

**City of Issaquah  
Development Services Department  
Administrative Minor Modification**

**NOTICE OF DECISION**

**TO:** Glenn Sprague  
Core Design Inc.  
14711 NE 29<sup>th</sup> Place, Suite 101  
Bellevue, WA 98007

**SUBJECT:** Administrative Minor Modification, Appendix B, Public and Private Street Standards: Woonerf

**Number:** AMM13-00005

Decision Date: March 12, 2013

**Request:** Application for an Administrative Minor Modification to the Public and Private Street Standards (Appendix B of the WSDOT TDR Development Agreement). The request would modify the Woonerf configuration of Woonerf 1 of the proposed preliminary plat of Parcel 2.

Specifically, the Woonerf configuration would provide for parallel parking on one side of the street as an alternative to the head-in parking already approved. This would have the effect of reducing the overall ROW width to 25 feet.

Woonerf (proposed Woonerf 1):

	Pavement Width	# of lanes	Lane width	Bike Lane	Curb	Sidewalk/Tread	Planting Strip	Parking	Right-of-Way Width
<b>Proposed</b>	25 ft.	2	9 ft.	None (shared)	None	None	None	7 ft. parallel, 1 side	25 ft.
<b>Adopted</b>	18-36 ft. (varies due to parking)	2	9 ft.	None (shared)	None	None	None	18 ft. perpendicular, optional	18-36 ft.
<b>Approved</b>	25 ft.	2	9 ft.	None (shared)	None*	None	None	7 ft. parallel, 1 side	25 ft.

\*A curb may be allowed to facilitate drainage; see Limitations, below.

**Location:** The proposed Woonerf 1 of the proposed preliminary plat of Parcel 2, PP12-00002. The approved standard would apply throughout the WSDOT TDR area.

**Decision:** On March 12, 2013, the Development Services Department approved an Administrative Minor Modification to Appendix B, Public and Private Street

Standards, specifically limited to the above request. Approval of this application is based on the January 24, 2013, submittal provided by the applicant.

- Limitations: This decision applies throughout the area covered by the WSDOT TDR Development Agreement. The Designated Official approves this Administrative Minor Modification with the following conditions:
1. Curbs are not allowed. Therefore the woonerf shall be designed with an inverted crown for storm drainage. Where parking is provided or grading does not accommodate the use of inverted crowns, a curb may be used on that side only.
  2. Parallel parking is only allowed along portions of a woonerf where the woonerf is a thru-street or has a fire apparatus turnaround at the end.

Reasons for Decision:

1. The Designated Official is granted authority to make decisions on Administrative Modification applications by Section 3.1.4 of Appendix G in the Development Agreement.
2. Action Memo 03-05-2013-1 (JRW) specifies the review criteria for Administrative Modifications:
  - a. The modification(s) will be equal to, or superior in, fulfilling the Purpose of the Appendix proposed to be modified and the Purpose, Goals and Objectives of Appendix A (Planning Goals and Design Guidelines):

The proposed modifications are consistent with the WSDOT TDR goals of ensuring balance between vehicular, pedestrian and other modes of transportation and establishing a streetscape that helps define the image of this district that is distinctive and compatible with Issaquah Highlands. A Woonerf is intended less than 22 homes. A Woonerf also has no curb to emphasize that the space is intended primarily for pedestrians, with vehicular traffic being secondary. The adopted standard for a Woonerf specifies head-in parking “bays” on one side of the street, however this results in a wider ROW and pavement to accommodate the full length of parked vehicles while not impeding the travel lanes. Adjusting the parking to parallel will provide for sufficient guest parking and will result in a narrow ROW while maintaining the primacy of pedestrians on this street type. Further, this will help in fulfilling Goal 1.9 to disperse parking around the neighborhood. This fulfills the Purpose of Appendix B and the Purpose, Goals, and Objectives of Appendix A.
  - b. The granting of such modification will not be materially detrimental to the public safety or welfare, or injurious to the property or improvements in the vicinity of the subject property;

The modification will not affect public safety or welfare, or injurious to property or improvements in the vicinity. The full driving width of the roadway will be maintained.
  - c. The modification(s) shall provide consistency with the intent, scale, and character of the use(s) involved:

Providing an alternative to head-in parking on woonerven will maintain an appropriate scale and character for the use(s) in the WSDOT TDR area by narrowing the ROW while maintaining the pedestrian emphasis of the street type. In particular this will help to disperse parking rather than concentrating it in fewer areas.

- d. The modification(s) does not negatively impact water quality:  
The modification would not negatively impact water quality
- e. The modification(s) will not create additional impacts on public services:  
The modification would not create additional impacts on public services.
- f. The modification(s) does not negatively impact any safety features of the project nor create any hazardous features:  
The modification would not negatively impact any safety features nor create any hazardous features. The paved driving lane width would be maintained for access.



March 12, 2013

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Jason Rogers  
Associate Planner

Date

Attachment List:

1. Administrative Modification of Standards Request: received January 24, 2013.

CC: *(all via email)*  
John Minato, DSD  
Dave Favour, DSD  
Lucy Sloman, DSD  
Doug Schlepp, DSD  
DSD Planners & Engineers  
Tim Walsh, Ichijo USA (Parcel 2)  
Ray White, Bellevue College (Parcel 4)  
Leo Suver, Burnstead (Parcel 1)  
Ben Rutkowski, Polygon (Parcel 3)  
Appendix B, Public and Private Street Standards

AMM13-00005

RECEIVED

JAN 24 2013

January 10, 2013

Lucy Sloman, AICP  
City of Issaquah  
1775 12<sup>th</sup> Ave. NW  
Issaquah, WA 98027

City of Issaquah

**RE: Administrative Minor Modification, WSDOT TDR Development Agreement, Appendix B, Public and Private Street Standards: Woonerf.**

Lucy:

Ichijo USA is requesting an Administrative Minor Modification (AMM) to modify the street design standards for a Woonerf (Appendix B, Public and Private Street Standards). We are requesting that the modified road standard be applied where a 7' parking lane is proposed on one side. This modified road section would be used on the proposed preliminary plat of Parcel 2 at Issaquah Highlands (PP12-00002), Woonerf 1. Please see the attached exhibit showing the proposed road section for Woonerf 1.

This modification is consistent with Section 5.4.1.2 of Appendix G in the Development Agreement which allows AMM's to the Development Standards included in the Development Agreement if they meet the administrative approval standard set forth in the Section 5.4.2.2 of Appendix G.

The proposed modification meets the flexibility objective of responding to changing community and market needs:

1. Woonerf 1 will provide access to 7 lots and looping access to the onsite alley.
2. The proposed lots along woonerf 1 will consist of front loaded homes. Adjacent alley loaded homes will require guest parking. The front loaded homes will have parking available in the driveway therefore there is no need for parking on both sides of the street.

The proposed woonerf section will not adversely impact emergency or service access nor will it pose any significant reduction of public benefits. If you have any questions or need any additional information please contact me at (425) 885-7877 or [gxs@coredesigninc.com](mailto:gxs@coredesigninc.com)

Sincerely,  
**Core Design, Inc.**



Glenn Sprague, PLS  
Project Manager