



ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

To: Kirkland Hearing Examiner

From: Jon Regala, Senior Planner
Eric Shields, AICP, Planning Director

Date: June 22, 2011

File: **ZON11-00003 - A.G. BELL ELEMENTARY SCHOOL MASTER PLAN & PLANNED UNIT DEVELOPMENT (PUD)**

Hearing Date and Place: 7:00 P.M.
July 7, 2011
City Hall Council Chamber
123 Fifth Avenue, Kirkland

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I. INTRODUCTION

A. APPLICATION

1. Applicant: Sean Ryan with Lake Washington School District and Noah Greenberg with DLR Group Architects
2. Site Location: Alexander Graham (A.G.) Bell Elementary School located at 11212 NE 112th Street (see Attachment 1)
3. Request: The applicant is requesting approval of a Master Plan and Planned Unit Development (PUD) to build a new school building for A.G. Bell Elementary School (see Attachment 2). Major elements of the proposal include the following:
 - Demolition of the existing elementary school totaling approximately 52,760 square feet and construction of the new school totaling approximately 65,305 square feet. This represents an increase in size of approximately 12,545 square feet with the new school building.
 - Construction phasing and site plan layout designed to allow the elementary school to remain in operation during construction. The new building is proposed to be constructed east of the existing school. Completion of the new school is anticipated prior to the 2013 – 2014 school year. Attachment 3, pages A7.1 – A7.4 contains the proposed phased construction plan for the new school.
 - Revised student pickup/drop-off area separate from bus and trash/recycling access.
 - New surface parking layout for 68 parking stalls.
 - NE 112th Street frontage improvements including 23 new street parking stalls, curb, gutter, landscape strip, and sidewalk.
 - The applicant is requesting approval of the following as part of a PUD:
 - Approval of minor portions of the new school building that exceed the maximum height limit
 - Approval of building facades that exceed the maximum width for structures where adjoining single-family uses.
 - Retention of existing pedestrian trails located within the wetland and wetland buffer that are currently non-conforming as to the City's drainage basin regulations.
4. Review Process: Process IIB, Hearing Examiner conducts public hearing and makes recommendation, City Council makes final decision. The School District is requesting to have the preliminary and final PUD applications reviewed concurrently.
5. Summary of Key Issues: The Department of Planning and Community Development recommends approval of the proposed Master Plan and PUD for

A.G. Bell Elementary School with conditions (see Section I.B). The key issues for this project include compliance with the PUD criteria (see Section II.F) and zoning standards for a school use (see Section II.G).

B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, I/we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 4, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 4, the condition of approval shall be followed (see Conclusion II.I.b).
2. As part of the application for a Building Permit and/or Grading Permit the applicant shall submit plans and/or documents which reflect the identified benefits as depicted in Attachments 2 and 3 and revised as follows (see Conclusion II.F.2.d.2):
 - 1) The pedestrian trails located within the wetland and wetland buffer shall remain as natural walking trails. The portion of the trails which are shown on the City of Kirkland Juanita Neighborhood Walking Loop Map shall be recorded on the property with King County as a public pedestrian easement. The walkways shall be signed to reflect that they are public walkways and shall include a pedestrian map.
 - 2) The applicant shall install wetland interpretive signage near the wetland and wetland trails. The location, number, and information to be placed on the signs shall be approved by the Department of Planning and Community Development and installed prior to occupancy of the new school.
 - 3) The applicant shall record a Native Growth Protection Easement on the property which encompasses the woodlands to be preserved in addition to the existing wetland and wetland buffer area.
3. As part of the application for a Building Permit and/or Grading Permit the applicant shall submit:
 - a. A revised landscape plan that includes:
 - Additional landscaping along the northern driveway and bus loop to fill any gaps between the top of the wooden fence and bottom of the existing tree canopy. The additional landscaping shall provide a visual screen from bus traffic to adjoining properties to the north (see Conclusion II.G.2.b).

- Additional plantings where Landscape Buffer Standard 2 is currently not being met along the north and east property lines (see Conclusion II.G.5.b).
 - A six-foot tall solid screening wooden fence installed on the north and east property lines. Privacy slats in the existing chain link fence shall be allowed in cases where installation of a new wooden fence will significantly impact existing mature trees. The City Urban Forester shall review and approve such situations on a case-by-case basis (See Conclusion II.G.5.b).
- b. A site plan that shows a minimum of 62 onsite parking stalls during construction and 68 onsite parking stalls at project completion (see Conclusion II.G.4.b).
- c. Landscape, site, and grading plans that are consistent with the approved Tree Retention Plan in Attachment 5. The applicant's arborist shall be on-site for root pruning/monitoring when improvements are being installed within the limits of disturbance of retained trees (see Conclusion II.G.6.b).
- d. A site plan and detailed plans that shows compliance with KZC Section 105.18.2 (Pedestrian Access) and KZC Section 105.19.3 (Public Pedestrian Walkways). The through-block pathway location and design shall be designed as recommended by Public Works in Attachment 4 (see Conclusion II.G.8.b).
4. When portables are installed, their design shall be consistent with the architectural style of the new school buildings in terms of color and materials. In addition, the roof form of the portables shall be similar to the roof form of the main school building as viewed from the NE 112th Street right-of-way. Alternatively, the portable buildings shall be relocated elsewhere on the subject property where they are not visible from NE 112th Street (see Conclusion II.G.1.b).
5. Building and grading permit plans shall be consistent with the proposed parking and student drop-off/pickup configuration shown in Attachment 2, Sheet L1.0. In addition, the school is required to do the following (see Conclusion II.G.2.b):
- Notify parents about the vehicular circulation changes prior to the 2011-2012 school year
 - Provide additional staff/flagger in the temporary parking lot/drop-off and pickup area during the first three weeks of school
 - Provide an off-duty police officer during the first two weeks of school
 - Implement alternative measures if the school determines there is too much congestion or if the City receives complaints as a result of the new temporary driveway design. Alternate measures include: having parents drop off their children earlier, having more children take the bus, and/or having parents walk their children to school during the construction period

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:

a. Facts:

- 1) Size: 497,486 square feet or 11.42 acres.
- 2) Land Use: The site is currently developed with A.G. Bell Elementary School which consists of several school buildings, portables, surface parking and associated driveways, and outdoor play areas.
- 3) Zoning: RS 8.5
- 4) Terrain and Vegetation: The site contains rolling terrain. In general, the site rises to the north from the south. The northern portion of the site is relatively flat. The current school building and parking area are located towards the middle and northern portion of the site. A topographic survey can be found in Attachment 6.

The western portion of the site is heavily wooded and contains a Type 3 wetland near NE 112th Street. Many large trees line the perimeter of the subject property along the north, east, and west property lines. These trees were planted as part of the previous construction of the school in order to meet the City's landscape buffer requirement from adjoining single-family properties.

b. Conclusions:

- 1) Due to the fact that a new school is proposed on a property of more than 5 acres in size, review through a Master Plan process is required (see Section II.F.1).
- 2) The location of the Type 3 wetland and existing improvements on the site influence the location and design of the proposed school. Since the existing school building is proposed to remain during construction, the area available for the new improvements is limited to the eastern portion of the subject property.
- 3) Tree retention and protection during construction are factors in the review of the proposed development (see Section II.G.6).

2. Neighboring Development and Zoning:

a. Facts: The following is a list of the zoning designation and land uses adjacent to the subject property:

- 1) *North:* RS 8.5, single-family residential
- 2) *East:* RS 8.5, single-family residential

3) *South*: RS 8.5, single-family residential. The subject property fronts along NE 112th Street to the south. NE 112th Street is a collector street.

4) *West*: RS 8.5, single-family residential

b. Conclusion: Since the subject property will contain an elementary school and adjoins low density single-family uses on all sides, compliance with the landscape buffer and maximum horizontal façade regulations is required. See Section II.G.5 and II.G.7 for further discussion on these requirements.

B. HISTORY

1. Facts: The following is a brief summary of prior approvals for the A.G. Bell Elementary School site.

- 1967 – A.G. Bell Elementary School originally constructed
- 1983 – Minor addition to the school was approved (File No. III-83-13)
- 1984 – Four portable classrooms added to the site (File No. III-84-105)
- May 1991 – New Master Plan approved (Resolution R-3669, File No. III-90-133). The approval allowed for the construction of a new two-story, eight-classroom building, a covered play structure, new library space, additional portable buildings, and increased parking from 41 stalls to 80 stalls.
- June 6, 2011 – Minor modification to Master Plan approved by the Planning Director to allow the following improvements under the current Master Plan:
 - A second entry driveway
 - New on-site parking stalls
 - Two new portables
 - A new student drop-off and loading area
 - A new covered play area
 - Half-street frontage improvements including street parking
- June 8, 2011 - Approval by the Planning Official to reduce a minor portion of the required buffer for a Type 3 wetland buffer in order to construct a new driveway and play shed as allowed by the June 6, 2011 minor modification to the May 1991 Master Plan.

2. Conclusion: The history of subject property is not a constraining factor in the review of this permit.

C. PUBLIC COMMENT

1. Facts: The School District held two community meetings about the new school project. The School District invited adjoining property owners for the first meeting held on April 26, 2011. The second meeting held on April 28, 2011 was an open house format where the community was invited to attend. General questions noted by the School District involved the project phasing. One neighbor to the north had questions regarding privacy with the taller buildings. The School District was able to address all questions and concerns. A summary of the meetings can be found in Attachment 7.

The City provided notice of two public comment periods because the project had to be re-noticed due to a change in scope of the PUD. The public comment periods for this application were from February 8, 2011 through February 22, 2011 and April 25, 2011 through May 9, 2011. Two comment emails were submitted by the same person on March 27, 2011 (see Attachment 8) and on May 30, 2011 (see Attachment 9).

A brief summary of the issues addressed in the emails along with a response by staff are provided below.

a. Portables

- 1) *Public Comment:* The use of portables should not be allowed. The portables should be located towards the rear of the subject property.
- 2) *Staff Response:* The applicant is proposing to use portables to allow flexibility in accommodating future classroom needs. The KZC does not prohibit the use of portables. However, the project as a whole should be consistent with the zoning criteria in which the '...site and building design minimizes adverse impacts on surrounding residential neighborhoods'. See Section II.G.1 for further analysis. The applicant's response to this topic can be found in Attachment 3, page 11.

b. Traffic Mitigation

- 1) *Public Question:* Will the new school trigger off-site road mitigation?
- 2) *Staff Response:* The project is required to widen NE 112th Street to 18 feet from centerline to face of curb where feasible allowing a 12-foot wide through-lane and 6-foot wide parking area along the street. See Attachment 4 for additional information regarding Public Works requirements for frontage improvements.

c. Building Height

- 1) *Public Comment:* Objection to allowing building height in excess of 50 feet since it will be out of scale with the neighborhood.
- 2) *Staff Response:* Height is measured above an average building elevation (ABE). The KZC allows additional height for school uses and for roof forms that enclose mechanical units if certain criteria are met.

The applicant is requesting a maximum of 45 feet above ABE for minor roof sections of the new buildings. The maximum height of 45 feet above ABE requested by the applicant is 5 feet above what the code could allow if criteria are met for school uses and mechanical unit enclosures. See Section II.G.3 for an analysis of the basic height regulations as applied to the school project.

Also, the KZC allows an applicant to deviate from the height regulations if reviewed and approved through the PUD process. Section II.F.2 contains an analysis of the applicants' proposal and the PUD criteria which include addressing adverse impacts that could be created by the proposal.

d. Tree Retention

- 1) *Public Comment:* The large maple tree along NE 112th Street should be retained.
- 2) *Staff Response:* The maple tree referred to is being retained by the applicant. See Attachment 5 and Section II.G.6 for analysis of the applicant's tree retention plan.

e. Access/Impervious Areas

- 1) *Public Comment:* Poor land use by creating two separate access drives for school access resulting in additional impervious areas. The additional impervious areas will result in greater water runoff and the need for water holding ponds.
- 2) *Staff Response:* The project proposes two driveways and parking areas to separate the bus traffic from parent drop-off and pick up. No permanent detention ponds are proposed with the project. The drainage for the project is proposed to be handled by a below-grade vault which will then be covered by lawn or landscaped area if the vault is not located beneath a parking lot. In addition, the project may incorporate rain gardens and other Low Impact Design measures to mitigate storm water impacts of the project. Approximately 57% of the proposed driveways, walkways, parking areas will be utilizing pervious paving materials (see Attachment 3, page A6.2).

f. Density

- 1) *Public Comment:* Objects to high density school project in a residential area.
- 2) *Staff Response:* The KZC allows schools to be constructed based on adopted regulations. See Section II.G for an analysis of the proposed school project as it relates to the adopted regulations for school development.

g. PUD Request

- 1) *Public Comment:* The project should be designed to meet code without the need for a PUD.
- 2) *Staff Response:* KZC Chapter 125 allows an applicant to utilize the PUD process in order to deviate from standard code requirements. The City cannot approve a PUD unless all of the requirements of KZC Chapter 125 are met. See Section II.F.2 for an analysis of the PUD criteria.

h. Solar Energy System

- 1) *Public Comment:* The PUD does not incorporate active nor passive solar energy systems.
- 2) *Staff Response:* The applicant did not choose using either active or passive solar energy systems in the PUD proposal. The applicant can

choose from a list of public benefits to offer with their proposal based on the code language in KZC Section 125.35.3. The applicant is proposing to provide the following public benefits: superior circulation patterns and location of parking, preservation of significant woodlands, increased provision for open space, and minimum use of impervious surfacing materials. See Section II.F.2 for an analysis of the public benefits being proposed by the applicant.

i. ADA Accessibility

- 1) *Public Comment:* The site must have ADA access from the street.
- 2) *Staff Response:* KZC Section 105.18.2 requires that pedestrian walkways be accessible. The International Building Code (IBC) Chapters 10 and 11 contain regulations regarding accessibility. A modification per IBC 104.10 could be requested. This detailed level of review will occur with the building permit for the project. Staff is requiring that detailed pedestrian walkway plans be submitted with the building permit (see Section II.G.8).

j. Superior Landscaping and Architectural Design

- 1) *Public Comment:* Concern that the proposed landscaping and architectural design are not 'superior'.
- 2) *Staff Response:* While the applicant has addressed architectural design in their letter addressing the PUD criteria (see Attachment 10), staff has identified that the following benefits should be considered: superior circulation patterns and location of parking, preservation of significant woodlands, increased provision for open space, and minimum use of impervious surfacing materials. Superior landscaping was not proposed to be considered as a PUD public benefit as stated in the applicants letter (see Attachment 10, page 3). Section II.F.2 contains analysis regarding the proposed PUD benefits.

k. Site Design

- 1) *Public Comment:* Site design is a function of the school district wanting to keep the existing school in operation during construction resulting in poor site planning and the PUD request.
- 2) *Staff Response:* The City must regulate the proposal based on the applicable zoning regulations and PUD criteria relative to the code variations being requested. Section II.F.2 contains a detailed analysis of the PUD criteria. Section II.G contains a detailed analysis of the KZC requirements.

2. Conclusions: The public comments received have been adequately addressed by the proposal.

D. STATE ENVIRONMENTAL POLICY ACT (SEPA)

1. Facts: Lake Washington School District was the lead agency for SEPA. The School District issued a Determination of Nonsignificance (DNS) February 14,

2011. The Environmental Checklist and Determination are included as Attachment 11.

2. Conclusion: Lake Washington School District has satisfied the requirements of SEPA.

E. CONCURRENCY

1. Facts: The Public Works Department has reviewed the application for traffic concurrency. A concurrency test was passed for water, sewer and traffic on November 17, 2010. A Notice of Concurrency was distributed, published, and posted on the subject property on April 21, 2011.
2. Conclusion: The applicant and City have satisfied concurrency requirements.

F. APPROVAL CRITERIA

1. Master Plan

- a. Facts:

- 1) Kirkland Zoning Code (KZC) Section 15.10.030 Special Regulation 10 requires that a *School Use* with a property size of five acres or more receive Master Plan approval through a Process IIB review. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking locations, buffering, and landscaping.
- 2) The applicant has submitted development plans that show building locations and dimensions, roadways, utility locations, land uses within the Master Plan area, parking locations, buffering, and landscaping (see Attachment 2).
- 3) Zoning Code section 152.70.3 states that a Process IIB application may be approved if:
 - (a) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and
 - (b) It is consistent with the public health, safety, and welfare.

- b. Conclusions:

- 1) The application complies with the Master Plan requirements outlined in KZC Section 15.10.030 Special Regulation 10.
- 2) The proposal complies with the criteria in KZC Section 152.70.3. It is consistent with all applicable development regulations (see Section II.G) and the Comprehensive Plan (see Section II.H). In addition, the proposal is consistent with the public health, safety, and welfare because the project will provide the community with an updated school campus, improve traffic safety along NE 112th Street, and is consistent with the goals of the Comprehensive Plan for this neighborhood.

2. Planned Unit Development (PUD)

a. KZC Chapter 125 Requirements

- 1) Fact: Zoning Code section 125.35 establishes three decisional criteria with which a PUD request must comply in order to be granted. The applicant's response to these criteria can be found in Attachment 10.

Sections II.F.2.b through II.F.2.d contains the staff's findings of fact and conclusions based on these three criteria.

- 2) Conclusions: Based on the analysis in the following sections, the application meets the established criteria for a PUD.

b. PUD Criterion 1: **The proposed PUD meets the requirements of Zoning Code Chapter 125.**

1) Facts:

(a) KZC Chapter 125 sets forth procedures by which a PUD is to be reviewed, the criteria for PUD approval, the Zoning Code provisions that may be modified through a PUD, and the PUD bonus density provisions.

(b) The proposal is being reviewed through the process established by KZC Chapter 125.

(c) The proposal meets the criteria for PUD approval (see Sections II.F.2.c and II.F.2.d below)

(d) The following code modifications requested by the applicant are allowed through the PUD process.

- Approval of minor portions of the new school building that exceed the maximum height limit
- Approval of building facades that exceed the maximum width for structures where adjoining single-family uses.
- Retention of existing pedestrian trails located within the wetland and wetland buffer that are currently non-conforming as to the City's sensitive area regulations.

- 2) Conclusion: The proposed PUD is consistent with the requirements of KZC Chapter 125.

c. PUD Criterion 2: **Any adverse impacts or undesirable effects of the proposed PUD are clearly outweighed by specifically identified benefits to the residents of the City.**

1) Facts:

(a) Request to Keep Walking Trails within Wetland – Potential Impacts

- i. The subject property is located within the Forbes Creek Drainage Basin which has been classified by the City as a primary basin. A Type 3 wetland is located in the southwest portion of the subject property (see Attachment 2, Sheet L1.0). A Type 3 wetland within a primary basin requires a 50-foot buffer. Pursuant to KZC Section 90.45.5, minor improvements such as trails are allowed within the outer one-half of the wetland buffer. Pedestrian bridges may be placed where approved crossings are allowed.
- ii. Portions of the existing walking trails, which are basically compacted dirt paths (see Attachment 3, page A9.11), are located within the inner one-half of the wetland buffer. A wooden pedestrian bridge is located where the wetland narrows. A second wooden pedestrian bridge is located over a non-regulated storm/surface runoff ditch. Attachment 12 contains a diagram depicting the portions of the trails which are currently non-conforming.
- iii. KZC Section 162.35.12 requires that the trails within the inner one-half of the wetland buffer be removed if *...the applicant is making any alteration or change or doing any other work in a consecutive 12-month period to an improvement that is nonconforming or houses, supports or is supported by the nonconformance, and the cost of the alteration, change or other work exceeds 50 percent of the replacement cost of that improvement*. The applicant's proposal to construct a new school exceeds this threshold.
- iv. The applicant is proposing to keep the trails within the inner one-half of the wetland buffer to maintain the existing pedestrian connections. The trails are proposed to remain in their current state. Staff has not identified any adverse impacts or undesirable effects with keeping the trails as they currently exist.

(b) Request to Exceed Height Limit – Potential Impacts

- i. A total of approximately 1,200 square feet of roof area and exterior stairway area exceed the maximum height allowed through KZC Section 15.10.030, Special Regulation 12 (allowance to build to 35' above ABE) and KZC 115.120.3 (allowance for an additional 5' for pitched roofs housing mechanical equipment). The diagrams in Attachment 3, pages A1.5, A2.2, and A2.3, shows in detail the roof areas exceeding the height limit. This represents approximately 3% of the total roof area. Additional information regarding the City's height regulations as it pertains to the applicant's proposal can be found in Section II.G.4 below.

- ii. A portion of Building B's pitched roof design exceeds the 40-foot height limit by 4.7 feet. The applicant is asking for a 5-foot deviation to allow for 0.3 feet of construction/design contingency. The roof for Building B is approximately 170 feet from the north property line, 74 feet from the east property line, and 472 feet from NE 112th Street. Only a small portion of the roof exceeds the height limit as shown in Attachment 3, pages A1.5 and A2.2.
- iii. A corner of the exterior stairway for Building B exceeds the 35-foot height limit established by KZC Section 15.10.030, Special Regulation 12 by approximately 1.8 feet. The stairway is located approximately 54 feet from the east property line.
- iv. A corner of Building Area C's pitched roof design exceeds the 40-foot height limit by 2.25 feet. The roof for Building C is approximately 270 feet from the north property line, 64 feet from the east property line, and 358 feet from NE 112th Street. Only a minor portion of the roof exceeds the height limit as shown in Attachment 3, pages A1.5 and A2.2.
- v. A portion of the exterior stairway for Building C exceeds the 35-foot height limit established by KZC Section 15.10.030, Special Regulation 12 by approximately 3.2 feet. The stairway is located 50 feet from the east property line.
- vi. A 15-foot wide landscape buffer is required along the north and east property line (see Section II.G.5).
- vii. The pitched roof forms serve the purpose of housing the school's heating and cooling mechanical equipment. Enclosing this equipment within the roof structure removes the visual and noise impacts of the mechanical equipment to surrounding properties.
- viii. Staff has not identified view impacts from the public right-of-way and neighboring properties. However, an increase in maximum allowable height could potentially result in buildings that are incompatible, in terms of size, with neighboring residential uses. Review by staff has shown that bulk and mass impacts from the proposed height increase to adjoining properties are significantly minimized based on:
 - The distance from adjoining property lines. The taller roof structures are located no closer than: 170 feet from the north property line, 64 feet from the east property line, and 358 feet from the south property line. The taller stair structures are located no closer than 50 feet to the east property line.
 - The higher topography of the site where the proposed building footprint is located relative to NE 112th Street (+26 feet)

- Existing mature vegetation along the perimeter of the subject property (see Attachments 5 and 13)

(c) Request to Exceed Maximum Horizontal Façade Requirement – Potential Impacts

- i. The KZC requires that non-residential structures be limited in width when adjoining single family properties. In general, the applicant’s proposal exceeds the 50-foot façade width limitation as shown in the following chart. The distance from the property line is measured where the façade width is widest within 100 feet of the property line. No portion of the proposed school building is closer than 50 feet to property line.

Building	Length of Façade in Excess of 50’	Distance From Property Line (approx.)
<i>Bldg. A – North Façade</i>	+122’	82’
<i>Bldg. B - East Façade</i>	+48’	73’
<i>Bldg. C – East Façade</i>	+42’	61’

- ii. Section II.G.8 contains additional discussion on how the ‘maximum horizontal façade’ regulation applies to the proposed school use. Also see Attachment 3, page A3.1 and A3.2 for diagrams showing the applicable building sections.
- iii. The new school design features a modern architectural style which utilizes a variety of design techniques to help moderate the bulk and mass of the buildings. Such techniques include using a variety of materials, colors, building modulation, varying building heights, and pitched roof forms (see Attachment 3, page A8.1).
- iv. Attachment 2, Sheet L1.0 contains a site plan which shows modulated building facades within 100’ of the north and east property line. The buildings are modulated as follows:
- The north façade of Building A, when measured east to west extends approximately 79 feet until a point where the building is recessed back approximately 24 feet over a distance of approximately 23 feet. The building façade then continues another 45 feet to the building endpoint.
 - The east façades of Building B and C, when measured north to south extend approximately 34 feet until a point where the buildings are recessed back approximately 12

feet over a distance of approximately 23 feet. The building façades then continue another 33 feet to the building endpoint.

- Buildings B and C are no closer than 29 feet to each other within 100 feet of the east property line.
 - v. A 15-foot wide landscape buffer is required along the north and east property lines (see Section II.G.5).
 - vi. The perimeter of the subject property contains mature vegetation (see Attachments Attachment 3, pages A9.10, A9.15, A9.16, and A9.17, 5, and 13).
 - vii. The applicant's proposal to increase the maximum horizontal façade length could potentially result in buildings that are incompatible, in terms of size, with neighboring residential uses to the north and east. However, the large distance of the affected building facades from the property lines and existing mature vegetation along the north and east property lines greatly reduce any adverse bulk and mass impacts to neighboring properties.
- 2) Conclusions: Impacts to adjoining properties as a result of the proposed code modifications are mitigated due to their location, distance from NE 112th Street and adjoining properties, and presence of existing mature vegetation. In addition, the impacts are further mitigated by the building design which utilizes building modulation, changes in materials and colors, and varying roof forms to reduce bulk and mass when viewed from adjoining properties.

Since any adverse impacts or undesirable effects of the proposed PUD are minimal, the following public benefits proposed by the applicant outweigh the adverse impacts created by the proposal: superior circulation patterns and location of parking, preservation of significant woodlands, increased provision for open space, and minimum use of impervious surfacing materials. See Section II.F.2.d below for additional discussion on the proposed public benefits.

- d. PUD Criterion 3: **The applicant is providing one or more of the following benefits to the City as part of the proposed PUD:**
- The applicant is *providing public facilities* that could not be required by the City for development of the subject property without a PUD.
 - The proposed PUD will *preserve, enhance or rehabilitate natural features of the subject property* such as significant woodlands, wildlife habitats or streams that the City could not require the applicant to preserve, enhance or rehabilitate through development of the subject property without a PUD.
 - The design of the *PUD incorporates active or passive solar energy systems*.

- The *design of the proposed PUD is superior* in one or more of the following ways to the design that would result from development of the subject property without a PUD:
 - Increased provision of open space or recreational facilities.
 - Superior circulation patterns or location or screening of parking facilities.
 - Superior landscaping, buffering, or screening in or around the proposed PUD.
 - Superior architectural design, placement, relationship orientation of structure.
 - Minimum use of impervious surfacing materials.

1) Facts:

(a) *Superior Circulation Patterns and Location of Parking*

Keeping the existing wetland trails maintains a link to onsite pedestrian pathways that connect on a broader scale to several neighborhood walking routes identified in the Comprehensive Plan Figure J-5 Juanita Nonmotorized Transportation Map (see Attachment 14), the Juanita Neighborhood Walking Loop Map (see Attachment 15), and applicant's proposed pedestrian circulation plan (see Attachment 2, Sheet L1.0 and Attachment 3, pages A5.1 through A5.3a).

KZC Section 90.70 allows the City to develop pedestrian trails through a wetland and buffer if constructed with a public park. The intent of this regulation is to provide the public with recreational walking and educational opportunities regarding the function of sensitive areas and their habitat. However, there is currently no interpretive/educational signage regarding the wetland and surrounding habitat area located near the wetland.

The proposal also separates visitor/parent pickup and drop-off areas from school bus activity in order to provide a clear and safe circulation pattern.

An 8-foot wide bicycle pathway is also proposed that originates near the NE 112th Street and 112th Avenue NE intersection and ends near the main building entrance located near the northeast portion of the property.

The majority of parking stalls are located internal to the site. The higher elevation of the main parking lot relative to NE 112th Street and the proposed landscaping in and around the main parking lot reduce the visual impact of the parking area to the public and neighboring properties.

The Public Works Department is recommending a through-block pathway to connect NE 112th Street to NE 116th Street via the existing pedestrian connection at the northeast corner of the subject property (see Section II.G.8 and Attachment 4). The City has the authority to require a through-block pathway connection pursuant to KZC Section 105.19.1.c. Therefore, this element of the circulation plan cannot be considered as a PUD public benefit.

(b) *Preservation of Significant Woodlands*

The applicant is proposing to dedicate and preserve an area larger than required around the Type 3 wetland at the southwest corner of the subject property (see Attachment 16). KZC Section 90.150 requires that the wetland and wetland buffer be preserved as part of any new development. The existing wetland and wetland buffer are approximately 56,000 square feet in size. The size of the additional area being preserved is 49,047 square feet (1.13 acres).

(c) *Increased Provision for Open Space*

In addition to the proposed preservation of significant woodlands, the new school has been designed at approximately 30% lot coverage (see Attachment 3, pages A5.4, A6.2, and A6.3). The existing school is at approximately 32% lot coverage (see Attachment 3, page A6.1). The wood chip play area and sand field are not included in lot coverage calculations.

The new school layout represents a 10,661 square foot reduction in impervious surfaces compared to what exists today. The proposed 30% lot coverage is significantly lower than what is allowed by code (70%).

(d) *Minimum Use of Impervious Surfacing Materials*

The existing building footprint is 52,760 square feet. The proposed building footprint is 48,920 square feet. This is a reduction of approximately 7%. Overall, the proposed school building footprint area covers only 9.8% of the subject property which contains 497,486 square feet.

The existing impervious walkways, driveways, and parking areas cover 103,516 square feet of the subject property. The new site layout contains approximately 101,695 square feet of walkways, driveways, and parking area coverage. This is a reduction of 1,821 square feet or 1.8% as compared with the current site conditions. In addition, of the 101,695 square feet of new walkways, driveways, and parking areas, 58,233 square feet (57.3%) will be constructed using a pervious paving material. However, the pervious paving materials are being used to meet the City's stormwater regulations and are therefore not being considered a PUD public benefit.

- 2) Conclusions: Allowing the applicant to exceed the maximum horizontal façade requirement along the eastern portion of the site creates additional opportunity for open space as well as parking to be located

internal to the site. The additional height requested allows the applicant to maintain the architectural roof form design throughout all the school buildings. The roof forms also function as an enclosure for the school's mechanical equipment.

Keeping the existing pedestrian connections through the wetland and wetland buffer will serve as a public benefit by maintaining neighborhood pedestrian walking loops identified in the Juanita Neighborhood Walking Loop Map and Comprehensive Plan. The trails will also link internal pedestrian connections with the new school buildings.

The proposed PUD provides four public benefits instead of the code minimum requirement of one.

The proposed PUD meets the criteria of KZC Section 125.35 with the following conditions:

- (a) The pedestrian trails through the wetland should remain as natural walking trails. The portion of the trails which are shown on the walking loop map should be recorded as a public pedestrian easement. Signage containing a map and indicating the trails for public use should be installed prior to occupancy of the new school.
- (b) The public benefit aspect of the pedestrian connections should be reinforced in the form of adding interpretive wetland signage. The location, number, and information to be placed on the signs should be approved by the City and installed prior to occupancy of the new school. This is in keeping with City park projects where trails have been created through sensitive areas to provide recreational walking and educational opportunities for the general public.
- (c) The applicant should record a Native Growth Protection Easement to encompass the woodlands to be preserved, the wetland, and the wetland buffer with King County prior to occupancy of the new school.

G. DEVELOPMENT REGULATIONS

1. School Location Criteria

a. Facts:

- 1) KZC Section 15.10.030 Special Regulation No. 2 states that a school use may be located in a RS zone only if:
 - It will not be materially detrimental to the character of the neighborhood in which it is located.
 - Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
 - The property is served by a collector or arterial street.

- 2) A.G. Bell Elementary has been located on the property since 1967. NE 112th Street is classified as a collector.
 - 3) To alleviate traffic queuing along NE 112th Street, the applicant has proposed a new entry driveway near the intersection of NE 112th Street and 112th Avenue NE. The new driveway will be used by parents for student drop-off and pickup, as well as provide access to staff and visitor parking. The existing driveway located near the east property line is proposed to be converted to a secondary access driveway for bus and trash/recycling access.
 - 4) With the reconfiguration of the secondary driveway, the existing trash and recycling areas located near the east property line (approximately 8 feet and 14 feet respectively) are being moved further away from the east property line to a point approximately 110 feet from both the north and east property lines.
 - 5) The new bus loop along the north property line creates possible adverse impacts to adjacent residential properties.
 - 6) The proposed location of portables creates possible adverse impacts to surrounding residential properties. The new school is being designed with a modern architectural style. However, it is unclear as to the final design of the proposed future portables that are planned to be placed between NE 112th Street and the new school buildings (see Attachment 2). The new portables could potentially be incompatible with the new school building design and character of the neighborhood.
- b. Conclusions: Measures should be taken to mitigate impacts from the new bus loop - see Section II.G.2 – *Passenger Loading Area* below.

The proposal is consistent with the criteria established in KZC Section 15.10.030 Special Regulation No. 2 with the following condition. Because the portables are proposed in a highly visible location, the portable design should be compatible with the new school buildings to minimize adverse aesthetic impacts to the surrounding area. The portables should therefore be consistent with the new school buildings in terms of color and materials. In addition, the portable roof forms should be consistent with the main school building roof form as viewed from the NE 112th Street right-of-way. Alternatively, the portable buildings should be located elsewhere on the subject property where they are not visible from the public realm.

2. Passenger Loading Area

a. Facts:

- 1) KZC Section 15.10.030, Special Regulation 6 and 7 require the following:
 - *An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or*

other means may be required to reduce traffic impacts on nearby residential uses.

- *The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.*
- 2) A new entry driveway is proposed near the intersection of NE 112th Street and 112th Avenue NE. The new driveway will be used by parents for student drop-off and pickup, as well as provide access to staff and visitor parking (see Attachment 2, Sheet L1.0). On-site parking is being provided with the majority of parking stalls located internal to the site. The existing driveway located near the east property line is proposed to be converted to a secondary access driveway for bus and trash/recycling access.
- 3) The new bus loop and student pickup and drop off area near the north property line creates potential adverse impacts to residential properties to the north and east as discussed in the subsections below.
- (a) The existing driveway located near the east property line is proposed to be converted to a secondary access driveway for bus and trash/recycling access. To accomplish this, a new bus driveway and loop is proposed to be located as close as 15 feet from the north property line. The driveway itself will range from 18 inches to 30 inches lower than the grade at the north property line (see Attachment 17). The bus drop-off pickup area is approximately 120 feet from the north property line.
- (b) Buses generally arrive twice a day at approximately 8:30 a.m. and 3:00 p.m. The school currently uses one 40-foot bus and five 25-foot buses on a daily basis. Three of the smaller buses are used primarily for the pre-school which is located at the southeast portion of the property and has its own parking facilities. All buses will utilize the new bus loop for turnaround space.
- At the bus loop, the buses will be parked at the southern end of the loop located over 100 feet from the north property line. Buses shut off their engines when parked.
- (c) Large mature trees line the north property line, some of which are deciduous trees (see Attachment 2, Sheet L1.0, Attachment 5, and Attachment 13). Even with a six-foot tall wooden fence installed at the north property line, there are potential visual gaps between the bottom of the tree canopy and the top of the wooden fence. Consequently, there is a potential for visual and noise impacts from the buses to adjoining properties to the north.

Staff does not anticipate the same impacts along the east property line due to the combination of existing dense vegetation and lower elevation (approximately 10 to 20 feet lower) of the properties to the east of the school (see Attachment 3, pages A9.15, A9.16, and A9.17, Attachment 6b, and Attachment 13). In addition, the impacts along the east property line should remain the same or less than those from the existing school given that existing impacts are from both buses

and cars, and with the new proposal, the primary use of the driveway will be for buses.

- 4) The David and Evans and Associates, Inc. traffic and parking study dated May 31, 2011 provides an analysis of the new driveway and vehicular circulation design (see Attachment 19). The study states that the new vehicular circulation layout will allow for greater on-site queuing areas for student pick-up and drop-off and that the additional area will help to alleviate potential congestion at NE 112th Street.
 - 5) The David and Evans and Associates, Inc. traffic and parking study dated June 14, 2011 provides an analysis of the temporary driveway and vehicular circulation design (see Attachment 21). The study states that the temporary driveway is expected to operate at the same level as the existing driveway configuration. Although the temporary driveway is slightly shorter, there will be two circulating/queuing lanes instead of one. The bus drop off and pickup stall along NE 112th Street is not anticipated to conflict with vehicular traffic entering or leaving the site.
 - 6) The City's Transportation Engineer has reviewed passenger loading area information prepared by David Evans and Associates Inc., and recommends that the proposed temporary and final driveway design be approved with the following conditions which require the school to:
 - Notify parents about the vehicular circulation changes prior to the 2011-2012 school year
 - Provide additional staff/flagger in the temporary parking lot/drop-off and pickup area during the first several weeks of school
 - Provide an off-duty police officer during the first several weeks of school
 - Implement alternative measures if there is too much congestion as a result of the new temporary driveway design such as: having parents drop off their children earlier, having more children take the bus, and/or having parents walk their children to school during the construction period
- b. Conclusions: The existing mature vegetation, low volume of bus traffic along the northern driveway/bus loop, and having the driveway situated several feet lower than the grade at the north property line alleviate most of the impacts to adjoining neighbors. With the following conditions, the proposal is consistent with the criteria established in KZC Section 15.10.030, Special Regulation No. 6 and 7:
- 1) The applicant should provide additional landscaping along the northern driveway and bus loop to provide a visual screen and fill any gaps between the top of the wooden fence and bottom of the tree canopy.
 - 2) The mitigation measures recommended by the City's Transportation Engineer should be followed.

3. Building Height

a. Facts:

1) KZC Section 15.10.030, Special Regulation 12 permits school structures to exceed the base height of 25 feet by 10 feet for a maximum of 35 feet if:

- The school can accommodate 200 or more students; and
- The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and
- The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan.
- The increased height will not result in a structure that is incompatible with surrounding uses or improvements.

2) KZC 115.120.3 allows for additional building height as follows:

New construction shall, to the extent feasible, visually screen rooftop appurtenances by incorporating them into the roof form, or by using architectural designs such as clerestories having a slope of at least three (3) feet vertical to 12 feet horizontal or roof wells. Such roof forms and architectural designs may extend five (5) feet above the height limit.

3) The new school is designed to accommodate 550 students.

4) KZC Section 15.10.030, Special Regulation 12 and KZC 115.120.3 when combined, establish a maximum height of 40 feet above ABE. An additional 5' is being requested by the applicant, through the PUD process, in order for portions of the roofs for Buildings B and C to exceed the 40-foot height limit. These roof sections are proposed at a 3 foot to 12 foot pitch (3:12) and serve as screening for schools heating and cooling mechanical equipment.

5) The required setback for a school use is 50 feet. In order to increase the maximum height from 25 feet to 35 feet, the structure must be setback one additional foot for every foot that it exceeds the 25-foot base height. This requirement creates a 45 degree height plane as illustrated in Attachment 3, page A2.3.

As shown in Attachment 3, page A2.3, two very small portions of the exterior stairway structure for Building B and C exceed the height limit created by the 45 degree angle by 1.8 feet and 3.2 feet respectively. The applicant has requested approval of this deviation through the PUD process.

6) The South Juanita Neighborhood Plan does not contain any policies concerning building heights for the area in which the school is located.

7) Roof forms utilizing a 3:12 pitch are proposed to exceed the base height limit of 25 feet (see Attachment 3, pages A2.2 and A2.3). Surrounding uses consist of one and two story homes using a variety of architectural styles. Most have sloped roof forms.

b. Conclusions: The proposal is consistent with KZC Section 15.10.030, Special Regulation 12 (allowance to build to 35' above ABE) and KZC 115.120.3 (allowance for an additional 5' for pitch roofs housing mechanical equipment). The increased height allows the sloped roof form, which is compatible with surrounding development. The applicant's proposal for additional height above 40 feet meets the City's PUD requirements. See Section II.F.2 for an analysis of the PUD criteria.

4. Parking

a. Facts:

1) KZC Section 15.10.030 does not establish a required parking ratio for school uses. Instead, it defers to KZC Section 105.25, which authorizes the Planning Official to establish number of required parking stalls based on the parking demand for the proposed use.

2) A parking study and subsequent parking study addendums were prepared by David Evans and Associates Inc., dated December 2010 (see Attachment 18), May 31, 2011 (see Attachment 19), June 7, 2011 (see Attachment 20), and June 14, 2011 (see Attachment 21).

3) The City's Transportation Engineer has reviewed all of the parking study information provided by David Evans and Associates Inc., and recommends that the completed project contain 68 parking stalls. This is consistent with David Evans and Associates, Inc.'s recommendation for the required number of parking stalls for the new school. The recommended parking demand rate is based on the current enrollment of 503 students (includes children enrolled in the pre-school program) and the existing peak parking demand of 62 stalls. This equates to a parking demand rate of 0.123 parking stalls per student (see Attachment 21, David Evans and Associates Inc. parking study dated June 14, 2011).

The 68 parking stalls required with the completed project is a result of the peak parking demand rate being applied to the school's maximum enrollment capacity of 550 students. The site plan in Attachment 2 has been revised from previous versions to contain 68 parking stalls.

4) KZC 105.40 requires that the required number of parking stalls be provided on the lot(s) containing the proposed use which generates the parking space requirement. The applicant is proposing 68 parking stalls on the subject property with the completed project. Twenty-three (23) parking spaces are also proposed in the NE 112th Street right-of-way but do not count towards meeting the required number of parking stalls.

5) The project construction is proposed to be phased. During construction of the new school building, the existing surface parking lot located on the east side of the existing school buildings will be unavailable for use. A minimum of sixty-two (62) temporary parking stalls are proposed near

the existing school buildings during construction (see Attachment 3, page A7.1). Since the school is not at full enrollment capacity (currently 503 students), 62 parking stalls is consistent with the current peak parking demand at the school site as described in the David Evans and Associates, Inc. parking study dated June 14, 2011 (see Attachment 21).

6) No construction worker parking is proposed at the school property. Construction parking is proposed on a vacant gravel lot south of the property at 11837 NE 112th Street. Details regarding the project haul route and construction worker parking can be found in Attachment 23.

b. Conclusions: The number of parking stalls proposed by the applicant during construction and at project completion is adequate to serve the school use and should be reflected with the grading and building permit submittal for each project phase.

5. Landscaping Requirements

a. Facts: KZC Section 15.10.030 requires that schools in a RS zone comply with Landscape Category D. Section 95.42 lists the applicable regulations for Landscape Category D. Because the subject property is adjacent to low-density residential uses to the north, east, and west, the applicant must comply with KZC Section 95.42.2 (Buffer Standard 2).

Landscape Buffer Standard 2 requires that the applicant plant one row of trees 10 feet on-center along the north, east, and west property lines within a 5-foot wide landscape strip. A six-foot tall solid screening fence is also required to be installed at the property line.

KZC Section 5.10.882 defines a solid screening fence as:

A uniformly finished fence at least six (6) feet high which is opaque or perforated; provided, that no more than 50 percent of the face is open. A chain-link fence with slats woven through the chain links shall not be considered a solid screening fence.

KZC Section 95.42.8 waives, for school uses, the landscape buffer requirement along property lines adjacent to the street.

KZC Section 95.40.2 requires that the applicant to keep existing significant vegetation in order to meet landscaping standards. The City may also require that the applicant plant additional vegetation to supplement the existing vegetation in order to provide a buffer as effective as the required landscape buffer.

The applicant is proposing to:

- Preserve the existing mature vegetation along the north and east property lines as shown on the tree retention plan (see Attachment 5).
- Supplement the existing mature vegetation with additional vegetation in order to meet Landscape Buffer Standard 2 where the required buffer standard is not being met.

- Install privacy slats in the existing chain link fence along the north, east, and west property lines.
- b. Conclusion: Pursuant to KZC Section 95.40.2 and 95.42 the applicant should preserve the trees as required with the approved tree retention plan. The landscape plans submitted with the building permit for the new school should contain additional plantings where Landscape Buffer Standard 2 is currently not being met along the north and east property lines.

A six-foot tall solid screening fence should be installed on the north and east property lines instead of the proposed privacy slats in the existing chain link fencing. Privacy slats in the existing chain link fence should be allowed in cases where installation of a new wooden fence would significantly impact existing mature trees. The City Urban Forester should review and approve such situations on a case-by-case basis.

6. Natural Features - Significant Vegetation

a. Facts:

- (1) Regulations regarding the retention of trees can be found in Chapter 95 of the Kirkland Zoning Code. The applicant is required to retain all trees with a moderate to high retention value to the maximum extent possible.
- (2) The applicant has submitted a revised Tree Retention Plan dated May 5, 2011, prepared by a certified arborist (see Attachment 5). The revised Tree Retention Plan incorporates previous comments from the City's Urban Forester.
- (3) The City's Urban Forester has reviewed the revised Tree Retention Plan and has made specific recommendations concerning the applicant's tree plan (see Attachment 5), including the following:
 - Where improvements are shown within the limits of disturbance of retained trees, the applicant's arborist should be on site for root pruning/monitoring to reduce impacts from construction.
 - If it is determined that installation of the required solid wood fence in order to meet landscape buffering standards, necessitates extensive pruning or tree removal, the City may allow installation of privacy slats in the existing chain link fence, pending approval by the Planning Official.

- b. Conclusions: The applicant has provided a Tree Retention Plan which has been reviewed by the City's Urban Forester. The applicant should retain all trees during the construction the school as shown in Attachment 5 and comply with the specific recommendations of the City's arborist.

7. Maximum Horizontal Façade

a. Facts:

- 1) KZC Section 15.08.2 regulates the maximum horizontal façade of a structure as follows:

If any portion of a structure is adjoining a detached dwelling unit in a low density zone, then either:

- a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or*
- b. The maximum horizontal facade shall not exceed 50 feet.*

See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.

(Does not apply to Detached Dwelling Unit and Mini-School or Mini-Day-Care Center uses)

- 2) KZC Section 5.10.507 defines the term 'maximum horizontal façade' as follows:

The widest cross-section of the building(s) in the area adjoining the low density zone or within 100 feet of the adjoining lot containing the detached dwelling unit or low density use. The cross-section width is measured parallel to the zone or lot(s).

- 3) KZC Section 5.10.020 defines the term 'adjoining' as follows:

Property that touches or is directly across a street, other than a principal arterial, from the subject property. For the purposes of applying the regulations that limit the height and horizontal length of facade adjoining a low density zone, the regulations shall only apply within an area of 100 feet of and parallel to the boundary line of a low density zone.

- 4) Since the proposed school buildings in question exceed 15 feet above average building elevation, the maximum length of the building within 100 feet of neighboring residential properties is 50 feet.
- 5) The new school is comprised of four main building areas: A, B, C, and D. Based on the definitions for maximum horizontal façade in the previous subsections, the north façade for Building A, and the east façades of Building B and Building C all exceed the maximum horizontal façade requirement as summarized in the chart below. The chart also compares the applicant's information to measurements done by staff based on using the widest-cross section of the building within 100 feet of the applicable property line. The revised measurements are also highlighted in Attachment 3, page A3.1.

Building	Applicant Measurement	Measurement by Staff (approximate)	Difference
<i>Bldg. A – North Facade</i>	159'	172'	+13'
<i>Bldg. B - East Façade</i>	95'	98'	+3'
<i>Bldg. C – East Facade</i>	90'	92'	+2'

- 6) Using the measurements by staff, the following chart shows how much the proposed buildings exceed the required 50-foot maximum horizontal façade limit.

Building	Length of Façade Greater than 50'
<i>Bldg. A – North Facade</i>	+122'
<i>Bldg. B - East Façade</i>	+48'
<i>Bldg. C – East Facade</i>	+42'

- 7) The applicant has requested approval of a PUD in order to deviate from the 'maximum horizontal façade' requirement in order to construct the school building as proposed.

- b. Conclusion: In order to construct the building as proposed, the applicant's proposal should meet the City's PUD requirements. See Section II.F.2 for an analysis of the PUD criteria.

8. Pedestrian Connectivity

a. Facts:

- 1) KZC Section 105.18 requires pedestrian access as follows:

- *From Buildings to Sidewalks and Transit Facilities*
- *Between Uses on Subject Property*
- *Connections Between Properties*
- *Through Parking Areas*

- 2) The applicant has incorporated pedestrian pathways within their site design (see Attachment 2).

- 3) KZC Section 105.18.2 contains the pedestrian walkway standards to which the required pedestrian access should be constructed. The standards address walkway width, design, accessibility, and lighting among other items (see Attachment 24).
- 4) KZC Section 105.19 authorizes the City to require additional public walkways on the subject property. Public Works is recommending that the applicant install a through-block pathway pursuant to KZC Section 105.19.1.c (see Attachment 4).
- 5) KZC Section 105.19.3 contains the standards for through-block pathways (see Attachment 24).

- b. Conclusion: In order to be consistent with KZC 105.18 and 105.19 the applicant should submit detailed plans with the building permit for the new school showing compliance with KZC Section 105.18.2. and KZC Section 105.19.3.

H. COMPREHENSIVE PLAN

1. Fact: The subject property is located within the South Juanita neighborhood. Figure J-2b on page XV.I-6.1 designates the subject property for a school use (public facility overlay) within a low density residential area (see Attachment 25).
2. Conclusion: The proposal is consistent with the Comprehensive Plan designation of a school use.

I. DEVELOPMENT STANDARDS

1. Fact: Additional comments and requirements placed on the project are found on the Development Standards, Attachment 4.
2. Conclusion: The applicant should follow the requirements set forth in Attachment 4.

III. SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

IV. CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges and appeals. Any person wishing to file or respond to a challenge or appeal should contact the Planning Department for further procedural information.

A. CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m.,

_____, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

B. JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

V. LAPSE OF APPROVAL

The applicant must submit to the City a complete building permit application approved under KZC Chapter 125 within four (4) years after approval of the Final PUD, or the lapse provisions of Section 152.115 will apply. Furthermore, the applicant must substantially complete construction approved under Chapter 125 and complete the applicable conditions listed on the Notice of Approval within six (6) years after approval of the Final PUD, or the decision becomes void.

VI. APPENDICES

Attachments 1 through 25 are attached.

1. Vicinity Map
2. Applicant's Proposal – Project Plans
3. Applicant's PUD Re-Submittal dated May 5, 2011
4. Development Standards
5. Tree Retention Plan
6. Topographic Survey
- 6b. Supplemental Topographic Map
7. School District Public Meeting Summary
8. Public Comment Email dated March 27, 2011
9. Public comment Email dated May 30, 2011
10. Applicant Response to PUD Criteria dated March 22, 2011
11. SEPA Determination of Nonsignificance dated February 14, 2011
12. Nonconforming Wetland Trail Diagram
13. Aerial Photograph of AG Bell
14. Figure J-5 Juanita Nonmotorized Transportation Map
15. Juanita Walking Loop Map

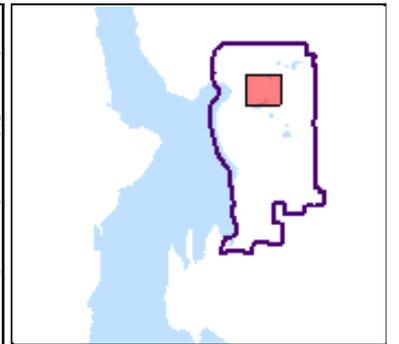
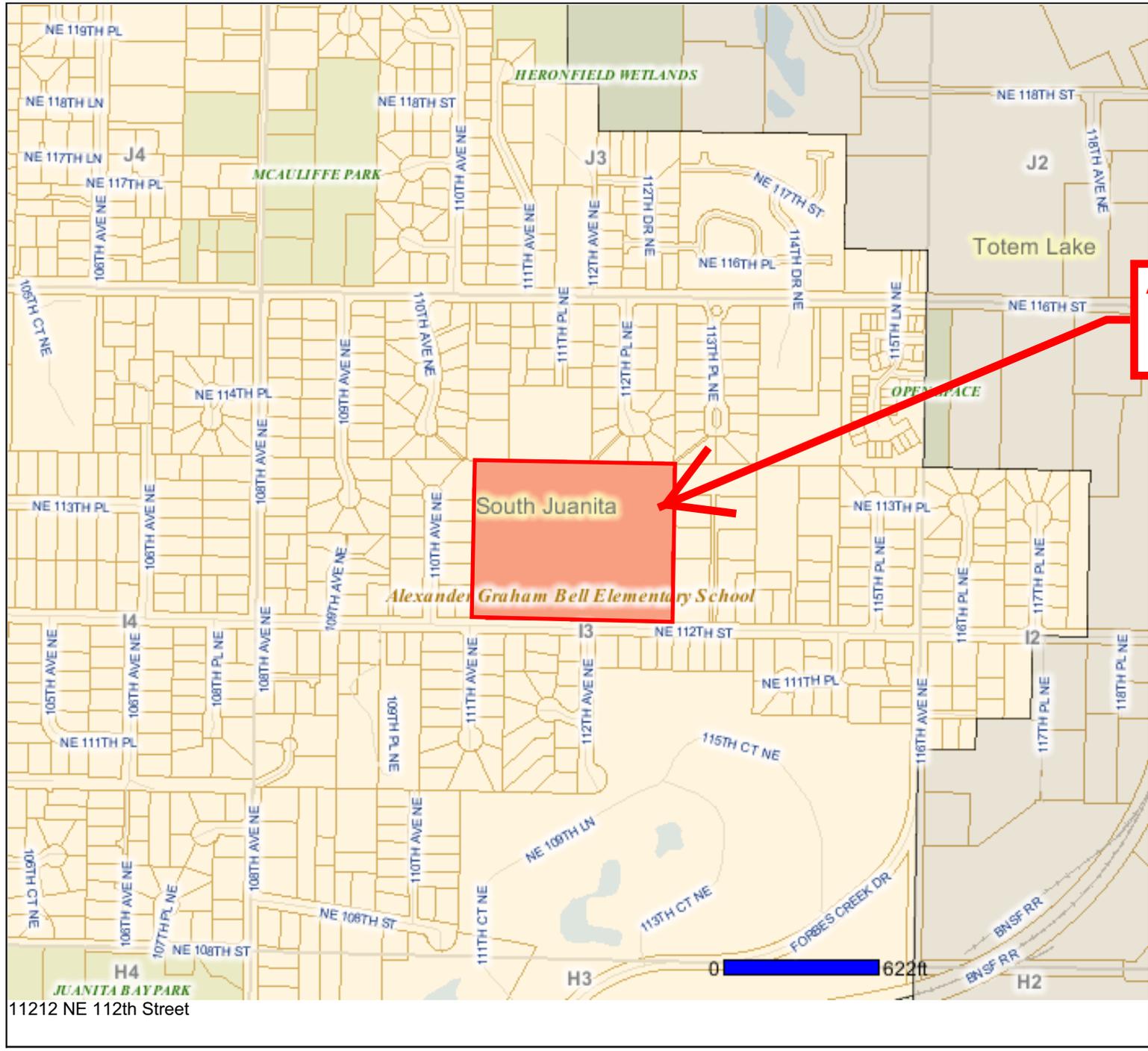
16. Significant Woodlands Preservation Area Map
17. Bus Driveway Topography Diagram
18. David Evans Study dated December 2010
19. David Evans Study dated May 31, 2011
20. David Evans Study dated June 7, 2011
21. David Evans Study dated June 14, 2011
22. City Transportation Engineer memo dated June 14, 2011
23. Construction Worker Parking and Haul Route Map
24. Pedestrian Walkway Standards
25. Figure J-2b Land Use Map

VII. PARTIES OF RECORD

Applicant: Sean Ryan, Lake Washington School District
Noah Greenberg, DLR Group
Citizens on Parties of Record List
Department of Planning and Community Development
Department of Public Works
Department of Building and Fire Services

A written recommendation will be issued by the Hearing Examiner within eight calendar days of the date of the open record hearing.

AG Bell Elementary School - Vicinity Map



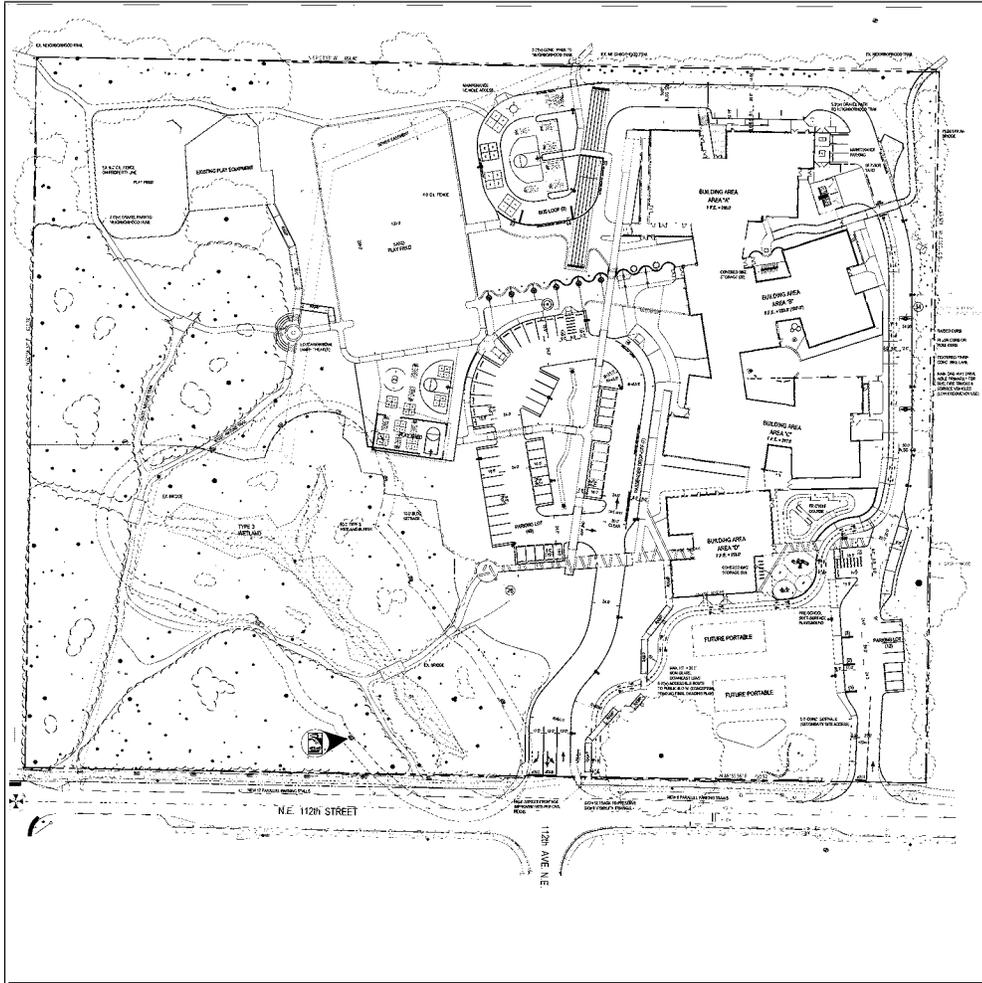
AG Bell Elementary School
11212 NE 112th Street

South Juanita

Alexander Graham Bell Elementary School

Approximate
Scale 1:7,468
1 in = 622 ft

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BUILDING DATA

PLANNING AREA: 100,000 sq ft
TOTAL FLOOR AREA: 100,000 sq ft
TOTAL VOLUME: 100,000 cu ft
TOTAL NUMBER OF STUDENTS: 100
TOTAL NUMBER OF TEACHERS: 10
TOTAL NUMBER OF ADMINISTRATORS: 10
TOTAL NUMBER OF SUPPORT STAFF: 10
TOTAL NUMBER OF PARENTS: 10
TOTAL NUMBER OF COMMUNITY MEMBERS: 10
TOTAL NUMBER OF VISITORS: 10
TOTAL NUMBER OF OTHERS: 10

ENVIRONMENTAL DATA

PROJECT LOCATION: 100,000 sq ft
PROJECT TYPE: 100,000 sq ft
PROJECT SIZE: 100,000 sq ft
PROJECT DENSITY: 100,000 sq ft
PROJECT INTENSITY: 100,000 sq ft
PROJECT IMPACT: 100,000 sq ft
PROJECT BENEFIT: 100,000 sq ft
PROJECT RISK: 100,000 sq ft
PROJECT VALUE: 100,000 sq ft
PROJECT COST: 100,000 sq ft
PROJECT TIME: 100,000 sq ft
PROJECT QUALITY: 100,000 sq ft
PROJECT SAFETY: 100,000 sq ft
PROJECT SECURITY: 100,000 sq ft
PROJECT COMPLIANCE: 100,000 sq ft
PROJECT LEGALITY: 100,000 sq ft
PROJECT ETHICS: 100,000 sq ft
PROJECT INTEGRITY: 100,000 sq ft
PROJECT REPUTATION: 100,000 sq ft
PROJECT CREDIBILITY: 100,000 sq ft
PROJECT AUTHORITY: 100,000 sq ft
PROJECT INFLUENCE: 100,000 sq ft
PROJECT POWER: 100,000 sq ft
PROJECT RESOURCES: 100,000 sq ft
PROJECT CAPABILITY: 100,000 sq ft
PROJECT POTENTIAL: 100,000 sq ft
PROJECT OPPORTUNITY: 100,000 sq ft
PROJECT PROSPECTIVE: 100,000 sq ft
PROJECT FUTURE: 100,000 sq ft
PROJECT HOPE: 100,000 sq ft
PROJECT DREAMS: 100,000 sq ft
PROJECT VISION: 100,000 sq ft
PROJECT MISSION: 100,000 sq ft
PROJECT PURPOSE: 100,000 sq ft
PROJECT GOALS: 100,000 sq ft
PROJECT OBJECTIVES: 100,000 sq ft
PROJECT STRATEGIES: 100,000 sq ft
PROJECT TACTICS: 100,000 sq ft
PROJECT OPERATIONS: 100,000 sq ft
PROJECT PROCEDURES: 100,000 sq ft
PROJECT POLICIES: 100,000 sq ft
PROJECT STANDARDS: 100,000 sq ft
PROJECT BEST PRACTICES: 100,000 sq ft
PROJECT INNOVATIONS: 100,000 sq ft
PROJECT RESEARCH: 100,000 sq ft
PROJECT DATA: 100,000 sq ft
PROJECT ANALYSIS: 100,000 sq ft
PROJECT SYNTHESIS: 100,000 sq ft
PROJECT EVALUATION: 100,000 sq ft
PROJECT IMPROVEMENT: 100,000 sq ft
PROJECT CHANGE: 100,000 sq ft
PROJECT ADAPTATION: 100,000 sq ft
PROJECT RESILIENCE: 100,000 sq ft
PROJECT SUSTAINABILITY: 100,000 sq ft
PROJECT RESPONSIBILITY: 100,000 sq ft
PROJECT ACCOUNTABILITY: 100,000 sq ft
PROJECT TRANSPARENCY: 100,000 sq ft
PROJECT INTEGRITY: 100,000 sq ft
PROJECT ETHICS: 100,000 sq ft
PROJECT LEGALITY: 100,000 sq ft
PROJECT COMPLIANCE: 100,000 sq ft
PROJECT ETHICS: 100,000 sq ft
PROJECT INTEGRITY: 100,000 sq ft
PROJECT REPUTATION: 100,000 sq ft
PROJECT CREDIBILITY: 100,000 sq ft
PROJECT AUTHORITY: 100,000 sq ft
PROJECT INFLUENCE: 100,000 sq ft
PROJECT POWER: 100,000 sq ft
PROJECT RESOURCES: 100,000 sq ft
PROJECT CAPABILITY: 100,000 sq ft
PROJECT POTENTIAL: 100,000 sq ft
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PROJECT ACCOUNTABILITY: 100,000 sq ft
PROJECT TRANSPARENCY: 100,000 sq ft
PROJECT INTEGRITY: 100,000 sq ft
PROJECT ETHICS: 100,000 sq ft
PROJECT LEGALITY: 100,000 sq ft
PROJECT COMPLIANCE: 100,000 sq ft

PROJECT INFORMATION

PROJECT NAME: 100,000 sq ft
PROJECT LOCATION: 100,000 sq ft
PROJECT OWNER: 100,000 sq ft
PROJECT ARCHITECT: 100,000 sq ft
PROJECT ENGINEER: 100,000 sq ft
PROJECT CONTRACTOR: 100,000 sq ft
PROJECT START DATE: 100,000 sq ft
PROJECT END DATE: 100,000 sq ft
PROJECT BUDGET: 100,000 sq ft
PROJECT COST: 100,000 sq ft
PROJECT TIME: 100,000 sq ft
PROJECT QUALITY: 100,000 sq ft
PROJECT SAFETY: 100,000 sq ft
PROJECT SECURITY: 100,000 sq ft
PROJECT COMPLIANCE: 100,000 sq ft
PROJECT ETHICS: 100,000 sq ft
PROJECT INTEGRITY: 100,000 sq ft
PROJECT REPUTATION: 100,000 sq ft
PROJECT CREDIBILITY: 100,000 sq ft
PROJECT AUTHORITY: 100,000 sq ft
PROJECT INFLUENCE: 100,000 sq ft
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PROJECT INTEGRITY: 100,000 sq ft
PROJECT ETHICS: 100,000 sq ft
PROJECT LEGALITY: 100,000 sq ft
PROJECT COMPLIANCE: 100,000 sq ft

SITE DATA

TOTAL SITE AREA: 100,000 sq ft
TOTAL BUILDING AREA: 100,000 sq ft
TOTAL PARKING AREA: 100,000 sq ft
TOTAL LANDSCAPE AREA: 100,000 sq ft
TOTAL OPEN SPACE: 100,000 sq ft
TOTAL UTILITIES: 100,000 sq ft
TOTAL SERVICES: 100,000 sq ft
TOTAL ACCESS: 100,000 sq ft
TOTAL SECURITY: 100,000 sq ft
TOTAL COMPLIANCE: 100,000 sq ft
TOTAL ETHICS: 100,000 sq ft
TOTAL INTEGRITY: 100,000 sq ft
TOTAL REPUTATION: 100,000 sq ft
TOTAL CREDIBILITY: 100,000 sq ft
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TOTAL ACCOUNTABILITY: 100,000 sq ft
TOTAL TRANSPARENCY: 100,000 sq ft
TOTAL INTEGRITY: 100,000 sq ft
TOTAL ETHICS: 100,000 sq ft
TOTAL LEGALITY: 100,000 sq ft
TOTAL COMPLIANCE: 100,000 sq ft

LEGAL DESCRIPTION

THE SOUTH HALF OF THE WEST HALF OF THE S.E. 1/4 OF THE S.E. 1/4 OF SECTION 10, TOWNSHIP 10N, RANGE 10E, COUNTY OF WASHINGTON, WASHINGTON.

PARKING STATISTICS

STANDARD STALLS: 100
ACCESSIBLE STALLS: 10
TOTAL PARKING: 110
TOTAL ACCESSIBLE: 10
TOTAL COMPLIANCE: 100
TOTAL ETHICS: 100
TOTAL INTEGRITY: 100
TOTAL REPUTATION: 100
TOTAL CREDIBILITY: 100
TOTAL AUTHORITY: 100
TOTAL INFLUENCE: 100
TOTAL POWER: 100
TOTAL RESOURCES: 100
TOTAL CAPABILITY: 100
TOTAL POTENTIAL: 100
TOTAL OPPORTUNITY: 100
TOTAL PROSPECTIVE: 100
TOTAL FUTURE: 100
TOTAL HOPE: 100
TOTAL DREAMS: 100
TOTAL VISION: 100
TOTAL MISSION: 100
TOTAL PURPOSE: 100
TOTAL GOALS: 100
TOTAL OBJECTIVES: 100
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TOTAL OPERATIONS: 100
TOTAL PROCEDURES: 100
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TOTAL SYNTHESIS: 100
TOTAL EVALUATION: 100
TOTAL IMPROVEMENT: 100
TOTAL CHANGE: 100
TOTAL ADAPTATION: 100
TOTAL RESILIENCE: 100
TOTAL SUSTAINABILITY: 100
TOTAL RESPONSIBILITY: 100
TOTAL ACCOUNTABILITY: 100
TOTAL TRANSPARENCY: 100
TOTAL INTEGRITY: 100
TOTAL ETHICS: 100
TOTAL LEGALITY: 100
TOTAL COMPLIANCE: 100

LOT COVERAGE-IMPERVIOUS AREA

TOTAL LOT COVERAGE: 100,000 sq ft
TOTAL IMPERVIOUS AREA: 100,000 sq ft
TOTAL COMPLIANCE: 100,000 sq ft
TOTAL ETHICS: 100,000 sq ft
TOTAL INTEGRITY: 100,000 sq ft
TOTAL REPUTATION: 100,000 sq ft
TOTAL CREDIBILITY: 100,000 sq ft
TOTAL AUTHORITY: 100,000 sq ft
TOTAL INFLUENCE: 100,000 sq ft
TOTAL POWER: 100,000 sq ft
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TOTAL ACCOUNTABILITY: 100,000 sq ft
TOTAL TRANSPARENCY: 100,000 sq ft
TOTAL INTEGRITY: 100,000 sq ft
TOTAL ETHICS: 100,000 sq ft
TOTAL LEGALITY: 100,000 sq ft
TOTAL COMPLIANCE: 100,000 sq ft

DESIGN CONSULTANT

ASPEN
PAUL J. DE
STATE OF WASHINGTON
REGISTERED ARCHITECT
SITE PLANNING
PAUL J. DE
CERTIFICATE NO. 625

SHEET TITLE

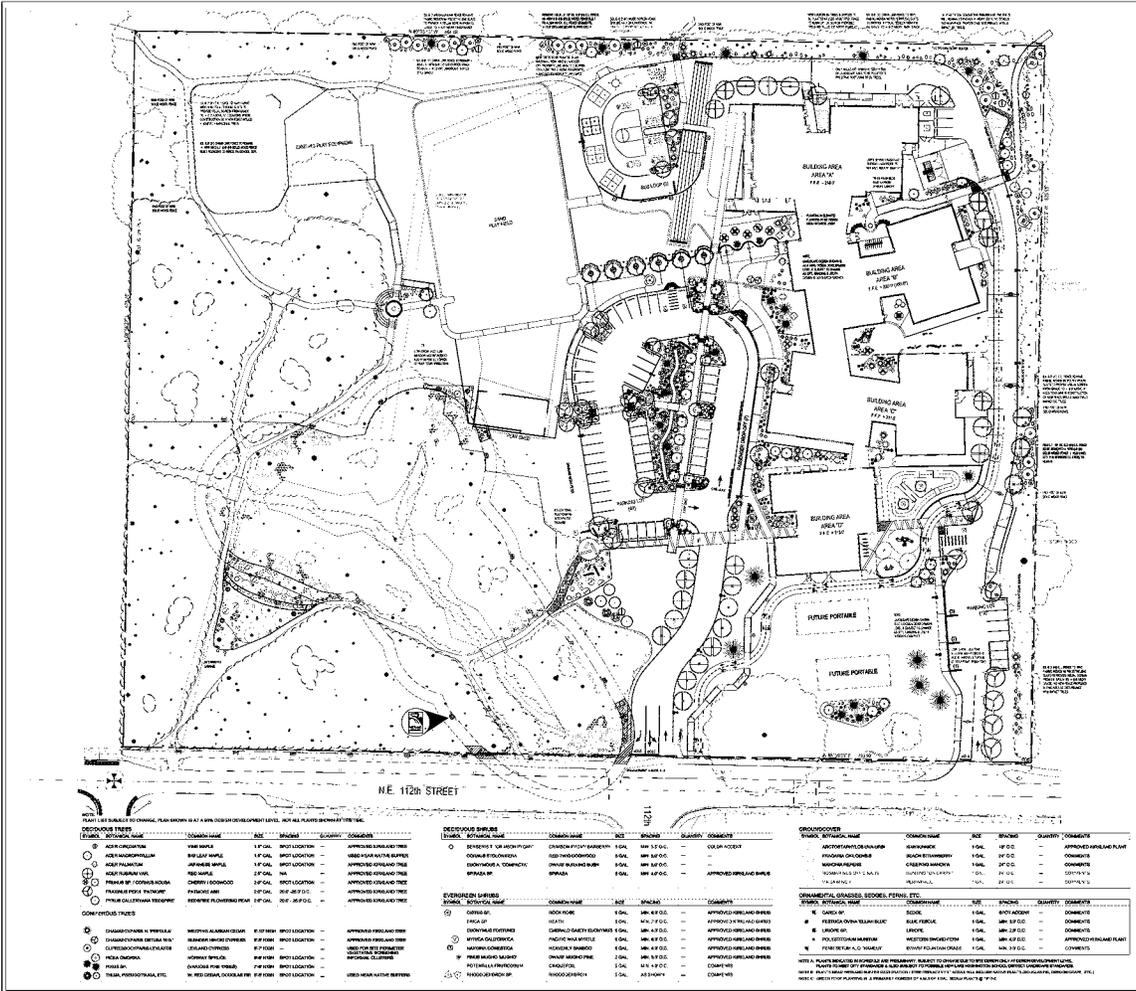
OVERALL SITE PLAN
SCALE: 1" = 200'

PUD
RESUBMITTAL

OVERALL SITE PLAN
ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL
LAKE WASHINGTON SCHOOL DISTRICT

L1.0
SHEET

DIR Group
Architecture | Engineering | Planning | Interiors



PLAN NOTES

LANDSCAPE DATA

DESIGN CONSULTANT

ASPIEN *Paul J. Dine*

LANDSCAPE ARCHITECT
512 PLANNING
PAUL J. DINE
CERTIFICATE NO. 603

STATE OF WASHINGTON
REGISTERED ARCHITECT

SHEET TITLE

OVERALL LANDSCAPE PLAN

SCALE: 1" = 30'

DLR Group
ARCHITECTURE ENGINEERING PLANNING INTERIOR DESIGN

PUD
RESUBMITTAL

OVERALL LANDSCAPE PLAN
ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL
LAKE WASHINGTON SCHOOL DISTRICT

L2.0
Landscape

DLR Group

LEGEND NOT TO SCALE
 SCALE F-300
 Call before you dig
 D.L.R. 8-1-1 OF 1-800-424-5555

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	EXISTING DRIVE
[Symbol]	EXISTING DRIVE AND SIDE DRIVE
[Symbol]	CONCRETE DRIVE
[Symbol]	PAVING
[Symbol]	DRIVE
[Symbol]	DRIVE TO BE CONSTRUCTION DRIVE
[Symbol]	DRIVE LANE
[Symbol]	CONSTRUCTION DRIVE
[Symbol]	NEW DRIVE
[Symbol]	DRIVE TO BE RELOCATED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED AND GRADED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED AND GRADED AND CURBED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED AND GRADED AND CURBED AND LIGHTED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED AND GRADED AND CURBED AND LIGHTED AND SIGNAGED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED AND GRADED AND CURBED AND LIGHTED AND SIGNAGED AND FENCED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED AND GRADED AND CURBED AND LIGHTED AND SIGNAGED AND FENCED AND LANDSCAPED
[Symbol]	DRIVE TO BE RELOCATED AND WIDENED AND IMPROVED AND PAVED AND GRADED AND CURBED AND LIGHTED AND SIGNAGED AND FENCED AND LANDSCAPED AND MAINTAINED

**EARLY LSM OVERALL DEMOLITION PLAN
 ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL
 LAKE WASHINGTON SCHOOL DISTRICT**

C1.00

**COUGHLIN
 LUNDEIN**
 14100 1st Avenue, Suite 200
 Shoreline, WA 98148
 Phone: 206.441.4444
 Fax: 206.441.4445
 www.coughlinlundein.com

DLR Group
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