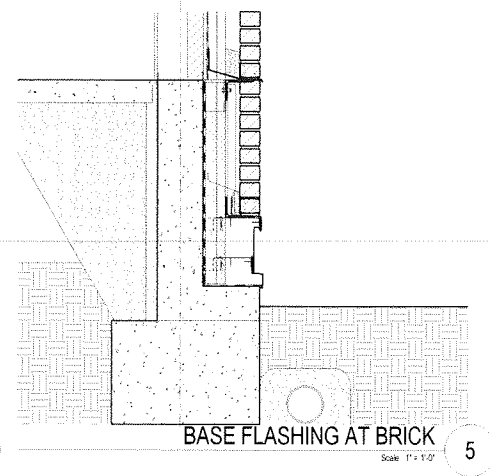
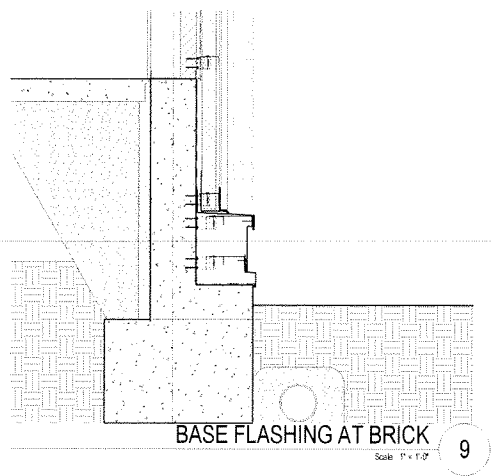
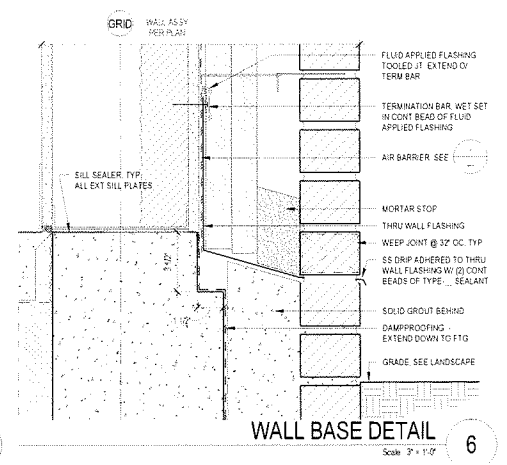
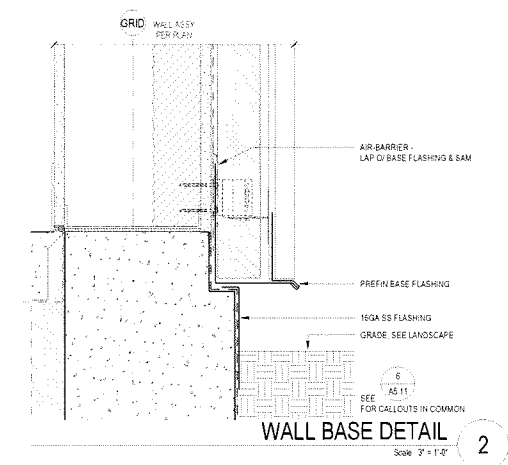
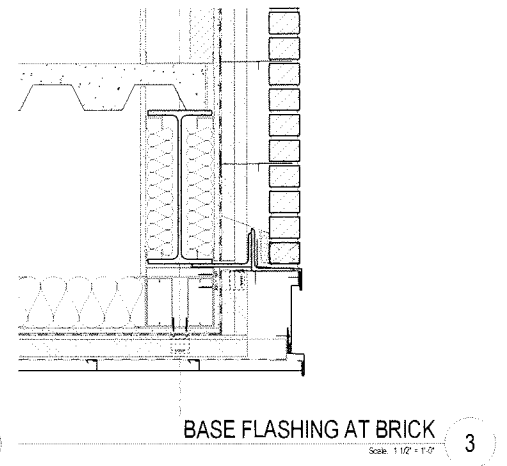
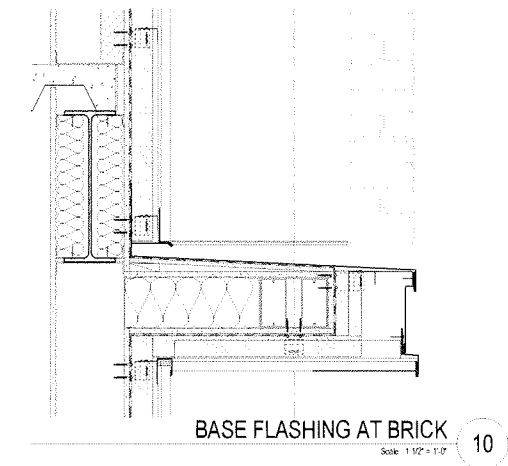
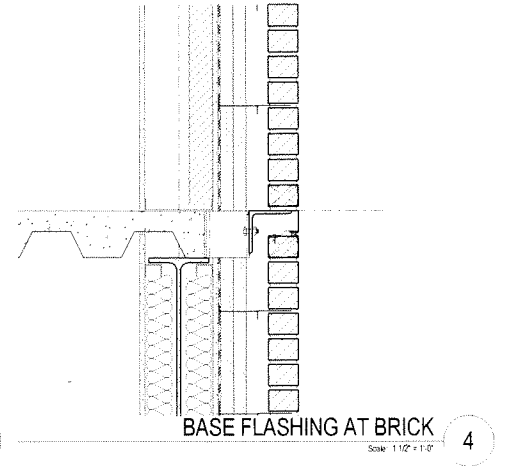
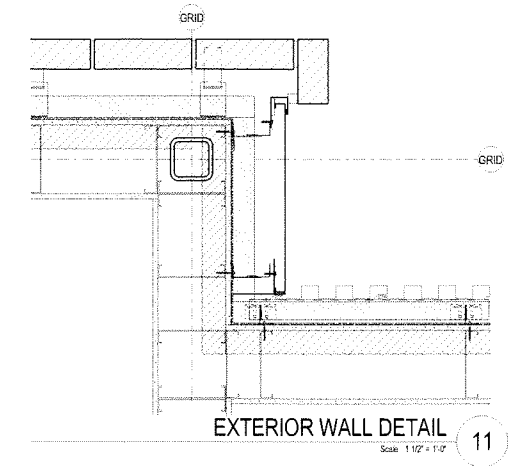
Project No. 1614-000

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**ATTACHMENT B  
(Resolution 5840)**

ORIGINAL

WP0346C-RES  
11/30/94

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:

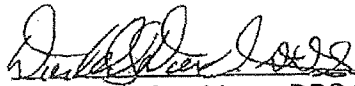
WP0346C-RES  
11/30/94

# 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