

CITY OF ISSAQUAH
Development Services Department
URBAN VILLAGE DEVELOPMENT COMMISSION

STAFF REPORT

January 15, 2014

File No.: **SDP 13-00004**

Project: Bellevue College Site Development Permit

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STAFF REPORT

I. Application Information

- File No.: Site Development Permit: SDP 13-00004
- Project: Bellevue College Issaquah Center
- Applicant and Property Owner:
Bellevue College
3000 Landerholm Circle SE
Bellevue, WA 98007
Contact: Dan Dawson
- Engineer/Landscape: Otak, Inc.
10230 NE Points Drive, Suite 400
Kirkland, WA 98033
- Architect: Waymire Consulting
10624 226th Street SW
Edmonds, WA 98020
- Staff Contact: Lucy Sloman, AICP, Land Development Manager
Development Services Department, 425-837-3433

Dan Ervin, Land Development Engineering Consultant
Development Services Department, 206-794-6602
- Request: Application for approval of a site development permit on Parcel 4 of the WSDOT Expansion Area for an institutional campus consisting of 427,000 sq.ft. of primarily institutional and accessory-to-institutional uses. The project encompasses 19.36 acres and the development will comprise six buildings and associated parking (under building, garage, and surface parking) as well as landscape, trails, pavilion, and plazas.
- Location: The site, called Parcel 4 of the WSDOT TDR Urban Village, is located south of College Drive NE and west of the BPA utility corridor. A full legal description is provided with the application.
- Existing Land Use: The subject site is not developed and has not been cleared. The surrounding land uses are:
- *North:* College Drive; Issaquah Highlands including Avalon Wyndhaven, Division 17 (constructed multi-family); Grand Ridge Elementary (constructed); Central Park, Pad 4 (not constructed)
 - *East:* 100 ft forested area and BPA utility corridor; Central Park, Pad 3 (constructed soccer fields and parking)
 - *South:* WSDOT TDR open space; trail (constructed).
 - *West:* EF23 wetland and stream; Forest Ridge (constructed single family homes).
- Zoning: Urban Village

Comprehensive Plan: Land use: Urban Village
For Comprehensive Plan Policies see **Attachment D**.

II. Recommendation

Based upon the application, submitted plans (August 6, 2013; December 4, 2013), listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Urban Village Development Commission approve the Bellevue College Site Development Permit, with conditions. See *Section V, Draft Motion* and proposed conditions at the end of the report.

III. Public Notice and Comment

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

A Notice of Application was distributed on November 15, 2013. A workshop is scheduled for January 21, 2014 and public hearing is planned for February 18, 2014. The site was posted on December 18, 2013. Public notice of the UVDC workshop will be provided in the Issaquah Press on January 8, 2014. Notice of the UVDC public hearing occurred in accordance with the requirements of *Appendix G, Processing* and the City of Issaquah's Land Use Code, 18.04.180 (Public Notice). Prior to issuance of this staff report, no public comment was received regarding the proposal.

IV. Background

Definitions

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

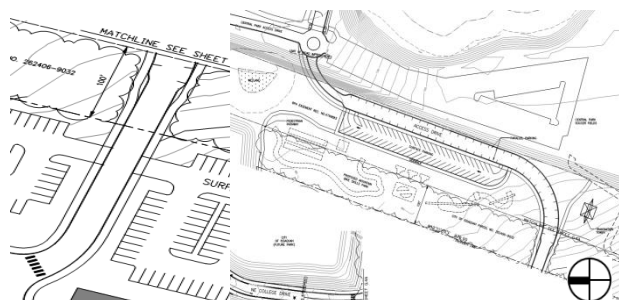
AMM: Administrative Minor Modification, i.e. a modification to a development agreement element.

Appendix: Any reference to an appendix in this Staff Report refers to the WSDOT TDR Development Agreement unless indicated otherwise.

ARC: Issaquah Highlands Architectural Review Committee.

BPA: Bonneville Power Authority.

Central Park Spur Road: the proposed road that connects from the campus through the BPA easement to Central Park.

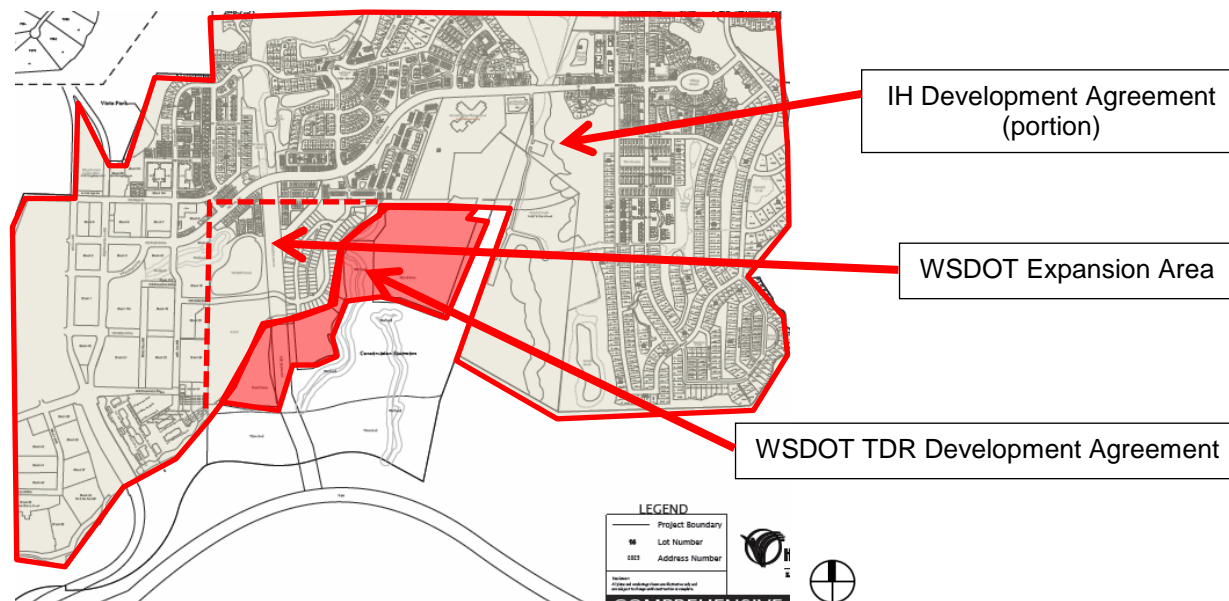


Right: Western portion of Central Park Spur Road Left: Eastern portion of Central Park Spur Road, within BPA easement

Development Agreement or DA:

Issaquah Highlands Development Agreement or IHDA: refers to the Issaquah Highlands Annexation and Development Agreement between the City and Port Blakely Communities; also called the Two-party Agreement. A portion of the IHDA is shown below.

WSDOT TDR Development Agreement or WSDOT TDR DA or just DA: refers to the Agreement governing the properties in the WSDOT property including Parcels 1, 2, 3, and 4. This is also called the Park Pointe TDR Development Agreement, since the TDRs came from the Park Pointe property, south of I-90. The developable area governed by the WSDOT DA is shown below.



EF&R: Eastside Fire and Rescue.

ERUs or Equivalent Residential Unit: This is the conversion tool between residential units to non-residential square footage. The conversion rate is 1 residential unit = 1200 sq.ft. of non-residential entitlement.

Expansion Area: Issaquah Highlands was approved with several potential Expansion Areas, including one called 'WSDOT Expansion Area.' The Issaquah Highlands Expansion Areas are governed by the IHDA. See map above for location, shown with a dashed line.

DSD: Development Services Department.

King Country Trail: As part of the WSDOT TDR infrastructure construction, a trail was built connecting WSDOT Expansion Area Parcel C (Polygon's Forest Ridge plat) to Central Park. See map to right and as depicted in the DA on Exhibit I-1.



Loop Road: The proposed road that loops through the campus, with both points of access from College Drive. For purposes of this Staff Report, it's divided into two pieces (see map at right):

Upper Loop Road: the higher, eastern portion

Lower Loop Road: the lower, western portion

MDRT: Major Development Review Team, now



within DSD.

METRO: King County Metro Transit

SEPA: State Environmental Policy Act

SDP: Site Development Permit, i.e. a permit that provides conceptual review and approval for a use, such as Grand Ridge Plaza or Swedish Hospital.

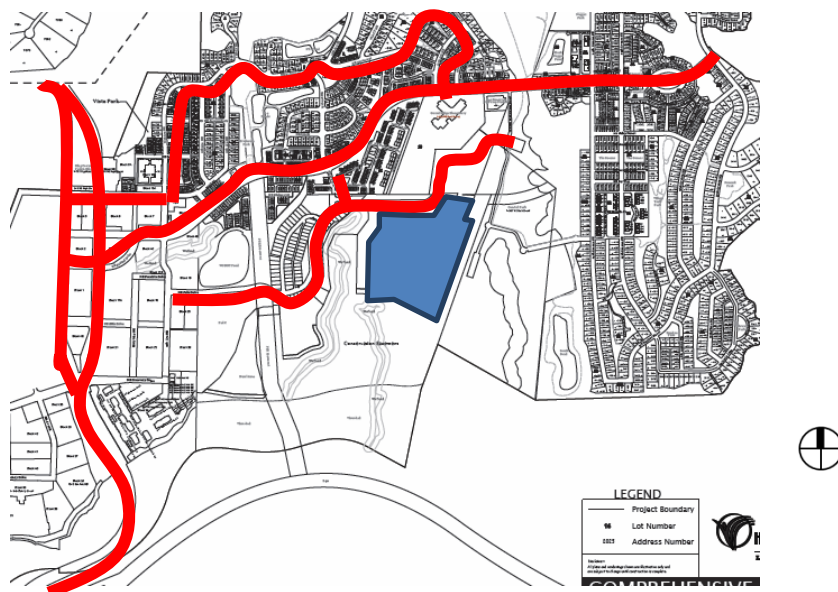
Sociable Public Realm: a term used in the Development Agreement to describe a public realm that encourages social interaction. Elements that contribute to this: "... the buildings, streets, trails and shared community spaces work together to promote interaction between community members, reinforcing the sociable public realm." "Reinforce the relationship of ... non-residential buildings to the streetscape and other public spaces through appropriate setbacks, interesting and human scaled building forms, and activities facing the street or public space that make the sociable public realm lively." "...appropriate site planning will provide connectivity between uses, proximity of uses to each other, and siting of structures and landscape elements to reinforce the street. These elements work together to create a public realm that encourages social interaction between community members, referred to throughout this Development Agreement as the sociable public realm." In the DA, other elements whose appropriate design is identified as contributing to the sociable public realm are: artwork, minimal setbacks from the sidewalk, walkways, landscaped areas, modulation, streets, and gathering spaces.

TDR or TDRs: Transfer of Development Rights.

UVDC: City of Issaquah's Urban Village Development Commission.

Summary of Proposed Action

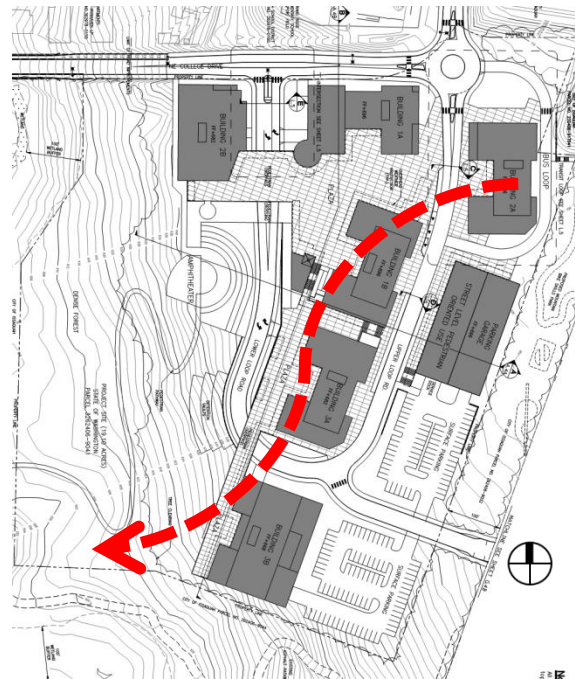
The Applicant is seeking a Site Development Permit (SDP) for the construction of 427,000 sq.ft. of institutional and accessory uses on WSDOT TDR Parcel 4 which is 19.36 acres. The proposal shows six institutional and administrative buildings, a pavilion, plazas, landscape, and trails. Parking is provided in a stand-alone garage, along with surface and under- building parking. The site is undeveloped and forested, though College Drive forms its north boundary and contains necessary access and utilities. Vehicular, bike, and pedestrian access to the site can be from College Drive and/or Park Drive, though there is also a King Country trail to the south which provides additional pedestrian and bike access. The proposal includes one on-site trail providing access to the King Country trail at the southwest corner of the site.



Map of site and access roads

Both the WSDOT TDR property and Bellevue College site are located at the southern edge of the Issaquah Highlands. Given the WSDOT TDR area was added after the Issaquah Highlands plan was prepared and after the areas north of the Bellevue College campus were constructed, the uses to the north (Grand Ridge Elementary's playfield, Avalon Wyndhaven's multi-family, and a future park site) are oriented to Park Drive, not College Drive. In addition, the uses surrounding the site limit the ability to connect to other developments, i.e. protected forest and critical areas to the south, the BPA easement and Central Park to the east, Wetland EF 23 and its buffer to the west.

The site's topography slopes from the high, northeast corner to the low southwest corner creating a grade change of 120 ft over the site and moderately steep slopes between 15%-25%; see map at right. The campus design responds to the topography of the site by clustering the buildings off the Upper Loop Road and along the east side of the site. The buildings don't follow the topography in terms of stepping the down the slope. The design concentrates the development in order to maximize the extent of undisturbed site area and to create a site this as accessible as possible for pedestrians and the disabled. The undeveloped forested edges of the site blend with the protected forested open space on the south and west. The buildings are concentrated around plazas on a podium above parking and large useable space. This approach creates a strong edge to the campus and the views/overlooks from the plazas and buildings into forested areas to the west and south convey a strong sense of place, a unique campus in a natural setting. The amphitheater below and east of the building/plaza podium provides a transition toward the forested open space and wetland. The Lower Loop Road steps down with the topography and provide access into the parking under the building/plaza podium. The strong edge of the building/plaza podium and Lower Loop Road also minimizes the extent of stand-alone retaining walls to accommodate grade changes. In addition to the looping road accessing College Drive, Central Park Spur Road connects to the BPA corridor and on to Central Park.



The configuration shown is full buildout. The site would be developed in phases responding to demand, funding, programs, etc... Parking would be built in response to this phased development. Early stages would likely rely more heavily on surface parking, later stages would use under-building and garage parking, with some surface parking in the southeast corner. The proposal also includes offsite parking in the BPA corridor, which could be shared with the City's Parks Department for use by Central Park facilities.

As mentioned above, the Applicant plans to develop the project in phases and these phases are likely to be spread out over time. It is necessary to ensure that sufficient services and facilities are provided for each phase so each one functions, is safe, etc... and cannot rely on later phases to provide these needs. This would include roads, parking, utilities (water, sewer, storm), access for pedestrians and vehicles, and

landscape. However, a later phase may rely on facilities included in earlier phases which have capacity, as long as the development resulting from the combination of the phases still complies with the Development Agreement. **[Condition 1]**

Background/History

The following provides background/historical information relevant to this application.

- Issaquah Highlands was identified as a receiving site for Transfer of Development Rights or TDRs. The WSDOT TDR developable area is 35 acres, formerly owned by the State of Washington, and was annexed by the City of Issaquah in 2010.
- On February 10, 2011, the City approved a short plat, SP11-00001, for the property contained in the WSDOT TDR area. This plat created the developable parcels, including Parcel 4.
- On February 18, 2011, the WSDOT TDR Development Agreement was executed to govern the development of the area incorporated by the City of Issaquah as part of a TDR agreement.
- As part of the preparation of the development agreement and construction of the infrastructure, two critical area studies were performed:
 - *WASHDOT TDR Receiving Properties Critical Areas Reconnaissance and Delineation*, Sarah Cooke, November 7, 2010
 - *WASHDOT TDR Receiving Properties Mitigation Plan for Trails, Roads, and P2 Storm Pipe Impacts*, Sarah Cooke, September 2011

It does not appear that either of these have additional conditions that apply to the Bellevue College site, but this should be reviewed with permits for construction.

Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Urban Village Development Commission with the confidence that the project meets the standards and guidelines contained in the Development Agreement (DA) and, where appropriate, City or other applicable Code, prior to the preparation of detailed infrastructure, building, and/or engineering or architectural drawings. The DA contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the Applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. Together, the development standards contained in the DA are intended to complement the Urban Village concept for Issaquah Highlands, as envisioned in the Comprehensive Plan, as well as the goals and vision for the WSDOT TDR area, while accommodating and integrating development with the site's unique environmental features and development opportunities.

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

Not all of the appendices or standards contained in the DA are directly applicable to the Site Development Permit, since the permit provides only with a planning level review of

building footprint layouts, plazas, easements, landscape, streets, paths or trails, etc. Only those goals and standards that apply to the SDP application are discussed in this report.

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

Normally in a SDP, it is assumed that all wet and dry utility vaults, meters, equipment, and appurtenances are shown on the drawings; i.e. not just their placement but their relative height or presence; however, due to the nature of a phased project, this is a more conceptual plan. Identifying these elements during SDP review is just as important as identifying buildings, landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Since it is not possible to identify these at this time, these will be reviewed with the preliminary plans, prior to each phases submittal, for consistency with the intent of the SDP and to minimize the impacts to the overall pedestrian orientation and sociable public realm. **[Condition 2]**

Due to the general level of most information provided for the campus, clarification of expectations is necessary. With this SDP application, any elements of the plan that conflicts with City or Development Agreement Standards or guidelines are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification. **[Condition 3]** It should also be noted that to construct the project as proposed, possible modification of standards, Building, Site Work, Landscape, and Sign Permits will be required subsequent to the approval of the SDP application.

As with any application, especially one of this size and complexity, there are some inconsistencies, conflicts, and incomplete information. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this permit's Notice of Decision shall be resolved by the Designated Official, utilizing the Staff Report and in consultation with the Applicant, at the time of the future application. **[Condition 4]**

Level of Detail

Because of the scale of this project and potential lengthy buildout, many elements have not been designed to the same level of detail that would occur with smaller (A)SDPs or other submittals. The City and the Applicant expressed an interest submitting a SDP application that covered the entire Property in order to provide a comprehensive understanding of the entire site, and the Applicant wanted a level of predictability prior to developing detailed plans. Therefore, to provide the City and Applicant with the benefits of reviewing the entire campus at one time, the Applicant provided an overview of the entire campus. Since much of the information provided is not detailed, the determination of compliance with all standards and guidelines in some cases cannot be fully determined. It is anticipated that more detailed information will be provided prior to and during subsequent reviews. As a result, each submittal will receive design as well as technical review at the time of Site Work, Landscape, and/or Building Permit, rather than dividing the review between land use and construction permits. The Applicant and DSD will use a version of the optional preliminary application meeting identified in *Appendix G, Permit Processing*, for all construction permits to review the submittals at a more detailed level. This meeting will be utilized to avoid inefficiencies in plan submittal by giving the Applicant and Staff the opportunity to review and work collaboratively on the design prior to full construction drawing submittal. The

expectations identified in this Staff Report as well as any conditions of approval, if approved, will be used to establish the standard of design for the campus as it is completed. **[Condition 5]**

Flexibility and Proposal Modification

The WSDOT TDR agreement anticipated that flexibility would be necessary in the review and implementation for the project. This is indicated by the modifications allowed in Appendix G, Section 5.4, and further described in Action Memo 03-05-2013 (JRW); see **Attachment E**. Since this campus will be built over many years and only conceptual details have been submitted, establishing parameters for flexibility is necessary. Changes to the SDP can be either minor or major. Minor changes which maintain the vision, character, and intent approved by the Urban Village Development Commission (UVDC) and as documented in the Staff Report, its attachments, and in the permit record, should be processed administratively; major changes which alter the vision, character, and intent should be processed through the UVDC. The Designated Official shall determine what constitutes a major or minor modification to this application.

III. Development Standards and Regulations

Main Body of the Development Agreement

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

Under Section 1.1, of the Development Agreement, Project Entitlement is established with up to 310 ERUs being Institutional Use (i.e. school or religious institution), but no mention is made of accessory uses. Section 1.1 specifies that entitlements are further described in Appendix E. In Appendix E, ERUs conversion from residential units to gross square feet is 1 residential unit equals 1,200 gross square feet, or in this case 310 ERUs x 1200 gross square feet equals 372,000 gross sq.ft. of institutional use. Appendix E goes on to define Institutional Use as "...include[ing] both private and public schools and religious facilities; and may include uses accessory to these primarily-listed land uses." Also in Appendix E, Section 5.0 addresses Accessory Uses, stating "The purpose of permitting ... Accessory Uses in the Project is to ... allow for the uses that are commonly built to service Institutional uses." These are further defined in Section 5.2.1 as "a use of land or of a building or portion thereof customarily incidental and subordinate to the principal use of the land or building and located on the same lot with the principal use." Allowed accessory uses listed in Section 5.2.2 are library, cafeteria and eateries, book store, print shop, theater, recreational facilities, gym, coffee shop. What is not specified is the allowable square footage of the Accessory uses, which are not included in the allotment from Section 1.1. Unlike Accessory Dwelling Units, which are additional residential units that are allowed as accessory to the primary residential unit, and which are defined by size and relationship to the primary uses, no such specifications are provided for the Accessory non-residential uses. Thus, it is concluded that the Applicant may build up to 372,000 sq.ft. of institutional uses and additional square footage of accessory uses, consistent with the provisions and uses listed in the

Development Agreement, with additional evaluation of infrastructure to support the accessory uses. (This is a technical review, triggered by the Purchase and Sale Agreement and not the Development Agreement.) Since the application proposes 427,000 sq.ft. in this application, it is assumed that the Applicant is proposing 372,000 sq.ft. of institutional use and 55,000 sq.ft. of accessory uses. **[Condition 6]**

Section 6.0 states that all structures are required to incorporate sustainable components, which will be reviewed with construction permits.

Section 11.4.2 states that all mitigation fees have been paid except for school impact fees, which would not be applicable to non-residential uses.

Section 12.0 states that the Buildout period for institutional uses on Parcel 4 is through 2040.

MDNS (SEPA review)

Environmental impacts of the Bellevue College proposal were addressed and analyzed as part of the overall the SEPA determination issued for the WSDOT TDR development agreement, (WSDOT TDR Development Mitigated Determination of Non-Significance [MDNS], SEP10-001WS). The Development Agreement includes SEPA mitigation measures (Exhibit 10 of the Main Body) to be applied during the Terms of this Agreement, and to be required as conditions of development.

The City has determined the Bellevue College proposal is consistent with the development evaluated in the WSDOT TDR MDNS. The proposal, as an Implementing Approval of the Development Agreement, is within the “Project Envelope” that was previously evaluated. As specified in DA Exhibit 10, the existing Mitigated Determination of Non-Significance shall be utilized and no further State Environmental Policy Act (SEPA) checklist or threshold determination is required when an application for an Implementing Approval is within the Project Envelope.

Appendix A: Planning Goals and Design Guidelines

Appendix A of the WSDOT TDR Development Agreement provides a guiding principle plus planning goals and objectives that influence new development as well as design guidelines that reflect the vision of the WSDOT TDR area. The goals and objectives in Appendix A establishes community expectations for this area, while the urban design guidelines (UDG) serve the overall purpose of creating a framework to ensure the buildings, landscape, circulation system, social gather places, and open spaces relate to one another in a way that implements the vision. This section of the Staff Report provides an opportunity to look at the project both comprehensively and at the individual elements (e.g. landscape, parking, roads, etc...) and to consider how a proposal complies with the design direction established for the campus, instead of the more prescriptive standards that will be reviewed later in the Staff Report.

In general the application meets the seven project goals and their multiple objectives in Appendix A. The following discussion of the Planning Goals and Objectives as applied to the Bellevue College project provides the basis for conditions or to indicate compliance. Following the discussion of goals and objectives, is a similar one for the Design Guidelines.



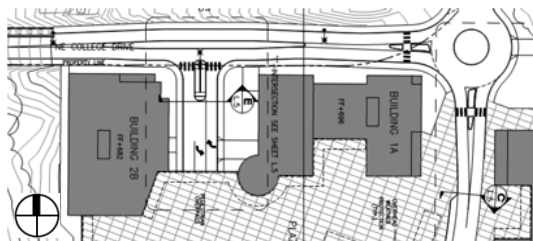
Goals and Objectives

Goal 1: Design a Neighborhoods [sic] with an overall character that reflects its location adjacent to Issaquah Highlands and the Mountains to Sound Greenway Corridor.

The location of the campus at the transitional edge between developed areas and natural open space highlights the area's natural beauty in balance with urban spaces. The proposed site plan embraces the pedestrians' importance, sustainability, and creating a social public realm. Though the campus is naturally a public space, the site plan attempts to provide both larger gathering areas as well as more intimate spaces, to balance the social with the private. This aspect of the development proposal also reflects the Guiding Principle of the Planning Goals to provide a campus neighborhood that complements those found in the Highlands. The campus proposes its own unique spaces and establishes an identifiable campus neighborhood adjacent to Issaquah Highlands. The proposal provides for sensitivity to the environment, through limited clearing and grading, project-wide landscaping, and the possible use of green stormwater infrastructure. The campus contributes to the social, community-oriented atmosphere through the design and placement of public areas, such as streets, trails, and plazas. There is also a comprehensible and varied network of pedestrian routes such as the plazas and trails, in addition to the sidewalks. Parking is proposed to be dispersed under buildings, on-street, small surface lots, and a parking garage to minimize the possibility of a "sea of parking." The siting of structures and proposed streetscape reinforce the street edge.

Objective 1.6 describes a connection between Issaquah Highlands, open spaces, and the neighborhoods in the WSDOT TDR. While there is a good network of streets within the campus, there are ways in which the campus could better connect at its edges. Specifically related to this Objective, along College Drive, the north/south section (Sht

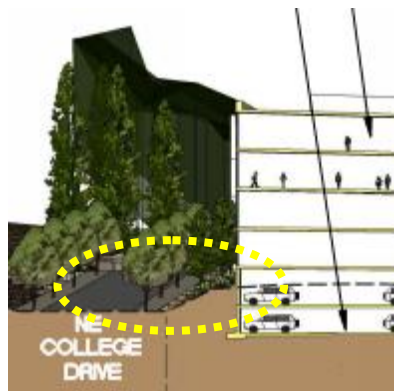
A4.B) and the site plan shows that the buildings are setback from the street with buildings much higher than the street, potentially 10-12 ft. And the proposed generic street landscape shown on L.1A would create a heavily wooded band, buffer rather than providing a pedestrian orientation, especially since there is no building entry on this side. At the pre-submittal for the phase in which this landscape edge and these buildings are included, the design must be revised to have a design and orientation which is more pedestrian friendly and welcoming. For instance, move the buildings closer to the street since no setback is required (e.g. around 10-15 from the sidewalk), structure the setback to make it less of a buffer and more of an amenity scaled to the pedestrian (e.g. similar to the Park Dr edge of the 742 reservoir), and design the building to feel open and welcoming even if an entry is not provided on that side (e.g. materials, windows, etc...) **[Condition 7]** This condition is also supported by Objectives 3.2, 3.3, 5.1, 5.2, 6.6; Guidelines 3.1, 3.14.



Above, left: Plan view of buildings south of College Drive

Above, right: terraced walls and plantings of south wall of the 742 reservoir along Park Drive

Right: Section from Sht A.4B showing the relationship of College Drive sidewalk to the adjacent building (dashed circle).



Goal 2: *Promote sustainability throughout Guidelines Section 5: Sustainability*

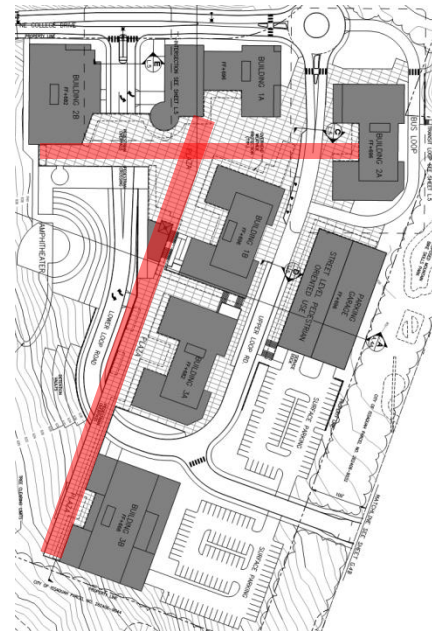
As the application suggests, Bellevue College is a willing partner in achieving sustainability throughout their campus. There is no Appendix devoted to sustainability although due to the importance that both the Applicant and City place on this topic, the Goals and Guideline sections of the Development Agreement both addressed the topic, and so the discussion of the two has been consolidated here.

With regards to the specific objectives identified in this appendix, the proposal widely uses native plants, the campus includes accessory uses to minimize trips off-site, and the preliminary design for bus service, along with partnering with METRO will hopefully result in alternative modes of transportation. The campus plan has incorporated a mix of uses to encourage college users to stay on campus, though they are encouraged to walk or bike to adjacent areas of Issaquah Highlands as well. Under-building parking is used extensively to limit impervious surface. Low Impact Development (LID) has been incorporated through the use of rain gardens and green roofs. Per the agreement, a

mandatory green building program is required. **[Condition 8]** Many other objectives and sustainability guidelines will be implemented through construction and have been included in the Construction Conditions in **Attachment B**.

Goal 3: *To encourage a large institutional use in a campus setting that blends in and is compatible with the surrounding properties.*

The proposal is a large institutional use in a campus setting that generally blends with and is compatible with the surrounding properties, mostly by separating it from nearby residential uses. The proposal portrays a pedestrian-oriented community through the design of a pedestrian-friendly street and a trail system that connects neighborhoods to the east (via the Central Park Spur Road), west (via the amphitheater trail), and north (via College Drive), including connections to Central Park, Grand Ridge Park, the future Mountain Bike Skills Course, the King Country trail, open space, and the adjacent Issaquah Highlands Urban Village. These connections lead to a campus that has been designed as cohesive unit with a pair of strong pedestrian axes (shown to right) combined with a clear, pleasant Loop Road, lined with trees. The campus plan includes spaces for public gatherings, such as informal gathering areas, plazas and amphitheater. The site plan has both designed and dispersed parking to minimize its impact.



Goal 4: *Preserve and protect the natural environment within and adjacent to the Project neighborhoods*

The organization of the campus plan is intended to balance developed areas with the preservation and opportunities to enjoy the surrounding natural areas. The campus creates a strong demarcation between it and open space with the views/overlooks from the plazas and buildings into forested areas to the west and south which will convey a strong sense of place and a unique campus in a natural setting. The project proposes to preserve a portion of the forested land along the western edge of the property, which is also adjacent to an existing wetland and conservation area. See *Lighting Section* at the end of the report and Construction Conditions, **Attachment B**, for additional information on implementing objectives of this goal.

Goal 5. *Plan a roadway and trail circulation system that provides attractive, safe, comprehensible, and convenient multi-modal access throughout the neighborhoods*

The campus is planned with roads and trails to provide a safe, comprehensible, and convenient system. The roads on-site are general narrow to slow traffic but wide enough to serve the anticipated vehicles. The proposed street layout includes pedestrian, bicycle, and vehicular modes of transportation. The site plan uses a cross axes of pedestrian plazas (see above with Goal 3), which will organize the site and orient the user. This is complemented by the street system. Together these will be the major identifiable elements that provide cohesiveness and connectivity throughout the campus. They are also varied to encourage pedestrians and vehicles to use them differently in various parts of the site. The site plan takes into consideration the entire

composition of the street with buildings oriented to it and careful design of the facilities along it. This should create a system that is pedestrian and bike oriented, attractive, and comfortable to use.

It should be noted that the pedestrian axes associated with the plazas (see image right), includes two pedestrian bridges across the Lower Loop Road. This provides a strong connection between Buildings 2B and 3B, and the rest of campus. It will also create an entry feature for the eastern road.

College Drive on the north edge of the campus can accommodate other modes (e.g. bikes and buses) and the campus is planning for a bus loop to facilitate service. Vehicular connections are provided on the north and east sides of the campus to connect to adjacent areas to the extent possible. Where cars can't connect, non-motorized connections are provided, except to the south, which is discussed below with Goal 7.



Goal 6. *Create a variety of housing types, densities, and costs while providing a consistent identity throughout the neighborhoods and consistency with Issaquah Highlands*

Though this goal is primarily focused on residential neighborhoods, a consistent identity and strong relationship with Issaquah Highlands are relevant to this permit. For instance, the provision of artwork, which the Applicant has shown in their proposal, is a component of this goal. Also creating a strong sociable public realm is another component that is relevant to the campus. Though the application is conceptual, buildings are oriented to streets and plazas with their entrances and gathering spaces connecting to the street as well. The proposal generally provides a consistent identity throughout the neighborhoods and consistency with Issaquah Highlands.

Goal 7. *Provide for open space, parks and recreational facilities that contribute to the character of the neighborhoods and provide recreational opportunities for residents and visitors.*

The campus includes a variety of open space and active areas, and adjacent City parks, the future mountain bike skills course, and King County trail will complement on-site activities. The elements included in the plan have been used to structure the campus plan, such as the plaza axes or to punctuate the plan, such as the amphitheater. Weather protection is shown along the north/south plaza axis and at other key points. Pedestrian routes are provided throughout the site, and select connections are offered to off-site amenities, though some additional connections are required.

Objectives 7.4-7.7: At the south edge of the campus there is no connection into the open space or to the King County trail; the only connection to the trail occurs on west side from the amphitheater. The amphitheater connection makes sense from a grade perspective. However, the strong north/south spine through the campus shouldn't dead end but be continued down to the King County trail. The north/south section (Sht A4.B, shown next page) illustrates that the spine ends five floors up, but a stair cascading

along the south edge of Building 3B would provide opportunities for enjoying the adjacent open space and a connection to the King Country trail at a point where it is close to the campus property. (As an alternative, an internal stair connection from the north/south spine to the trail might be considered depending on building hours and general availability.) After careful study, if this option cannot be provided, an alternative would be a pedestrian friendly connection from the Loop Road to the King County trail on the east side of Building 3B. This connection must be separated from cars which necessitates bridging over the under-building vehicular garage entry. **[Condition 9]** This condition is also supported by Objective 1.6, Guidelines in Section 1.6.



Left: Building 3B section from Sht A.4B Right: Alternative connections from the south edge of the site to the King Country Trail

Design Guidelines

To facilitate referencing the guidelines, the text has been numbered in a manner so that each guideline has a unique number; see **Attachment C**. No content has been changed, and the photos and their captions, which are not included, remain unnumbered, unchanged, and in effect.

Many of the Design Guidelines are closely tied to the standards provided in subsequent appendices. To avoid repetition, those guidelines tied to standards are discussed in those sections below. However there remain portions of the guidelines in Section 3 that are more global and are discussed here.

Section 3: Neighborhoods, Site, and Buildings

As the plan is refined, buildings should be placed close to streets or where they must be setback, the area between the sidewalk or trail and the building shall be designed with interest, pedestrian scale, and to



7 PUBLIC ART
• Art that is a unique signature to the campus site



maintain the perceived connection between the building and the pedestrian area, to achieve the sociable public realm. Buildings at the northeast corner of the site will be

highly visible from off-site and will have excellent views. Other buildings further west, may have limited though excellent territorial views. These should be taken into consideration as the detailed design is developed. The plan proposes to place waste collection under the buildings in the under-building parking areas. This is an excellent location for this and other services as it minimizes the visual impact, keeps them out of the weather, limits wildlife access to them, etc... Guideline 3.14 anticipates a distinctive and recognizable entrance or gateway element. Sht L2 shows an element, #7 (also excerpted above), which is artwork in the roundabout. The proposal for art is an excellent opportunity to fulfill this guideline. It also accomplishes Guideline 3.15, using vistas to orient visitors, especially if signage is incorporated.

Section 5: Sustainability

See Goal 2 above for a consolidated discussion of Sustainability.

Appendix B: Urban Road Design Standards

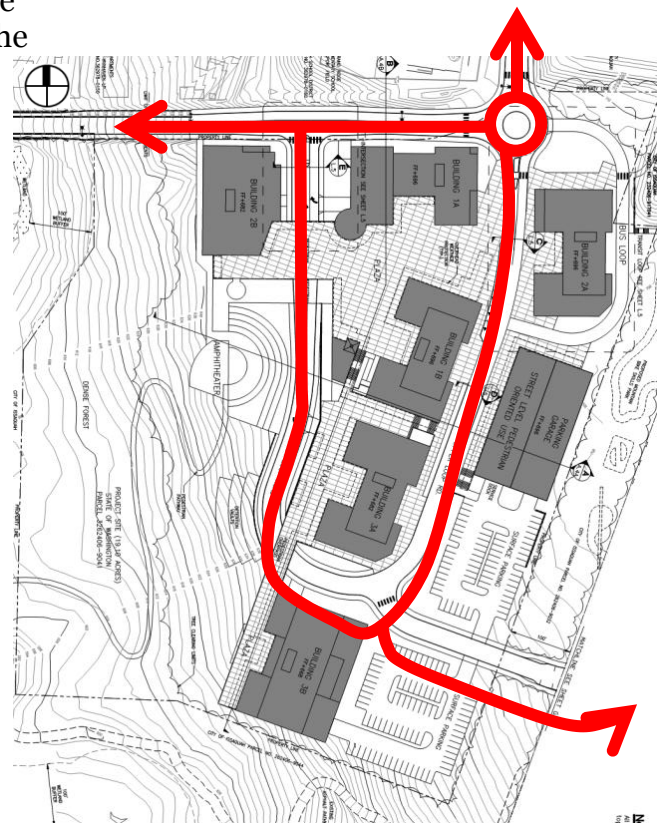
Appendix B provides the appropriate standards to establish design, configuration, and performance of all public and private streets within the project area.

Appendix A Design Guidelines: [Section 1 except 1.3, 1.8, and 1.9, portions of 1.7]

As anticipated in the guidelines, a loop road is necessary due to land use restrictions on the west, south, and most of the east sides of the campus. Trail connections have been provided or conditioned to compensate for these restrictions. On street parking is minimized, with some accessible parallel parking stalls and a drop off zone near Building 1B. As the detailed plans for the site are developed, additional on-street parking should be considered. Though the campus is proposed to connect to Central Park, it seems unlikely that people will choose this as a shortcut given the indirect route it creates; however, if it becomes possible to build the Central Park Spur Road, the design should reduce the attraction for this to be used as a short cut. The loop road works with the topography, avoids a dead-end circulation system, and creates interest by its shape. Grades are not steep within the loop system, although final grades are not provided for either that road or the Central Park Spur Road. See the final section of the Staff Report for a consolidated discussion of lighting.

Site Access:

The proposed campus would be accessed in two locations off of NW College Drive which is a public two-lane, two way road, with an approximately 15% grade constantly rising from west to east. NW College Drive defines most of the northern edge of the site. The Applicant proposes to modify College Drive to add a median for most of the road, west of the new roundabout; this does not meet the



standard (Street 3). Traffic modeling for the project doesn't assume there are any turning limitations, for instance, at either of the College Drive intersections. The western intersection may allow limitations such as right-in, right-out only movements, but only if it can be shown that it meets the minimum level of service standards, doesn't degrade operation of other City streets, and complies with the Development Agreement.

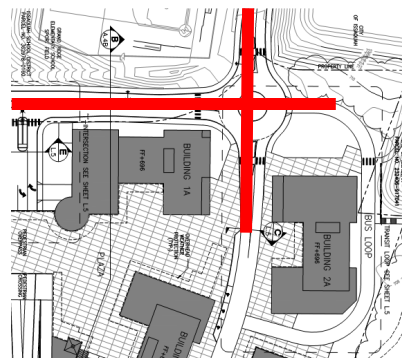
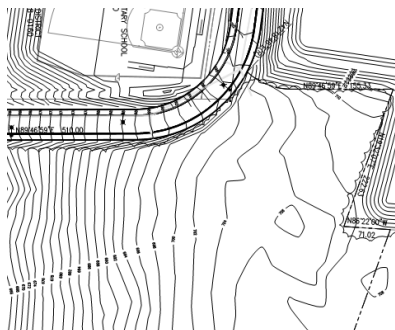
[Condition 10]

The intersection of Lower Loop Drive and College Drive is shown as a conventional intersection. Since College Drive is approximately 15% grade at this location, the vertical grading necessary to accommodate a conventional intersection may require an extensive reconstruction of College Drive. As an alternative, this intersection can be designed as a driveway cut with a driveway-type apron with the grade transition accommodated within the parking strip (not the sidewalk). This would be an allowed configuration, compliant with the street standards, and will not require either an Administrative Minor Modification or reconstruction of College Drive. The Loop Road median, a device intended to facilitate changes in grade across the Loop Road, could be retained with either the intersection or driveway configuration. In either solution, pedestrian crossings facilities must be retained. **[Condition 11]**

At the eastern campus entrance, the Applicant proposes to rebuild the existing bend at the crest of NW College Drive as a roundabout. The Narrative notes that "During Phase 1 design, the roundabout will be evaluated and a design modification will be incorporated if necessary...." The roundabout may not be necessary and a simple intersection may be simpler and more appropriate, though roundabouts are encouraged by this appendix. This is an effective traffic solution and presents several unique site and building design opportunities, though roundabouts can be challenging to maintain a pedestrian and bike-friendly environment. Though not stated in the application, the main purpose of the roundabout may be to allow cars exiting the eastern campus entry, who must turn right due to the median, to use the roundabout to turnaround and head back west. Since this intersection and the design opportunities afforded by a roundabout will likely lead to this area being an intense pedestrian crossing opportunity, the roundabout must be designed with careful attention to include safe and convenient pedestrian crossings.

The roads must be designed in accordance with the Street Standards shown in the Development Agreement or in accordance with approved modifications to those standards. Not all of the streets shown on the plans meet the current standards (some roads are too wide, some do not have on-street parking, some do not have street trees, etc.) however, it is assumed that during utility permitting the road designs will be further developed to be compliant. It is not anticipated that the revisions necessary to comply with the street standards will have a significant impact on the design, location or usability of any of the adjacent building or pedestrian facilities.

Left: existing College Dr with curve
Right: Proposed eastern campus entry with roundabout or intersection



Loop Road:

The loop road is designed to accommodate students, employees, service vehicles and emergency vehicles in a safe and efficient layout. It is also located to traverse the topography, minimizing steep grades. The loop road within the campus is shown as having two vehicular lanes, bike lanes, and some on street parking. The dimensions shown (9 ft travel lanes, 5 ft bike lanes) is consistent with standards, though a 14 ft turn lane shown seems unnecessarily wide unless it is in response to the pedestrian median. Parallel on-street parking is not dimensioned but can be accommodated consistent with standards, and the Applicant should consider using it more widely. Given that these are conceptual plans, fine tuning of the designs will be incorporated during construction permit review, consistent with adopted standards.

A drop-off load and unload station will be located along the west side of the Upper Loop road near Buildings 1A and B by the plaza. Sht L2 shows overhead weather protection, street furniture, and art that will enhance the pedestrian environment and is an important contributing factor to the sociable public realm. These elements will be reviewed with construction permits.

The roads proposed for the loop meet adopted standards or can be modified to meet standards. At the same time, the Applicant is encouraged to consider dividing the various purposes of the Upper Loop Road into two separate facilities: vehicles would be served by a road along the eastern property line; pedestrians and bicycles would be served by a linear plaza where the Upper Loop Road is currently located. This will allow the majority of the traffic on the Loop Road to use the eastern route to minimize the number of cars between buildings 1a and 2a, an intense pedestrian zone. This modification would be a consideration, not a requirement, intended to better meet the functionality described by the Applicant.

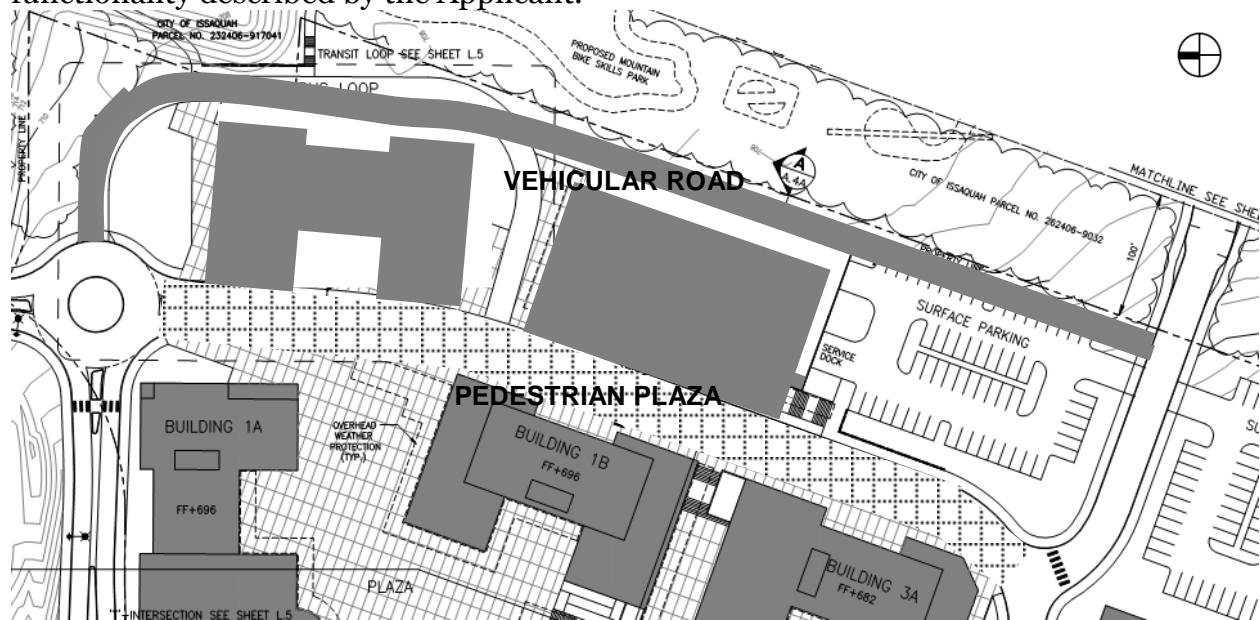
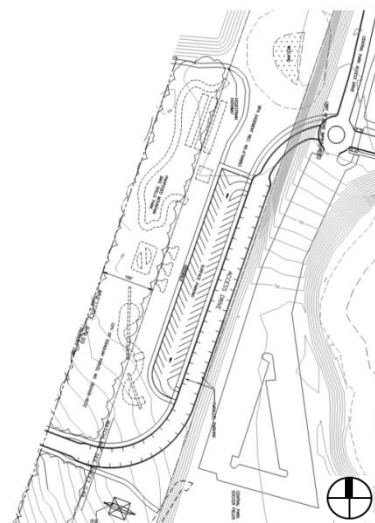


Illustration of possible segregation of vehicular and pedestrian/bike facilities in eastern portion of the campus.

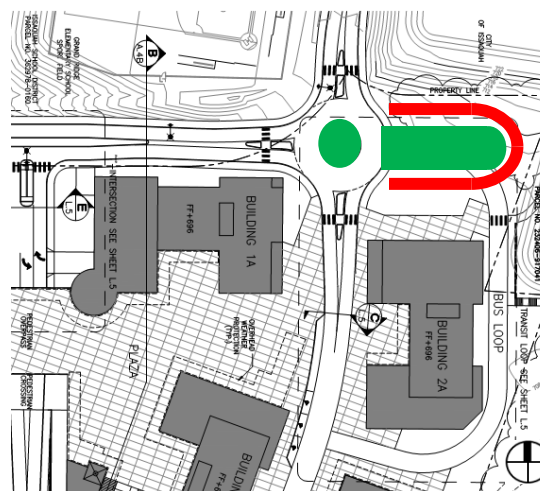
Other aspects of the loop road that will have to be addressed with construction permits include sufficient clearances of pedestrian bridges and the podium to accommodate vehicle heights, such as fire trucks, garbage trucks, delivery trucks, etc...; radii at various intersections to accommodate vehicle movements, queuing for accessing parking.

Central Park Spur Road:

The Upper and Lower Loop Roads join to create a continuous loop through campus. A spur is proposed off of the end of the Upper Loop road which accesses three surface parking lots, two on-site and the third off-site in the BPA. This off-site parking and road connection to Central Park (shown to the below) is located on City property that has an easement for the Bonneville Power Authority's (BPA) electric corridor. The WSDOT TDR DA planned for a Mountain Bike Skills Park in this section of the BPA. The Applicant proposes to relocate the bike skills course to the west in a forested area which is protected and owned by the City. Because the Applicant doesn't own this property and doesn't at this time have the right to modify the uses or build on this property, it has to be considered an option which might occur in the future. Additional parking and a vehicular connection to Central Park may be useful to the City and others, so the option is worth considering, but cannot be included as the basis for approving this permit. Thus the recommended approval is not based on this parking or road connection. The Applicant will need to work with the BPA and City to determine if they can gain access to this property for the uses shown, though the configuration may be modified during negotiations with the various property owners. **[Condition 12]**

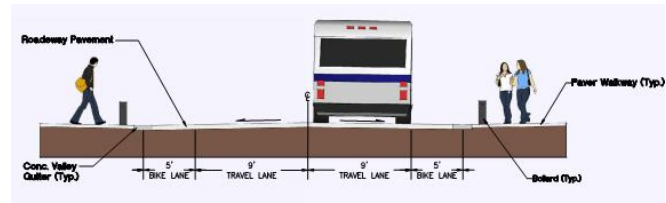
Bus Loop Road:

The easterly "leg" of the roundabout will provide bus access to the campus, and the southern leg will be the Upper Loop Road, a primary entrance to the campus. The transit loop road is 20 feet wide and has the loading and unloading area for passengers between Building 2A and the garage. A transit stop is identified next to the parking garage. The transit bus loop road that wraps around the eastern side of Building 2A is actually located partially on city property (parcel 232406-9170), and the City has not given permission for the use of its land at this time. In addition, the Upper Loop Road is intended to be a particularly pedestrian oriented, slow road, which accommodates pedestrians moving fairly freely across it. Bringing buses so far into campus compromises the strong pedestrian qualities of the Upper Loop Road. Also wrapping a building with a road, unnecessarily isolates it. The buses can be kept in a loop at the roundabout which will preserve the pedestrian nature of the Upper Loop Road, not wrap Building 2A in roads, and allows bus riders to wait adjacent to an occupied building rather than a garage. In addition, the bus loop should include a conventional intersection configuration and not the driveway approach shown on the plans. The applicant should consider elongating the roundabout and configuring the bus staging area within the elongated round-a-bout. **[Condition 13]**



Pedestrian Circulation

Pedestrian access to the site will be from the public right-of-way, College Drive, to the north of the property or from the King Country Trail to the south of the property. Within the site, general pedestrian circulation begins with the sidewalks associated with Loop Road, regulated by this appendix. The Loop Road is designed to be a low speed facility with comfortable pedestrian and bicycle mobility. It traverses the hillside to avoid excessive steep road grades of the site. Roadway sections are shown on Sht. L.5.



The two sections of the loop road serve different purposes. The Lower Loop Road is anticipated as a more traditional roadway, with curbs and sidewalks, and reflects that most of the access to garages and parking is from this segment. The purpose isn't to be pedestrian unfriendly but to recognize that cars are encouraged to use it.

The Upper Loop road has two sections. The northern portion of it will incorporate pedestrian friendly elements such as at-grade crossings between building plazas, a consistent material (concrete) used for sidewalks, road, etc..., and pedestrians separated from the travel lanes by bollards; see image above. Additional traffic calming techniques such as textured paving surfaces will be used to warn drivers of the pedestrian corridor and to discourage high speed travel. The anticipated roadway speed limited is 10 miles per hour. The southern portion of the upper loop road will also have a more traditional road section with sidewalks separated from the road by a 5-foot planter strip.



Besides the use of sidewalks, the pedestrian circulation will also travel through plaza areas that are on grade with and often adjacent to the Upper Loop road.

Although most of the campus buildings are located within the Loop Road, some buildings are located outside the loop. It is necessary that there will be robust and frequent pedestrian crossing opportunities and these are accommodated in the plan with overcrossings/pedestrian bridges (via the plazas, circled above) and at-grade pedestrian crossings on low-speed roads.

Vertical travel will be accommodated with stairs, ramps, and building elevators. The elevators will also need to access both the academic floors of the buildings as well as the parking levels below the buildings to provide ADA compliant circulation.

Bike lanes:

Bike access to the site is from either the bike lanes in College Drive or the King Country trail to the south of the property. On-site roadway sections A, B C, D and E show that bike lanes will be provided along both sides of the loop road. The bike lanes are 5 feet

wide consistent with standards. Bikes lanes are not identified in the Central Park Spur Road, leading east. Further east, the Central Park Spur Road is designed with parallel parking along both sides and makes separate bike lanes impractical without further redesign of that off-site roadway.

Traffic:

The public street network in the vicinity of the campus is complete and no new roads will be part of this application. A Preliminary Traffic Analysis has been presented in the Bellevue College SDP Technical Appendix.

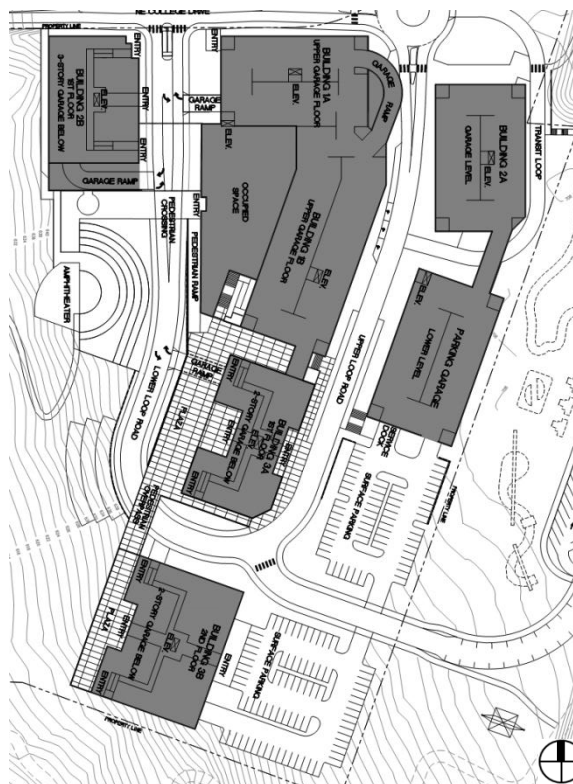
Several previous studies have been completed which identified the impact of traffic from this project on streets in and around Issaquah Highlands. In general, this project has already mitigated the impacts of 907 PM peak hour trips through commitments in the Development Agreement. Prior to the approval of Building Permits that would exceed 907 PM peak hour trips, the Applicant shall submit and receive approval for a Transportation Management Plan that limits traffic to that amount. **[Condition 14]**

Appendix C: Parking

The purpose of the parking standards is to assure adequate parking, increase traffic safety, maintain smooth traffic flow, and reduce the visual impact of parking areas. Additionally, these standards recognize that on-street parking is encouraged and can be used to meet a portion of the parking requirements within the development. These standards are also designed to achieve efficient vehicular and pedestrian circulation and economy of space.

Appendix A Design Guidelines: [Section 2]

The ultimate buildout of the campus proposal relies on structured parking either under buildings or in a garage on the east side of the site. Surface parking is minimized in the southeast corner of the site and is only about 10% of the total parking; however, as the early phases of the project are built, surface parking will likely be more prevalent; see Sht A.5. On-street parking is not proposed, except for a small section between Buildings 1A and 2A. As the design is refined, additional on street parking should be incorporated especially on the Upper Loop Road as it will slow traffic and could facilitate short-term visitor parking. The structured parking has frequently relied on the site topography, to build the parking into the site. Likewise the service and waste facilities have been consolidated into the under-building parking, significantly diminishing its visual impact. (See image above for placement of parking throughout the site.)



A screen and edge treatment is required as well as landscape along pedestrian routes through parking. This and other landscape issues are discussed more fully below under the standards. In addition to screening the surface parking, the Applicant has proposed placing active uses (likely accessory uses) along the face of the garage on the east side of the site. This provides a significantly more pedestrian-friendly environment and will nicely frame the Upper Loop Road with buildings.

Required Parking

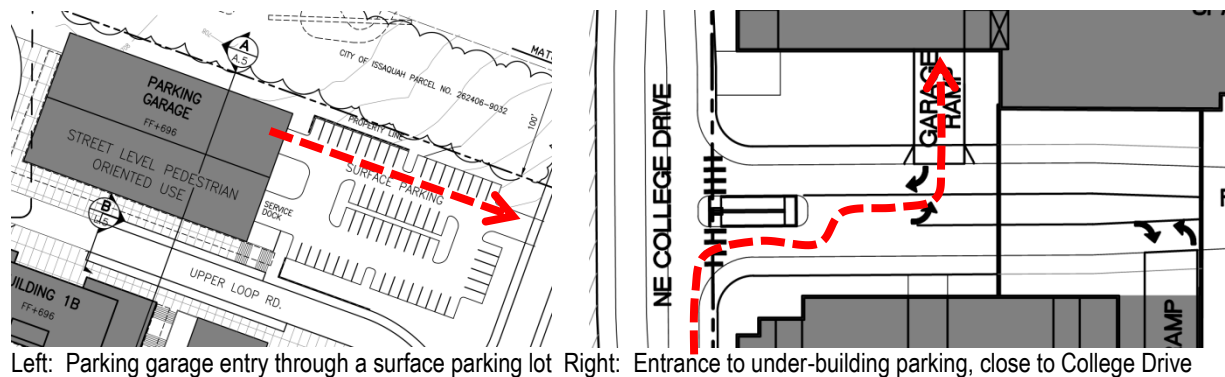
The Development Agreement uses a single calculation to determine the amount of required parking for Institutional Uses as provided below:

Land Use Category	Minimum Parking Requirement (stalls/sf GFA)	Maximum Parking Requirement (stalls/sf GFA)	Provided
Institutional	1 per 400 sq.ft. GFA	1 per 250 sq.ft. GFA	—
427,000 sq.ft.	1,068 stalls	1,708 stalls	1,320 stalls

Parking for the project will be provided within surface parking lots, under buildings, and within a parking garage. Little on-street parking is shown. Additionally, the application shows some parking located in the BPA easement area that is to the east of the site (see below for information pertaining to the BPA easement area). Parking should be distributed within a reasonable walking distance between the parking area and the buildings, which it appears it is.

Approximately 142 surface stalls are shown within the Parking Plan on Sht. C.3A; however, specific information pertaining to the number of stalls located underneath buildings and within the parking garage is not provided with the application. Because future building phasing cannot be fully known, it will be important to ensure that adequate parking is provided throughout the development of the campus as buildings are constructed. This means that the amount of parking provided with the first development phase, for example, should be suited to the demand created by only those buildings constructed in the first phase. As the project builds out, additional parking should be provided, as needed, to ensure that enough, but not too much, parking is available to meet demand. In other words, parking should not get ahead of the uses that generate a need for it, with the exception of structured parking. Facilitating structured parking may necessitate that it is built ahead of the buildings that generate the demand for it. **[Condition 15]**

The design of the roads and garages is integral to their functionality, and ensuring that queued cars don't impact public rights-of-way or basic functionality. For instance, the location of the northernmost garage entry from the Lower Loop Road is fairly close to College Drive. Cars waiting to use this entry may not back up onto College Drive. During the preliminary review of the phase which would construct this garage entry, the Applicant must provide a traffic study to determine if the garage entry is in the correct location or if it must be shifted to the south. Likewise, the design of the structure parking garage entry, uses a surface parking lot to consolidate vehicle parking and queuing. While combining these similar uses minimizes their impact on pedestrians, it may negatively impact the surface parking's function. That is, cars queued to exit the garage and surface parking, will block the parking along this row, indicating that the parking should be parallel or removed. **[Condition 16]**

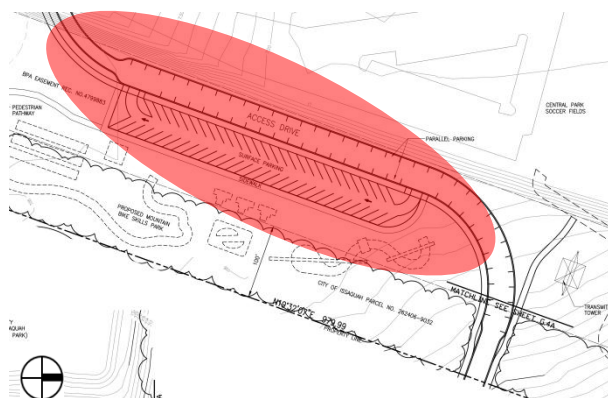


Left: Parking garage entry through a surface parking lot Right: Entrance to under-building parking, close to College Drive

Parking within BPA Easement Area

The application narrative discusses the potential for approximately 115 parking stalls to be located within the Bonneville Power Administration (BPA) easement corridor located immediately east of the Property. Bellevue College does not hold ownership to this parcel and there is not an agreement in place to allow parking within the easement area. Therefore, required parking for the project cannot be counted within the BPA easement area. Until such time that Bellevue College obtains permission from BPA to construct parking stalls within the easement, the proposal must demonstrate that all required parking can be accommodated on site. This is acknowledged in the application narrative which states that “BPA surface parking will reduce the number of spaces needed from free standing parking garage” (p. II-I).

Based upon the proposed parking phasing, any potential BPA parking would be constructed with Phase 1B of development. As such, the quantity of parking stalls provided within the parking garage will be dependent upon whether or not permission can be obtained from BPA to utilize their easement area for the provision of parking. The expectation is that if parking cannot be provided within the easement area, the necessary parking stalls would be constructed within the parking garage to meet the parking demand as required by the Development Agreement. **[Condition 17]** Because these stalls are provisional, they have not been reviewed for consistency with code requirements, though some internal landscape would be required per Guideline 2.72.



Proposed parking area within BPA Easement Area

Dimensional Requirements

Generally the stall dimensions shown for the surface parking stalls appear to meet the requirements; however, the plans do not show the dimensions for parking stalls located within the parking garage or under buildings. The dimensions of parking stalls, drive

aisles, the mix of standard and compact stalls, etc... will be reviewed with construction permits. To support the efficient use of parking lots and reduce stormwater consistent with Appendix A, the parking lot dimensions in this appendix should be the maximum **[Condition 18]** **[Condition 19]** and the applicant should consider providing motorcycle, subcompact, and electric vehicle stalls. **[Condition 20]** Up to 50-60% of stalls can be compact stalls and they cannot be located closest to the building entrances, if compact stalls are proposed. As the above table shows, the proposal is consistent with the requirements.

Barrier-Free Parking

The proposal does show the location of some of the required barrier-free stalls; however, the applicant is strongly encouraged to meet with the Building Department to review barrier free parking and routes as ADA compliance is under Building Department purview. **[Condition 21]**

Bicycle Parking

Bike Parking Requirement (bike stalls/car stalls)	Required at Buildout	Provided
1 bike per 12 car	89-142	No specifics.

No specific numbers were provided on the bike parking shown. This will be reviewed with construction permits for each phase to ensure sufficient bicycle parking is provided consistent with the square footage built. The number of required bike parking spaces will be modified based on the final parking count.

A portion of the bike racks shall be distributed near the various activities generating the bike parking demand and some should be in covered locations. The bike racks should be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking occur. **[Condition 22]**

Loading Areas

Appendix C requires that sufficient loading areas be provided whenever the normal operation of a development requires that goods, merchandise, or equipment are shipped to and from the project site. The standards, however, do not identify a specific threshold for the actual quantity of loading stalls that are required with development other than that the development must provide enough loading spaces to accommodate delivery and shipment operations in a safe and convenient manner. In order to ensure that sufficient loading spaces are provided, the Applicant shall demonstrate to the Designated Official that the proposed location and quantity of loading stalls is sufficient to meet the demand. **[Condition 23]**

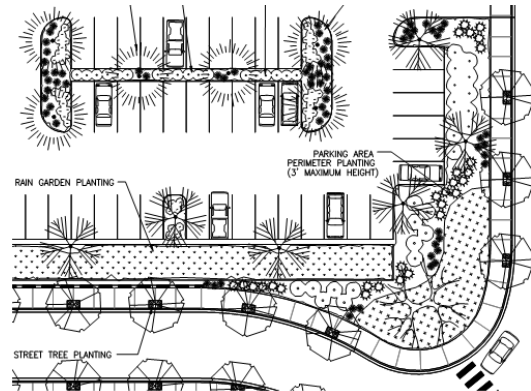
Internal Pedestrian Walkway Standards

Safe pedestrian circulation through parking areas is an important feature of parking lots and garages for this project. No pedestrian circulation was shown for the parking areas. This can be reviewed with each phase’s more detailed plans, including placement, width, lighting, etc.... It should be noted that pedestrian walkways should be located within parking areas, when a likely route can be identified; for instance if there is one route in and out of the parking area/facility. However, in no instance, should pedestrians be limited or directed to the vehicular entrances and exits for their circulation unless

distinguishable, grade-separated pedestrian facilities are provided with the vehicular ones. In addition, pedestrian walkways should be located around buildings to the extent necessary to assure safe access to buildings from parking areas and public sidewalks and/or streets.

Parking Lot Landscaping

Sht L-6, shown to right, portrays the concept for parking lot edge landscaping. Though minimal detail is shown, it doesn't appear that it provides the minimum 40" high landscape screening or walls that achieve a minimum of 75% opacity at the time of construction/planting. (Note that for safety, landscape may be maintained so that 40" is the maximum height.) In addition, many guidelines require landscape along the edge, internally, and adjacent to walkways; these can be addressed with Construction Conditions, **Attachment B**. For the purposes, of the parking garage, if the roof is used for parking (it is not pictured this way in the submittal), then the roof will be treated like a parking lot and landscape standards and guidelines will apply. **[Condition 24]**



Appendix D: Affordable Housing

Affordable housing requirements are not applicable to this non-residential project.

Appendix E: Land Use Uses, Densities and Clearing and Grading

This appendix includes land use and dimensional standards as well as regulations for clearing the site.

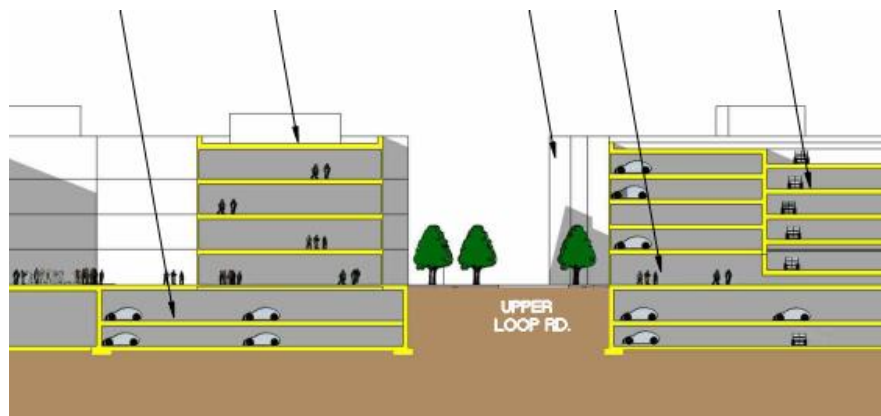
Appendix A Design Guidelines: [portions of Sections 3 and 4]

Guideline 3.3 discourages unnecessary regrading of the land. The campus design clusters the buildings off the site access/entry from NE College Drive and along the east side of the site. The buildings don't significantly follow the topography in terms of stepping down the slope. The design concept is to focus and concentrate the development in order to maximize the extent of undisturbed site area, though the north/south plaza spine does step down at about the mid-point.

Land Use

The types and amounts of land use are included in this Appendix. See the *Main Body* above for discussion of project entitlement and accessory uses.

The proposed site plan shows open space and forested areas on the west portion of the site adjacent to wetland EF23. The on-site open space areas are not regulated, protected critical areas and utilities, roadways, parks/trails, landscaping and other compatible uses are allowed uses in the open space areas.



The original maximum building height for institutional uses was 50 feet or 4 stories, but an Administrative Modification was approved increasing building heights up to 75 feet, as specifically allowed in the DA. (AMM height; see **Attachment A**) A site section (Sht A.4, an excerpt is shown above) shows buildings four stories above grade, but there is no information regarding specific building height. This will be reviewed and confirmed with construction permits.

Clearing and Grading

Clearing and grading of the site is not allowed until after issuance of land use permits. The Development Agreement includes provisions to ensure logging and clearing of the site doesn't extend beyond site boundaries and that cleared land is revegetated if building construction is delayed. See Construction Conditions, **Attachment B**.

The Bellevue College campus is surrounded by protected forested area on the south, west, and east. Where clearing for development occurs adjacent to forested open space there is potential to impact off-site vegetation creating hazard trees and blowdowns. Section 6.3 requires the Applicant to monitor the edges of the development and to replace off-site trees that become hazardous or blowdowns. See Construction Conditions, **Attachment B**.

The design concept for the campus is to concentrate the development area in order to minimize grading and preserve natural grades of the site. The campus buildings and plaza areas would be constructed on a podium with parking underneath. The building/plaza podium reduces the overall site grading versus terracing the buildings to follow the natural slope grade, which would result in more significant site grading and disturbance. However, it appears based on the conceptual level of plans, that grading of the site would result in spot areas where fill would exceed 12 feet over the natural grade, primarily on the Lower loop Road and below Building 2B. **[Condition 25]**

In order to minimize the height and extent of retaining walls, the Appendix requires limiting the height of exposed retaining walls to 15 feet. A minimum of 8 feet of planting area is required to separate consecutive retaining walls that exceed 10 feet. The conceptual plans appear to comply with these criteria. It will be further evaluated when site grading is refined and construction plans are submitted.

Appendix F: Utilities

This appendix addresses wet utilities: water, sewer, stormwater.

Water

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

Water is available via existing water mains in College Drive and in Central Park which are adjacent to the site. The application includes watermain extensions via a looped connection to the 1000 pressure zone in College Drive.

The water improvements shown comply with the Goals, Guidelines, and Standards in the Development Agreement with the following exceptions:

Goal 2.2 - *adopt Issaquah Highlands low water use standards for landscaping.*

Goal 4.2 - *use native and drought tolerant landscape materials.*

Landscape plans shall use predominantly low water use plants and shall employ low water use technologies in all landscape design. The overall water budget shall comply with the standards used elsewhere in Issaquah Highlands. These will be enforced through the Construction Conditions, see **Attachment B**.

Sewer

Sewer service to the site must be in compliance with the Development Agreement and in accordance with City Codes and Standards. Sewer service is available via existing stub in College Drive which is adjacent to the site.

Stormwater

Stormwater service to the site must be in compliance with the Development Agreement and in accordance with City Codes and Standards. The Development Agreement includes entitlements for this area to discharge to three separate outfall locations. Each location includes limitations on stormwater quality and impervious area.

The application includes stormwater improvements which are not in compliance with the Development Agreement and the Utility Plans must include a system that either complies or must include a revised Master Drainage Plan that is approved by the City. Conditions related to compliance with this requirement will be enforced with the Utility Permit. **[Condition 26]**

Appendix G: Processing

Appendix G establishes the permit procedures for the WSDOT TDR Expansion Area and it establishes procedures for appeals and public notice, and empowers the City of Issaquah and the Urban Village Development Commission. Additionally, Appendix G sets forth the procedures to modify development standards. See **Attachment E** for the criteria to be used in reviewing an Administrative Minor Modification.

Appendix H: Critical Areas Development Standards

The Critical Areas Regulations are included in the Development Agreement to supplement the development requirements of the project for environmentally critical areas by providing for additional controls without violating any citizen's constitutional rights. Environmentally critical areas located in the WSDOT TDR area, including the Bellevue College site, are mapped and included in the Development Agreement as

Exhibit H-1. Critical areas, including forested steep slopes and wetland/stream corridors, were separated from the WSDOT TDR development parcels with a short plat in 2011 (SP11-00001) that followed the development agreement. Therefore, no critical areas/buffers are identified as being located on the Bellevue College site. However, if clearing and grading activities uncover an unmapped critical area, the applicant is required to cease all construction activity and to provide a Critical Areas Study consistent with Section 7.0 of this Appendix.

Wetland and Streams

There are wetland/stream corridors to the south and west of the Bellevue College site (EF23 and EF20), which connect the Issaquah Highlands plateau down to the valley floor, providing valuable wildlife habitat corridors. Wetland EF23 is to the west of the site, and it is a linear wetland/stream corridor and rated as a Category II wetland. Wetland EF20 is located off-site to the south of the site and is rated as a Category III wetland.

The Development Agreement requires a 100-foot buffer and 15-foot building setback from the wetlands (Section 8.0 B). The 100-foot wetland buffers are outside the parcel boundaries of the Bellevue College site. Proposed buildings are far beyond the 15-foot building setback, which in some locations are within the Bellevue College property. Exhibit H-2 shows a re-delineation of the northern extent of Wetland EF23. The applicant should confirm the wetland and wetland buffers shown on the master site plan are consistent with the boundaries in Exhibit H-2. If any part of the EF23 wetland buffer extends onto the Bellevue college site, it shall be protected from clearing/grading and development activity. This may be accomplished by a restrictive easement (NGPE) or by a lot line adjustment so the buffer area doesn't extend onto the site. A small adjustment to the wetland buffer based on the re-delineation would not affect the proposed site plan. The tree clearing limits proposed on Sheet G.4A are over 100 feet from the edge of the EF23 wetland buffer.

Although these critical area features are located off-site, there are opportunities with development of Bellevue College to provide physical and visual connections to open space and critical areas, and information on wildlife and the local ecosystem. An existing multi-use trail is located just south of the site and it continues across wetland EF23 to connect the Bellevue College site to Issaquah Highlands. Clear, distinct trail connections on the Bellevue College campus will be important to minimize encroachments into critical areas, which could compromise wildlife habitat functions. Interpretive signage along trails could provide opportunities to educate users on wildlife and the ecosystem.

The wetland impacts associated with construction of College Drive and the off-site trail system were mitigated by the City as part of the Development Agreement, and Bellevue College has no responsibility for mitigation of these off-site impacts, unless further impacts occur from Bellevue College's construction.

Steep Slopes

The site is moderately sloped, most of the site slopes steadily at approximately 15-20%. The Critical Area Map (Exhibit H-1) doesn't identify steep slopes over 40% on the subject site. Buffer requirements for steep slope areas over 40% are determined through a geotechnical evaluation with City peer review. (Section 8.0 B)

Coal Mine Hazards

Exhibit H-1 identifies coal mine hazard areas along the east side of the WSDOT TDR development area. Coal mine hazards may extend onto the east or south portions of the Bellevue College site. Appendix H includes specific design requirements for constructing buildings or utilities in coal mine hazard areas, which apply in addition to adopted Building and City Codes. The design requirements would be reviewed during Building Permit review and these applications must include sufficient information for the City to determine that the information provided is compliant with the design requirements. Additional requirements related to construction are in Construction Conditions, **Attachment B**. Potential coal mine hazards on the Bellevue College site may be mitigated by following the design requirements listed in this Appendix, and the hazards do not preclude building structures or utilities the site.

Appendix I: Landscaping, Trails, Park Standards

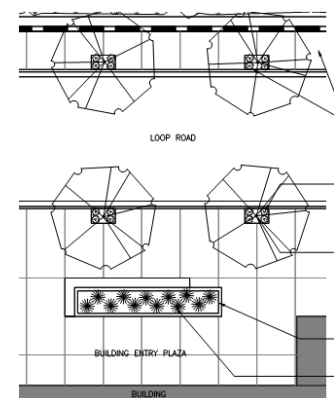
Landscaping, Trails & Parks standards are located in Appendix I of the Development Agreement. The purpose of this appendix is to provide for a well-planned and deliberate non-vehicular circulation system that allows both recreational opportunities and a localized alternative to vehicular circulation. Additionally, this appendix established minimum requirements and standards necessary in order to create:

- Gathering spaces intended to improve the sociable public realm
- Promote safety and provide privacy, support a pedestrian and cycle oriented environment throughout the Bellevue College site and to parks and trail connections within the Issaquah Highlands
- Protect and conserve water, and to ensure that plant selection and spacing is appropriate for its location
- Provides a sense of pedestrian scale and connections to the streets and contributes to the project's overall urban design.

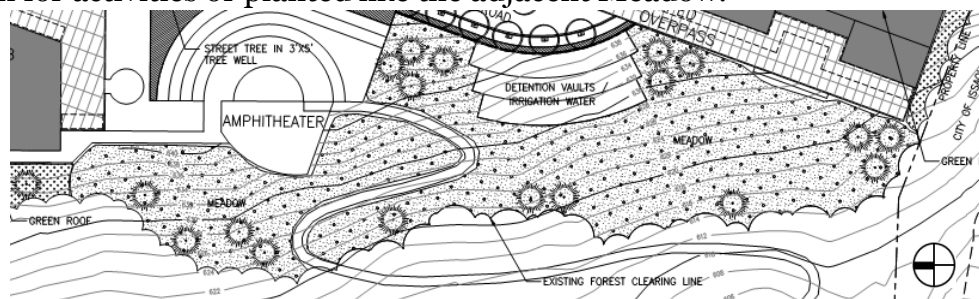
Appendix A Design Guidelines: [Subsections 1.3, portions of 1.7, 1.8, 1.9; portions of Section 4

Conceptual landscape plans are provided to give a sense of the character of various landscape areas, and how they will contribute to the overall feel of the proposal. Detailed review will occur with construction plans and in collaboration with the Issaquah Highlands ARC.

Street Trees and tree wells: Streets including NE College Drive, Upper Loop Road and Lower Loop Road have generally identified street trees at the proper spacing (approximately 30' on center). Columnar deciduous tree varieties are suggested by the preliminary landscaping plan for the streets. The trees are primarily shown both within sidewalk tree wells that measure 3' x 5' and planting strips. This does not meet the minimum and the guidelines discuss trees in planting strips. (Guideline 1.3.2) While the use of tree wells is appropriate where higher volumes of pedestrians will be crossing the planting strip area, such as the area where no curbs are proposed on the Upper Loop Road, the trees and street may benefit in other areas from the use of planting strips.



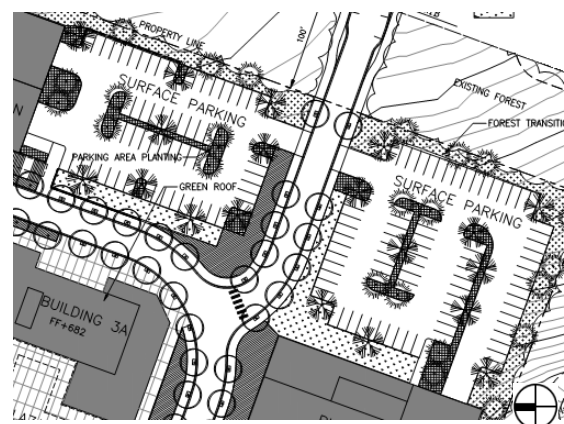
Meadow: Between the buildings/amphitheater and the existing dense forest on the western end of the site is an area designated as “Meadow”; see image below. This area is shown as being hydroseeded with grasses and wildflowers, and the inclusion of some coniferous trees. The Applicant should evaluate existing trees in this area to determine if some should be retained, and when stabilizing and replanting this area, native tree and shrub plantings should be included in this area. Much of the proposed meadow planting is perennial and will not be attractive year-round, especially during winter months, contrary to the guidelines focusing on landscapes visual value in all seasons. (Guidelines in Section 4.1) Modification of these plantings will be reviewed with the construction permits. The stormwater system also relies on vaults shown along the Lower Loop Road, adjacent to the Meadow. The treatment of the lid of these vaults is unclear. However, they must appear as integral part of the campus, positively contributing to the overall environment. This might occur through the use of them as podium for activities or planted like the adjacent Meadow.



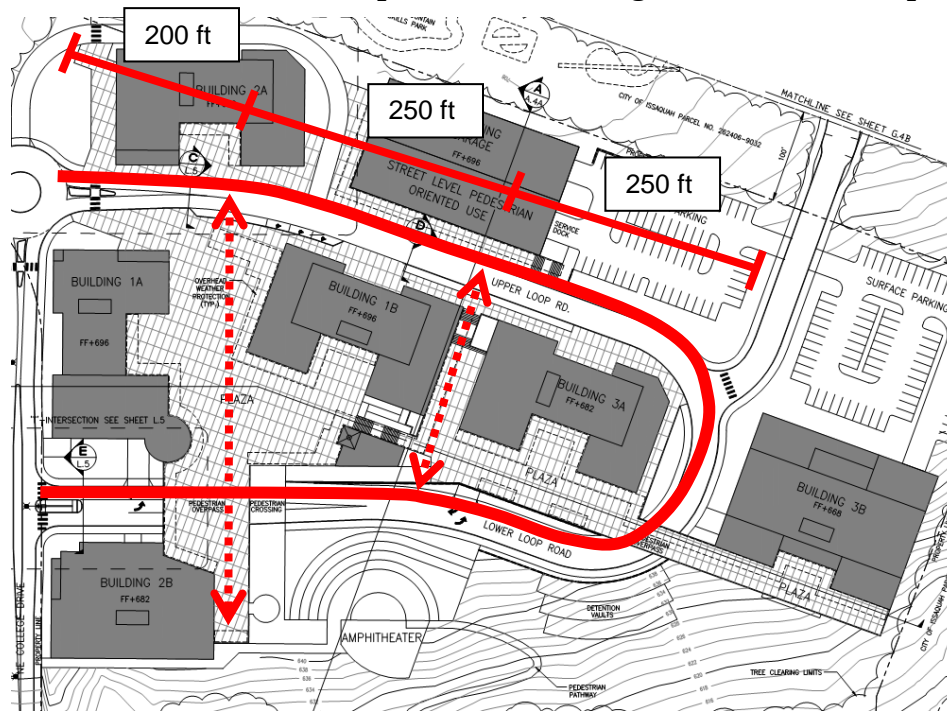
Forest Transitional Planting: The edges of the site to the south and west use native trees, shrubs and ground cover to blend the edges of the property into the existing forest surrounding the property, consistent with the guidelines. (Guidelines 4.1.3, 4.1.6)

Green Roofs: Green roofs are shown on all the building rooftops. This is indirectly encouraged by guidelines, and is useful for the purpose of slowing runoff and controlling stormwater, reducing building heating and cooling costs, and aesthetics of rooftop gardens and terraces that will allow for social activity. Drought tolerant plant varieties such as sedums are proposed. (Guidelines 5.3, 5.4, 5.10)

Parking Lots: It should be noted that this agreement does not have many of the prescriptive landscape standards commonly used in and parking lots, but rather just guidelines. (Guidelines in subsection 2.3 and 2.7) The two on-site parking lots both contain center landscaping islands, showing some trees. Peninsulas are also provided around the periphery of these lots to break up the expanse of stalls, but peninsula planters should be added in the southernmost parking lot along the southern and eastern sides. The off-site parking in the BPA to the east does not show any landscape. If parking is allowed there, trees would likely not be allowed, but lower growing internal landscape would be required in the form of peninsulas and along the parking lot edge.



Pedestrian Connectivity: The Loop Road creates an internal block that is about 700 ft long; however, the site is designed with frequent connections between buildings, consistent with Guidelines 1.7.5, 1.7.8. There are also many proposed or conditioned connections from the campus to surrounding areas. See the map below.



Internal Pedestrian Connectivity

See Lighting section below regarding lighting of trails, plazas, etc...

General Provisions:

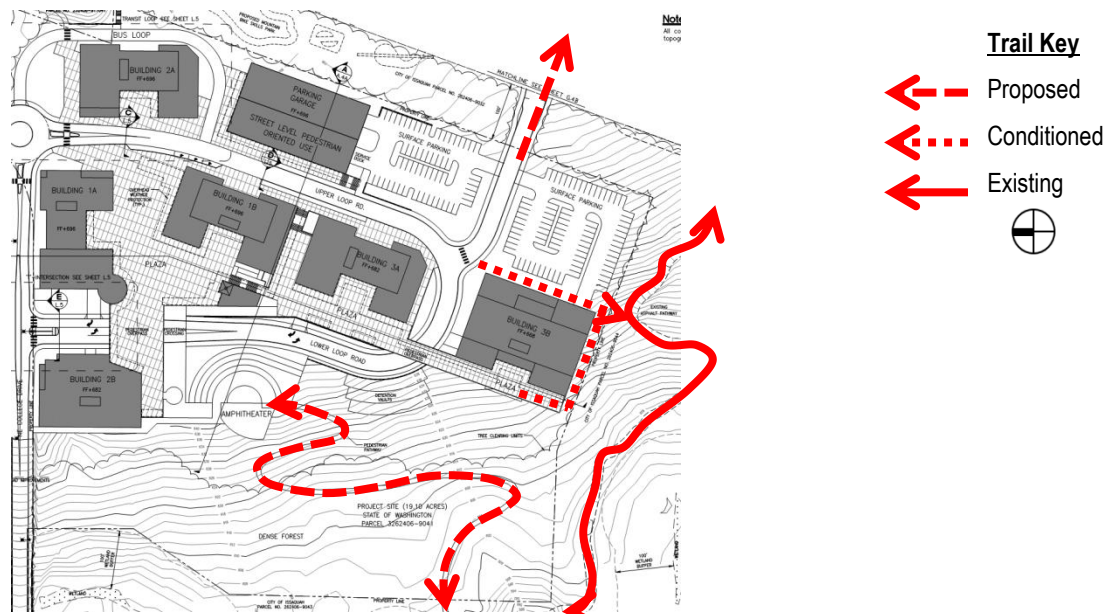
Landscaping requirements for the Bellevue College campus are discussed in Section A1.3.1 to A1.3.15 of Appendix I including street tree locations in respect to on-site features such as utilities and street design, tree planting criteria, plant material selection, size spacing, and quantity general requirements for plants and monitoring of trees for tree canopy purposes. All these items are better reviewed with construction permits and are included in Construction Conditions, **Attachment B**.

Trails:

Trails are also discussed in Appendix I, including the installation procedures (including dimensional requirements) and surface materials. Construction Conditions related to this are in **Attachment B**.

An existing multi-purpose paved trail is located just to the south of the Bellevue College campus, identified as Exhibit I-1, Trail Map with Development Agreement and shown at the beginning of the report under Definitions as “King County Trail”. This existing trail leads east to Central Park and west to a tract in Forest Ridge project (Polygon, Parcel C), connecting to NE Falls Drive. Multiple trail connections from the college campus to this trail should be included. Two are shown: one is proposed from the amphitheater and the other is an extension of the sidewalk on the Central Park Spur Road, if it is built. An additional one at Building 3B is necessary to have a well-connected campus. This was discussed and conditioned above under *Appendix A, Goals 7*, and is conceptually shown below. No proposed trail type is given for the amphitheater connection to the King County Trail and the sidewalk along the Central Park Spur Road doesn’t accommodate

bikes. At a minimum, the proposed trails and the additional conditioned trail should be designed as a Pedestrian Trail (6 ft wide, not for bikes), though a Multipurpose Trail is likely more appropriate as the King Country Trail is for all users and Multipurpose trails are 8-10 ft wide and also accommodate all users.



On-site trail connections from the campus to the off-site King County Trail

Other destinations in the area may necessitate additional trail connections, which can be identified as the phases are designed and nearby facilities are completed (e.g. Mountain Bike Skills Course). Connections to properties to the north for instance (City of Issaquah park property and Issaquah School District property/sports field) would likely be via sidewalks, but might indicate a different method depending on locations and facilities.

Parks, Plaza, and Informal Gathering Areas Standards:

Parks, plaza and informal gather area standards are likewise discussed in Appendix I. The project will include plentiful plazas and gathering areas. The plazas propose raised planters for seating, tables, public art, arbors, and other amenities. The podium allows these to be at a continuous level, matching the Upper Loop Road, except for one adjustment between Buildings 1A and 3B. There are also two pedestrian overpasses connecting Buildings 3B and 2B to the rest of the campus plaza system. The plazas are designed for large gathering events and smaller classroom spaces, which are located along the two axes of campus pedestrian plaza circulation. These spaces focus on creating a pedestrian oriented development with strong pedestrian circulation and gathering between all buildings. Weather protection is a component along the edges of the buildings fronting the plazas. The Upper Loop Road separates Building 2A and the garage from the majority of the campus buildings, but the design of this portion of the Upper Loop Road, as a kind of mews or plaza, will communicate their connection to the campus. It will be important that the design of the Upper Loop Road facilitate this such as extending the campus plaza paving materials. See below examples for the design of these from the Applicant’s drawings.



⑥ PEDESTRIAN STREET

- De-emphasize vehicular traffic
- Use of bollards
- Elimination of curbs
- Use of special paving



⑦ STREETSCAPE SEATING

- De-emphasize the importance of vehicles
- Seating separated from vehicular travel

An outdoor amphitheater with seating is proposed along the western side of the campus. The stage area is covered and the seating is open, terracing downward into the natural site topography to the edge of the existing forest. A trail from the amphitheater runs westward into the existing forest.

Appendix J: Sign Standards

Appendix J governs signs for the WSDOT TDR Expansion Area, though it primarily defers to the Issaquah Highlands sign code. This application does not include a permit request for building signs. Signs will be permitted at a future date. A comprehensive sign package for all exterior signage, including addressing, shall be submitted prior to (Temporary) Certificate of Occupancy.

Lighting

To ensure that the lighting maintains the minimum necessary for safety and function, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting and the urban design potential of lighting and light fixtures, lighting will be reviewed with future construction permits. Cut off fixtures will be used and lighting shall be located in areas where drivers, bicyclists, and pedestrians are likely to be. The lighting plan shall be designed collaboratively in consideration of building, street, drives, open space, parking lot, trails, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a photometric calculation, stamped by a professional engineer, showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Designated Official. Other than building mounted lighting, no lights shall be taller than 15 ft., unless otherwise approved.

The structured parking garage shall be designed to:

- ensure no light direct spill from fixtures or vehicles
- minimize reflective light and exterior glare spilling from the parking deck
- eliminate or significantly reduce visibility of pin point light sources.

This may include limiting openings, screening openings with architectural and/or landscape elements, fixture selection (e.g. cut off, lenses), fixture location, turning off fixtures late at night/early in the morning, etc....

The parking garage rooftop's surface parking shall have no direct light spill and will minimize reflective light to adjacent roadways and off-site views. The design of the parking deck will prevent headlights from shining out of the structure. Rooftop lights will be full cut off fixtures and limited to 15 ft in height. **[Condition 27]**

WSDOT TDR Development Agreement Goals, Objectives, Guidelines, and Standards for Lighting:

No one section of the WSDOT TDR deals specifically with lighting; rather it is scattered throughout the development agreement. It has been collected here to facilitate review and conditions. Though some of the following pieces address residential settings, all lighting related conditions, standards, goals, objectives, and guidelines are included since they provide a more complete picture of the lighting expectations for the project, and as the basis for the above condition.

MDNS Conditions:

MDNS 35. Use full cutoff lighting fixtures

MDNS 36. Use pedestrian-scale lighting

MDNS 37. Keep lighting to minimum needed for safety

MDNS 38. All lighting shall be designed to minimize light spill and glare to and from surrounding areas. Street lighting shall incorporate full cut-off fixtures. Illumination levels for streets within the WSDOT TDR Receiving Area will be designed according to the density of housing located in this area. Less dense housing will warrant less street lighting, similar to the lighting pattern established in Talus.

Goal 1.9 Disperse parking in private garages, on-street, small surface lots, and structured parking lots to eliminate or minimize the possibility of a "sea of parking." Surface parking areas should include landscaping that reflects the surrounding areas. All parking areas should provide adequate pedestrian lighting and safe and convenient pedestrian circulation.

Goal 4.3 Minimize the lighting impacts of the built environment on the natural environment. Careful site planning and landscaping as well as lighting standards will ensure lighting provides for public safety, is a community amenity, while impacts are held to a minimum. Trails and parks through open space areas will use minimal, if any, lighting.

Goal 7.6 Minimize the impacts of park areas and trails on adjacent residences through careful consideration of siting, intended use, lighting, landscaping, and placement of access points.

[See **Attachment C** for Guideline numbering]

Guideline 1.2.3 Design streets that support and contribute to the character of neighborhoods and a pedestrian oriented environment through the use of elements such as lighting, landscaping, on-street parking, sidewalks, and number of travel lanes and their widths.

Guideline 1.6.5 Provide limited street lighting adequate to ensure safety but limited enough to reflect the character of neighborhoods.

Guideline 1.6.12 Provide sufficient lighting for pedestrian safety. Lighting should be placed to eliminate glare. Light standards should be selected to minimize power usage.

Guideline 1.8.4 Provide trail lighting for safety where necessary without adversely affecting the surrounding uses.

Guideline 2.2.2 Provide adequate lighting within parking structures. Lighting should be part of the design of the parking structure and should not spill out onto adjacent uses.

Guideline 2.4.3 Provide pedestrian-scale lighting along walkways.

Guideline 2.6.6 Site lighting fixtures to eliminate interference with uses adjacent to the parking area.

Guidelines 2.8.4 Provide pedestrian scale lighting

Appendix B (Streets), 2.0 Street Types: Lighting: Spacing will be reviewed on a case-by-case basis

Appendix C (Parking)

6.1.G Lighting: All lighting shall be designed and installed to avoid glare or reflection of light. Light standards shall not be located where they may interfere with parking stalls, stacking areas, and ingress and egress to parking areas. The design of lighting standards shall be appropriate to the character of the project and abutting uses.

6.3.B Lighting and Marking: The internal pedestrian walkways are required to be marked either with contrasting material or marking, including but not limited to white concrete in an asphalt area, visually obvious paint stripes or other clearly defined pattern. Night lighting must be provided where stairs, curbs, ramps, abrupt changes in walk direction and crossing vehicle lanes occur.

Appendix I (Landscape, Trails, Parks), 2.0.I: Trails shall be located to minimize light ... impacts on neighboring residential uses;

Comprehensive Plan Compliance

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

IV. Department/Other Review Comments

- A. **Police:** Comments received and incorporated into the report or the Construction Conditions, **Attachment B**.
- B. **Public Works Operations:** Comments received and incorporated into the report or the Construction Conditions, **Attachment B**.
- C. **Eastside Fire and Rescue (EF&R):** Comments received and incorporated into the report or the Construction Conditions, **Attachment B**.
- D. **Waste Collection**
Based on the site plan provided by the Applicant, the City has the following concerns, comments, or requirements: No waste calculations or detailed information was provided by the Applicant. Collection facilities must accommodate all three streams as required. Each stream must be stored in a manner that ensures wildlife is unable to access the material. The Applicant must use the City's purveyor for garbage collection; at this time, the other two streams are discretionary both in terms of segregation and who collects the materials, though segregation will significantly reduce fees as recycling is currently collected for free with garbage service. Prior to submittal of construction permits for each phase, additional information regarding locations, access, driveways, containers, sizing, design details, turning radii etc... must be submitted and confirmed. In addition the plan must show how expansion and flexibility is accommodated.
- F. **Noise**
Any on-site emergency generators shall be regulated by the relevant WACs (e.g. 173-60-030 through 050). Generators will be screened.

V. Proposed Motion

Based upon the application, submitted plans (August 6, 2013; December 4, 2013), listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Urban Village Development Commission move to:

- A. Approve the Site Development Permit for Bellevue College, File No. SDP13-00004, subject to the terms and conditions of the Staff Report dated January 15, 2014, ***Attachments A thru E***, and the following conditions:

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- 1 In the event the project is phased, the Designated Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement and other applicable codes, such as but not limited to access, fire circulation, parking, waste collection, and landscaping requirements including site stabilization. A later phase may rely on facilities

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- included in earlier phases which have capacity, as long as the development resulting from the combination of phases still complies with the Development Agreement and other applicable codes. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.
- 2 Prior to the submittal of any permit for construction (e.g. with the project feasibility/pre-application meeting required by Condition #5), the Applicant shall provide the City with a plan that includes all dry and wet utility vaults, cabinets, switchgear, pull boxes, meters, equipment, and appurtenances. The purpose of the plan will be to confirm that the location of this equipment and appurtenances is consistent with the approved SDP, pedestrian orientation, and the sociable public realm. Anything not shown on the preliminary submittal (location, relative height, presence at the surface or above ground) is assumed to be located within the structure. Any revisions or additions to what the preliminary submittal has shown and approved outside of the structure requires a modification, except fire hydrants.
 - 3 Unless expressly identified, approval of this SDP application does not modify any City or WSDOT TDR Development Agreement standards which are in conflict with elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix G of the Development Agreement.
 - 4 Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Designated Official, utilizing the Staff Report, and in consultation with the Applicant, at the time of the future application (e.g. Building, Utility, Sign permits).
 - 5 Additional review and discussion of each phase is required prior to official Site Work, Landscape, or Building permit submittals, e.g. using the project feasibility/pre-application meetings. The purpose is to review submittals at a more detailed level prior to permit submittal. The application and the Staff Report provide a conceptual level of design, unless modified by the Notice of Decision for this application or as identified in this Staff Report and its Attachments. The Applicant must schedule these preliminary meetings with sufficient time to allow necessary review or the construction permits submittal may be deemed incomplete, until such time as the preliminary review has occurred, and issues, conflicts, code or SDP conditions are resolved.
 - 6 The Applicant may build up to 372,000 sq.ft. of institutional uses. In addition, the campus may choose to include additional square footage for accessory uses, consistent with the provisions and uses listed in the Development Agreement, with additional evaluation of infrastructure to support the accessory uses per the Purchase and Sale Agreement.
 - 7 Design the campus side of College Drive as a pedestrian oriented, welcoming face to the street and Issaquah Highlands. This includes minimizing the setback of the buildings, reducing the grade separation between the sidewalk and the first occupied floor, structure any setback provided to make it less of a buffer, design the buildings to be open towards the street through modulation, the provision of openings, and selection of materials, etc....

- 8 All development within the Property is required to pursue sustainable development strategies (such as those included in the LEED certification program) and energy efficient design. If LEED certification is not pursued, the applicant shall provide the City with a report documenting how the development of each phase enhanced the sustainability of the community. This report shall be submitted prior to each phase's first (Temporary) Certificate of Occupancy.
- 9 Provide a southern pedestrian connection to the King Country trail. Preferably this will be from the north/south spine but as a secondary option, a connection on the east side of Building 3B will be considered if it is pedestrian oriented and provides grade separation from vehicular routes such as the under-building garage entry.
- 10 The modified cross section of College Drive, specifically the center median that is shown on the plans, is not approved with this application. Prior to approval of any Site Work Permits that would modify the cross section of College Drive, the Applicant must provide an engineering analysis (that is stamped by a Professional Engineer) that demonstrates the traffic and level of service assumptions included in the project EIS are still valid and can be accommodated with the modified section. This includes the impacts of a right-turn-only exit from the Lower Loop Road, and the level of service assumptions and queuing analysis for both on-site and off-site roadways.
- 11 The intersection of the Lower Loop Road and College Drive may be configured as a driveway entrance with a curb ramp that provides the vertical grade transition from College Drive to the Lower Loop Road. As an alternative (and as shown on the plans) the intersection may be configured as a roadway intersection. In this case the vertical transition must meet ASHTO and City Road Standards which might necessitate the reconstruction of a significant portion of College Drive in order to meet transition requirements.
- 12 The Applicant must obtain the written approval of the BPA and the City for use of the BPA easement area and relocation of the mountain bike skills course in the configuration shown or other acceptable arrangement. Off-site parking and a vehicular connection to Central Park are not required to allow this proposal to proceed.
- 13 The Applicant must provide the bus loop on Bellevue College property or obtain the permission of adjacent property owners. The bus loop shall be designed to facilitate bus service and minimize impacts on the pedestrian and building environment, such as locating it completely to the area north of Building 2A .
- 14 The applicant shall include on the face of each building permit, the number of PM peak hour trips from that application. If the total number of PM peak hour trips from all approved uses and buildings exceeds 907 the applicant shall prepare and obtain approval of a Transportation Management Plan that limits the traffic from all previous uses to 907 PM peak hour trips.
- 15 The amount of required parking that is provided will be determined with each new Building Permit (based upon building square footage) in order to ensure that the amount of parking is consistent with the demand. However, parking beyond the maximum allowed with a Phase may be constructed if the excess parking is

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- provided in a parking structure (garage or under buildings), except that at no time may the total constructed parking exceed the maximum allowed at total Buildout.
- 16 Prior to the submittal of the construction permits for each phase, the Applicant will prepare a parking/traffic study to confirm that the placement of garage entrances/exits will not result in impacts to public rights-of-way or general functionality of the facilities.
 - 17 All required parking for the project must be provided on the Property unless an agreement is obtained from BPA and/or the owner of said property to construct surface parking stalls off-site.
 - 18 Adopted standard stall dimensions shall be the maximum; adopted compact stall dimensions shall be the minimum. Stalls smaller than standard stall dimensions, in one or both directions, shall be considered compact stalls. Compact stalls are not required, but if proposed are not allowed on a fire lane unless they are standard stall length.
 - 19 In the surface parking lots: Drives and drive aisles, where cars will not be backing out, will be only 20 ft wide; where all standard/ADA or a combination of standard/ADA and compact stalls are located, drive aisles will be 24 ft wide and no wider; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide, but no wider. In structured parking (under buildings or garages), to facilitate construction, drive aisles may be slightly wider, up to 26 ft.
 - 20 Consider providing parking spaces for motorcycles, super sub-compacts, electrical vehicles, etc.... If provided, these spaces shall be specifically designated.
 - 21 The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building Official during the Building Permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits (as part of the pre-submittal review) to confirm the number and distribution of ADA parking stalls.
 - 22 The number of required bike parking spaces will be modified based on the final parking count, for each phase. A portion of the bike racks shall be distributed near the various activities generating the bike parking demand and some should be in covered locations. The bike racks should be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring.
 - 23 With each phase of development and prior to submitting permits for construction (e.g. with the project feasibility/pre-application meeting required by Condition #5), the Applicant shall provide a study acceptable to the Designated Official and based on objective campus needs, to demonstrate that loading will function as necessary to serve the uses to be proposed in that Phase. This would include the loading locations, quantity (i.e. loading stalls adequately meet the demand), and size of vehicle (e.g. Type A, eighteen wheeler). The loading docks shall be sited to minimize their impact on pedestrian areas and to ensure functionality.
 - 24 Edge parking lot landscaping shall be provided in order to screen parking lots from adjacent pedestrian facilities, buildings, roads, etc. The screening shall be

continuous and at least 40" in height. Alternatively, screening may be either living (planted) or a wall, but must achieve a minimum of 75% opacity at initial construction/planting. This standard shall also apply to rooftop parking decks if they are used.

- 25 Fill may not exceed 12 feet from the normalized pre-development grade. The applicant may apply for an Administrative Modification of Standards (AMM) with construction permits, to address exceeding this standard in limited locations, if necessary once the designed is refined.
- 26 Prior to the approval of the first Utility Permit that would enable the construction of impervious surfaces, the applicant must submit and receive approval for a Master Drainage Plan that details the stormwater conveyance, treatment and outfall facilities, and describes how they are in compliance with the Development Agreement, the SEPA analysis, and City codes and standards.
- 27 A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety and function, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting and the urban design potential of lighting and light fixtures. Cut off fixtures shall be used and lighting shall be located in areas where drivers, bicyclists, and pedestrians are likely to be. The lighting plan shall comprehensively address building, street, drives, open space, parking lot, trails, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a photometric calculation, stamped by a professional engineer, showing illumination levels on the pavement shall be submitted with each permit for construction of lighting. A point-by-point calculation is required. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Designated Official. Other than building mounted lighting, no lights shall be taller than 15 ft., unless otherwise approved by the Designated Official. The structured parking garage shall be designed to:
- ensure no light direct spill from fixtures or vehicles
 - minimize reflective light and exterior glare spilling from the parking deck
 - eliminate or significantly reduce visibility of pin point light sources. This may include limiting openings, screening openings with architectural and/or landscape elements, fixture selection (e.g. cut off, lenses), fixture location, turning off fixtures late at night/early in the morning, etc....
- The parking garage rooftop's surface parking shall have no direct light spill and will minimize reflective light to adjacent roadways and off-site views. The design of the parking deck will prevent headlights from shining out of the structure. Rooftop lights will be full cut off fixtures and limited to 15 ft in height.

VI. Attachment List

Attachment A: AMM height

Attachment B: Construction Conditions

Attachment C: Appendix A, Design Guidelines (text with numbering)

Attachment D: City of Issaquah Comprehensive Plan

Attachment E: Action Memo on AMM criteria

Attachment F: Application:

- Narrative, received August 6, 2013
- Drawings Shts: T.1, G.1-G.4B, A.1-A.6, L.1A-L.6, C.1A-C.4;;
received August 6 and December 4, 2013
- Parking Garage Exhibit
- Addendum – 1 Lower Level Building Plans