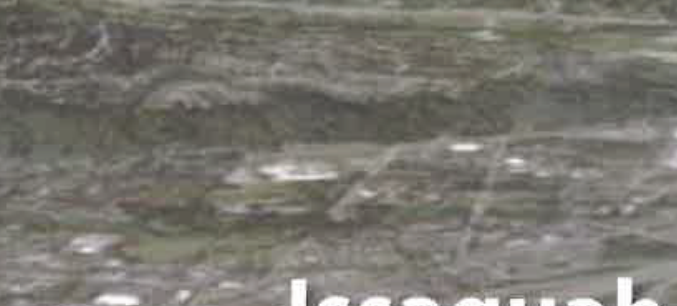
Bellevue College
Issaquah Center SDP Narrative



BELLEVUE COLLEGE

August 6, 2013

Bellevue College
Issaquah Center SDP Narrative

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BELLEVUE COLLEGE

Date: August 6, 2013

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Context

Background – Bellevue College and the Issaquah Center

"We place students at the center of all we do and support and promote the excellence of their efforts. We consider it our duty to anticipate changing demands in education and welcome the opportunity to shape its future."

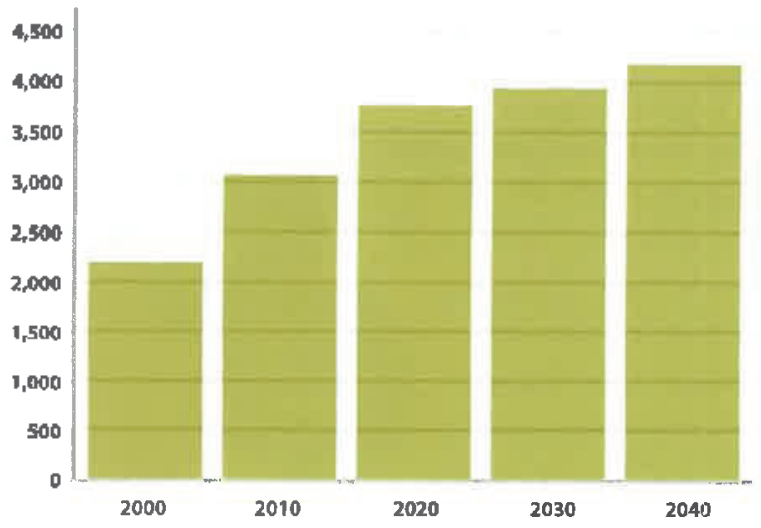
These words, taken from Bellevue's Core Values Statement, reveal the motives for pursuing this significant endeavor. Bellevue College will build a satellite facility to effectively meet changing demands and maximize support of student excellence. The Issaquah Center, above all, will be designed to inspire Bellevue students, honor their investment, and celebrate their success.

RATIONALE, VALUES, ASSUMPTIONS AND GUIDING PRINCIPLES

The service district for Bellevue College (District VIII) reaches from Renton to Redmond and from Mercer Island to the top of Snoqualmie Pass. And since the institution's beginning in 1965, Bellevue College has served this district well from its main campus at Eastgate. For fifty years, the college has grown and thrived with the community it serves.

In 2010, an extension center (North Campus) was purchased to serve populations in the northern sections of the district. However, a vast amount of development and population growth is occurring in the eastern communities of the college service district. In fact by 2040, Bellevue College is forecasted to serve more than 4,000 fte students from the Issaquah area alone. Recognizing this demand, future college expansion plans have included a significant physical presence in these communities.

Issaquah Area BC Students



HISTORY

The Bellevue College Master Plan states *"As the college with both the highest state FTE allocation and the highest continuous excess enrollment in the state system over the last five years, additional space is critical".* The Master Plan also noted that Bellevue *"has identified the need to deliver services at a location further east than its main campus; to do this effectively requires development of a satellite campus."* In addition, consistent rapid growth has encouraged the development of an east satellite location to help offset space needs on the main campus.

The following values, principles and assumptions have been employed in the development of the Site Master Plan for the Issaquah Center.

Phased Development

- Initial site development (2-3 yrs)
- Establish a College presence (3-5 yrs)
- Build-out to full potential (20-30yrs)
  - Based on local demand, funding, partnerships, & growth trends

Support Modern Learning Platforms

- Build-in Flexibility – in spaces, schedule, and modality
- Create support for distance learning – online, hybrid, and other
- Accommodate non-traditional teaching methods such as 'flipped' classrooms

Model Sustainability

- Design to minimize environmental impact, create operational efficiencies, and model sustainable practices
- Engage with Surrounding Area and Create Synergies
- Neighborhood, natural resources, and local partners

Create Efficiencies

- Minimize duplication with main campus
- Centralize functions when feasible
- Exploit logical synergies

Respond to Service Area Needs

- Address growing area populations
- Reach-out to easternmost communities
- Respond to local employment demand

Milestones

Fall 2010
BC works with the City of Issaquah to acquire a 20-acre parcel with Issaquah Highlands.

Fall 2011
BC engages the City of Issaquah to help secure a Site Development Permit for the land.

Spring 2012
Design team begins work with our campus community, the City of Issaquah, and consultants to develop site plan.

Fall 2012
Three alternative concepts are presented for campus-wide discussion and input.

Winter 2013
A final *site master plan* is derived from the alternatives and discussion.

SITE PLANNING

The Physical Master Plan provides the general lay-out of buildings, parking, open spaces, pedestrian spaces, and special site features. This will serve as the basis for issuance of a Site Development Permit and for development of a more detailed Master Plan for the Issaquah Center. The Site Development Permit establishes the entitlement and long term goals for site development.

During site analysis studies conducted prior to purchase of the site, it was determined that the site provides adequate space and services to accommodate about 427,000 square feet of classroom, meeting rooms, office and accessory space, 1,650 parking spaces, and a potential outdoor teaching laboratory, and approximately 4,000 FTEs.

The Physical Master Plan is the end result of years of meaningful and deliberate work. Three master plan concepts were developed and presented for review by the Board of Trustees, a steering committee, and by the faculty, staff, and students of Bellevue College. Much feedback was received from these meetings and events. This was incorporated into the development of the final proposed concept for the Issaquah site.

PROGRAM DEVELOPMENT

Programs offered at the Issaquah Center will be selected based upon the intersections of how they relate to each of three criteria – Bellevue College mission fulfillment, student and community demand, and relative feasibility.

Some programs will emerge as likely candidates for a first phase effort at the Issaquah site. These are programs that can be immediately successful, are compatible with each other, and create synergies and benefit for the community. For other programs, the timing of implementation is better accommodated by future phases of site development.

Potential Programs

- Transfer Education
- Workforce Education
- Adult Basic Education
- Research Facilities
- Retreat Center
- Continuing Education
- Recreation & Wellness
- Commons/Library Svs
- Food Service
- Events / Conference Services
- Bookstore

FUNDING

Capital Funding – Funding for the development of both site and facilities at Bellevue's Issaquah Center is expected to come from a combination of state allocation and college self-funding. While the exact mix will depend on the economy and the state's budget situation, early analysis assumes more than half of the funding will be self-generated.

The institution contributes to a capital sinking fund that may be used to finance specific projects or service debt for the Issaquah site. For planning purposes, estimated rate of build-out could be one new building (70k/s.f.) every two years, although full buildout is likely to be 20 to 30 years.

Operating Funds – Programs recommended for Phase I development are likely to be self-supporting by nature and have a proven history generating sufficient revenues to fund their operations. These will benefit from efficiencies gained (reduced overhead) by accessing the robust administrative and support services existing at the main campus.

STUDENT, ADMINISTRATIVE, AND OPERATIONAL SUPPORT

Programs recommended for the first phase will require very little on-site support. It is expected that both student and administrative services can be mostly accommodated remotely from the main campus. Some on-site staffing will be required to deliver some services such as, bookstore, library and public safety.

A full array of student services, however, must be offered for the implementation of future phases. Of these, some will require a full-time, on-site presence, while others will create efficiencies by coordinating with and sharing the existing resources and infrastructure (e.g., grounds and maintenance) of the main campus.

Planning and Entitlement Process

The Issaquah Center site was acquired through the City of Issaquah and Port Blakely Communities through a complex process of the transfer of development rights from other parcels within the City to parcels within the Issaquah Highlands development and Washington State Department of Transportation (WSDOT) ownership. The site was ultimately sold to Bellevue College.

This process was completed through an agreement between Issaquah, Port Blakely Communities, and WSDOT called the "WSDOT TDR Development Agreement" (TDR agreement) in late 2010. The TDR agreement specifically detailed the amount of development that could occur at the Issaquah Center site. It allowed for 310 residential units or 372,000 square feet of institutional space based on the rate of approximately 1200 square feet of institutional space per residential unit.

The agreement also provided an additional allowance of 15 percent for accessory space, or a little over 45,000 square feet, with a total development amount of approximately 427,000 square feet for the site.

The TDR agreement included provisions for design standards and guidelines for the parcel, included completion of the SEPA process for development of the site, and provided other guidelines and information directing site development requirements. The City of Issaquah prepared the environmental checklist, prepared a staff report, and issued a Mitigated Determination of Non-Significance (MDNS) on August 3, 2010.

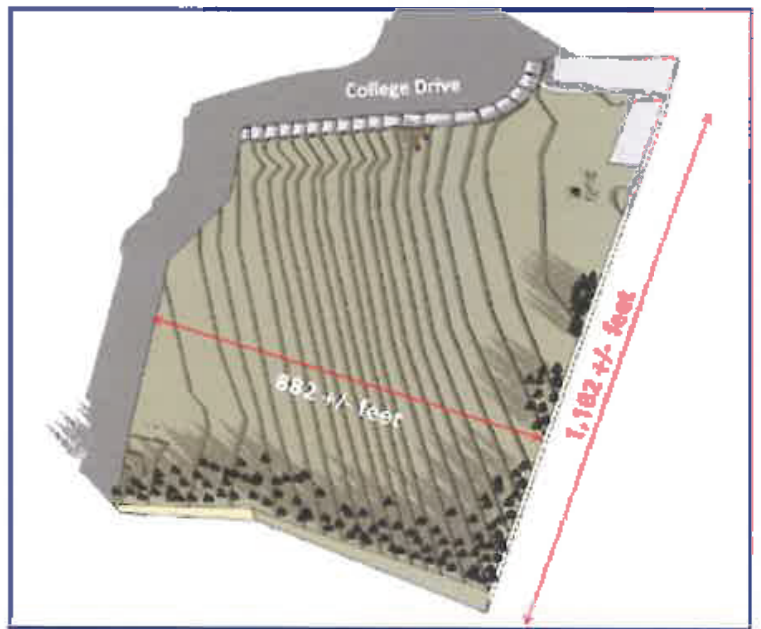
Submittal of this Site Development Permit (SDP) application is the first step in committing to the physical layout of the entitlements for the site.

Over the course of preparing this Site Development Permit application, Bellevue College has worked closely with the City in developing the Master Plan, and has checked in with the City as important planning considerations have arisen. Bellevue College requested, and the City approved a request to increase the building height limit to 75 feet.

Existing Conditions

SITE DESCRIPTION

Location and dimensions – The Bellevue College Issaquah Center is located in the Issaquah Highlands development in the City of Issaquah, Washington. The site boundaries enclose 20 acres within an irregular shape. The rough dimensions of that shape are about 882 feet in the east-west direction and 1,182 feet in the north-south direction. The site is located at the southern edge of the Issaquah Highlands and to the west of the BPA power line right of way.



Site Dimesions

Sheet G.1 shows detailed boundary and topographic conditions for the site. Sheet G.2 shows a topographic perspective.

Site Access – At this writing, a single 2-lane, two-way city street named College Drive provides the only vehicle access to the Issaquah Center site. No other public right-of-way abuts the Campus site. College Drive construction was only recently completed. Its right-of-way defines most of the northern edge of the site. The most distinguishing characteristic of the street is its 15% grade rising from west to east, creating a challenging cross-slope condition for any access road to the site making a perpendicular connection to College Drive.

College Drive looking east

Existing and Allowable Uses – The City of Issaquah Zoning Map categorizes the Bellevue College site as "Urban Village". However, the uses and development standards prescribed for that zoning in the Issaquah Zoning Ordinance do not apply to this particular site. That is because the underlying zoning is superseded by the Development Agreement attached to the TDR that caused the property to be incorporated into the City of Issaquah. Allowable uses and development standards are addressed in detail in the Development Agreement which is included in the Appendix of this application.

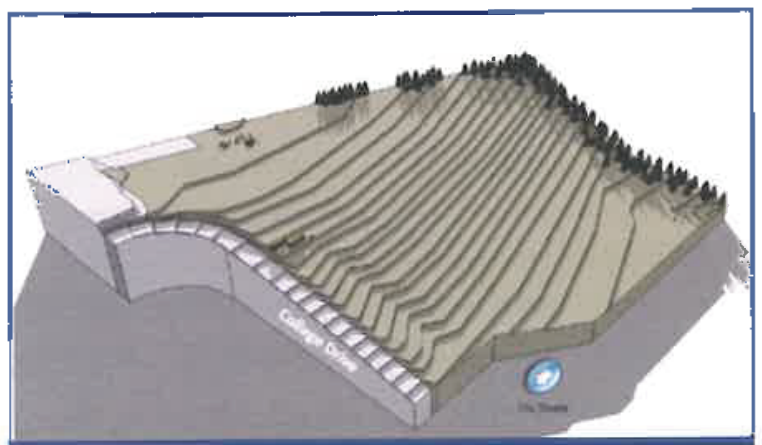
The site currently supports no active use. The land is covered in a mix of second growth trees and brush. Though the properties immediately to the west, south, and east are designated as forest preserves or buffers, no restrictions on clearing apply to the site.

Some of the key terms for allowable uses and development standards in the Development Agreement include:

- The TDR specifically allows for an institution of higher learning.
- The TDR approves a scale of development equivalent to 427,000 gross square feet of occupied floor space, though defined in the agreement in terms of ERU's or equivalent residential units.

- The TDR discourages expansive surface parking lots and encourages the creation of structured parking. The floor area of structured parking does not count against the 427,000 gross square feet of occupied floor area.
- The TDR does not require building setbacks from the site's property lines.

Topography – Without question, topography is the most influential characteristic affecting the planning and design of the site. From its northeast corner to its southwest corner, the site drops 130 ft. Along that northeast to southwest line, slopes in the central area of the site exceed 17%. The slope of the site moderates nearer the northeast and southwest corners. Despite the slopes, there do not seem to be any indications of soil instability on the site. College Drive, the only public motorized access to the site, has a uniform slope of 15% along most of its site frontage. That slope reduces only a bit as College Drive curves to the north near the northeast corner of the site. New internal roadways within the college site will be challenged to make effective and safe connections to College Drive.



Site Topography Perspective

Topography is a notable characteristic for the Issaquah Highlands development in general. The site elevation is about 325 feet higher than the Issaquah central business district located on the valley floor below. Significant elevation differences exist within the Highlands itself, and the presence of heroically scaled civil engineering structures that reconcile elevation differences have a visual impact on the overall character of the development.

Significant retaining walls are used to accommodate elevation changes in Issaquah Highlands

Though the Issaquah Highlands is conceived as a pedestrian focused development, it's notable that staff and students walking from the Highlands' transit center to the site's Upper Loop Road campus entrance will climb about 250 vertical feet.

Flora and Fauna – Facts and assessments regarding the existing site ecology were addressed in the SEPA review of the TDR. No significant restrictions were placed on site development relative to those factors. That SEPA review is included in the Appendix of this application.

The College planning team subsequently surveyed and assessed plant materials that occupy the site to help guide planning decisions. That assessment is also attached to this application in the Appendix.

Existing Features – No existing features, beyond those addressed above, are worthy of note. However, a developed trail exists to the south of the site, and wetlands exist to the west and to the south of the site.

Multi-use trail on south end of proposed site

Views – Existing views of the site from College Drive are limited to the stand of second-growth trees and brush immediately adjacent to the roadway. Current views of the site from the east, south, and west are obscured by the stands of trees and brush on adjacent lands.

Futures views of the site will continue to be buffered by stands of existing trees on the east, south, and west edges of the site. Along College Drive, existing trees will be cleared in the vicinity of new college buildings and roads, making those improvements visible from College Drive and from properties to the north of the site. The allowable height of new academic buildings will make them partially visible from properties to the east, north, and west.

Potential views from the site from ground level will be influenced by the extent of site grading and clearing, and by the extent of restoration of existing wooded areas. Views from the site interior to the east, south, and west will be limited by the woods on adjacent lands and the woods remaining on the college site. Given the limited setbacks proposed for buildings near College Drive, views from the site toward the north will include existing residential and institutional developments in the Issaquah Highlands.

MICROCLIMATE

Two packaged weather stations exist in the Issaquah Highlands, one atop the Grand Ridge Elementary School, and the other mounted on a pole on Park Drive NE., northeast of the college site. The data from neither station is considered to be adequately accurate. Efforts are underway for the College to establish, monitor, and maintain a new station. As the site develops, data collected from that new station will help guide the appropriate facilities design and operations response to the micro-climate.

Based on the data that has been observed from the two existing stations, plus same day comparative observations of the Bellevue College Main Campus and Issaquah Highlands site, the expectation for the Issaquah Center site micro-climate are summarized below:

Solar Exposure – On the Issaquah Center site there is an important relationship between solar orientation and site topography. For the most part, the long axis of academic buildings will be perpendicular to the slope of the site. That slope falls in the west southwest direction, making the mitigation of glare and heat gain from the afternoon sun an important building design consideration. Beneficial solar exposure for developed open space will be a positive design consideration. Solar orientation will also be a consideration for PV power generation.

Wind Strength and Direction – The Issaquah Highlands rise above the north edge of a valley that Highway Interstate 90 follows to the summit of Snoqualmie Pass through the Cascades mountain range. Snoqualmie Pass is also the route that winds take when air pressure differences on the east and west sides of the mountains cause air to flow toward the lower pressured side. Wind speeds at the Issaquah Highlands are likely amplified as moving air is compressed by the topography approaching the pass. Wind conditions at the Issaquah Center site need to be investigated further, but it seems reasonable to anticipate the need for wind mitigation for pedestrian movements between academic buildings. Study will also be required to assess the feasibility of on-site wind power generation.

Temperatures – Recorded temperatures need to be verified, but indicate somewhat cooler temperatures at the Issaquah Center site than at the main Bellevue College Campus. The probable influences include the site's higher elevation and the tendency of clouds to stack up along the western slopes and foothills of the Cascades, blocking some solar exposure. Somewhat lower temperatures coupled with roadway slopes on and near the Issaquah Center site are important factors in road and walkway design.

Precipitation – Generally, precipitation levels are higher on the western slopes and foothills of the Cascades than at locations closer to Puget Sound. This suggests more rainfall on the Issaquah Center site than on the Main Campus. Coupled with the lower temperatures of the Issaquah Center site mitigation of both falling rain and of ice under foot should be design considerations.

Prevailing Wind Direction

ADJACENT AND NEARBY USES

The northern edge of the site is generally defined by the right-of-way of College Drive. College Drive is a 2-lane paved street, recently constructed by the City of Issaquah to provide access to the site. The distinguishing characteristic of College Drive is its grade. It rises at a 15% grade from west to east for 500 feet before moderating that slope as it turns north. The implications of that slope are described in the Site Access section, below.

The northeast corner of the site is a somewhat irregular appendage. Its western edge is defined by the northern curve of College Drive, described above. Its northern edge abuts an undeveloped Central Park parcel that may eventually accommodate a municipal recreational facility. The eastern edge of the appendage, as well as the eastern edge of the entire college site, abuts a 100 ft. wide wooded buffer between the site and the 150 ft. wide BPA power line right-of-way that lies to the east of the buffer.

The southern and western edges of the Campus site abut wooded preserves. Those preserves also accommodate designated wetlands that offer stewardship and research resources for Bellevue College programs. The western preserve is rather shallow, extending 180 ft. to 340 ft. to the west of the site where it, in turn, abuts a new single family residential development. The southern preserve is vast in its expanse, extending south to the Interstate 90 highway. A paved trail winds through the southern preserve very near the College site. The trail extends across the BPA power line right-of-way, to reach the Central Park.

The BPA power line right-of-way is a 150 ft. wide swath of land running generally north-south, adjacent to the wooded buffer on the east side of the site. The land is cleared of trees and significant brush. The right-of-way accommodates high voltage transmission lines suspended between steel lattice towers. The towers are spaced about 1200 feet apart. The Development Agreement reserved a portion of the right-of-way for operation of a mountain bike training course. A minimally improved BPA service road in the right-of-way ends a short distance south of the college site, due to the increasing downward slope of the right-of-way.

BPA Power Line in right-of-way

On its eastern edge, the BPA right-of-way abuts the Issaquah Highlands Central Park. That 48- acre park is a major amenity for the surrounding community, supporting soccer and baseball fields as well as family play and picnic areas.

Central Park east of BPA right of way

On the north side of College Drive are found three primary existing uses. The western use is a mid-rise multi-family residential development. It is neither oriented toward, nor directly accessible from College Drive. To the east of the residential development is the "back yard" of Grand Ridge Elementary School. The school fronts on, and is primarily accessible from Park Drive, the primary east-west thoroughfare in the Issaquah Highlands. The functions abutting College Drive include a compacted gravel playfield and a parking lot. Neither function is accessible from College Drive. The elementary school parking function extends far to the north and east beyond the northeast limit of the campus Site. The third existing use, a municipal utility yard, abuts the north edge of College Drive just before it crosses the BPA power line right-of-way and intersects with the Park Access Road.

Elementary School Playfield north of College Drive

The land and uses described above occupy the south-central area of the Issaquah Highlands Development. Radiating from there to the east, north, and west are the lands and uses that comprise the remainder of the Issaquah Highlands Community.

Land to the east supports existing single-family residential development. The existing development is made up of small lots accommodating family-sized housing expressing a craftsman style. The development is on a hillside sloping upward to the east, offering territorial views to the west.

Land generally to the north beyond the Grand Ridge Elementary School and Park Drive supports existing multi-family residential development plus limited commercial and civic services.

Land generally to the west supports the community's commercial and institutional core. In the north-south corridor bounded by Highland Drive and 9th Avenue NE, construction is underway on a long awaited mixed use retail and hospitality core. Further west is a large parcel intended to support a corporate office and research use. The site has been cleared and graded, but plans for its actual development seem uncertain.

Swedish Hospital Medical Center developed and recently occupied a hospital on an 18-acre site immediately southwest of the commercial core. Swedish is currently adding an additional 10.4 acres to their property to accommodate future growth.

Swedish Hospital

Proposed site and adjacent uses

Overview of Planning Intentions and Concepts

Planning Intentions

In its Mission Statement and Statement of Values, Bellevue College accepts a wide range of responsibilities in its conduct. The most critical of those responsibilities relates to providing high quality and high value education to its students. In addition, Bellevue College carries responsibilities to maintain a nurturing work environment for its faculty and staff. The College is responsible to support the comfort, safety, and dignity of all persons who occupy its facilities. The College is responsible for being a general asset to the community and a steward for the natural environment. The College is responsible for the prudent use of public funds in spending for the facilities and operations that support its educational enterprise.

The planning intentions for the Bellevue College Issaquah Center reflect the need to simultaneously fulfill all of those responsibilities:

Task Force Meeting, Februrary 24, 2012

PLACE MAKING

To make the Issaquah Center an efficient and inspiring place to learn and to work, it is essential that both indoor and outdoor spaces be created that are welcoming and comprehendible to students and effective for the College in offering education, hospitality and student-related services.

FUNCTIONAL

The buildings of the Bellevue College Issaquah Center are imagined to have lifespans greater than 100 years. To successfully achieve that useful life, the buildings must certainly demonstrate physical durability to the wear of use and weather. Just as important, the buildings must be planned and designed to be flexible and adaptable to accommodate changing methods and technologies of teaching and learning that will emerge in future decades.

ECONOMY

All facilities and improvements added to the Issaquah Center site will be prudent investments. Each increment of planning and construction will be based on a clear need for additional capacity and each project will be designed to achieve the appropriate standards of quality and performance at a reasonable cost.

FLOOR AREA CAPACITY

At build-out, the intention is to accommodate the entire floor area entitlement granted to the College through the TDR Development Agreement.

AESTHETICS

The intention is to create an inspiring place to teach and learn that offers the beauty, quality, and character that reflect the importance of the enterprise of higher education. Facilities will be designed in a manner that honors the values and design guidelines of the Issaquah Highlands planned community.

SITE COVERAGE

At build-out, the sum of occupied building and structured parking space will total approximately 727,000 square feet, equal to 83.5% of the total site area. A primary planning objective for the site development concept is to accommodate that total floor area in a way that maximizes the preservation and rehabilitation of the natural site while creating an efficient and inspiring urban environment for the enterprise of teaching and learning.

SUSTAINABLE ENVIRONMENT

Promoting sustainability is a cornerstone value of Bellevue College. Expression of that value extends to every aspect of the College's facilities and operations. Bellevue College has clearly stated its intentions for sustainability in the document titled "Issaquah Center Environmental Stewardship and Sustainability" which is included in the Appendix of this application. The opening paragraph reads:

"Bellevue College's new Issaquah Center will become a model of environmental stewardship and sustainability through cost-effective, sustainable design and operational practices and targeted investments. In addition to practicing excellent stewardship, the college will provide opportunities for students and community engagement and integrate sustainability into teaching and learning."

COMMUNITY ACCESS

In choosing its Issaquah Highlands site, Bellevue College committed to make the site an integral part of the community. Both in terms of physical access and in access to College programs, the Issaquah Center will be a community asset and visual amenity.

Issaquah Highlands Public Meeting, May 2, 2012

SITE ACCESS

College Drive fronts the site to the north, and will provide vehicular and non-motorized access to the Issaquah Center. Since College Drive is constructed at a steep (15 percent) grade, special attention is necessary during planning and design to mitigate the negative effects of the 15 percent grade on the approaching connections from the site.

The site loop road is intended to be a low speed facility, with comfortable pedestrian and bicycle features. Sections of the road should provide pedestrian comfort preference over vehicle operation.

PARKING

Bellevue College Issaquah Center will be a new facility and will need to be very accessible in order to attract new students. As a result, it will be important for access to be convenient and comfortable. In the first phase of development it will be more important to assure parking capacity, and then look at the number of stalls provided more critically as the site becomes more populated.

As part of Phase 1 development planning and design, Bellevue College will prepare a Transportation Management Plan (TMP) for the site. The TMP will be reassessed at each subsequent phase to determine actual travel characteristics for the site, and will be amended to reflect actual conditions, with a focus on providing more options for travel, and reduced parking needs.

BC's sustainability approach prefers to reduce single occupant trips and encourage transit, pedestrian, bicycle, and car pool access. Over time, each succeeding version of the master plan should study parking needs critically and reduce the target parking capacity as other modes of access become more feasible. In particular, it will be important for BC to encourage transit access to the site and make it more feasible for attendees to travel to the site in more sustainable modes. The reality, however, is that on opening there is no assurance that transit will provide service within even one-half mile of the site. As a consequence, it has been determined that a higher ratio of parking spaces to FTE will be used to determine initial number of spaces.

Capacity/Phasing

Parking space quantity determination was based on two recent studies performed for Seattle area 2- and 4-year higher education institutions:

- *University of Washington Bothell/Cascadia Community College 2011 CAMPUS TRANSPORTATION PLAN UPDATE,* The Transpo Group, March 2011
- *Bellevue College, Parking Management Analysis, Final Report,* Nelson Nygaard Consulting Associates, January, 2011

Estimates expect a "build out" FTE of 4016 for Issaquah Center. The Transpo Group transportation study recommended a parking supply factor of 0.32 stalls per FTE for UWB/CCC. Nelson Nygaard suggested that their studies of parking space occupancy at Bellevue College Main Campus should provide for 0.28 spaces per FTE as the campus facilities are expanded.

Based on these recommendations, a factor of 0.30 spaces per FTE will be used for determining required parking spaces at the Issaquah Center. The resulting total is approximately 1320 parking spaces at build out, and the Master Plan will provide space to accommodate this design goal. It should be noted, however, that each future update of the Issaquah Center Master Plan should analyze existing facility parking load, anticipated upgrading of transit service and other factors that influence parking demand with the goal of minimizing additional parking supply while avoiding stresses to on site supply that would cause spillover parking into undesirable adjacent off site locations. It is desirable to reduce the demand from 1320 spaces over time as single vehicle trips become less necessary.

Table II-1: Parking Demand

Phase/Space Description	Surface	BPA Surface*	Structured		Total		Code Requirement	
			with BPA	without BPA	with BPA	without BPA	Max	Min
Phase 1A	112	0	168	168	280	280	280	175
Phase 1B	132	115	294	294	541	426	560	350
Buildout	132	115	1073	1188	1320	1320	1488	930

Code: Max - 1 space per 250 square feet / Min - 1 space per 400 square feet

**BPA surface parking will reduce the number of spaces needed from free standing parking garage.*

For first phase development, forecasting of anticipated FTE is difficult. It is recommended that parking space provision should amount to about one-sixth (one building) or one-third (two buildings) of the total forecasted requirement, or 280 spaces for one building or 440 spaces for two buildings. This is within the code allowance of a minimum of 350 spaces and a maximum of 560 spaces.

Table II–1 summarizes the parking demand.

CIRCULATION

Vehicular and pedestrian circulation nearby and around Issaquah Center has been carefully planned. It is intended to be compact, safe, and efficient, with good accessibility for persons with disabilities. Roadways need to provide efficient access to the site and parking areas, and also need to provide comfortable pedestrian facilities that allow inviting strolling and access to plazas and other indoor and outdoor amenities.

Connections of the site loop road to College Drive must accommodate students, employees, service vehicles and emergency vehicles. There should be two connections to College Drive, and the site roadway system should be continuous, with no dead ends.

Parking should be provided in a number of locations on campus, some on surface lots, but most in parking structures, either below academic buildings, or in a free standing parking garage. Parking connectivity is important for traffic bound for the parking structures. Use of parking structures will minimize the Issaquah Center footprint on the site, allowing retention of impressive trees and other natural vegetation.

Pedestrian circulation will utilize sidewalks along roadways, as well as travel through plaza areas. Vertical travel should be accommodated with stairs, ramps and building elevators. Building elevators should access both the academic floors and the parking levels.

ACCESSIBILITY

The objective of achieving accessibility is among the highest planning priorities for the Issaquah Center. It is essential to demonstrate respect and empathy for all members of the college community. The topography and micro-climate of the East Campus site make the achievement of accessibility a more fundamental planning determinant than it would be on a more typical college site.

SAFETY

The Issaquah Center will be a relatively remote enclave on the edge of the Issaquah Highlands community. The facilities will be accessible to its staff and students from early mornings through late evenings. Providing the campus community with both the perception and reality of safety is an important planning determinant.

Fire Station

ISSAQUAH CENTER PHASING

The facilities and infrastructure of the Issaquah Center will be constructed over a period of several years. Each successive increment of construction will be driven by a clear need for additional space and by the availability of funding to execute it. Along the way, the planning intention is for the enclave to feel complete at each phase of development. It is also a clear intention that the scope of the initial construction phase will accommodate a critical mass of teaching, social and administrative functions to support a rich learning experience.

Planning Concepts

GENERAL

The proposed Bellevue College Issaquah Center site development concept is the result of an exhaustive process of investigation, planning, and confirmation. After documenting the essential requirements of the College and investigating the opportunities and constraints offered by the Issaquah Highlands site, the planning team developed a broad range of conceptual planning alternatives. From those, three were chosen that represented distinct alternatives for the organization and character of the college site and facilities. Each alternative was further developed and the group was then presented to the college community for evaluation. As expected, each of the three alternatives offered qualities that deserved to be represented in the optimum planning concept. The team completed its work with the concept illustrated and described in this application. It incorporates the best qualities and features of its three predecessors, and is enhanced as well by the valuable comments offered by the City of Issaquah during the close interactive planning process.

The proposed concept, like each of its predecessors, is primarily driven by the need to mitigate the challenges and to optimize the opportunities offered by the site's significant topography. It is also fundamentally influenced by the objective to maximize the extent of undisturbed site area.

The concept confines development to the northeast area of the site. A loop road joining College Drive at two locations is the primary organizing element. Six academic buildings are organized around its perimeter, three sited within the loop road and three located outside of it. The composition of buildings also includes a freestanding parking garage, located outside of the loop road. The upper and lower legs of the loop road are separated vertically by about twenty feet. Each

Inital Concept 1

Inital Concept 2

Inital Concept 3

of the 4-story academic buildings within the loop road sits atop a 2-story parking garage. The main floor level of each of those buildings corresponds to the adjacent Upper Loop Road elevation. The parking garages below them mitigate the slope between the upper and lower legs of the loop road.

An expansive plaza, corresponding to the Upper Loop Road elevation, connects all six academic buildings. That plaza domain bridges the lower loop road twice to connect two academic buildings outside the road, and extends at grade across the upper loop road to connect the most easterly academic building into the plaza network.

INFRASTRUCTURE

As noted above, a principal goal in developing infrastructure solutions for Issaquah Center is to clear the minimum area necessary to implement the plan. This also minimizes the amount of excavation and filling required. Access is provided by a loop road that is continuous through the site, with each end connecting to College Drive. This emphasizes meeting vehicle access and parking needs on its lower portion, and focuses on being more pedestrian oriented on its upper portion.

Public and private utilities are available to serve the site, and are strategically distributed to serve campus buildings and other spaces.

BUILDINGS

The concept describes six academic buildings, each sitting atop a parking garage. It also describes a single free-standing parking garage. The total gross floor area of those six academic buildings (plus some limited occupied floor area in the garage areas) totals 427, 000 sq. ft. The academic buildings average about 70,000 sq. ft., but will vary dues to programmatic demands and site constraints. Each of the buildings will be designed to be flexible and adaptable to changing uses and changing technology throughout a hundred year useful life.

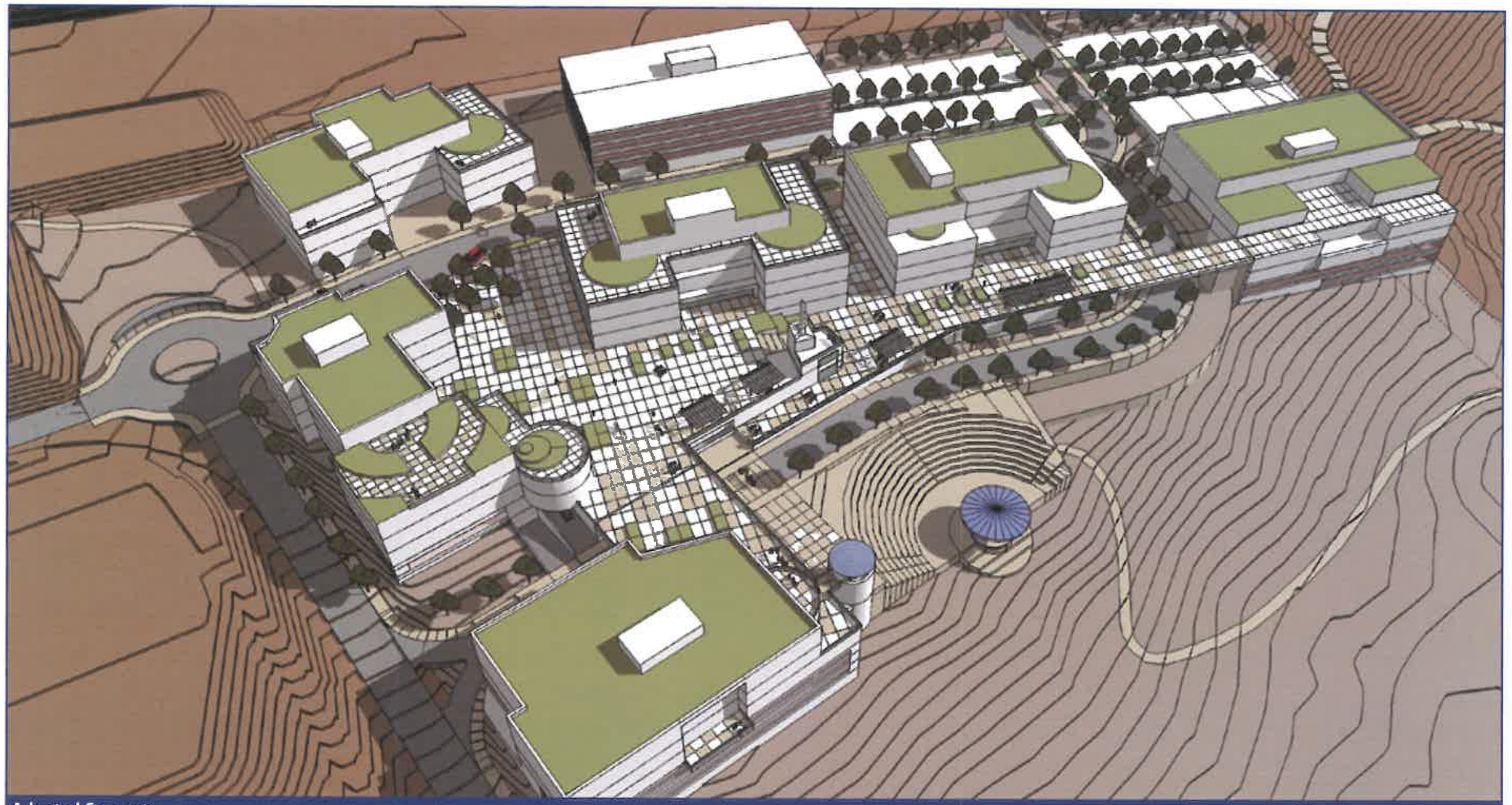
The buildings of the Bellevue College Issaquah Center will be constructed through a number of design and construction phases extending as far as 30 years into the future.

OPEN SPACE

The goals and intentions associated with open space cover various spectrums from preservation of existing vegetation where possible to creating unique and inspiring outdoor educational spaces within the developed portion of the site. With the site being developed for the purpose of higher learning, there was significant attention given to how guiding principles of the education can be achieved in open spaces and plazas throughout the site.

The resulting concept includes areas of the site where existing forested vegetation is preserved and also areas where vegetation is restored to soften the edges of developed portions of the site. With a focus on creating a pedestrian-oriented development, plaza areas and strong pedestrian circulation connections have been provided between all buildings. The on-site streets have been designed with a focus on pedestrian movement and less accommodation for vehicles when circulating on the site.

The plaza areas in the core of the site provide unique spaces sized to address the needs of various group sizes and to support learning in an outdoor setting. These areas also benefit from tremendous views and connection to the surrounding natural environment. Consideration of roof garden use and green roofs to minimize heat island effect are also a part of the site plan concept. Each of these open space and landscape elements are intended to support the learning functions of the site, enhance the user experience and achieve the sustainability goals of the College.



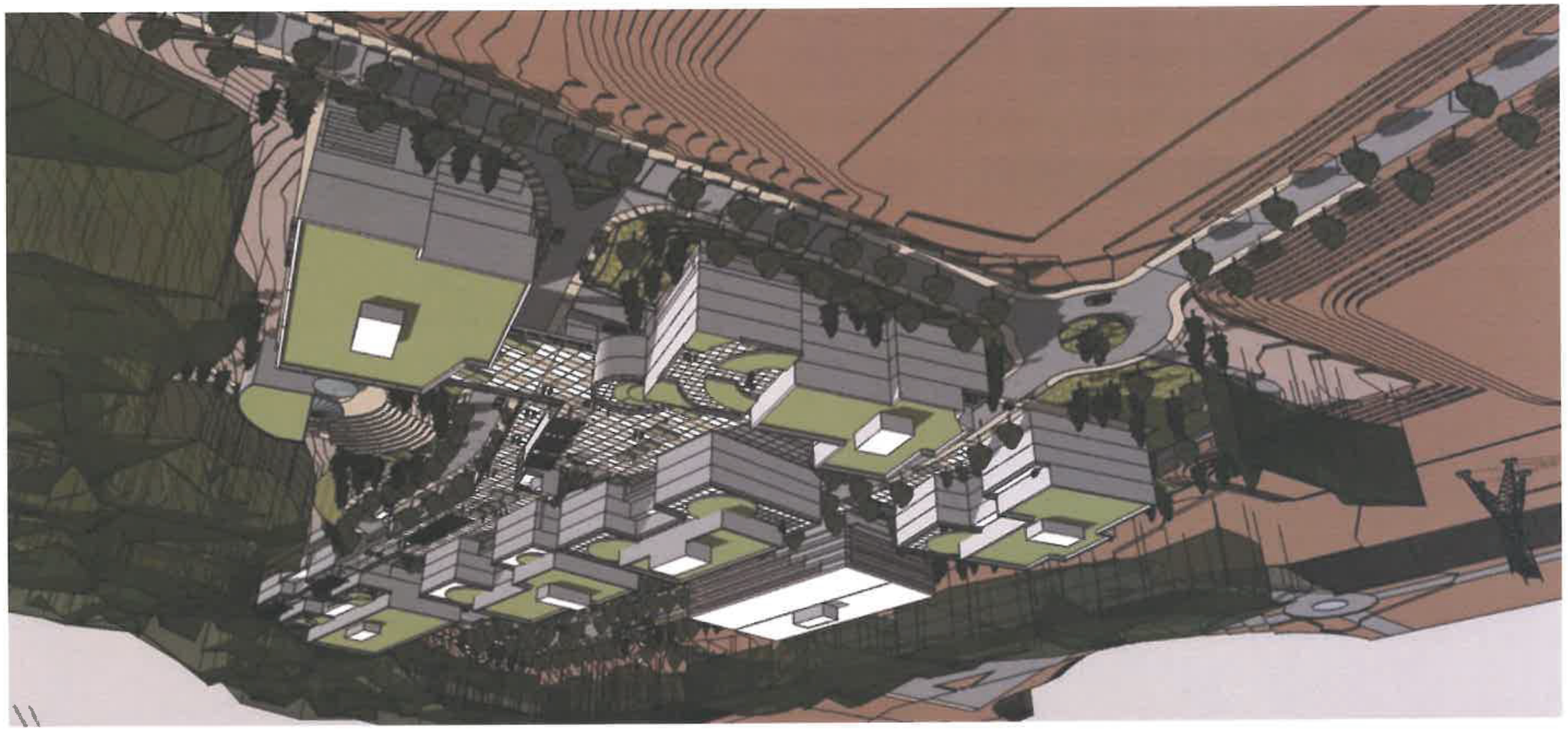
Adopted Concept

AESTHETICS

Appendix A of the 2010 WSDOT TDR Development Agreement offers Planning Goals and Design Guidelines. Those guidelines seem appropriately focused toward the development of streets, walkways, trails, and open space. Specific guidelines seem to focus on public accessibility and use, on neighborhood to neighborhood consistency, and on integration with the surrounding natural environment. All of those guideline issues are addressed in the Bellevue College Issaquah Center design concepts.

Appendix A and other provisions of the Development Agreement seem less specific regarding architectural character, most particularly the architectural character of large scale, non-residential buildings. It seems clear that the precedents established by non-residential projects approved and constructed in the Issaquah Highlands demonstrate that no aesthetic template exists for architectural style. But what is clear within the Development Agreement is a reciprocal expectation between the Community and the College for planning:

- that is approachable and inviting to the entire community
- Design that is focused on the quality of the pedestrian experience
- that mitigates the challenges of the Pacific Northwest climate
- with appropriate refinement of scale to avoid overshadowing nearby buildings and spaces
- that encourages access to fresh air and to outdoor spaces
- that aesthetically reconciles the concepts of Urban Village and College Community



III Infrastructure

Site Infrastructure

General

Infrastructure for the Issaquah Center site is relatively straightforward. It is influenced by site topography, soils conditions, presence of existing utilities for connection, and the Issaquah Center Sustainability Plan. Since the site is located within the Issaquah Highlands Urban Village area, development of the road and trail network should align with the road and trail goals of the community, and provide safe, efficient movement for all modes.

PEDESTRIAN AND VEHICLE ACCESS

Previous sections have discussed the goals for roadway and access development, and planning for these facilities is driven by available utility connections and the Issaquah Highlands design guidelines. Guidelines suggest low speed, pedestrian friendly roadways with accessibility features to accommodate pedestrians with disabilities.

SITE GRADING

The site slopes with an average grade of about 12 percent from the northeast to the southwest. This site slope has required careful consideration of building and parking elevations, and placement of roadway and pedestrian features to neutralize the challenges of existing grade. Accommodation of steep existing grades is complicated by the 15 percent grade for College Drive.

SITE UTILITIES

Water and sewer service for the site are relatively straight forward. Two water stubs, 12 inches in diameter, have been provided on the south side of College Drive. The first stub is located near the northeast corner where College Drive curves from eastbound to northbound. The second stub is located about 500 feet west of the eastern stub. Sewer service will be provided by a sewer stub located at the northwest corner of the site, with a provided connection diameter of eight inches.

Adequate pressure and flow exists for the looped water system through the site, and adequate sewer and storm drain discharge pipe capacity exist to serve the proposed development. Sewer pipe profiles need to accommodate the lowest elevations of discharge from buildings (typically the lowest parking level) and the lowest level of the free-standing parking garage. Local code requires discharge of parking surface runoff to the sanitary sewer system when that runoff surface is covered by structure. The top floor of the free-standing parking garage must drain to the storm system.

STORM DRAINAGE

Storm drainage conveyance and detention will be provided by a combination of off-site discharge and on-site retention. A drainage stub of 15 inches in diameter provided by the City for discharge is at the northwest corner of the site.

The TDR Agreement allows the site to discharge "dirty" site runoff from four acres of pavement surface subject to vehicle use, and 3.5 acres of clean runoff directly to the wetland to the west from roofs, plazas, and landscaped areas. Runoff beyond these limits must be passed through a detention and/or water quality system to attenuate runoff peak flows and discharge relatively clean water.

BC also intends to utilize some of the detained runoff for site landscape irrigation.

TRANSIT

Transit service near the site, while minimal now, is expected to improve in the future. The site will provide both an interim transit facility for the near-term, and a transit center on-site for expanded future transit service.

Planning Intentions

Planning for site infrastructure is influenced by all of the factors discussed above. A sloping site enhances the function of most utilities since gravity flow is easily accommodated, but grade significantly complicates site grading, building floor and parking surface elevation determination, and access to and from the site loop road. The Issaquah Highlands Design Guidelines (IHDG) offer guidance in development of the grading and transportation facilities for the site. Some selected guidelines are:

- Design roads to work with the topography of the site.
- Provide connections to neighborhood focal points such as parks, critical areas or view points.
- Provide more than one entrance into a development parcel.
- Use low speed traffic techniques.....

The IHDG also provide guidance on height limits for fills, length, height, and setback between retaining walls stepped on a hillside, and general suggestions on grading for a site.

Prior to site planning, an arborist prepared a report for the site to provide guidance in avoiding tree blow down and retention of perimeter trees. The report defined specific trees that could be expected to be wind firm

after other adjacent tree removal and concluded that many of the dominant perimeter trees would remain wind firm after development. When the project moves into Phase 1 construction planning, review of the report should occur and compare to actual conditions at the time of expected construction. The arborist report is included in the appendix.

ROADWAYS

Considerable discussion during planning focused on the alignment, connection, and cross section of the proposed access road. It was determined that access to the site building complex would occur with a loop road. The loop road is one continuous roadway with two connections for Campus Drive, but is referred to as Upper Loop Road and Lower Loop Road.

Since Issaquah Center is relatively small, it is not important to provide rapid travel through the site, and the intent for the loop road design is to create a low speed roadway, comfortable for adjacent pedestrian travel, safe for delivery and service vehicles, and providing good access to parking. Bike facilities should also be provided, either on the loop road, or on a separate facility. The plan calls for bike lanes on the loop road.

Clearing and Grading Planning Concepts

Site clearing will encompass all of the developed area to build out limits, with significant clearing during development of Phase 1. Clearing beyond the development perimeter is not anticipated, except for provision for future trails and other outdoor uses of the site that may arise after adoption of the initial master plan.

Grading goals for the site are to comply with Issaquah Highlands design grading guidelines, to limit the volume of earthwork to minimize excavation and fill quantities, and to comply with the recommendations of the geotechnical engineering report. Major grading determinants are the finished floor elevations of each of the six buildings and roadway access to the parking facilities. In most cases, slope construction will be limited to the site perimeter, with retaining walls used to transition between buildings of different elevation and/or to minimize impact of clearing grades to the undeveloped portions of the site.

Design guidelines require retaining walls be limited to 15 feet in height although there is precedent in the community for walls of greater height. While the Master Plan, upon which the Site Development permit application is based anticipates adhering to this limit, the Master Plan is not a detailed design and it may be necessary to exceed the 15-foot limit when detailed grading is developed. A request for a variance will be provided at that time, if necessary.

Some existing Issaquah Highlands walls exceed the 15-foot guideline

Utilities Planning Concepts

Adequate public and private utilities exist to serve the proposed project. Anticipated needs include water, sewer and storm drain, power, gas and communications.

During construction of College Drive, 12-inch water stubs were provided in two locations to serve the Issaquah Center site with a looped water system. The layout for the water system envisions a 12-inch pipe looped beneath the Upper and Lower Loop Road, with the pipeline located about five feet east of the Upper Loop Road centerline and five feet west of the Lower Loop Road centerline, with the pipeline five feet outside the centerline where the Upper Loop Road transitions to the Lower Loop Road.

The sewer and storm drain stubs were provided during construction of College Drive also. They both exist near the northwest corner of the site. Each has adequate capacity to handle anticipated loads. The Master Plan shows both pipelines running parallel to College Drive up to the westernmost building, going around the building and then connecting to pipes in the Lower Loop Road. This alignment may be modified when Phase 1 design is undertaken depending on status of some of the trees along the south margin of College Drive. Every effort will be made to save existing significant trees during pipeline design and construction.

Sheets C.1.A and C.1.B. show the proposed composite utility plan.

STORM DRAINAGE

As noted above, the TDR agreement allows direct discharge of a portion of the site storm drainage runoff. The remaining runoff must be detained and treated to meet City of Issaquah drainage management requirements. BC has stated in their sustainability guidelines for this project that runoff should be minimized and reuse of the storm runoff is preferred.

The approach to reuse of runoff will be to develop a drainage water quality/detention device that will meet the requirements for storm water management but will also serve the needs of BC by using the stored water for irrigation when irrigation season creates demand for irrigation. The volume required for detention and water quality treatment is about 118,000 cubic feet, plus one-half foot for freeboard and one foot of dead storage

This facility will be a concrete vault, or series of concrete vaults, and will be operated in a manner that will preserve design storage capacity during wet weather periods when the need for storage and treatment is critical. The vaults would be located on the lower side of Lower Loop Road across from Building 3A.

The vault will be kept fuller during the dry summer months to accommodate landscape irrigation needs. These adjustments will be made manually, and the operator will use forecasted weather information to determine if it is necessary to empty the vault in the drier months to accommodate summer storms. Irrigation peak volume demand is estimated at about 46,000 cubic feet.

The Environmental Sciences/Water Quality program at BC could be enhanced by study of a detention/water quality facility located at Issaquah Center. As a result, Bellevue College could prefer at some future date to construct an open water quality facility at the lower, west end of the site for academic and site storm drainage needs. This option should be retained as an alternative as the Issaquah Center is developed, and could be used in lieu of all or part of the vault system. Under either scenario, irrigation water would still be reclaimed from the system.

It is likely that the storage vault won't be needed for storm water purposes until the site is about 50% built out. As a result, any Phase 1 vault volume would be dictated by irrigation needs. It is estimated that about 30,000 cubic feet would be required for irrigation storage to maintain a reliable source for irrigation.

Private utilities (power, gas and communications) will be routed to the south from the northeast corner of the site.

Roadways, Walks, Trails Planning Concepts

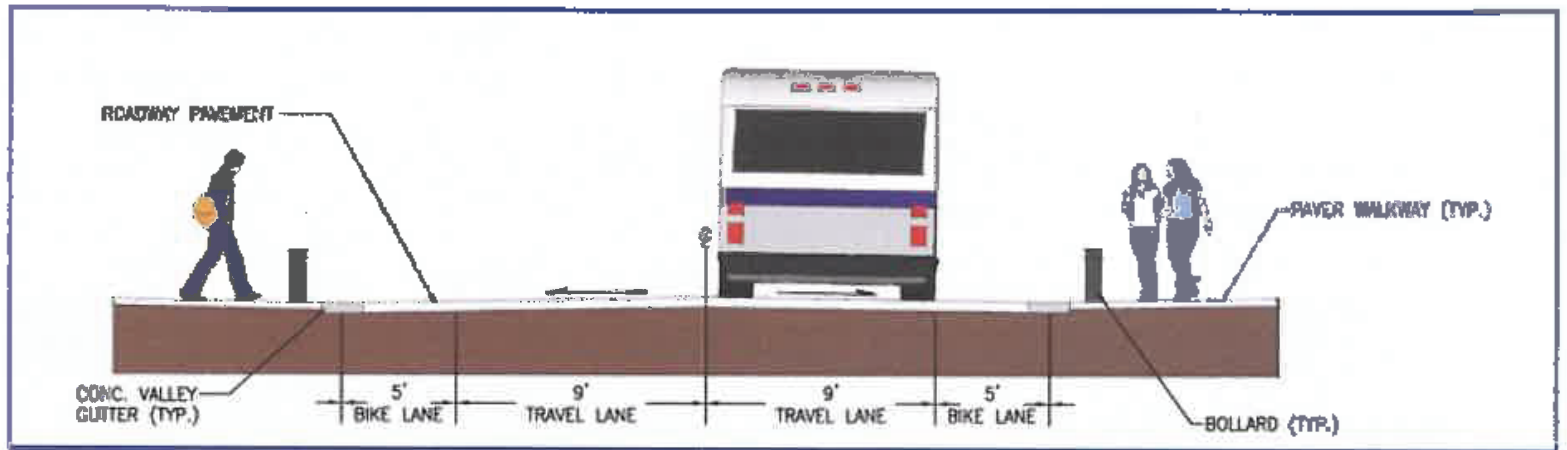
Primary access to the site will result from the Upper and Lower Loop Roads connecting with College Drive. The loop road is envisioned as a low speed roadway with bike lanes and sidewalks and planters. Comfort of pedestrians is critically important. Anticipated roadway speed limit will likely be 10 miles per hour.

The loop road will also connect with Issaquah's Central Park near the south end of the Upper Loop Road at the beginning of the curve transition into the Lower Loop Road. This Central Park connection will also feature parallel parking along the road, and a driveway connection to the roundabout in the park. During Phase I design, the roundabout will be evaluated and a design modification will be incorporated if necessary to the roundabout. A parking lot will also be installed parallel to the connecting roadway within the BPA right of way.

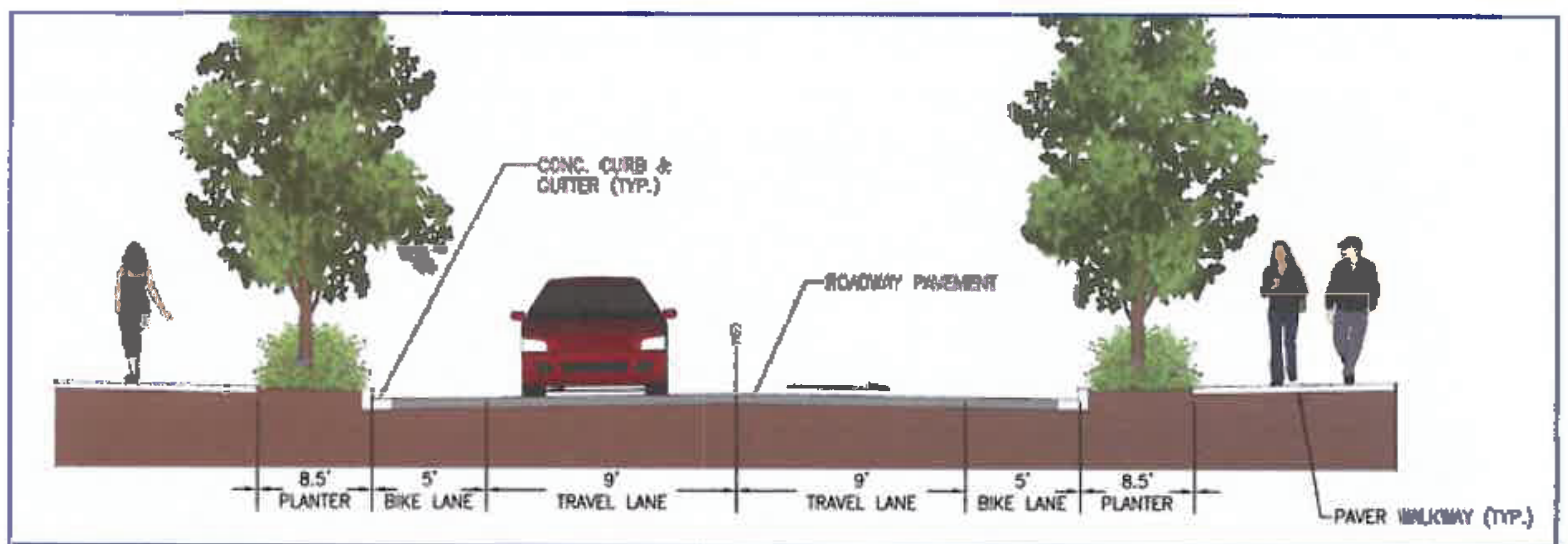
Upper and Lower Loop Roads will consist of nine-foot lanes, five-foot bike lanes and curb, gutter and eight-foot wide sidewalks. Planters or tree grids will be provided as buffers between the sidewalks and the roadways, and the bike lane will also serve as a buffer.

Primary parking access to on-campus parking will come from the Lower Loop Road and the Central Park connection. At each of the garage connections on the east side of the Lower Loop Road near buildings 1A and 3A, split ramps will be provided for under building parking access. Building 2B will be accessed with a driveway ramp down into the parking level below.

Emergency vehicle access to the site will be provided via the Loop Road. No vehicle access will be provided to the plaza space within the Loop Road. The design team met with the Eastside Fire and Rescue Fire Marshal, Mark Lawrence, on February 28, 2013 and discussed details for emergency services and access.



Roadway Section "A" – Upper Loop Road between 1A and 2A



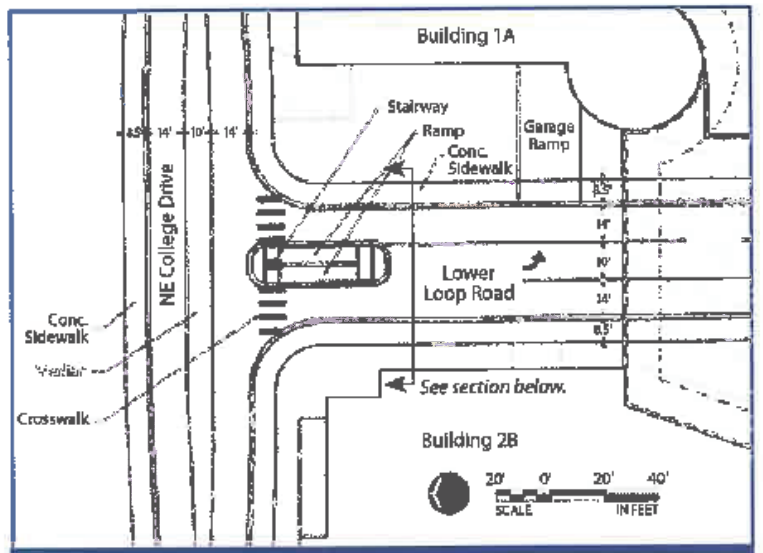
Roadway Section "B" – Lower Loop Road near 1B

It was noted that if emergency response required a ladder truck to access buildings from the Loop Road, the outrigger spacing was 22 feet from outrigger to outrigger, and spaces adjacent to the Loop Road (such as the sidewalk) must be constructed to support HS 20 loading. A copy of the meeting notes with the Fire Marshal are provided in the Appendix.

Access to the surface lot and free-standing parking garage will be provided via the Central Park connection, with parking garage traffic using the surface lot for access. Access to Building 2A under building parking will also be provided through the surface parking lot and parking garage.

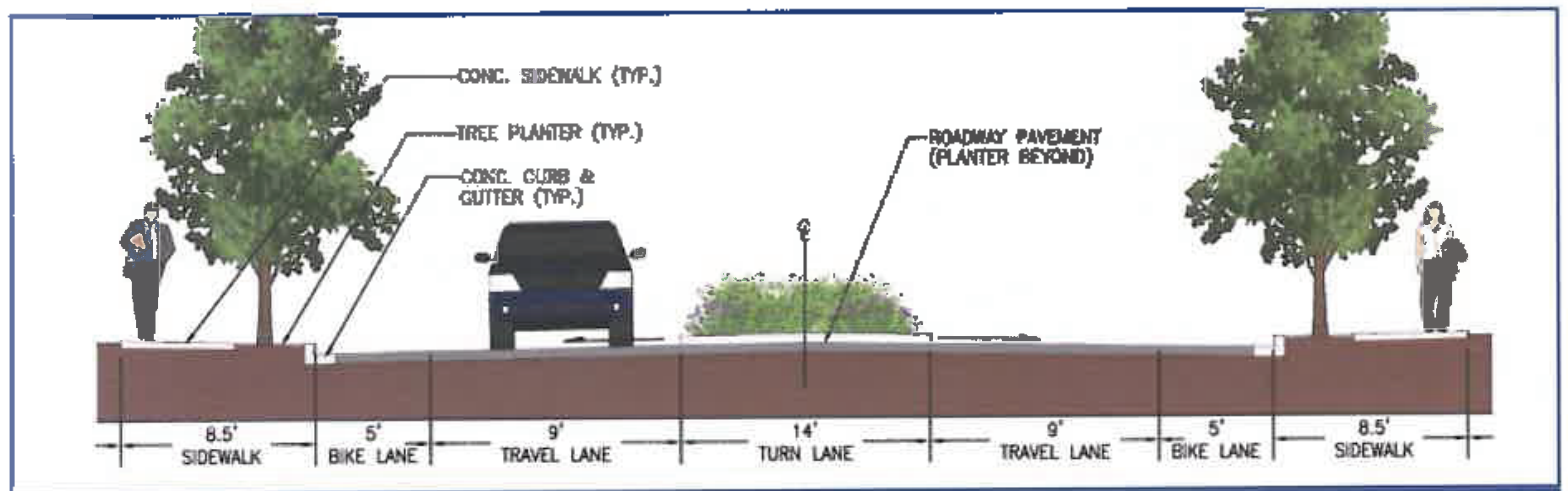
The Upper Loop Road will serve as a secondary route used only by delivery trucks, transit, and disabled parking users. It will essentially be focused on pedestrian use, with some mixing of pedestrians and vehicles. It will not be opened to traditional college traffic unless an emergency or special event requires its use for that purpose. The low speeds for the entire roadway system will also help facilitate pedestrian use and provide comfort for pedestrian.

Connections to College Drive must serve two purposes: safe efficient movement of vehicles, and comfortable, accessible crossings for pedestrians. Considerable time was spent analyzing the needs of both pedestrians and vehicles, and the challenges created by connecting the Lower Loop Road to the 15 percent profile of College Drive. The Master Plan envisions a Lower Loop Road approach to College Drive that splits into a northbound and southbound lane separated by a median of about 12 feet where it reaches the College Drive south curb line. This will allow the Lower Loop Road to approach College Drive at a flatter cross slope and take out much of the cross slope transition in the curb returns. This connection will only allow right turn in and right turn out movements to Lower Loop Road.



"T" Intersection

College Drive, where it curves to the north near the northeast corner of campus, will be realigned, and a roundabout will be provided to connect Upper Loop Road to College Drive, with the Upper Loop Road being the south connection, and College Drive connecting at the north and west. Occasionally, pedestrian circulation at a roundabout can be problematic, and as each phase of site development occurs, an evaluation of pedestrian circulation at the roundabout will be performed and any needs to solve problems that may be identified will be proposed. Overall, the level of potential pedestrian travel at this location, coupled with the openness and visibility of this location are expected to minimize negative pedestrian encounters. The east leg of the roundabout will provide no crossing conflict in early development phases until the transit station is constructed, which will not occur until at least after Phase 1. Even beyond that, the street crossing (really a driveway crossing) will only serve transit with trips varying between two and five per hour.



Roadway Section "C" – Lower Loop Road south of College Drive

Roadway and streets features are shown on sheets L.1.A and L.1.B.

Walks, plazas and trails will be provided around campus. As noted above, eight-foot wide sidewalks will be located adjacent to the loop road, buffered from moving traffic either by bike lanes as well as landscape or parked vehicles in some locaitons. The building development areas also feature broad plazas with many pedestrian amenities. They also meet all accessibility requirements.

Walks and plazas are discussed in more detail in Section V Open Space.

Transit Facilities

The planning team has met with King County Metro (KCM) and Sound Transit (ST) to discuss transit service to Issaquah Center. Currently, the closest service is at the Issaquah Highlands Park and Ride (IHPR) at Highlands Drive NE and NE High Street. IHPR is currently served by one all day route and three commuter routes. A local route serves Issaquah on the valley floor, and it is hoped to expand service to

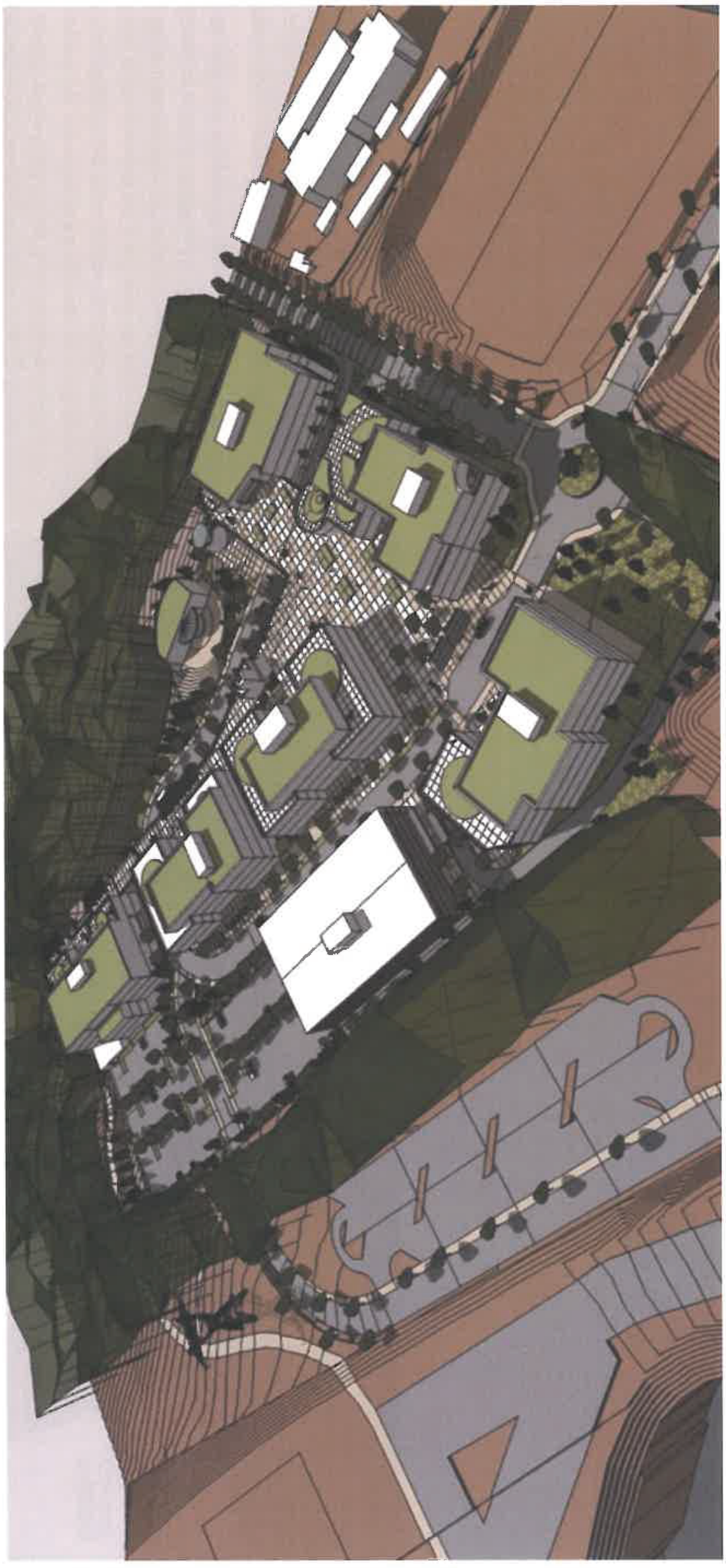
Issaquah Highlands in the near future, although current transit funding levels are making this more problematic.

Issaquah Center planning is taking the optimistic approach that a route will serve campus on opening, and an interim transit stop will be provided either on College Drive or within the Phase 1 development.

The longer term approach is to provide a transit center facility in the northeast corner of the site that will provide a permanent, comfortable stop for transit. It will connect to the Upper Loop Road between Building 2A and the free standing parking garage, and will circle east of Building 2A and return to the road network/College Drive at the roundabout. It will include a 60-foot platform and shelter, either as part of the parking garage or north of Building 2A. The roadway will be 20 feet wide and will provide space for layover if necessary.

Attraction to students to use transit for access to Issaquah Center will be a key component of BC's Transportation Management Plan.

Transit Loop



IV Buildings and Floor Area

General

When Bellevue College completed its purchase of the Issaquah Center site, the land carried with it the right to construct a significant amount of enclosed building floor area. Based on reasonable assumptions regarding primary versus accessory uses, and the ratios between assigned floor area versus mechanical and circulation space, the total allowable enclosed floor area may total as much as 427,000 square feet. At this writing no space program exists for any specific Issaquah Center building. However, the site development concept anticipates the division of the allowable occupied space into six separate buildings, to be constructed during the coming 20 to 30 years. More detailed criteria for the planning of those buildings are provided in the paragraphs below.

At build-out, the occupants of that enclosed floor area will generate the need for parking, currently calculated to total 1,320 parking spaces. In Appendix A of the 2010 TDR, planning goals and design guidelines were established. (See Section VII Appendix A) Those documents stipulate the minimization of surface parking lots and the maximization of parking accommodation in garages and on-street parking. Based on the TDR priorities and the Site Analysis performed by the College during the site purchase due diligence process, the site development concept limits the percentage of surface parking lots capacity to one-third of the parking total at build-out. The floor area of structured parking at build-out will total approximately 300,000 square feet.

Planning Intentions

Because no specific program exists for any single academic building, the site development concept is based on a "prototype building". The planning criterium for the prototype building is to create six buildings as illustrated in the site development concept. On average, each of those six buildings will enclose about 70,000 square feet of occupied floor area, which is also an established constraint on the state funding of capital projects.

The planning approach to the prototypical academic building reconciles a number of overall planning objectives, including:

- The objective to maximize the undeveloped portion of the site by limiting the overall aggregate campus building footprint.
- The objective to limit the impact of site topography on the ease and safety of pedestrian movement between campus buildings, by creating a compact arrangement of those buildings in a pattern sympathetic to site topography.
- The objective to create extensive, inviting plaza space.

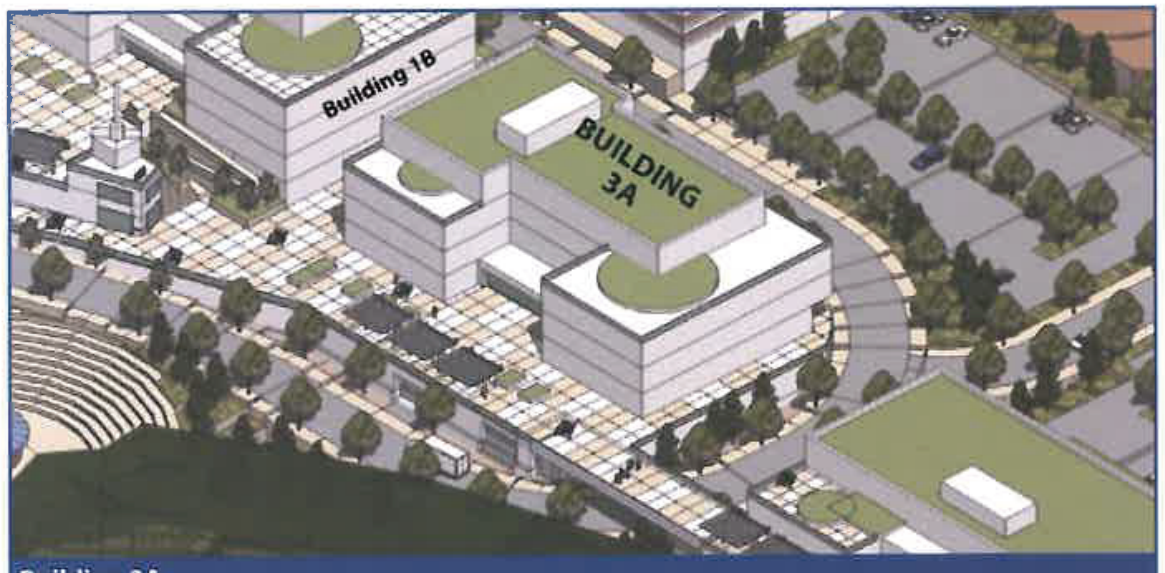
Building Stacking Concepts

Building 1A

Building 1B

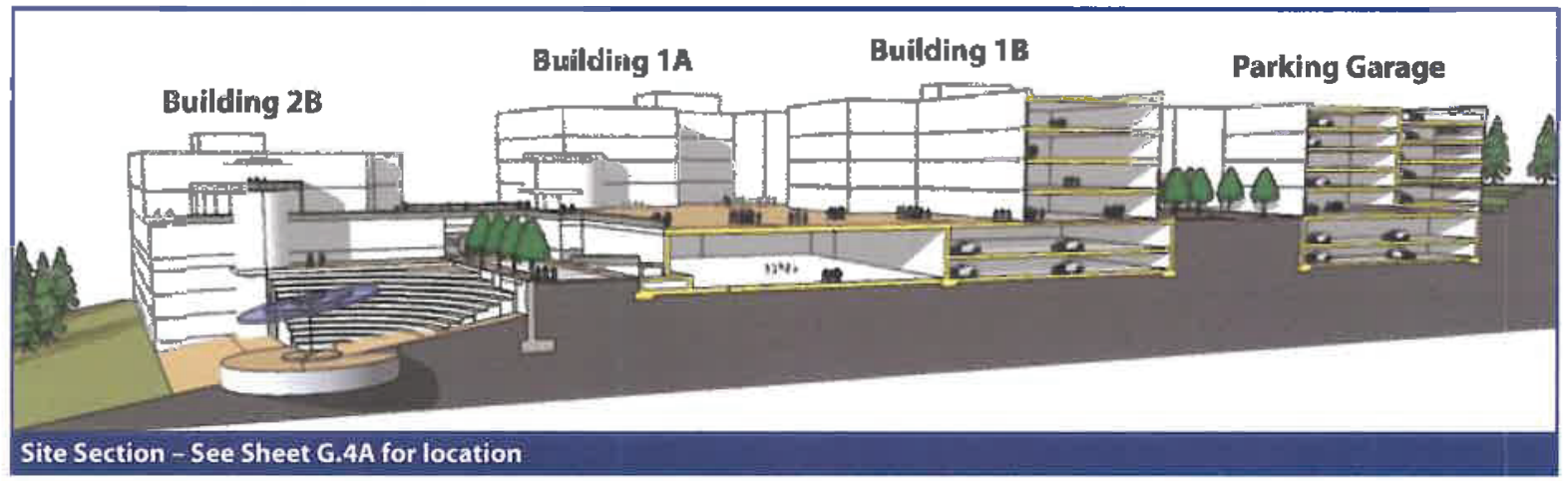
Building 2A

Building 2B



Building 3A

Building 3B



Site Section – See Sheet G.4A for location

Academic Building Planning Concepts

STACKING CONCEPT

The prototypical building on the Issaquah Center is a four-story academic pavilion sitting atop a multi-story (typically 2 floors) parking garage. Floor to floor heights in the academic pavilions are anticipated at 14 feet. Typical garages are anticipated at 10 feet floor to floor, with the exception of the upper garage levels of Buildings 1a and 1b, which are planned at 14 feet floor to floor to accommodate service vehicles and handicap parking vehicles. Garages below academic pavilions are typically buried on their uphill sides and become progressively more exposed downhill.

BUILDING HEIGHT

The Issaquah Center has been granted a 75 ft. height limit. That limit is measured from a base height calculated as the average perimeter grade of each building footprint. That average calculation is based on the perimeter grade either before or after construction, whichever is lower. Since the height limit is based on the average perimeter grade, the limit is a horizontal plane 75 feet above the average grade.

BUILDING FLEXIBILITY

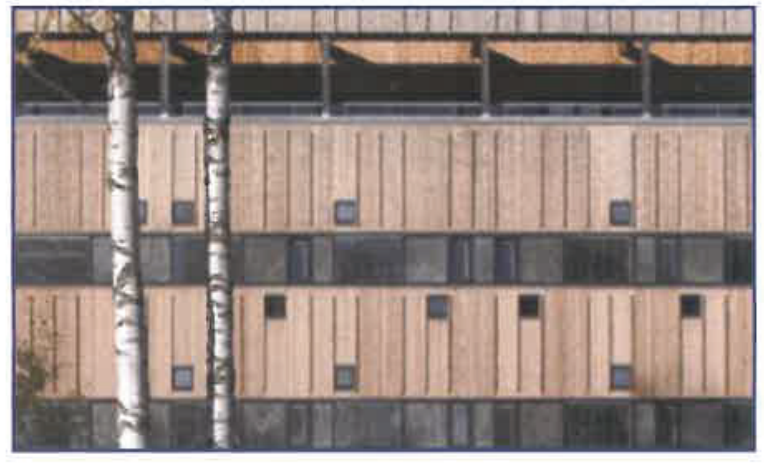
The prototype building is imagined to provide flexible, adaptable space planning throughout the life of the academic building. Some of the keys to that flexible, adaptable performance include:

- Adequate floor to floor height to accommodate access and changes to mechanical and electrical components.
- Structural capacity to accommodate increased future loads.
- Structural adaptability to future floor penetrations for piping and duct work.
- Optimum structural clear spans from corridors to exterior walls to facilitate subdivision or expansion of initial spaces.
- Exit stairways placed well inboard of exterior walls to limit necessary corridor lengths and to allow continuous functional space planning around the ends of corridors.

Since the prototype building assumes academic floors will be placed atop a parking garage, the overall dimensions of their respective floor plates and their structural grids must be reconciled. The 124 feet+/- width of the garage exceeds the optimum imaginable width of the academic floor plate. The academic floor plate will likely take the form of a shallow "U" shape atop the garage, limiting its length compared to a simple extruded shape. That approach also happens to support the concept of a compact campus with limited walking distances from building to building.

CHARACTER, SCALE, AND MATERIALS

The actual architectural massing, character, materials and details of the Issaquah Center buildings will be established as a part of the programming and design of the Phase One project. As a part of this current master planning and site development process, Bellevue College offers some general expectations for future building designs. Examples of character influencing potential building designs follow.



Building layout and lower level and upper level building plans are shown on sheets A.2, A.3, and A.4.

BUILDING SYSTEMS

Structure – The structural systems of individual buildings will be determined at the time each project phase is undertaken. A number of factors will be considered in each of those decisions, including construction cost, environmental concerns, and promotion of long term flexibility/adaptability. Of those considerations, long term flexibility/adaptability should carry the greatest weight in each decision.

Building Enclosure – The character, colors, materials, and details of exterior walls of academic buildings will be determined by the College and their design team during the Phase One project design process. In consultation with the appropriate City of Issaquah design review authority, that team will develop a specific design and specifications for the Phase One project as well as standards for the subsequent design of building projects leading to build-out. The intention of the College's Site Development Permit process is to impinge as little as possible on that future architectural design and review process.

Vertical Circulation – The vertical circulation concept for the Issaquah Center supports the planning intention for the efficient, safe, and dignified movement of the college community within and between the buildings and open spaces that comprise the college. It also supports the efficient and safe movement of equipment and material throughout the Center.

The frequency of need for vertical circulation is minimized by the alignment of building floor elevations across the site. As the site topography dictates the need for adjacent buildings to be founded at different elevations, the vertical increment between buildings always relates to a common floor to floor height. Thus, a pedestrian can walk from the first floor of one building into the second floor of one adjacent without necessarily encountering a grade change.

Each academic building is limited to four floors in height, with students' primary destinations focused on the lower three floors. Each building will have an inviting central stairway to accommodate the bulk of floor to floor movement. Elevator access will be provided at each of those central stair locations, as will be restrooms. Centralized elevators and stairs will also connect the main floor of each academic building with the structured parking floors below.

The upper garage level of Buildings 1A and 1B will be the arrival point for most service deliveries. Dual use passenger and service elevators will accommodate the movement of material to and from the service level.

Mechanical System – Mechanical systems contribute to the energy use primarily through the heating and cooling of conditioned spaces (fans, pumps, boilers, chillers, etc), providing ventilation air to these spaces (fans, and coils) and providing domestic hot water for the occupants. The primary purpose of the mechanical systems for these classroom building's is to provide comfortable and healthy environments that use energy in the most efficient manner. The strategies for creating a high performance building mechanical system is to first control energy use (envelope and lighting primarily), next develop systems that are efficient and smart, and finally, apply renewable strategies to reduce (or eliminate) the carbon impact of the necessary energy use. These systems are not to be designed in a vacuum and greatly depend on the interaction of all the stakeholders.

- Heating/Cooling Option 1A: Heat Pump boilers coupled with a ground loop: Heat pump boilers make hot water and cold water. Producing hot water and chilled water results in a great flexibility of choice of end use space conditioning devices. Space conditioning devices can include but are not limited to radiant floor slabs, perimeter radiation, chilled beams, and air handling units with heating and cooling coils.
- Heating/Cooling Option 1B: Water loop heat pumps. Water loop heat pumps can use water from the ground loops to provide heating and cooling to the space.

Building Controls – Building Controls: Building controls should be an extension of the site controls and integrated with sub control systems such as lighting and security.

- Smart – stand-alone zone controls, with local overrides for off-hours operation
- Access card control to activate space conditioning only when occupied, especially during off peak times.

Electrical System – The primary purpose of the power and lighting systems for these classroom buildings is to provide comfortable and functional environments and use energy in the most efficient manner. The design strategies should be to first harvest as much natural light as feasible, next develop system that are efficient and smart, and finally, make use of any of the adopted renewable strategies to offset the carbon impact. During construction, the owner will engage a commissioning agent to ensure that the systems are designed to his project requirements, the basis of design is properly executed, and finally, the installation conforms to the design documents. All lighting controls should be calibrated and commissioned after the finishes are completed and the furnishings are in place.

Lighting – Harvesting natural daylight is the most cost effective strategy to reduce lighting loads. Designing the building envelope to provide access to glare free and appropriate quantities of natural light

is essential. This is most often a balance between controlling heat loss / gain through these glazing elements and providing sufficient daylight to be able to reduce artificial lighting loads.

When natural daylight is not sufficient, the design of artificial lighting systems must be accomplished in a way that provides just the right amount of light where needed for the task at hand. There will be times when daylight is adequate at the perimeters but additional lighting is needed in deeper or remote spaces. The overall design and layout of spaces and envelope openings should be carefully considered to limit this to the smallest extent possible. When artificial lighting is required, LED technologies should be considered first. The variety, reliability and longevity of these new lighting solutions can greatly reduce both energy and long term maintenance costs. Also, dimmable ballasts are very useful for stepped dimming, allowing multiple settings depending on the extent of daylight available. The general lighting system should not exceed 0.8 W/ft2.

More detailed descriptions of planning intentions and recommended concepts for building mechanical and electrical systems will be found in Attachment (XX) of the Appendix to this application.

Parking Garage Planning Concepts

MIXED USE GARAGES

Each of the six proposed academic buildings of the Issaquah Center will include structured parking. Most buildings will accommodate two parking levels, though the number may vary from one to three levels. In total, it is expected that the garages below academic buildings will accommodate nearly two-thirds of the site's total parking requirement. Table II-1 shows the forecasted distribution of surface, building garage, and free standing garage spaces needed. One desirable planning objective for those garages is inter-connectivity, which will be achieved among Buildings 1a, 1b, and 3a. Another objective is to accommodate light service vehicles in the garages, which is achieved at the upper parking level of Buildings 1a and 1b. The upper parking level has extraordinary vertical clearance, adequate for access by a UPS package van.

FREE-STANDING GARAGE

It is anticipated that the Bellevue College Issaquah Center site will include one free standing parking garage. The garage will be an open air, naturally ventilated structure. The floor of that building that corresponds to the Upper Loop Road will contain enclosed, occupied space.

Since the phasing sequence of all academic buildings is uncertain, that sequence and timing for construction of the garage is also uncertain. It may, in fact, be completed in two different construction phases through vertical expansion.

SERVICE ACCOMMODATION

As noted above, the upper parking levels of Buildings 1a and 1b will have headroom adequate accommodate delivery vehicles up to 10.5 ft. in height. The site will also require access for larger service vehicles serving refuse and recycling functions. Those functions will eventually be housed in the lowest level of the free-standing parking garage, with truck access provided through the parking lot to the south of the garage. Prior to construction of the garage a temporary structure adjacent to the parking lot will serve those functions.

ACCESS & CONNECTIVITY

All site parking will be accessed from the Central Park/BPA connection and Lower Loop Roads. Parking beneath buildings will be accessed from the Lower Loop Road, and will be interconnected where practical to avoid the need to return to the Lower Loop Road to access other garages.

Parking for the surface lots and the free standing parking garage will be accessed from an intersection between the Upper Loop Road to the south and the BPA/ Central Park Access Road. Parking for Building 2A will be accessed through the surface parking/free standing parking garage to avoid a connection in the portion of the Upper Loop Road that is shared with pedestrians.

It is anticipated that the parking in the BPA right of way will be shared with Central Park users, mountain bike training course users, and the College.

Vehicular traffic through the site will use the Upper and Lower Loop Road, with the Upper Loop Road connecting to College Drive at a new roundabout. Lower Loop Road will connect to College Drive with a tee-intersection that will also include slight widening of College Drive to maintain right-in, right-out connections. The roundabout is critical both to provide an effective connection for the Upper Loop Road and to allow the right-only outbound traffic from the Lower Loop Road intersection to travel up the hill, circle the roundabout and proceed westbound back down the hill toward Highland Drive and its connection with I-90. More detailed discussion about the College Drive connections is in Section III, Site Infrastructure.

Initially, with Phase 1 construction of Buildings 1A and 1B, the garage ramps located just south of College Drive will be provided. To improve left turn storage and provide increased access during peak times, an additional temporary connection will be provided to the south end of the Building 1B parking structure, using the driveway location that will ultimately serve parking under Building 3A. This will provide more left turn storage for entering vehicles, and will simply improve overall operations. It is envisioned that most entering vehicles will use this temporary south entrance, and exiting vehicles will probably split equally between the Building 1A and Building 3A parking garage connections.

V Open Space

Overview

The Bellevue College Issaquah Center site is a forested property that with the existing natural environment provides an inspiring backdrop for creation of a site of higher learning. As the site plan concept has developed for the BC Issaquah Center, sensitivity to this natural environment has been an overriding goal. By developing a site plan which includes significant preservation of existing vegetation, the complete site will include a great diversity of open space and outdoor environments.

The following narrative describes the planning concepts associated with seven different open space and landscape types that can be found on the site. The types include Natural and Restored Open Space/ Forest; Paths and Trails; Streetscape; Surface Parking Landscape; Pedestrian Plazas; Rooftop Gardens/ Terraces/Green Roofs; and Special Landscape Features. These open space and landscape types are described by highlighting the planning intentions, values, intended uses, and details of each type. The location of each of these open space and landscape types is depicted with the descriptions of each type.

Planning Intentions

The intentions for open space and landscape are based on the foundation of the existing landscape on the site. The site has a typical second growth forest community with wetlands just off-site to the west and southwest. The forest also extends approximately 250 feet to the west of the west property line and extends over a mile to the south of the site. With this setting, the College has identified a desire to preserve as much of the existing forest as possible while still developing the site to the allowed density. In addition, the College has put an emphasis on creating quality landscape and plaza spaces within the developed area of the center.

The following are a list of key planning goals and intentions for open space and landscape areas:

- Preserve as much existing forest area as possible with site build out
- Provide access to forested landscape for students and the public through use of trails
- Provide connections to neighboring properties and the greater community through pathway connections
- Restore disturbed landscape areas along the edges of site development areas
- Provide pedestrian-oriented streetscapes with landscape features, wider sidewalks, cross-walks, etc.
- Provide landscape areas within surface parking lots to provide shade and visually breakup the mass of the parking areas
- Provide pedestrian plaza areas for physical connections between buildings and parking and for outdoor learning, large gatherings, passive seating, etc.
- Provide pedestrian plaza areas sized and configured to address different size groups in association with general circulation
- Provide roof garden terrace areas and green roofs to minimize runoff from building roofs and provide opportunity for additional outdoor spaces providing views
- Provide special features to make the site distinctive to the students and the public including art, water features, gateway and signage elements

Natural and Restored Open Space/Forest

The existing Bellevue College Issaquah Center site is entirely covered with second growth forest vegetation. The site contains three unique or unusual tree and vegetation elements: old growth nurse logs, healthy second growth trees and snags supporting a myriad of fauna. Healthy second growth trees, which are 30 to 50+ inch diameter, grow about every 50 to 100 feet on the site. The remaining forested portions of the site will provide unique teaching opportunities with the protection and integration of existing vegetation. The preliminary master planning concept preserves approximately 20 to 25% of the site in its natural forested condition with another 5% in a restored condition reflecting a transition from open landscape to forest edge. This preserved area will emphasize the importance of the natural setting to the overall campus development. In addition, Trails and paths will provide access to these areas for recreational or educational use.

The preservation of natural upland forest and the additional restored open space and transitional forest edge emphasize the value put on the natural setting unique to this property and its surrounding tracts to the west and south. The preservation of a portion of the site in its existing forested condition makes a statement about Bellevue College's commitment to maintaining a forested environment in and around the developed campus. This is consistent with Bellevue College's goal of creating a green and sustainable campus, incorporate sustainability into the curriculum, and provide an inspiring setting for higher learning.

Preserved forest areas on-site

Encouraged Uses:

- Passive recreation along defined trails and paths
- Educational research of forest and wetland plant communities and ecology
- Perpetual preserved open space as a natural setting for the campus promoting sustainability

Discouraged Uses:

- Campus development (exception is storm water treatment or utility access)

Plant Materials:

- All Pacific Northwest natives appropriate to upland forest environment

Storm Drainage:

- Natural drainage as it will not be developed (use of LID drainage methodology)
- Accommodation of a storm water detention/water quality facility may be required within this area as it is the lower end of the property (west side)

Lighting, Amenities, Features:

- Primarily soft surface paths/trails accessing the forested area and educational locations (may include some stair features due to topography
- Small utility structure may be required to support educational functions associated with wetland or forest ecology courses
- No lighting or other developed features/amenities

Border/Edge Conditions:

- Edge areas will be simply a transition from natural or restored forest and natural landscape to developed portions of the future campus
- The edge of the campus developed area in the southwest portion of the site will have a significant fill wall to accommodate campus development

Cleaning, Irrigation & Maintenance:

- No programmed cleaning, irrigation or maintenance is planned for this area
- Some maintenance associated with establishment of restored landscape areas may be required

Paths and Trails

The BC Issaquah Center will incorporate trails and paths to connect natural open space areas as well as adjoining compatible uses with the developed campus area. These paths and trails are separate of street sidewalks and plazas which have a different intention. The paths and trails may be either hard surface or soft surface depending on location, context and expected level of use. The hard surface paths will be for more significantly used connections which are primarily serving pedestrian circulation needs. The soft surface trails will be primarily located in natural preserved landscape areas providing passive recreation and connections to unique natural education areas being used for research and field work. These paths and trails will be made accessible where feasible.

Path and trail connections on-site

The on-site trails and paths are intended to provide a strong connection for students and other users to the natural setting which is part of the campus and the destination uses adjoining the campus. These features enhance the student experience and provide opportunities to connect the campus experience to the Issaquah Highlands experience.

Encouraged Uses:

- Passive recreation along defined soft surface trails and paths (pedestrian and hiking)
- Access to unique educational opportunities in the natural forested areas of campus
- Pedestrian connectivity to other adjoining uses to the campus

Typical pathway Connection

Discouraged Uses:

- Mountain-biking and cycling
- Motorized vehicles
- Off-trail hiking and activities ("leave no trace" principles)

Plant Materials/Paving:

- All Pacific Northwest natives appropriate to upland forest environment in and around trails
- Asphalt paving of heavily used paths connecting to destination points (6' to 10' in width)
- Mulch and/or crushed rock trails in preserved natural areas (5' to 8' in width)

Storm Drainage:

- Surface drain trails and paths to natural surface drainage features (LID methodology)
- Cross trail storm water elements (ie. water bars) may be required to avoid erosion and minimize maintenance on the soft surface trails

Lighting, Amenities, Features:

- Soft surface trails in preserved forest areas will have no lighting, but may include lookout areas with casual seating and interpretive panels to communicate information on forest ecology
- Hard surface connector paths between key destinations may include pathway lighting to improve security and occasional seating if context is appropriate

Border/Edge Conditions:

- Border of soft surface paths will be natural transition to native landscape and hard surface will be edge of asphalt against mulched landscape areas, curbing, or turf depending on location and context

Cleaning, Irrigation & Maintenance:

- Hard surface path connections will have minimal maintenance with occasional cleaning
- Soft surface trails may have more regular maintenance requirements due to more susceptibility to surface drainage erosion or breakdown of mulch surfacing over time

Streetscape

The BC Issaquah Center presents itself to the Issaquah Highlands community along the frontage of NE College Drive. In addition, the concept site plan includes a loop road within the developed campus area to facilitate vehicular and emergency access to buildings and parking areas on the site. The intent of the streetscape areas associated with these features is to make pedestrian users comfortable within the campus environment and to de-emphasize the importance of vehicles. The streetscape features (from back of curb) in some locations, will incorporate instances of sidewalks separated from vehicular travel and bike lanes by landscape planter strips.

Streetscape seating fronting buildings

Within these planter strips will be groundcovers, small shrubs and street trees. Also, some of these planter strips may also serve as LID storm water quality treatment rain garden areas with water loving plant materials. In some high traffic areas, the planter strips will be replaced with additional sidewalk or hard surface paving, but still maintain street trees within tree wells and/or tree grates. Additional amenities such as lighting, seating, bike racks, waste receptacles, etc. may be provided as functional features within this environment.

Vehicular traffic is further de-emphasized along the Upper Loop Road to facilitate easier pedestrian connections from parking areas to the main campus buildings. This would be done through elimination of curbs, use of bollards, special paving across the street, special signing, etc. This space could also be used for events, gatherings, such as a festival street.

Festival street

The streetscape areas along the edge and within the campus provide an opportunity to aesthetically connect the proposed campus environment with the design philosophies of the Issaquah Highlands. In addition, the goal to beautify and ensure the pedestrian circulation and people spaces along vehicular corridors is emphasized to support a comfortable campus environment. This emphasis will provide a high quality of space for students and users of the campus accessing the campus on a routine basis.

Sheet L.3 shows exempt streetscape elements.

Encouraged Uses:

- Pedestrian activities including walking, jogging, sitting/resting, and crossing vehicular corridors
- Walking access to and from campus facilities from multiple directions
- In the case of the pedestrian street, events, gatherings, street vendors, etc. (by permit)

Discouraged Uses:

- Bicycling (accommodated on the street)
- Motorized vehicles (Upper Loop Road)

Streetscape with rain garden

Plant Materials/Paving:

- Pacific Northwest natives and water efficient ornamental plantings for ground covers and shrubs
- Potential rain garden plantings if rain gardens are place adjacent to streets and sidewalks
- Select street tree varieties appropriate to the context (consider height, views, maintenance)
- Concrete paving of standard sidewalk areas (6' to 8' in width) with no adjoining buildings
- Concrete (stamped or colored) or special unit paving for festival street, street crossings and/or areas adjoining between campus buildings and streets

Storm Drainage:

- Surface drainage to sheet flow to street storm collections system or into LID water quality landscape drainage features adjacent to the street

Lighting, Amenities, Features:

- Pedestrian scale lighting for street and pedestrian areas to be provided for safety and security
- Amenities within the streetscape may include seating, landscape pots, bike racks, waste receptacles, wayfinding, electrical service, bollards to restrict access, etc.
- As noted, the area with potential as a festival street would include at grade access, special paving, bollards, electrical service, etc.

Border/Edge Conditions:

- Edges include buildings, curbs, mulched landscape areas and street edges
- A retaining wall creating a dramatic separation and views from Lower Loop Road walkways.

Cleaning, Irrigation & Maintenance:

- Most surfaces to be hard surface paving which is easily cleaned by hose or power washer
- High efficiency reclaimed water irrigation for parking lot landscape which is not rain garden

Surface Parking Landscape

The BC Issaquah Center concept site plan incorporates both structured parking and surface parking areas. Surface parking areas are limited in size and scale on-site which is a significant aesthetic benefit. The surface parking areas do require a sensitivity to aesthetics through use of landscape islands and plantings as well as utilizing these landscape areas for managing storm water treatment in a sustainable manner. Parking lot landscape areas will also provide medium-size trees to minimize heat island effect, shade vehicles and aesthetically enhance the view to the parking area.

Rain garden in a parking lot

Surface parking lots are a necessary function of a campus of this scale, but the manner in which the parking is designed and how the design addresses the negative impacts of large parking areas provides an opportunity to emphasize sustainability as a key feature of the campus development. Surface parking lots should not become a visual eyesore, nor have a negative impact on the natural setting.

Encouraged Uses:

- Landscape areas are to soften and break up the expanse of hardscape associated with parking lots as well as provide functional value in treating storm water runoff
- Some possible pedestrian connections between parking on more defined pedestrian walkways

Discouraged Uses:

- All other uses

Plant Materials/Paving:

- Pacific Northwest natives and water efficient ornamental plantings for ground covers and shrubs
- Potential rain garden plantings if rain gardens are placed to treat storm water runoff
- Select medium-sized canopy tree varieties appropriate to the context
- Potential pavement areas to allow pedestrian crossings of the landscape islands

Storm Drainage:

- Surface drainage to sheet flow into LID water quality landscape drainage features within the parking area with eventual discharge to street subsurface conveyance system

Rain garden in a parking lot

Lighting, Amenities, Features:

- Parking lot area lighting for safety and security
- Other amenities or features may include wayfinding, parking pay stations, etc.

Border/Edge Conditions:

- Edges typically will be concrete curbs, although some at grade drainage connections will occur to allow storm water to enter rain gardens

Cleaning, Irrigation & Maintenance:

- Landscape planting islands will be mulched and will require annual or bi-annual mulching
- High efficiency reclaimed water irrigation for parking lot landscape which is not rain garden
- Rain gardens will require occasional maintenance to clean up refuse which drains into the planting area and a rare occasion in which silt and sediment may need to be removed from the bottom of the feature

Sheets L.1.A. and L.1.B. show parking and streetscape landscape proposed layout.

Pedestrian Plazas

The pedestrian plaza spaces at the BC Issaquah Center have been designed in sympathy with the site and offer a wide range of spatial experiences for campus users. These vary from the main campus plaza for large gatherings and events, to smaller outdoor classroom spaces, conversational spaces and individual seating areas.

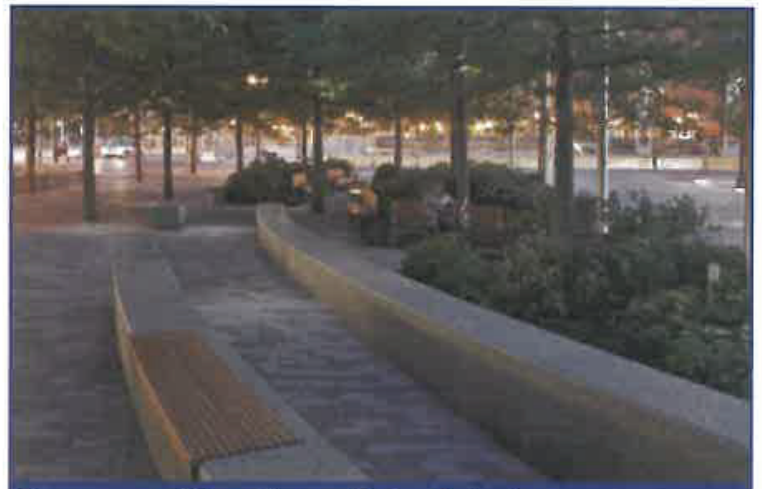
- The Upper Loop Road Plazas and Streetscape will be designed to accommodate the building to building flow of people and have been conceived of as a pedestrian dominated streetscape.
- The Central Plaza is located at the pedestrian hub of the campus and provides a large sunny space which is intended to respond in harmony with the western views of the natural forest edge, and tree top views towards Cougar Mountain, downtown Seattle, and the Olympic Mountains to the west.
- A variety of smaller plazas and exterior spaces are located along the pedestrian spine that runs south from the Central Plaza.

The campus plaza spaces are conceived of as a series of interrelated spaces providing different user experiences. More than a grouping of structures and buildings, it is the form and character of these plaza spaces that define and give BC Issaquah Center its essential quality as a hillside campus.

Plaza areas and pedestrian circulation

The high use pedestrian plaza areas connecting all of the academic buildings must provide a diverse set of uses focused on supporting higher learning and creating community. By creating outdoor spaces which complement indoor learning spaces, the quality of student experience can be greatly accentuated. These spaces should allow for contemplation and self study, reflection and mental relaxation, aesthetic comfort, ease of accessibility, opportunity to gather, celebration of our unique local environment, and communication of campus ideals and setting.

Sheet L.2 shows plaza concept elements.



Plaza areas with seating and raised planters

Encouraged Uses:

- Large campus gatherings
- Informal classroom activity
- Intimate conversational and social activities
- Individual and small group seating
- Passive recreation/observation for campus and local community
- Self study / introspection
- Street fairs and campus/community events
- Visual and physical linkages (ie. circulation) between interior and exterior spaces
- Pedestrian connectivity to adjoining uses to the campus and neighboring community
- Public assembly and free speech activities

Discouraged Uses:

- Motorized vehicles or emergency vehicle access
- Unauthorized commercial activities

Plant Materials:

- Pacific Northwest natives where appropriate to campus environment
- Water efficient ornamental plantings
- Plants suitable for constructed podium planters

Paving:

- Podium/pedestal paving system at plaza areas over parking garage structure
- Pervious paving systems where applicable on-site
- Concrete paving or unit pavers

Storm Drainage:

- Integrated LID sustainability features (celebrate and reveal natural processes)
- Capture rooftop and plaza water for re-use in buildings and for high efficiency irrigation

Lighting, Amenities, Features:

- Pedestrian scale high efficiency LED lighting fixtures
- Planter/seat wall integrated design
- Overhead rain/shade trellis
- Art/sculpture
- Movable tables and chairs
- Recycle/trash containers
- Removable bollards
- Electrical service for events
- Visible sustainability and alternative energy measures (both demonstration and functional)

Cleaning, Irrigation & Maintenance:

- Programmed cleaning, and maintenance is planned for plaza areas
- High efficiency reclaimed water irrigation for plaza landscape features
- Public safety

Rooftop Gardens / Terraces / Green Roofs

The rooftop gardens and terraces at BC Issaquah Center have been sited to take advantage of the views west towards Cougar Mountain, downtown Seattle and the Olympic Mountains. These rooftop spaces will provide a variety of garden experiences for students and faculty including paved terrace spaces and landscape garden areas. Green roofs are also proposed for all campus buildings to slow runoff, reduce building heating and cooling costs, and make a statement as a green and sustainable campus. These areas will take full advantage of the campus hillside setting and the views it provides.

Rooftop terrace with green roof

The rooftop terraces and green roofs provide a bird's nest view into the wonderful Puget Sound environment in which we live. Not only will the views of the natural beauty of our region provide contemplation of how we fit into our environment, but the functional aspects of the rooftop terraces and green roof features allow for a sustainable approach to water conservation that supports environmental stewardship and instructional curriculum.

Sheet L.4 shows examples of green roof/roof garden treatments.

Encouraged Uses:

- Informal classroom activity
- Conversational and social activity
- Individual and small group seating
- Passive recreation/observation
- Self study / introspection
- Function / event space
- Visual and physical linkages between interior and exterior spaces

Discouraged Uses:

- Pedestrian access to green roofs in areas where no formal pedestrian facility exists

Plant Materials:

- Drought tolerant Pacific Northwest plant varieties
- Drought tolerant ornamental plantings
- Plants suitable for constructed planters and pots

Green roof with plaza

Paving:

- Podium/pedestal paving system over roof top membrane system

Storm Drainage:

- Capture rooftop water for re-use in buildings and for high efficiency irrigation

Lighting, Amenities, Features:

- High efficiency LED lighting fixtures
- Planter/seat wall integrated design
- Movable tables and chairs
- Overhead rain/shade trellis
- Physical demonstrations of sustainability
- Art/sculpture
- Recycle/trash containers

Cleaning, Irrigation & Maintenance:

- Programmed cleaning, and maintenance is planned for roof garden plaza areas
- High efficiency reclaimed water irrigation for rooftop gardens and green roofs

Special Features

The campus open space areas provide opportunities for special features which are unique and signature to this campus site. These areas include the amphitheater, roundabout landscape at College Drive, overhead plaza edge at Lower Loop Road access, and art opportunities throughout the campus. These locations provide an opportunity to develop signature spaces, landscape features, or gateway elements which become synonymous with the BC Issaquah Center.

- The value associated with these features lie in the establishment memorable elements, features and experiences for visitors to the campus which are carried with them and become instantaneously associated with Bellevue College. These features become part of the brand for the campus.

Encouraged Uses:

- Amphitheater
  - Informal classroom activity
  - Conversational and social activity
  - Large group seating and event space
  - Self study / introspection
- Public Art
  - Conversational and social activity
  - Observation and introspection
- Gateway Features
  - For viewing and wayfinding primarily
  - Demonstrations of sustainability

Amphitheater/plaza seating

Art-sculpture

Discouraged Uses:

- Gateway Features to not be accessed directly by pedestrians

Plant Materials/Paving/Stone:

- Drought tolerant Pacific Northwest plant varieties
- Drought tolerant ornamental plantings
- Plants suitable for constructed planters and pots
- Turf for an area within the amphitheater
- Concrete paving for seating, stairs and paving in amphitheater
- Pacific Northwest native stone features (ie. benches, art, sculptures, etc.)

Storm Drainage:

- Capture storm drainage and celebrate as a feature within or adjacent to amphitheater
- Celebrate in collaboration with art elements within plaza areas

Lighting, Amenities, Features:

- High efficiency LED lighting fixtures for art and gateway accent lighting and pedestrian lighting for amphitheater
- Throughout the campus design, special care will be given to utilize strategies to enhance viewing of the night sky for science classes, the campus community, and for the community at large (e.g, minimize light pollution, design for flexibility, etc.).
- Water feature elements
- Planter/seat wall integrated design within amphitheater
- Overhead rain/shade trellis as gateways or shelter at edges of amphitheater
- Art/sculpture within plaza areas or as gateway elements

Cleaning, Irrigation & Maintenance:

- Programmed cleaning, and maintenance is planned for amphitheater space
- High efficiency reclaimed water irrigation for landscape areas associated with roundabout, gateway plantings, and amphitheater

Bellevue College Issaquah Center Phasing

General

No specific timeframe has been developed for the build-out of the Bellevue College Issaquah Center. Neither has there been a specific assignment for the order in which successive buildings will be constructed and occupied. What has been decided is that no incremental building design or construction will take place without clear documentation of need for the facilities and the availability of funding to execute and operate each building phase. Though arguments can be made for a swift phased construction sequence to build-out, the assumption that has guided the College's planning and phasing approach is that build-out may not be achieved in less than 30 years from the outset of the Phase One project.

Without questioning any of the phasing assumptions stated above, there are relationships among the campus buildings, open space, and site infrastructure that underlie a "reasonable guess" sequence of construction and occupancy. That "reasonable guess"is the basis for the numbering system that identifies individual academic buildings in the application.

Phasing Intentions

Regardless of the actual sequence of construction of the six Issaquah Center academic buildings, a number of phasing intentions are certain:

- The Phase One development increment will be of adequate scope to convincingly establish the character and quality of Bellevue College's Issaquah Center. It will facilitate innovative learning space, welcoming social space, and the means for students to access all essential student services. Phase One will establish the basic framework of site infrastructure, as well as motorized and non-motorized access and parking. Phase One will include a critical mass of developed open space, including plazas and roof gardens. Phase One will establish the character of undisturbed and restored natural open space.
- For both Phase One and at the occupancy of each subsequent phase, the intention is for the Issaquah Center site to feel aesthetically and operationally complete.
- The intention is for the development of each successive construction phase to have minimal impacts on the operations of previously occupied facilities.

Phasing Concepts

Phase One will include the construction of Buildings 1a and 1b. In addition the four-story academic buildings, that construction will include two levels of parking below each building's footprint and below the plaza between them, adjacent to the Upper Loop Road. It will also include occupied space below the plaza, south of Building 1a and west of Building 1b, adjacent to the Lower Loop Road. Phase One will include construction of the Upper and Lower Loop Roads and their connections to College Drive. The Central Park road connection will also be included. Surface parking east of the Upper Loop Road will also be constructed in Phase One.

Sheets A.5 and A.6 show Phase One buildings and site improvement features.

It is not difficult to imagine circumstances under which each of the four remaining academic buildings could be the practical choice for the site's third building. However, Buildings 2a and 2b are strong candidates because of their proximities to Phase One buildings and their contributions to the urban design / place-making objectives of the Issaquah Center site. Building 2a contributes to a visually stronger college arrival experience for community members and for prospective students, while Building 2b creates a plaza expansion and backdrop that will contribute to stronger outdoor place making.

From the standpoints of building to building proximity and contiguous plaza and garage expansion, Building 3a seems to be the next logical addition to the site. However, Building 3b has a unique proximity to the natural, undeveloped area of the site and to the protected lands and wetlands beyond. It's entirely possible that the demands for ecology and recreation based college programs will influence the construction of Building 3b to an earlier phase.

Phasing flexibility is an essential requirement for the Bellevue College Issaquah Center Site Development Permit.

VII Appendix

The following documents are attached as a separate report to be used as background information and provide supplemental information to support the Narrative for interpretation.

- BC East Campus Height Limit Increase Request, Letter to Lucy Sloman from Dan Dawson dated August 2, 2012
- City of Issaquah Notice of Decision regarding height increase request, dated September 6, 2012
- Meeting minutes of meeting with Fire Marshall dated February 28, 2013
- Bellevue College East Campus Geotechnical Report dated November 27, 2012
- Bellevue College East Tree Assessment, dated August 2, 2012
- Bellevue College Issaquah Center Energy Master Plan, dated July 25, 2013
- Bellevue College Issaquah Campus: Preliminary Traffic Analysis Technical Memorandum, dated December 14, 2010
- Issaquah Center Environmental Stewardship and Sustainability, undated
- Excerpt from WSDOT TDR Development Agreement, Planning Goals and Design Guidelines, dated December 20, 2010

In addition to the documents cited above, the following links provide access to documents too lengthy to attach to this narrative, but may provide other relevant information.

- WSDOT TDR Development Agreement, dated December 20, 2010
  - http://bellevuecollege.edu/issaquah/wsdot-tdr_12-20-10.pdf
- SEPA Checklist prepared by City of Issaquah, dated October 1, 2008
  - http://bellevuecollege.edu/issaquah/SEPA-Checklist_SEP08-001IH.pdf