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Talus – Parcel 7, 8, 9

Preliminary Application Project Narrative

November 12, 2013

General Description

A preliminary plat for the subdivision of Parcels 7, 8, and 9 is being proposed to subdivide two existing parcels into three neighborhoods. These three neighborhoods represent the final three residential parcels within the Talus Urban Village. Parcel 7, lying at the top of the hill, would be subdivided into fifty-six (56) lots for single homes. Because of the amount of topography across the site, all homes would have either daylight basements, or tuck-under garages to facilitate some grade breaks through the residences. All of Parcel 7 slopes fairly steeply from the west to the east, with a slight ridge running through the center of it. The highest elevation is about 850, and the lowest elevation at the southern end of the neighborhood is about 710. A series of walls along the uphill western edge are necessary to take up this amount of grade and limit walls on the downhill portion. Parcel 7 is also adjacent to the proposed 884 reservoirs.

Parcel 8, adjacent to and between the existing 752 and 616 reservoirs, is a much more challenging parcel due to both the steepness of topography and the lack of uniformity of the terrain. Thus, only seven (7) lots are being proposed here. This site slopes both to the east and to the south, with elevations ranging from 690 to about 620. A driveway provides general access to the lots and to the 752 reservoirs.

Parcel 9 is nearly surrounded by Shangri-La Way NW as it turns south from Talus Drive, winds to the west and then back to the north towards Parcels 7 and 8. Parcel 9 is proposed to accommodate attached townhomes, with buildings ranging from 3 to 6 units each. A total of ninety (90) townhomes is proposed. The townhomes will not take direct access from Shangri-La Way, but instead have an internal street that acts as a shared walk/drive for both pedestrians and vehicles. A driveway just south of the Talus Drive & Shangri-La Way intersection provides access to Parcel 9. This shared drive then winds through the neighborhood and intersects again with Shangri-La Way downhill and just west of the Shangri-La Way & Stoneyhill Drive intersection (entrance for Parcel 10). Elevation across this site ranges from about 590 to about 490. Walls are also used to take up a substantial part of the grade.

Appendix B: Talus Urban Village Design Guidelines

The Talus Urban Village Design Guidelines ("Design Guidelines") are written to encourage site planning and design that helps fulfill the vision of the Talus Urban Village. The Design Guidelines cover many aspects of development, such as site planning, landscaping, circulation, and buildings. For this preliminary application meeting to discuss a subdivision of Parcels 7, 8, and 9 in Talus, a brief overview of how the proposed preliminary plat fulfills these guidelines is provided.

Discussed in further detail below, the circulation provided for and within the neighborhoods was planned in a way to prevent unwanted high vehicular speeds, reduce paving, and enhance the pedestrian experience. The main road providing general access is the Spine Road (Type IV), which will be an extension of Shangri-La Way NW. The curving nature and steepness of the road makes it necessary to eliminate the parking on one side of the street in some sections. Narrowing the pavement width should help reduce vehicle speeds in this section, and the parking is not necessary here as there is little demand in terms of land uses on either side of the street.

Pedestrian circulation is enhanced through the provision of sidewalks within the right-of-way, as well as trails. The off-street trail system within Talus has become one of the hallmarks of the Talus Urban Village. It facilitates a healthy community by getting people out of the house and walking. These neighborhoods contribute to the trail system, and further enhance it by connecting to other off-site trails. Parcel 7 connects to the existing trail just west of Parcel 6, providing additional connections within the neighborhood, and continuing the trail to the west toward the Cougar Mountain Regional Park. Parcel 9 proposes a hillclimb type of trail. It bisects the neighborhood, and a series of steps and plazas/overlooks allows a trail walker to walk up the hill, providing a short cut from the Shagri-La Way bend to the south.

The sloping hillsides of Parcels 7, 8, and 9 are the driving factor in the overall design of the neighborhoods. A majority of the site is 40% and steeper slopes, therefore the neighborhoods will employ a number of wall systems to create buildable areas. Buildings are also used to take up grade where it is feasible. Daylight basements and tuck-under garages are used throughout the neighborhoods. Streets and sidewalks within and between the neighborhoods all approach the maximum allowed grade of 15%.

Neighborhood types range from medium density to low density within this proposal. Although architecture has not yet begun on any of the residences, residential design should incorporate the elements described for these neighborhoods. Additionally, landscaping would be proposed that is appropriate for the neighborhood type.

SEPA

The application falls within the "Project Envelope" identified in the Talus Development Agreement (Appendix G). Specifically, an application for preliminary plat would be an "Implementing Approval." No additional SEPA review will be required for this application.

Project Scope

The proposal is to provide 153 total units within Parcels 7, 8, and 9. Ninety (90) of the units will be townhome units, all on Parcel 9. The remaining sixty-three units will be single family detached homes, split between Parcels 7 and 8, with fifty-six (56) and seven (7), respectively. The proposal also includes extending Shangri-La Way NW through the site to Parcel 7, a residential street, plus other shared walk/drive ways, sidewalks associated with streets, and trails. A significant amount of grading will need to occur to accommodate over 350 feet of elevation change from the highest elevation in Parcel 7 (850 feet) to the lowest point in Parcel 9 (490 feet). Since the proposed units are single family, all parking needs will be met within the individual lot for each unit. Additional parking is provided throughout the site via on street parking stalls and other shared parking areas.

Most of the site would be cleared of vegetation in preparation for a significant amount of grading. Discrete areas of existing vegetation will remain, as shown on the Conceptual Landscape Plan. The Talus Urban Village is not subject to the City's current Tree Preservation regulations.

Access

Access was generally described in the General Description above. More detail is provided here regarding access.

Shangri-La Way NW provides general access to and within the project site. A portion of Shangri-La Way has already been improved, generally along the eastern and southern boundary of Parcel 9. The project

will continue Shangri-La Way with two ten foot (10') travel lanes and intermittent parking on one side. Parking will be eliminated in most sections to reduce pavement width and provide traffic calming to help reduce vehicle speeds. At the intersection of Stoneyhill Drive and Shangri-La Way, the sidewalk on the west side of Shangri-La Way is proposed to be eliminated. In this location does not abut any occupied uses, and eliminating it allows wall heights to be reduced and reduces overall grading. The sidewalk would be re-introduced at the entry of Parcel 7.

In Parcel 7, Shangri-La Way continues into the site and curves back toward the west and south, and terminates with a hammerhead turn around and a driveway. Once in Parcel 7, Shangri-La Way is proposed to become a residential street. Therefore, the 43' wide road section would include two 9 foot travel lanes, 7' of parking on one side, and planter strips and sidewalks both sides. The driveway would provide access to the proposed 884 reservoirs. Just before Shangri-La Way turns back to the west, a new Residential Road intersects Shangri-La Way, providing access to the remainder of Parcel 7. It travels generally in a northbound direction from Shangri-La Way, and includes a hammerhead turn around near the end. The hammerhead turn around also becomes a driveway for an emergency vehicle access, which is continued from the Parcel 7 Mews for a bank of lots to the west.

Lots 29 through 37 are access via the Parcel 7 Mews, a shared pedestrian and vehicular surface. It intersects Shangri-La Way just as it turns from the west to the south back towards lots 39 to 49, and continues generally northbound, and then turns back toward the east to intersect the hammerhead on the residential street to the east. This Parcel 7 Mews provides for 18' of vehicular circulation surface, an 8' wide walkway/planter area adjacent to the homes with a minimum 5' wide sidewalk surface, 8' of parking on the opposite side of the homes, and 4' planter opposite the homes.

Zoning

The Talus Development Agreement (Development Agreement) designates Parcels 7, 8, and 9 as residential. Talus Development Agreement Appendix C, Exhibit C-1, shows the following density ranges:

Parcel	Allowed Density (du/ac)	Size (ac)*	Density range (du/ac)
7	3 – 12	8.83	26 - 106
8	13 – 22	3.75	49 - 83
9	23 – 150	3.57	82 - 536

**size based on Exhibit 3 of the Development Agreement*

Setbacks

Setbacks for Parcels 7, 8, and 9 vary based on their densities, and are shown below.

Parcel	Front/ROW setback	Side/Interior Setback	Rear Setback
7	5 feet min.	4 feet	5 feet
8	5 feet min.	4 feet	5 feet
9	0 feet	0 feet	0 feet

Utilities

The site will be served with new utilities, including water, sewer, and storm. Water will be provided through two new standpipe reservoirs at the 884 elevation. Water will be pumped to these reservoirs from the existing pump station at the 616 reservoir. Sewer will flow in gravity lines down Shangri-La

Way, and connect to existing sewer lines in Talus Drive that then drain to the regional King County Metro treatment plant.

Rooftop drainage in Parcel 7 will be collected in a separate system for clean stormwater and routed to the east, through Parcel 6 and discharge to Wetland 16. Remaining stormwater from Parcels 7 and 8 will be collected via new pipes and conveyed to a new detention facility between Parcels 7 and 9. The detention facility will then discharge through a pipe to a water quality vault located adjacent to Parcel 9 near the intersection of Shangri-La Way and Talus Drive. Portions of treated water will be routed to Wetland 3 and the North Tributary (see Exhibit E-1 of the Development Agreement) through a flow splitter, with excess water being discharged into existing facilities within Shangri-La Way.

Stormwater from Parcel 9 will discharge into existing facilities in Shangri-La Way, which flow to existing detention and water facilities ponds near the SR-900 and Talus Drive intersections.

Ownership & Maintenance

Shangri-La Way and other proposed Residential Streets would be platted and dedicated as public right-of-way in a final plat. Maintenance of the road would be by the City of Issaquah. Similarly, utilities within this right-of-way would also be publicly owned and maintained. Planter strips within public roads are typically maintained privately, and within Talus, they are maintained by the Talus HOA. Private roads, such as the proposed Mews, would be privately owned and maintained. If public utilities are under these private facilities, or within private property, easements would be granted to the City for their ownership and maintenance responsibilities.

Potential Elections or Administrative Minor Modifications

Some time ago, the alignment for Shangri-La Way was adjusted, which caused a deviation from how the road is shown on various maps (Adopted December 1999) within the Talus Development Agreement (Revised 2009). As a result, the location, size, densities, and boundaries of Parcels 7, 8, and 9 are different than what is shown in those maps. Therefore, an election or an administrative minor modification, pursuant to Appendix K, may be needed in order to resolve potential conflicts between those maps and this proposal.

Attachments:

- Conceptual site/grading plan
- Conceptual Landscape Plan
- Conceptual Street Sections