

CITY OF ISSAQUAH
DEVELOPMENT SERVICES DEPARTMENT
URBAN VILLAGE DEVELOPMENT COMMISSION

STAFF REPORT

October 8, 2013

File No.: SDP 13-00003
Project: Issaquah Highlands
Site Development Permit - Blocks 25-27 (Discovery West)

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STAFF REPORT

I. Application Information

File No.: Site Development Permit: SDP13-00003

Project: Blocks 25-27 Multi-family residential

Property Owner: Grand-Glacier/Port Blakely Communities
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Request: Application for approval of a Site Development Permit in Blocks 25-27 for a residential development consisting of 209 units of mostly apartment flats, with some carriage units (9), as well as accessory office and recreational uses. The project encompasses approximately 5.05 acres and the development will comprise 6 buildings and associated garaged, on-grade, and tuck-under parking within carriage units.

Location: The site is located west of Highlands Drive NE, east of 8th Avenue NE, south of NE Discovery Drive, and north of the Proliance Highlands Surgery Center. A full legal description is provided with the application.

Existing Land Use: The subject site is not developed though it has been cleared and preliminarily graded. The surrounding land uses are:

- *North:* NE Discovery Drive; Microsoft property (undeveloped)
- *West:* 8th Avenue NE and Blocks 36-42 and Tract QD (undeveloped but platted through West 45 plat: PP05-004IH and FP06-001IH)

- *South:* Proliance Highlands Surgery Center
- *East:* Highlands Drive NE, pedestrian bridge, and Discovery Heights I and II residential communities

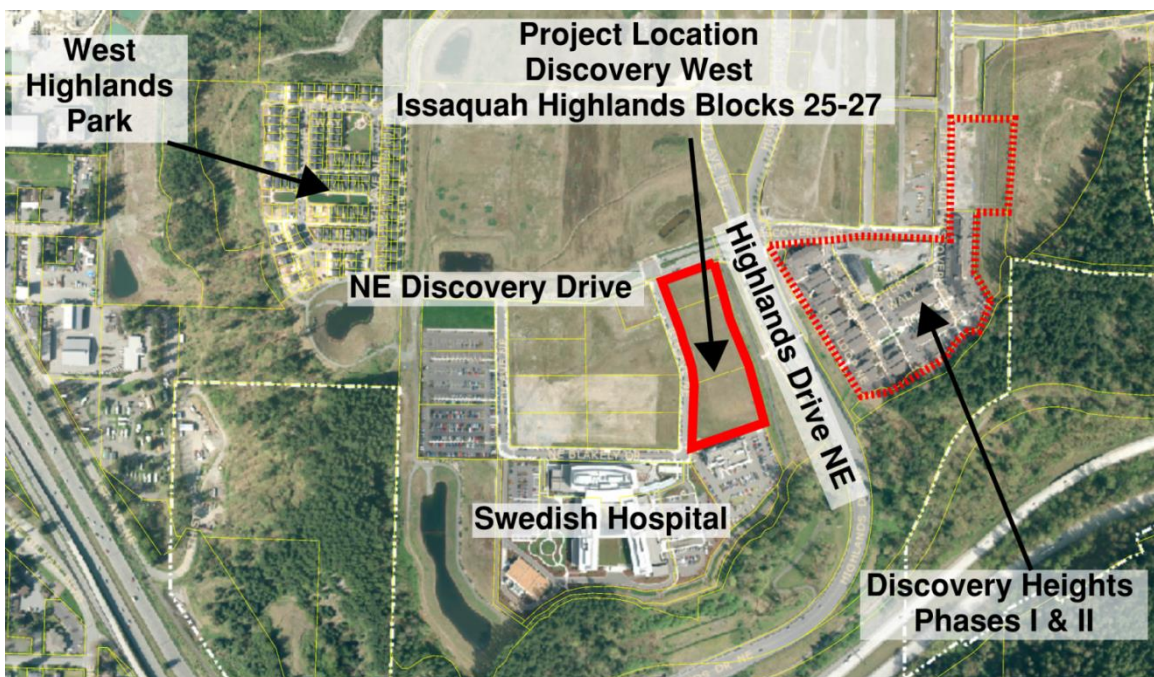
Zoning: Urban Village

Comprehensive Plan: Sub-area: Issaquah Highlands

Land use: Urban Village

For Comprehensive Plan Policies etc... see Section III (Development Standards and Regulations) below as well as **Attachment D** for more information.

Vicinity Map:



II. Background

Definitions

These definitions are provided to clarify this Staff Report. They are used as described below.

ADA: Americans with Disabilities Act; federal law regulating both hiring and design to ensure accessibility.

AMM: Administrative Minor Modification, i.e. a modification to an Issaquah Highlands' adopted standard.

Appendix: In this Staff Report any reference to an appendix refers to the Issaquah Highlands Annexation and Development Agreement unless indicated otherwise.

ARC: Port Blakely Communities' Architectural Review Committee

Carriage Units: Carriage units are apartments located above garages, usually single garages detached from the residences they serve. Some already exist at Issaquah Highlands, for example on Jared Court, south of the Village Green.



Issaquah Highlands: individual garages below an apartment/condo (carriage unit at Block 24-1)

Development Agreement or DA: Issaquah Highlands Annexation and Development Agreement between the City and Port Blakely Communities; also called the Two-party Agreement.

DSD: Development Services Department

EF&R: Eastside Fire and Rescue

PBC: Port Blakely Communities, landowner and Master Developer of Issaquah Highlands.

The Property: Blocks 25-27, submitted by the applicant for SDP approval. Blocks 25-27 currently contain 4.45 acres. Additionally, approximately 0.6 acres of property owned by the City of Issaquah will be included. In total, the project encompasses approximately 5.05 acres.

SDP: Site Development Permit, i.e. a permit that provides conceptual review and approval for a use, such as Block 25-27.

UDG: Urban Design Guidelines, Appendix S of the Development Agreement

UVDC: City of Issaquah's Urban Village Development Commission

Summary of Proposed Action

The applicant is seeking a Site Development Permit (SDP) for the construction of 209 multi-family dwelling units. This proposal is located in the West 45 plat area of Development Area 4 of Issaquah Highlands on approximately 5.05 acres. The proposal shows 6 residential buildings including apartment flats and carriage unit townhomes.

Blocks 25-27 are comprised of three contiguous development parcels that together form the project site. In order to ensure that buildings aren't located across any property lines, a lot line adjustment or lot consolidation will be necessary. **[Condition 1]** The generally rectangular site footprint is bisected by a pedestrian trail which provides pedestrian and bicycles connections to 8th Avenue NE to the west and the Highlands Drive pedestrian bridge which connects with Phases I and II of Discovery Heights to the east. On-site surface parking areas are located within the interior of the site as well as within a parking garage underneath Building A. A limited number of parking stalls (24) will also be provided underneath the carriage units at the east side of the project in individual garages. Additional parallel parking is also located along 8th Avenue NE and the southern driveway.

The applicant has chosen to construct the project using the Traditional Townscape Neighborhood Type. The buildings that contain the apartment flats (Buildings A and F) are located along the perimeter of the site and have their frontages onto NE 8th Avenue and Discovery Drive NE respectively. The carriage unit townhomes (Buildings B, C, D, and E) are sited along the site's east perimeter. A 7,600 square foot community/amenity area is proposed within the ground floor of Building F which includes a management and tenant leasing office and amenities including a

pool and spa, fitness room, children's play room, conference room, and a party and game room. Additionally, a dog run and P-patch are also proposed.

Some site elements of the project, including the dog run, pedestrian trails and P-patches, are shown to be located outside of the project boundary and within the Tract QE open space area. This open space area is owned by the City and contains two north/south pedestrian/bicycle trails and the western terminus of the Highlands Drive pedestrian bridge. The City has preliminarily agreed to the purchase of this property for the uses shown; however until the Applicant has received City Council permission, they may not assume they can use the property. If the City and Applicant are unable to negotiate a purchase, it may be possible for the Applicant to have an easement for this area's use. It should be noted that the City strongly prefers a sale to an easement and an easement would require restrictions on use of these project facilities. Finally it should be noted that the City may consider allowing the trail to remain on City property as long as it connects from Discovery Drive to 8th Ave (such as they have shown) and is not a dead-end or project-only connection. **[Condition 2]** Additionally, the primary waste collection station is shown to be partially located on the property belonging to Proliance Highlands Surgery Center. The applicant has stated that they will be able to adjust the configuration of the central waste facility so that it is situated entirely on the Property. The location of the primary waste facility will be verified with the Utility Permit to ensure that it is not located off of the subject property. **[Condition 3]**

Parking for this proposal is handled on-site through four approaches:

- *surface parking*: Surface parking stalls are provided internally in four separate parking areas
- *on-street parking*: on-street parallel parking is provided along 8th Avenue NE and along the driveway located south of Building F.
- *carriage units*: these are single car garages, located beneath the carriage units (Building B, C, D and E)
- *under-building parking*: approximately 85 parking stalls will be located underneath Building A

Vehicular access from Highlands Drive NE is provided via NE Discovery Drive and 8th Avenue NE. Primary access to residential buildings will be via a driveway located between Buildings A and F. Secondary access is provided by a driveway located to the south of Building F. This will be a shared driveway which also provides parking lot access to the Proliance Highlands Surgery Center. Additionally, the southern drive will provide access for EF&R and for waste collection services.

Pedestrian access to and from the site is provided via two primary routes. From the south and east, access is provided from the existing multi-purpose trails located within Tract QE and the Highlands Drive pedestrian bridge. The upper Tract QE trail connects with the internal east/west trail that connects to the Highlands Drive pedestrian bridge at the east and 8th Avenue NE at the west. A relocatable pedestrian access easement (Recording No. 20060509000128) is shown on the final plat and provides public access for the east/west Neighborhood Trail that crosses the Property. This easement will need to be relocated so that it covers the correct trail alignment prior the first building occupancy. **[Condition 4]**

From the north, pedestrian access is provided through the existing sidewalk network or from the north/south multi-purpose trails in Tract QE.

Currently the applicant does not plan to develop the project in phases; however, it is possible that the site could be completed in phases. (It should be noted that by "phases" Staff means there is a stop in construction work.) If these blocks are developed in phases, it is necessary to ensure that

sufficient services and facilities are provided on each property or for each phase for the site and area to function, be safe, etc.... These might include parking, utilities, access for pedestrians and vehicles, landscape. **[Condition 5]**

To construct the project as proposed, Building, Utility, and Sign Permits will be required subsequent to the approval of the SDP application.

Issaquah Highlands hopes to create a live/work/play community whose vision is described in *Appendix A, Goals and Objectives*. Providing housing adjacent or near to employers, shopping, and transit is a key part of that vision. Proximity to Swedish Hospital and the Grand Ridge Plaza retail center to the northeast, as well as possible essential services directly to the west within the Blocks 36-42 will make this a convenient site. The uses on both sides of Highlands Drive, connected by the pedestrian bridge, will achieve the vision for Development Area 4 as described in Section 2.2.2.f of the Development Agreement's the Main Body: "...predominantly commercial mixed use 'urban village center'...".

The vision of Issaquah Highlands is one where a collaborative and anticipatory planning process occurs; see for example *Appendix A, Goals and Objectives, Principle #8*. This means that the review of permits takes into account land uses and site plans that may come in the future, not just reviewing a permit in isolation.

Permit History

- This parcel was included as part of the original land identified for the Grand Ridge/Issaquah Highlands Development in 1996.
- In January 2002, a Site Development Permit for Microsoft's Issaquah Highlands' campus was approved (SDP01-001IH). The campus encompassed 150 acres including the land in this permit.
- In 2004, Microsoft chose not to exercise its option on this property, thereby releasing this property for other uses.
- In 2005, a Preliminary Plat for an area including these blocks was submitted: PP05-004IH, called West 45. This plat was approved in December 2005. In 2006, the Final Plat (FP06-001IH) for this area was submitted and recorded that same year in November.
- The City Attorney determined that Microsoft SDP (SDP01-001IH) had expired per IMC 18.04.220.C.5 and Microsoft was informed in March 2006.

This proposal has been reviewed for compliance with applicable and relevant conditions and information from these previous permits. **Attachment B** contains an accounting of the Preliminary Plat conditions that are relevant to this application.

Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Urban Village Development Commission with the confidence that the project meets the standards and guidelines contained in the Development Agreement (DA) and, where appropriate, City Code, prior to the preparation of detailed infrastructure, building, and/or engineering or architectural drawings. The DA contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. Together, the development standards contained in the DA are intended to implement the Urban Village concept for Issaquah Highlands, as envisioned in the Comprehensive Plan, while

accommodating and integrating development with the site's unique environmental features and development opportunities.

This review process is intended to ensure that proposed projects are: 1) consistent with City policies and regulations; 2) compatible with nearby existing and future uses; 3) designed in a manner which incorporates the project site's features and attributes (e.g. topography, wetlands, waterways, vegetation, views); 4) designed for the efficient and effective layout of the infrastructure; and, 5) designed to protect and enhance the aesthetic values and character of Issaquah Highlands and the City of Issaquah.

Not all of the appendices or standards contained in the DA are directly applicable to the Site Development Permit, since the permit deals only with a planning level review of building footprint layouts, plazas, easements, landscape, streets, paths or trails, etc. Only those goals and standards that apply to the SDP application are discussed in this report.

The analysis of the proposal contained in this Staff Report is intended to serve as the basis for determining whether the above criteria are met.

Due to the general level of most information provided for the Blocks 25-27, clarification of expectations is necessary. With this SDP application, any elements of the plan that conflict with City or Development Agreement Standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification.

[Condition 6]

As with any application of this size and complexity, there are some inconsistencies, conflicts, and incomplete information. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this permit's Notice of 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. **[Condition 7]**

Public Notice

As part of the public hearing process, public notice must be provided to all property owners within 300 feet of the exterior boundaries of the site at least 10 days prior to the hearing. Additionally, a notification of the land use action is to be placed at the project site at least 14 days prior to the hearing. Finally, a notice must be placed in the local newspaper at least ten (10) days before the hearing. Parties of record are to be notified in writing at least ten (10) days before the public hearing.

A Notice of Application was distributed on August 9, 2013. A workshop is scheduled for October 15, 2013 and public hearing is planned for November 5, 2013. Public notice of the UVDC workshop and public hearing was provided in the Issaquah Press on September 18, 2013 and revised on September 25, 2013. Notice of the UVDC public hearing occurred in accordance with the requirements of *Appendix L, Processing* and the City of Issaquah's Land Use Code, 18.04.180 (Public Notice).

Proposal Modification

Approval of a SDP gives conceptual or planning level approval for the project proposed to the UVDC. Changes to the elements and/or information contained in the SDP must be approved by the Responsible Official. Changes may be categorized as either minor or major. Minor changes which maintain the vision, character, and intent approved by the UVDC and as documented in the Staff Report (or if not addressed in the Staff Report, as shown or described in the

application), will be processed administratively; major changes which alter the vision, character, and intent should be processed through the UVDC. The Responsible Official shall determine what constitutes a major or minor modification to this application.

It is assumed that all wet and dry utility vaults, meters, equipment, and appurtenances are shown on the drawings; i.e. not just their placement but their relative height or presence. Identifying these elements during SDP review 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. [**Condition 8**]

III. Development Standards and Regulations

Main Body of the Development Agreement

The Main Body of the Development Agreement establishes the framework for all Issaquah Highlands requirements, as established by Section 18.06.120B of the Issaquah Municipal Code. To that end, it contains the base information for the Issaquah Highlands development: land allocation, number of residential units, amount of retail and commercial square footage, required mitigation, etc....

Under Section 3.2, of the Development Agreement, Allowable Development for Issaquah Highlands is established. This Urban Village's residential Allowable Development is 3250 units and 500 Enhancement Units; unless some of the non-residential square footage is converted to residential. The 3250 residential units allowed by the Development Agreement have been built or are committed to through previously permitted projects. As such, the applicant has elected to utilize Enhancement Units per the 7th Amendment to the Development Agreement.

The 7th Amendment states that Enhancement Units are required to be either mixed use projects or "urban scale" residential projects. The definition of the term "urban scale" was interpreted through an Action Memo (06.03.2013 KN) to mean projects having residential densities in excess of 20 dwelling units per/acre (du/ac). This project qualifies as urban scale under this definition as its residential density is 41du/ac. *See Attachment E, Action Memo 06.03.2013KN for more information.* Additionally, per the 7th Amendment, development impact fees shall be paid when Enhancement Units are used. [**Condition 9**]

The Office and recreational uses located in Building F are considered accessory uses and thus are not counted toward Allowable Development.

Appendix A: Issaquah Highlands Guiding Principles

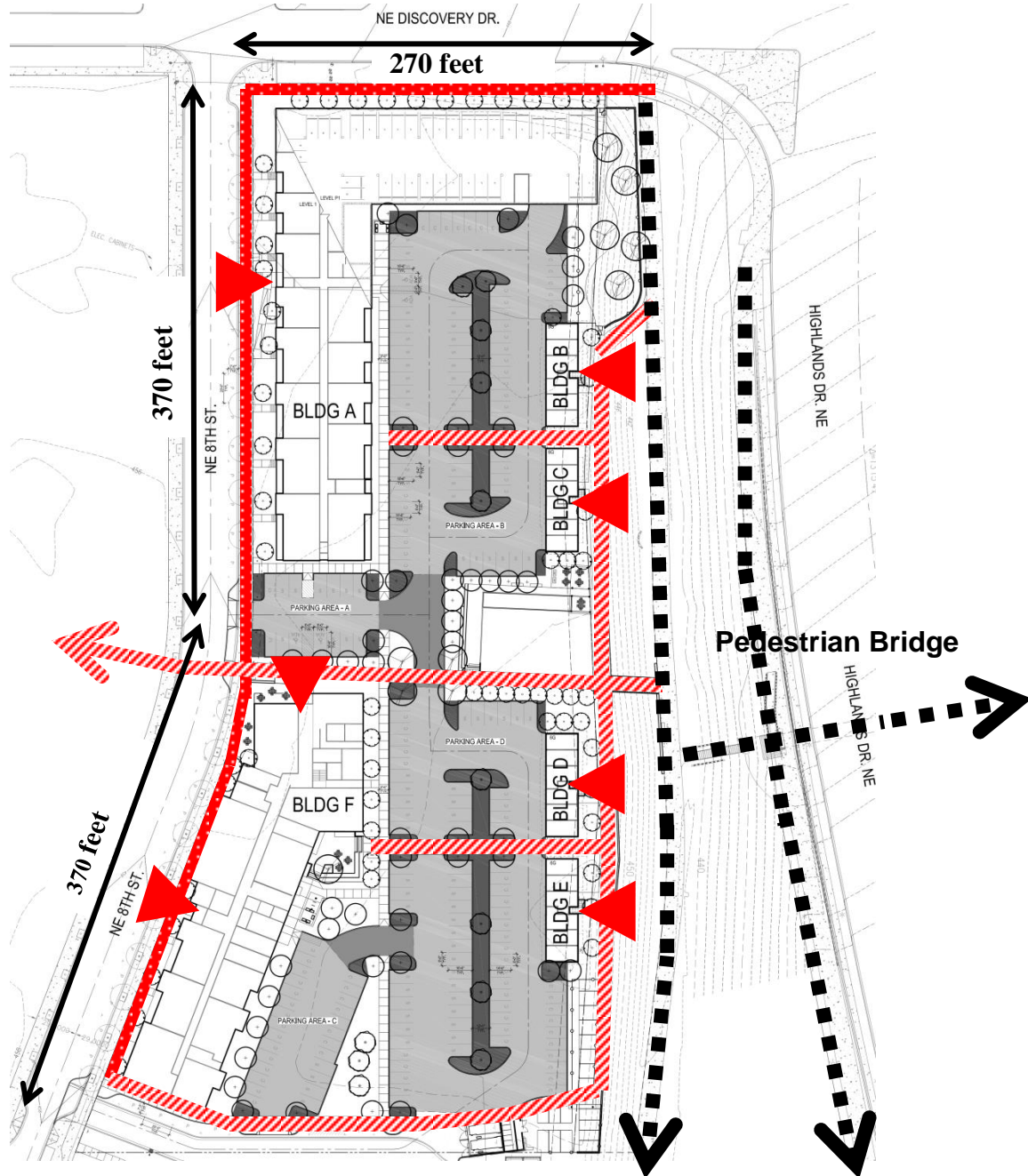
Appendix A provides guiding principles and establishes community expectations for the Issaquah Highlands. In general the application meets the nine project principles in Appendix A. The following are the nine Principles of the Issaquah Highlands project with selected text (shown in italics) provided as the basis for conditions or to indicate compliance, followed by discussion.

1. *Sustainability and Stewardship: build a sustainable and sustaining community; resource-efficient buildings; encourage restoration, conservation, reduction, reuse, and recycling of site and landscape materials throughout the construction and operation of the project; develop mixed-used, pedestrian oriented communities*

Green building and sustainable building techniques shall be encouraged for this project; the applicant is to construct their buildings to 4 Star Green Building.

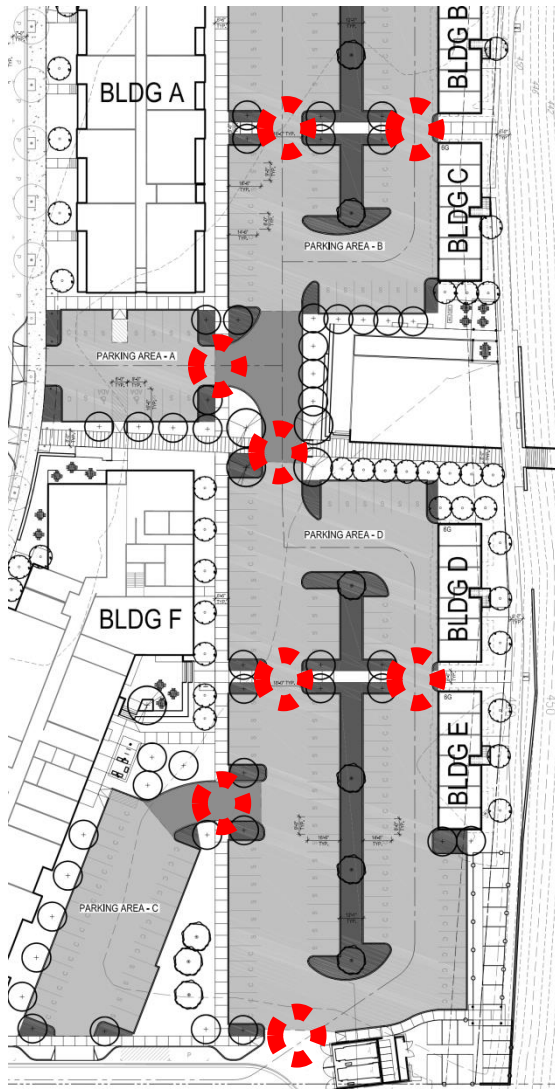
- 2. Pedestrian Friendly Design:** *to establish through land use proximities and circulation infrastructure a community that encourages walking, bicycling, and transit use; conceptually clear, user friendly transportation system; functional and safe walkways and bike paths; access to retail, grocery, public facilities, and offices; give circulation priority to pedestrian scale proximities, activities, and orientation.*

Pedestrian Access Map



Legend

- Existing Sidewalks
- Proposed Trails
- Existing Multi-purpose trails, not regulated by this SDP
- Main entry to building/residences (tip of triangle is located at entry)



Significant Pedestrian Crossings
(marked by dashed circles)

The project is centrally located, close to the heart of the Grand Ridge Plaza retail center, grocery store, and Swedish Hospital. Just a few blocks from the Park and Ride, is the western landing point for the pedestrian bridge. The pedestrian bridge, spanning Highlands Drive, will facilitate walking and biking to potential employers, within Grand Ridge Plaza and the proposed Bellevue College campus and will provide access for pedestrians and bicyclists utilizing the trails that lead easterly to Central Park.

The proposal shows two types of pedestrian circulation routes (trails and sidewalks) which provide pedestrian connectivity within the site and to destinations elsewhere in Issaquah Highlands as mentioned above. Connections to sidewalks and trails should be intuitive for users and route options should be apparent. The proposal meets these criteria as follows:

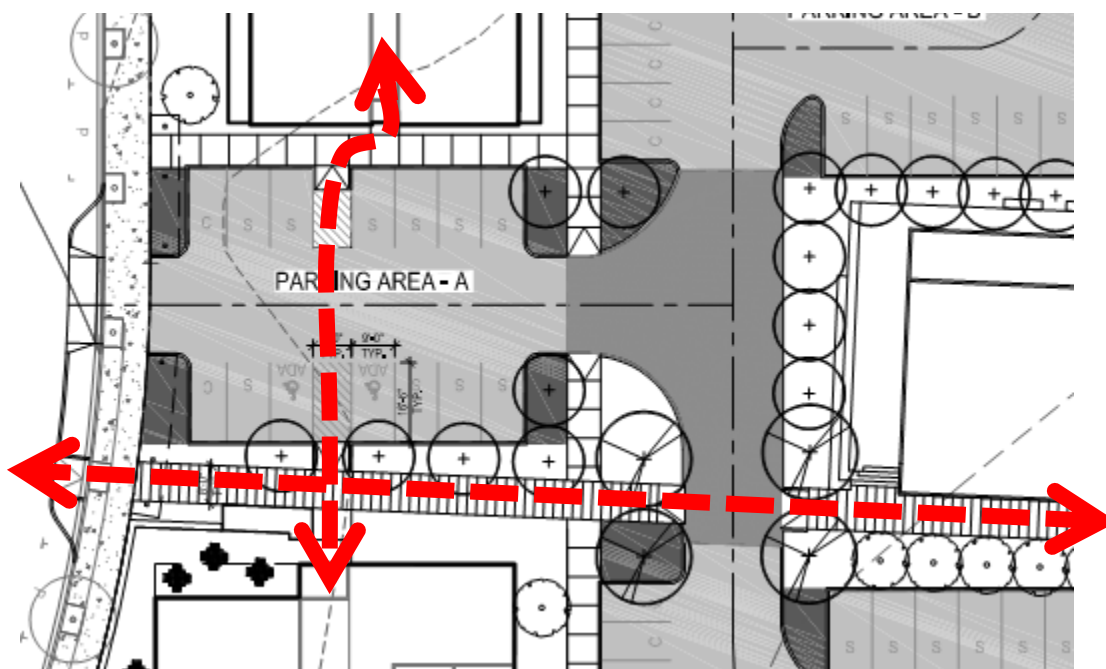
From north to south, users can opt to walk or bike along either the multi-use trails to the east, or by using the public sidewalk along 8th Avenue NE. From east to west, three primary routes are provided: the sidewalk along Discovery Drive NE; the Neighborhood Trail that bisects the project and connects 8th Avenue NE to the pedestrian bridge; and, the southernmost sidewalk that connects from 8th Ave NE to the easterly trails. In total, the project proposes a variety of routes for users to reach destinations both within the project, and elsewhere within Issaquah Highlands.

To be pedestrian friendly, sidewalk and trails must be pleasant, direct, easy to find. This will result in some segments being straightened out or slightly modified (e.g. the southernmost sidewalk that connects 8th Avenue NE to the trail at the southeastern corner of the Property). Additionally, where pedestrians interface with vehicular routes where pedestrian facilities cross driveways and parking lots, treatments shall be used which clearly delineate the pedestrian priority and enhance pedestrian safety. To improve the pedestrian orientation, where pedestrian ways intersect with vehicular routes, including streets and alleys, treatments shall be used *at the locations shown below* which clearly delineate the pedestrian priority and enhance pedestrian safety. **[Condition 10]**

All of the trails mentioned here are regulated by *Appendix T, Trails*; see discussion in that Appendix for design specifics. As the driveways and parking lots within the project are private, easements to the City shall be granted on trails as well as streets and sidewalks which cross these areas in order to allow the public to use them. **[Condition 11]**

Parking Area A, as shown on Sht. L-102 (and diagramed below), is located in a high visibility and intensity area (between Buildings A and F). For visitors, such as potential tenants, this may be the first area they enter; for tenants in Building A, they will frequently be crossing this area to access the amenities in Building F; for trail users connecting to and from the pedestrian bridge, this is a key piece of the connection. However, all of this activity is associated with a parking lot. Instead, this high profile area should be designed as a seamless public space between the two buildings. Consistent with the Sociable Public Realm this area should be a “safe and attractive [design] where the whole composition ... [defines] and contain a common space for residents to stroll, meet, play, and socialize.” This would be an auto court, essentially a plaza that allows cars and parking, likely eliminating curbs. **[Condition 12]**

Given the higher volume of pedestrian and vehicular activity that is expected within and around the parking lot, additional pedestrian friendly design elements are warranted to ensure a safe, functional and aesthetically interesting environment.



Parking Area A pedestrian access route

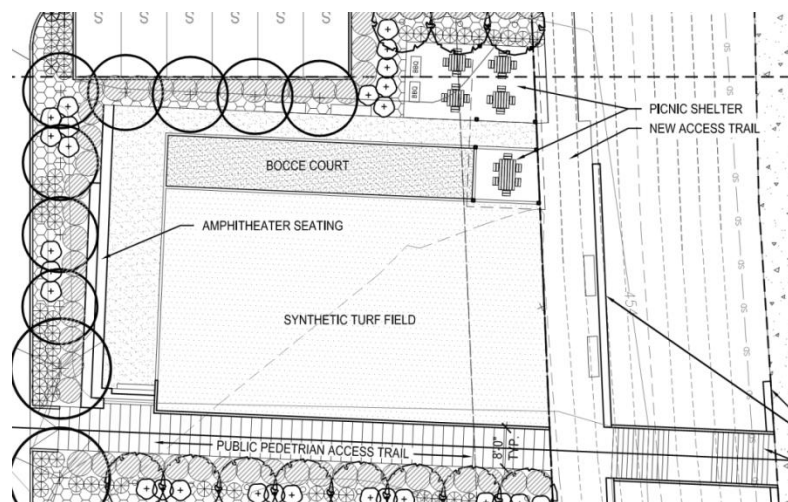
Finally, pedestrian orientation and proximities not only relates to the design of the pedestrian facilities but also their frequency. Sidewalks associated with streets are the primary pedestrian facilities but where there are no streets, trails are provided to create pedestrian connectivity. In general the proposed frequency and variety of pedestrian facilities meets the guidelines.

3. *Integrated Diversity: diversity of incomes, public and private spaces that enhances the richness of people's lives; variety of housing; variety of neighborhood character.*

The project is designed to provide two types of housing (apartments and carriage units) to meet diverse residential needs, at a moderate income level. A series of public and quasi-public spaces is integrated into the design of the project where people can meet and gather, such as the dog run, bocce court and the Amenity/Recreational Facility in Building F. The project will be designed using the Traditional Townscape guidelines which utilize a formal character that is compatible with existing adjacent land uses.

4. *Community Values: while respecting individual privacy, create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; provide children-sensitive design to meet current increased demographics; provide a visual language which clearly defines the boundaries of the different sections of the community; integrate a variety of safe places for children's play and exploration, including parks, community gardens, natural play spaces, and safe streets; provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks; provide land for community centers.*

As mentioned above in Principle #3, a variety of indoor and outdoor spaces has been proposed. The project proposes to create a 'sociable public realm' through the use of a sidewalk and trail environment that is attractive, safe, inviting, and pedestrian friendly. The gathering area provided in the central portion of the project is appropriate given the Traditional Townscape Neighborhood type. Features of the gathering area located directly include seatwalls, picnic shelter, barbecues, bocce court, and turf field. Additionally, the gathering area is provided directly off of the east/west trail making it easily accessible for pedestrians. The open turf field will allow for a variety of play opportunities for people of all ages.



Central gathering area (Sht L-102 excerpt)

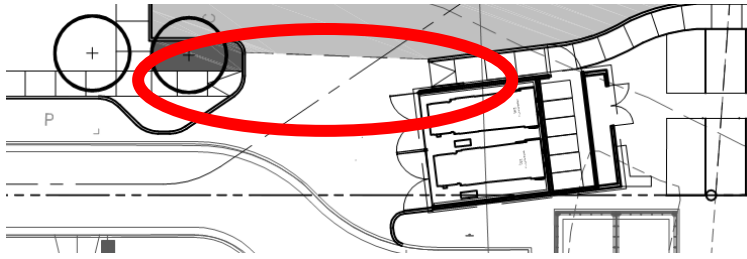
5. *Civic Celebration and Community Amenities: give special prominence, maximum public exposure, and extraordinary architectural quality to common community spaces; provide an overall urban design in which people can orient themselves; provide covered and open parks for games and sports; create design features to mitigate for the rainy season, extending pedestrian functioning beyond the sunny days.*

The project contains a variety of spaces for social interaction including the central gathering area, dog run, and P-patch. Way-finding and user orientation will be enhanced by creating an interconnected pedestrian system of sidewalks and trails. In addition the east/west Neighborhood Trail and central gathering area will assist with orientation. It is unclear if primary building entries have weather protection which is an important element of both pedestrian orientation and highlighting entries to orient people to them. Thus weather protection must be provided at each primary building entry and it is strongly suggested that it be provided at secondary entrances as well. **[Condition 13]**

6. *Identity within Local Context: design boundaries between human and natural worlds by creating artistically designed gates; provide interpretive shelters at viewpoints; include artists into design teams, exploring integration of artistic languages into design.*
Since Blocks 25-27 is situated on the project's edge, its relationship should transition, enhance, and introduce the natural edge. Use of informational placards, gates and shelters can incorporate and improve these transitions.
7. *Self-sufficiency and Regional Contribution: create a complete community that accommodates living, working, learning, playing and nurturing while contributing to the richness, opportunity, and quality of life of the region.*
The residences proposed offer a balance to the detached single family houses built elsewhere in Issaquah Highlands.
8. *Vitality, Flexibility, and Collaboration: grow a vital and economically viable community where private business, government, citizens, and Issaquah Highlands community members themselves collaborate to respond to the issues and needs of a changing future; exploit strategic I-90 location; ongoing collaboration between private, public agency, residents, and citizens at large; flexibility to respond to a changing future.*
The vision of Issaquah Highlands is one where a collaborative, flexible, and anticipatory planning process occurs. This means that the review of permits takes into account land uses and site plans that have or will come in the future, not just reviewing a permit in isolation, e.g. providing an opportunity for the possible continuation of the east/west trail across 8th Avenue NE through Blocks 36-42.
9. *Economy and Serviceability: adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving.*
The project is proposed as an urban development, connected to a grid street pattern to maximize connectivity. There are instances where paved areas are not as narrow as they could and should be while maintaining functionality. For instance, where cars are not backing out in the parking lot, drive aisles only need to maintain a width for travel which at Issaquah Highlands is 18 ft. This would reduce the drive aisles in parking lots where no backing is occurring. **[Condition 14]** Likewise, reducing the amount of paving in parking lots is consistent with this principle as well as the landscaping standards. By allowing cars to overhang into landscape and/or walkways, with appropriate increases in the depths of the landscape or walkways, the proposal will implement the vision of the Development Agreement. The overhang should be clearly shown on drawings to ensure the reviewer is clear where this technique is being used and to ensure that any adjacent pedestrian facilities aren't adversely impacted. For example, Sht. G-002 shows a pedestrian path that is 6'6" in width along the western edge of Parking Areas B and D. If the 2 ft. overhang is used in this location, the pedestrian facility would need to be widened by 6 in. to ensure a clear area that is at least 5 ft. wide. Doing this would result in a pedestrian path that is 7 ft. wide.**[Condition 15]**

Finally, the entrance into Parking Area D (from the southern driveway) is generally wider than typical in order to accommodate fire truck access by EF&R (see below). The applicant has indicated to Staff that the location of the primary waste collection area will be shifted to the north slightly so that is entirely within the property boundary of Block 27. By doing so, the configuration of the parking lot entry from the south driveway will change slightly, and as a result, it may be possible to reduce the width of the entrance to the Parking Area D. The applicant shall work with Staff and EF&R during the review of the site Utility Permit to evaluate the parking lot entrance to determine if the width can be reduced. If the parking lot

entrance width cannot be reduced, techniques to reduce the perceived width for private vehicles shall be used to slow traffic. **[Condition 16]** By doing so, the Neighborhood Trail segment that crosses the parking lot entrance could be reduced which would enhance the pedestrian character of the trail.



Entrance to Parking Lot D from south driveway (Excerpt from Sht. G-002)

The proposal is generally consistent with the *Appendix A, Principles* provided the recommended conditions are met. **Attachment C** contains *Appendix A, Goals and Objectives* relevant to this proposal.

Appendix B: Land Use Development Standards

Land use standards are located in Appendix B. The Property is located in Development Area 4 and a portion of the Lakeside South Expansion Area. Development Area 4’s sub-areas have been modified by AM01-008IH to consolidate them into a single development sub-area.

Item	Development Area 4 and Lakeside South Expansion Area	Proposed
Permitted Land Uses	Residential, Retail, Recreational, Commercial (subject to limitations to protected groundwater)	Residential
Permitted Residential Density	5-80 du/ac	41 du/ac

The office/amenity/recreational opportunity in Building F is considered an accessory use as they are present to serve residents of the project, thus they do not count to Allowable Development. The proposed density and uses are consistent with Appendix B. (Note: the application cover sheet indicates FAR but that is not relevant to residential development at Issaquah Highlands.)

Appendix C: Quarry Area Development Standards

Quarry operations no longer occur within Development Area 4. The requirements of this Appendix are not applicable.

Appendix D: Stormwater Management and Ground Water Protection

The Development Agreement includes Stormwater Management and Ground Water Protection to prevent flooding and erosion provides soil stability, preserve water quality and quantity, maintains baseflows, and specifies maintenance and operation provisions. A conceptual drainage system plan is shown on Shts C-101 and C-102.

This property is within the Upper Reid drainage basin and stormwater is discharged to the Upper Reid Detention Pond. All impervious areas from this site must be discharged to the stormwater pipes that flow to the Upper Reid Pond. **[Condition 17]**

There are several locations noted in the landscaping plans where “Bioretention Swales” are proposed for planting. Some of these areas are adjacent to off-site steep slopes and the SPAR

retaining walls. Prior to the approval of any landscaping plans that allow biofiltration or infiltration associated with landscaping, a critical area study must be completed which shows that infiltration on this property will not adversely affect the adjacent slopes and retaining walls.

[Condition 18]

Appendix D, Section III.A.2 and 3 (Groundwater Quality), directs landscape management and restricts certain materials (e.g. copper, galvanized). With the Utility Permit for landscape, the applicant will need to submit a landscape management plan indicating what type of, and how, pesticides and fertilizers will be applied, consistent with project expectations. **[Condition 19]** Also with Utility and Building Permit review, the submittals will be scrutinized to ensure restricted materials are not proposed.

Grading

A grading plan is shown on Sheets C-101 and C-102.

Buildings at the eastern edge of the property are shown within an existing Building Setback Line (BSBL). This non-critical area BSBL is in-place to ensure that the existing SPAR retaining walls are not loaded or impacted by building loads. Prior to the approval of the first building permit a special report must be submitted which either shows that no additional loads are imposed on the walls or mitigates the additional load. **[Condition 20]**

Appendix E: Critical Areas Development Standards

The Critical Areas Regulations are included in the Development Agreement to supplement the development requirements of the project for environmentally critical areas by providing for additional controls without violating any citizen's constitutional rights. Added standards are provided for land encumbered by: coal mine hazard, erosion hazard, flood hazard, floodway, landslide hazard, seismic hazard, steep slope, wetlands and streams. Per AM07-005IH, the Talus Critical Area Regulations now apply to Issaquah Highlands.

There are no critical areas within this proposal, and therefore, the Appendix E regulations do not apply to this application.

Appendix F: Water Service

All domestic water facilities in the Property will be designed in accordance with Appendix F of the Development Agreement, City of Issaquah standards and policies, and best engineering practice. Some of these facilities will become a part of the City's water system upon completion and all public water pipelines must be located in public right-of-way or on easements.

A water system plan is shown on Sheets C-103 and C-104.

Water service is available via connections to an existing water main in NE 8th Street and to the south in Block 28. Two connections are shown. The existing water mains must remain in-service during construction. The main in NE 8th Street is looped and provides an adequate connection for fire-flow and redundancy.

The Property is within the 742-pressure zone. Pressures at the water meters will be approximately 125 psi, which will require pressure-reducing devices on all building services and public water meters.

The existing water mains are supplied by the existing Holly Street Pump Station No. 1 and the Holly Street Pump Station No. 2. Equalizing, fire flow, and standby storage are provided by the dual-bay 742 Zone Reservoir.

The on-site water distribution system is composed of an 8-inch diameter loop around the major buildings and in the looped access drive. An 8" main does not meet City standards and will need to be upgraded to 12" to meet maximum velocity criteria. **[Condition 21]**

Fire flows are estimated to range from 3,500 gpm to 5,000 gpm. The Fire Marshall will establish actual requirements during Building Permit review. Based on this planning level submittal, a sufficient number of fire hydrants have been provided and they are appropriately located. Sprinklers will be provided in all buildings according to the requirements of the Uniform Fire Code and any additional measures required by EF&R during Building Permit review.

All public meters will be located within the rights-of-way or in public easements. The meter locations must be compatible with the urban design and landscape design requirements. All water meters must be located such that they can be accessed with the City's drive-by meter reading system.

All hydrant runs must be perpendicular to the service main and must not contain bends. **[Condition 22]**

All unused water service stubs must be removed and capped at the main.

Water conservation methods have not been identified but will need to be consistent with the Issaquah Highlands project requirements; this will be reviewed with the Utility Permit for landscape. Water conservation set points (frequency and duration of irrigation) are not indicated, but will be required with landscape submittal.

Appendix G: Sewer Service

Sanitary sewer facilities in the Property will be designed in accordance with this Appendix, City of Issaquah standards, and best engineering practice. Some of these facilities will become a part of the City's sewer system upon completion and all public sewer pipelines must be located in public right-of-way or on easements.

A sewer system plan is Sheets C-103 and C-104.

Sewer service is available in 8th Avenue NE via a connection to an existing sewer trunk-line. The existing off-site sewer mains have sufficient capacity to service this application. All existing off-site sewer pipes must remain in-service during construction.

All unused on-site sewer stubs must be removed.

Other utilities

All above grade dry utility vaults and risers must be placed on private property (outside of the right-of-way). Manholes, hydrants, and other vaults and meters will occur within this site. Where utility transformers are located within planting beds, they shall include landscaping and screening consistent with *Appendix A, Goals and Objectives* and *Appendix S, Urban Design Guidelines*.

Appendix H: Urban Road Design Standards

Appendix H provides the standards for roadways in Issaquah Highlands. The standards are equally applicable to public and private streets and drives as no distinction is made between their function or appearance. No on-site public roads are proposed.

Site Access

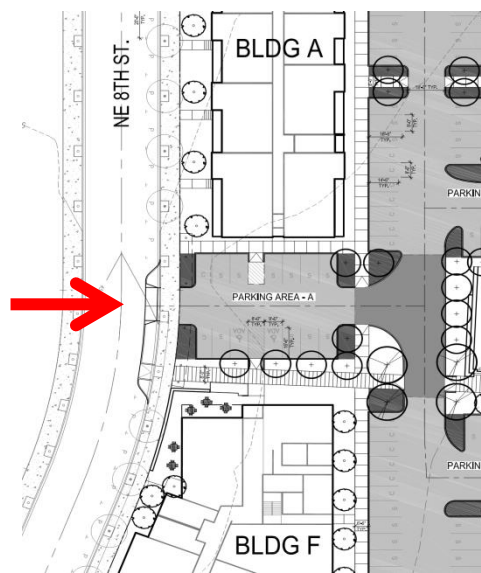
Permanent access to the Property is from two driveways on NE 8th Street which connects to Discovery and Highlands Drive.

Two vehicular access points are proposed via driveways off of 8th Avenue NE: the north driveway is located near the middle of the site between Building A and F; the south driveway is located at the southern end of Building F. This will be a shared driveway that will provide access to both the Discovery West project and to Proliance Highlands Surgery Center.

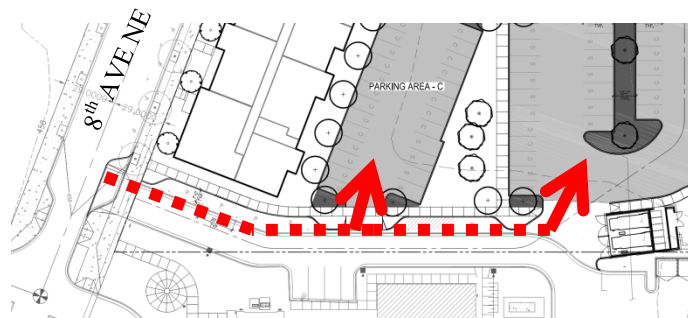
The proposed northerly driveway includes a new curb bulb-out and a pedestrian ramp. The alignment of the east/west trail and the required 8th Avenue NE pedestrian crossing shall be evaluated during the Utility Permit review to determine if they should align or can be offset.

[Condition 23]

The proposed southerly driveway will be shared with the existing uses on Block 28. That driveway is close to the intersection of Blakely and 8th Avenue NE and must be signed for “right-out” only. [Condition 24] In addition, the plans show an extension of the existing curb-bulb so that the new driveway intersects the edge of the northbound travel lane and not the curbline. The existing configuration may be preferred as it would promote a right-turn only exit from the driveway and give drivers some additional room for maneuvering and should be retained. Additional review of the driveway and curb-bulb is needed to ensure that traffic and emergency vehicle turning movements can be accommodated. This will be completed during the review of the Utility Permit.



North Site Access Points from 8th Avenue NE



South Site Access Points from 8th Avenue NE

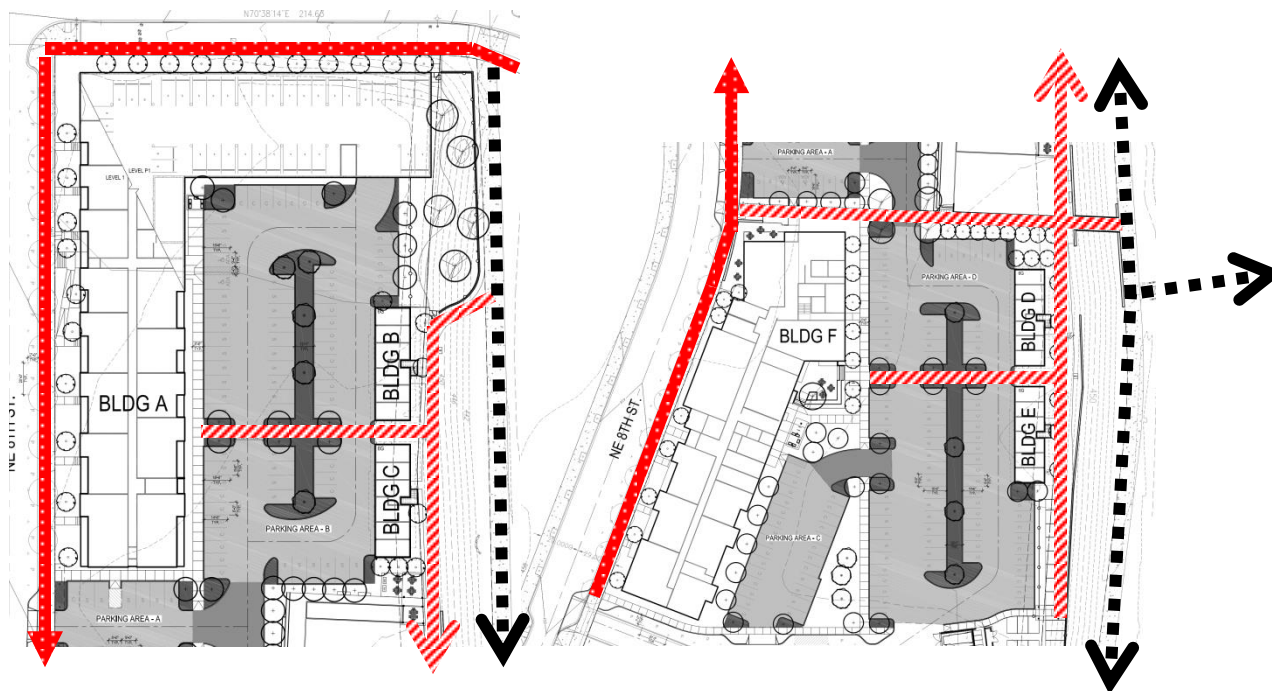
Temporary Construction Access to the site is from 8th Avenue NE. Construction traffic must use public streets to service this site which could have an impact on the existing street network. It might be necessary to require employee and contractor parking on-site in order to minimize the impacts to the public streets. This will be examined and the impacts will be mitigated in conjunction with the Utility Permits and/or Building Permits. The goal will be to minimize

nuisances to the public while still providing reasonable access to the site for contractors and construction workers.

Pedestrians and Sidewalks

Pedestrian access and circulation is shown below. Pedestrian access to the Property will be from the public rights-of-way or access easements, i.e. 8th Avenue NE and the pedestrian bridge that connects to Block 24.

Generally, sidewalks are regulated by this Appendix as well as *Appendix A, Goals and Objectives* and *Appendix S, Urban Design Guidelines*. Sidewalks provide the primary pedestrian network at Issaquah Highlands. Where sidewalks cannot be provided, trails are provided; trails are regulated by *Appendix T, Trails* as well as Appendices A and S. Most other paths and walkways do not have specific development standards, other than those associated with the Appendices A and S, the Americans with Disabilities Act (ADA), and best practices for safety. However, the City standard for sidewalks requires a minimum width of 5 ft. Thus all walkways whether sidewalks or not, are 5 ft in width, clear with no intrusions, unless otherwise regulated, e.g. Trail standards; however, if the walkway serves only one or two units they may be 3 ft wide. **[Condition 25]**



Legend

- Sidewalks
- Trails
- Existing trail

Pedestrian Bridge

The East 42 and West 45 Preliminary Plats (PP05-003IH and PP05-004IH, respectively) contained approval conditions requiring a pedestrian bridge to be built across Highlands Drive under certain circumstances. The pedestrian bridge requirement was further modified to match current development circumstances by the High Streets retail center SDP (SDP07-001IH). Construction of the pedestrian bridge was completed with Phase I of Discovery Heights (Block 24-1) and therefore no further action is required.

Curbs and Curb Ramps and Radii

All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the DSD such as for fire access or some other unique circumstance. No extruded curbs are allowed. **[Condition 26]** Curb Radii will be reviewed with future construction permits to ensure emergency and service vehicles can access the site.

All curb ramps must direct the user into the crosswalk and generally point toward the curb ramp on the opposing side. **[Condition 27]** For pedestrian safety, where stairs must be used in trails, sidewalks, or exterior pedestrian facilities, the applicant should avoid single stairs and all steps should be level and of even height per the International Building Code. **[Condition 28]**

Street Trees

Street tree locations shall be coordinated with the location of driveways, curb cuts, sight distance requirements, underground utilities, lighting, signage, utilities, etc but generally spaced 30 ft. on center to maintain a consistent spacing along streets adjacent to and in the development. To protect public investments, root barrier shall be provided whenever trees are planted within 4 ft of public paving such as roads, sidewalks, woonerf; other locations are at the applicant's discretion. **[Condition 29]**

Bicycles

Bicycle use is accommodated either on the external streets or on-site roads though no separate bike lanes are established. Additionally, bicycles can access the site from the pedestrian bridge. The regulated trails in the application or elsewhere in this Staff Report are not for bicycles, though bicyclists may dismount and walk on the trails with their bikes.

Appendix I: SEPA Compliance

Specific review and analysis of Issaquah Highlands (formerly known as Grand Ridge) occurred in 1995 with the Grand Ridge Environmental Impact Statement (EIS). When the Issaquah Highlands project was initially reviewed, the original development proposal received a Determination of Significance, and an EIS was prepared for the project (then known as Grand Ridge). A Final EIS was issued September 12, 1995.

The proposed development is within the Project Envelope analyzed in the Grand Ridge EIS. The proposed project meets the Project Envelope as defined in this Appendix and is, therefore, consistent with the Development Agreement. As specified in Appendix I, the existing Grand Ridge Environmental Impact Statement shall be utilized and no further State Environmental Policy Act checklist or threshold determination is required when an application for implementing approval is within the project envelope.

Appendix J: Master Transportation Financing Agreement (MTFA)

The MTFA includes obligations for improvements on Black Nugget Road, the North and South SPAR (Highlands Drive/9th Avenue), the Sunset Interchange, and the Park and Ride. At this point, all roadways identified above have been improved or constructed, and are open to traffic. The Park and Ride is constructed. The MTFA obligations have been satisfied.

Appendix K: Capital Facilities Plan

This Appendix is included to provide for police, public works, fire and medical and general governmental, and parks and recreation, capital facilities and services for the urban portion of

Issaquah Highlands. This application is included within the overall growth anticipated for Issaquah Highlands. The proposed permit is consistent with applicable capital facilities requirements and the Development Agreement.

Appendix L: Processing

Appendix L establishes the permit procedures for Issaquah Highlands. In addition, it establishes procedures for appeals and public notice and empowers the DSD and UVDC. The processing of this permit is consistent with this Appendix and the Development Agreement.

Appendix M: Elections and Modifications

One modification to reduce the amount of required site parking has been submitted by the Applicant. Approval of any parking reduction modification will be required prior to the submittal of the first construction permit. *See Appendix O, Parking Standards for additional information.*

As allowed by this decision, additional modifications may be requested following the permit's approval or as allowed by the Responsible Official.

Appendix N: Development Standards

Dimensional standards are located in Appendix N of the Development Agreement. The following are the approved development standards for Development Areas 4 and Lakeside South Approved Expansion Areas (since Lakeside South are south of Development Area 4 and have the same allowable density and land uses, for this Appendix they will utilize Development Area 4's dimensional requirements):

Item	Development Area 4
Permitted Height	85 ft.
Proposed Height	32'6" maximum for Bldgs. B, C, D, E; 64'6" maximum for Bldgs. A and F
Minimum Street Setback	10 ft. if adjacent to SF, 0 ft. if adjacent to other uses
Proposed Street Setback	5ft; 0 ft required as no adjacent single family uses
Minimum Interior Setback	25 ft. if adjacent to SF, 0 ft. if adjacent to other uses
Proposed Interior Setback	5-30 ft; 0 ft required as no adjacent single family uses

Appendix O: Parking

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 a modification to reduce the parking rates for two+ bedroom units to approximately 1.75 stalls per unit.

	Required Parking Ratio	Number of Units	Required Parking	Provided Parking
One Bedroom	1.25 stalls per unit	58	73	73
Two & Three Bedroom	2 stalls per unit	151	302	
Total	—	209	374.5	337

No additional parking is required for the Office/Amenities/Recreational Uses as these are only for the use of Block 25-27 residents. Parking is located adjacent to Building F where these uses are located. If this parking is occupied, a resident may choose to walk to the facility.

Up to 50-60 percent of stalls can be compact stalls provided they are not located along a fire lane and are not located closest to the building entrances; all compact parking is consistent with these requirements. Up to 25 percent of on-street parking may be credited toward the overall parking requirement for residential projects. The Applicant is proposing to use parking credits for approximately 35 parallel parking stalls located along 8th Avenue NE and the southern driveway – this is well under the 25 percent allotment.

Dimensional Requirements

Required parking stall dimensions for head-in parking is 9' x 18.5' for standard sized stalls, 8'x16' for compact stalls, and 7'x20' for parallel stalls. **[Condition 30]** Generally the stall dimensions appear to meet the requirements. To support the efficient use of parking lots, the applicant should consider providing parking spaces for motorcycles and subcompact and electric vehicles. **[Condition 31]** For clarification as well as to support reduction of and impacts from parking lots per *Appendix A, Goals and Objectives*, drives and drive aisles will be only 18-20 ft wide, where cars will not be backing out; 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. **[Condition 32]**

Barrier-Free Parking

ADA compliant stalls shall be located on the shortest possible accessible route of travel to an accessible building entrance. Where a project includes multiple building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. The applicant is strongly encouraged to meet with the Building Department to review barrier free parking and routes as ADA compliance is under Building Department purview. **[Condition 33]** The applicant has shown parallel, on-street ADA parking stalls. This is permitted from a planning perspective because these streets are private and the City is not required to monitor them. In general, the parallel ADA stalls are acceptable though a walkway must be provided between the stalls; the Building department may have other issues that need to be incorporated.

Bicycle parking

The Issaquah Highlands standards require one bike parking space for each 12 car parking spaces, which with the current proposal would result in 28 spaces. Bicycle parking for the project is

proposed within a 33 stall bike barn located near the central gathering area. Additional bike parking is provided within the entry plaza to Building F (parking lot side) and within two bike parking rooms within Building A's parking garage. In total, the available bicycle parking will far exceed the minimum requirements under Appendix O. Bicycle racks must be placed so that when they are fully loaded, the bikes are accessible and surrounding walkways and landscape are not impacted. Further review will occur with construction permits. **[Condition 34]**

Loading spaces

For a project this size, Appendix O requires two loading areas. The plans show one loading space located within the parallel parking bay of the southern driveway. The applicant has stated that one additional loading stall will be provided along 8th Avenue NE, just south of the main entrance to Building F. **[Condition 35]** Staff encourages the applicant to provide additional spaces for moving and deliveries. The loading spaces are reserved from 7 am to 6 pm, seven days a week; other times they may be used for parking. They may not count to the required parking.

[Condition 36]

Internal Pedestrian Walkway Standards

Safe pedestrian circulation through parking areas is an important feature of parking lots at Issaquah Highlands. Pedestrian walkways should be located within the parking area and around buildings to the extent necessary to assure safe access to the buildings from the parking area, abutting properties, and public sidewalks and/or streets. The application provides appropriately sized internal pedestrian walkway facilities to ensure safe pedestrian access through and around the parking lots.

Appendix P: Landscaping Standards

Landscaping standards for Issaquah Highlands are established in Appendix P. The standards in this Appendix primarily address landscape buffers and parking lot landscaping. The original Appendix did not apply to Development Area 4 or the Expansion Areas. AM01-011IH modified Appendix P to expand its applicability to include Development Area 4 and the Expansion Areas.

Landscape Buffers:

Section 7.0 of Appendix P identifies the buffer requirements between uses. This table has been modified by AM01-028IH to incorporate the buffer requirements for Development Area 4 and the Expansion Areas. Unless uses are adjacent to single family uses, no buffers are required.

Surface Parking Landscaping:

There are three components to parking lot landscaping:

- Landscape beds equivalent to 10% of the square footage of the parking lot. The landscape must be internal to the parking lot, not at its edges.
- One tree per six stalls shall be incorporated into these landscape beds.
- Adjacent to sidewalks and walkways, perimeter landscape.

These are discussed below and all refer to calculations on Sht. G002 of the submittal.

10% interior landscape:

The interior landscape shown is in appropriate locations and there is sufficient landscape to meet the 10% requirement. This will be confirmed with the Utility Permit for landscape.

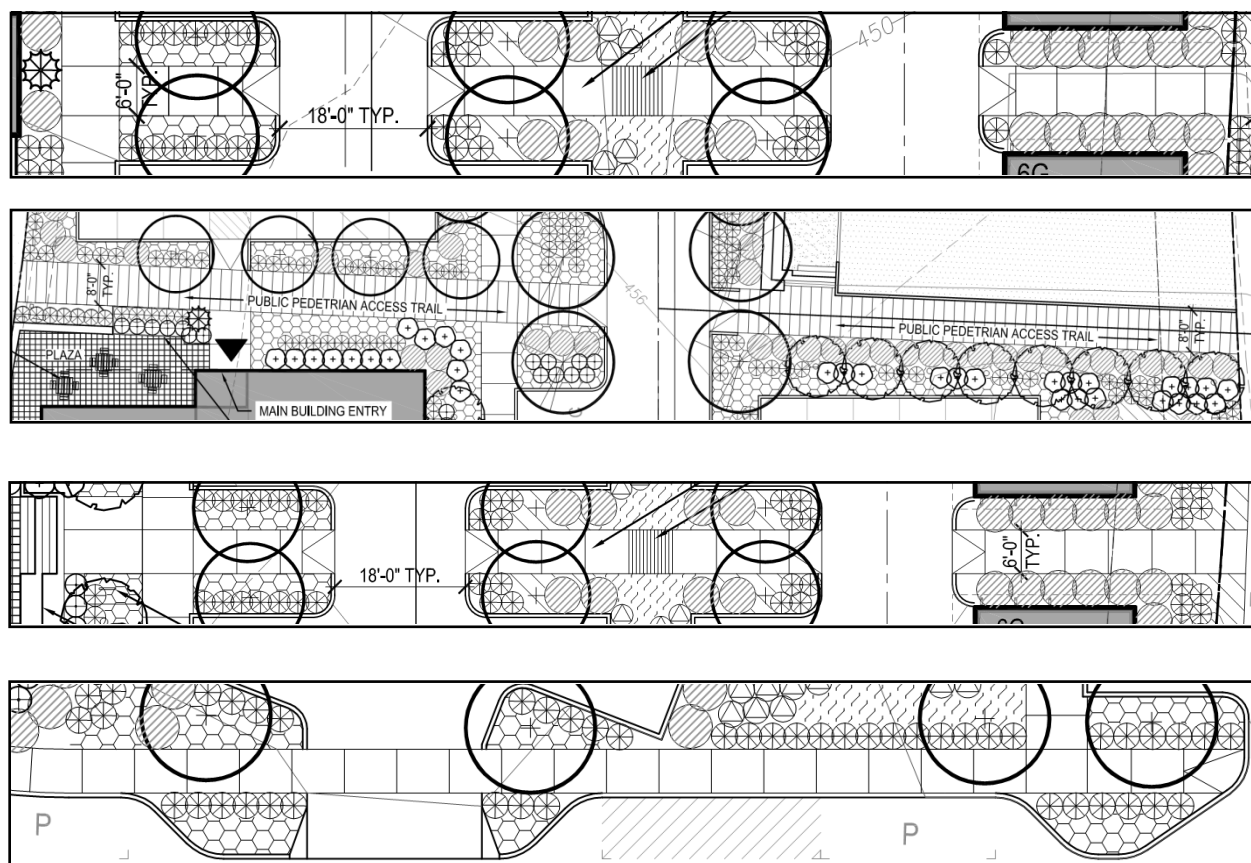
Parking Lot Trees:

In all the parking lots the applicant has provide at least as many trees as is required. When a final parking lot tree is selected, the applicant and Staff will review tree placement against mature size

to ensure that tree health will be maintained as the tree grows and that cars will be unlikely to damage trees.

Hedges between sidewalks and parking lots:

There are four instances where regulated trails cross through or adjacent to surface parking lots. They are the east/west trail that connects the project to the pedestrian bridge and Blocks 41/42, the two short sections of trail that provide pedestrian access through parking lots between Buildings A, C, and B to the north, and, D, E, and F to the south, and the trail along the southern perimeter of the Property. All of the trails in this proposal will be regulated as Neighborhood Trails. The landscape plan shows small evergreen shrubs between the trails and the parking. The hedge must be 3 ft in width as well 3 ft. tall; it is not possible to confirm that these shrubs will meet this standard. This can be confirmed with the landscape permits. Sufficient information is provided for this level of review but additional review of specific plant selections and size will occur with the Utility Permit for landscape.



Proposed evergreen hedges and landscape between parking lots and trails (from north to south: Shts L-101, L-102, excerpts)

Screening of under-building parking in Building A (north elevation)

The under-building parking that is along Building A’s north elevation will have openings to the garage that allow for passive ventilation of the parking lot. As this is a parking lot and must be screened, the Applicant has proposed a combination of architectural and landscape treatments to limit the presence of the parking lot as viewed from the adjacent sidewalk and Discovery Drive to the north. The landscape plan shows a series of deciduous trees, large evergreen shrubs, columnar trees, and groundcovers along the north elevation. Additionally, the Applicant has stated that the openings to the garage will be covered with a metal mesh screen within a frame. The mesh screening will encourage climbing plant growth. Lastly, the north wall will feature

sack-finished exposed CIP columns and stem walls with reveal patterns stamped into them.

[Condition 37]

Fertilizers and pesticides

Though the applicant did not provide fertilizer or pesticide information in this submittal, the applicant should be aware that many commonly used pesticides and fertilizers are not permitted at Issaquah Highlands. To ensure that proper chemicals are used, the applicant shall provide maintenance information and a method for ensuring its use at the time of Utility Permit **(Condition 19)**.

Appendix Q: Sign Standards

Appendix Q governs signs at Issaquah Highlands. Originally this Appendix only applied to Development Areas 1-3, but AM01-012IH applies these standards to Development Area 4 and the Expansion Areas. This application does not include a permit request for building signs, though it is expected that entry signage will be used. As such, any proposed signage will be permitted at a future date. A comprehensive sign package for all exterior signage, including addressing, shall be submitted prior to (Temporary) Certificate of Occupancy. The nature of these signs must be consistent with the Urban Design Guidelines as well as the Sign Code.

It should be noted that only one monument sign per project is allowed and that should be located in relationship to the project address/entry. Generally signs are not allowed to span a street. Furthermore, if they are allowed to cross the street, the bottom would have to be 13.5 ft above the street to allow emergency vehicles to safely pass below the sign; this would be in conflict with the 10 ft height limit placed on many freestanding signs.

Appendix R: Affordable Housing Standards

Affordable housing requirements are not applicable to this residential project as these units will not be restricted by covenant; however, the applicant has indicated that these will be targeted to moderate income families (not as defined by King County).

Appendix S: Issaquah Highlands Urban Design Guidelines

The urban design guidelines (UDG) comprise a key part of defining the vision for Issaquah Highlands. The design guidelines serve the overall purpose of creating a framework to ensure the buildings, landscape, circulation system, social gather places, and open spaces relate to one another in a way that implements the vision. This section of the Staff Report provides an opportunity to look at the project comprehensively, rather in the individual elements (e.g. landscape, parking, roads, etc...) and to consider how a proposal complies with the design direction established for Issaquah Highlands, instead of the prescriptive standards that have been reviewed so far in the Staff Report.

Discovery West is proposed as a residential complex with larger buildings focused on the street and smaller, carriage units, focused on a pedestrian trail with eastern vistas. Buildings are located to create pedestrian friendly streets. The site plan encourages social interaction both around and inside the complex, while at the same time providing opportunities for private time and quiet reflection. The applicant has selected the Traditional Townscape Neighborhood Type. The Multi-Family and Hillside District Overlays is also applicable.

See **Attachment C** for a summary of the general guidelines related to this project as well as features which are encouraged in the Traditional Townscape Neighborhood Type as well as Overlays. In general the proposal is consistent with the Traditional Townscape guidelines.

This section of the report will address the specific application of these guidelines. In some cases it is more appropriate to discuss some topics in association with their individual appendices; if that is the case, it has been noted below.

Building

Primary building entries must be 1) at a minimum associated with streets and sidewalks or regulated trails (i.e. not solely oriented to parking lots or other vehicular facilities) and 2) clearly identifiable through changes in building plane, weather protection, or other treatment acceptable to the Responsible Official. The current proposal is consistent with this.

Consistent with a Traditional Townscape neighborhood, buildings should be placed close to the street with no or minimal setbacks, and block corners should be occupied by buildings. Buildings have been located so that a street edge is established and buildings are placed at corners. The entry to the parking is either at the south end of the site, away from the site corners off of an existing drive or in the middle of the block as the guidelines encourage. However, few of the buildings are placed with no or minimal setbacks. There is a desire to balance creating a sociable public realm with privacy as described in Appendix A, but a 12-15 ft setback is excessive for residential privacy. Buildings should be moved closer to the street, in the 5-10 ft range and structured landscape and low walls should be used to maintain a formal, ordered environment along the street. The non-residential portion of Building F is setback slightly to accommodate outdoor seating. If in the refinement of the plan, this seating is removed or relocated, the building will need to be slid closer to the street. **[Condition 38]**

Walls

The applicant has apparently minimized blank walls especially near pedestrians. Further review will occur with the Building Permit to ensure that if blank walls do occur they are treated with architectural embellishments. **[Condition 39]**

Additionally, the proposal includes two retaining wall sections that are located along the eastern perimeter of the Property, above the eastern slope and above Highlands Drive. Parts of the walls also abut portions of the eastern Neighborhood Trail. Sizing of the walls ranges in height from 1ft – 6 ft. The application does not indicate how the walls will appear, but they should be designed to minimize their appearance, especially where their height is increased. Traditional Townscape has a level of formality, which is inconsistent with the character of some types of site walls, such as rockeries. Thus all site walls must be designed consistent with the character of the Neighborhood Type, such as poured in place concrete, modular block, etc... **[Condition 40]**

Parking

Per Appendix S, architectural treatment is required at vehicular entrances/exits that interrupt the streetwall. **[Condition 41]**

Mail Kiosk

A mail kiosk is shown within the entry plaza area on the parking lot side of Building F. The mail kiosk is shown underneath a covered shelter which also contains bike racks. The location and design of the mail kiosk is consistent with the Guidelines as the location is both functional and serves to foster social interaction given its location within the Building F entry plaza. In addition, the mail kiosk offers an opportunity to provide a strong and interesting vista

termination for 10th Avenue. The USPS will want the kiosk near the road, such as where one or both of the trellis structures is located. ADA parking should be close by as well.

Landscape

Generally the applicant has proposed a formal landscape plan along the project edges (streets and the eastern trail). The plan is also appropriately structured, along the east/west trail connecting the pedestrian bridge to 8th Avenue. Internal to the site, the landscape is less formal, such as the rain gardens within the parking lots and the area near the dog run. This scheme of a more urban character to the north and west, and a transition to a more natural landscape as the site approaches the slopes to the east is consistent with the Open Space Transition Areas guidelines in this Appendix. While the Property is not an Open Space Transition Area, it will perform many of the same functions.

This is only a preliminary examination, as the DSD and ARC will perform a more detailed landscape review. The landscape palette may be appropriate however in using the same plants for the Traditional Townscape neighborhood type; it is possible that the appropriate character cannot be achieved. Thus additional review will be necessary when specific plants are identified to determine if plant character and spacing is appropriate. All portions of the site that have been impacted shall be re-landscaped. For instance, below the eastern walls, especially between the walls and the trail, landscape shall be provided. Also the edges of the trail, should be landscaped on both sides, to provide a comfortable transition to the adjacent slope. **[Condition 42]**

With a site organized with buildings around the exterior and parking and active areas in the center, it is necessary to ensure that landscape, grading/mounding, architectural elements, etc... provide the appropriate separation between trails, open space, plazas etc... These spaces are important as most units do not appear to have private outdoor spaces. Consistent with the Multi-family Overlay Guidelines shared space should be available when private spaces aren't. To ensure the shared spaces are pleasant and not auto-oriented, a minimum 3 ft wide and high landscape or architectural screen shall be provided. Additional width, height, and mounding etc... is appropriate.

Lighting

Though site lighting has an important functional role, it also has an urban design responsibility in establishing neighborhood character as well as a component of the sociable public realm. This is also consistent with the West 45 Preliminary Plat conditions #3: *“Lighting will reinforce Issaquah Highlands’ urban design goals and provide for the needs of after-dark retailers, customers, and the public to have safe, attractive, and functional spaces. Meeting this condition will utilize reasonably available technology to minimize negative lighting impacts”*.

Street lights already exist on 8th Avenue NE and Discovery Drive NE. To achieve the urban design goals and the plat condition, streetlights will be consistent with the Traditional Townscape Neighborhood Character. In all cases the streetlights will be pedestrian scaled and minimize nightglow. Specific lighting levels shall be proposed by the Applicant and reviewed and approved by the Responsible Official to:

- minimize off-site views of pinpoint lights and negative lighting impacts
- create safe, attractive, and functional spaces which take into account the urban design potential of lighting
- balance excess lighting with safety needs
- reduce or eliminate site lighting when not in use

Building, street, structured parking, surface parking areas, plaza, and landscape lighting should be collaboratively designed so that lighting impacts are not compounded in portions of the site

by overlapping illumination patterns. All Building and/or Utility Permits which include lighting shall include specific photometric plans establishing anticipated lighting levels which take into account these combined sources of light and the lighting performance standard established above. Lighting levels, as per the plat, will be safe, attractive, and functional, and will utilize reasonably available technology to minimize negative lighting impacts. **[Condition 43]**

The structured parking's internal lighting will be the minimum necessary for safety, and balance the goal of minimizing night glow and off-site lamp visibility. In particular, with regards to adjacent areas, the structured parking shall be designed to:

- ensure no light direct spill from fixtures or vehicles
- minimize reflective light and exterior glare spilling from the parking deck
- 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.... **[Condition 44]**

Service and Mechanical Area Screening

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.

[Condition 45]

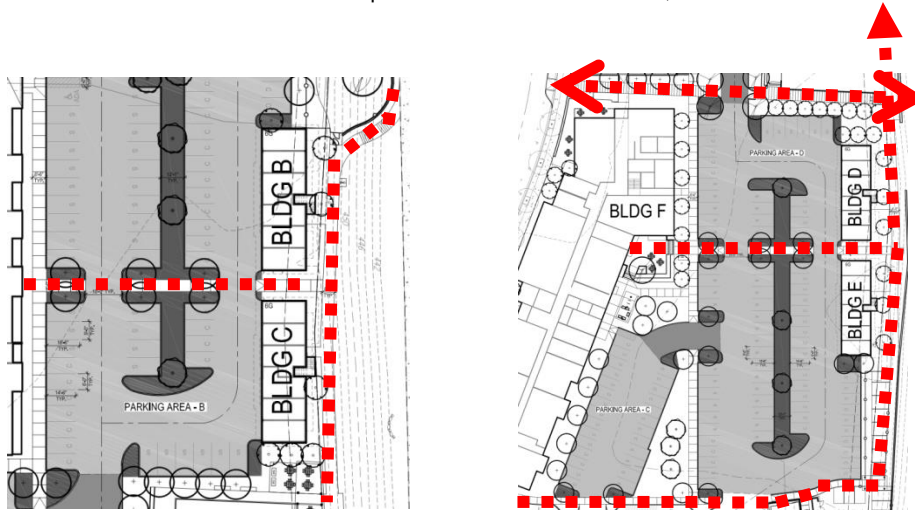
Both mechanical equipment on the ground and equipment on the roof should be screened once the appropriate location is identified. Roof equipment should be screened both for views from the ground but also views from above consistent with minimizing their visual presence. The intent is to screen the mechanical equipment from the buildings' upper floors or buildings which are at higher elevations. Study of the sightlines is necessary to determine what type of screening is necessary. However, as buildings on the parcels east of the project are much taller, roof equipment will likely need screening from above. **[Condition 46]**

Appendix T: Urban Trail Standards

The purpose of this Appendix is to encourage a variety of experiences for pedestrians, bicycles, and other non-motorized modes of transportation within Issaquah Highlands through trails available to the public. Other sections within this report which address pedestrian issues are:

- Appendix A: Principles and Goals
- Appendix H: Urban Road Design Standards
- Appendix S: Design Guidelines

Many of the pedestrian routes shown in this proposal are sidewalks. However, as discussed above in *Appendix A, Goals and Objectives*, trails also play a key role in completing the pedestrian network. Discussion of the appropriate standards for these trails occurs here. The regulated trails are shown below:



Trail classification: all trails within the project are classified as 'Neighborhood Trails', 6-8' wide with 4' borders on each side

Neighborhood Trail: Based on the users, length, and facilities being connected, the trails shown above should be designed as Neighborhood Trails. (Users for these trails would not include bicycles due to the potential volume of pedestrians.) This would result in trails 6 to 8 ft wide; the application shows all these trails as concrete. Currently the trail providing access from the pedestrian bridge through the project site to 8th Avenue NE would be 8 ft wide based both on the proposal and the volume of potential users, while the balance of Neighborhood Trails would be 6 ft. This will receive additional review with construction permits.

Landscape borders 4 ft in width are required on each side of the trails. The purpose of the borders is to ensure that trails are pleasant and that fences or other elements are not constructed resulting in a trail that feels like a "gauntlet." In general, the Urban Design Guidelines indicate the trail should be integrated into the adjacent area. Given topographic restraints of the site, there are some locations where it is not possible to provide a border next to trails, e.g. portions of the east trail adjacent to the P-patch and the top of the eastern slope. The purpose of landscape borders is to ensure that the pedestrian environment is varied and interesting. In these instances, the strong vistas that are provided from the east trail serve to provide an interesting pedestrian environment without creating the feeling of being in a 'gauntlet'.

The application does not appear to provide the requisite landscape border for south trail, and therefore, additional landscape or other treatment is necessary in order to minimize visual impacts from the adjacent parking lot, south driveway and primary waste collection center. Treatments should include enhancing the landscaping on the north side of the trail, adding at least three additional trees next to the driveway entrances of the parking lots and 8th Avenue NE, and, inclusion of a decorative wall, additional landscaping or other architectural treatments in order to create a buffer between the primary waste collection area and the trail. Adding additional landscape area north of the primary waste collection area would result in the loss of one parking stall. **[Condition 47]** Where Neighborhood Trails cross streets or vehicular drives, a change in material is required per **Condition 10**.

Wayfinding

In order to provide intuitive route finding through the site and to highlight the presence of other nearby trails (e.g. the multi-purpose trails and pedestrian bridge located east of the Property), wayfinding signage should be provided at various locations throughout the project.

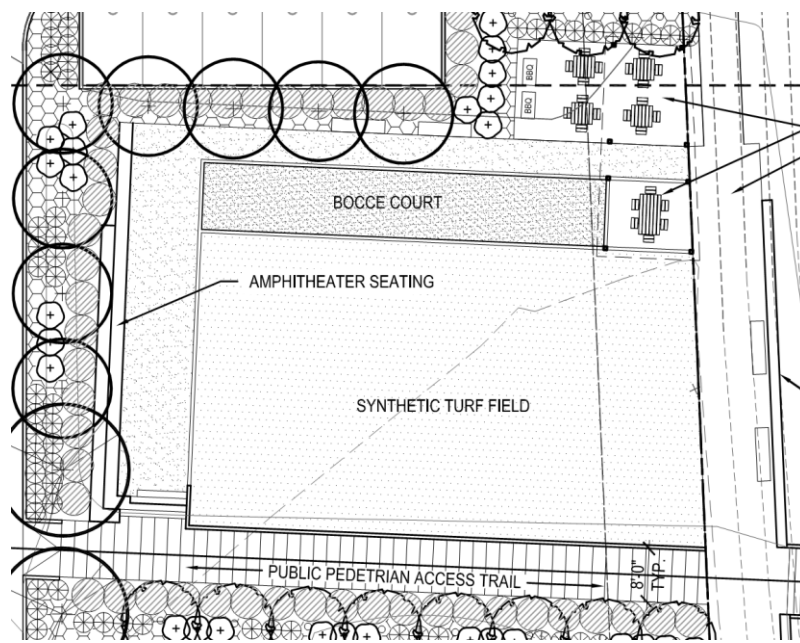
Eastern Staircase

In order to complete the trail link from the multi-use trails within Tract QE and the east/west Neighborhood Trail, construction of a staircase is proposed along the eastern slope. To ensure continuation of the bicycle facilities on the Block 24 (east) side of the pedestrian bridge, a bike rail should be included on the staircase. This will be reviewed and approved with the Utility Permit. **[Condition 48]**

Appendix U: Parks Plazas and Woonerfs

The purpose of this Appendix is to encourage a variety of gathering and recreational opportunities in the Highlands by establishing minimum standards to encourage the development of such spaces.

There are no regulated plazas or woonerfs in this proposal; however, there is a park in the center of the project and adjacent to the Neighborhood Trail that links to the pedestrian bridge.



Central gathering area (Sht L-102 excerpt)

Appendix U regulates this park as a 'Vest Pocket' park. The park is relatively flat which make it a flexible and useful area. Amenities shown with this application include a synthetic turf field, barbeques, bocce court and picnic benches. The proposal appears to be consistent with the Vest Pocket Park requirements with a couple of minor caveats:

- Receptacles for trash should be provided

A dog run, maintained and operated by the property owner, will be provided near the northeast corner of the Property. Public access may be permitted, but is not required and shall be established by the property owner (e.g. days and hours of operations, private functions, conduct).

Issaquah Highlands Sidewalk Use and Design Standards and Guidelines

In 2005, and as amended in 2007, the City adopted Sidewalk Use and Design Standards and Guidelines to guide how various uses might be allowed within the right-of-way, with the purpose of creating a strong pedestrian environment. Elements which are proposed to be located within the right-of-way, in certain approved locations, must be shown and initially reviewed with the (A)SDP. Currently no elements extend into the right-of-way. The applicant may propose

elements within the right-of-way, consistent with the regulations. These may be proposed without additional UVDC review. The Building and/or Utility Permits and tenant improvements must clearly identify all locations, heights, etc... of any element extending into the right-of-way. Conformance with the requirements of the *Issaquah Highlands Sidewalk Use and Design Standards and Guidelines* will be reviewed with the Building or Utility Permit.

Comprehensive Plan Compliance

Applications submitted for the Urban Village need to also ensure consistency with the Issaquah Comprehensive Plan. See **Attachment D** for excerpts from the Comprehensive Plan that illustrate consistency with the submitted application.

IV. Department/Other Review Comments

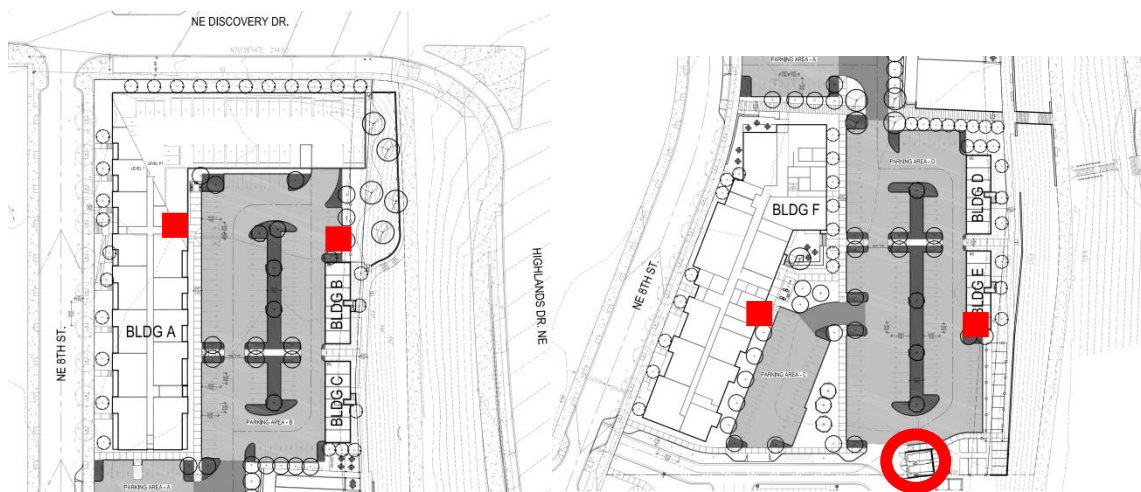
- A. **Police** Some consideration should be given to a security system in the parking garage. Underground parking structures often attract problems with trespassing, loitering, car prowls etc... These systems consist of digital video monitoring and recording and or emergency call stations for citizens should help be needed. This would be a great benefit to customers and the company employees.
- B. **Planning** No comments.
- C. **Public Works Operations** The Public Works Operations Department provided the DSD with comment and conditions. These conditions have been incorporated into the Staff Report or will be applied at Utility Permit.
- D. **Fire** Eastside Fire and Rescue (EF&R) provided the DSD with comment and conditions.
- [Condition 49]**
- Accessible means of egress must be provided in accordance with section 1007 of the International Building Code. In buildings with four or more stories, at least one accessible means of egress shall be an elevator complying with section 1007.4.
 - An accessible route of travel must be provided to all portions of the building, to accessible building entrances, and connecting the building to the public way per WA State Code 1103.2.2.
 - A foundation soils report by a licensed WA state geotechnical engineer will be required at the time of building permit submittal. A peer review of the submitted soils report by a second engineer may be required on some sites.
 - Rated Fire Barrier Walls and or Horizontal Assemblies are required per chapter 7 2012 IBC.
 - Due to inadequate fire department access for the ladder truck in the parking lots a pass thru may be required in Building A from the front side of the building (Discovery Drive side) to the parking lot side. A standpipe connection will also be required from the front side to the back side to allow us to have a fire department connection on the back side of the building.
 - Storz Fitting(s) for all new and existing fire hydrants within 300' of structure in commercial area and within 500 feet of structure in rural areas.
 - Provide fire flow calculations to EF&R for review and approval. This will be based on square footage and type of construction.
 - Submit hydrants locations to be reviewed and approved by EF&R.

E. Waste Collection

The on-site waste collection is proposed to have two components:

- Two collection enclosures at Buildings A and F will contain three 3 (cu.yd.) containers, one each for garbage, recycling, and food.
- Two smaller collection enclosures located at the carriage homes will contain three (50 gallon) containers, one each for garbage, recycling and food.
- one primary collection/pickup site with two compactors, one for garbage and one for recycling; in addition this location has three (3 cu.yd.) dumpsters for food.

A golf cart or similar vehicle will go to each of the dispersed enclosures, and tow the containers back to the primary collection point where the small containers will be dumped into the appropriate compactor or larger dumpster. Cleanscapes would collect only from this primary location.



Waste Collection locations: four small squares are dispersed collection sites; large circle is primary collection site

The proposal is consistent with City requirements in that all three streams of waste are provided for and the system as proposed and constructed allows for flexibility as various streams of waste grow or change. The following modifications to the waste collection system are necessary:

1. Garbage and Recycling containers in the dispersed locations will be provided or approved by the compactor manufacturer to ensure they will work with the compactors selected by the applicant. These containers will also incorporate tow bars and other elements to work with the carts.
2. The cart and/or vehicle for collecting the waste is on-site by the first (temporary) Certificate of Occupancy
3. Food waste will be collected in containers no larger than 4 cu.yd. Cleanscapes will pick up from the primary collection point (per item #1 above). Though there is no cost savings, if the applicant desires to have a primary collection point for food waste, they will tow the full 3 or 4 cu.yd. containers to the primary collection point and swap them for empty containers of the same size. At no time will 6 or 8 cu.yd. containers be used as they are too heavy when full. Alternatively, the applicant could provide a separate compactor or roll-off container for the food waste at the primary location, but would need to provide for unloading at the primary site as well as accessibility for residents per item #1 above.
4. Design of the enclosures that Cleanscapes will service 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.

5. Dispersed enclosures will be designed to take into account the pockets on each side of the containers as well as additional maneuvering room. Compactor enclosure dimensions were not reviewed as its size is dependent on the compactor selected.

6. Waste enclosures will have roofs and drains. The compactor enclosure probably cannot be roofed due to the heights that would be required. In that case, to allow drainage of the compactor enclosure, the compactor and its enclosure will be designed with separate discharges to storm and sewer systems, i.e. enclosure to storm and compactor to sewer.

7. The pad under the compactors will be 8-10 in. reinforced concrete.

8. Cleanscapes gates will be accessed by keypads. Enclosures will be designed to prevent bears from accessing them. Additional enclosure requirements will be reviewed with construction permits.

9. As the primary collection point is adjacent to a trail, the enclosure will be designed to be attractive and screened from adjacent pedestrians. This may include increasing wall heights to ensure a minimum wall height of 6 ft adjacent to a trail.

10. Buildings A and F will use a chute to transport waste to the enclosure. To facilitate the separation of streams, if chutes are used they must be designed with:

- three separate chutes, one each for recycling, garbage, food waste; or
- two chutes (recycling and garbage) with food waste collection on each floor and in the same room as the waste chute access; or
- one chute which switches between recycling and garbage with food waste collection on each floor and in the same room as the waste chute access.

[Condition 50]

- F. **Building** The Building Department provided the DSD with comments regarding ADA parking and accessibility. As these do not have bearing on the SDP they have been separately transmitted to the applicant.

Public Comment

Public notice was distributed as required. One comment was received and is summarized below. Additionally, Jason Shindler requested and received a copy of the SDP drawings on 8/13/2013.

Comment received from Jennie Rhee on August 13, 2013:

-There is too much multi-family residential development in the area. The property was intended for commercial development and adding another multi-family development is not suitable for this location.

-Grand Ridge Elementary school is over capacity and the City is not engaging with the Issaquah School District to alleviate overcrowding.

V. Recommendation

Based upon the application, submitted plans (June 28, 2013), listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Urban Village Development Commission move to:

- A. Approve the Site Development Permit for Blocks 25-27 at Issaquah Highlands, File No. SDP 13-00003, subject to the terms and conditions of the Staff Report dated October 8, 2013, *Attachments A thru F*, and the following conditions:

Background

- 1 To ensure that property lines do not bisect buildings, a Lot Consolidation or Lot Line Adjustment must be completed prior to the issuance of any permits that allow construction of structures.
- 2 Prior to submittal of construction permits (Building or Utility) other than grading, the applicant shall execute a sales agreement with the City to purchase the area containing any site elements (trails, dog run, P-patch, etc.) which are located outside of the project boundary. If the City and Applicant are unable to negotiate the sale of the property, an easement for the area's use may be considered.
- 3 The central waste pickup facility must be located entirely on Block 27 unless permission is granted from Block 28's ownership. This will be verified with the Utility Permit.
- 4 Prior to the first Temporary Certificate of Occupancy, the relocatable trail easement (Recording No. 2006050000128) shall be moved in accordance with the final placement of the east/west Neighborhood Trail.
- 5 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 including site stabilization. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.
- 6 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.
- 7 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, and Sign Permits).
- 8 All dry and wet utility vaults, cabinets, switchgear, pull boxes, meters, equipment, and appurtenances are assumed to be shown on the SDP submittal. Anything not shown on the SDP submittal (location, relative height, presence above ground) 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, except fire hydrants.
- 9 Per the 7th Amendment to the Issaquah Highlands Development Agreement, residential projects utilizing Enhancement Units shall be required to pay development impact fees. These impact fees shall be paid prior to issuance of building permit.
- 10 Designated pedestrian trails (as shown on Page 9 of the Staff Report) which cross vehicular routes, drives, drive aisles, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables or changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Raised crosswalks shall not be used.

- 11 Prior to (Temporary) Certificate of Occupancy for any building, pedestrian and vehicular routes serving that building or its portion of the site shall have access easements granted to the City allowing the public to use these routes.
- 12 The area between Buildings A and F will be designed as an autocourt which provides a welcoming, pleasant, unified design accommodating the various pedestrian routes, parking, and entry to the project. Non-asphalt paving will be used and which through color, texture, and design communicates the various uses and users. Parking lot landscape standards must be met within the autocourt, consistent with Appendix P. The autocourt will be designed in a single plane avoiding the use of curbs to emphasize the holistic nature of the space.
- 13 Weather protection shall be provided at each primary building entry.
- 14 Two-way vehicular routes, where cars will not be backing out, will not exceed 20 ft wide.
- 15 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 or the proposed landscape. Landscape in appropriate locations may be counted to the 10% landscape requirement.
- 16 During review of the Utility Permit, the applicant shall work with the City and EF&R to determine if it is possible to reduce the width of entrance to Parking Lot D. If the actual width of the parking lot entrance cannot be reduced, the applicant shall utilize techniques to reduce the perceived width for private vehicles in order to slow traffic at this location.

Appendix D: Stormwater and Groundwater

- 17 All impervious surfaces and stormwater facilities must discharge to the Upper Reid detention pond.
- 18 Prior to the approval of any utility plans that allow infiltration in bioretention facilities associated with impervious areas, a critical area study must be completed which shows that infiltration on this site will not adversely affect the adjacent slopes and retaining walls.
- 19 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.
- 20 Prior to the approval of the first building permit, a special report must be submitted which either shows that no additional loads are imposed on the walls or that the additional loading has been mitigated.

Appendix F: Water

- 21 All water mains must be at least 12" minimum size.
- 22 All hydrant runs must be perpendicular to the service main and must not contain bends.

Appendix H: Urban Roads

- 23 The pedestrian ramp on the northern driveway must be aligned with the adjacent walkway and a receiving curb bulb and ramp must be constructed on the west side of 8th Avenue NE. The relationship of the two elements will be evaluated during the review of the Utility Permit.

- 24 The southern driveway must be signed for “right-out” only vehicular turning movements. Additionally, the configuration of the curb-bulb will be reviewed with the Utility Permit to ensure that traffic and emergency turning movements function safely.
- 25 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.
- 26 All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the Responsible Official, such as for fire access or some other unique circumstance. No extruded curbs are allowed.
- 27 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.
- 28 Where stairs must be used in the sidewalks or the path system, the applicant shall avoid single steps and all steps should be level and of even height per the International Building Code.
- 29 Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to pavement.

Appendix O: Parking

- 30 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. Compact stalls are not allowed on a fire lane unless they are standard stall length.
- 31 Consider providing parking spaces for motorcycles, super sub-compacts, electrical vehicles, etc.... If provided, these spaces shall be specifically designated.
- 32 In the parking lots 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. Parking lot drive aisles will be limited to 18-20 ft wide where there are no adjacent parking stalls.
- 33 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.
- 34 The proposed land uses currently generate the need for 28 bike parking spaces; the number of required bike parking spaces may be modified based on the final parking count. The bike racks shall be distributed throughout the site and some should be in covered locations. The bike racks should be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit.
- 35 One additional loading and potentially may be located along 8th Avenue NE.

- 36 Loading spaces must be restricted to Loading Only between 7 am and 6 pm, seven days a week. Signs must be provided. Loading spaces may not count to meet required parking.
- 37 Where pedestrians are in proximity to the exterior edges of the under-building parking in Building A, 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 will not meet this standard, unless supplemented with architectural relief, artwork, or additional plant materials etc.... The decorative architectural screens and/or green screen trellises shall provide 50% coverage of each non-vehicular opening into the parking deck.

Appendix S: Urban Design Guidelines

- 38 All buildings shall be located with no to minimal setback from the public sidewalks or regulated trails that serve as their primary entry. Where a minimal setback is provided, a low element, such as a hedge or a wall, shall be provided to maintain the streetwall per the Traditional Townscape guidelines.
- 39 All building facades shall be designed with detail and interest. 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.
- 40 The retaining walls (currently just the ones on the east side of the site) must be designed in such a way to be visually interesting and a positive contribution to the pedestrian environment and off-site views to them such as the wall material, adding landscape at the bottom of and/or climbing the wall, decorative hand rails and fall protection. In addition, the character of the wall must be consistent with the Traditional Townscape Neighborhood type which would preclude the use of rockeries.
- 41 Provide architectural treatment for the parking lots' vehicular entrance to minimize its presence to the pedestrian while not obscuring its presence to drivers. These improvements shall be completed prior to Certificate of Occupancy for the adjacent block.
- 42 This permit has approved, in preliminary form, the proposed landscape. Additional and detailed review will occur concurrently and jointly by the DSD and ARC. Plants should be selected and spaced based on their mature size as well as for their consistency with the Neighborhood Type in which they are located, i.e. formal and precise for Traditional Townscape. All areas disturbed or adjacent to the construction areas must be landscaped, e.g. below the eastern retaining walls.
- 43 A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety and function, 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. 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, drives, open space, parking lot, trails, 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. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Responsible Official.

- 44 The structured parking deck shall be designed to:
- ensure no light direct spill from fixtures or vehicles
 - minimize reflective light and exterior glare spilling from the parking deck
 - 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....
- 45 Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall 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.
- 46 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.

Appendix T: Trails

- 47 All trails shall be designed as Neighborhood Trails. Where site restraints limit the ability to provide a full landscape border, e.g., the south trail, additional landscaping or architectural treatment must be provided in order to clearly define trail boundaries. This includes adding at least three trees shall adjacent to the driveways and adding an additional landscape area and/or architectural treatments to the north of the primary waste collection area.
- 48 In order to assist bicyclists, a bike rail shall be provided with the stair case located within Tract QE.

Other Review

- 49 Per EF&R comments:
- Accessible means of egress must be provided in accordance with section 1007 of the International Building Code. In buildings with four or more stories, at least one accessible means of egress shall be an elevator complying with section 1007.4.
 - An accessible route of travel must be provided to all portions of the building, to accessible building entrances, and connecting the building to the public way per WA State Code 1103.2.2.
 - A foundation soils report by a licensed WA state geotechnical engineer will be required at the time of building permit submittal. A peer review of the submitted soils report by a second engineer may be required on some sites.
 - Rated Fire Barrier Walls and or Horizontal Assemblies are required per chapter 7 2012 IBC.
 - Due to inadequate fire department access for the ladder truck in the parking lots a pass thru may be required in Building A from the front side of the building (Discovery Drive side) to the parking lot side. A standpipe connection will also be required from the front

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- side to the back side to allow us to have a fire department connection on the back side of the building.
- Storz Fitting(s) for all new and existing fire hydrants within 300' of structure in commercial area and within 500 feet of structure in rural areas.
 - Provide fire flow calculations to EF&R for review and approval. This will be based on square footage and type of construction.
 - Submit hydrants locations to be reviewed and approved by EF&R.
- 50 With permits for construction, the following modifications to the waste enclosures and collections system will be made:
1. The primary collection point will also provide resident collection similar to that provided at the dispersed collection enclosures though the specifics may be unique to the primary location.
 2. Garbage and recycling containers in the dispersed locations will be purchased from or identified by the compactor manufacturer to ensure compatibility with the selected compactors and to enable towing.
 3. The cart for collecting the waste is on-site by the first (temporary) Certificate of Occupancy
 4. Food waste will be collected in containers no larger than 4 cu.yd. Food waste collection may be from the dispersed or at a primary location.
 5. 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.
 6. Dispersed enclosures will be sized consistent with the City's solid Waste Collection Space Standards and Guidelines or as approved by the Responsible Official. Compactor enclosure dimensions will be reviewed once the compactor is selected.
 7. Waste enclosures will have roofs and drains. The compactor enclosure probably cannot be roofed. To allow drainage of the compactor enclosure, the compactor and its enclosure will be designed with separate discharges to storm and sewer systems, i.e. enclosure to storm and compactor to sewer.
 8. The pad under the compactors will be 8-10 in. reinforced concrete.
 9. Cleanscapes gates will be accessed by keypads. Enclosures will be designed to prevent bears from accessing them. Additional enclosure requirements will be reviewed with construction permits.
 10. The enclosure walls for the primary collection point will be at least 6 ft tall adjacent to trails.
 11. If waste chutes are used they must be designed with:
 - three separate chutes, one each for recycling, garbage, food waste; or
 - two chutes (recycling and garbage) with food waste collection on each floor and in the same room as the waste chute access; or
 - one chute which switches between recycling and garbage with food waste collection on each floor and in the same room as the waste chute access.

VI. Attachment List

Attachment A: Project Narrative, July 22, 2013

Attachment B: Relevant Preliminary and Final Plat conditions

Attachment C: Relevant *Appendix A: Goals and Objectives* and *Appendix S: Urban Design Guidelines*

Attachment D: City of Issaquah Comprehensive Plan

Attachment E: Action Memo 06.03.2013-KN

Attachment F: Site Development Permit Drawings

- Cover Sheet, G-001, June 28, 2013
- G-002, Landscape Buffer Plan, June 28, 2013
- S-001, Existing Conditions, June 28, 2013
- C-101, Conceptual Grading and Drainage Plan, June 28, 2013
- C-102, Conceptual Grading and Drainage Plan, June 28, 2013
- C-103, Conceptual Utility Plan, June 28, 2013
- C-104, Conceptual Utility Plan, June 28, 2013
- C-105, Fire Truck Maneuvering Diagram, June 28, 2013
- L-100, Landscape Key Plan, June 28, 2013
- L-101, Landscape Plan North, June 28, 2013
- L-102, Landscape Plan South, June 28, 2013
- L-301, Site Sections, June 28, 2013
- L-302, Trash Enclosure Plan, June 28, 2013
- A-120A, North Building, P-1 Level, June 28, 2013
- A-121A, North Building, Ground Level, June 28, 2013
- A-121B, South Building, Ground Level, June 28, 2013
- A-122A, North Building, Levels 2-5, June 28, 2013
- A-122B, South Building, Levels 2-6, June 28, 2013