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April 1, 2016

Notice of Decision

APPLICATIONS: Project No. PRJ12-00043
File No. AAS16-00002

PROJECT NAME: Gateway Senior Housing Administrative Adjustment of Circulation Facilities Standards

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APPLICANT: Derrick Overbay
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OWNER: The Wolff Company
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REQUEST: Application for an Administrative Adjustment of Standards (AAS) to reduce the vehicular travel lane on Newport Way from 11 feet, as prescribed in the Central Issaquah Development Design Standards for Parkways, to 10 feet; and an AAS for adjusting the Neighborhood Street standards to remove a portion of the sidewalk on one side of the street.

LOCATION: The subject property is located at 2450 Newport Way (See Attachment 1, Vicinity Map)

SUBAREA: Central Issaquah

COMPREHENSIVE PLAN DESIGNATION: Multi-family Residential

PARCEL NUMBER: 2024069058

SITE AREA: 265,2890 s.f. or 6.09 Acres

ZONING: VR, Village Residential

DECISION MADE: The Director of Development Services approves the Administrative Adjustment of Standards for Circulation Facilities associated with the Gateway Senior Housing project, SDP15-00005. Approval of the application (File No. AAS16-00002) is based on the application and materials submitted on January 26, 2016 and Revised Site Plan, dated March 8, 2016.

ATTACHMENTS:

1. Vicinity Map and Zoning
2. Project Narrative
3. Site Plan
4. Revised Site Plan, March 8, 2016
5. Public Comments and Staff Responses

FINDINGS OF FACT AND STAFF ANALYSIS:

1. According to CIDDS 1.1.E.1, The purpose of the Administrative Adjustment of Standards is to provide for flexibility in modifying the Development and Design Standards while maintaining consistency with the vision, goals and policies of the Central Issaquah Plan. The vision, goals, and policies within the Central Issaquah Plan are fixed, methods to implement can be flexible.
2. According to CIDDS 1.1.E.2, *Scope*, the Development Services Department (DSD) Director has the authority to make the final decision regarding Administrative Adjustment of Standards for all levels of review. The Director/Manager shall consider the application information regarding the approval criteria which has been provided by the applicant and any public comment which has been received within the comment period. The Director/Manager may request input from the Chair of the Development Commission during the comment period; however, this is not required. The Planning Director/Manager's decision on the Administrative Adjustment of Standards is final unless appealed. Appeals to a Level 2 Review Administrative Adjustment of Standards decision are made to the Hearing Examiner (further appeals to King County Superior Court).
3. According to CIDDS 1.1.E.3, *Process*, Administrative Adjustments shall be processed through the Level 0 process, except through a Level 2 process for setback reductions (from property lines), parking reductions, landscape reductions adjacent to residential neighbors and other elements determined by the Director. The AAS may be consolidated with companion permits or as a stand-alone decision. The Applicant has requested that this AAS be processed and reviewed as a stand-alone permit.

4. According to CIDDS 3.8, Development Review Process and Public Notice, a Level 0 Administrative Adjustment of Standards does not require public notice. However, since this AAS is associated with the Site Development Permit for the Gateway Senior Housing project, SDP15-00005, the public provided oral comments at the public hearing on February 3, 2016, and written comments during the review period. Two citizens spoke at the hearing and provided written comments about the safety of pedestrians and ease of access of fire trucks with the narrower travel lane.

5. Background on Adjustment from Standards
 - A. **Neighborhood Street:** Circulation Facility standards may be adjusted administratively if the Director determines that the adjustment meets the criteria set forth in 6.3. The proposed Neighborhood Street meets the functional requirements for vehicular and pedestrian circulation; however, it does not meet the prescriptive requirements of the CIDDS for a Neighborhood Street as follows:
 - 1) Adjustment 1: The west sidewalk of the southern half of the street is not at the same grade as the travel lane and the planter strip width between the walkway and the parking spaces varies in size.
 - 2) Adjustment 2: The sidewalk on the south side of the Neighborhood Street at the south end of the site is not provided.

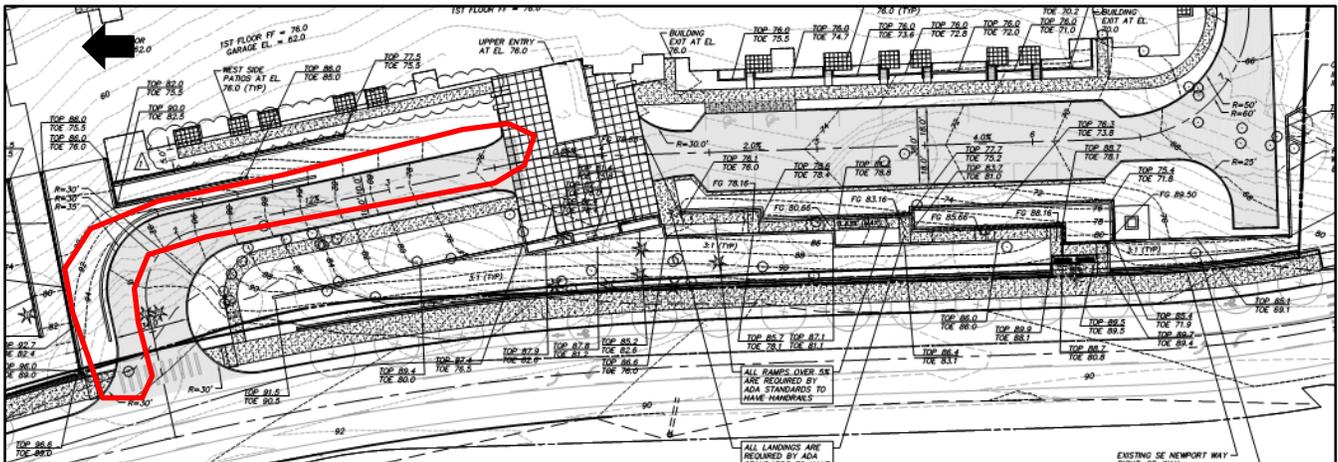
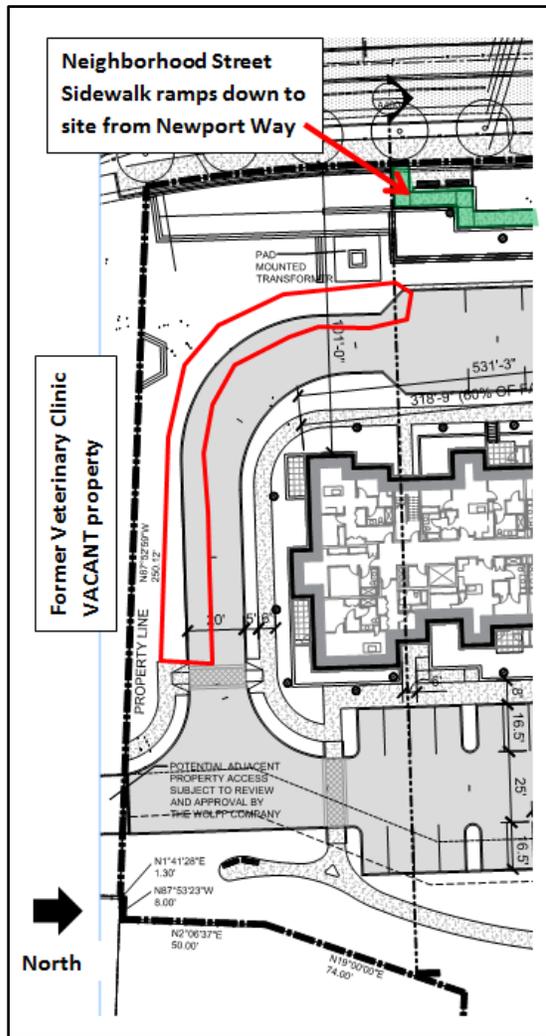


Fig. 1. North Section of Neighborhood Street showing missing sidewalk

Note: The original application for an AAS included the north section at Newport Way, where the eastern sidewalk is missing or provided but not adjacent to the travel lane and is separated by a large landscaped area (see Fig. 1). From Newport Way, the pedestrian can only use one sidewalk and will need to cross the pedestrian plaza to get to the main entry of the building. During the review period, Staff received comments from the public and the Development Commission suggesting that the grade along the northern part of the property at Newport Way be further evaluated to incorporate a sidewalk with stairs. This sidewalk need not be the primary pedestrian access to the site, since the primary access, which complies with federal accessibility standards, is provided at the southern end of the property frontage, with a sidewalk ramp that leads to the front entrance of the



building from Newport Way. Sidewalks provided along the vehicular access drive could be used by pedestrians coming from the northwest end of Newport Way and serves as secondary access, consistent with the intent of the CIDDs, which require multiple access to properties from adjacent properties. The Applicant has since revised the site plan to include a sidewalk so this request for adjustment of standards is no longer being pursued (see Attachment 2, Revised Site Plan).

Adjustment 1

The sidewalk on the south side of the Neighborhood Street at the south end of the site is not provided (see Fig. 2).

Fig. 2. Missing Sidewalk (red circle) at South Section of Neighborhood Street

Adjustment 2

At the south section, the Neighborhood Street is a sidewalk ramp that connects the multi-use sidewalk/bike path on Newport Way to the main entrance of the building at the lower grade of the site. The sidewalk is separated by the grade changes and a wider planter area from the on-street parking of the Neighborhood Street. (See Fig. 3). The site grading provides terracing with retaining walls to address the significant grade change from the property line on Newport Way and the Neighborhood Street grade. In doing so, the sidewalk connecting from Newport Way to the main entrance is incorporated into the terraced landscape area and provided with ramps that ensure accessibility for non-motorized wheeled transport such as wheelchairs and bicycles. A 2-foot wide paved strip is provided next to the parallel parking spaces to provide space for passenger side access to cars.

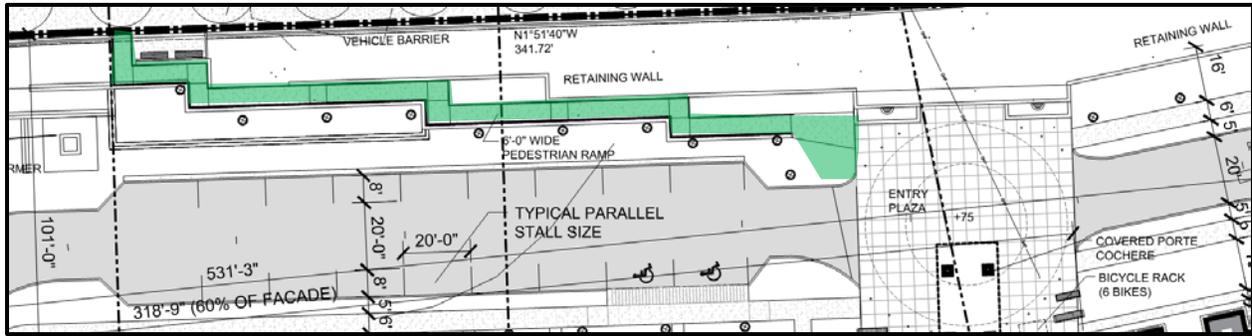


Fig. 3. Sidewalk Ramp (green) at South Section of Neighborhood Street

Approval Criteria for Administrative Adjustment of Standards (CIDDS 6.3):

The Neighborhood Street may be configured differently than shown in the Classification Descriptions in CIDDS 6.4.E at the discretion of the Director, consistent with the intent of CIDDS. The Director has determined that this adjustment from the Neighborhood Street standards meets the criteria for an AAS, as follows:

- a. **Vision:** The proposed adjustment to Circulation Standards meets the intent for pedestrian connectivity, multi-modal use, safe access and an attractive public realm. The adjustment of standard is not meant to remove a pedestrian facility. Instead, it takes into consideration the challenging topography, destination points and “desire” paths to create a more efficient design for the pedestrian element of a neighborhood street. When the property to the south redevelops, a sidewalk serving the future development may be oriented to relate to this Neighborhood Street. However, the Gateway Senior Housing Applicant will not be responsible for building the sidewalk on the adjacent property.
- b. **Access:** The proposed alternative does not create negative impacts to pedestrian access on site and for abutting properties.
- c. **Compatibility:** The proposed adjustment of Circulation Standards does not significantly digress from the prescribed Circulation Facility in Fig. 6A for the site. All the elements of a Neighborhood Street are provided and serve their intended purposes. The elimination of a section of the sidewalk at the south end of the property took into consideration the property to the south and provided a sidewalk that will be connected to the adjacent southern property in the future.
- d. **Sufficient Reason:** The adjustment of standards takes into consideration the steep slopes (see Fig. 6.2.A) and balances the need to provide pedestrian-friendly facilities with the amount of grading required. The modification of the sidewalk location takes into consideration the “desire” paths of pedestrians. The ramped walkway from Newport Way that serves as a sidewalk was also a pragmatic approach to meeting ADA-compliant sidewalks and the limitation of the site topography. However, this sidewalk would be redundant and ill-used, since there are no front doors or buildings along this side of the street. The “desire path” of pedestrians along this section of the Neighborhood Street is

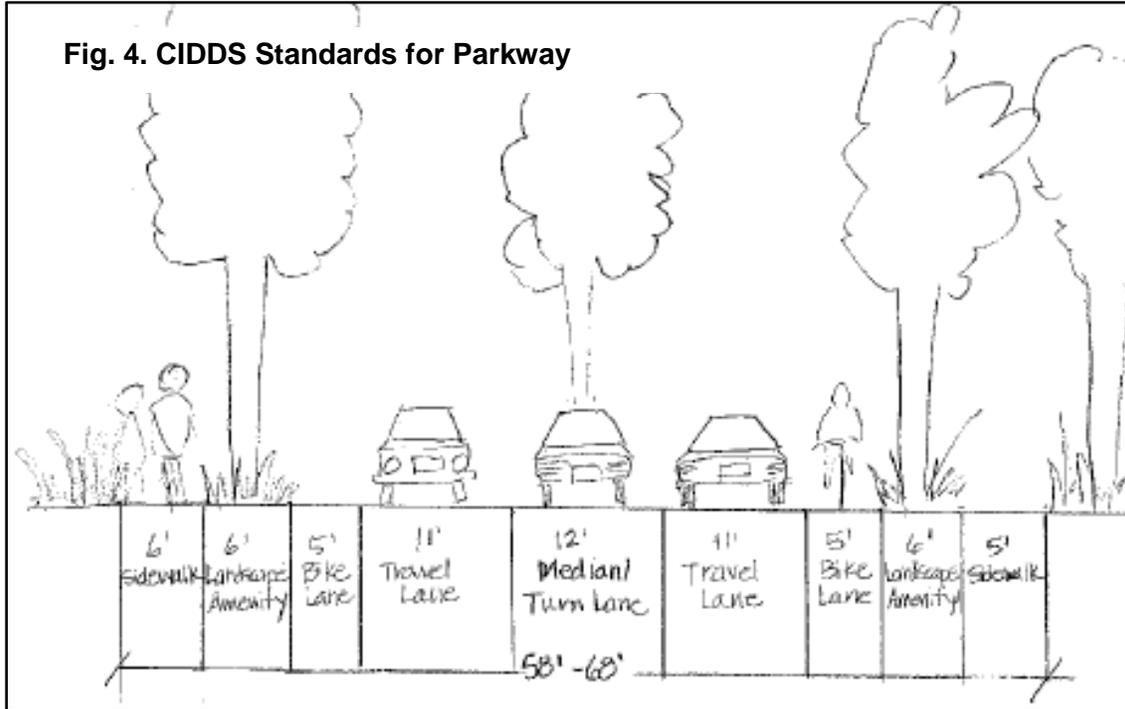
to walk towards the lobby and main entry of the building. They are more likely to walk across the vehicular travel lane than to use a sidewalk, if one was provided next to the parking spaces. The other “desired path” is from the crosswalk at Newport and Pine Cone to the building entry. As such, the ramped walkway is the most appropriate pedestrian facility that serves the function of a sidewalk.

The sidewalk is not provided at the south side of the Neighborhood Street at the southern perimeter of the property because this side of the property has no active uses and it is not feasible to connect the sidewalk to the sidewalk ramp connecting to Newport Way that was described above. The sidewalk resumes at the pedestrian crossing and will be connected to a future sidewalk on the adjacent property.

- e. **Safety:** No hazardous conditions will be created by the proposed alternatives. Continuous sidewalks with no abrupt changes in grade or levels, and pedestrian-scale lighting, will be provided along the ramped walkway. A well-marked pedestrian crossing is provided at the southern end of the street to direct pedestrians to the most obvious and preferred route.
- f. **Services and Maintenance:** The proposed alternative maintains adequate width for emergency services and fire truck access. The alternative design does not adversely impact the maintenance of public facilities in the vicinity, or public utilities on site.
- g. **Priorities:** The proposed adjustment of Circulation Standards prioritizes the pedestrian over motor vehicles. Due to the extreme variation in grade at the northern half of the Neighborhood Street, the following were provided in order of importance:
 - 1) Pedestrian and Bike connectivity – provided by locating the facility where the grade is gentler
 - 2) Continuous pedestrian paths – provided at two points of access from Newport Way to the building entry.
 - 3) Landscape strip to separate pedestrians from vehicles – provided consistently throughout
 - 4) Variation in grade between walkway ramp and travel lane adds separation for pedestrian and vehicles

B. Parkways: Parkways are scenic arterials designated to move relatively high traffic volumes at medium speeds. Newport Way NW is specified to provide street improvements including 2 travel lanes at 11 feet each, 2 bicycle lanes at 5 feet each, a center median at 12 feet, and a center turn lane at 12 feet. To keep traffic moving efficiently, longer block lengths are desired and driveways are limited. The Movement Zone (the area between the outer curb edge and the building façade dedicated to pedestrian traffic) includes landscape planters at 6' width, sidewalks at 6' width, and street lighting.

The Applicant is required to build half-street improvements of Newport Way. The proposed cross-section for Newport Way accommodates a wider shared use route than the prescribed 6-foot wide sidewalk in the CIDDS. The widths of the various elements of the Parkway were adjusted to also accommodate the existing 5-foot wide on-grade bike lane on Newport Way, a 12-foot wide center turn lane or 8-foot wide landscaped median. The difference between the prescribed Parkway Standards and the proposed adjustment of standards are as follows:



	CIDDS Standard (Fig. 4)	Proposed	Adjustment to Standard?
Travel Lane	11 feet	10 feet	Yes
Center Turn Lane/Median	12 feet/12 feet	12 feet turn lane/ 8 feet median	Yes, for landscape median*
On-grade bike lane	5 feet	5 feet	No
Planter for Street Trees	6 feet	6 feet	No
Sidewalk	6 feet	10 feet	Yes, accommodates bikes and pedestrians*

*Note: The 4 feet of width reduction for the landscape median is compensated for by increasing the pedestrian path and adding a raised bike path within the safer zone for pedestrians. The intent is to attract less confident bike riders to opt for bicycling instead of driving to destination points in town.

Approval Criteria for Administrative Adjustment of Standards (CIDDS 6.3):

The Parkway may be configured differently than shown in the Classification Descriptions in CIDDS 6.4.H at the discretion of the Director, consistent with the intent of CIDDS. The Director has determined that the adjustment of the Parkway standards meets the criteria for an AAS, as follows:

- a. Vision: The proposed road section is consistent with the intent of the standards for the Parkway together with the Mountains-to-Sound Greenway multi-use trail and City's Shared Use Route providing for a scenic arterial including bike lanes, landscaping and trail.
- b. Access: The proposed road section will not create any significant adverse impacts to abutting properties or rights-of-way and will improve access for vehicular ingress/egress at the intersection of NW Pacific Elm Drive and Newport Way NW. The proposed wider sidewalk/bike lane will improve pedestrian and bike access along Newport Way.
- c. Compatibility: The proposed road section will provide the capacity, modes and character of both the Parkway standard and the Shared Use Route/multi-use trail. The bike lanes will be maintained in addition to the Shared Use Route, which will increase use of the Shared Use Route/multi-use trail by commuting and recreational bicyclists, and pedestrians.
- d. Sufficient Reason: In October 2015, the City concluded a citywide Pedestrian Crossing Study that included Newport Way. The Study recommended for the speed limit on Newport Way to be reduced from 40 miles an hour to 30 miles an hour. The City Council adopted the lower speed limit on December 21, 2015. The Crossing Study noted that a 10-foot wide travel lane encourages motorists to slow down and facilitates lower speed limits. The reduction of travel lane width supports City policy for improving pedestrian safety on Newport Way.
- e. Safety: The proposed adjustment of standards will not negatively impact public safety and operation. The reduced lane widths will minimize the pedestrian crossing distances at the intersection of NW Pacific Elm Drive and Newport Way NW.
- f. Services and Maintenance: The width of both the travel lanes and the trail are sufficient for service and maintenance vehicles.
- g. Priorities: The proposed road section provides the required elements of a Parkway and Shared Use Route/multi-use trail including the travel and bike lanes, landscaping to buffer the pedestrians from traffic.

CONCLUSIONS:

The requested Administrative Adjustments of Standards to the Neighborhood Street and Newport Way meet the criteria in CIDDS section 6.3. Therefore, the Director approves AAS16-00002, Gateway Senior Circulation Facilities Administrative Adjustment of Standards with no conditions.

APPEAL OF DECISION

This decision can be appealed. Appeals of this decision shall follow the procedures set forth in IMC 18.04.250 (Administrative appeals) of the Land Use Code (as stated by Chapter 3.14 of the Central Issaquah Development and Design Standards), and shall be heard by the City's Hearing Examiner. A letter of appeal shall include the reason for the appeal and a filing fee, which is required of appeals. All appeals shall be filed with the City Permit Center by 5:00 PM on April 15, 2016.

TIME LIMIT OF DECISION:

The final decision approving the Administrative Adjustment of Standards for the building setbacks is valid for three years as specified by IMC 18.04.220-C-5, or as amended by the Land Use Code.

Amy Tarce, AICP, Senior Planner Date