City of Issaquah
Major Development Review Team (MDRT)
Administrative Site Development Permit

NOTICE OF DECISION

TO: Tom Neubauer
Devco, Inc
375 118th Ave SE, Suite 118
Bellevue, WA 98005

SUBJECT: Administrative Site Development Permit for Block 24, Lot 1, Issaquah Highlands

Number: ASDP11-00004

Decision Date: November 28, 2011

Request: Application for an Administrative Site Development Permit for 8,700 sq.ft. of retail uses and 57 multi-family and carriage housing units on a 1.9 acre site. The site consists of 1 five-level building containing a combination of stacked flats, carriage units, and retail; 4 three-level buildings with individual garages with carriage units on top of them; and a single story retail building. Landscaping, parking (both in lot and garage), and recreational space are also included.

Location: Block 24, Lot 1, Development Area 4 of Issaquah Highlands, bordered by:
North: Blocks 21 and 22, cleared and undeveloped; High Streets retail (SDP but no building construction)
West: 10th Ave. NE; Block 24, Lot 2; Discovery Heights (under construction by the Applicant)
South: Block 24, Lot 2; Discovery Heights (under construction by the Applicant)
East: Block 24, Lot 2; Discovery Heights (under construction by the Applicant)

Decision: On November 28, 2011, the MDRT approved the Administrative Site Development Permit application. Approval of this application is based on the

NOTES
1. If any of the Conditions or portion thereof is declared invalid or unenforceable, the application must be remanded to the Responsible Official for reconsideration and evaluation for consistency and appropriateness of the remaining Conditions.
2. Appeals may be filed by the applicant, the City Responsible Official, property owners within three hundred feet of the proposed action, or other persons claiming to be directly harmed by the proposed action within 14 calendar days after the Responsible Official issues the decision and mails it to the applicant. Appeals shall meet the Criteria identified in Section 8 of Appendix L of the Development Agreement and follow the process identified in that Section.
3. Any major change (as determined by the Responsible Official) to the approved site plan or accompanying submittal information may require a revision to this ASDP or a new ASDP review and decision. Less substantial changes may be approved administratively by the Responsible Official.
4. Building, utility, and sign permits will not be approved unless all applicable Conditions of this Notice of Decision are satisfied to the satisfaction of the Responsible Official.
5. This action does not indicate nor imply that any development activities may occur without the required permits being issued.
6. This ASDP approval expires three years from the Decision Date or as otherwise provided by IMC 18.04.220.

May 26, 2011 submittal (and the resubmittals dated August 16, 2011, including a parking study, and November 17, 2011) and is subject to the following conditions:

Site

1. This application uses Entitlement Units created by the 7th Amendment to the Development Agreement. Units developed as Enhancement Units must be part of mixed use projects or urban scaled, and pay impact fees as specified.

2. In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements, and minimizes construction impacts to adjacent neighbors. In particular if Building 6 construction has not commenced within one year of Certificate of Occupancy for the last of Buildings 1 through 5, the Responsible Official may require reasonable additional improvements, including site landscape, trail, and/or architectural features to comply with the Traditional Townscape Neighborhood Type. The applicant may be relieved of this requirement if the applicant submits a Building permit application for the Phase Two property.

3. Unless expressly identified, approval of this SDP application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.

4. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Responsible Official, utilizing the Staff Report, and in consultation with the applicant, at the time of the future application (e.g. Building, Utility, Sign Permits).

5. Prior to utility or building permit submittal, confirm that the United States Postal Service will allow Block 24, Lot 1's mail kiosk as shown. If it must be relocated, the location shall provide a hard surface where pedestrians may stand out of a vehicular area to get their mail and meet ADA requirements.

6. Provide cross easements with Block 24, Lot 2 (and Block 23 if developed) to allow shared use of parking, waste facilities, indoor and outdoor recreation, management facilities, etc....

Pedestrian and Bicycles

7. Provide a pedestrian friendly connection from Block 24 Lot 2 to and through Block 24 Lot 1. This includes making the route as direct as possible (current route is acceptable), providing a required evergreen hedge (3 ft wide and 3 ft tall) along its route, and providing a change of materials when the trail crosses vehicular routes such as drive aisles in the parking lot.

8. The bicycle route (east/west) through the site shall be constructed of alternative and identifiable materials, such as concrete (not asphalt) and shall be signed to facilitate bicyclists locating and using the route. The eastern end of the route shall use the western sidewalk on 10th Ave to connect to a route through the East 42 plat area. The western end of the route shall have special signage where bikes cross the staired trail coming from the pedestrian bridge and connect with Discovery Drive, to alert bicyclists and pedestrians of the crossing/connection. Additional signage and safety requirements will be reviewed with the Utility Permit.

9. Prior to (Temporary) Certificate of Occupancy for any building, pedestrian routes serving as building access, or portion of the site, shall have access easements granted to the City allowing the public to use these routes. With the (Temporary) Certificate of Occupany for Building 1, an access easement to the City allowing the public to use the bicycle route through the site shall be dedicated.

10. Comply with AM10-006IH approval conditions for Buildings 2 and 3's elements located within the required trail border:
    a. Only elements serving pedestrians (i.e. that support pedestrian use, e.g. entry stairs) may be located within the required landscape border and displace landscape materials. Intruding elements must be designed to minimize the resulting displaced area of the border.
    b. Elements which project into the border but which do not displace landscape or impede its growth (such as bays, eaves, and other architectural elements) are allowed.
    c. Approved pedestrian elements allowed within the required landscape border, whether they displaced landscape planting areas or not, must be enhanced and/or designed in such a way that they positively contribute to the pedestrian environment. Appropriate design or enhancements must be consistent with the Neighborhood Type where the elements are located. In this case, corten panels with graphic cut outs will be provided on two sides of the stairs. The trellis will incorporate elements such as corten to interrelate the stair panels and the trellis. Architectural elements that do not displace landscape must positively contribute by adding interest to the built form.

11. Elements extending into right-of-way shall conform to the requirements of the *Issaquah Highlands Sidewalk Use and Design Standards and Guidelines*, revised in June 2007, and will be reviewed with the Building Permit. The Discovery Drive side of Buildings 1 and 6 shall be designed as if all of the sidewalk north of these buildings is dedicated to the City, and shall meet the provisions of the sidewalk use standards and guidelines, including café seating or other use of the Discovery Drive sidewalk.

12. All exterior staircases and walkways shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc…; walkways may be 3 ft wide when they serve individual front doors and patios or walkways to no more than two entries. Where narrow planter beds are adjacent to walkways, plants shall be selected whose mature size will not impact the walkway width. There shall be at least two steps in each stair and they shall be generally level. Planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width.

13. Provide walkways between the carriage units to allow EF&R access to the front doors of the carriage units.

14. All vehicular entries to the site must be designed as driveway entrances using standard curb ramps, including the eastern entrance. All grade transition for the driveway entry shall occur in the planter strip area. Driveways are limited to 20 ft with a 2 ft wing on either side.

15. The residential portions of buildings and any units with their main entry from the exterior (rather than an interior hallway) must have their main entry from a sidewalk or trail.

16. Weather protection shall be provided at each primary building entry.

Landscape

17. This is a preliminary landscape review. More detailed review will occur with the building or utility permit, and a joint ARC/MDRT landscape review occur. The following are preliminary landscape comments:
    - Plants should be selected for their consistency with the Neighborhood Type in which they are located, i.e. informal and loose for Cottage Lane areas; formal and precise for Traditional Townscape.
    - The landscape in both lots of Block 24 should seamlessly transition between the two properties.
    - Trees shall be appropriately scaled for the location in which they will be located and the mature size of the tree. Use symbols representing about 85% of the mature plant's size to facilitate review.
    - The western wall shall be designed and/or screened to minimize the impact of its height.

- Generally the evergreen trees should only be used to transition to the western wall, as a complement to its landscape character and scale; however, evergreens east of Building 5 are appropriate.
- Evergreen trees shall not be used in the parking lot unless they can be sited in large planting beds away from parked cars.

18. Any walls over 4 ft in height shall be softened with landscape such as climbing and trailing plant materials at the base or top of the wall.

19. Provide a 3 ft tall and wide evergreen hedge along the following pedestrian or bike routes:
    - portion of Discovery Drive adjacent to the parking lot between Buildings 1 and 6;
    - adjacent to the pedestrian trail between Building 1 and Lot 2; and
    - adjacent to the bike trail through the site.

20. The tot lot shall be designed to compliment and not duplicate the play opportunities provided in Lot 2 by targeting a different age group and/or different types of play.

21. If the project is built in phases or construction is delayed, the interim landscape placed on either lot shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.

22. At the time of submittal for a Utility Permit for landscaping, the applicant shall submit a landscape maintenance plan consistent with the requirements of Appendix D and Issaquah Highlands best management practices. All landscape maintenance shall comply with these maintenance requirements.

23. Any trees planted within 8 feet of a public sidewalk, curb, road, alley, woonerf or similar types of paving must have root barrier installed.

24. Compliance with the water conservation standards shall be evaluated as part of the Utility Permit for landscape.

25. To facilitate successful landscape establishment, no slopes should have a greater than 3:1 slope.

Urban and Building Design

26. Along the residential portion of Building 1, provide a low element, such as a hedge or a wall, behind the sidewalk to offer some privacy to the residents and maintain the streetwall per the Traditional Townscape guidelines. This element should be about 2 ft behind the sidewalk on both Discovery Drive and 10th Ave sides.

27. Where the Lot 1's carriage units do not screen Lot 2's carriage units' views of Lot 1's parking lot, use trees or other elements to minimize the visual presence of the surface parking from Lot 1's carriage units.

28. Between Buildings 1 and 6, provide an architectural element that continues the streetwall, terminates the Eddy Way view, provides architectural treatment of the parking lot entry. If the element crosses the entry drive it must be at a height that allows EF&R fire trucks to enter the site. The element must be designed to compliment and continue the architecture, consistent with Traditional Townscape. The parking court should be designed as a single surface from Building 1 to Building 6, in which cars may enter and park; landscape is allowed along the building edge, if appropriate. Curbs should not be used but bollards, paving color, texture, and design shall communicate the various uses and their location.

29. Some reasonable portion of the terrace west of Building 6 shall be available for the use of residents. Some portion of the terrace may also be reserved seating for Building 6 tenant.

30. The non-residential portions of Buildings 1 and 6 shall not be set back from the sidewalk (or perceived to be setback from the sidewalk), and the entrances to the business must be from the Discovery Drive side of the building.

31. Weather protection will be generally (75%) provided along the non-residential portions of Buildings 1 and 6. Weather protection shall be at least 8 ft above the sidewalk and extend at least 6 ft over the sidewalk and no more than 12 ft above the sidewalk and extends at least 8 ft over the sidewalk. For heights in between 8 ft and 12 ft, the minimum extension over the sidewalk shall be extrapolated between 6 ft and 8 ft of extension over the sidewalk.

32. The plaza at the rear of Building 1 shall create a pleasant, pedestrian-oriented area, including meeting the parking lot hedge requirements. The visual terminus for the breezeway axis shall not be parking lot but landscape or other elements.

33. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment.

Parking

34. Place standard size stalls closest to building entrances.

35. Parking in the parking court between Buildings 1 and 6 may be reserved for non-residential use during evening hours.

36. Bike racks shall be distributed throughout the site for use by visitors and residents, and some must be in covered locations, if they can be identified. The bike racks should be positioned to not block sidewalk, walkways, entrances, parallel parking, etc… as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring. Some of the 10 required bike parking spaces must be relocated so that they better serve residents, are covered, and so both sides of the racks may be used at the same time or designed so that it is clear to the user that only one bicycle will use a rack at a time. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit. The actual number of bike parking spaces may be adjusted by the final unit count.

37. Street furniture adjacent to parallel parking shall be located to allow full use of the parking, and should assume no striping of the parallel parking.

38. Adopted standard stall dimensions shall be the maximum; adopted compact stall dimensions shall be the minimum. Stalls smaller than standard stall dimensions, in one or both directions, shall be considered compact stalls.

39. Loading spaces must be restricted to Loading Only between 7 am and 6 pm, seven days a week. Signs must be provided prior to (Temporary) Certificate of Occupancy.

40. The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building department during the building permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.

41. Drive aisles, drives and vehicular routes, where cars will not be backing out, will be only 18 ft wide; where all standard or a combination of standard and compact stalls are located, drive aisles will be 24 ft wide; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide.

42. Parking stalls which have low landscape or additional hardscape at the head of the stall, may reduce the paved portion of the stall length by 2 ft as long as the car can hang into the landscape or hardscape by 2 ft without impacting pedestrian walkways and their required width, or the proposed landscape. Landscape in appropriate locations may be counted to the 10% landscape requirement.

Roads and Drives

43. The building overhangs, balconies, etc... shall provide an 18 ft wide and 14 ft tall clear zone for EF&R access along all vehicular routes within the site. If compact stalls are located adjacent to these vehicular routes it must be assumed that the stalls are 18.5 ft long (not in terms of the actual, constructed and striped length, but only for ensuring sufficient EF&R access is provided) and still not intrude into the 18ft wide clear zone.

44. All driving paths shall include a clear 28 ft radius at all curves to provide EF&R access within the site.

45. The sidewalk and planting strip along Discovery Drive shall be dedicated to the City as right-of-way. When the ROW is located at the back of a sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted to the City. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary.

46. Existing City access and utility easements along Discovery Drive, that would be located under Buildings 1 and 6, shall be relocated, reduced, or extinguished prior to building permit approval.

47. Street and driveway grades shall slope away from garages and buildings, or buildings shall be protected by a continuous trough drain.

48. Vehicular roads/drives within the site shall be limited to 18 ft. unless otherwise approved by the Responsible Official during Utility or Building Permit review. If parallel parking is provided on one side, the roads/drives will be 25 ft curb to curb.

49. All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. No extruded curbs are allowed.

50. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side. The applicant shall use truncated domes per WSDOT and ADA guidelines.

Utilities

51. Relocate utility vaults shown adjacent to the bike path to less prominent locations away from the bike and north/south trail, such as other beds within the parking lot (east of Bldg 5 and northwest of Bldg 3).

52. All dry and wet utility vaults, meters, equipment, and appurtenances are assumed to be shown on the ASDP submittal. Anything not shown on the

ASDP submittal is assumed to be located within the structure. Any revisions or additions to what the ASDP has shown and approved outside of the structure requires a modification to the ASDP, except fire hydrants.

53. Sewer and water connections shall be made to public utilities within the existing Rights-of-Way, or an easement allowing connection and capacity shall be obtained from the property owner prior to approval of the first Utility Permit.

54. Verify downstream capacity of all utility connections and show that sufficient capacity exists for this development proposal. This shall be completed before issuance of the first Utility Permit.

55. Any grade changes (slopes, walls, rockeries, etc...) over 2.5 ft in height which have pedestrians within 3 ft require 42 inch fall protection.

56. Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... should take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.

57. All mechanical equipment, utilities, appurtenances, etc... shall be screened. Equipment, above-ground utilities, appurtenances, etc... shall be located away from pedestrian areas, with at least enough distance to allow landscape screening. Equipment located on rooftops including HVAC and mechanical equipment shall be fully screened from view both above and below.

58. Exterior lighting shall be reviewed with the utility and/or building permit. A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting and the urban design potential of lighting and light fixtures. The lighting plan shall comprehensively address building, street, trail, roof, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a point-by-point photometric calculation showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Responsible Official.

59. All existing unused water stubs shall be removed at the main.

Miscellaneous

60. The applicant shall work with the City to ensure that the project can be reasonably served and that the design facilitates waste collection. Clarification of the waste collection system must occur prior to submittal of Building 1's building permit. Waste collection is preliminarily approved based on the assumptions given in "Reasons for the Decision" and:
    a. An easement allowing the cart and facilities in Block 24 Lots 1 and 2 to be shared shall be recorded prior to (Temporary) Certificate of Occupancy.
    b. Roll-out containers may be no larger than 4 cu.yd.
    c. Design of the enclosures for roll out containers will have slopes no greater than 3% both inside and in front of the enclosures where the containers will be dumped.
    d. There shall be direct access from the waste collection room to the drive aisle where the cart or trucks will dump the roll out containers. Consider relocating the room so that it can use the ADA ramp to roll out the containers.
    e. The waste collection room will be sized consistent with the City's solid Waste Collection Space Standards and Guidelines or as approved by the Responsible Official. The room appears to be insufficient.
    f. Chutes for each stream, connecting the upper floors to the waste containers on the groundfloor will be provided. In addition, the ground floor waste collection room will have a door for residents. A larger door shall also be provided and it will be locked and accessed by a keypad or the purveyor's lock, for use by the site manager and the City's waste purveyor.
    g. Additional enclosure requirements will be reviewed with construction permits.

61. Signs require a separate permit.

62. The Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard in place at the time, or even attaining green building LEED certification. This will be reviewed with Building Permit.

63. The following Eastside Fire and Rescue (EF&R) conditions are provide as information only as they will be addressed with future permits:
    a. Address/Monument sign required to show addresses.
    b. Fire lane(s) are to be painted red with white letters or approved signs, stating "FIRE LANE NO PARKING." Required fire lanes shall be on the approved plans or decided by the Fire Marshal during a site visit.
    c. Fire Sprinkler Supply Piping, PIV and FDC locations shall be approved with the Underground Fire Line Permits.

d. provide walkways from the interior of the site to the front door of the carriage units for fire fighter access to the carriage units.

64. "No Parking" or "No Parking, Fire Lane" signs, as appropriate, shall be installed during construction.

Notes to Applicant:

1. Commercial/Retail Buildings shall have a RPBA for domestic service, which may be placed inside the building IF it is located within 5ft of the waterline penetration of the building footprint. If located outside it shall comply with the ASDP conditions relative to site impacts.

2. Residential Buildings in excess of 30 ft in height shall have a DCVA for domestic service.

3. Fire services shall be on a separate service line from water main.

Reasons for Decision:

1. The purpose of the ASDP process is to ensure that proposed projects are:
   - consistent with Issaquah Highlands and City policies and regulations;
   - designed to harmonize with the neighborhood types;
   - designed with consideration of the site attributes (topography, wetlands, waterways, and views);
   - designed for the efficient and effective layout of the infrastructure; and
   - designed to achieve, protect, and enhance the character of Issaquah Highlands.

   Finally, the planning level review of the ASDP allows an applicant to obtain a land use decision prior to preparing detailed construction plans. As such, the plans are intentionally conceptual in nature and will likely receive further refinement and development during development of construction plans. Additional permits will be required for signs, buildings, and on-site improvements and utilities.

2. The proposal for 57 dwelling units is located in Block 24, Lot 1 which contains 1.9 acres. The allowed density is 5-80 du/ac and the proposed density is 30 du/ac. The use is also within the allowed range of residential, retail, recreation, and commercial. No affordable housing is proposed within this project.

3. The proposal has been reviewed for its consistency with Issaquah Highlands' development standards. With incorporation of the conditions, the application is generally consistent with these standards including uses (Appendix B), stormwater (Appendix D), roads (Appendix H), heights and setbacks (Appendix N), parking (Appendix O), landscape (Appendix P), and urban design guidelines (Appendix S).

4. The proposal has also been reviewed for its consistency with previous land use permits. This block was included as part of the original land identified for the Grand Ridge/Issaquah Highlands Development in 1996. PP05-003IH, known as the East 42 plat, was approved in December 2005, and along with the final plat, FP06-002IH, created this block. SP09-004IH

created Lots 1 and 2 from Block 24 in 2009. Either as shown in the proposal, discussed below, or addressed through conditions, the application is consistent with these previous land use actions.

5. The proposal is using Enhancement Units created by the 7th Amendment to the Development Agreement. The 7th Amendment requires these additional units when used in the Town Center must be developed as part of either mixed use projects or urban-scaled (minimum 40 ft building height). In addition Enhancement Units must pay Impact Fees per Section 7.1 of the 7th Amendment. Enhancement Units must be built as Four Star Built Green Housing.

6. When an ASDP is submitted, the entire development of the property must be shown, even if it will be built in phases. A project built in phases allows areas to be used for parking and other construction or temporary needs as well as timing construction to respond to the market. However, the City of Issaquah code requires that following grading, landscape must be installed no longer than 3 years after the grading occurs; a bond will be collected with the permit to ensure this landscaping occurs. Additional conditions may be necessary to ensure that sufficient services and facilities for functionality, safety, etc... are provided for each phase, e.g. landscape, parking, recreation, etc.... Finally, during the time that a site is undeveloped, installed landscape and its maintenance need to ensure that invasive plants do not become established. In particular the applicant has indicated that there is no timeline to construct Building 6 and that it might linger significantly after the other buildings. While the applicant may be allowed by their Purchase and Sale agreement to delay construction, once the other buildings are occupied, the site must, within reason, be completed in an interim way. This might necessitate construction of elements along the back of sidewalk and other walkways and edges to compensate for the missing building.

7. Setbacks are established in Appendix N, and are based on Development Area and land use. No setbacks are required as there are no single family detached homes adjacent to this property.

8. Appendix O of the Development Agreement establishes parking quantity and dimensional requirements as well as parking for bicycles, loading, etc.... The original Appendix did not apply to Development Area 4 or the Expansion Areas. AM01-013IH modified Appendix O to expand its applicability to include these areas. The applicant has requested and received a modification for Block 24, Lot 2, approved in AM09-002IH, reducing parking rates for two or more bedroom units to 1.75 stalls per unit. The following table summarizes the required parking for the Block 24, Lot 1 proposal per the Development Agreement, Appendix O:

Use	Required Parking
Residential: 8 1-bedroom units x 1.25 parking spaces/unit 49 2+-bedroom units x 1.75 parking spaces/unit	10.0 85.75
Non-residential: 8750 sq.ft. of specialty retail (1 stall per 200-350 sq.ft.)	25 - 44
Total Required Parking Spaces	121 - 140

Location	Provided Parking
On Site:	

Individual garages (including 1 ADA)	28
Standard stalls (including ADA)	27
Compact Parking	39
Total On-Site parking spaces	94
Parking Credits	
Discovery Dr (to be constructed)	10
Total Parking provided	103

While the proposal is at least 18 parking stalls short, the applicant has provided a parking study showing that the project qualifies for shared parking per Appendix O, Section 4.6, though the study assumed only 8300 sq.ft. of non-residential uses. However, sufficient information was provided in the study to correct for this discrepancy and adequate parking is provided based on the terms of the study. Shared parking easements are necessary to ensure that the parking functions consistent with the assumptions of the study. Parking stall dimensions have been confirmed except for the individual garages and will be also be reviewed with construction permits.

Additional parking requirements:

On street parking: up to 25% of required parking may be a parking credit on adjacent streets. The 10 proposed parking spaces are significantly less than the allowed credit.

Loading: Two required loading spaces. Two are shown in the permit, on-street.

Bikes: The plan indicates there are 5 bike racks, each accommodating two bicycles; some of these are located in the right-of-way. For every 12 required car parking spaces, there must be 1 bike parking space. The resultant 10 bike parking spaces should be located to serve the residents and their visitors. Currently the majority of rack locations are in the right-of-way, which serves visitors but doesn't serve residents; also none of the bike parking is covered. Placement of the bike racks shouldn't impinge on adjacent uses such as walkways, entrances, parallel parking, etc… when the racks are fully used. Bike racks should also be located to encourage their use; thus covered bicycle parking as well as racks placed in useful locations are necessary. Currently the 5 bike racks shown, if double loaded, could interfere with the opening and closing doors of vehicles using the adjacent parallel parking. Either the racks need to be used by only one bike, which is placed on the sidewalk side, or relocated. It also necessary to locate bicycle parking so that it is more suitable for residents as not all residents will have individual garages.

Compact: 39 stalls are designed as compact, which is less than the 50% allowed. Per Appendix O, Section 4.3 parking spaces which are closest to the building's entrances are not compact parking; however, the proposed site plan places compact stalls closest to building entrances. This must be reversed.

ADA: the building department will need to determine if the proposal is appropriate based on the IBC and ADA requirements.

9. Right-of-way (ROW) Use Ordinance allows elements to intrude into the right-of-way when they improve the pedestrian environment. As the street is being rebuilt along the property line to accommodate parallel parking and the property line is within the sidewalk, north of the property, nothing intrudes into the ROW. However, the applicant must dedicate the sidewalk, which will make this option appropriate for the building. It appears there are several element that will intrude into the ROW: bike racks, café seating, and building

projections, weather protection. Additional review and actions will be necessary with future permits and to comply with the standards and guidelines of the ROW Use Ordinance.

10. Currently an easement is recorded across the northern face of this lot to ensure there is a bicycle and pedestrian route from Discovery Drive to 10th Ave. The applicant wants to modify this area to provide parallel parking on Discovery Drive and a sidewalk area that is pedestrian oriented. This is consistent with the proposed retail and residential uses. Accommodating the necessary east/west bicycle route through the site within the sidewalk would not be consistent with the possible sidewalk uses that would appropriate here, such as tables and chairs. Instead the applicant has proposed constructing a bicycle route through the site that will be pleasant and clear. The route will be in materials and signed so that its presence and route are clear to the possible user, especially those that are not comfortable riding in Discovery Drive traffic. The bicycle route will be treated like a pedestrian route for the purposes of landscape within a parking lot, i.e. necessitating a 3 ft tall and wide hedge between the bike route and parking. There are also several locations where bicyclists and pedestrians cross routes or routes connect, and it is necessary that they are aware of each other through signage, e.g. the staired trail connect Lot 1 with the pedestrian bridge and where the bike route connects with the Discovery Drive trail. Finally, the west end of the bicycle route is fairly steep. If a bicyclist loses control, there needs to be a device that prevents their shooting out into the Discovery Drive traffic. Currently the applicant has proposed something that is on the south side of the trail/Discovery Drive sidewalk intersection which creates a partial guardrail; however, a guardrail at the curb side of the sidewalk can provide protection for the entire trail width. This will need to be further considered and designed with permits for construction. The application also has the entry to Building 6 from this bicycle route. While Building 6's entry must be relocated for other reasons, having the bicycle route and a building's primary entry share a sidewalk isn't appropriate.

11. There are two easements to the City currently located along the edge of Discovery Drive: 15 ft utility easement and a 18 ft pedestrian access easement. These were placed on this property with the 2009 short plat. The access easement was to ensure that bicyclists in particular would have a route to bike up the steep Discovery Drive hill. With the relocation of the bike route to the interior of the Lot, this easement is not needed. The utility easement was provided to accommodate future utility needs that were unknown in 2009. The uses in Block 23, Block 24, and Parcels 1 and A are all known now. No additional utilities have been identified that might use that easement. These easements along Discovery Drive are shown under Buildings 1 and 6. They easements must be relocated, reduced, or extinguished prior to building permit issuance to ensure that they can be relocated or extinguished.

12. Parking lot standards require drive aisles of a certain width to ensure cars have sufficient distance to back out of parking stalls. Where cars are not backing out, but using the drive aisle solely as a travel lane, the paved width shall meet minimum travel lane dimensions. The minimum travel lane width, for two-way traffic, is 18 ft. Appendix O also specifies parking stall dimensions. Reducing paved areas while maintaining functionality is consistent with Appendix A principles, e.g. # 9: "adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving." Thus parking stalls sizes are also kept to the specified stall sizes.

13. Issaquah Highlands is a pedestrian friendly and pedestrian oriented community where pedestrians receive higher priority than vehicles. Where cars and pedestrians cross paths, such as at vehicular drives, the design of these junctures must convey pedestrians' priority and minimizing the impacts to pedestrians. This plan achieves, or will achieve, this by designing the vehicular routes into the block as drives rather than roads. Finally curb ramps should where possible be in line with the pedestrian route.

14. Another element in a pedestrian friendly or oriented community is visual interest. Blank walls create a dull pedestrian environment, discouraging pedestrian activity. Thus avoiding unrelieved expanses of wall is necessary. Also Appendix S states: "To avoid a repetitive streetscape, building facades that are visible from public spaces should include features that provide differentiation such as varied types and colors of materials and architectural embellishments and treatments to minimize blank walls and reduce bulk and massing."

15. Weather protection is shown or can be added at each entry which is consistent with Appendix S. Awnings, canopies, or a similar element must be provided at each pedestrian entry and be at least 8 ft above the walkway.

16. There are three outdoor spaces provided on site (in addition to facilities on Block 24, Lot 2 that will be shared with Lot 1): the plaza south of Building 1, the terrace west of Building 6, and the tot lot at the southwest corner of the site. These spaces are necessary as not all units will have private outdoor space per the Multi-family Overlay Guidelines (5 units have Juliette balconies and 6 have no balconies, or 20%) It will also be necessary to provide cross easements with the blocks that provide shared recreation, including indoor and outdoor facilities.:
    - The plaza shown south of Building 1 is south facing and could provide a pleasant opportunity for outdoor space units that do not have, consistent with the expectations of the Multi-family Overlay guidelines. However right now, there is not sufficient screening from the parking lot to create such a pleasant space. The requirements would be for a minimum 3ft tall and wide hedge. It could provide sufficient screening depending on its design. Also the guidelines discourage inappropriate view terminations.
    - The terrace west of Building 6 may be used for reserved seating by the tenant of Building 6; however some portion of it should be available to residents due to the limited locations for outdoor use within the site.
    - The tot lot should compliment other uses and play areas in Lot 2, which has a larger play area. This would mean targeting a different age group than that provided in Lot 2 and/or providing different types of play equipment. For instance Lot 2 has a slide so this area should provide a complimentary but different activity. For instance a climbing piece (distinct from the pride rock) or dramatic play might be appropriate.

17. The walkway south of Buildings 2 and 3 is a trail which requires 4 ft landscape borders without buildings or other structures such as fences in it. However the required border is not consistently provided. With Block 24 Lot 2, the applicant received approval for a modification, AM10-006IH, which allowed the stairs and some architectural elements to intrude into the border under certain circumstances. This application must comply with the same conditions of approval to allow elements to intrude into the required border. The walkway west of Buildings 4 and 5 is a sidewalk per an AM09-003IH.

18. The proposal is consistent with many of the relevant Urban Design Guidelines generally, Traditional Townscape, Cottage Lane, and Multi-family and Mixed Use Overlays: Individual streets should be as narrow as practicable and encourage low travel speeds while maintaining adequate travel ways and emergency and service vehicle access; an interconnected pedestrian system of sidewalks, trails, and paths should provide for continuous routes through and between neighborhoods; where the street system does not provide a continuous pedestrian route, trails may provide the pedestrian connection; individual trail elements such as the surface materials and landscaping should be related to the anticipated use, the character of the surrounding area, and safety; driveways and curb cuts are kept to a minimum; off-street surface parking is behind buildings; the breezeway through the building provides a through-block pedestrian access to parking; landscape will enhance the pedestrian experience along the street; permanent surface parking areas are located behind the building; clearly identifiable main building entries; on-street parking is used; there are no street facing garages; buildings casually clustered around a common space, such as a park, a small common open space, or a pedestrian path; the main pedestrian entry may be accessible only by a walkway; Traffic calming devices such as pavers, scored concrete, colored materials, bollards, planter boxes and paving accents not only inhibit speed but also indicate pedestrian activity and are pedestrian-friendly; Permanent off-street surface parking areas should be separated from residential by landscaping, hardscape, or buildings; at their perimeter multi-family projects should harmonize with the surrounding neighborhood through both site planning and architectural techniques; should provide residents with both private and common outdoor space; when private outdoor space is minimal, common outdoor facilities should include elements such as a barbecue and common outdoor patio area, a tot lot, sitting gardens, or a recreation or exercise area; private park space should be located so it is visible to residents and accommodate a variety of activities for differing age groups; ground floor uses are street facing; the building should divide into traditional "main street" modules with storefront windows; weather protection should be provided along street level retail and restaurant frontages that abut sidewalks.. There are a few aspects of the proposal that are not entirely consistent with the UDG. These are addressed elsewhere in the conditions and Reasons for Decision.

19. The Urban Design Guidelines indicate that streets should not be designed with "...inappropriate or avoidable street termination points...", such as a parking lot. Since Eddy Way has already been established by previous permits, Block 24, Lot 1 must respond to it by either relocating the parking lot or designing it in such a way that it is an appropriate visual terminus. The applicant has begun this design by creating a parking court and providing an element adjacent to the parked cars; however, the design doesn't meet the full expectations of the guidelines. In a Traditional Townscape neighborhood, "when parking area vehicle entrances or exists interrupt the street-level frontage, they should be ... treated architecturally ...." No elements have been provided. If possible, the element should extend across the vehicular entry to the parking court. By eliminating curbs and using paving design to designate where various uses are located, the court will be more pedestrian oriented and flexible to respond to the many demands placed on it such as pedestrian routes, vehicular access, parking, and loading. Currently a loading space causes the pedestrian route between Lot 2 and through Lot 1 to jog. By using a parking court, the placement of the loading space may not change but the removal of curbs will allow pedestrians to walk more freely along a direct route especially if the loading space is not in use.

20. In a Traditional Townscape neighborhood, buildings are set quite close to the street, with no or minimal front setbacks. There are essentially three buildings along Discovery Drive: Building 1 which has both a residential and non-residential groundfloor and Building 6. The drawings indicate that the residential portion of Building 1 has a 4 ft setback between the sidewalk and building on both the Discovery Drive and 10th Ave sides. While this makes sense for the residents, it doesn't entirely meet the intent of the guidelines. Per the guidelines, use "Elements such as low walls, fences, screens, or hedges to delineate private outdoor spaces." To that end, some low element should be provided behind the sidewalk, to define that entire street edge and provide some privacy to the residences. The non-residential portion of Building 1 is designed as if there is no setback and should appear that way. (In other words, the building isn't set back, but if it was, for example to widen the sidewalk, that would be acceptable because the sidewalk would still be perceived to extend to the building with no setback.) Building 6 is both setback from the sidewalk and its entrance is placed on the south side off of the parking lot. This is both inconsistent with the Neighborhood type and a pedestrian friendly community. The entrance must be located on Discovery Drive. (See next Reason for the Decision for additional information on the placement of Building 6's entry.)

21. An additional element of a pedestrian friendly and oriented community is giving circulation priority to pedestrian scale proximities, activities, and orientation. A key element of this is placing building entrances for pedestrians in convenient locations, directly from pedestrian facilities such as sidewalks and trails, and making clearly identifiable building entries, so they are easy to find. Exterior residential entries may be from the Discovery Drive sidewalk or the sidewalk west of Buildings 4 and 5. (It is assumed that Building 1 has all of its units' individual entrances from the interior of the building except for the east groundfloor portion, which has entries from the Discovery Drive sidewalk.) Buildings 2 and 3 have their entries from the trail, southeast of these buildings. There is a sidewalk that enters the site from the east, just south of Building 1. It doesn't continue through the site, which is acceptable as it provides access to and terminates at a secondary entry. Also it is appropriate to not encourage pedestrians to cross immediately adjacent to the individual private garages.

22. In the Urban Design Guidelines, it states: "where streets do not provide a continuous pedestrian route, trails may provide the pedestrian connection." And also as indicated in the previous Reason for the Decision, pedestrian friendly communities have pedestrian scale proximities. The applicant has proposed a trail through the project which both connects to Lot 2, Block 24 and breaks up the size of Block 24, Lot 1, which is fairly wide. This trail will provide a convenient connection for residents in Block 24, Lot 2 to the businesses in Lot 1. The connection is shown as a trail through the parking lot. The applicant has attempted to mitigate this with increased landscape beds along the trail, but shrubs have not been consistently used and sometimes they are deciduous. Consistent with the hedge requirements of parking lots adjacent to pedestrian routes, landscape should be provided adjacent to the trail. This hedge must be evergreen so there is a presence even in winter. Furthermore the trail should be convenient, direct, and designed to call driver's attention to it. The applicant has proposed painting crosswalks. However these may not be maintained and are not as visible as a change in materials.

23. The landscape is regulated by both Appendix P and the Urban Design Guidelines. Primarily this permit is effected by the parking lot landscape requirements. (No buffer is required as adjacent land uses are similar.) Sheet L100 indicates that the parking lot contains 23,407 sq.ft. of parking lot, thus requiring 2,341 sq.ft. of landscape. The plans show 4,905 sq.ft. of landscape. Other sheets show utilities placed in landscape beds G and X, which may not have been deducted; also the hedge and landscape structure in bed H may not have been deducted. However, since so much extra landscape is provided, there should be no problem meeting the requirement. As 66 surface parking spaces are provided, 11 parking lot trees are required and significantly more are provided. However, some of the planting beds have two trees and other trees are co-located with utilities that may preclude them. It may be necessary to reduce trees when the landscape construction plans are submitted. Evergreen trees are shown in the parking lot. This requirement was removed in 2010 by the 7th Amendment to the Development Agreement. Generally it is difficult to place evergreen trees in parking lots in a manner that doesn't restrict the use of the parking. However large planting beds can accommodate evergreens if the applicant desires.

24. The Urban Design Guidelines discourage the "use of large, overbearing evergreen trees" and, will block sight lines for user and driver safety.

25. The landscape palette may be appropriate however in using the same plants for both Neighborhood Types it is possible that the appropriate character cannot be achieved. The plants and layout might have the more informal and random character anticipated by the Cottage Lane Neighborhood Type and a more formal and precise character for the Traditional Townscape Neighborhood Type, but it difficult to know for certain given the wide range of proposed plants. Thus additional review will be necessary when specific plants are identified to determine if plant character and spacing is appropriate. Landscape screening is only expected between incompatible uses and no buffers are necessary between any uses in Development Area 4 thus the landscape between properties should tie them together as the preliminary landscape appears to do, consistent with Appendix A's objective of minimizing project differentiation.

26. A mail kiosk is shown east of Building 2 in the November resubmittal. This location is consistent with the Development Agreement but it must also be reviewed by the United States Postal Service and the Building Dept for ADA sompliance. For the ADA units, an internal mail kiosk in the breezeway of Building 1 may be appropriate. USPS may approve this for buildings with ADA units. USPS must also have the opportunity to review any mail kiosk's placement. To ensure that if it must be relocated it can gracefully incorporated into the site plan, USPS's review must occur early in the process. If it is relocated the location must allow people retrieving mail to do so without standing in vehicular traffic. Also certain locations in the site may not meet ADA requirements.

27. Driveway widths are one factor in driving speeds. The driveway should be as narrow as possible to function while promoting low travel speeds as encouraged by Appendix A. A narrow driveway such as the 18 ft. shown, creates a safer environment for pedestrians.

28. Eastside Fire and Rescue requires a minimum 28 ft inside turning radius in order to adequately maneuver and stage fire fighting apparatus. All roads and paths in this application

must be accessible for emergency service and access. Projections from balconies, overhangs, etc… add to the visual interest of building and take advantage of the unused air space, but they may not infringe on the clear zone needed by EF&R to access throughout the site. (The clear zone is a minimum of 18 ft wide and 14 ft high.) Since the front doors of the carriage units are from walkways, away from the driving areas, walkways connecting the drives to the front doors must be provided.

29. Some stormwater from off site may flow onto this site after completion. This stormwater could cause damage to private structures without proper drainage systems which could expose the City to liability for damages. Also it appears that some portions of the site may be graded in such a way that stormwater may flow toward carriage units, necessitating modification of on-site grades or structures to capture the stormwater prior to it entering garages or buildings.

30. The right-of-way, as a publicly owned and maintained facility, must meet certain minimum design requirements to ensure that the construction is durable. Thus extruded curbs are not allowed and root barrier must be installed adjacent to it.

31. Identifying wet and dry utility vaults, meters, equipment, and appurtenances now is just as critical as identifying buildings, landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification.

32. Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and objectives. Screening and location can reduce the impact of these necessary elements, including on rooftops especially when uses will look down on them.

33. At Issaquah Highlands sidewalks are 5 ft wide. Generally then walkways throughout the development must meet this minimum width. Though the proposed sidewalks appear to be wide enough, car overhangs, handrails, landscape can reduce the available width if not properly designed. At utility or building permit, staff will confirm that a minimum of 5 ft. of walkway width will be provided. Walkways narrower than 5 ft. do not accommodate two people walking side by side, therefore the use of narrow walkways must be carefully selected based on the walkways likely use. The use of two steps together, improves people's ability to notice the steps and thus prevent tripping. Consistent with sidewalks, the walkways must be constructed in concrete.

34. No lighting information was provided. Lighting review will occur with the building permit review. Appendix A's goals envision that this will be a sustainable community both in design and construction. A key aspect of achieving sustainability is lighting efficiency through the placement, design, and amount of light within the plat.

35. It is not clear from the application whether the sewer and stormwater systems are connected to accepted public infrastructure or whether these connections are still owned by private parties and have not been dedicated to public ownership, and certain steps must be taken to connect to private utilities. The water, sewer and stormwater systems all rely on offsite

capacity for proper operation, and the capacity to accept this project must be verified. A detailed review of these facilities will occur with the Utility Permit application.

36. Another way of creating a sustainable community is through building and site design. The master developer and City are working together to ensure that the community works toward this goal.

37. Based on the number of floors in the building, its height is less than the 85 feet allowed. This will be confirmed with the building permit.

38. There is a condition on the preliminary plat requiring a pedestrian bridge between the East 42 and West 45 areas. The bridge has been permitted and is anticipated to be installed and open by the end of 2011.

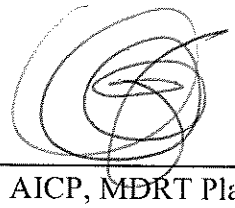
39. Copies of the submittal were distributed to City departments. Comments were received from Eastside Fire and Rescue (EF&R) and Public Works Operations (PWO); these were incorporated into the approval conditions as appropriate. No comments were received from the Building, Planning, and Police Departments.

40. In preliminary review of the waste collection system, here are some of the assumptions and features of this design
    - It is unclear how residents access the waste room as no interior door is shown, the exterior door appears to be a roll up which is appropriate for service but not residents, and nothing indicates chutes from upper floors, though written materials indicate they will be provided. The design of the waste collection must facilitate resident use and separation of waste into the three streams. Furthermore, the waste room should be within 200 ft of the residences it serves. This standard is met for Building 1's residents if there's a waste collection room on each floor of Building 1. The carriage units do not appear to have access to the waste collection room; however, they may be using the central collection facility on Block 24, Lot 2. This can be clarified with Building Permit.
    - The project assumes that each of the 3 waste streams will be collected on this site and taken to Block 24, Lot 2's compactors for pick up from there. This necessitates cross easements; however, the project must also be designed so the waste can be collected from this waste room and not transported to a centralized location in case the property is sold.
    - Three containers are shown in the waste collection room which accommodates each stream for residents. However, residential and commercial users do not usually want to share containers as they are billed separately. Thus at least 6 containers should be shown. In addition the containers are currently placed in such a manner that it would not be possible to access the containers to place trash in them without having to roll them out. This is not reasonable. By turning the containers so the long face of the containers is accessible, the room can probably hold four 4cy containers. It is not reasonable to assume that four commercial uses will be able to share three 96 gallon containers, especially if one or more of these non-residential spaces contains a high waste generating use such as food or coffee business. Rotating the room so that it runs east/west seems more functional.
    - There is no access from the waste collection room to the drive aisle so the containers can be rolled out and either pulled by the property management cart to the central collection location or access by the City's purveyor. By relocating the waste collection room adjacent to the breezeway, it is possible to use the ADA aisle to roll the containers.
    - The applicant assumes a cart or unit to pull the containers out. This will be provided with Block 24, Lot 2.

41. Public notice was distributed as required. No comments were received.

42. No information on signage was provided and separate permits for signs are required.

43. The proposal is within the Project Envelope for Issaquah Highlands as defined in Appendix I and the Determination of Non-Significance (SEP10-001WS) so no further SEPA review is required.



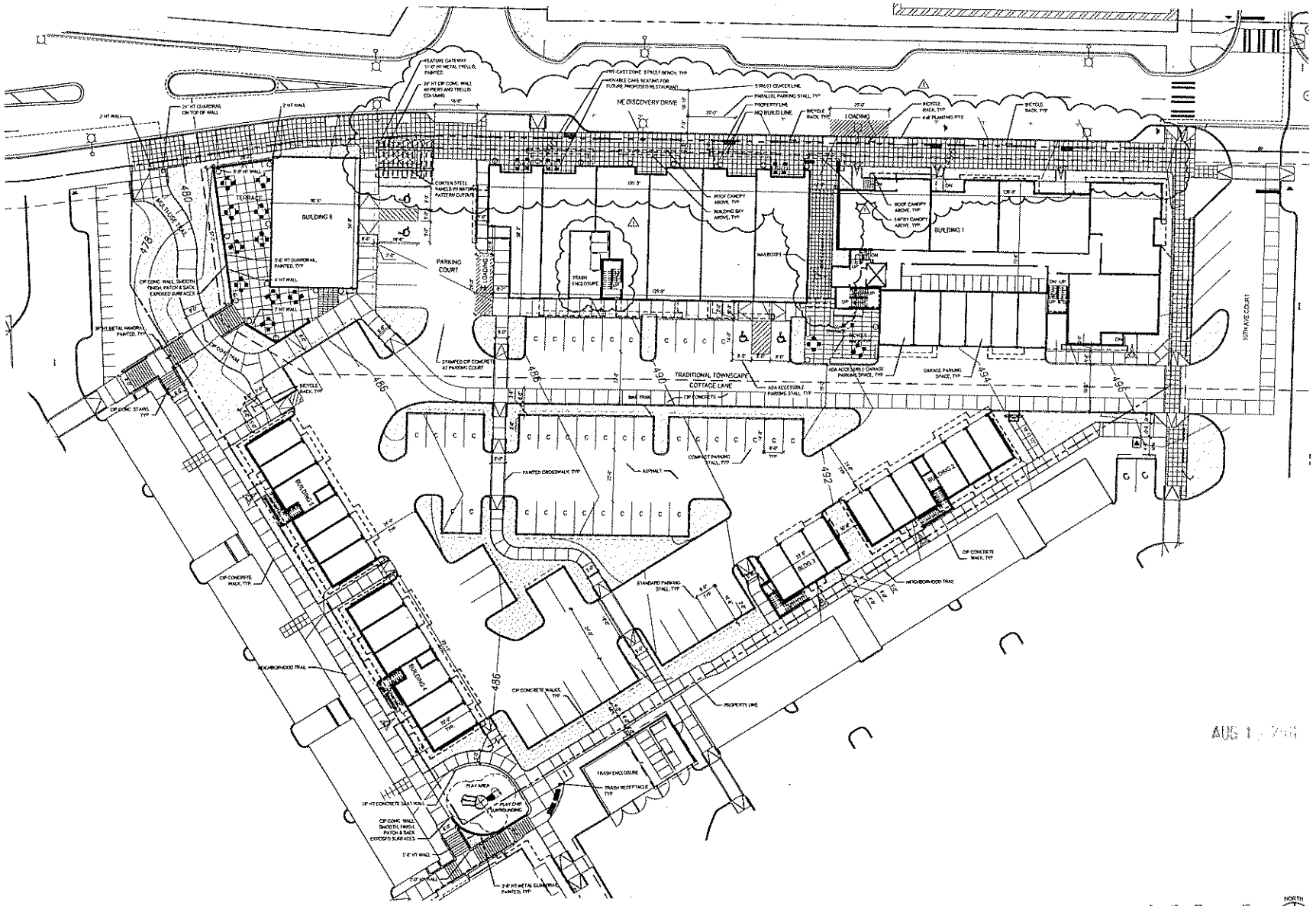
Lucy Sloman, AICP, MDRT Planning Consultant

November 28, 2011
Date

Attachment List:

1. Site plan, November 17, 2011, Sht. L101

cc: Keith Niven, MDRT Program Manager
Vicki Stier, Port Blakely Communities
Irma Dorè, Port Blakely Communities



A0 LAYOUT AND MATERIALS PLAN
1" = 20'-0"

SCALE: 1" = 20'-0"

AUGUST 15TH, 2011 - ASDP REVISIONS - NOT FOR CONSTRUCTION

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STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
MARIEKE LACASSE
NO. 965

PROJECT
C ISSAQUAH HIGHLANDS
BLOCK 24 LOT 1

PROJECT ADDRESS
989 NE DISCOVERY DRIVE
ISSAQUAH, WA

CLIENT
DISCOVERY HEIGHTS III, LLC
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BELLEVUE, WA 98005

MARK	DATE	DESCRIPTION
1	08/15/2011	ASDP REVISIONS

REVISIONS

MARK	DATE	DESCRIPTION
C	08/15/2011	ASDP REVISIONS
B	05/25/2011	SD SUBMITTAL
A	05/19/2011	ASDP SUBMITTAL

ISSUE INFORMATION
PLOT DATE: AUGUST 15TH, 2011

PROJECT NO	2011015.00
DRAWN BY	DJB
CHECKED BY	MARIEKE LACASSE
GGLO PRINCIPAL IN CHARGE	JAMES BRADLEY
GGLO PROJECT MANAGER	PAMELA TREVITHICK
OWNER APPROVAL	

SHEET TITLE
LAYOUT AND MATERIALS PLAN

SHEET NO
L-101

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ORIGINAL SHEET SIZE IS 22"x34"