

ISSAQUAH FARM

THE WOLFF COMPANY/ BAR ARCHITECTS

July 31, 2013

The site plan design presented for the Issaquah Farm site is based on a careful review of the Central Issaquah Development and Design Standards. The following includes excerpts from those standards and our design response to them. We've focused on the standards that are most pertinent to this early site planning stage.

Central Issaquah Development and Design Standards

April 29, 2013

Development Standards

- 1.0 Purpose and Applicability – not used
- 2.0 Definitions – not used
- 3.0 Procedures – not used
- 4.0 Zoning Districts, Uses and Standards Summary – not used
- 5.0 Density Bonus Program – not used
- 6.0 Circulation Facilities**
- 7.0 Community Space**
- 8.0 Parking**
- 9.0 Signs – not used
- 10.0 Landscape**

Design Standards

- 11.0 Site Design**
- 12.0 Circulation Design**
- 13.0 Community Space**
- 14.0 Buildings**
- 15.0 Parking**
- 16.0 Landscape**
- 17.0 Lighting - not used

6.0 Circulation Facilities

6.2 General Standards for all uses

A. Block Length. Where block length exceeds 300 feet, additional pedestrian Circulation Facilities shall be provided to facilitate pedestrian direct access and connectivity through the blocks, using Through Block Passage facilities. **MID BLOCK PEDESTRIAN CONNECTIONS HAVE BEEN PROVIDED THROUGHOUT THE SITE AT INTERVALS OF LESS THAN 300'.**

G. No Cul-de-Sacs. Cul-de-Sacs are prohibited unless special circumstances relating to the topography, location or surroundings of the subject property or right-of-way that impose an undue hardship on the project applicant are present. **THERE ARE NO CUL-DE-SACS IN THE PROJECT.**

6.4 Circulation Facility Classification Standards

A. Nonmotorized Facility Standards: Shared Use Routes

An integral part of the Green Necklace, Shared Use Routes are intended for pedestrians and cyclists. They generally run parallel to motorized facilities and/or critical areas and are buffered by a landscape strip. **A SHARED USE ROUTE IS INTENDED TO RUN ALONG THE NORTHERN EDGE OF THE SITE, EITHER IN OR ADJACENT TO THE NEW PUBLIC PARK ALONG I-90.**

B. Nonmotorized Facility Standards: Secondary Through Block Passage

Secondary Through Block Passages are an integral part of the Green Necklace helping to ensure easy connection points from one street to another and serving as gathering spaces. Secondary Through Block Passages are pedestrian routes, designed like sidewalks, but not associated with a vehicular facility such as a street. Through Block Passages shall be constructed by the applicant/developer. **THERE ARE SEVERAL SECONDARY THROUGH BLOCK PASSAGES.**

D. Auto Inclusive Circulation Facilities: Pedestrian Priority Street

Pedestrian Priority Streets are intended for low traffic volume, residential neighborhoods. They are considered to be people-intensive and pedestrian scaled both in terms of design and land use creating a public space and becoming part of the Public Realm. Pedestrian Priority Streets typically contain two narrow driving lanes with on-street parking to provide traffic calming and parking for ground floor uses. Lanes and pavement are kept narrow to encourage easy pedestrian crossings. Traffic speeds are intended to be slower, relieving the necessity for bike lanes and making the street more comfortable for pedestrians. **THE MAIN LOOP ROAD HAS BEEN DESIGNED TO MEET THIS STANDARD.**

E. Auto Inclusive Circulation Facilities: Neighborhood Street

Neighborhood streets are intended for low to moderate traffic volume, mixed use neighborhoods. Bulb-outs are required at driveways and intersections to encourage easy pedestrian crossings. Like Pedestrian Priority Streets, traffic speeds are intended to be slower, relieving the necessity for bike lanes and making the street more comfortable for pedestrians.

THE MAIN LOOP ROAD HAS BEEN DESIGNED TO MEET THIS STANDARD OR THE PEDESTRIAN PRIORITY STANDARD.

7.0 Community Space

7.3 Required Community Spaces

A. Residential

1. The developer is required to provide Private Community Space. Publicly Accessible Community Space is not required to be provided by residential development.
2. At a minimum, each Residential unit shall have a total of forty-eight (48) square feet of private usable outdoor space, whether provided for individual units as Individual OR as Common Private Community Space, in the following manner:
 - a. **Individual Private Community Space.** Private outdoor space shall be provided in the form of private outdoor balconies, patios, or decks attached to individual units.
 - b. **Common Private Community Space.** Common private outdoor space shall be easily accessible to all residents of the complex and no common outdoor space shall be attached to any individual unit.
 - c. **On-Site Amenity.** Residential projects 22 units or more, shall, in addition to Individual or Common Private Community Space, provide at least one on-site amenity, such as a recreation room of 400 or more square feet furnished with recreational facilities, a swimming pool, or other recreational amenities such as playground equipment.

THE DESIGN WILL MEET THE REQUIRED OPEN SPACE REQUIREMENTS THROUGH A COMBINATION OF PRIVATE AND COMMON COMMUNITY SPACE. THERE IS ALSO AN APPROXIMATELY 5,000 SF COMMON AMENITY BUILDING.

7.4 Significant Community Space

B. Neighborhood Park

1. Location and size. Neighborhood Parks shall be approximately located in the areas described in Figure 7B Significant Community Spaces. A single Neighborhood Park shall be at least 2 acres as defined in Chapter 2.0 Definitions.
2. Design Elements:
 - a. Clearly visible connection to the Green Necklace is required, either through adjacent nonmotorized Circulation Facilities or way finding assistance signage.
 - d. The Neighborhood Park shall have strong pedestrian connections to Transit, where possible.
3. Public Access. The entire Neighborhood Park shall be open to the public 24 hours per day, provided temporary closures will be allowed as necessary for maintenance purposes.

TWO PUBLIC NEIGHBORHOOD PARKS HAVE BEEN INTEGRATED INTO THE SITE PLAN. THE LARGER OF THE PARKS IS OVER 2 ACRES AND BOTH ARE VERY VISIBLE AND ACCESSIBLE TO THE PUBLIC PER THE CITY STANDARDS.

8.0 Parking Standards

- 8.10 Table of Vehicular Parking Spaces
Table 8.10-1 – Maximum Number of Spaces Allowed

Multifamily

Multifamily: Studio Apartment: 1 per unit

Multifamily: One Bedroom Apartment: 1.25 per unit

Multifamily: other than Studio Apt or One Bedroom: 2 per unit

THE PROJECT MEETS THESE STANDARDS – OVERALL PARKING RATIO IS 1.5 SPACES/UNIT WITH AN APPROXIMATELY EVEN MIX OF ONE BEDROOM AND TWO BEDROOM UNITS.

- 8.13 Parking Tools and Flexibility

B. Tools

9. Tandem Parking

- a. Approval Criteria for Residential. Tandem Parking may be permitted for up to fifty percent (50%) of the total residential parking requirement if all of the following criteria are met:

3. Shared Residential Structured or Surface Parking Design Standards.

- a. Tandem parking stalls are permitted when their size equals two (2) standard stall dimensions (9 feet by 37.5 feet)

THE PROJECT INCLUDES TANDEM PARKING AT A RATIO OF LESS THAN 50%.

- 8.18 Structured Surface Parking Design and Construction Standards

B. General Design and Construction Standards

2. Required parking may choose the following mix of parking stall sizes:
 - a. Standard Stalls: up to 100% of total required parking;
 - b. Compact Stalls: up to 60% of total required parking; and
 - c. Micro Stalls: up to 5% of total required parking

THE PROJECT WILL INCLUDE BOTH STANDARD AND COMPACT STALLS. THE NUMBER OF COMPACT STALLS WILL NOT EXCEED 60%.

- 8.20 Structured Surface Parking Stall and Drive Aisle Dimension Standards

Figure 8.20-1 – Sizes and Configurations

Standard	90 degrees	18.5' x 9'
Compact	90 degrees	16' x 8'
Micro	90 degrees	12' x 7'
Parallel		20' x 7'

THE PROJECT WILL MEET THE CITY PARKING SIZE STANDARDS.

10.0 Landscape

10.4 Landscape and Decorative Requirements for Parking Areas

A. Regulation of Parking Lots

2. **Interior Landscape:** Landscaping in the interior of parking lots is intended to diminish the effects of paving and shall consist of all of the following:
 - a. One (1) tree for every six (6) parking stalls
4. **Alternatives to Parking Lot Landscaping:** To allow for flexibility and improve parking lot efficiency, the following alternatives to sections 10.5A requirements may be selected by the Applicant:
 - a. Tree wells at the head of a parking stall(s) maybe used.
 - c. Parking Lot Edge Treatment to replace Interior Parking Lot Landscape:
Architectural elements at the edge of a Parking Lot may count towards Section 10.5A.

THE PROJECT WILL USE A COMBINATION OF INTERIOR AND LOT EDGE LANDSCAPING PER THE CITY STANDARDS.

11.0 Site Design

11.2 General Standards

- A. **Integrate with Nature and the Surroundings.**
- B. **Circulation Priorities.** Pedestrian and bicycle circulation needs should be raised to a priority equal with motorized circulation priorities.
- C. **Sense of Place.**
- D. **Sustainable Site Design**
- E. **Sense of Arrival**
- F. **Existing Features and Context**
- G. **Views and Vistas**
- H. **Intuitive Wayfinding**
- I. **Universal Design**

ALL OF THESE STANDARDS HAVE BEEN CONSIDERED AND INTEGRATED INTO THE DESIGN.

11.3 Standards for All Uses

- A. **Pedestrian Connections.** Pedestrian facility connections shall be convenient and with generally no further than 250 feet of separation when a block length exceeds 300 feet.
PEDESTRIAN CONNECTIONS OCCUR AT INTERVALS OF NO MORE THAN 250' THROUGHOUT THE SITE.
- F. **Establish Streetwall (Build-To-Lines).** Buildings and other structures shall be located toward the Circulation Facilities and Community Spaces to meet "Build-To-Lines" as required in the District Standards Table, Chapter 4.0.

BUILDINGS ALONG THE MAIN LOOP ROAD MEET THE 0-15' MAX SETBACK FROM THE BUILD TO LINES.

G. Minimum Building Frontage. Sufficient length of buildings shall be present at the Build-To-Line to maintain a generally continuous streetwall and limit spatial gaps to those necessary to accommodate vehicular and pedestrian access, Minimum Building Frontage shall be as follows:

2. In zones other than the Urban Core, the minimum Building Frontage is at least 60%.

THE MINIMUM BUILDING FRONTAGE IS MET ALONG THE LOOP ROAD THROUGH A COMBINATION OF BUILDINGS AND ALTERNATE BUILDING FRONTAGES AS DESCRIBED IN ITEM J BELOW. SOME FRONTAGE IS DEFINED BY PARK OR OPEN SPACE.

H. Corner Building Frontage. Building mass shall be present at the intersection of Circulation Facilities to amplify the importance of this corner. Building Frontage shall occupy all of the Build-To-Line at intersections for a minimum distance of sixty (60) feet from corner.

THE BUILDINGS WILL MEET THIS CORNER BUILDING FRONTAGE STANDARD.

I. Community Space as Building Frontage. The Building Frontage requirement may be reduced by ten (10) percentage points to accommodate Community Spaces including plazas, outdoor café seating, or entry courts.

THIS ALLOWABLE REDUCTION IS USED IN SOME LOCATIONS.

J. Alternative Building Frontage. Up to 20% of the Building Frontage requirement may be fulfilled through architectural and landscape measures along the Build-To-Line, such as to screen a surface parking lot. Elements to fulfill this requirement may include a combination of: canopy structures combined with pergolas, arcades, trellises, arbors that achieve a 6'-8' height combined with lower decorative masonry walls thirty-six (36) inches in height, and semi-opaque landscaping.

THIS ALLOWABLE REDUCTION IS USED IN SOME LOCATIONS.

M. Residential Front Door Orientation. Residential buildings shall orient the principal façade to the street or a street-facing courtyard, with the doorway of ground floor units visible and accessible to the same street.

THE BUILDINGS DO NOT HAVE PRINCIPAL FACADES – THEY ARE ALL DESIGNED AS “4 SIDED” ARCHITECTURE. THE GROUND FLOOR OF THE FAÇADES FACING THE STREETS ALL HAVE MAIN BUILDING ENTRIES AND INDIVIDUAL UNIT ENTRIES.

N. Residential Garage Setbacks. Residential garages shall be sited and designed to minimize impact on the pedestrian.

ALL GARAGE DOORS FACE INTERNAL PARKING COURTS.

12.0 Circulation Design

12.2 General Standards

A. Multiple Routes. Multiple routes should be provided to each land use and building.

THE SITE DESIGN IS BASED ON A LOOP ROAD THAT PROVIDES ACCESS TO ALL ELEMENTS ON THE SITE. THE LOOP ROAD IS SERVED BY TWO MAIN ENTRY ROADS.

12.3 Motorized Facility Standards

A. Motorized Facility Design. Circulation Facilities, especially the motorized elements, should be designed to contribute to, rather than driving the design and dominating or detracting from, a pedestrian-friendly, small scale, mixed use urban environment.

B. Minimum Pavement. Vehicular routes should be designed with minimum paving, to minimize automobile speeds, and provide adequate functionality.

C. Pedestrian Safety Measures. Pedestrian safety measure should be incorporated, where appropriate, such as changes in paving, narrowing or strategic necking down of roads, pedestrian tables, etc.

D. Driveways. Minimize the number and width, without compromising functionality, of driveways especially into parking facilities.

ALL OF THESE STANDARDS HAVE BEEN INCORPORATED INTO THE SITE DESIGN.

13.0 Community Space

13.2 General Standards

A. Variety

1. Each Neighborhood shall have a memorable and inviting Community Space that captures its character and focuses energy in a central location.

B. Integration

1. Community Spaces shall be framed by placing a building or strong edge on at least one side, preferably more.

THE PLAN FEATURES A LARGE RESIDENTS AMENITY BUILDING THAT IS FOCUSED TOWARDS BOTH THE STREET AND A CENTRAL OPEN SPACE THAT CONNECTS TO A LANDSCAPED SPINE LINKING TO ALL OF THE UNITS.

14.0 Buildings

14.2 General Standards

B. Avoid blank walls.

C. Internal and external views and solar access should be considered when locating taller buildings

D. A continuous street wall shall be provided, or elements to substitute for the street wall where one is not present along Circulation Facilities and Community Spaces.

E. Informal gathering areas and opportunities for social interaction shall be incorporated.

F. Buildings shall be situated so that they encroach into and engage with the Public Realm.

G. Developments should implement the most effective and innovative sustainable green building program measures.

ALL OF THESE ELEMENTS HAVE BEEN INCORPORATED INTO THE SITE DESIGN OR WILL BE INCORPORATED INTO THE INDIVIDUAL BUILDING DESIGNS.

14.3 Building Mass and Design

A. Standards for all Uses:

1. Set back buildings with heights over three (3) stories through changes in building materials, articulation and modulation that differs from the first three floors.
2. Break larger buildings into the appearance of several smaller buildings.
3. Provide surface relief, depth and shadows to the façade.
4. Buildings with a footprint greater than 45,000 square feet shall be comprised of at least two masses or building volumes.
7. Distinguish a building base, middle and top through techniques such as setting back buildings with heights over three (3) stories or varying character, materials, color or height.

ALL OF THESE STANDARDS WILL BE INCORPORATED INTO THE DESIGN OF THE INDIVIDUAL BUILDINGS.

14.4 Ground Level Details

B. Standards for Ground Level Residential Uses: Design the buildings to reinforce a pedestrian-friendly environment using the following techniques.

1. Provide ground-related residential units to improve the experience for pedestrians and offer the opportunity for semi-private space to the residence.
2. Balance the need for activity adjacent to Public Space and security with a sense of privacy.
3. Any buildings abutting a Circulation Facility shall be oriented to the Circulation Facility.

THE MAJORITY OF THE GROUND FLOOR OF THE BUILDINGS ARE UNITS AND LOBBIES. THEY ALL ORIENT TOWARDS PEDESTRIAN CIRCULATION WHICH ALL LINKS TO A CENTRAL N/S LANDSCAPE OPEN SPACE WHICH CONNECTS TO THE PUBLIC PARK TO THE NORTH AND THE RESIDENTIAL AMENITY BUILDING TO THE SOUTH.

15.0 Parking

15.2 General Standards

B. Minimize Parking Appearance. For surface lots, the narrow width of the parking lot, no wider than 65 feet should be located adjacent to a Circulation Facility.

WIDTHS OF PARKING LOTS ARE LESS THAN 65FT. LOTS ARE LOCATED ADJACENT TO CIRCULATION FACILITIES AND RUN BOTH PARALLEL AND PERPENDICULAR TO THE CIRCULATION FACILITIES. WE HAVE INCORPORATED SIGNIFICANT LANDSCAPING AND TRELIS ELEMENTS ALONG THE TRANSITIONAL EDGES PER 11.3J AND ARE INCORPORATING LANDSCAPING INTERNALLY AT ALL PARKING AREAS PER 15.2.D, 15.2.E, AND ALL OF 15.4.

16.0 Landscape

16.2 General Standards

E. Green Edge of Issaquah. Development along I-90 shall preserve and enhance the green, natural feel of Issaquah by integrating and connecting this green edge as part of the Green Necklace. This edge should be landscaped to establish lush, verdant focal points.

THE MAIN PUBLIC PARK HAS BEEN LOCATED ALONG THE NORTHERN EDGE OF THE SITE WHICH IS ADJACENT TO I-90.