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# Alexander Graham Bell Elementary School

**Lake Washington School District**
**Kirkland, Washington**

PUD Resubmittal 2 - Responses to Permit Review Comments
**DLR Group Project No. 73-10122-00**

May 05, 2011

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**AG BELL ELEMENTARY SCHOOL PROJECT**
**PUD COMMENTS 2ND REVIEW – Revised**
**APRIL 20, 2011**

The comments/questions provided below are based on a review of the PUD Resubmittal packet (received April 6, 2011) and follow-up on the 1st review PUD comments/questions staff provided to the applicant dated February 23, 2011.

Staff understands the need to process this application in a timely manner. However, it appears that important information requested by staff in the February 2011 comment letter was not included in the resubmittal packet. Items identified with the 1st set of comments are fast approaching the 60 day timeline required by code for responding to staff requests (see KZC Section 152.18). Therefore, please email me a timeline for submitting a response/revisions to the requested information by Monday, April 25, 2011, so that Staff can extend the response period beyond 60 days. In the meantime, it is difficult for the City to begin a complete review of the project.

The comments/questions below may be very detailed but they are important in the review of the PUD/zoning permit. The requested information is also important in writing the staff report for such a challenging project. By responding in detail to the items below, the need for additional information in the future will be reduced and allow staff to thoroughly respond to the zoning criteria. Staff will also be able to fully address potential neighborhood concerns.

When resubmitting the information to the City, please provide a written response to each item in the provided text field. This should help confirm that all items have been addressed. For items that require a drawing or plan revision, please refer to the plan sheet that was revised or created. All items to be answered by your transportation engineer and wetland biologist should be addressed in their report.

Lastly, please submit 3 copies of any revised plans and reports as well as a copy of documents on a CD. Feel free to contact me via email at jregala@kirklandwa.gov or at (425) 587-3255 with any questions. We can also meet once you have had a chance to review the comments/questions.

**1. SITE PLAN**

a. All of the previously submitted plans (building elevations, landscaping, tree retention, grading, storm, etc) do not match the revised site plan. These plans should be updated and resubmitted to match the latest site plan and building elevations.

***RESPONSE***: An updated set of drawings will be submitted.

b. Staff has identified this new issue. KZC 115.115.5.c requires that…*Vehicle parking areas for schools and day-care centers greater than 12 students shall have a minimum 20-foot setback from all property lines.* This code requirement specifically affects the proposed parking stalls at the southeast corner of the subject property. The existing stalls are currently non-conforming as to this setback requirement. The proposed development triggers the requirement that the non-conformance be brought into conformance with current code. The non-conforming parking stalls will need to be reduced in size and/or reconfigured with the new proposal. It may be possible that the affected stalls may be converted to compact stalls (8′ x 16′) but you'll need to confirm the 50% maximum compact stalls limitation for the entire site. The setback requirement will also affect the northernmost *parallel* parking stall in this area.

***RESPONSE***: The existing design will be revised to conform to the above Zoning citation. See revised site plan.

## 2. PARKING/TRAFFIC ITEMS

The following items are required to be prepared/analyzed by a professional transportation engineer for City review. Many of the items described below were requested in February 2011 and at the presubmittal meeting in November 2010. For questions regarding these items please contact Thang Nguyen, City Transportation Engineer at (425) 587-3869 or tnguyen@kirklandwa.gov

a. General

1) What is the current student enrollment and future maximum student enrollment of the school? Does the future maximum enrollment include the use of the proposed portables?

***RESPONSE***: The current student capacity for the school is 550 students. The new school facility will have a student capacity of 550 students. This future capacity does take into account and includes the student load in the future portables. As a result, the new school will offer the same amount of student capacity. The current enrollment as of April 2011 is approximately 410 students which is 140 students below school capacity.

2) What is the current staff employment at the school categorized by job type…teachers, admin, etc.? What is the current peak number of employees at the school?

***RESPONSE***: Current staff employment is approximately 60 faculty members. This includes the teaching staff, administrators, custodial and other support staff. This staff employment number serves the current student population, which is well below the school capacity.

3) What is the breakdown of employees once the project is completed? What is the projected breakdown of employees when the school is at full capacity? What is the teacher to student ratio based on future maximum enrollment?

***RESPONSE***: The employee break down for the school will be evaluated and determined based on the school staffing needs at that future date. Full capacity requirements are not projected to exceed the current projected staffing needs of a full capacity school. The teacher to student ratio on future maximum enrollment cannot be determined at this time.

4) On Pages A7.1 – A7.3 of the PUD Resubmittal, it is stated that there is anticipated impacts to through-traffic, increase in traffic congestion, and reduced parking from July 2011 to June 2013. How are these impacts going to be mitigated?

***RESPONSE***: The revised site plan with parent drop-off and staff parking on-site will help mitigate impacts to through-traffic during construction. Additionally, off-site contractor parking will help limit the amount of traffic on-site.

5) When are the portables planned to be placed onsite? How will the portables be used?

***RESPONSE***: Undetermined; currently, the portables are considered "future" and would be placed on the site as required by the district.

b. Construction Phasing

1) During construction for each phase when school is in session, how many parking stalls will be provided on-site for general/visitor parking? How many parking stalls is proposed on-street for staff?

***RESPONSE***: A total of 63 on-site parking stalls is being proposed during construction. An additional 17 stalls will be provided at the Frontage Improvements located West of the new entry drive giving a total of 80 stalls. The current parking inventory on-site is 68 stalls.

2) Describe location and detailed operation of the parent drop-off/pick-up area during the different construction phases.

***RESPONSE***: A temporary parent drop-off loop will be provided around the current 500 Building (the southernmost building). The loop will be 2-lanes and provide a location for parent queuing similar to how the school currently operates.

3) How much construction parking is needed and where will construction workers park?

***RESPONSE***: The contractor has been instructed to provide off-site parking and shuttle service for construction workers. Approximately 10-12 stalls will be provided on-site for contractor use. The parking and laydown area will be located in the Southeast portion of the site. See A7.1 from the PUD application.

4) On Page A7.2 of the PUD Resubmittal, please clarify item 2.7 – *Delivery and fire lane access are only vehicles allowed on site during school hours.* Are other vehicles allowed on-site during school hours?

***RESPONSE***: No. To the greatest extent possible, no unscheduled vehicles would be allowed on-site during school hours; teacher arrival and departure would take place before and after school hours.

5) On Page A7.2 of the PUD Resubmittal, please confirm location of staff parking described in item 2.8.

***RESPONSE***: Staff parking will be on-site. See revised parking layout on Sheet L1.0.

c. Driveway

1) What is the sight distance analysis at the future driveways (see Public Works 2011 Pre-approved Plan for City's requirements)?

***RESPONSE***: The new driveway has been located as discussed with City staff. A Sight Distance Analysis will be provided with the construction permit.

2) What is the current and future traffic volume at the school driveways when completed for AM Peak, during student drop-off, and during student pick-up?

***RESPONSE***: The current student capacity for the school is 550 students. The new school facility will have a student capacity of 550 students. This future capacity does take into account and includes the student load in the future portables. As a result,

the new school will offer the same amount of student capacity. The submitted Traffic Impact Analysis states that no additional site traffic will be generated by the reconstruction of Bell Elementary. Additionally, as no additional trips are being generated by the site, no off site traffic impacts will result. Therefore, this was not collected as part of the traffic study since the current and future traffic is expected to remain constant (no additional trip generation).

d. Parking/Access

1) What is the current parking inventory?

***RESPONSE***: 68 stalls

2) What is the current parking demand at time of student drop-off, pick-up and middle of the day?

***RESPONSE***: Information and data on the current parking demand has not been collected as part of the Traffic Impact Analysis since student capacity will remain the same.

3) Is there currently any employee parking on the street?

***RESPONSE***: No

4) What is the parking ratio being used to determine how many stalls are required for the subject property?

***RESPONSE***: The required parking ratio is reviewed by the City of Kirkland on a case-by-case basis.

5) Street parking may not count towards the parking requirements for the school. Parking required for the school is required to be provided on-site. How many parking stalls will be provided on-site with the completion of the project? Describe the breakdown of parking stalls as follows: visitor/general parking, staff parking, and total number of parking stalls.

***RESPONSE***: 56 total parking stalls. See Sheet L1.0 for complete breakdown of specific stall types.

6) How many on-street parking stalls are proposed with the completed project?

***RESPONSE***: 23

7) How many buses access the site? When does it occur? What is the anticipated bus traffic volume when the school reaches maximum enrollment

***RESPONSE***: One standard/full sized bus as well as five shorter buses service the school. School drop off and pick up times are at 9:00am and 3:30pm respectively. Anticipated bus traffic volume cannot be determined at this time for when the school reaches maximum enrollment as the locations of the student population would need

to be known in order to determine the number of students that reside within bus pick up limits versus how many would walk to the school.

e. Bicycle Parking/Access

1) Confirm compliance with KZC 105.32 Bicycle Parking:

a) Number of bicycle stalls

b) Location of covered bicycle parking

***RESPONSE***: A total of 40 bicycle stalls will be provided, all under cover of a building roof overhang that will offer weather protection.

2) Provide a brief safety analysis of the proposed bicycle path along bus access driveway. Is the bike path separated from the bus access driveway (i.e., curb, landscaping etc.)?

***RESPONSE***: The eastern drive will primarily be used for bus, service and emergency vehicles with some automobile traffic, mainly near the Southeast corner of the site near the Pre-School. As the drive proceeds north, the width narrows to 20.0', which is the minimum width for a fire lane. 12.0' of this drive will be dedicated to vehicular traffic, primarily in a one-way direction. Signage will be provided to indicate potential pull-over areas to allow other traffic to pass through.

The remaining 8.0' consists of two 4.0' wide bike lanes. The 8.0' and 12.0' widths will comprise the total 20.0' fire lane width requirement and be separated by a concrete roll curb. Additionally, the surface material of the bike lane and vehicular drive section will vary in texture and color.

**3. Height**

a. What is the maximum height of the proposed mechanical units? What is the required height clearance for the proposed mechanical units?

***RESPONSE***: The top of the proposed Mechanical units is 9'-0 above the Mechanical platform level. There are (3) mechanical units located in Building B, (2) along the North wall and (1) along the South wall. The units are required to be separated by approximately the width of one of the units (6'-9") for maintenance access; this places the unit along the South wall (where clearances are lower due to roof slope) at a point where the top of the unit is approximately level with bottom of structure.

b. For Building B, it appears that there is 19.2' from F.F. Mechanical Platform to roofline. Is it possible for the roofline to stop at Elevation 261' -1" and still leave enough room for the mechanical units? If so and the 3/12 pitch is maintained, then the PUD is not required for height.

***RESPONSE***: Both the north and south sides of the Mechanical Platform will have a mechanical unit underneath the roof (i.e., at both the low and high points of structure due to roof slope) . Additionally, side clearances for maintenance access are required. Lowering the roof to 261'-1" or stopping the roof at 261'-1" does not maintain the required space for these units.

c. If the PUD for height is still needed, on PUD Resubmittal sheet A2.2 and A2.3 it appears that the maximum roofline elevation is 265′ – 10″. However, on the same sheets there is a statement *Add 5′-0″ Variance* at elevation 266′ -1″. Please confirm whether a 5′ variance or 4′-9″ variance is being requested as part of the PUD. The height needed should be requested.

***RESPONSE***: A 5'-0" variance is being requested; this is approximately 3" in excess of the roof height indicated in the Design Documents. We feel that the added 3" is needed to account for construction tolerances.

d. Please outline in plan view the roof area for which the variance is being requested. What is the total area of roof area in plan view for which the variance is being requested?

***RESPONSE***: The total area of roof for which the variance is being requested is approximately 1,800 sf. See attached page A1.5.

**4. <u>Buildings</u>**

Please provide a scale for the proposed floor plans.

***RESPONSE***: See revised sheet A1.4.

**5. <u>Wetland</u>**

Because the wetland buffer modification is a Planning Official review, it needs to be processed first (prior to the PUD review). It is important that the following information be submitted as soon as possible. Staff will be unable to proceed with the PUD review until such time the wetland buffer modification has been reviewed and approved.

a. <u>Wetland Buffer Modification Info</u> (Items below are also required for the submitted building and grading permits in order for the permits to be complete)

1) Need application fee ($2,071)

***RESPONSE***: Fee to be paid by Lake Washington School District.

2) Need review fee and signed task authorization for Watershed Company Review (see previous quote emailed March 14, 2011)

***RESPONSE***: Fee to be paid and authorization to be signed by Lake Washington School District.

3) The wetland report needs to be prepared by a qualified professional as defined in KZC 90.30.11 in which the report should fully address criteria in KZC 90.60.2.b. The checklist approach by the landscape architect is not appropriate.

***RESPONSE***: See attached report from Wetland Resources.

4) In briefly scanning the mitigation plan, I noticed that there were:

a) Improvements are located within the 10' wetland buffer setback in the area that the wetland buffer was expanded; and

b) New temporary parking stalls are located within the wetland buffer and/or wetland buffer setback west of the new play shed.

The above items should be addressed by your wetland consultant as it relates to KZC Chapter 90 and the buffer modification criteria.

***RESPONSE***: The covered play shed structure does encroach into the wetland buffer/building setback, but this is allowed up to 1/3 penetration into the buffer. Only plant material, boulders and nurse logs are located within the new expanded wetland buffer areas.

5) Work within the NE 112th Street right-of-way that is also within the wetland buffer is subject to KZC 90.20.4. Detailed information that confirms compliance with this code section should be submitted for review.

***RESPONSE***: See attached report from Wetland Resources

**6. <u>Trees</u>**

Below are comments from our Urban Forester provided in February 2011. These items still need to be addressed and/or confirmed.

a. The Tree Retention Plan should be updated to reflect the new site plan layout.

***RESPONSE***: The Tree Retention Plan has been updated showing the current site design.

b. Show all setbacks and required landscape buffers on Sheet L3.0 (revised Tree Retention Plan), including 50' building setback

***RESPONSE***: Setback lines are shown on Sheets L1.0 (Site Plan) L2.0 (Landscape Plan) and the Tree Retention Plan, Sheet L8.0.

c. Indicate limits of disturbance (LOD) drawn to scale around retained trees impacted by site disturbances resulting from grading, demolition, and other construction activities on Sheet L3.0. Include approx location of LOD of offsite trees with overhanging drip lines if potentially impacted by proposed construction activities.

***RESPONSE***: See revised drawings.

d. Identify trees proposed for removal by number corresponding to arborist report on Sheet C1.0 (Demolition Plan).

***RESPONSE***: All trees identified to be removed are shown on the Tree Retetnion Plan (Sheet L8.0) complete with the number of each tree.

e. Indicate tree protection fence to scale at the LOD on Sheet C1.0 and Sheet L3.0 as a distance in feet from the face of trunk to fence.

***RESPONSE***: See revised drawings.

f. Include City of Kirkland tree protection fence detail on Sheets C1.0 and L3.0. This detail can be found on the City website.

***RESPONSE***: Currently is indicated on Sheet L8.0.

**7. LANDSCAPE BUFFER**

This item was brought up in February 2011. A six foot tall *solid screening* fence is required along the north, east, and west property lines. Please confirm the location of the fence.

***RESPONSE***: In areas along the west, north and east property lines, a solid, 6.0' high wood fence is proposed where existing vegetation is not present. In those areas, where dense, forested areas occur remote from the school or where installing a new fence would compromise the health of existing trees providing a buffer, black polyethylene slats will be woven into the existing 6.0' high chain link fabric.

**8. PUD Criteria**

a. In February 2011, staff requested that any view impacts be confirmed. Staff suggested a cross section drawing and/or photographs be submitted in order to review this item since a taller structure could potentially impact views from residential property located to the north and east. Given the potential small view impact, basic information regarding this topic may be provided. Staff suggests taking several photographs from the rooftop of the existing 'cafetorium' (since it is in the approximate locating of Proposed Building B) looking back towards the homes to the east and north in combination with elevation information to compare relative heights between properties and structures.

***RESPONSE***: We recommend review of the cross sections on Sheet A2.2 and Sheet A2.3 to demonatrate how the zoning alowed heights contrast with the proposal. We have also included photos of the site from the residential properties to the east. It can be seen that existing vegetation and lowering of grade make views from those east properties unlikely to change with the proposed project. If this is inadequate, perhaps a walk-through could be conducted on site with staff, and those findings documented?

b. Response #2 on page 1 of the PUD Resubmittal contains a statement that the increased 'maximum horizontal façade' results in a ...*psychological impact of bulk on adjacent residential properties*. On Page A3.2, the diagram shows that there is a physical building impact of an additional 109', 40', and 45' of building façade depending on the building façade. Please describe for staff specific benefits that are being proposed to clearly outweigh bulk and mass impacts to adjacent residential properties.

***RESPONSE***: Specific benefits of the project that are a direct result of the increased "maximum horizontal facade" are detailed in our previous letter and include 1/Increased provision of open space 2/ Superior vehicle circulation patterns 3/ Superior location of parking facilities 4/ Provision of a Native Growth Easement and 5/ Superior architectural design, placement, relationship or orientation of structure.

c. PUD Benefits – Below are staff comments/questions on the proposed PUD benefits as described in the application letter.

1) Public Facilities

a) KZC 105.18 and KZC 105.19 contain provisions for pedestrian access. In the February 2011 comment letter, staff previously requested confirmation as to which pathways are above and beyond what KZC 105.18 & 105.19 requires. Since this is being contemplated as a public benefit, please provide additional information in regards to this topic. If the proposed pedestrian access cannot be shown to be above and beyond code requirements, then this item cannot be used as a PUD benefit.

***RESPONSE***: The drawings on pages A5.2 and A5.3 of the PUD re-submittal intend to indicate the improved pedestrian connections of the new AG Bell site scheme. KZC 105.18 states "Promoting an interconnected network of pedestrian routes within neighborhoods is an important goal within the City. Providing pedestrian access from buildings to abutting rights of way, walkways and other uses on the subject property, and connections between properties help meet the objectives of nonmotorized transportation policies." Our interpretation is that providing a single means of egress connecting the new AG Bell to the North neighborhood walkways and the South right of way (NE 112th St) would fulfill the general intent of this Zoning provision. The sidewalk immediately West of the new building, for example, satisfies this requirement. Sidewalks at the Frontage and within parking lots also fulfill the basic requirements of KZC 105.18 and 105.19. We feel that the (2) sidewalks in the East/West direction are above and beyond the basic code requirements as they help strengthen the connection between AG Bell and the existing Juanita Neighborhood walking loops. Additionally, while the pathway directly from the Northeast corner of the site to the building entry may qualify as a required walkway connection, the continuation of this along the East side of the building down to NE 112th St is a superior benefit. See new page A5.3a for our interpretation of minimal sidewalks to meet the intent of the Zoning Code.

Furthermore, in lieu of a standard 5.0' wide sidewalk adjacent to the curb along the entry drive, the sidewalk has been pulled off the curb beyond the typical 4.5' landscape strip to a width of 6.0'. This allows for more tree root growth and provides the opportunity to separate the pedestrian route of students from vehicular traffic. Barrier planting will be encouraged within this planting strip. Additionally, the sidewalk width has been increased to 6.0'.

b) Please expand on the italicized text in the following statement (Page 2, 1st paragraph of the PUD Resubmittal). "...This project separates (1) parent drop-off and parking from (2) school buses and service vehicles by creating two specific and separate entries into the site for each party. This separation significantly improves safety not only within the site but *also in the surrounding neighborhood*." Please clarify how safety is provided to the neighborhood by having two driveways.

***RESPONSE***: Separating the parent drop-off from bus and service vehicles relieves congestion at pick-up and drop-off times. This will help prevent cars from queuing on NE 112th St and thus blocking or interfering with through traffic and pedestrians along sidewalks.

c) What is the source of the Loops identified on page A5.1 of the PUD Resubmittal? Are the Loops pedestrian school walk routes identified by the school district? Please provide some street name identifiers on the map.

***RESPONSE***: The walking routes shown on A5.1 are a duplication of the City of Kirkland Juanita Neighborhood Walking Loop map (see attached drawing A5.1a).

2) Superior Design

a) Open Space/Recreational Facilities

Based on the submitted drawings, it appears that the height exception only applies to a small amount of vaulted and roof space in Building B. This space is associated with the mechanical unit room and that no school floor area is associated with the height increase. Please confirm the amount of floor area directly associated with the vaulted space exceeding the height limit for Building B? Please show on a floor plan view.

***RESPONSE***: Confirmed, the additional height requested is directly over Mechanical Platform space. There is approximately 1,400 sf of floor area direcly associated with the vaulted space.

The drawing on page A6.2 shows green roofs included as part of the pervious area calculation. Please confirm if green roofs are being constructed with this project. Also, the current code does not allow green roofs to be calculated at a 50% ratio when determining zoning lot coverage maximums. Please verify with Public Works as to how green roofs relate to their storm water requirements.

***RESPONSE***: Green roofs are part of the project and occur where indicated on Sheet A6.2. See revised Lot Coverage calculation on Sheet A6.2a.

b) Circulation/Location of Parking

In reviewing this item, bus traffic and back of house activities (garbage and service areas) are located closer to residential properties than with the current school layout. This will introduce potentially new noise and odor/air quality impacts to residential properties located adjacent to the north/northeast portion of the site. The proposed driveway gets as close at 15' to the neighboring properties.

Related to this item is zoning code criteria found in KZC 15.10.030.2.a & b where it states that '*a) It [the school] will not be materially detrimental to the character of the neighborhood in which it is located; and b) Site and building design minimizes adverse impacts on the surrounding residential neighborhoods.*'

Please respond to the noise and odor/air quality issues with the new driveway location as it relates to 1) the PUD criteria regarding superior circulation patterns, and 2) the two KZC sections described above.

***RESPONSE***: At current AG Bell, recycling is located approximately 8' west of the East property line and 150' south of the North property line. Trash is located approximately 14' west of the East property line and 230' south of the North property line. The trash and recycling enclosure at the new AG Bell will be approximately 110' from both the North and East property lines. We feel the added distance in the East/West direction and the smaller decrease in distance in the North/South direction will not create any new odor/noise impacts as they relate to service activities. Additionally, the enclosure will be screened from view by CMU walls similar in character to that of the building. To help prevent noise impacts at the bus loop, earth/landscaping will be bermed approximately 4'-0"

above the roadway to help absorb sound, (or the road will be sunk into the earth approximatly 4'-0" depending on how one considers it). Additionally, where vegetation is not present, a solid 6'-0" high fence is proposed at the west, north and east property lines. This is specifically true along the north property line in the area north of the bus route.

c) Superior Architectural Design, Placement, Relationship or Orientation of Structure

i) The PUD Resubmittal Page A8.1 is missing detailed material and color information. The page should be updated to provide callouts for proposed materials and colors and/or color palette.

***RESPONSE***: See revised sheet A8.1 with material call-outs and colors

ii) The site plan shows the proposed location of two portable buildings near NE 112th Street. What is the timing for the installation of the portables? Are there drawings and/or photographs showing what the portables will look like?

***RESPONSE***: The district does not currently have a timetable; the portables are considered "future" and would be placed on the site if the district needs to accommodate fluctuating enrollment. The exact portables that may be used in the future is unknown.

Staff is concerned that while the applicant is promoting a superior design and layout for the new school buildings, the portables are proposed to be placed in front of the new buildings. The proposed portable location will obscure the view of the new buildings. The applicant should propose an alternative location for the portables.

***RESPONSE***: Constraints of the site, namely wetlands and their associated buffers, native growth areas, sewer easements, stormwater requirements, building setbacks, limited opportunity for safe vehicular access and the desire to limit our area of disturbance to maximize tree retention result in no other feasible locations for the future portables.

Furthermore, the south side of the building along the right of way is not the major entry to the building, and is also six to twelve feet above the grade of NE 112th Street, making it actually fairly removed from the daily experience of the pedestrians on NE 112th Street, those passing through the school site north-south and vehicles arriving on site. It is also worth mentioning that the future portables will be built of materials and details entirely commensurate with the nearby residences. Nonetheless, subtle earth berming and planting to create a partial visual screen will help integrate the area of future portables into the site as a whole.

Since a new school is being built, staff is wondering why portables are being proposed. Can the new school be constructed to include the future portable building area?

***RESPONSE***: In order to address fluctuating enrollments, Lake Washington School District has adopted the use of portables that are purchased and owned by the district. It is more economically feasible to move portables from building site to building site as need arises, than to build each new

school with an additional 6,000 square feet of conditioned space (costing an additional $1,710,000) that may sit unoccupied for years at a time. The portables indicated on the AG Bell site plans offer the District future flexibility by providing the necessary infrastructure to support portables when required; currently, there is not an expectation that they will be needed when the school opens nor a prediction of when they might be needed.

d) Minimum Use of Impervious Surfacing Materials

Adding the separate bus access creates additional impervious area. Can the bus route be combined with the interior access driveway?

***RESPONSE***: Functionally, a separate bus access allows for a more efficient arrival and departure of students as cars and buses are separated. The current school and its drop-off arrangement often creates a situation where cars are queuing on neighborhood streets. The new design is aimed at eliminating this situation. Additionally, the East lane is required for Fire department access; allowing buses and service to also utilize this lane helps reduce congestion at parent drop-off.

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| SITE PHOTOGRAPH | A9.8 |
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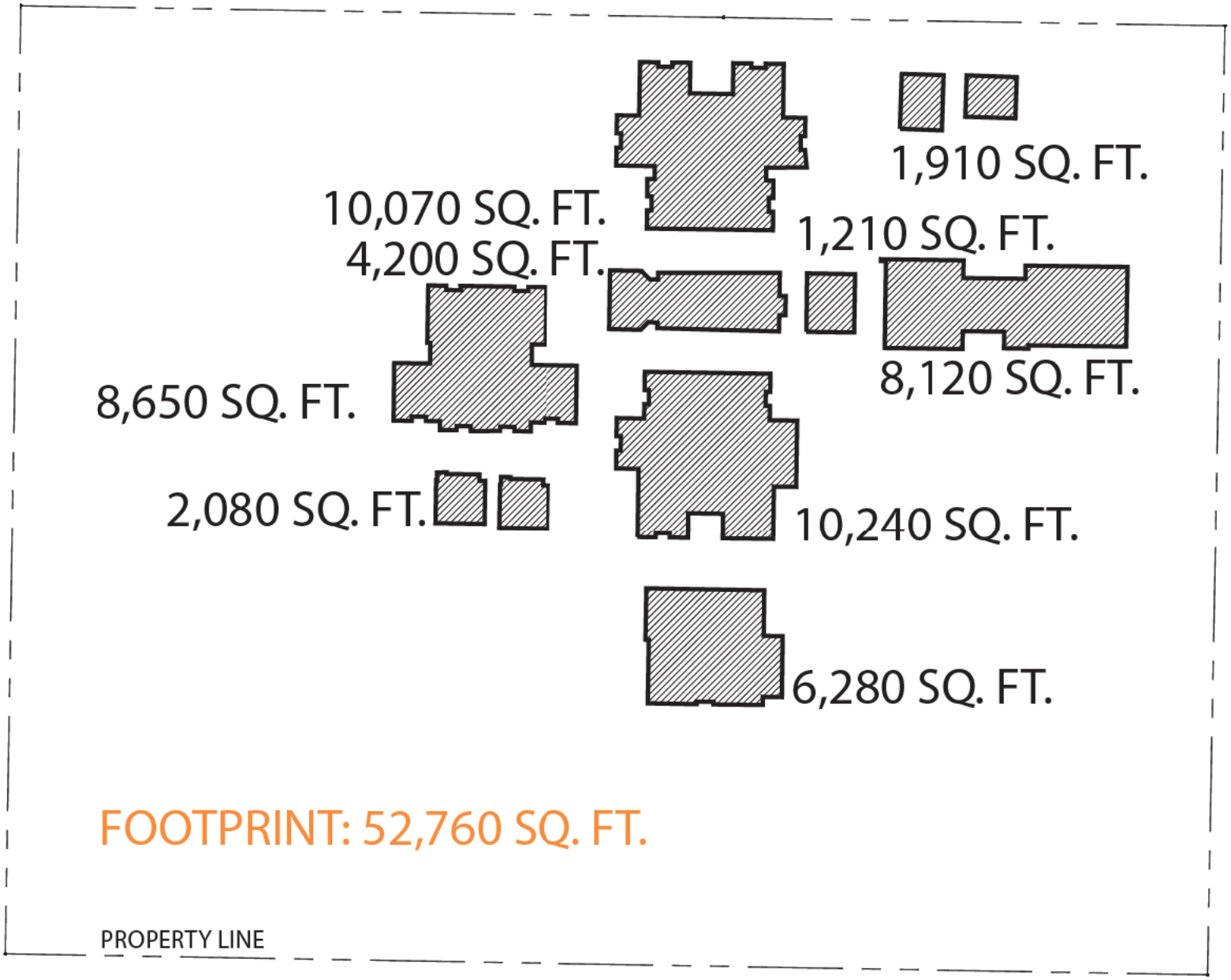
| SITE PHOTOGRAPH | A9.9b |
| SITE PHOTOGRAPH | A9.10 |
| SITE PHOTOGRAPH | A9.11 |
| SITE PHOTOGRAPH | A9.12 |
| SITE PHOTOGRAPH | A9.13 |
| SITE PHOTOGRAPH | A9.14 |



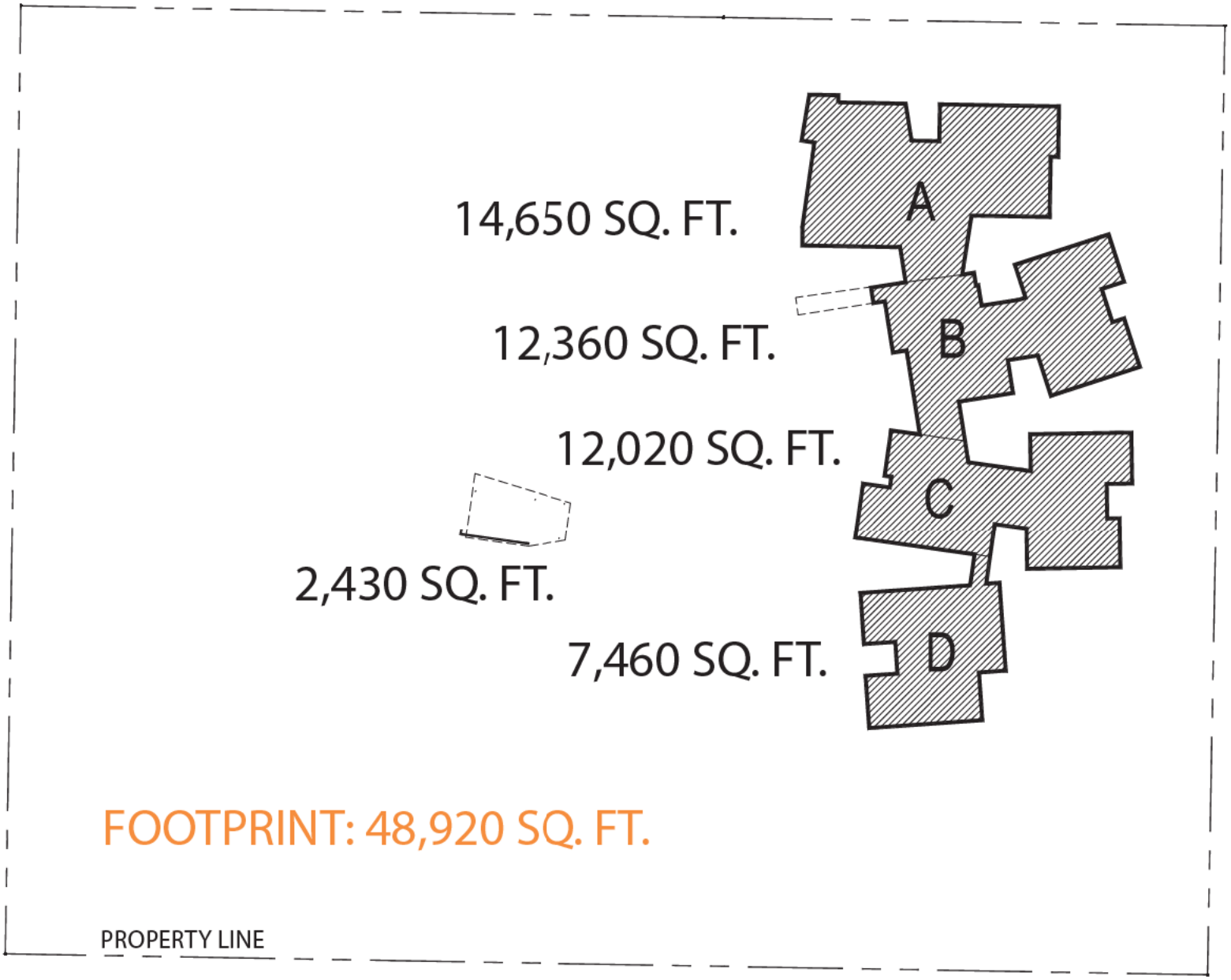

N 0' 25' 75' 175'

# BUILDING FOOTPRINT - EXISTING

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

A1.1



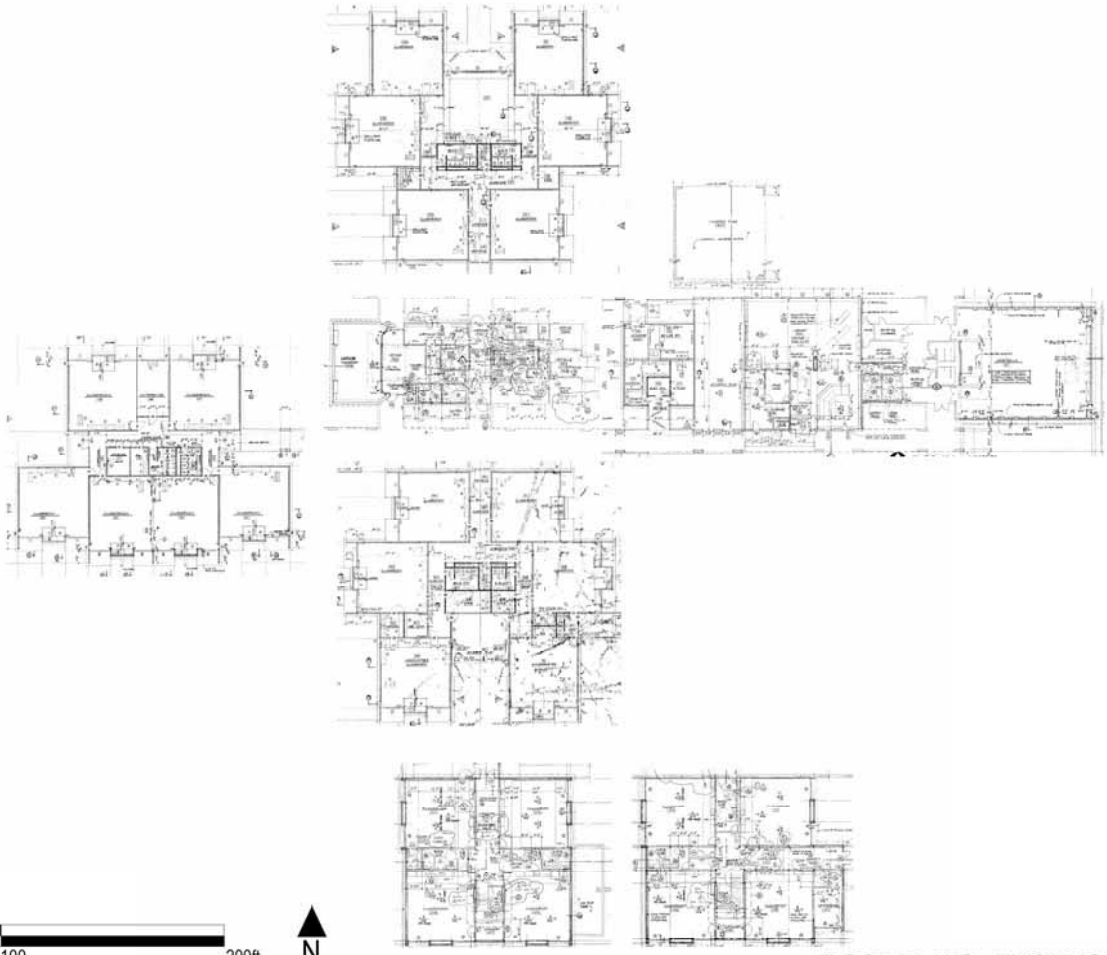

N 0' 25' 75' 175'

## BUILDING FOOTPRINT - PROPOSED

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

A1.2



0 20 40 100 200ft

N

## FLOOR PLANS - EXISTING BUILDING

A1.3

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

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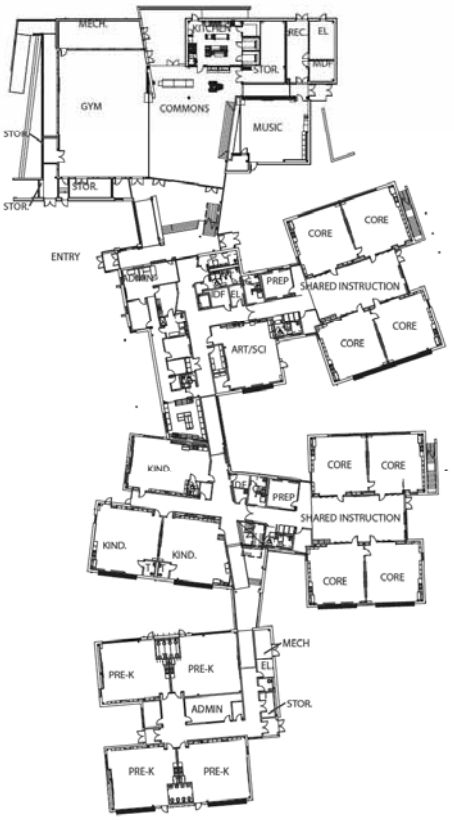


FIRST LEVEL PLAN - OVERALL N 0' 25' 50' 100'

SECOND LEVEL PLAN - OVERALL N 0' 25' 50' 100'

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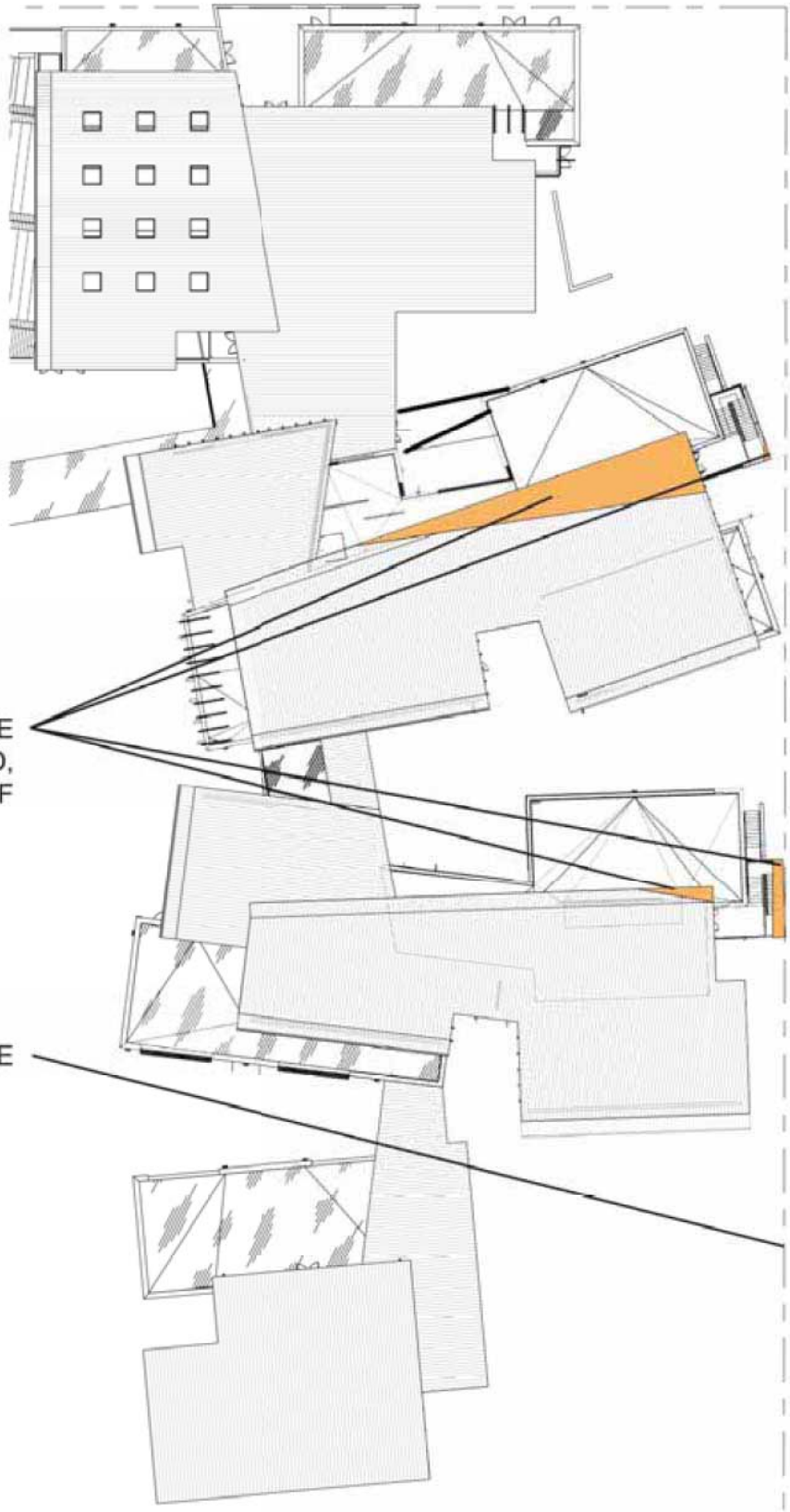
## FLOOR PLANS - PROPOSED BUILDING

A1.4




ROOF PLAN - OVERALL

N 0' 25' 50' 100'

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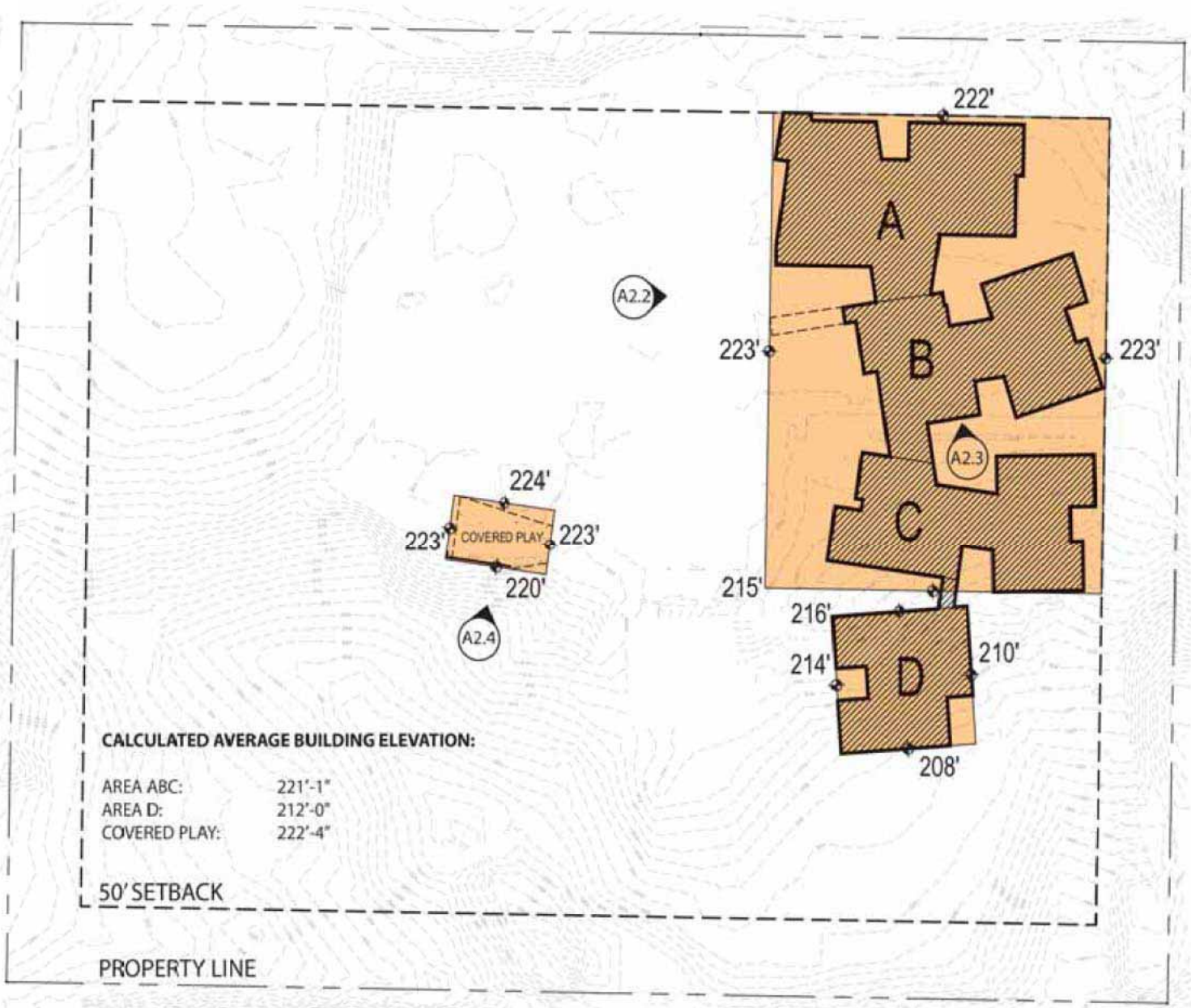
A1.5

PUD APPLICATION




N 0' 25' 75' 175'

# AVERAGE BUILDING ELEVATION PLAN

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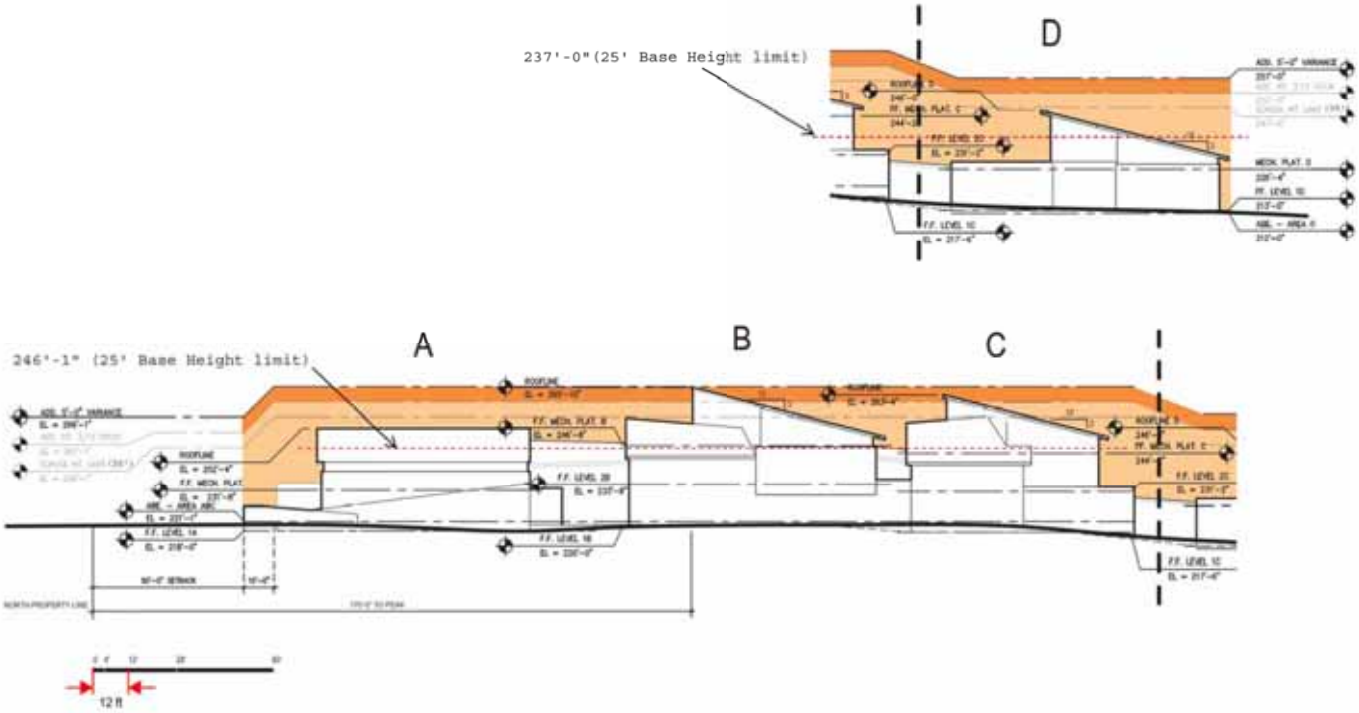
PUD APPLICATION

A2.1




ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 01 JUNE 2011

PUD APPLICATION

WEST ELEVATION A2.2

1 A2.3a PUD - SOUTH ELEVATION - AREA B
SCALE: 1/16" = 1'-0"

2 A2.3a PUD - SOUTH ELEVATION - AREA C
SCALE: 1/16" = 1'-0"

PUD

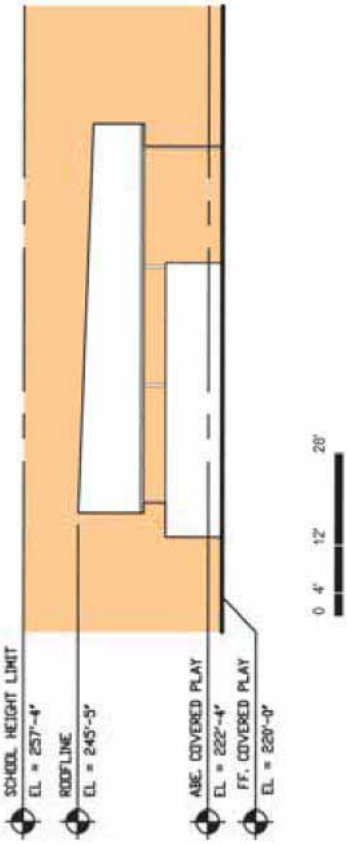
**SUPPLEMENTAL SHEET TO PUD A2.3**
ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL
Lake Washington School District

A2.3a

DLR Group
THIS IS A DEFAULT - Select State Default

A2.3

# SOUTH ELEVATION - COVERED PLAY




ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

A2.4

# MAXIMUM HORIZONTAL FACADE DESIGNATION

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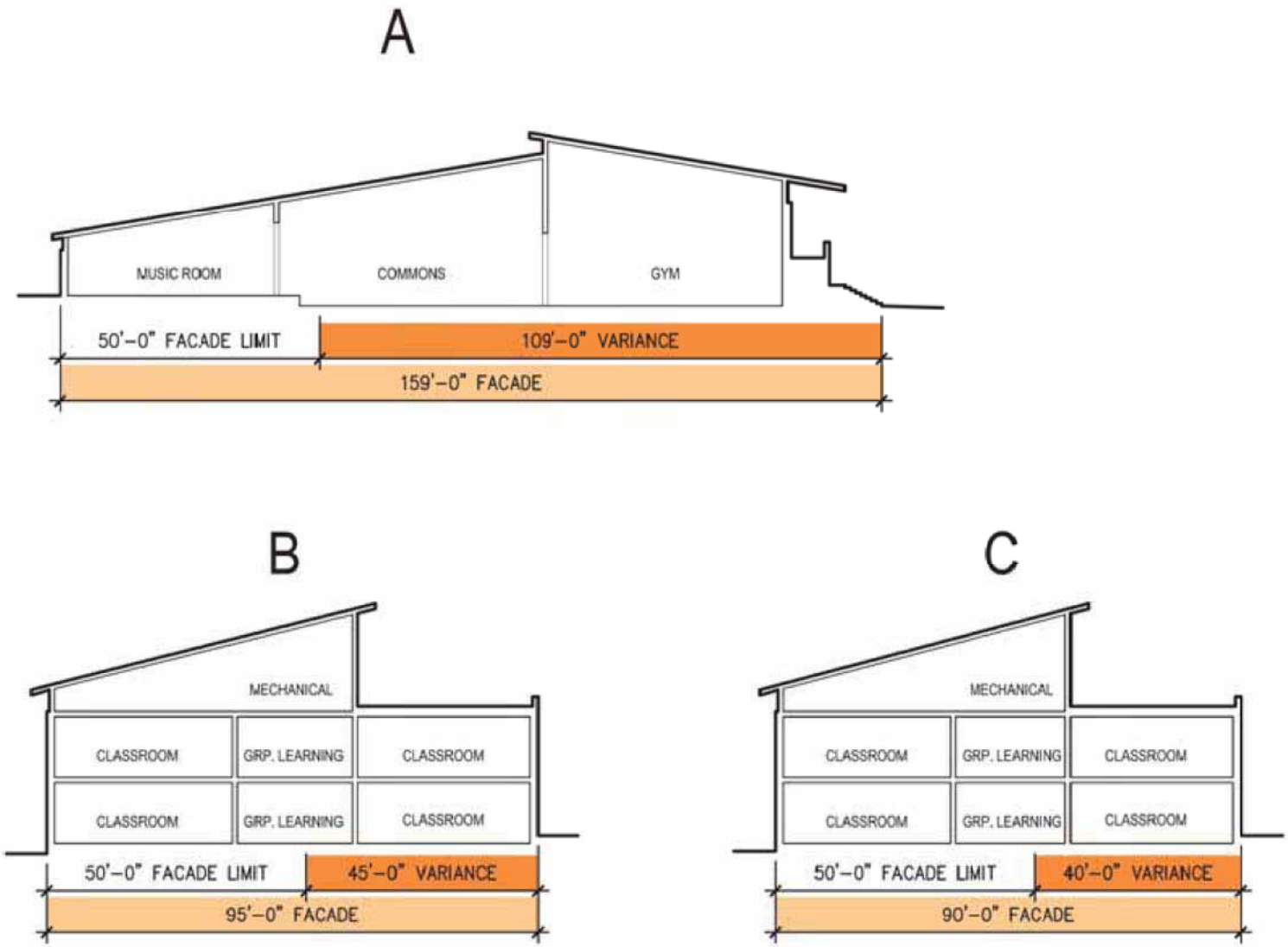
PUD APPLICATION

A3.1

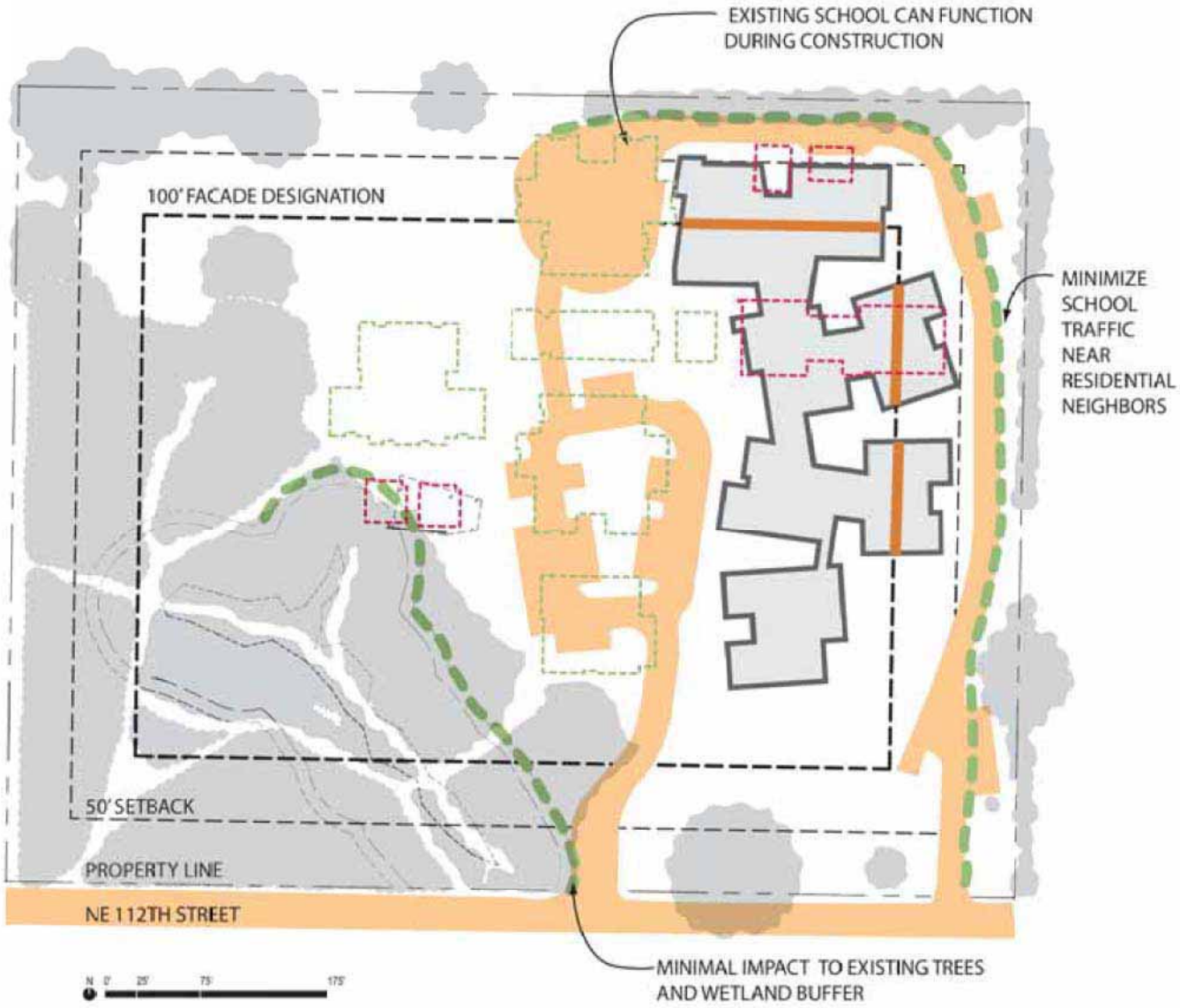



# MAXIMUM HORIZONTAL FACADE DESIGNATION SECTIONS - AREAS A, B & C

A3.2

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

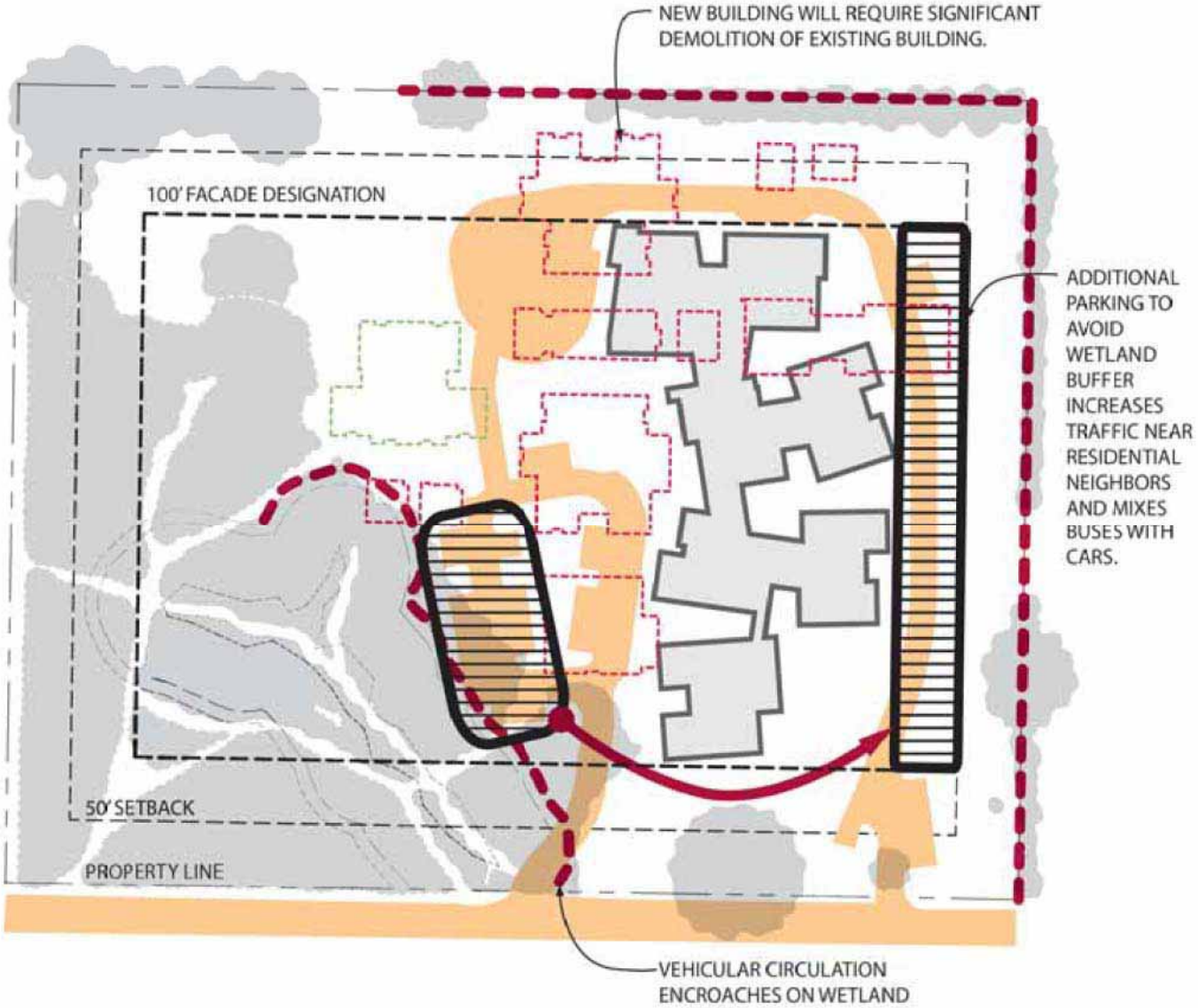



# PROPOSED VEHICULAR CIRCULATION WITH FACADE VARIANCE

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

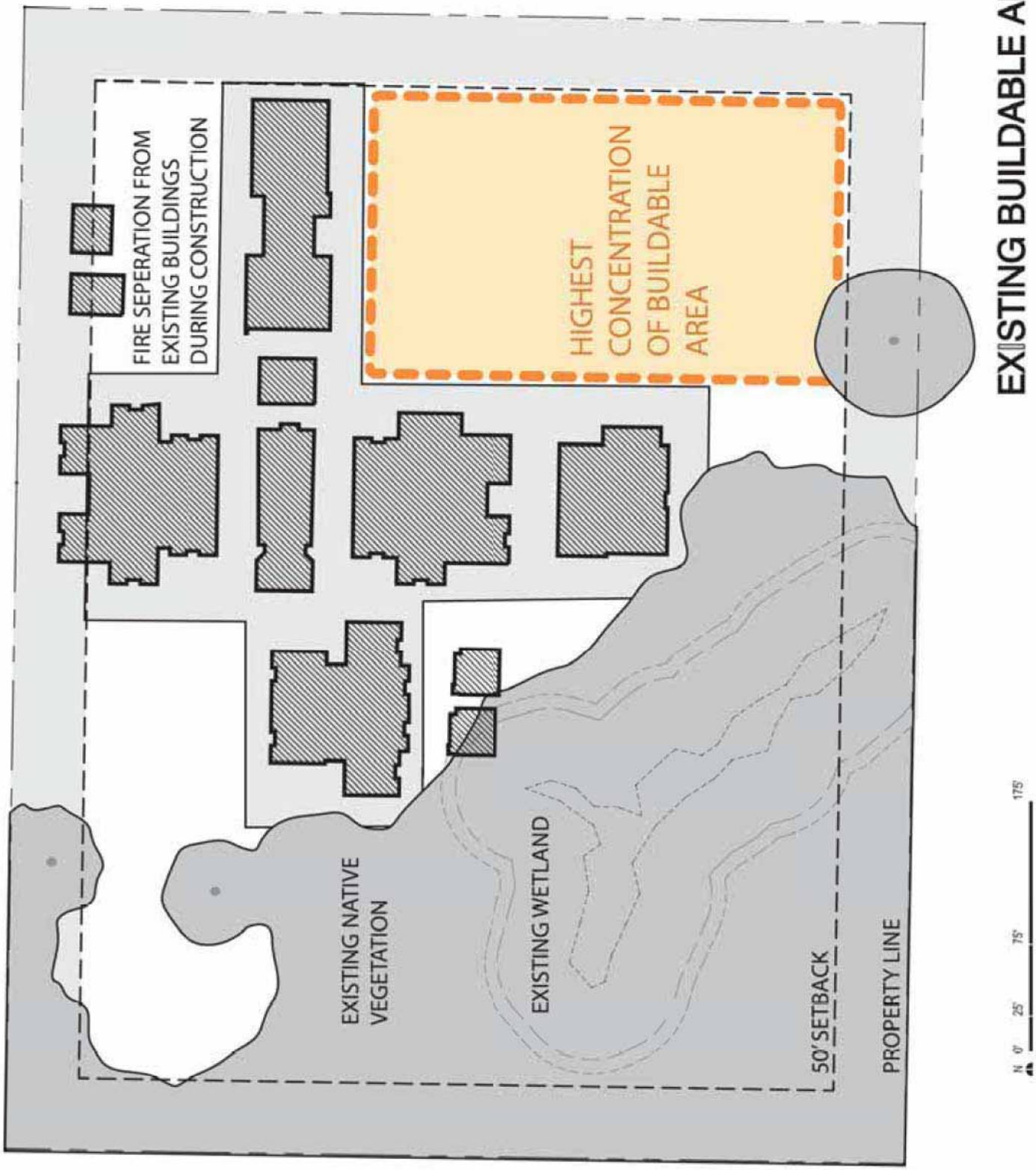
PUD APPLICATION

A3.3




# PROPOSED VEHICULAR CIRCULATION WITHOUT FACADE VARIANCE

# EXISTING BUILDABLE AREA

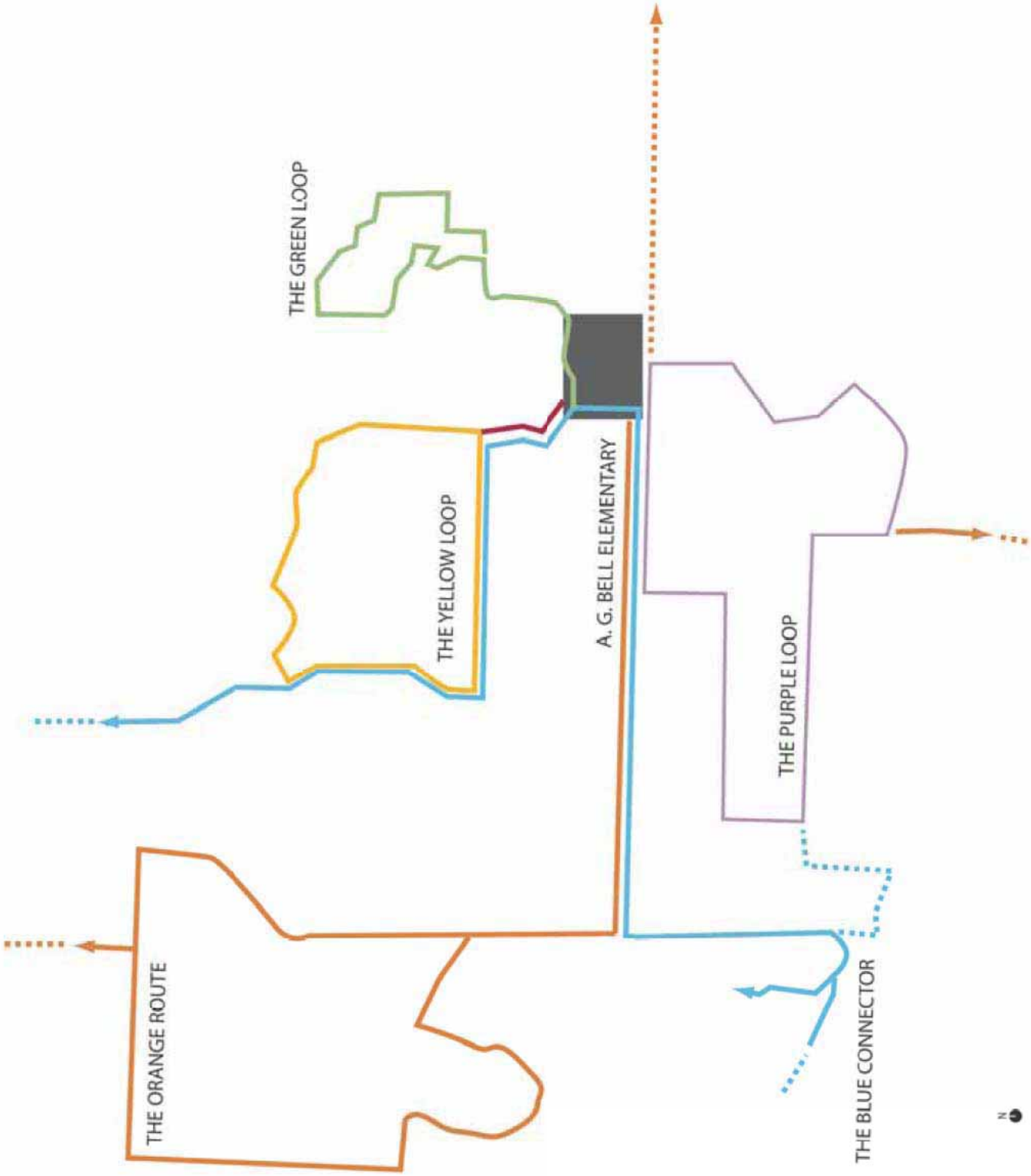



ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

A4.1

# REGIONAL PEDESTRIAN CONNECTIONS




ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

A5.1

# REGIONAL PEDESTRIAN CONNECTIONS - JUANITA NEIGHBORHOOD

## Route Descriptions

*This map depicts paths that are low to moderate in difficulty. Not all are ADA accessible. Walkers assume risk for their own safety when walking the routes indicated on this map. The descriptions below should give you an idea of difficulty and potential obstacles.*

### The Red Route

This route is 2 miles long and takes approximately one hour to walk. This route includes lots of ups and downs and trail connections. You'll stroll through residential neighborhoods and right by the North Kirkland Community Center. At this time, there is no trail connection on the south side of Juanita High School. The city is coordinating with neighboring property owners to determine interest in this connection.

### The Yellow Route

This route is 1.3 miles long and takes approximately 40 minutes to walk. It passes by McAuliffe Park, which is a nice rest stop or exploration point. The streets are residential in character, with some hilly sections. Sidewalks are available along the whole route.

### The Orange Route

This route is 3 miles long and takes approximately 90 minutes to walk. Enjoy the scenery and breathtaking views from Juanita Beach Park and then grab a coffee or bite to eat at Juanita Village. The rest of the walk takes you through nearby residential neighborhoods. This walk is almost exclusively along sidewalks, except for a short stretch on 94th Avenue NE that includes some walking on the shoulder.

### The Green Route

This route is 1 mile long and takes approximately 30 minutes to walk. It's a steep up and down with two sets of stairs. It takes through a mix of residential and commercial neighborhoods. Stroll through The Enclave, a residential community to an interesting territorial viewpoint. Then proceed down the stairs to a walking loop nestled within the office development. Here there are good connections to nearby shopping.

### The Purple Route

This route is 2.25 miles long and takes approximately one hour. It includes uphill and downhill segments and a portion of unpaved trail. This route connects to the AG Bell trail connector. It goes up a paved, lighted path behind the Park at Forbes Creek Apartments, through residential neighborhoods and along a lovely, unpaved trail on the NE 108th Street right of way. This loop connects to Crestwoods Park via a stairway at the south end of 108th Avenue NE.

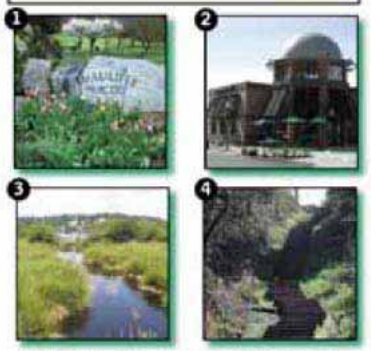
### The Blue Connectors

These connections link the walking loops. While these connections are mostly along sidewalks or paved trails, they do include some unpaved trails near the A.G. Bell School.

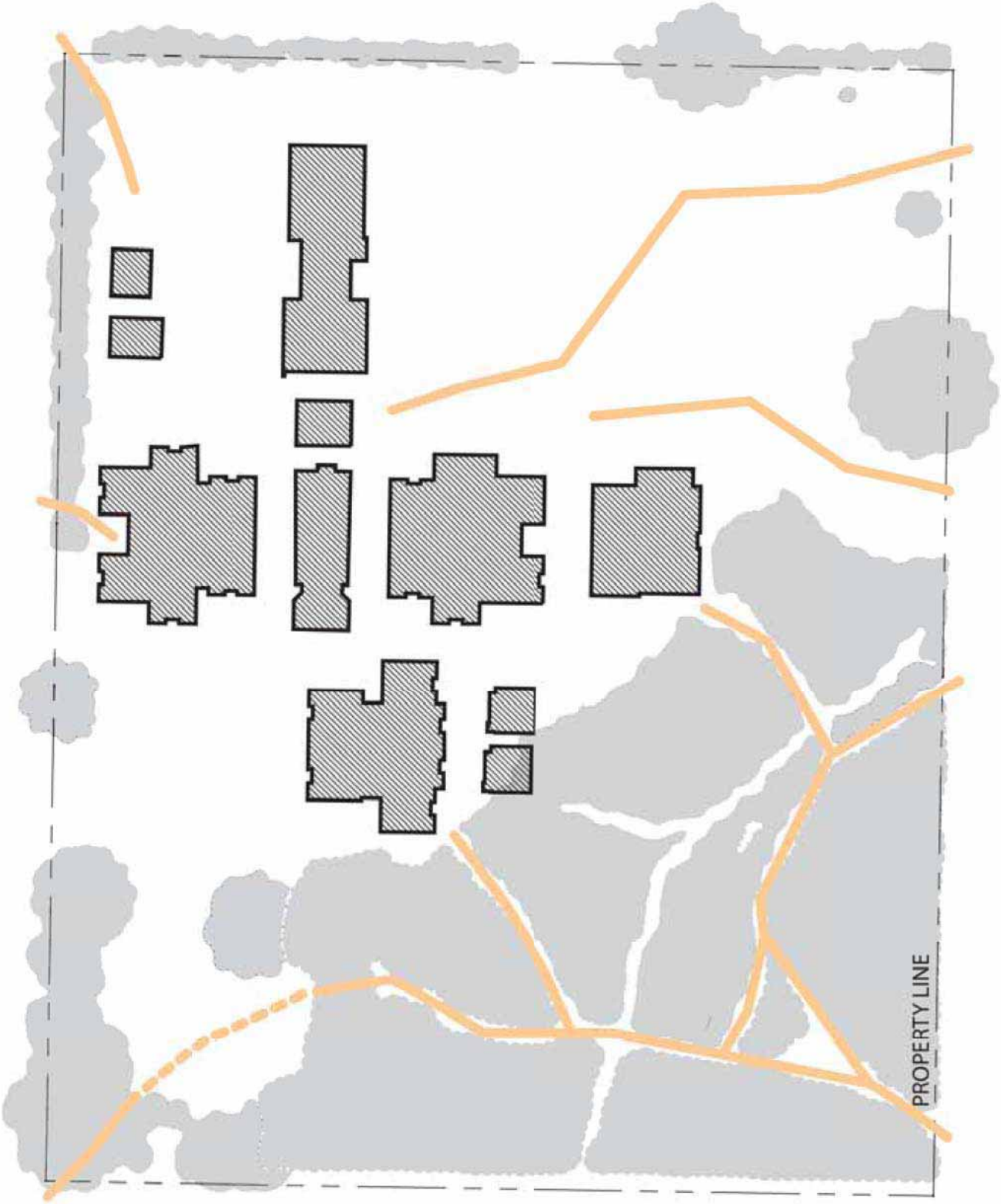
## Legend

Juanita Neighborhood Walking Loops

- The Red Route
- Proposed Loop
- The Orange Route
- Proposed Loop
- The Yellow Loop
- The Green Loop
- The Purple Loop
- Blue Connector
- Proposed Connection
- Uphill Slope
- Stairs
- Viewpoint
- Low Traffic Street
- High Traffic Street
- Interstate
- Railroad
- City of Kirkland Limits
- Park or Open Space
- School
- Lake
- Commercial and Business Districts
- Unincorporated King County



# EXISTING PEDESTRIAN PATHS




ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

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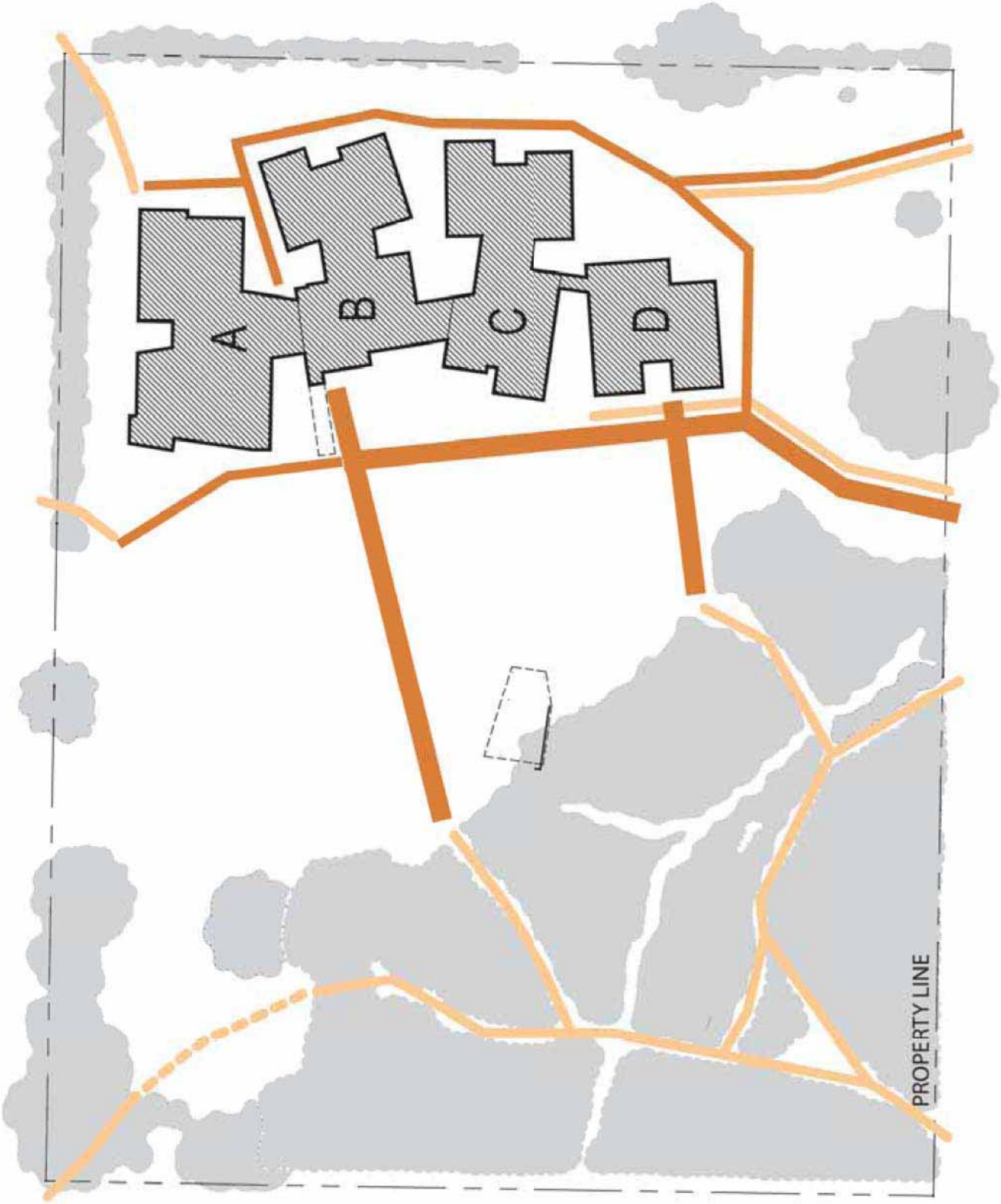
A5.2

# PROPOSED PEDESTRIAN LINKAGES

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A5.3

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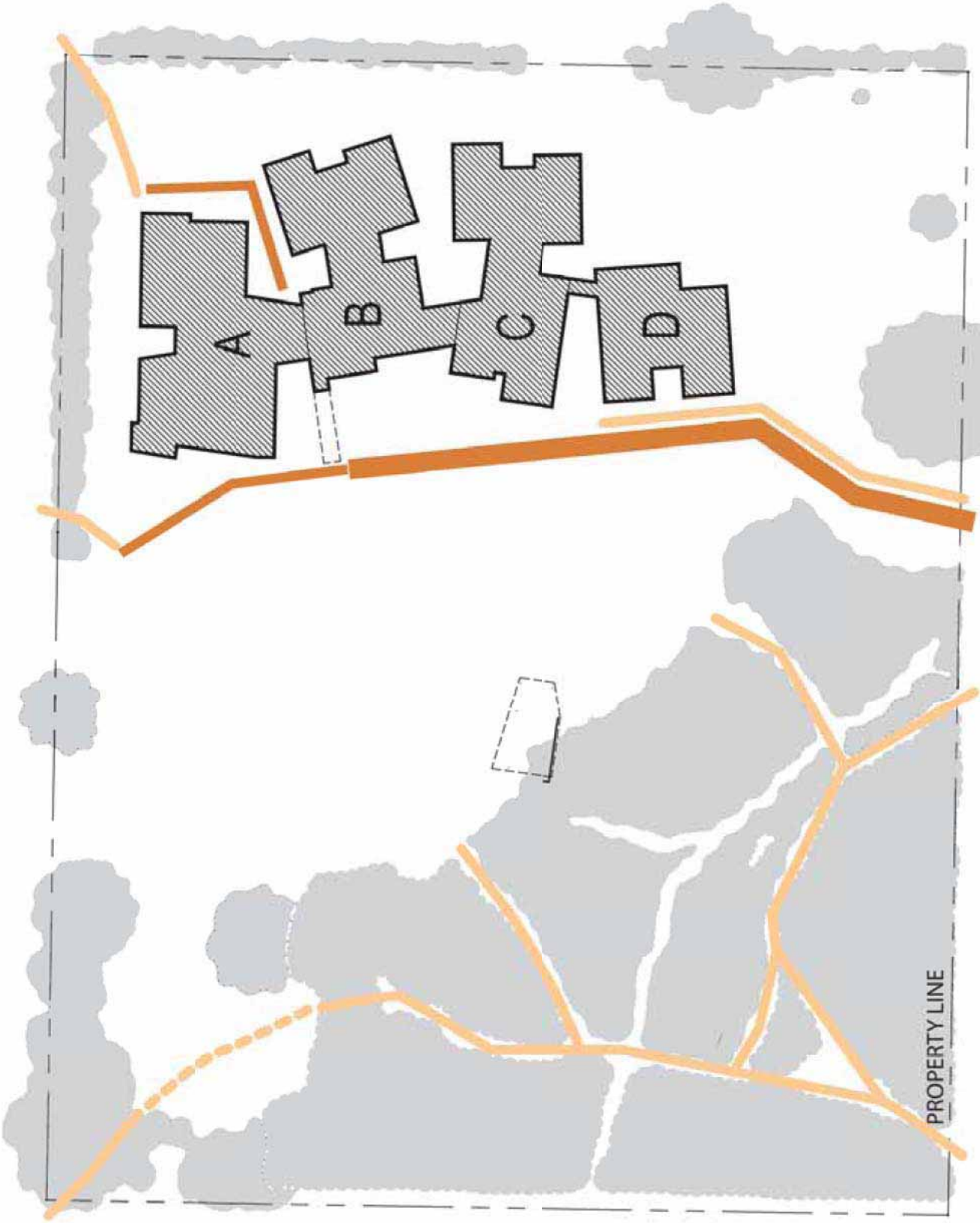
# PEDESTRIAN LINKAGES PER ZONING CODE

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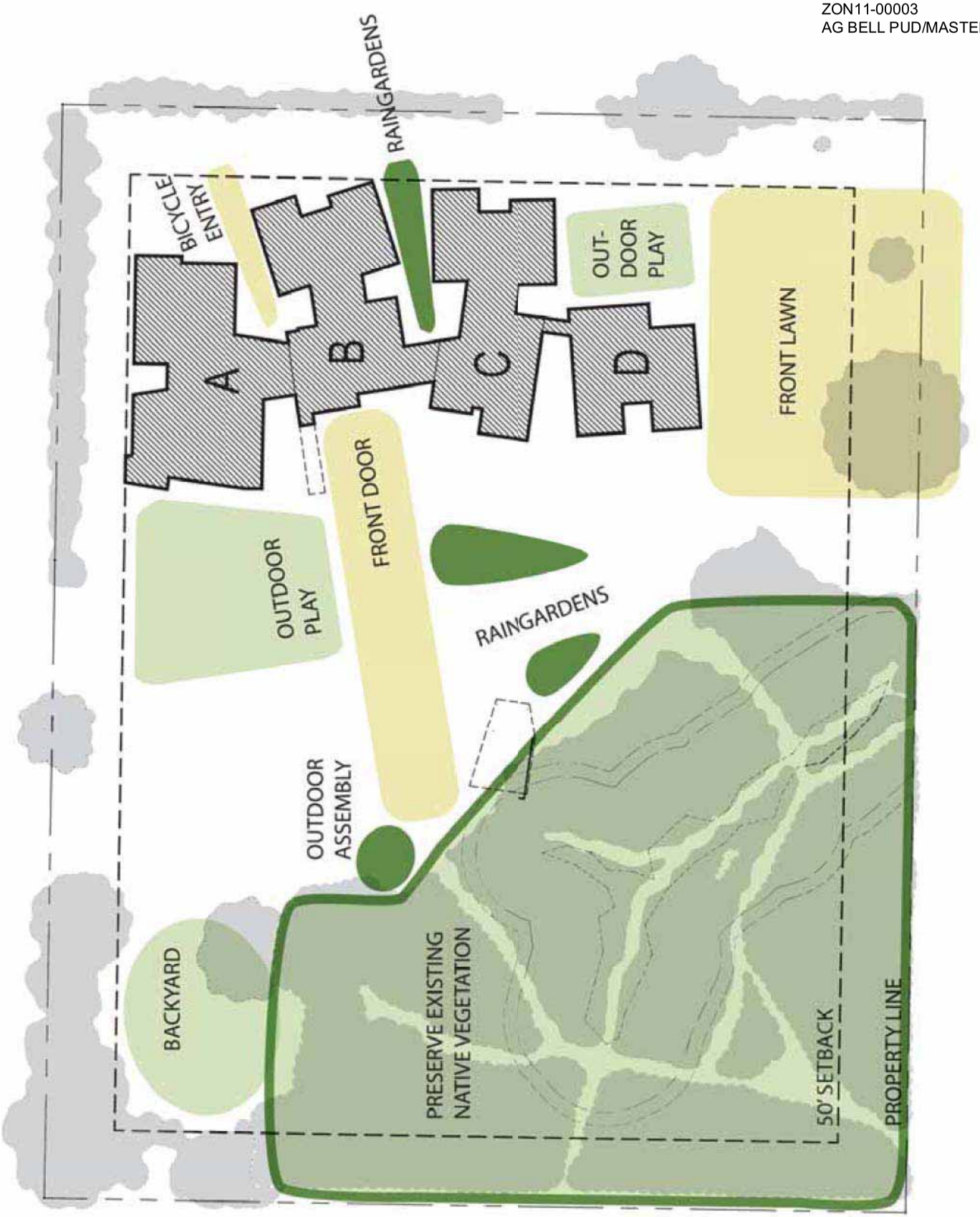
PUD APPLICATION

A5.3a

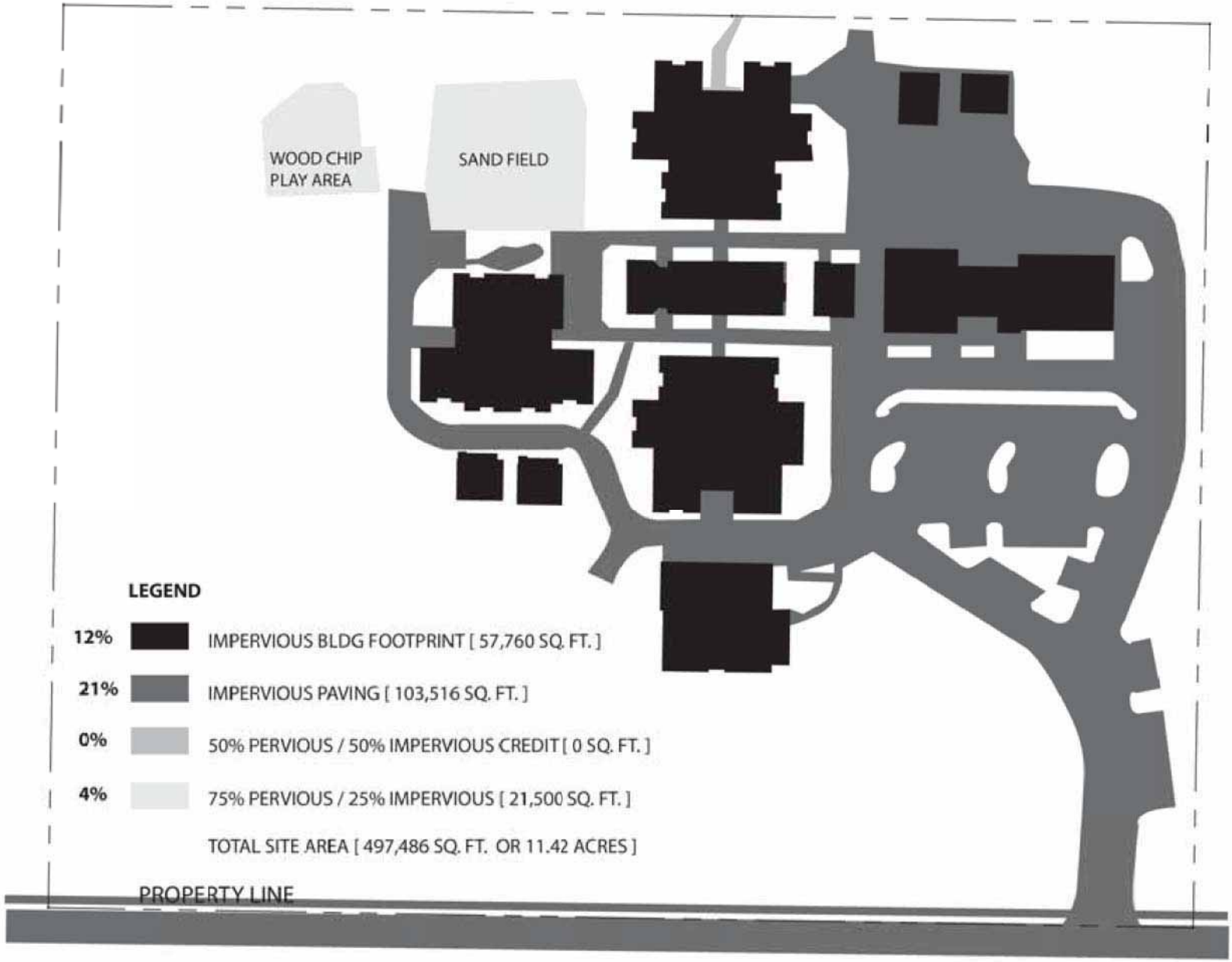
# PROPOSED OPEN SPACE NETORK




ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

A5.4

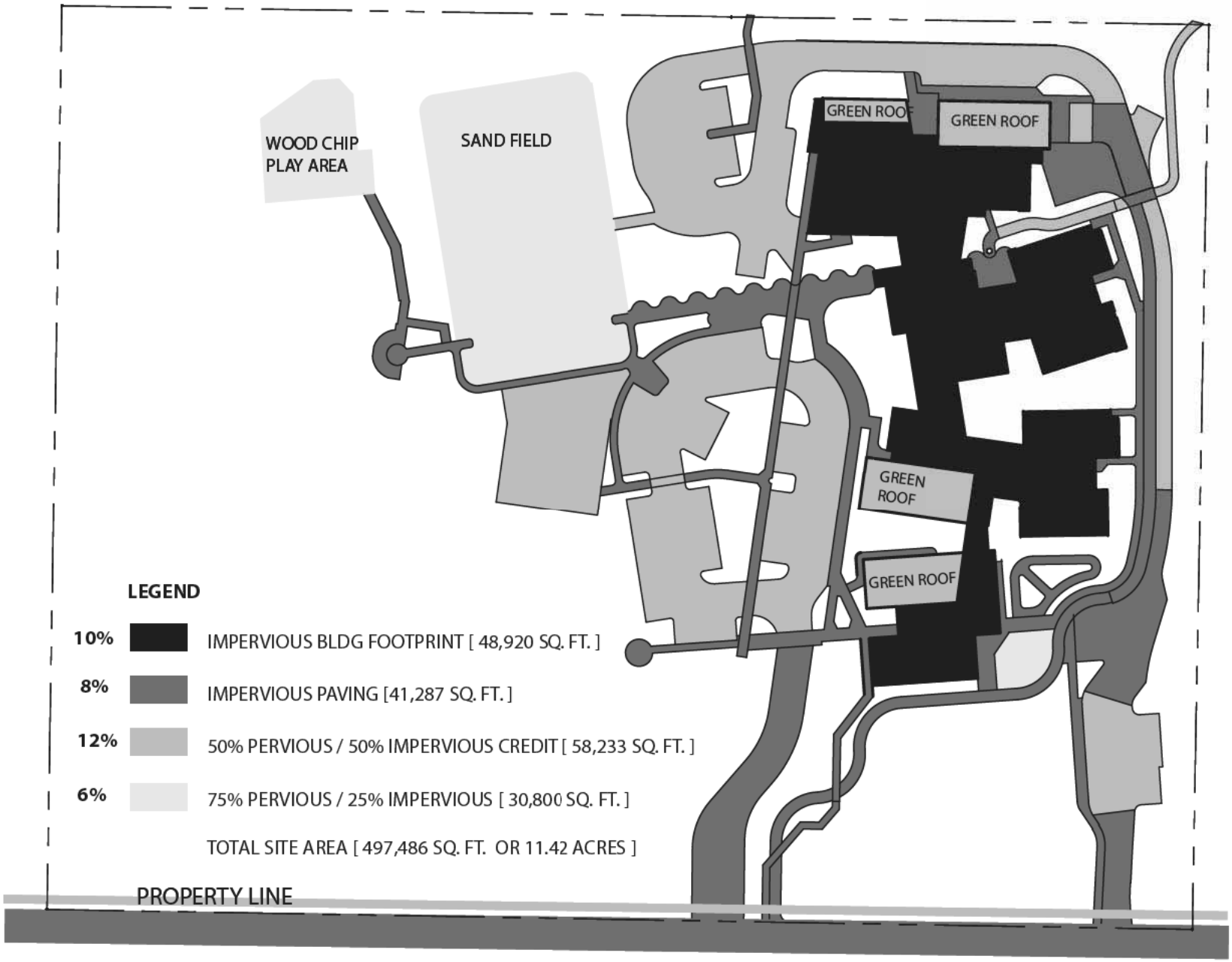



# IMPERVIOUS SURFACES - EXISTING

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

PUD APPLICATION

A6.1



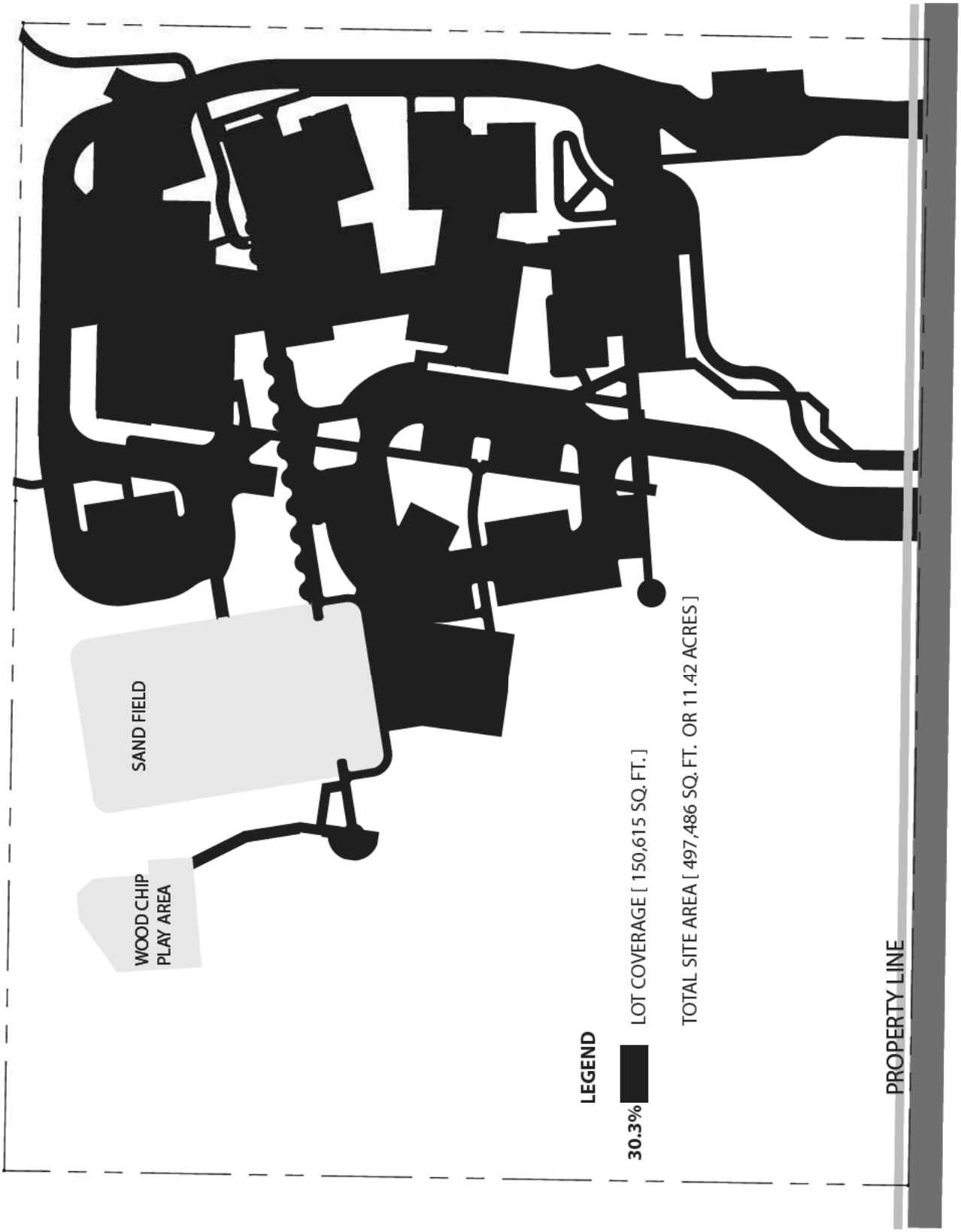

# IMPERVIOUS SURFACES - PROPOSED

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 20 JUNE 2011

PUD APPLICATION

A6.2

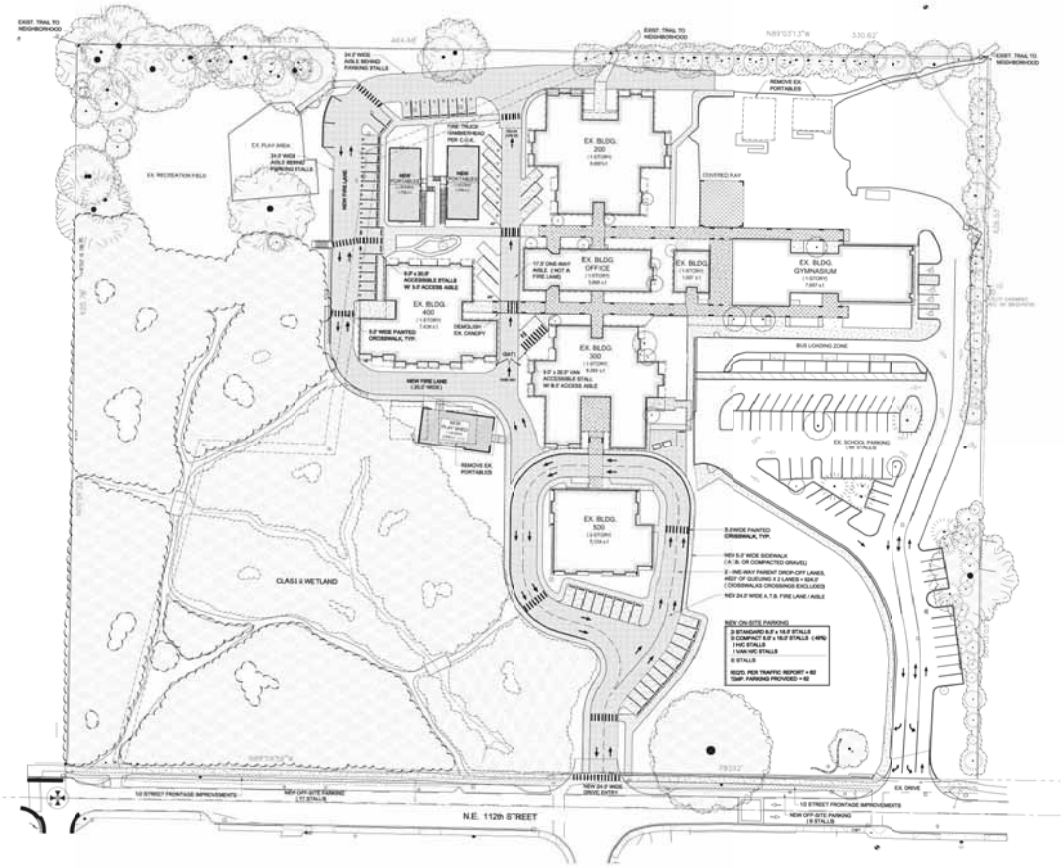
# LOT COVERAGE CALCULATION - PROPOSED




ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 20 JUNE 2011

PUD APPLICATION

A6.3




ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 20 JUNE 2011

PUD APPLICATION

## PHASE 0 - TEMPORARY PARKING LAYOUT (UNDER SEPARATE PERMIT)

A7.0

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 05 MAY 2011

[ SEPTEMBER 2011 THROUGH DECEMBER 2012 ]

2.1 CONSTRUCT NEW BULDING

2.2 TEMPORARY PARENT DROP-OFF AT NEW STREET FRONTAGE

2.3 BUS DROP-OFF AT NEW STREET FRONTAGE

**AFFECTED SCHOOL OPERATIONS**

2.4 42 PARKING STALLS ON SITE

2.5 GATED INGRESS CONTROLLED TO BEFORE SCHOOL HOURS

2.6 GATED EGRESS CONTROLLED TO AFTER SCHOOL HOURS

2.7 DELIVERY AND FIRE LANE ACCESS ARE ONLY VEHICLES ALLOWED ON SITE DURING SCHOOL HOURS.

2.8 REMAINING STALLS NECCESSARY FOR STAFF TO BE LOCATED OFF-SITE

**POTENTIAL NEIGHBORHOOD IMPACT**

2.9 MAY CAUSE TRAFFIC CONGESTION AND LIMIT PARKING

## PHASE 1 - NEW CONSTRUCTION

A7.2

ALEXANDER GRAHAM BELL ELEMENTARY SCHOOL | 22 MARCH 2011

[ JANUARY 2013 - JUNE 2013 ]

3.1 BEGIN DEMOLITION OF REMAINING EXISTING SCHOOL STRUCTURES

3.2 TEMPORARY PARENT DROP-OFF AT NEW STREET FRONTAGE

3.3 BUS DROP-OFF AT NEW STREET FRONTAGE

**AFFECTED SCHOOL OPERATIONS**

3.4 NO COVERED PLAY

3.5 NEW SCHOOL SUBSTANTIALLY COMPLETE AND IN OPERATION

3.6 37 PARKING STALLS ON SITE

3.7 REMAINING STALLS NECCESSARY FOR STAFF SHALL BE LOCATED OFF-SITE

**POTENTIAL NEIGHBORHOOD IMPACT**

3.8 MAY CAUSE TRAFFIC CONGESTION AND LIMIT AVAILABLE PARKING DURING THE SCHOOL DAY

## PHASE 2 - DEMOLITION

A7.3

# APPLICATION

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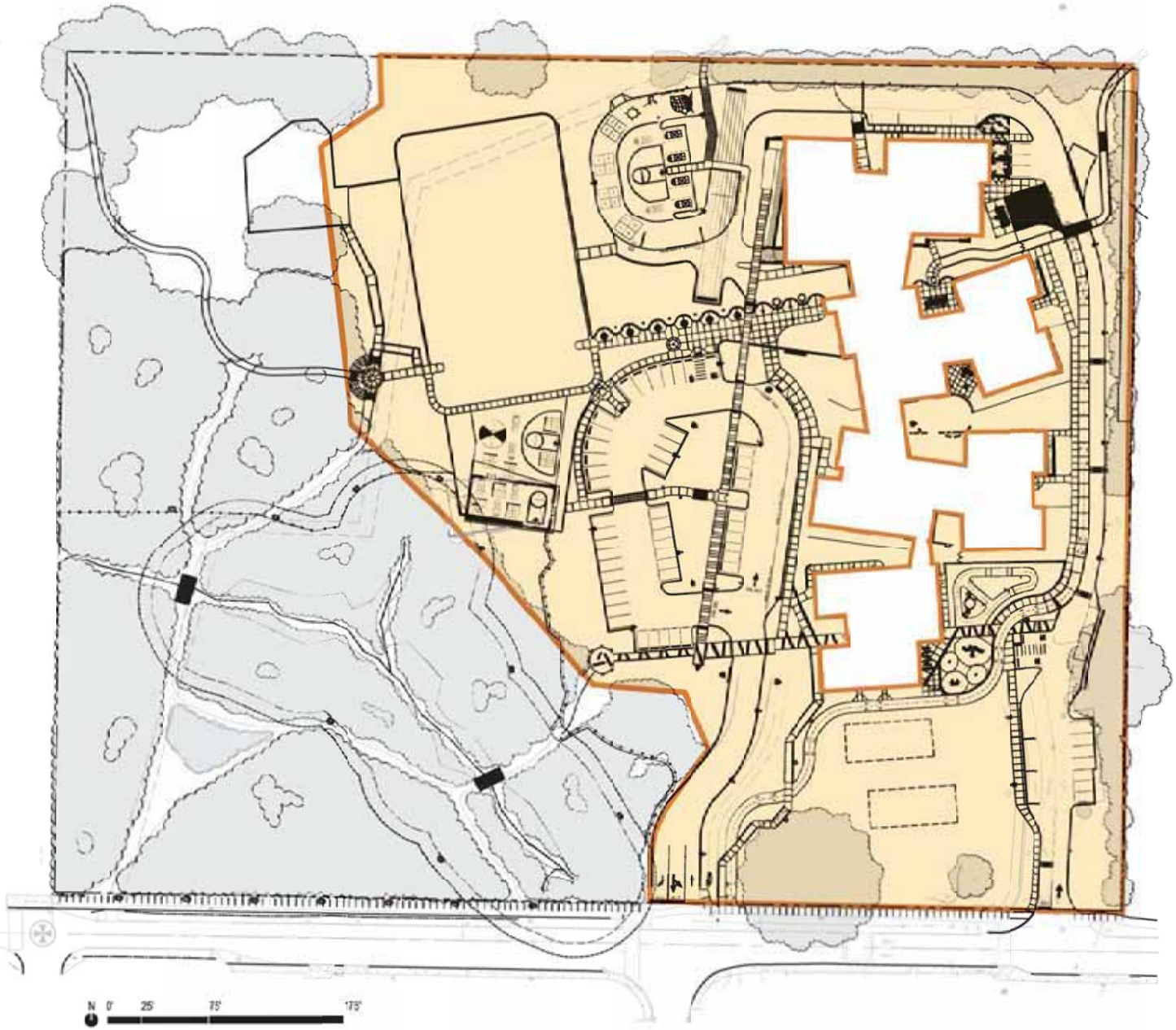


[ JUNE 2013 - SEPTEMBER 2013 ]

4.1 REMOVAL OF REMAINING SITE FEATURES

4.2 LANDSCAPE INSTALLATION

4.3 CONTRACTOR CLEAN-UP AND PUNCH LIST

4.4 NEW SCHOOL SITE COMPLETE

**AFFECTED SCHOOL OPERATIONS**

4.6 NO SUMMER OCCUPANCY OF SCHOOL

**POTENTIAL NEIGHBORHOOD IMPACT**

4.7 NO IMPACTS ANTICIPATED

## PHASE 4 - FINAL SITE WORK

A7.4