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City of Issaquah - MDRT

425-837-3439

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City of Issaquah
Urban Village Development Commission

NOTICE OF DECISION

Applicant: Mr. Dean Ericksen
Talus Corporate Center, LLC
701 5th Ave, Suite 7250
Seattle, WA 98104

Subject: Site Development Permit for Talus Corporate Center, Parcel 17B

Number: SDP07-001EV

Decision Date: ____ January 2008

Request: Application for a Site Development Permit for the Office Campus in Talus. The proposal is for about 516,000 gross square feet of office and office support/retail uses located in five buildings and two, free-standing parking garages.

Location: Talus, Parcel 17B

Decision: The Urban Village Development Commission (UVDC) reviewed the proposed Site Development Permit application during a Public Hearing conducted on 15 January 2008 and a public meeting on December 18, 2007. After reviewing the application, reviewing the staff report and supporting documents, and listening to presentations by the applicant, staff, and the public, the Commission approved the application with Conditions. Approval of this application is based on the attached Findings of Fact, Reasons for Decision, and is subject to the Conditions contained herein.



Geoff Walker, Chair
Urban Village Development Commission

1/29/08
date

NOTES:

1. If any of the Conditions or portion thereof is declared invalid or unenforceable, the application must be remanded to the Designated Official for reconsideration and evaluation for consistency and appropriateness of the remaining Conditions.
2. Any aggrieved person whose property is substantially affected by this Decision may file an appeal, as permitted by Appendix J of the Talus Development Agreement, December 1999. Appeals shall meet the Criteria identified in Subsection 5.2.3.1 of Appendix J; and, follow the process identified in Subsection 5.2.3.4 of that Appendix.
3. Any major change (as determined by the Designated Official) to the approved site plan or accompanying drawings must be reviewed and approved by the Urban Village Development Commission. Less substantial changes may be approved administratively by the Designated Official.
4. Building, utility and sign permits will not be approved unless all Conditions of this Notice of Decision are satisfied to the satisfaction of the Designated Official.
5. This action does not indicate nor imply that any development activities may occur without the required permits being issued.

This Notice of Decision has been executed this 29th day of January 2008 by the Chairman of the UVDC on the behalf and per the direction of the UVDC.

WHEREAS, pursuant to Appendix J (Processing) of the Talus Development Agreement, the UVDC held a Public Hearing on January 15, 2008 to consider a Site Development Permit for Parcel 17B of Talus. The proposal is for the development of about 515,000 gross square feet: just over 505,000 sq.ft. of office use in three buildings and just under 10,000 sq.ft. of office support/retail use in two buildings plus two parking garages on approximately 8.96 acres of land; and,

WHEREAS, the Commission held Public Meetings prior to the Hearing before rendering a decision on this application; and,

WHEREAS, all persons desiring to comment on the proposal were given a full and complete opportunity to be heard at a public hearing; and,

WHEREAS, the UVDC originally received the application on December 11, 2007 and has had adequate time to review and reflect upon the application; and,

WHEREAS, the UVDC is now satisfied that this application has been sufficiently considered, and hereby makes and enters the following:

I. FINDINGS OF FACT

1. Talus Corporate Center submitted a Site Development Permit application on October 25, 2007 for the development of 516,000 gross square feet on approximately 8.96 acres within Talus. The proposal includes three office buildings with parking underneath, two office support/retail buildings, two parking garages, vehicular and non-motorized circulation, plazas, stormwater pond, landscaping, and utility improvements. Additional information was submitted on November 30, 2007.
2. The site is located at the southeastern corner of the Talus Urban Village, Parcel 17B.
3. The property is part of the Talus property and received its development standards through the Development Agreement.
4. The site is undeveloped, but has been cleared and graded. No structures currently exist on site.
5. Access to the site is from Talus Drive to the north as well as from Falcon Drive to the west. Falcon Drive access is limited in that it provides access to this proposal's parking structure. Pedestrian connections are provided along all streets within this site and connecting to both Talus and Falcon Drives.
6. Under Section 18.03.300 of the Issaquah Municipal Code, the Commission conducts a planning-level review of Site Development Permit applications within Talus for conformance with the policies, goals, and objectives contained in the City of Issaquah Comprehensive Plan and the planning goals and commitments of the Talus Development Agreement.
7. As called for by Appendix J, Section 2.3.2 of the Development Agreement (Complete Application Decision), the application was determined by staff to be sufficient for review on November 1, 2007. Staff has determined the application contains adequate information and detail to review as a Site Development Permit.

8. Staff has thoroughly reviewed the application and presented their findings verbally and in a Staff Report. Staff has revised their report based on issues raised throughout the review process, and the original staff report, dated December 11, 2007, and the revised information provided in a memo dated January 8, 2008. This report and memo thoroughly review the application in relation to the applicable approval requirements. The report, as revised by the memo, contains a recommendation of approval, subject to 59 conditions. In addition, the staff report contains three attachments which relate to the review of the project. The UVDC finds this document, including its attachments, to be a thorough and complete review of the application and hereby incorporates it by reference as a finding in its entirety.
9. The UVDC has had the opportunity to thoroughly review the application. An initial briefing was provided at a public meeting on December 18, 2007. A public hearing was held on the evening of January 15, 2008.
10. Beyond the information provided in the application, the Staff Report and its exhibits, information was provided by staff and the applicant to the UVDC during the course of the public process to enable it to have a complete and thorough understanding of the project. This includes: a slide presentation by staff of the site; a discussion between the staff and UVDC of each condition proposed in the Staff Report; and a presentation by the applicant explaining the project and its compliance with the Development Agreement.
11. An opportunity for public testimony was provided at the public hearing held on the evening of January 15, 2008. Three members of the public testified: TJ Heller and Geoff Graham testified regarding traffic concerns; Mr. Heller also testified regarding appropriate landscape and water use. Jason Jorgensen, representing Timber Ridge, testified requesting that parking garage connection to Falcon Drive be exit only and that he liked the non-alignment of Osprey Ln and the parking garage entrance. One comment letter, from Connie Marsh, was received. This letter raised many points including: building heights, SR900 buffer, project character, gathering areas, light, bicycle routes, buses, pedestrians, Transportation Management Plan, Talus Drive, and wayfinding.
12. Notice of the Public Hearing and Public meetings was provided consistent with the requirements of Appendix J of the Development Agreement.
13. Included in the Staff Report is a review of how the proposal conforms with the City of Issaquah Comprehensive Plan. The UVDC finds that the proposal conforms to the Comprehensive Plan, specifically with regard to its Land Use Element. This proposal will help advance the vision for the City as articulated in the Comprehensive Plan.
14. Section 9.0 of the Development Agreement, as amended by AM04-001EV, establishes an "Allowable Development" in Talus of 500,000 sq.ft. of commercial and 50,000 sq.ft. of retail. The SDP proposes a total of 9,730 sq.ft. of retail and 505,259 sq.ft. of office. In a December 4, 2007 letter, the Master Developer has made 5 dwelling units available for conversion back to commercial to provide the 5,259 sq.ft. of office above the 500,000 sq.ft. of office currently available. With this conversion, the SDP falls within the range of Allowable Development contained within the Development Agreement.
15. Appendix G of the Development Agreement establishes a "Project Envelope" that governs SEPA compliance for implementing approvals such as the SDP. The "Project Envelope" includes the Allowable Development established by Section 9.0 of the Development Agreement. Section 1.0 states "The East Village proposal and impacts analyzed in the East Village Project EIS include all permitting, approvals, and construction that are part of the Project Envelope." Section 2.0 provides that "The Implementing Approvals for the East Village proposal mean and include any permit, license, or other approval issued by the City in order to develop the East Village project in accordance with this Development Agreement and that have been analyzed in the East Village Project in accordance with this Development Agreement and that have been analyzed in the east Village Project EIS,

including but not limited to: ...site development permits....” Section 3.1.A further provides that “If the requested implementing Approval is so determined as being within the Project Envelope, then the existing East Village Project EIS shall be utilized, and no further SEPA checklist or threshold determination required....”

16. Staff determined on December 1, 2007 that the proposed Site Development Permit had undergone SEPA review through past environmental review processes and was within the Project Envelope defined by the East Village EIS.
17. The proposed layout of the site is consistent with the Mountain Village vision developed with the Goals and Design Guidelines of the Development Agreement.
18. Appendix C establishes the land uses and densities for the development of this site; the uses proposed in this SDP are consistent with the allowed uses.
19. The proposed buildings meet the building height as amended by AM07-004EV, parking, landscaping, and setback requirements listed in the Development Agreement.
20. The development standards for urban roads, as set forth in Appendix F of the Development Agreement, were used to evaluate the proposal.
21. The Development Agreement addressed transportation mitigation for the entire Talus Urban Village. The traffic generated by this proposal falls within the scope of traffic anticipated by the Development Agreement.
22. Appendix D of the Development Agreement identifies the requirements for the stormwater conveyance, detention, and treatment system. The pond proposed, in conjunction with the facilities constructed by the Master Developer, has sufficient capacity to meet these requirements.
23. The SDP provides for an interconnected system of sidewalks along all streets; and pedestrian trails throughout the site which connect to adjacent development; and pedestrian walkways through parking garages.
24. The proposed street system in the SDP provides bicycles integrated with vehicles, consistent with the expectations of the street standards.
25. Site lighting is not approved as a part of this SDP application. Application of the lighting related conditions below will ensure sky glow and light spillover issues are adequately mitigated.
26. The application was routed to various departments within the City and all comments were incorporated into the proposal or the below-listed conditions.
27. Traffic safety and operation impacts have been considered through review of the application and the incorporated conditions will adequately ensure these issues are addressed.
28. The MDRT prepared a Staff Report, dated 12 December 2007, that recommends approval of this application with Conditions as well as an additional Memorandum dated 8 January 2008 with modified Staff Report text and approval conditions.
29. The contents of the case file (SDP07-001EV) are hereby incorporated.
30. Any conclusion listed below which could be considered a finding is hereby incorporated as a finding.

II. REASONS FOR DECISION

Having rendered the above-cited Findings, the UVDC draws the following Conclusions:

1. Talus Parcel 17B proposal was reviewed in accordance with Appendix J of the Talus Development Agreement. The UVDC is responsible for reviewing and making the decision for Site Development Permit applications for parcels over three acres in size.
2. The Talus Corporate Center is within the Project Envelope established by the Development Agreement.
3. Each Site Development Permit application is reviewed for compliance with the Talus Development Agreement. The proposed design and layout is substantially consistent with the Talus development standards and design guidelines, including subsequent amendments.
4. The application contains adequate information for the UVDC to render this decision.
5. The information provided during the public review process by the staff and the applicant has further assisted the UVDC to fully comprehend the proposal.
6. The public has been given ample opportunity for comment on the proposal.
7. The proposed action complies with the City of Issaquah Comprehensive Plan.
8. The conceptual storm water plan is consistent with the Development Agreement.
9. This proposal has been reviewed under SEPA as provided for in Appendix G of the Development Agreement using the East Village EIS.
10. Through application of conditions of approval, traffic and non-vehicular safety issues related to the proposal will be adequately mitigated.
11. The application, as conditioned, is consistent with the adopted vision for Talus and has been revised by the Talus Architectural Review Committee.
12. The application was routed to various departments within the City and all comments were incorporated into the proposal, the below-listed conditions, or will be addressed with future permits.

III. CONDITIONS

It is for these reasons the UVDC approves the Site Development Permit application for Parcel 17B, application SDP07-001EV, Attachments A thru C, subject to the following Conditions:

1. In the event the project is phased, the Designated 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. At a minimum, Phase One as shown on Sht. A1.2 must include the Campus Commons, sufficient parking and utilities to support the uses proposed, and the stair/overlook and pedestrian connections to serve as a partial east/west connection, until the southern, primary east/west connection is built. Utility and/or building permits for Phase One, whichever is submitted first, must include a proposal for stabilizing the balance of the site. If Phase Two construction has not commenced within one year of Certificate of Occupancy for Phase One, the Designated Official may require reasonable additional improvements, including site landscape, trail, and/or architectural features. The applicant may be relieved of this requirement if the applicant submits a Building permit application for the Phase Two property. The Phase One stair/overlook shall serve as the sole east/west pedestrian connection during Phase Two construction. Prior to Certificate of Occupancy or final inspection for Phase One, the applicant shall provide a surety for the Phase Two interim improvements.

2. The design of the east/west pedestrian route shall fulfill the Master Trails plan and create a pedestrian friendly route through the site that is comprehensible, pedestrian friendly, direct, and interesting. This shall be achieved through changes to the design such as lining up sidewalks and curb ramps, relocating or redesigning the stairs and/or elevator towers, providing raised walking surfaces and/or alternative, non-asphalt surfaces, introducing special artwork, vertical elements and/or materials, way finding, lighting etc.... Signage and distinctive trail elements will be provided to guide users to and through the Parcel 17B portion of the trail. The trail shall be encumbered by easements to the City that allow access by the general public. This easement will be dedicated prior to Certificate of Occupancy for Garage N, Building C, or D, whichever happens first.
3. Design the stair/overlook at the northwest corner of the garage to serve as a nodal connection, feature, and overlook between the garage, the Campus Commons, Falcon and Campus Drives, and Buildings A1 and A2 uses. This would include having the stair connect to each of these elements as directly as possible, providing space for people to stop and orient themselves, and providing materials to create a pleasant pedestrian experience. This element is required with Phase One if the project is built in phases.
4. Future permits shall include a bus stop on Falcon Drive near the east/west trail. The stop will include, at a minimum, weather protection, bench, and trash receptacle.
5. The landscape and/or sidewalk on the western side of Campus Drive shall be designed to create an attractive, pedestrian oriented and scaled environment that positively contributes to the sociable public realm and connects the sidewalk and building rather than trying to hide it. Examples would be an allee of trees or an arcade.
6. The vehicular garage entries shall be a driveway style entry, rather than a street, and are limited to a maximum width of 24 ft. All grade transition for the driveway entry shall occur in the planter strip area even if it is constructed as hardscape.
7. Eliminate the landscape bed north of Building A1 or provide information that indicates, to the satisfaction of the Designated Official, that the landscape implements the urban design guidelines and fits with other parcel development along Talus Drive.
8. All pedestrian entrances into the garage shall be designed to highlight the presence of the entry as well as being clear and pleasant for pedestrians. This could include architectural treatment, change in streetwall, or other response; weather protection and lighting shall be provided at every pedestrian entry. Vehicular entries shall use architectural or other features to diminish their presence while acknowledging that drivers should be easily able to locate them.
9. Include weather protection at all entrances to buildings and garages, portions of the Plaza and Campus Commons, and a route connecting buildings, especially to Buildings A1 and A2. The route connecting buildings does not have to be continuous.
10. The Plaza and the Campus Commons shall be designed to maximize the midday sun exposure during the summer, as reasonable as determined by the Designated Official. Options may include careful siting, removing trees, or replacing them with smaller trees with more open growth habits.
11. The design of the autocourt adjacent to the Plaza shall be refined so that the central landscape/pedestrian island is a strong organizing element and focal terminus for Campus Drive rather than appear or function as leftover space. Surface materials and planes shall prioritize pedestrian use and the multi-use opportunities of the space. The design must accommodate an Eastside Fire and Rescue ladder truck's turning radius. If possible, eliminate the ramp west of Building C and reinstate landscape.

12. Integrate the stormwater pond into the office campus plan by including a natural landscape palette and materials that are varied and provide visual interest throughout the year, providing a trail and benches around it, a geoblock (or similar material) fire lane where it is less than 2% in grade, not using fencing, and, either 1) raising the pond so that it is not separated by grade from the fire lane or 2) if raising the pond can not be accomplished due to geotechnical issues or is cost prohibitive, as determined by the Designated Official, then the pond should be redesigned so that the lower grade appears to be a natural response to the environment, there is a comfortable connection with the plaza, the overall design is inviting and not disjointed. The edges of the fire lane shall be clearly marked and be visible from the cab of a fire truck; with geoblock or similar material this would be through the use of a flush curb. All stabilized (non-pavement) emergency access areas shall be installed to support H20 axle loadings during the winter months.
13. Rooftop equipment, such as HVAC units, shall be fully screened as not to be visible from Timber Ridge. Rooftop design shall be carefully considered, in terms of arrangement as well as attractive and non-glaring materials.
14. Show street furniture on the appropriate utility or building permits. Benches shall be located where they will be used and useful; relocate at least some of them from the western side of Campus Drive.
15. The retaining walls and lower foundation walls proposed throughout the Office Campus shall be reviewed by the MDRT to ensure they are designed to be consistent with the adjacent buildings, and that their mass is softened through patterns, landscaping, and/or articulation.
16. All dry and wet utility vaults, meters, equipment, and appurtenances are assumed to be shown on the SDP submittal. Anything not shown on the SDP submittal is assumed to be located within the structure. Any revisions or additions to what the SDP has shown and approved outside of the structure requires a modification to the SDP or separate land use permit, except fire hydrants and FDCs. The transformers and PIVs shown in the supplemental information provided to the MDRT will be screened. Transformers and PIVs in prominent locations such as by Garage N and Buildings A1 and A2 will be relocated to less conspicuous locations.
17. Talus Corporate Center's garages shall be designed to:
 - ensure no light direct spill from fixtures or vehicles
 - minimize reflective light and exterior glare spilling from the garage
 - eliminate or significantly reduce visibility of pin point light sources.This may include limiting openings, screening openings with architectural and/or landscape elements, fixture selection (e.g. cut off, lenses), fixture location, turning off fixtures late at night/early in the morning, etc.... This should be balanced with safety and security concerns.
18. Prior to submittal of Building Permit, the applicant will meet with the City's Green Building Coordinator, Mr. Brad Liljequist, to discuss incorporating Green Building and sustainable components into the project as well as LEED certification.
19. Uses in Parcel 17B must be consistent with Appendix C, Sections 4.6 (Office Campus) and 5.4 (Retail Office Support, External), in particular the uses in Buildings A1 and A2 which must be "office support," as determined by the Designated Official. Also all primary entries must be oriented to Talus or Campus Drive, and not Falcon Drive or the Campus Commons; secondary entrances may face the Campus Commons.
20. All subsequent permits shall be reviewed for compliance and implementation of the approval conditions from AM07-004EV.
21. The applicant shall prepare a monitoring plan and submit it with the Utility Permit application. The purpose of the plan shall be to ensure that the stormwater facilities are

being operated and maintained in accordance with the design criteria and that they are delivering stormwater to the public system that meets the design intent. The monitoring plan shall be a perpetual encumbrance that runs with the property.

22. The emergency overflow from the detention pond shall discharge to Talus Drive. This condition will be enforced during Utility Permit review.
23. Special design features may be needed in the Stormwater Pond so that the pond can be easily egressed on slopes steeper than 3:1. This condition will be enforced during Utility Permit review.
24. Prior to approval of the Utility Permit that includes the stormwater pond, the applicant shall provide the city with a copy of the easement that provides permission to use Tract E.
25. If any steep slopes remain within or are created by Parcel 17B development, they must either be protected as required by Appendix E or meet geotechnical tests to be exempt. Geotechnical tests include: Structural fills that have a resultant slope of greater than 40% do not need setbacks or buffers under the following circumstances: 1) they have been designed by a licensed geo-technical or structural engineer and 2) construction was performed under the guidance of a licensed structural or geo-technical engineer, and 3) the as-built plans are certified by a licensed structural or geo-technical engineer. Otherwise, these areas will be treated as steep slopes under Appendix E. At the time of review and approval of these constructed steep slopes, special planting techniques on slopes 3.1:1 or steeper may be required to assure the establishment and viability of plant and tree materials.
26. All road names must be approved by the Designated Official prior to building permit submittal.
27. Prior to submittal of Utility Permits, an Administrative Minor Modification must be approved for the proposed street sections, or the sections need to be revised to meet the approved sections in Appendix F.
28. The entrances to the parking garages from Campus and Falcon Drives must be designed as driveway cuts, not street intersections. All grade transition for the driveway entry shall occur in the planter strip area. This condition will be enforced during Utility Permit review.
29. The bollards on the Fire Lane shall be located at least 40' from the edge of sidewalk so that a fire truck can pause in the throat of the Fire Lane without blocking the sidewalk on Talus Drive. Another set of bollards should be provided at the south end of the fire lane, as determined by the Designated Official in consultation with the Eastside Fire and Rescue's Fire Marshal. Any bollards or gates on the fire lane must be Opticom-activated.
30. The intersection of Campus Drive and Talus Drive must be redesigned without a median.
31. The western driveway cut to Falcon Drive must be offset from Osprey Lane by at least a full street width.
32. The pedestrian crossing at the western garage driveway must be modified so that the northern curb ramp aligns with the northern sidewalk and the southern edge of the driveway ramp.
33. All private streets shall be encumbered by easements to the City, unless otherwise approved by the Designated Official. The easement will allow access to the site for Eastside Fire and Rescue, garbage collection, public works operations, and the general public. The easement may provide prescribed hours for such general public access and address office security and use considerations. The Campus Drive easement will be dedicated prior to approval of the applicable utility or building permits for constructing this street; other roads must have their easements dedicated by Certificate of Occupancy for the first building. If

the project is built in phases, the easements for roads can also be phased and shall be recorded prior to construction permits or Certificate of Occupancy, as specified in the previous sentence.

34. All curb ramps must direct the user into the crosswalk and generally point toward the curb ramp on the opposing side. Where stairs must be used in the sidewalk, trail, or path system, the applicant shall avoid single steps and all steps shall be level and of even height. All walkways and exterior stairs shall provide a minimum of 5 ft clear of handrails, car overhangs, light poles, landscape, and similar projections.
35. Prior to issuance of the first Certificate of Occupancy, the remaining transportation concurrency improvements necessary on Newport Way must be completed or bonded.
36. Fire and General Government mitigation fees specified in Appendix I must be paid on a per-square-footage basis for each individual building at the time of individual building permit approval. The amount of this fee may be adjusted in accordance with Section 4.0 of Appendix I.
37. The Campus Commons and the Plaza shall be encumbered by easements to the City that allow access by the general public, unless otherwise approved by the Designated Official. These easements will be dedicated prior to approval of the Certificate of Occupancy for the first building in the phase in which they are constructed. The easement may include prescribed hours for such public access and address office security and use considerations.
38. The Campus Commons shall have a strong physical and visual connection to Campus Drive and the office buildings through modifications such as reducing south decks on Building A2, providing a wider and more open ramp from Campus Drive up to the Commons (minimum of 20 ft at the north edge of the ally and no narrower than 8 ft at any point), continuing materials and other design elements from the ramp to and/or through Campus Drive's west sidewalk. The Campus Drive edge of the Commons must meet the standard of 50% openness per App.L, Section 7.3.G; this will be measured from the southeast corner of Building A1 to projecting northeast corner of the garage, unless material and other design elements extend to and/or through the Campus Drive sidewalk, in which case the southern edge of that change in materials but no further south than the crosswalk, will be the southern edge of the frontage. In addition, the overlook stair, at the northwest corner of the garage, shall be designed to provide a direct pedestrian connection between some or all of the garage levels, Falcon and Campus Drives, and at least the upper and lower Campus Common levels. Careful selection of landscape material as well as wall and building materials and details will ensure that the Commons' edges positively contribute to the space; this would include pedestrian scaled plantings and wall materials, interesting textures and/or colors. Finally, approximately 50% of the length of sidewalk along Falcon Drive adjacent to the Campus Commons shall be widened to 15-20 ft. to provide respite and overlook into the Commons.
39. With the first Utility Permit which permits construction of the potable water system, the applicant must include a copy of the easement which allows utility access across Tract E.
40. The applicant must demonstrate, via hydraulic modeling, that during a fire the 616 pump station will operate properly or the applicant shall mitigate the hydraulic impacts. This condition will be enforced during Utility Permit review.
41. With the first Utility Permit which permits construction of the sanitary sewer system, the applicant must include a copy of the easement which allows utility access across Tract E.
42. All sewer pipelines adjacent to retaining walls must be designed so that the wall and the pipeline can be operated maintained and replaced independently of each other. This condition will be enforced during Utility Permit Review.

43. Connections to the existing sewer system must be made in way to minimize the hydraulic impacts of a sharp gradient change (such as erosion and splashing), and minimize the maintenance impacts on the existing manholes.
44. Oil/water separators that serve the parking garages must either be located within the garages or within paved rights-of-way so that they do not impact or reduce the amount of landscaping in planting areas.
45. The Utility Permit must list the minimum building floor elevations that can be served by the gravity sewer collection system.
46. Bike racks (or other approved bike parking, e.g. bike lockers) for 100 bicycles must be provided. The bike racks shall be positioned to not block sidewalk, walkways, entrances, etc... when full of bicycles. Final bike rack locations must be shown on Building or Utility (e.g. landscape) permit. A portion of the bike racks shall be located in the garage or other covered locations; a portion of the bike racks shall be distributed for use by employees or customers of the office buildings and retail area. Provision of racks may be phased to coincide with the construction of required vehicular parking.
47. ADA parking will be reviewed by the Building Department; the applicant should meet with the Building Official to determine if their proposal meets the code prior to further design development.
48. Male and female showers shall be provided in one or more common facilities, or within each building in the Office Campus. If the facilities are not in each office building, a shared use easement must be reviewed and approved by the City, and recorded.
49. A Transportation Management Plan for the entire Office Campus shall be approved prior to the first building occupancy; or in phases as appropriate.
50. In the parking garages, drives and drive aisles 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.
51. The top of a parking garage is equivalent to a parking lot, and so shall either have the amount of landscape material required for a parking lot, or the applicant may request to adopt the Administrative Minor Modification adopted at Issaquah Highland, AM04-003IH.
52. The garage structure, including the roof, shall minimize its visual impacts, through actions including no light direct spill, minimizing reflective light spilling from the garage decks to the adjacent roadways, off-site views, and residential areas through lighting design and pavement material.
53. Where pedestrians are in proximity to the edges of the parking garage, the applicant shall provide materials that are pedestrian friendly. This performance standard will be met through using materials that are visually and texturally interesting at a pedestrian scale. Long unbroken use of a single material probably will not meet this standard, unless supplemented with plant materials, pilasters or other architectural relief, artwork, etc.... In addition, the north face of the garage must be softened through the use of landscape incorporated into the design (e.g. green screen, planter boxes at each level) and materials, color, and other architectural elements to enhance its appearance from Buildings A1 and A2, the Campus Commons, and Falcon Drive.
54. Design the southern east/west trail as a Pedestrian Trail though the applicant may propose locations in which the trail width is reduced from 8 ft to 5 ft, such as where the trail is located on a sidewalk which is 5 ft wide, within the garage, or at staircases.

55. Building and utility permits will be designed in compliance with Section 7.1.6 of Appendix T as well as approval conditions in AM07-004EV. To ensure the success of additional buffer/screening plantings, the landscape will:
- significantly supplement the soils with organic matter
 - provide low growing and mid-range trees and shrubs to provide ground cover and transition to the tall evergreens already required.
56. 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. Full cut off fixtures will be used and lighting shall be located in areas where drivers and pedestrians are likely to be. The lighting plan shall comprehensively address building, street, alley, plaza, 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 photometric calculation, stamped by a professional engineer, showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. A point-by-point calculation is required. 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. Upon completion of construction, the City may require installation of non-reflective shields at a specific fixture if the actual lamp is visible from SR 900 or other affected locations. All exterior lighting is subject to the specific approval of the Designated Official.
57. Provide Bldg. C with a Fire command room, emergency voice communication system, and Fire department communication system in the stairwells. At the autocourt: The roadway shall accommodate the turning radius designed for a ladder truck. The four parking spaces shown shall be designated load/unload only. FDC locations shall be located with the approval of Eastside Fire and Rescue.
58. During building permit review, work with the Issaquah Police to determine if 800 M Hz antennae is required. During Certificate of Occupancy for each garage, the applicant will review security operations and surveillance with the police.
59. The applicant shall set up a meeting with Waste management and MDRT to ensure that the project can be reasonably served. The purpose of the meeting, prior to submittal of any Building or Utility permit, is for the applicant to review the SDP with Waste Management and provide comments to the MDRT.

Attachments:

Attachment A – Site Development Permit Application for Parcel 17B

cc. Bob Brock, PWE
Keith Niven, MDRT
Dan Ervin, MDRT
Darren Peugh, Talus
Robin Minick, Oly/Cougar
Bill Stalzer, Talus ARC
Dave Durden, Timber Ridge



RECEIVED

OCT 24 2007

PERMIT APPLICATION

East Village

Major Development Review Team • 837-3414
1775 12th Ave. NE • Issaquah, WA 98027

MDRT

OFFICE USE ONLY

Application/Permit No. <u>SDP07-001EV</u>	Date: <u>Submitted</u>	<u>Complete Application</u>	<u>Notice of Decision</u>
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Project Address or Location <u>Talus Parcel 17-B (NW Talus Drive)</u>		Project Name (if applicable) <u>Talus Corporate Center</u>	
Title of Submittal <u>Site Development Permit Application</u>			
Owner Name <u>Oly/Cougar General Partnership</u>	Mail Address <u>5080 Spectrum Drive, Ste. 1000E Addison, TX 75001</u>	Phone (with area code) <u>972.386.1609</u>	
Applicant Name <u>Talus Corporate Center, LLC</u>	Mail Address <u>701 Fifth Avenue, Ste. 7250 Seattle, WA 98104</u>	Phone (with area code) <u>206.624.9223</u>	
Authorized Agent Name <u>CollinsWoerman</u>	Mail Address <u>710 Second Avenue, Ste. 1400 Seattle, WA 98104</u>	Phone (with area code) <u>206.245.2100</u>	
Contact Name <u>David Holmes</u>	Mail Address <u>See CollinsWoerman Above</u>	Phone (with area code) <u>206.245.2018</u>	
Contractor's Name & State License No. <u>N/A</u>	Mail Address <u>N/A</u>	Phone (with area code) <u>N/A</u>	
Legal Description <u>See Attached</u>	Phase	Division	Lot No. <u>King Co. Tax No. 856273-0170-09</u>

The following permit or approval: *Please submit one application per request, even if submitted together, except for Utility Permits.*

- | | | |
|--|---|--|
| <input type="checkbox"/> Building | <input type="checkbox"/> Final Plat | <input type="checkbox"/> Short Plat Vacation |
| <input type="checkbox"/> Mechanical/Electrical/Plumbing | <input type="checkbox"/> Plat Alteration | <input type="checkbox"/> Lot Line Adjustment |
| <input checked="" type="checkbox"/> Site Development Permit | <input type="checkbox"/> Plat Vacation | <input type="checkbox"/> Binding Site Plan |
| <input type="checkbox"/> Administrative Modification | <input type="checkbox"/> Short Preliminary Plat | <input type="checkbox"/> Critical Areas Exemption |
| <input type="checkbox"/> Revision to current application | <input type="checkbox"/> Short Final Plat | <input type="checkbox"/> Critical Area Mitigation/Restoration Plan |
| <input type="checkbox"/> Preliminary Plat | <input type="checkbox"/> Short Plat Alteration | <input type="checkbox"/> Sign |
| <input type="checkbox"/> Utility Permit: <i>Indicate which type(s)</i> | | |
| <input type="checkbox"/> Road | <input type="checkbox"/> Sewer | <input type="checkbox"/> Water |
| <input type="checkbox"/> Trails | <input type="checkbox"/> Park | <input type="checkbox"/> Plaza |
| | | <input type="checkbox"/> Landscape |
| | | <input type="checkbox"/> Woonerf |
| | | <input type="checkbox"/> Clearing/grading |
| | | <input type="checkbox"/> Storm drainage |

All previous (from the above list) and in-process applications/permits (with application and/or permit no.) related to this project: _____

Proposed Project Description: *Please provide a brief description of the project* Construction of 3 office buildings totaling approximately 505,000 gsf, 2 retail buildings totaling approximately 10,000 gsf, and a parking garage

Project Site Information:

Site Size (acreage and square feet): 8.96 acres / 390,464 square feet

Zoning Designation: Urban Village / East Village

Development Area and Sub-Area(s): Talus Parcel 17-B

Existing Land Use of Site: Vacant

Does the site contain any of the following Environmentally Critical Areas?

Check which apply per Two-party Agreement, Appendix E, Exhibit A, Critical Areas..

- | | | | |
|--|--|--|--|
| <input checked="" type="checkbox"/> None | <input type="checkbox"/> Wetlands | <input type="checkbox"/> Landslide Hazard Area | <input type="checkbox"/> Steep Slope Hazard Area |
| <input type="checkbox"/> Streams | <input type="checkbox"/> Seismic Hazard Area | <input type="checkbox"/> Coal Mine Hazard Area | <input type="checkbox"/> Erosion Hazard Area |

I hereby certify under penalty of perjury of the laws of the State of Washington, that I have read and examined this application and to the best of my knowledge, the information contained herein is true and correct. I will comply with all provisions of law and ordinances governing this type of planning or construction work, whether specified herein or not. I understand that the granting of an approval of a land use application or permit does not authorize me in any way to violate or cancel any of the provisions of state or local law regulating the actions, construction, or performance of construction sought under this permit.

Talus Corporate Center, LLC October 22, 2007

Printed Name

Date

By: TriMet Talus, LLC

Its: Managing Member

By: Dean R. Erickson

Senior Vice President