# BEFORE THE HEARING EXAMINER FOR CITY OF REDMOND

In the Matter of the Application of	)	NO. L110133
	)	
<b>Lake Washington School District</b>	)	
	)	Benjamin Rush Elementary
	) Modernization	
	)	
for approval of a	)	FINDINGS, CONCLUSIONS
Conditional Use Permit	)	AND RECOMMENDATION
	)	

### SUMMARY OF RECOMMENDATION

The request for approval of a conditional use permit to allow phased modernization of existing Benjamin Rush Elementary at 6101 - 152nd Avenue NE in Redmond, Washington **SHOULD BE APPROVED subject to conditions**.

### **SUMMARY OF RECORD**

### Request:

Lake Washington School District (District, Applicant) requested conditional use permit approval to allow phased modernization of existing Benjamin Rush Elementary School. The proposal includes replacement of existing structures with a new two-story 65,000 square foot building, new access and parking facilities, removal of four existing portable classrooms from a Class IV wetland complex, and consolidation and enhancement of the wetlands at 6101 - 152nd Avenue NE in Redmond, Washington.

### Hearing Date:

The City of Redmond Hearing Examiner conducted an open record hearing on the request on June 6, 2011.

### Testimony:

At the open record hearing, the following individuals presented testimony under oath:

Dennis Lisk, Associate Planner, City of Redmond Lisa Rigg, Senior Stormwater Engineer, City of Redmond Rebecca Baibak, Architect Sean Ryan, Applicant Representative

#### Exhibits:

At the open record hearing, the following exhibits were admitted in the record:

Exhibit 1 Redmond Technical Committee Report to the Hearing Examiner, with the following attachments:

- 1. Vicinity Map
- 2. Site Plan
- 3. Notice of Application and Affidavit of Publishing
- 4. NOA Public Comments and City Response
- 5. SEPA Checklist and Determination
- 6. Notice of Public Hearing and Certificates of Posting
- 7. Full Scale Preliminary Site Development Plans
- 8. Design Review Board Presentation Materials from April 21, 2011 meeting
- 9. Critical Areas Report and Wetland Mitigation Plans, February 24, 2011
- 10. Traffic Impact Analysis, February, 2011
- 11. Preliminary Stormwater Report, March 24, 2011
- 12. Geotechnical Report, May 11, 2010
- 13. Tree Health Evaluation and Preservation Plans, April 4, 2011
- 14. CUP Application

### Exhibit 2 Staff's PowerPoint presentation slides

### **FINDINGS**

- 1. The Applicant requested conditional use permit approval to allow phased modernization of existing Benjamin Rush Elementary School at 6101 152nd Avenue NE in Redmond, Washington. The proposal includes replacement of existing structures with a new two-story 65,000 square foot building, new access and parking facilities, removal of four existing portable classrooms from a Class IV wetland complex, and consolidation and enhancement of the wetlands. *Exhibit 1, page 3; Exhibit 1, Attachment 14*.
- 2. The Redmond Zoning Code was adopted on April 16, 2011. The instant application for CUP was submitted on April 4, 2011 and determined to be complete on the same day. If approved, the conditional use is vested to the Redmond Community Development Guide land use provisions in effect on April 4, 2011. *Exhibit 1, pages 2,4; Exhibit 1, Attachment 14.*
- 3. Lake Washington School District assumed lead agency status for review of the project pursuant to the Statement Environmental Policy Act (SEPA). A determination of non-significance (DNS) was issued on February 14, 2011 with a 14-day comment period. No comments were submitted and the determination became final on February 28, 2011. *Exhibit 1, page 4; Exhibit 1, Attachment 5.*
- 4. The nine-acre subject property slopes up from east to west and is essentially divided into two terraces. The existing school buildings, paved playgrounds, bus lanes, and parking areas are on the lower, eastern terrace. Playfields are developed on the upper, western terrace. Concrete stairs connect the upper and lower portions of the site, which are separated by a steep ridge which has been retained in a forested and grassy condition. In the southeast portion of the site, five Class IV wetlands have been identified. Four portable classroom buildings were placed amongst the wetlands prior to adoption of the City's critical areas ordinance. *Exhibit 1, pages 3-4; Exhibit 1, Attachment 12*.

- 5. Built in 1970, existing Benjamin Rush Elementary School is in the Grass Lawn Neighborhood. Properties to the east, north, and west are zoned Low-Moderate Density Residential (R-5) and are developed with single-family residential uses. To the south across NE 60th Street, property is zoned Overlake Business and Advanced Technology (OBAT) and developed with the Microsoft RedWest campus. The Bridal Crest Trail and Redmond West Wetlands are located south of the site. *Exhibit 1, page 4; Exhibit 1, Attachment 8, Zoning/Vicinity Map; Exhibit 1, Attachments 9 and 11*.
- 6. The subject property has an R-5 zoning designation. The purpose of the low-moderate residential zones (including R-5) is to provide for primarily single-family residential neighborhoods on lands suitable for residential development with allowed densities of four, five, or six dwellings per gross acre, to provide for stable and attractive suburban residential neighborhoods with a full range of public services and facilities. *Exhibit 1, page 1; Redmond Community Development Guide (RCDG) 20C.30.15-050.* Schools, considered public facilities, are allowed in the R-5 zone with conditional use permit approval. *RCDG 20C.30.20-030.*
- 7. The current school consists of 45,000 square feet of floor area in multiple buildings serving a student population of 450. The proposal for school modernization would demolish all existing buildings and most of the other site improvements (parking, access, etc.) and replace them with the following:
  - A new 65,000 square foot school building housing all of the school's classrooms, gymnasium, and administrative offices under one roof. The new building would have two wings. The north wing (oriented east-west) would contain 24 classrooms, the library, and other learning environments including music and art rooms. The south wing (oriented north-south) would contain administrative offices, a new commons/cafeteria area, and a gymnasium;
  - A new circulation system, including: relocated and improved site access points; a parent pick-up/drop-off driveway along the east (front) side of the new building; a parent parking area with 40 stalls; and a new bus drop-off/pick-up loop with a dedicated entrance at the south end of the site;
  - A new staff parking area;
  - Total parking on-site would increase from 62 to 73 stalls;
  - Improved pedestrian circulation to/from and within the site, including: an additional crosswalk connecting the east and west sides of 152<sup>nd</sup> Avenue; and elimination or reduction of existing points of conflict with vehicular traffic;
  - A new fire lane supported by a proposed retaining wall to provide emergency vehicle access to the north wing of the new building;
  - Generous landscaping around the new building, within new parking areas, and along the new retaining wall;
  - New covered and open outdoor play areas: one between the new south wing and the forested hillside to the west and another directly to the west of the north wing;
  - Site preparation for potential future portable classrooms;
  - Extension or rerouting of existing site utilities to serve the new building:

- Removal of two landmark trees, 13 significant trees, and 22 trees determined to be unhealthy or hazardous, and preservation of 77% of the significant trees on the site; and
- Removal of four portable buildings currently located between five small Class IV
  wetlands, consolidation of the five into one contiguous wetland, enhancement of
  the consolidated wetland with plantings, and establishment of a new wetland
  buffer.

### Exhibit 1, pages 3-4.

- 8. During Phase I of the project, operations would be moved to the south wing of the school while the north wing is demolished. The northern portion of the site would be graded and the new north wing built while classes continue in the existing south wing. A retaining wall is proposed along the northern lot line to support a new fire access road. Phase I utility improvements include installation of a wet vault located partially underneath the north wing for stormwater treatment and management. After Phase 1 receives occupancy certification, operations would move to the north wing and the existing south wing would be demolished. Proposed Phase 2 includes site grading, utility and bus loop construction, and construction of the new south wing. At the end of Phase 2, the existing detached cafeteria/gymnasium would be demolished, the student drop-off and parking area would be built, and the wetland consolidation/enhancement project would be completed. Phase I is projected to be completed by December 2012, with a move in over the winter break. Phase II is projected to completed in the summer of 2013, with occupancy in the fall of 2013. *Exhibit 1, Attachment 11; Ryan Testimony*.
- 9. Construction would occur during school hours. The proposal includes barriers to keep curious children out of harm's way. The barriers would include viewing areas to allow the construction project to provide educational opportunities. The Applicant would maintain communication with the contractors regarding noise and other distractions during class time, as necessary. *Ryan Testimony*.
- 10. The project is not intended to increase student enrollment. Proposing preparation for future portables is an efficiency issue, to use the opportunity created by the extensive site modification to install needed infrastructure for portable classrooms in the event that enrollment increases in the future. The proposed pad would have capacity to house two portable buildings with two classrooms each, creating space for up to 100 additional students. The area for future portables would be developed with an outdoor play area until such a time as they are needed. *Exhibit 1, page 4; Ryan Testimony*.
- 11. The R-5 zone requires 15-foot front, 10-foot rear, and 15-foot side setbacks. Maximum lot coverage by structure is 40%, while maximum impervious surface allowed is 60%. Maximum building height is 35 feet. *RCDG 20C.30.23-140*. Setbacks proposed are: 111 feet front; 161 feet rear; north side, 43 feet; and south side 177 feet. The project would result in a total of 37% impervious surface, including structures. A portion of the north wing would be 37 feet four inches above grade; the two-foot, four-inch increase is in order to enclose mechanical equipment under the roof of the building. Minor height

increases are allowed for that purpose pursuant to RCDG 20C.30-25-130(2)(a). *Exhibit 1, Attachment 8, Sheet "Zoning Requirements"*; *Exhibit 1, Attachment 11*; *Exhibit 1, page 8.* 

- 12. The proposed building would be two stories and it would be placed closer to the northern lot line than existing school structures. Although the Grass Lawn Neighborhood architectural design guidelines do not apply to schools, the proposed architectural character, form, massing, and materials were reviewed through the site planning and architectural design process to ensure compatibility with the surrounding neighborhood. The evergreen trees to be planted along the north boundary would screen the fire access road and the building from residences to the north and would represent an improvement over the current view from the north, which is of an essentially unscreened parking area. In addition, the new circulation system was designed to route vehicles and buses more efficiently through the site than the current facilities. It is intended to reduce the impact of school traffic on the neighborhood. *Exhibit 1, pages 6,8*.
- 13. The proposal would not change the basic use of the site or the hours of operation that have been in effect since 1970. The school is open weekdays from 7:30 AM to 3:00 PM. There are occasional evening or weekend activities. *Exhibit 1, page 9; Lisk Testimony*.
- 14. In its current condition, the site has three access points onto 152nd Avenue NE. The two primary accesses are in the southeast corner and in the center of the eastern lot line, forming a loop for drop-off/pick-up with parking areas between them. A third access near the northeast corner serves only staff and service vehicles (not buses or parents). Three neighborhood paths currently provide access to the school. The proposed improvements would relocate and repurpose the existing site driveways. The driveways in the northeast corner and in the center of the site would be turned into a new one-way drop-off/pick-up loop for personal vehicles. The driveway in the southeast corner would be relocated slightly to the north and developed into a new bus loop, restricted to school bus ingress and egress and staff access (no parent vehicles). In each loop, children would be dropped off on sidewalks connected to the school, rather than crossing parking areas, reducing the potential for pedestrian-vehicle conflicts. Other project elements include updating internal pathway and ADA access improvements. Covered bike storage would be provided for children who ride to school. *Exhibit 1, Attachment 10*.
- 15. Project improvements within the public right-of-way would occur along 625 feet of 152nd Avenue NE frontage. Proposed improvements include: driveway closures, construction of new driveways, curbs, gutters, sidewalk ramps, raised crosswalks, landscape strip, and sidewalks. Utility improvements would include: gas service/meter relocation; construction of an eight-inch water main around the proposed facility; side sewer construction; power and communication service installation; and stormwater facilities. *Exhibit 1, Attachment 11*.
- 16. Although the proposal would not increase the student population presently served by the school, the Applicant commissioned a traffic impact analysis that considered the addition of the 100 students who could be served by the potential future portable classrooms.

Teacher and parent trips associated with the additional 100 students were projected at 129 total daily trips, including 45 AM peak hour trips and 15 PM peak hour trips. The low level of increase in trips does not trigger traffic-related roadway, capacity, or intersection mitigation requirements. No traffic would result from the school modernization project itself; new trips would only be generated if and when the contemplated portables are put into use. Transportation impact fees would be payable at the time of building permit issuance for the portables, if and when they are utilized. *Exhibit 1, Attachment 10; Lisk Testimony*.

- 17. RCDG Section 20D.130 requires school uses to provide the number of parking spaces that is adequate to accommodate the peak shift as determined by the Code Administrator, considering the probable number of employees and the probable number of families dropping off or picking-up students. Existing on-site parking totals 62 stalls: 32 for parents, visitors, and handicap-accessible users and 30 stalls for staff. The proposal would add 11 parking stalls for a total of 73 parking spaces: 40 for parents, visitors, and ADA-accessible users and 33 stalls for staff. Based on the projected number of AM and PM peak hour trips, the City concluded the proposal would adequately accommodate the peak period parking demand. *Exhibit 1, page 6; Exhibit 1, Attachment 10*.
- 18. Landscaping standards and guidelines that apply to the project are established in RCDG section 20D.80. The submitted landscape plan depicts existing, mature landscaping to be retained and new plantings. New native and/or low maintenance landscaping would be planted in the new parking areas and around the new building. A dense evergreen buffer is proposed along the new fire access lane at the north boundary. City Planning Staff reviewed and accepted the proposed landscaping as consistent with applicable standards. *Exhibit 1, page 5; Exhibit 1, Attachment 8, Landscape Plans*.
- 19. Pursuant to RCDG section 20D.80.20, new development is required to preserve a minimum of 35% of significant trees (those that are over six inches in diameter at breast height). According to a tree survey of the site, there are 202 significant trees on the subject property. Two landmark and 13 significant trees would be removed to allow construction of new improvements. Another 22 significant trees have been determined to be unhealthy or hazardous and will be removed. A total of 77% of the site's significant trees would be retained, and the Applicant would plant 19 replacement trees to mitigate the trees removed. *Exhibit 1, pages 4-5,7; Exhibit 1, Attachment 13*.
- 20. The five Class IV wetlands on-site constitute a single 10,056 square foot wetland mosaic unit in a shallow depression on a gentle slope. The unit was delineated by professional wetland consultants who labeled the various areas Wetlands A through E. They are vegetated primarily by mowed grass. Four existing portable classroom buildings (5,089 square feet total) are situated between the Class IV wetlands. The portables pre-date adoption of the City's critical areas ordinance; they are legally non-conforming structures. The wetland mosaic unit scored 21 total function points, which score represents a low quality wetland. *Exhibit 1, Attachment 9*.

- 21. Per RCDG 20D.140.30-020(5)(b), where a non-conforming use of wetland buffer exists, actions in the buffer may be permitted if they do not increase the degree of nonconformity and the actions do not increase impacts to the wetland. The proposed bus loop, which will have its ingress/egress point in the southeastern corner of the site, would result in direct and indirect impacts to Wetland areas C and D: 2,506 square feet wetland impacts and 2,404 square feet of buffer impacts. In addition, removal of the portables would result in temporary impacts to 821 square feet of wetlands and 5,854 square feet of buffer area. The removal of the portables would allow the five wetland areas to be consolidated. The 5,089 square feet of space they currently occupy would be available for wetland and wetland buffer, thereby decreasing the net nonconformity of development impacts to the wetlands and associated buffers. The bus loop improvements would be placed at the outer buffer edge, no closer than 37.5 feet at the closest point to the edge of the consolidated wetland. No new buildings are proposed within the buffer; only at grade road improvements. The bus loop would not create any increase in impacts to the wetland over the present condition. Runoff from pollution generating surfaces would be directed away from the on-site wetlands and into treatment. Exhibit 1, Attachment 9.
- 22. The Applicant proposes to mitigate unavoidable impacts and avoid a net loss in wetland area and function through wetland re-establishment and enhancement. The proposed wetland fill would be mitigated through wetland establishment at a 1:1 ratio combined with wetland enhancement at a 2:1 ratio. Lawn would be removed from the consolidated wetland and the area would be planted with clusters of native plantings. This would reduce maintenance and weed-encroachment, while increasing structural diversity and habitat interspersion. As proposed, the wetland and buffer plantings would be monitored and maintained for a minimum of five years. *Exhibit 1, Attachment 9*.
- 23. The proposal is subject to compliance with the requirements of the 2005 Department of Ecology Stormwater Management Manual for Western Washington (SMMWW). The proposal would increase on-site impervious surfaces from the existing 34% to approximately 37%. The existing site stormwater management facilities were installed in 1970, prior to adoption of stormwater management regulations. Currently, only parking lot runoff is collected and conveyed untreated to the City's stormwater main. As proposed, runoff from all impervious surfaces would be collected and conveyed to underground detention facilities (a wet vault and a wet pool) for treatment prior to discharge to the public stormwater system. The project includes the potential use of a rain garden, which would also treat runoff through natural infiltration. The Technical Committee approved the Applicant's request for modification to City stormwater standards in order to allow the north stormwater vault to be placed partially below the new north wing. This is not typically done because vaults under buildings present more challenges for maintenance and repair and are thus more expensive to maintain over time. However, the proposed design provides all necessary access to the vault to allow maintenance and it was approved administratively. Because the City would perform the maintenance, a condition of approval has been recommended that would have the Applicant acknowledge the likelihood of higher maintenance costs as result of the proposed placement. Exhibit 1, Attachment 11; Rigg Testimony.

- 24. The various internal City departments reviewed the application materials for impacts to public services and facilities. There is adequate municipal water and sewer service available to the project. Adequate fire and police protection are also available. *Exhibit 1*, page 10.
- 25. The site is located within the Grass Lawn Neighborhood. *Exhibit 1, page 6*. City Planning Staff identified the following as applicable City of Redmond Comprehensive Plan goals and policies:

### Framework Policies

FW-10: Ensure that the land use pattern accommodates carefully planned levels of development, fits with existing uses, safeguards the environment, reduces sprawl, promotes efficient use of land and provision of services and facilities, encourages an appropriate mix of housing and jobs, and helps maintain Redmond's sense of community and character.

### Land Use Policies

- LU-3: Allow new development only where adequate public facilities and services can be provided.
- LU-10; Promote compatibility between land uses by minimizing adverse impacts on the lower intensity or more sensitive uses.
- LU-14; Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, cultural and recreational facilities, police and fire, transportation and utilities. Ensure that these facilities are located in a manner that is compatible with the City's preferred land use pattern.

Exhibit 1, pages 7-8.

- 26. The Technical Committee asked that the Hearing Examiner recommend approval of the Benjamin Rush Elementary School modernization proposal with conditions that would ensure compliance with various applicable development standards. Review for compliance with specific guidelines and regulations would be ensured at time of building permit review. *Exhibit 1, page 11; Lisk Testimony*.
- 27. Notice of application was published, posted on-site, and mailed to property owners within 500 feet on April 15, 2011. Notice of hearing was posted on-site, mailed to surrounding property owners within 500 feet, and published in <u>The Seattle Times</u> on May 16, 2011. *Exhibit 1, pages 4-5; Exhibit 1, Attachments 3 and 6.*
- 28. The City received public comments in response to the notice of application. Concerns were expressed about: on-street parking; placement of potential future portables; questions about the tree preservation plan; the construction schedule; questions about parking area design; and suggestions for a children's garden and walking paths through

the wetlands. Staff noted that on-street parking is legal along 152nd Avenue NE and that the proposal would not increase student populations and would improve internal vehicle operations in a manner that should improve off-site school circulation impacts. Staff answered questions about the site plans and forwarded suggestions for site improvements to the Applicant. *Exhibit 1, Attachment 4*. There was no additional public comment and the time of public hearing.

### **CONCLUSIONS**

### **Jurisdiction:**

Pursuant to RCDC 20F.30.45-100, the Hearing Examiner has jurisdiction to hear a conditional use permit request and make a recommendation to the Redmond City Council for approval, approval with conditions, or denial of the application.

### **Criteria for Review:**

Pursuant to RCDG 20F.40.40-040, requests for conditional use permits may be approved, or approved with conditions, if the Applicant provides sufficient evidence to demonstrate compliance with the following criteria:

- 1. The conditional use is consistent with the Redmond Community Development Guide, which includes the Comprehensive Plan.
- 2. The conditional use is designed in a manner that is compatible with and responds to the existing or intended character, appearance, quality of development, and physical characteristics of the subject property and immediate vicinity.
- 3. The location, size and height of buildings, structures, walls and fences, and screening vegetation for the conditional use shall not hinder neighborhood circulation or discourage the permitted development or use of neighboring properties.
- 4. The type of use, hours of operation, and appropriateness of the use in relation to adjacent uses shall be examined to determine if there are unusual hazards or characteristics of the use that would have adverse impacts.
- 5. Requested modifications to standards are limited to those which will mitigate impacts in a manner equal to or greater than the standards of this title.
- 6. The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood.
- 7. The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area or conditions can be established to mitigate adverse impacts on such facilities.

8. If applicable, the application must also conform to the standards established in Chapter 20D.170 RCDG, Special Uses.

### **Conclusions Based on Findings:**

- 1. The proposal comports with the applicable zoning bulk dimensional requirements. Because it would improve a public school and minimize the school's impacts on the neighborhood, the proposal is consistent with the goals and policies of Redmond's Comprehensive Plan. *Findings* 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 25, and 28.
- 2. Site design and building materials were selected to be compatible with the existing character of the neighborhood. The updated school is located on a large parcel, setback from all site boundaries, and well screened by existing and planned vegetation. The modernization project would improve the school's condition and appearance, adding value to the neighborhood. *Findings 5*, *6*, *7*, *8*, *11*, *12*, *18*, *and 19*.
- 3. The proposed improvements would not hinder neighborhood circulation or discourage permitted uses of neighboring properties. All required setbacks would be substantially exceeded. New vegetation would screen the new building specifically along the north boundary, which currently has no screening. The project would enhance on-site wetlands. *Findings 5, 6, 7, 8, 11, 12, 18, 19, 20, 21, and 22.*
- 4. The modernization proposal would not alter the type of use, hours of operation, or appropriateness of the use in the neighborhood. The school has coexisted with surrounding residential development for more than 40 years. The project would improve internal circulation, reducing traffic impacts to local streets. *Findings 5*, 6, 7, 13, 14, 15, and 16.
- 5. The Technical Committee approved the request to place a stormwater vault partially under the building. A condition of approval would require the District to acknowledge the higher costs of maintaining vaults partially located under structures prior to permit issuance. *Finding 23*.
- 6. The traffic impacts of the proposal were reviewed as if the project would increase student population by 100. Such an increase is a potential impact at an unknown future time; it may never occur. Even with the increase, the modernized school would not significantly increase area intersection delay or burden the existing transportation facilities. Site improvements would reduce effects at drop-off/pick-up times on local streets. Points of vehicle-pedestrian conflict would be reduced or eliminated through the separation of bus and car traffic, the addition of a crosswalk and marked pathways, and other aspects of the project. The Applicant would be required by conditions to establish a transportation management plan intended to reduce the number of single-occupancy vehicles trips and to pay

- transportation impact fees to the City at the time of building permit issuance if and when the portable classrooms are installed. *Findings 14, 15, and 16*.
- 7. The proposal would not expand the existing school use; it would update the buildings and utilities, including stormwater management and treatment. Proposed transportation improvements would reduce off-site traffic impacts and increase vehicle and pedestrian safety. There is adequate municipal sewer, water service, fire, and police protection to serve the site. *Findings 7, 10, 13, 14, 15, 16, 17, 23, and 24.*
- 8. Special Use requirements established in RCDG Chapter 20D.170 do not apply to the application.

### RECOMMENDATION

Based on the preceding findings and conclusions, the request for approval of a conditional use permit to allow phased modernization of existing Benjamin Rush Elementary School at 6101 - 152nd Avenue NE in Redmond, Washington **SHOULD BE APPROVED**, subject to the following conditions:

### A. Site Specific Conditions of Approval

The following table identifies those materials that are approved with conditions as part of this decision. The "Date Received" is the date that is stamped as "Received" by the Development Services Center.

Item	<b>Date Received</b>	Notes
Civil Plan Set [C101-C304]	04/04/11	and as conditioned herein.
ALTA Survey	04/04/11	and as conditioned herein.
SEPA Checklist	04/04/11	N/A
Phasing Plans [A-00PH1-A-00PH5]	04/04/11	and as conditioned herein.
Architectural Elevations & Floor Plans [A-100-A-106 & A-200-	04/04/11	and as conditioned herein.
A-204]		
Design Review Board	04/07/11	and as conditioned herein.
Approval/Plans		
Fire Protection Plan [FP-001]	04/04/11	and as conditioned herein.
Landscape Site & Planting Plans	04/04/11	and as conditioned herein.
[L200-L204 & L300-L305]		
Luminaire Cutsheets & Site	04/04/11	and as conditioned herein.
Lighting Plans [E-001-E-004 &		
E-110-E134]		
Tree Health Evaluation [sheets 1	04/04/11	and as conditioned herein.
through 3]		
Tree Preservation Plans [sheets	04/04/11	and as conditioned herein.

L100-L104]		
Critical Areas Report and	04/04/11	and as conditioned herein.
Conceptual Wetland Mitigation		
Plans [W-1 – W-3]		
Traffic Impact Analysis	04/04/11	and as conditioned herein.
Preliminary Stormwater Report	04/04/11	and as conditioned herein.
Geotechnical Report	04/04/11	and as conditioned herein.

The following conditions shall be reflected on the Civil Construction Drawings, unless otherwise noted:

### **Public Works Transportation and Engineering**

Reviewer: Kurt Seemann Phone: 425-556-2881

Email: kseemann@redmond.gov

- **a. Easements and Dedications.** Easements shall be provided for City of Redmond review at the time of construction drawing submittal and <u>finalized for recording prior to approval of construction plans</u>. The existing and proposed easements and right-of-way shall be shown on the civil plans. Prior to acceptance of the easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated.
  - i. Easements are required as follows:
    - (a) 10 feet wide utility easement, granted to the City of Redmond, along all right-of-way including 152<sup>nd</sup> Avenue NE.
    - (b) 10 feet wide sidewalk easement, granted to the City of Redmond, along all right of way including 152<sup>nd</sup> Avenue NE.
    - (c) At the time of construction, additional easements may be required to accommodate the improvements as constructed.
- **b.** Construction Restoration. In order to mitigate damage due to trenching and other work on 152<sup>nd</sup> Street, the asphalt street shall be planed, overlaid, and/or patched, as determined by the Public Works Development Services Division. (Code Authority: RMC 12.08; Redmond Standard Specifications and Details)

## c. Street Frontage Improvements

i. The frontage along 152<sup>nd</sup> Avenue NE must meet current City Standards which include asphalt paving 18 feet from centerline to face of curb with appropriate tapers, type A-1 concrete curb and gutter, 7 feet wide planter strips, 6 feet wide concrete sidewalk, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

- (7) inches HMA Class ½" PG 64-22
- Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557)
- Street crown 2% sloped to drain system (Code Authority: RCDG 20D.210.20; 20D.220.20-070; RMC 12.12; RCDG Appendix 20D-3)
- ii. A separate 40-scale channelization plan may be required for any public street being modified or constructed. The plan shall include the existing and proposed signs, striping and street lighting and signal equipment for all streets adjacent to the site and within at least 150 feet of the site property line (both sides of the street). The plan shall conform to the requirements in the City of Redmond Standard Specifications and Details Manual.

(Code Authority: RCDG 20D.210.20-090; RCDG Appendix 20D-3; Standard Specifications and Details Manual; RCW 47.24.020)

### d. Access Improvements

i. The type and location of the proposed site accesses are approved as shown on the Benjamin Rush Elementary School site plan prepared by Integrus Architecture dated March 24, 2011.

(Code Authority: RCDG 20D.210.20-080; Appendix 20D-3)

**e. Underground Utilities.** All existing aerial utilities shall be converted to underground along the street frontages and within the development. All new utilities serving the development shall be placed underground.

(Code Authority: RCDG 20D.220.10)

f. **Street Lighting.** Illumination of the street(s) along the property frontage must be analyzed to determine if it conforms to current City standards. Streetlights may be required to illuminate the property frontage. Luminaire spacing should be designed to meet the specified criteria for the applicable lamp size, luminaire height and roadway width. Contact Paul Cho, Transportation Operations at (425) 556-2751 with questions. The street lighting shall be designed using the criteria found in the City's Illumination Design Manual which can be accessed at:

http://www.redmond.gov/common/pages/UserFile.aspx?fileId=25473

(Code Authority: RCDG 20D.210.20-090; Appendix 20D-3)

### 2. Public Works – Water and Sewer

Reviewer: Jim Streit, P.E., Sr. Utility Engineer

Phone: 425-556-2844

Email: jstreit@redmond.gov

**a.** Water Service. Water service will require a developer extension of the City of

Redmond water system as follows: Install an 8-inch diameter ductile iron water main loop around the school site as shown on the drawings date stamped April 4, 2011 prepared by Pace Engineers with fire hydrants as shown on drawing sheets C301 – C304. A new water meter, size to be determined, shall be installed as shown on drawing C302. All fire supply piping shall be restrained joint ductile iron

(Code Authority: RCDG 20D.220.020)

- b. Sewer Service. Sewer service requires a new 6-inch diameter side sewer as shown on drawing C302 date stamped April 4, 2011 prepared by Pace Engineers. 10-feet separation is required from any water line. A new side sewer is also required for the grease interceptor shown on drawing C302 and the covered trash enclosure shown on drawing C304 connecting to the existing private sanitary line. The size of the grease interceptor is still to be determined. (Code Authority: RCDG 20D.220.020)
- c. Easements. Easements shall be provided for all water and sewer improvements as required in the Design Requirements for Water and Sewer System Extensions. Easements for the water and sewer mains shall be provided for City of Redmond review at the time of construction drawing review and must be recorded prior to construction drawing approval. (Code Authority: RCDG Appendix 20D-4)
- **d. Backflow Preventers:** Backflow preventers shall be used in the water supply system in accordance with City, State, and Federal requirements. (Code Authority: RMC 13.10)
- e. Permit Applications. Water meter and side sewer applications shall be submitted for approval to the Public Works Development Services Division. Permits and meters will not be issued until all improvements are constructed and administrative requirements are approved. Various additional guarantees or requirements may be imposed as determined by the Development Services Division for issuance of meters and permits prior to improvements or administrative requirements being completed. All reimbursement fees shall be paid prior to sale of water and side sewer permits. (Code Authority: RMC 13.08.010, 13.12)

## 3. Public Works - Stormwater/Clearing and Grading

Reviewer: Lisa Rigg, P.E., Senior Engineer

Phone: 425-556-2758

Email: <a href="mailto:lrigg@redmond.gov">lrigg@redmond.gov</a>

### a. Stormwater Facility Location

The north stormwater vault is shown under the proposed new school building. The City has raised concerns that the vault as planned will be more difficult and costly to maintain and repair than the alternative of placing the vault in the new parking area. Prior to submittal of Civil Plans the applicant shall provide a letter from Forrest Miller, Director

of Support Services for the Lake Washington School District, acknowledging that there will be additional costs for maintenance of the system because of the location.

### b. Water Quantity Control:

- i. Stormwater discharges shall match the developed discharge duration to the predeveloped duration for the range of predeveloped discharge rates from 50% of the 2-year peak flow up to the full 50-year flow. Detention shall be provided in two privately maintained vaults, one for the north basin and one for the south basin.
- ii. Provide for overflow routes through the site for the 50 year storm. (Code Authority: RMC 15.24.080)

### c. Water Quality Control

- i. Basic water quality treatment shall be provided as dead storage in the privately maintained vaults. Treatment is required for the 6-month, 24 hour return period storm. (Code Authority: RMC 15.24.080(2)(d))
- d. Easements. Easements will be required for any public stormwater conveyance systems on private property. Easements shall be provided for City of Redmond review at the time of construction drawing review and finalized for recording prior to construction drawing approval. The existing and proposed easements shall be shown on the civil plans. Prior to acceptance of the easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated. (Code Authority: RMC 15.24.080(2)(i))
- **e.** Clearing and Grading. No exceptions were requested. (Code Authority: RMC 15.24.080)

### f. Temporary Erosion and Sediment Control (TESC).

- i. Rainy season work permitted October 1<sup>st</sup> through April 30<sup>th</sup> with an approved Wet Weather Plan. (Code Authority: RMC 15.24.080)
- **g.** Conveyance. New conveyance systems shall be sized per City stormwater requirements. The existing swale on the west side of the property shall have blackberries and other vegetation removed or trimmed to restore system capacity. (Code Authority: RMC 15.24.080)
- **h.** Landscaping. Trees shall be a minimum of 8 feet horizontal distance from storm systems. Street trees may be as close as 3 feet if a root barrier is provided. (Code Authority: RCDG 20D.80.10-150(8))
- i. Department of Ecology Notice of Intent Construction Stormwater General Permit. Notice of Intent (NIO) must be submitted to the Department of Ecology (DOE) at least 60 days prior to construction on a site that disturbs an area of one

acre or larger. Additional information is available at:

www.ecy.wa.gov/pubs/0710044.pdf.

(Code Authority: Department of Ecology Rule)

i. Regional Capital Facilities Charge: Not applicable.

### 4. Fire Department

Reviewer: Rich Gieseke, Deputy Fire Marshal

Phone: 425-556-2204

Email: rgieseke@redmond.gov

The current submittal is generally adequate for Site Plan Entitlement Approval, but does not fully represent compliance with all requirements. The following conditions are integral to Entitlement Approval and shall be complied with in Civil Drawings, Building Permit Submittals, Fire Code Permit submittal, and/or other applicable processes:

- **a.** Site Plan Condition: Access shall be provided to the completed building and each individual phase of construction per RFDS 2.0
- Fire Protection Plan: Hydrants shall remain operational during all phases of construction unless otherwise approved.
   (Code Authority: RMC 15.06; RCDG Appendix 20D-3, RFD Standards, RFDD&CG)

### 5. Planning Department

Reviewer: Dennis Lisk, Associate Planner

Phone: 425-556-2471

Email: dwlisk@redmond.gov

a. **Street Trees.** The following street trees are required to be installed in accordance with RCDG Section 20D.80.10-140. The minimum size at installation is 2 ½ inch caliper.

Street	Species	Spacing
152 <sup>nd</sup> Ave. NE	Acer platanoides,	30 ft. on center
	Norway Maple	

(Code Authority: RCDG 20D.80.10-140)

b. Tree Preservation Plan. A Tree Preservation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the civil construction drawings. A plan showing the location of preserved trees and containing protection language approved by the City shall be shown on the face of the deed or similar document and shall be recorded with the

King County Department of Records and Elections. (Code Authority: RCDG 20D.80.20-070(4)(b))

- Transportation Management Plan. A Transportation Management Plan shall be submitted and approved by the City's Transportation Demand Management Division prior to issuance of a building permit.
   (Code Authority: RCDG 20D.210.15)
- **d. Design Review Board Approval.** Revised elevations or plans that reflect the conditions of approval issued by the Design Review Board must be submitted with the building permit application or civil drawings. All plans must be prepared by a licensed architect or licensed engineer. The Design Review Board's conditions of approval are:
  - i. Presentation Materials Inconsistencies
    - a. Where inconsistencies between the floor plans and elevations are found after the Design Review Board has approved this project, the elevations approved by the Design Review Board at this meeting will prevail.
    - b. If, after this Design Review Board approval, there are any inconsistencies found in the information provided for the elevations, floor plans, landscape plans, lighting plans, materials and colors between the presentation boards and the 11" x 17" submitted drawings, the Design Review Board and the Redmond Planning Staff will review and determine which design version will be followed for building permits.
- e. Final Critical Areas Report and Enhancement Mitigation Plan. A final Critical Areas Report must be submitted with the civil construction drawings. All required enhancement and mitigation must be shown on the civil construction drawings. This includes any required planting, signage, fencing, wetland or stream enhancement, etc. that is required in the report. (Code Authority: RCDG 20D-2)
- f. Critical Areas Recording. The regulated critical area and its associated buffer(s) must be protected by an NGPE or placed in a separate tract where development is prohibited. Proof of recording must be submitted to the City prior to issuance of a Certificate of Occupancy on the site. (Code Authority: RCDG 20D.140.10-110(3), 20D.140.10-100(6), 20D.140.10-090(6) & .290(2)(j); RMC 15.24.080(2)(i))
- **g. Monitoring Program and Contingency Plan.** A monitoring program shall be prepared and implemented to determine the success of the mitigation project and any necessary corrective actions. A contingency plan shall be established for indemnity in the event that the mitigation project is inadequate or fails. (Code Authority: RCDG 20D.140.10-150)

#### В. **Compliance with City of Redmond Codes and Standards**

This approval is subject to all applicable City of Redmond codes and standards, including the following:

### **Transportation and Engineering**

RCDG 20D.100: Noise Standards

RCDG 20D.210: Transportation Standards

RCDG 20D.130.10-030: Design Requirements for Parking Facilities

**Utility Standards** RCDG 20D.220:

RMC 12.08: Street Repairs, Improvements & Alterations

Required Improvements for Buildings and Development RMC 12.12:

RCDG 20F.20.50: Site Construction Drawing Review

RCDG 20F.20.60-050: Preconstruction Conference RCDG 20F.30.60-060: Performance Assurance

Conditional Use RCDG 20F.40.40

RCDG Appendix 20D-3: Construction Specification and Design Standards for

Streets and Access

Record Drawing Requirements, Version 10-2005 (2005) City of Redmond: City of Redmond: Standard Specifications and Details (current edition)

### **Water and Sewer**

RMC 13.04: Sewage and Drainage

Installing and Connecting Water Service RMC 13.08: Cross-Connection and Backflow Prevention RMC 13.10: Adequate Public Facilities and Services Required RCDG 20D.220.20:

RCDG 20F.40.40 Conditional Use

RCDG Appendix 20D-4: Design Requirements for Water and Wastewater System

Extensions

Standard Specifications and Details (current edition) City of Redmond: City of Redmond: Design Requirements: Water and Wastewater System

Extensions - January 2000.

### Stormwater/Clearing and Grading

Clearing, Grading, and Storm Water Management RMC 15.24:

**Planting Standards** RCDG 20D.80.10-150(8): RCDG 20D.140.10: Critical Areas

RCDG 20D.140.40: Frequently Flooded Areas

Critical Aquifer Recharge Areas RCDG 20D.140.50: Geologically Hazardous Areas RCDG 20D.140.60:

Conditional Use RCDG 20F.40.40

Standard Specifications and Details (current edition) City of Redmond: City of Redmond: Stormwater Technical Notebook, Issue No. 5 (2007) Department of Ecology: Stormwater Management Manual for Western

Washington (revised 2005)

#### Fire

RMC 15.06: Fire Code

RCDG Appendix 20D-3: Construction Specification and Design Standards for

Streets and Access

City of Redmond: Fire Department Design and Construction Guide 5/6/97

City of Redmond: Fire Department Standards

### **Planning**

RCDG 20D.40: Design Standards RCDG 20D.60 Impact Fees

RCDG 20D.80: Landscaping and Tree Protection RCDG 20D.90: Exterior Lighting Standards

RCDG 20D.100: Noise Standards

RCDG 20D.120: Outdoor Storage and Service Areas

RCDG 20D.130: Parking Standards RCDG 20D.140: Critical Areas

RCDG 20D.160: Signs

RCDG 20D.230 Transition Area Overlay Areas

RCDG 20F.40.40 Conditional Use

RCDG Appendix 20D-2: Critical Areas Reporting Requirements

### **Building**

2006 International Building Codes (IBCs)

2006 Uniform Plumbing Code

2006 International Residential Code (IRC)

harmario

RECOMMENDED June 14, 2011.

By:

Sharon A. Rice

City of Redmond Hearing Examiner