

**CITY OF ISSAQUAH**  
**Development Services Department**  
**DEVELOPMENT COMMISSION**

**STAFF REPORT**

April 10, 2014

**Project No.** PRJ12-00009  
Application No. SDP13-00005 (Site Development Permit)  
Application No. SHO13-00014 (Shoreline Substantial Development Permit)

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1. SEPA Mitigated Determination of Nonsignificance, issued March 19, 2014
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7. Material/Color board
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## STAFF REPORT

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### I. Application Information

Applications: Project No. PRJ12-00009  
1) Site Development Permit: SDP13-00005  
2) Shoreline Substantial Development Permit: SHO13-00014

Project name: CADENCE (a.k.a. Seventh At Gilman, Gilman Square)

Staff Contact: Jerry Lind, Senior Planner  
Development Services Department. 425-837-3091  
[jerryl@issaquahwa.gov](mailto:jerryl@issaquahwa.gov)

Applicant: Lennar Multifamily Communities  
720 3<sup>rd</sup> Avenue, Suite 1420  
Seattle, WA 98104

Contact: Tom Bartholomew  
720 3<sup>rd</sup> Avenue, Suite 1420  
Seattle, WA 98104

Owner: Gilman Square LLC  
2033 First Avenue  
Seattle, WA 98101

Architect: GGLO  
Alan Grainger  
John Baldauf  
1301 First Avenue, Suite 301  
Seattle, WA 98101

Landscaping: GGLO  
Michael Lipko  
1301 First Avenue, Suite 301

Seattle, WA 98101

Civil Engineer: CPH Consultants  
Matt Hough  
733 7<sup>th</sup> Avenue, Suite 100  
Kirkland, WA 98033

Surveyor: Encompass Engineering  
William Shupe Holmberg  
165 NE Juniper Street, Suite 201  
Issaquah, WA 98027

Arborist: Sue Nicol Consulting  
4310 Sunnyside Avenue North  
Seattle, WA 98103

Request: Applications for approvals of: 1) Site Development Permit and a 2) Shoreline Substantial Development Permit for a project comprised of 346 stacked flat apartments constructed in 3 buildings on a site containing 6.09 acres. The buildings are 5 stores in height above below grade structured parking. Surface parking will also be provided. Approximately 400 parking spaces will serve the project. The project will include outdoor recreational spaces connected by walkways. A landscaped flood swale will be constructed on the site flowing from the proposed park on the eastern side of the site to the Gilman Boulevard drainage ditch at the northwest corner, and a riparian buffer along Issaquah Creek will be restored.

Location: The project site is located south of Gilman Blvd, north of NW Locust Street, east of 7<sup>th</sup> Avenue NW and west of Issaquah Creek at the current site of Gilman Square, 615-695 NW Gilman Boulevard.

Existing Land Use: Retail: Gilman Square; comprised of 8 parcels of property that includes the Gilman Square shopping center of single story retail, a restaurant, and surface parking that was constructed in 1961 (KC records) and the business, Blue Dog (also constructed in 1961). The 8 parcels will be consolidated prior to construction permits being issued or alternatively multiple parcels with cross use easements. [Condition #1]

All existing structures on the property will be demolished to accommodate the CADENCE project. The project site does not include O'Reilly Auto Parts or KFC/ Taco Bell located along Gilman Boulevard that Cadence wraps around.

Adjacent Uses:

- North: Gilman Blvd, Retail/Commercial, including O'Reilly Auto Parts and KFC/Taco Bell. North of Gilman Blvd includes Heritage Square, Gilman's Corner, medical buildings and the Post Office.
- South: Locust St, Mixed commercial and undeveloped
- East: Issaquah Creek, Retail/Commercial and Gilman Village
- West: 7th Ave, Retail/Commercial (Issaquah Commons)

Zoning: "MU" (Mixed Use), Effective April 29, 2013

Comprehensive Plan:

Ord. 2706, Amended effective January 20, 2014  
Land Use: "Mixed Use"  
Subarea: "Gilman"

Table L-3 (Land Use Designations: Purpose and Intent) of the Comprehensive Plan (Volume 1 and amended in 2013) provides an intent statement: "The purpose and intent of this designation is to provide a mix of residential, commercial, office, and retail at medium to height densities to create a vibrant urban environment. This designation is wholly within the Central Issaquah Area."

## **II. Recommendation**

Based upon the application, submitted plans (December 18, 2013 and March 13, 2014), listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Development Commission approve the: 1) Site Development Permit and 2) Shoreline Substantial Development Permit for Cadence, with conditions. See *Section VIII Proposed Motion* and recommended conditions.

## **III. Public Notice and Comment**

Public notice for the project are described and addressed:

SDP: Section V, Chapter 3 (Procedures)

Shoreline: Section VI

In both locations are the process and dates of notification as required and followed.

Public comments are in Section VII of this staff report, with a summarization of letters received along with staff response to the public comments. A complete compendium of each public communication (letter, email, ...) can be found on line the with Development Commission SDP packet.

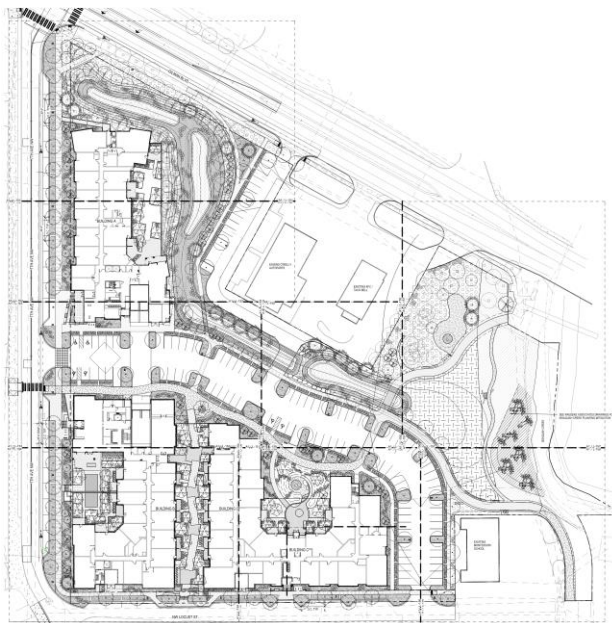
## **IV Background**

*Summary of proposed action*

The applicant is seeking approval of a Site Development Permit (SDP) and a Shoreline Substantial Development Permit for the proposed construction of an apartment building complex that includes three 5-story buildings containing 346 apartments, below building and surface parking and, public use walkways and other on-site amenities. The Shoreline jurisdiction is only for development within 200 feet west of the Ordinary High Water Mark of Issaquah Creek. The remainder of the site including the 3 buildings is outside of the shoreline jurisdiction.

The site is currently developed as Gilman Square, an older shopping center, including a separate business building called Blue Dog. All on-site buildings will be demolished to allow for the redevelopment of the site. The site is mostly flat and impervious with buildings and paving except for the easterly portion of the site that will continue to be mostly pervious with the development of a park, an enhancement stream buffer along Issaquah Creek, and the preservation of a grove of trees east of O'Riley Auto. A new landscaped drainage swale to control on-site flooding will be constructed in the center of the site up to the site's northwest corner by 7<sup>th</sup> Ave & Gilman Blvd will add to the greening of the site. These green elements will be recognized as part of the Central Issaquah Plan's "Green Necklace" creating a lush urban garden benefiting the residents of Cadence and the greater Issaquah community.

An important aspect of the project design is creating an urban community where the pedestrian will be priority requiring buildings and open spaces that is openly inter-related as discussed under the Purpose and Applicability Chapter. A major element of the pedestrian design will be the Shared Use Route that runs both east-west and north-south through the site, from the streets of 7<sup>th</sup> Avenue NW, Gilman Boulevard and NW Locust Street.



Cadence Site Plan

Illustrated: Site plan showing the location of the three 5-story apartment buildings, open space plazas, the Shared Use Route, pedestrian walkways, surface parking lots, drainage flood swale, new park, landscaping and street trees. The buildings are concentrated along the public streets of 7<sup>th</sup> and Locust to create a Build-To Line

The site is subject to flooding as the site is located within the 100-flood plain of Issaquah Creek. The project will modify the on-site flooding with a flood channel to contain flood waters to improve flood conveyance capacity across the site by providing additional volume at lower elevations and create fill pads to raise the finished floor elevations of the 3 buildings above the 100-year flood plain elevation and at the entry drives for the parking garages.

lower elevations and create fill pads to raise the finished floor elevations of the 3

**Recent Background/History** : Including Application submittals, Pre-Application meeting, Shoreline Meeting with River & Streams Board.

- 10-1-2013: Pre-Application Meeting #1 held with applicant team, application PRE13-00002 (Project No. PRJ12-00009).
- 11-7-2013: Pre-application Meeting #2 held with applicant team, application PRE13-00002.
- 12-18-2013: Applications submitted for a 1) Site Development Permit and 2) Shoreline Substantial Development.
- 3-4-2014: River and Streams Board meeting #1 (Shoreline meeting).
- 3-18-2014: River and Streams Board meeting #2 (Shoreline meeting).
- 3-19-2014: SEPA MDNS issued.

### **Approval Criteria**

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan, and, where appropriate, City or other applicable Code, prior to the preparation of detailed infrastructure, building, and/or engineering or architectural drawings. The Central Issaquah plan contains a variety design standards that are applicable to this project that are organized into individual chapters. Each chapter provides direction to the applicant in the form of development standards and some general guidelines for particular aspects of the project. Together, the development standards contained in these chapters are intended to complement the Central Issaquah Plan as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's environmental features (including Issaquah Creek and the site's 100 year flood plain) and development opportunities.

In accordance with Chapter 3.9 of the Central Issaquah Plan, the final decision of the Site Development Permit is made using the applicable approval criteria including but not limited to:

- A. The development proposal is consistent with the Comprehensive Plan and Central Issaquah Plan;
- B. The development proposal meets all applicable codes, rules, regulations and policies; and
- C. The development proposal satisfies the elements of the Development and Design Standards.

Only those standards that apply to the SDP application are discussed in this report.

Currently the applicant does not plan to develop the project in phases; however, it is possible that the site could be completed in phases. (It should be noted that by "phases" Staff means there is a stop in construction work.) If the project is developed in phases, it is necessary to ensure that sufficient services and facilities are provided for each phase for the site and area to function, be safe, etc. These might include parking, utilities, access for pedestrians and vehicles, landscape. **[Condition #2]**

**Definitions:**

**Central Issaquah Plan:** Is the Central Issaquah Plan that was adopted on December 17, 2012 providing the Central Issaquah Plan Area Map, an overview, definitions, guiding principles, central plan districts, policies and exhibits to the plan.

**Central Issaquah Development and Design Standards:** Is the design standards and guidelines that became effective April 29, 2013 to implement all development sites within the boundary of the Central Issaquah Plan except for those areas zoned Urban Village.

**Construction conditions:** Land Use conditions are included at the end of this report; conditions that more appropriately are implemented during the development of construction drawings are provided in Exhibit X, Construction Conditions.

**Land use conditions:** These are conditions of the land use permit that are conditions of approval required by the Development Commission.

## **V. Development Standards and Regulations**

### ***MDNS (SEPA) Review***

Environmental impacts of the project have been analyzed as part of the SEPA review conducted with the adoption of the Central Issaquah Plan and as specifically related to Cadence with the submittal of an Environmental Checklist. Significant “critical areas” as part of the environmental review included Issaquah Creek that is the adjacent eastern boundary of the site and the 100-Year Flood Plan that cover the site. The River & Streams Board reviewed the project at meetings held on March 4, 2014 and March 18, 2014 and provided comments. The results of these reviews are included in the SEPA determination.

In summary, findings and conditions of the environmental review centered on the following elements that are discussed in detail with the attached MDNS (Attachment 1):

1. Land Use
2. Environmental Critical Areas
3. Flooding
  - Existing flood patterns
  - Proposed site improvements
  - 7<sup>th</sup> Avenue drainage
  - Issaquah Creek bank repair to reduce frequency of flooding
4. Traffic
5. Public Services

A Mitigated Determination of Nonsignificance with 12 conditions was issued for the project on March 19, 2013. A 21-day combined comment/appeal period was established beginning on March 19, 2014 and ending on April 9, 2014. No appeal of the MDNS was received. A copy of the MDNS is included as Attachment 1. The applicant shall comply with the conditions of approval set forth by the Mitigated Determination of Nonsignificance. [**Condition #3**]



### ***Chapter 1: Purpose and Applicability***

The purpose of the Central Issaquah Plan and Development and Design Standards are to provide the tools for implementing an inspiring, animated, and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-related, designing sites that make a positive contribution to the Public Realm, attracting businesses that complement the Central Issaquah vision, and creating a place where people of all income levels and diversities are drawn to live, work, and play.

Applicability: The subject site is located within the area and is subject to the Central Issaquah Development and Design Standards including full compliance as a Redevelopment project. The applicant and the City have worked collaboratively on the design of this project to meet the design standards of the Central Issaquah Plan.

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 Director or designee of the Development Services Department, utilizing the Staff Report and in consultation with the Applicant, at the time of the future application.

Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the 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 Administrative Adjustment of Standards as allowed under Chapter 1.0.E (Administrative Adjustment of Standards Flexibility). For example, an Administrative Adjustment of Standards may be necessary for:

- a portion of the Shared Use Route's design that approaches Locust Street where the Shared Use Route is jointly used with vehicle circulation. (Note as this element is separate from most of the site, resolution of this element will not impact other items and the decision may lag until Site Work permit)
- building A is not within 0-10 feet of Gilman Boulevard (details of a substitute corner design at 7th & Gilman are still being worked out by the applicant).

**[Condition #4]**

### ***Chapter 2: Definitions Specific to Central Issaquah Plan***

Chapter 2 contains definitions for terms used throughout the Central Issaquah Plan. These are additive to the definitions in the Land Use Code. Capitalized words in this staff report are defined terms in Chapter 2.0.

### ***Chapter 3: Procedures***

Chapter 3 provides for the procedures of processing permits within the Central Issaquah Plan. Because the total site contains 3 or more acres, it is a Level 3 Review in which the Development Commission is the decision maker. The process allows for a consolidated permit review process

with is occurring with both a Site Development Permit and a Shoreline Substantial Development Permit. The applicant chose to not hold an optional Community Conference.

Table 3.8-1 of this Chapter requires that the Level 3 Review include: Early Coordination and Collaboration, Pre-Application Meeting, Complete Application Determination, Notice of Application, SEPA Determination, Public Hearing, Notice of Decision and provisions for Appeals and Permit Extension. The actions that indicate compliance area summarized in Section IV Background above; some actions will occur in the future e.g. Public Hearing, Notice of Decision, and Appeals if one is filed.

A Notice of Application is required which includes notice to: 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) property posting.

- A Notice of Application was mailed on January 31, 2014
- A notice of the project was placed on the City's web site on January 31, 2014.
- Property posting with a 4' x 4' project identification sign was placed on the site on February 25, 2014. Scheduled meeting dates (with River & Streams Board and Development Commission) have been updated on the property posting sign by City staff on April 1, 2014.
- A Legal notice in the Issaquah Press was published on April 2, 2014 of the Development Commission's workshop scheduled on April 16, 2014. The legal notice also included the public hearing scheduled for May 7, 2014. The legal notice was required to be placed in the local newspaper at least 10 days before the meeting/hearing.
- Notice of the Development Commission's Workshop for April 16, 2014 and public hearing scheduled on May 7, 2014 were mailed or emailed on April 2, 2014 to all property owners within 300 feet of the site and to Parties of Record. Parties of record are required to be notified in writing at least ten (10) days before the public meeting/hearing.
- Notice of the meeting/hearing was also placed on the City's web site.

A workshop before the Development Commission is scheduled for April 16, 2014 and a public hearing is then planned for May 7, 2014.

A Notice of Decision of the Site Development Permit and Shoreline Development Permit when issued will be mailed to all parties of record and an appeal process will be provided as governed by IMC 18.04.250.

#### ***Chapter 4: Zoning Districts, Uses and Standards Summary***

The intent of chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.

The zoning of the property is "MU" (Mixed Use) and residential is a permitted use. The Intent of the Mixed Use Zone is to provide mixed use neighborhoods with Class A office buildings, retail uses, high quality, medium density residential development and existing service businesses. The project is providing medium density residential. Mixed use with commercial is

encouraged, but is not required. The applicant is exploring the provision retail space in Buildings A and B with the elimination of some dwelling units in the area fronting the Shared Use Route.

The level of Review Chart (Table 4.3A) requires the project to be reviewed under a Level 3 Review for sites equal or greater than 3 acres.

Table 4.4 is the District Standards Table. Applicable sections to this table are:

<u>STANDARD</u>	<u>ALLOWED/REQUIRED</u>	<u>PROPOSED</u>
Floor Area Ratio – Base:*	Minimum of 0.75 up to 1.7	1.49
Height – Base:	48 feet up to 54 feet. **	54 feet
Setbacks – side and rear:	0 feet	Building A: East: 70' Building A: South: Not applicable Building B: North: 150' Building B: East: Not applicable Building C: North: 140' Building C: East: 95'
Setbacks - Build to Line:	0-10 feet maximum	Building A: West: 11 ½ " to 7 <sup>th</sup> Ave. Building A: North: 45' to Gilman Blvd*** Building B: West: 2'-7" to 7 <sup>th</sup> Ave. Building B: South: 4'-8" to Locust Street. Building C: South: 2'-9" to Locust Street.
Impervious Surface:	90% maximum	Approximately 65%

\*Floor Area Ratio is based upon the gross floor area of the buildings (not including below level parking) divided by the developable site area. For this project, the developable site area minus the 100 foot creek buffer is 253,958 square feet and the floor area of the 3 buildings is 377,823 square feet.

\*\*Building height up to 54 feet is allowed for under building parking as proposed. In addition, architectural pediments are also permitted if they do not provide additional floor space or other uses or features in which the increase height is necessary for proper building use or function.

\*\*\*Building A will not be within 10 feet of Gilman Blvd due to the site's drainage swale that conveys the site's storm water to the existing Gilman ditch and acts as part of the Green Necklace. **[Condition #16]**. Depending upon how the site intersection is designed with a street

wall as discussed in Chapter 11 (Site Design), an Administrative Adjustment of Standards may be necessary if compliance is not achieved. See Chapter 11 for additional review and condition.

This chapter also regulates impervious surface. The Mixed Use zone allows a maximum of 90% impervious. The proposal shows approximately 35% of the site will be retained as green pervious area, mostly within the creek buffer, park, and the landscaped swale that will direct flood water flow to the Gilman ditch.

**Chapter 5: Density Bonus Program**

Density Bonus to increase building heights up to 85 feet and to increase a Floor Area Ratio up to 3.5 is not applicable to this project. The applicant has designed the 3 buildings to comply within the allowable base height and Base Floor Areas ratio as shown in the District Standards Table chart above. The Density Bonus measures are not triggered.

**CIRCULATION Development and Design Standards (Chap. 6 and 12)**

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

**Chapter 6: Circulation Facilities Development Standards:**

Chapter 6 provides the appropriate standards to establish design, configuration, and performance of all Circulation Facilities that serve this project including non-motorized routes. The intent of this Chapter is to create a comprehensive Circulation Facility network that:

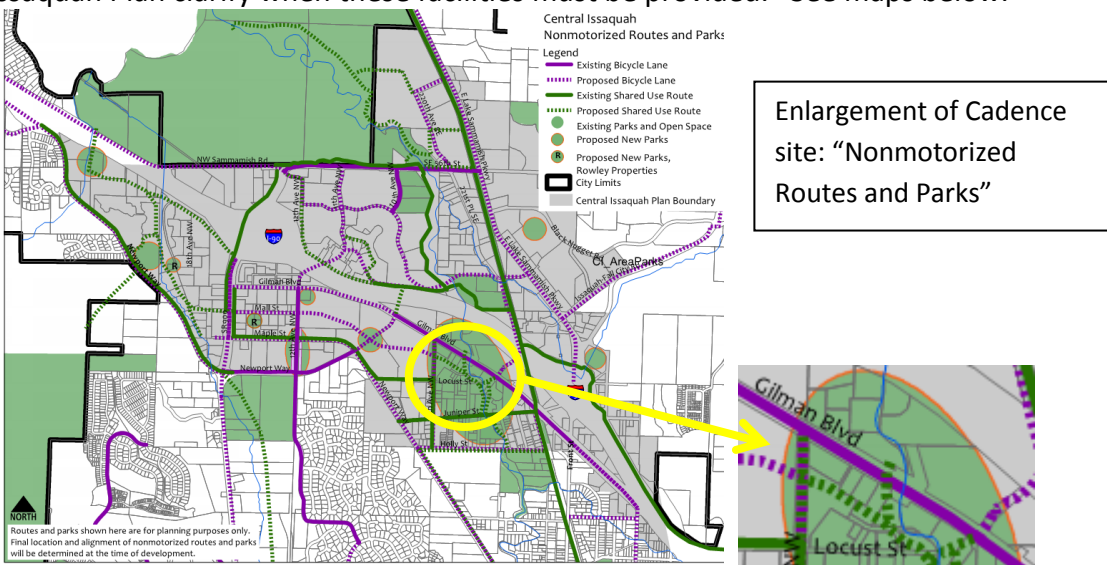
- A. Prioritizes nonmotorized users over motorized uses that are safe and convenient.
- B. Contributes to the Public Realm through well-designed and inviting Movement Zones.
- C. Provides a variety of facilities that accommodates the multiple functions that occur such as connectivity, recreation, passive use, informal gathering and stormwater.

Vehicular circulation to the site will be primarily from 7<sup>th</sup> Avenue which includes a new signalized intersection at Gilman Blvd. The project abuts 3 public City streets: Gilman Blvd., 7<sup>th</sup> Avenue NW and NW Locust Street. The circulation standards classify these (as well as other Circulation Facilities associated with the project) as (based on Figures 6A, 7A, 7B):

<u>CIRCULATION FACILITY</u>	<u>CLASSIFICATION STANDARD</u>
NW Gilman Boulevard:	Boulevard
7 <sup>th</sup> Avenue NW:	Core Street
NW Locust Street:	Neighborhood Street
Multi-Use Trails:	Shared Use Route
Pedestrian route between Bldgs. B & C:	Primary Through Block Passage

Nonmotorized routes:

Bicycle facilities are not specified in all standards thus the Nonmotorized maps in the Central Issaquah Plan clarify when these facilities must be provided. See maps below.



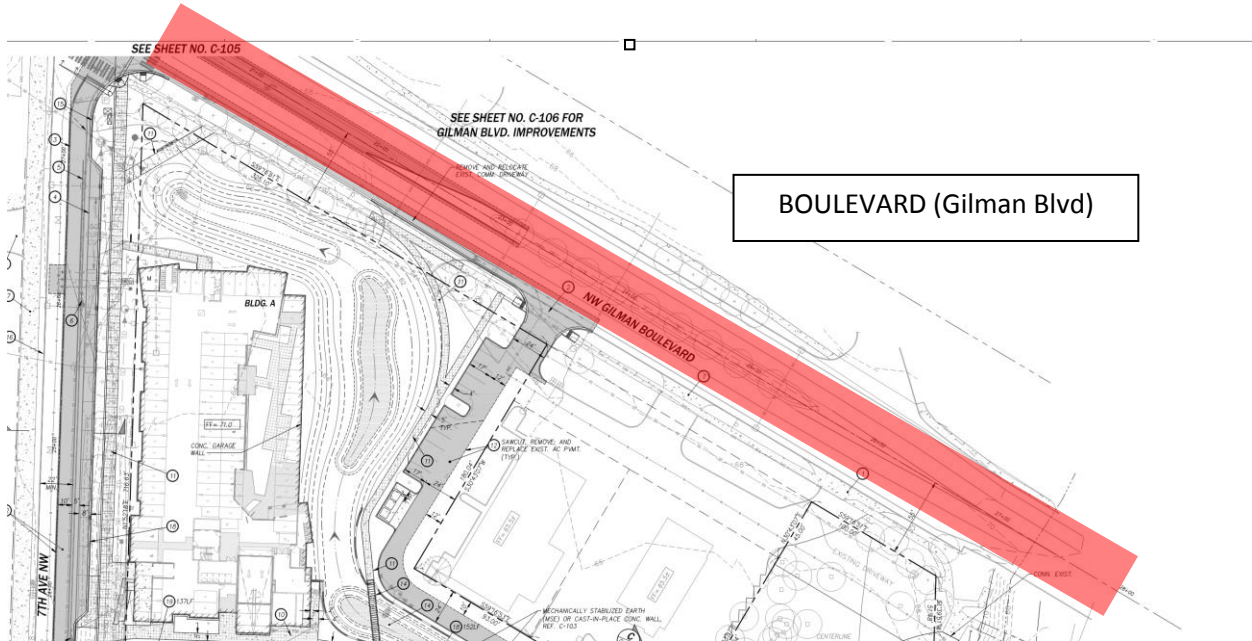
Consistent with the plan bicycle lanes currently existing along both sides of Gilman Blvd. in this area. Bicycle lanes must be added along 7<sup>th</sup> Avenue NW; they are not required along Locust Street. The street bicycle lanes will connect to the 10-foot wide Shared Use Route planned and provided to run east-west through the middle of the site, and connecting to a north-south Shared Use Route west of Issaquah Creek.

The following reviews each Circulation Facility type (Section 6.4) for compliance with various Circulation Facility standards. Street lighting is discussed under Chapter 17; street landscapes are discussed under Chapters 10 and 16; however, new streetlights and street trees will be required along all edges of the site:

Boulevards are designated to move large numbers of regional and local traffic including transit. Gilman Blvd is specified to provide street improvements including 4 travel lanes at 11' each, 2 bicycle lanes at 5' each, a center median at 12', and a center turn lane at 12'. The standards for the Movement Zone (the area between the outer curb edge and the building façade dedicated to pedestrian traffic) include landscape planters at 6' width (or Tree Wells), sidewalks at 6' width, and street lighting. The Gilman frontage along the project is not continuous and is brokenly up in the middle by parcels that are not part of the site development, including O'Reilly Auto Parts and KFC/Taco Bell. The sidewalk fronting the property is undersized at 5 feet in width and a new sidewalk will need to meet the standard, but may not be continuous with this project again due to the lots containing O'Reilly Auto Parts and KFC/Taco Bell that divides the project's continuous frontage along Gilman.

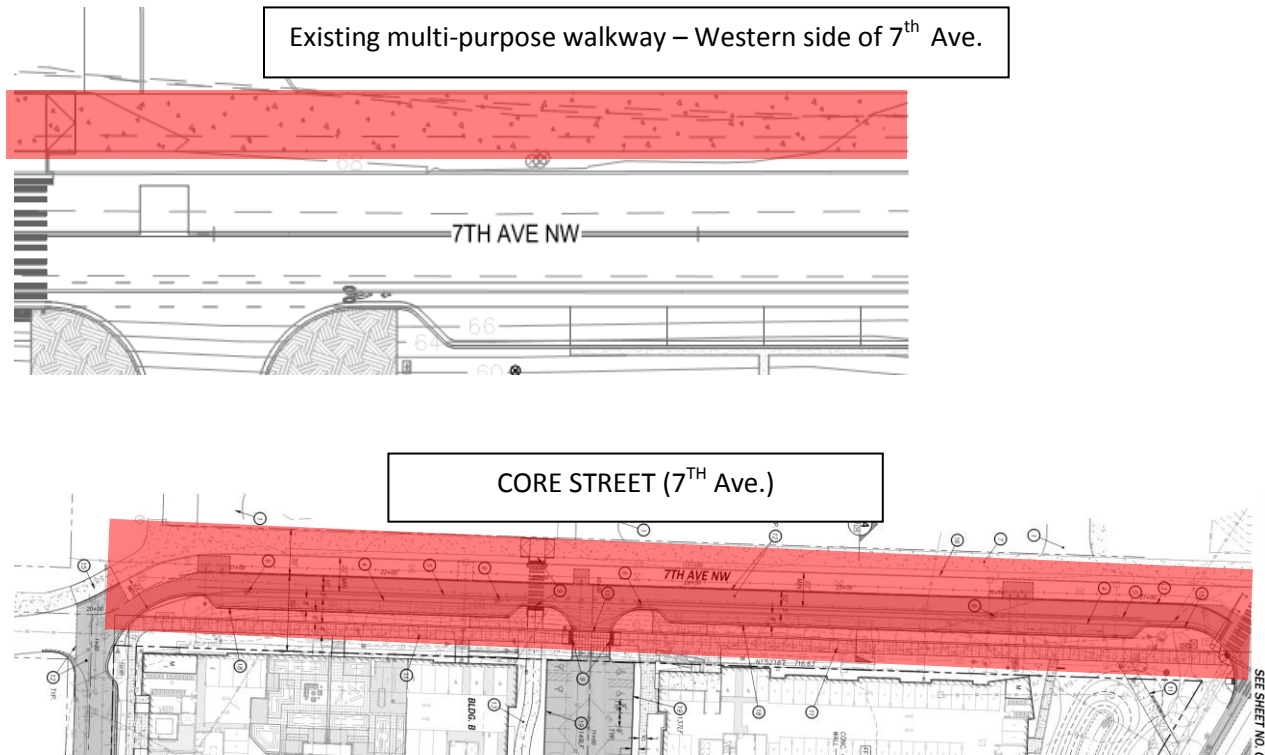
The current design of Gilman Boulevard does not meet some elements of the Circulation Facilities standard. Street curbing along the length of the site will need to be shifted approximately 1 foot southward in order to accommodate the 27 feet width required for two

11 foot wide travel lanes and for one 5 foot wide bike lane. The plan will also need to provide the 6 foot wide planting strip and the 6 foot wide sidewalk. The eastern side of the site is more limited in frontage improvements as an existing driveway onto Gilman Boulevard from the KFC/Taco Bell site crosses over the Cadence site as allowed by easement. This eastern portion of the site may be a location in which a fee in lieu of actually constructing improvements is appropriate. [Condition #5] The City may consider fee in-lieu for the western improvements facing Gilman Blvd but it will be at the City's discretion.



Core streets connect a mix of uses and are oriented towards creating a livable street character with pedestrian and bicycle priority and carry a slightly higher volume of vehicular traffic than a Pedestrian Priority Street. 7th Avenue was not classified in the standards, but was subsequently identified by staff, as specified in this chapter, as a Core Street. That street type is specified to provide 2 travel lanes at 10' each, bicycle lanes at 5' each, and parallel parking lanes at 8' width each. The Movement Zone includes planters at 6' width (or Tree Wells) and sidewalks at 8' width. On the western side of 7th Avenue by the Issaquah Commons exists a multi-purpose walkway 12 feet in width that runs from Gilman Blvd to NW Juniper Street and also within the Locust street right of way from 7<sup>th</sup> Ave to Newport Way. The applicant has shown the half-street improvements to bring the eastern portion of 7<sup>th</sup> Ave into compliance adjacent to their property. Note that the street section on sheet C-106 illustrates a slightly wider planting strip than is specified in the Core standard, increasing from 6 to 8 feet, to include bioretention. This is acceptable.

This existing western walkway is a different from the standard of a Core Street so those two standards would be blended. However, the reconstruction of the western half of the street and Movement Zone won't be corrected to the trail and Core Street standards including street parallel parking until the abutting Issaquah Commons site is redeveloped.

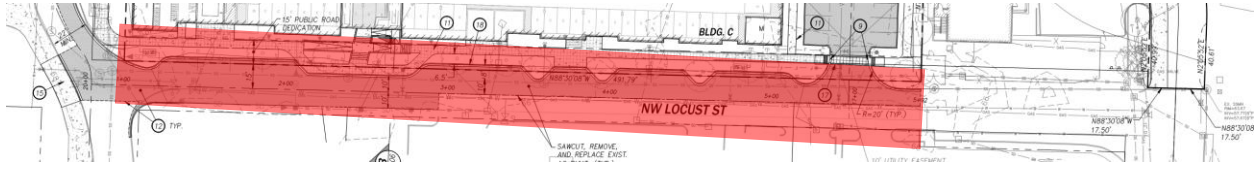


Neighborhood Streets are intended for low to moderate traffic volume. Bulb-outs are required at driveways and intersections to encourage easy pedestrian crossings. Locust Street was not classified in the standards, but was subsequently identified by staff, as specified in this chapter, as a Neighborhood Street. The standard specifies 2 travel lanes at 10' each, no bicycle lanes, and optional parallel on-street parking at 8' width. The Movement Zone includes planters at 5' width (or Tree Wells), sidewalks at 6' width. The current street right of way of Locust varies from 30 to 45 feet in width. The project proposes dedication of 15 feet of the Cadence property as part of the half street improvements. The sidewalk along Locust Street does have some meandering into the street parallel parking area opposite Buildings B & C to accommodate ADA accessibility where steps are located in sidewalk.

Locust Street is currently not constructed to meet the Circulation Facilities standard. After the 15 feet of dedication, the half street will be acceptable as shown in the street section on sheet C-110. A bulb out is also being provided at the intersection of 7<sup>th</sup> Avenue as required.

Because Buildings B & C are elevated due to being above one level of below grade parking, the plaza between them is higher than the adjacent Locust St sidewalk. Thus there are steps in the sidewalk and walkway to the plaza area between the buildings. An ADA walkway around the sidewalk steps and steps to the plaza is being provided and has been found to be acceptable by the Building Official.

NEIGHBORHOOD STREET (Locus Street)



Shared Use Route:

The Shared Use Route is specified to provide a corridor a minimum of 14' wide that includes a walkway 10' wide and 2' of landscaping along each side. Lighting is also required. The Shared Use Route is a part of the "Green Necklace", contributing to a comprehensive trail system. The Central Issaquah Development and Design Standards (Figure 7a below) specifies an east-west connection through the site along with a north-south connection along the western side of Issaquah Creek, eventually connecting the shared use Route from Gilman Boulevard to Juniper Street & Confluence Park. (See also the Central Issaquah Plan's Exhibit 4 shown above below the street classification table in this chapter)



Figure 7A  
Solid Green color represents Shared Use Route  
Dashed color represents street Routes.

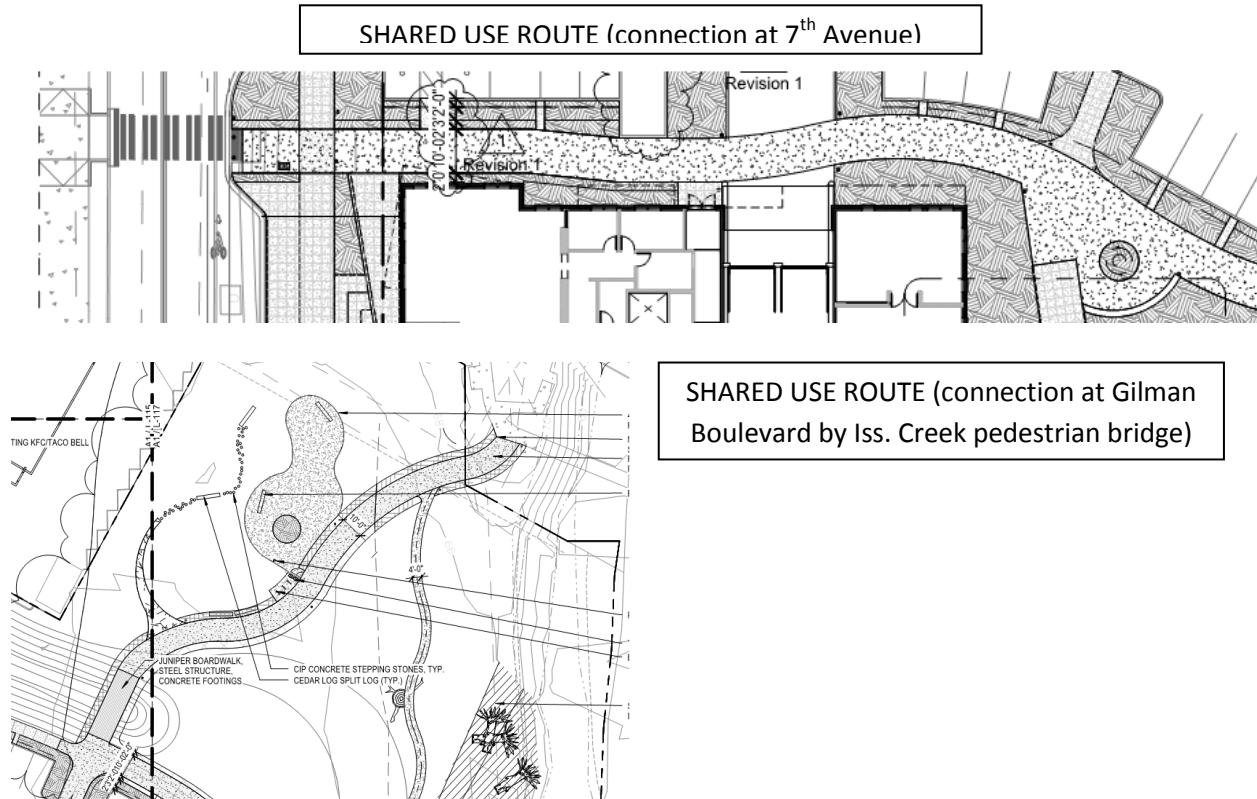
The project complies by providing such routes with a 10 foot wide paved Shared Use Route located south of the project's surface parking lot. A crosswalk across 7<sup>th</sup> Avenue will connect it to the Issaquah Commons and the multipurpose trail along the western side of that street. On the eastern portion of the Cadence site, the Shared Use Route will connect to the Gilman Boulevard sidewalk and the existing Issaquah Creek pedestrian bridge, consistent with the Figure and Exhibit.

The Shared Use Route will also connect southward with a segment to Locust Street. The approximate southernmost 100 feet of this route that connects to Locust Street will be shared with existing vehicular circulation within a 35.30' strip defined as "Undeeded St." by the King County Assessor Map. This street currently serves as access to a dental building and a pre-school. The ultimate form of this section of the Shared use Route is still being worked out. An Administrative Adjustment of Standards may be necessary to fully resolve an acceptable design for this segment of the Shared Use Route. For example: a) Since the adjoining properties appear to have rights to vehicular access in this same area, the Shared Use Route, must include vehicles which the current standard doesn't accommodate. A solution might include having the design/pavement of the Shared Use Route paving distinguish the pedestrian portion differently than that of the vehicular area. b) It likely will not be possible to provide two feet of



landscaping on the sides of the Shared Use Route in this area. If it cannot be provided due to shared use with vehicles, then alternatives will be identified.

Should the adjoining developed properties east and west of this segment in the future redevelop, then there would be an opportunity to redesign this segment of the Shared Use Route to more fully comply with the standards. [**Condition #6**].

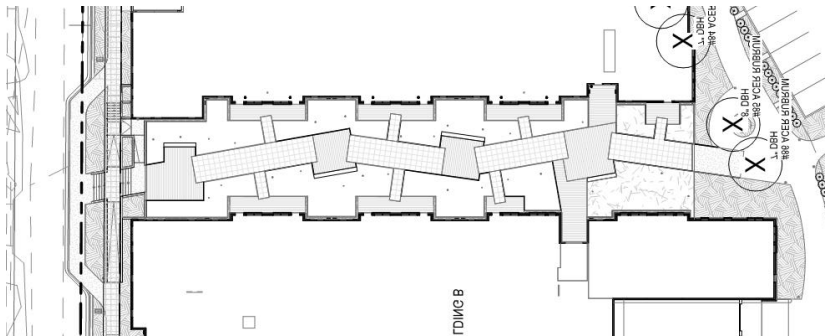


With the construction permits, the applicant will need to show any pedestrian amenities along the Shared Use Route such as benches, artwork and trash receptacles. See Construction Conditions.

Upon completion of the Shared Use Route, it will be required to become Public (ownership by the City Of Issaquah) as stated under the Shared Use Routes table of chapter 6.4.

Primary Pedestrian Through Block Passage:

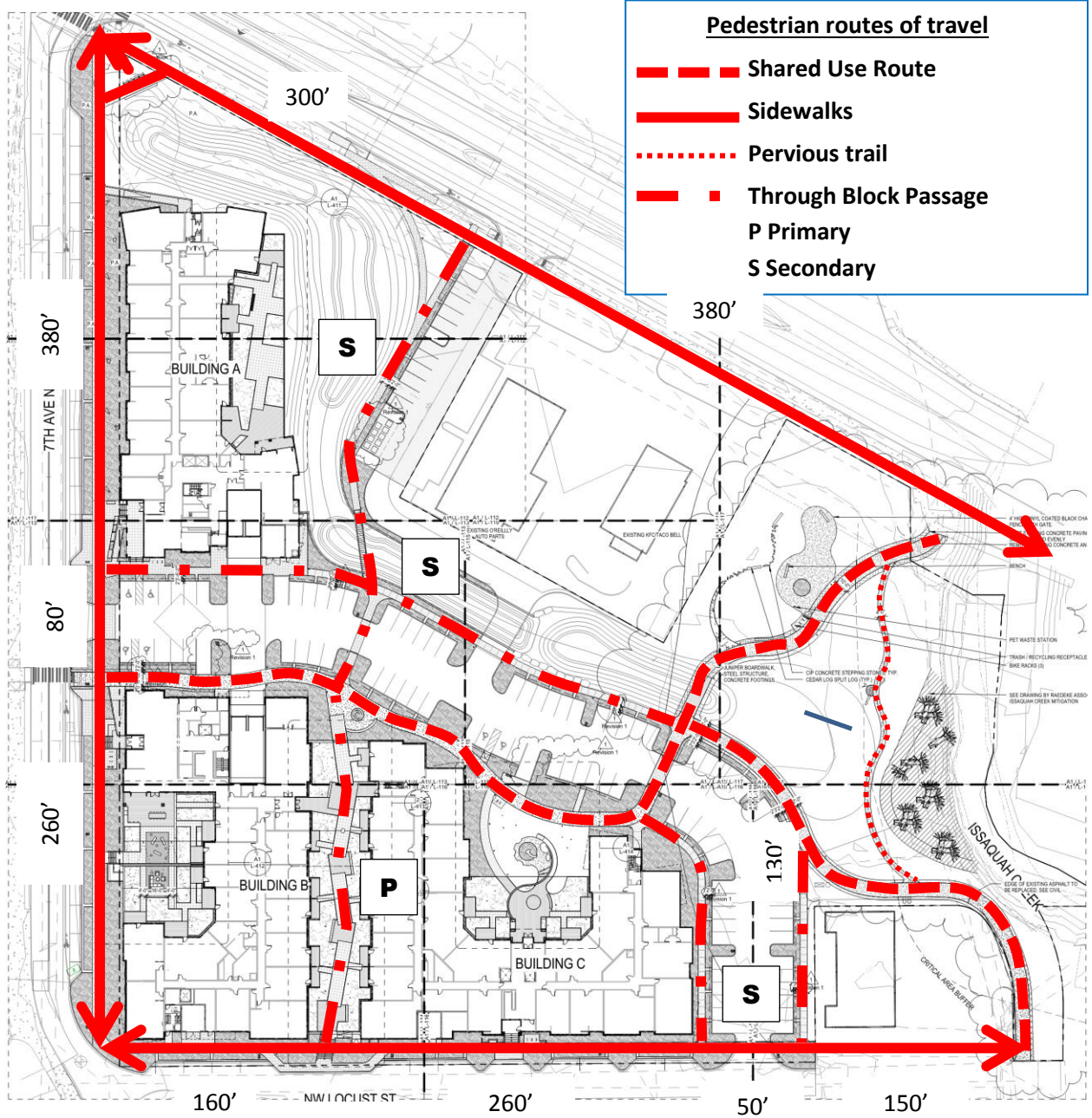
The north-south pedestrian space between Buildings B & C is a Primary Pedestrian Through Block Passage and is semi-public, providing a connection from NW Locust Street to the Shared Use Route. These passages are an integral part of the Green Necklace, which help to ensure easy connection points from one street to another and serving as gathering spaces. These routes have a corridor width of 20 feet and a walkway of 10 feet with landscaping and lighting. The walkway complies with this standard as it has the appropriate paved width within a landscaped corridor that is about 20 ft. feet wide with varied concrete patterns, wood decking and walkway connections to private apartments that front this space. Apartments that will front this passage will have private fenced decks to establish their boundaries and not for security.



With construction permits, the applicant will be required to provide the required half streets improvements of the abutting streets including the signalized intersection of 7<sup>th</sup> and Gilman and the left turn pocket on Gilman Boulevard. Roads including Gilman Blvd, 7<sup>th</sup> Avenue NW and NW Locust Street shall be designed to meet the adopted road standards of Chapter 6.0 (Circulation Standards) of the Central Issaquah Plan, including roadway dedication as necessary to meet the standards.

General Standards (Section 6.2):

**Block Length:** Where block lengths exceeds 300 feet as this large site does, pedestrian circulation facilities are required to facilitate connectivity through the blocks using Through Block Passages. Sidewalk connections have been provided for the large block making up Cadence. Continuous pedestrian routes adjacent and through the site are shown below on the site plan indicating how the site complies.



One smaller 4 foot wide pathway on the western side of Issaquah Creek and within the creek buffer will be provided and constructed of pervious gravel material.

**SECONDARY THROUGH BLOCK**

The pedestrian circulation appears to work well on the site generally separate from the vehicular routes. The pedestrian routes need to be continuous and connected, both internally and externally.

To ensure the Eastside Fire and Rescue's equipment can easily access the site, internal circulation and site entrances have been modeled. The internal circulation and site entries appear to meet the needs of Eastside Fire and Rescue's ladder truck.

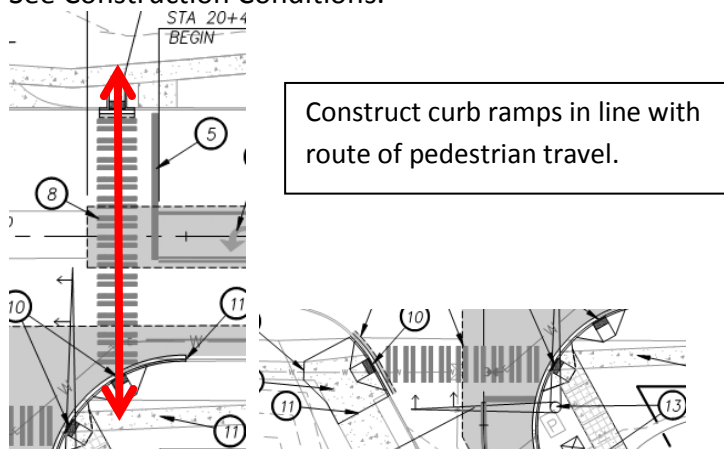
### **Chapter 12: Circulation Facilities Design Standards**

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of Public Space. Generally the site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

General (Section 12.2): The site is configured with streets surrounding the property and a network of Shared Use Routes, multi-use trails, and other walks, providing multiple routes throughout the site. The system is designed to serve a wide range of residents and users. Initially the design of the circulation conveys the system, and this will be further developed with construction drawings. Public and private facilities have been designed to the same standards.

Motorized Facilities (Section 12.3): The Circulation Facilities for vehicles have been designed to contribute to creating a pedestrian-friendly, urban environment. Consistent with the standards, the pavement has been minimized while maintaining functionality. At the same time, facilities are designed to slow drivers and incorporate pedestrian safety features such as changes in paving, bulb outs, pedestrian tables, etc... while also maintaining access such as for fire trucks. However, driveway widths and the number of them should be minimized. The numbers have been minimized but the driveway width can be reduced. See Construction Conditions.

Non-motorized Facilities (Section 12.4): The non-motorized system is designed to serve a variety of users. Intersections on bounding streets are being improved for pedestrians such as providing the signal at 7<sup>th</sup> Ave and Gilman St and using curb bulbs to shorten the distance a pedestrian has to cross. Sidewalks have been effectively widened at gathering places by integrating them into the hardscape. To ensure pedestrian routes are continuous, curb ramps should be in line with the route of pedestrian travel rather than rotating radially with the curb). See Construction Conditions.



Trails and other pedestrian routes crossing vehicular circulation facilities have been designed to draw the driver's attention using different materials and changes in grade. At driveways all the grade change has been taken up outside the pedestrian's route of travel when they are entering the garage but possibly not when they enter the site. See Construction Conditions. Though the relocated transit stop on Gilman Blvd has not been specified, the pedestrian system appears to facilitate easy connections to its likely location. Through the use of Shared Use Routes, bike lanes, etc... the project will help to incrementally create a comprehensive and continuous bicycle circulation system.

#### Connectivity and Block Structure (Section 12.5):

The proposal subdivides the large block of property into a much more pedestrian scale network by providing pedestrian connections at 250 ft. or less. (See Diagram above under Circulation, General Standards, Section 6.2) Also with the internal connections, motorized and non-motorized connections are provided to adjacent streets. Walkways have been physically separated from vehicular areas. Section 12.5.D (Private Street Design) requires private internal streets, such as through parking lots, to replicate the character of a public street; however, Section 15.4.A mirrors the language of 12.5.D except it refers to major internal circulation facilities of parking lots. See discussion below under Parking Design Standards for the basis as to why the surface parking lot does not need to be designed as a street.

#### Landscaping of Circulation Facilities (Section 12.6):

All planting areas are shown with landscape and the landscape planters are consistent with the circulation facilities, sized for the selected trees, and landscape selected to avoid hazardous situations. Landscape appears to be integrated into and is compatible with adjacent facilities. Trees have been placed to moderate building's height and provide pedestrian scale.

### ***COMMUNITY SPACE Development and Design Standards (Chap. 7 and 13)***

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

#### ***Chapters 7: Community Space Development Standards***

Chapter 7 provides the standards to show how building design and Community Space are connected and related, that the site makes a positive contribution to the Public Realm, and that significant Community Space is located within or adjacent to the District.

#### Green Necklace (Section 7.2):

The intent of the "Green Necklace" is to provide an array of green elements including parks, riparian corridors, tree lined streets, active and passive places connected by the Shared Use Route. The proposed park and open space with Cadence is intended to provide active and passive recreational opportunity for the apartment residents and the neighborhood. The Green Necklace is achieved with this project as follows:

- The design of the buildings include attractive ground level pedestrian plazas
- A Shared Use Route that runs north-south, and east-west in the site separated from vehicles.
- Sidewalk connections around and through the site including a Through Block passage between Building B & C.
- The construction of a park on the eastern portion of the site.
- The construction of the landscaped drainage swale connecting the park to Gilman Blvd.
- The integration and enhancement of the natural environment along Issaquah Creek.

Required Community Spaces (Section 7.3):

For community spaces, residential development is required to provide at a minimum, 48 square feet of private usable outdoor space as either individual private community space, common private common space or as on-site amenity. With 346 dwelling units, 16,608 square feet of community space is required. The project is providing this in both public gathering spaces, private patios and decks with units, plazas located east of Building A, west of Building B and north of Building C and the open space/park area on the western portion of the site. The project meet the standard by providing 29,242 square feet of Community Space as follows:

Element	Community Space Category (Section 7.3.A.2)	Total Sq. ft.
50 decks & patios	Individual Private	4,662 sq. ft.
Common private outdoor space (courtyard associated with each bldg)	Community private	24,580 sq. ft.
TOTAL AREA REQUIRED:		16,608 sq. ft.
TOTAL AREA PROVIDED:		29,242 sq. ft.

For residential projects having 22 or more units, they are required to provide at least one on-site amenity such as a recreation room of 400 or more square feet. This is being provided on the 1<sup>st</sup> floors of buildings A and B. The gathering room in Building A will front along the exterior plaza area and the gathering room (Fitness) room in Building B will front the central open space between Buildings B & C. Building C will not include indoor common space, but residents will have direct from the first floor hallway entrance to the common space between Buildings B & C.

Significant Community Space (Section 7.4):

The Central Issaquah Conceptual Green Necklace plan (Figure 7A) and the Central Issaquah Significant Community Spaces (Figure 7B) designate a proposed 2-acre new Neighborhood Park between the I-90 freeway to the north to Holly Street to the south, which includes this project. Not all of the park must be provided in a single park. The figures are shown below:

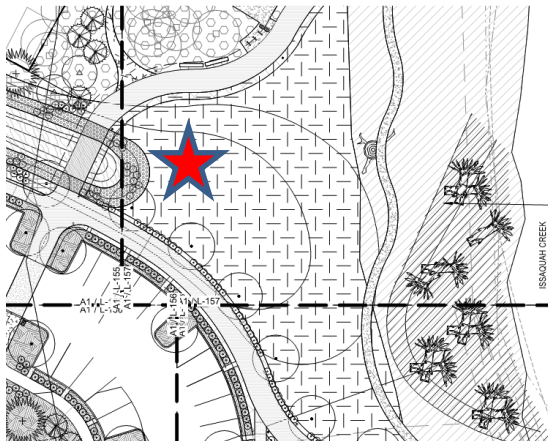


FIGURE 7A



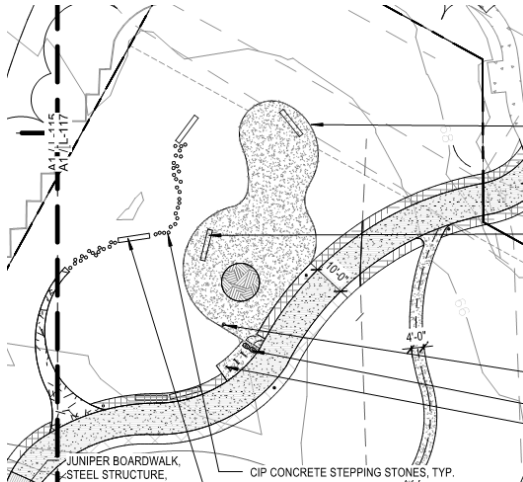
FIGURE 7B

A portion of that park will be included with this project, west of Issaquah Creek. A clear visible connection to the Green Necklace (Issaquah Creek) is required and provided. Neighborhood Parks need to include design elements integrating pedestrian connections, visual and recreation variety to engage all age groups, have features that are usable year-round (such as pergola, gazebo, and pavilion). The proposal generally meets the requirements of the Significant Community Space; however, covered features are not proposed within the park area of Cadence partly because building are not allowed within 115 of Issaquah Creek (creek buffer & setback), although there could be an opportunity for such features on the edge just outside of the creek buffer and setback as shown below. **[Condition #7]**



Possible location for year - round covered park element:  
South of fenced dog run and east of Shared Use Route.

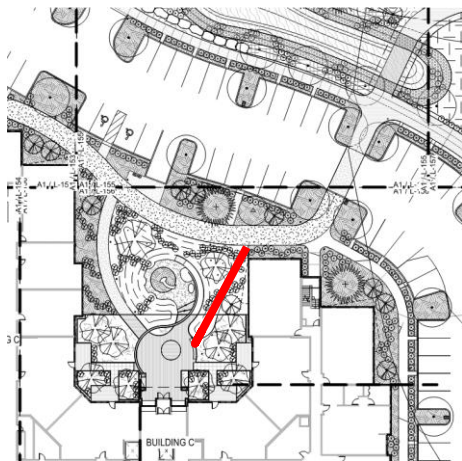
That space has been shown on plans as “Park and Open Space” and is meadow lawn and can be used for passive recreation. The park space will include a fenced dog run just west of the Shared Use Route including a pet waste station, benches, bicycle racks, and trash receptacles. (see diagram below of schematic design and location). See Construction Conditions.



Fenced Dog Run,  
west of Shared Use  
Route

The remaining area of this park area is passive open space landscaped in lawn and can be used more actively for ball games or Frisbee. Per Chapter 7.5, the applicant will be able to receive a credit against the value of the land for significant community space that is set aside in lieu of full mitigation of Parks and Recreation Impact fee. The value of the park for credit and for the Shared Use Route will need to be calculated before Building Permits are issued.

Note that a P-patch garden described with the project narrative is no longer part of the community space plan. A nearby P-patch is located within Confluence Park to the south.



Extended easterly walkway  
connection recommended within  
Courtyard C to Shared Use Route.

### **Chapter 13: Community Space Design Standards**

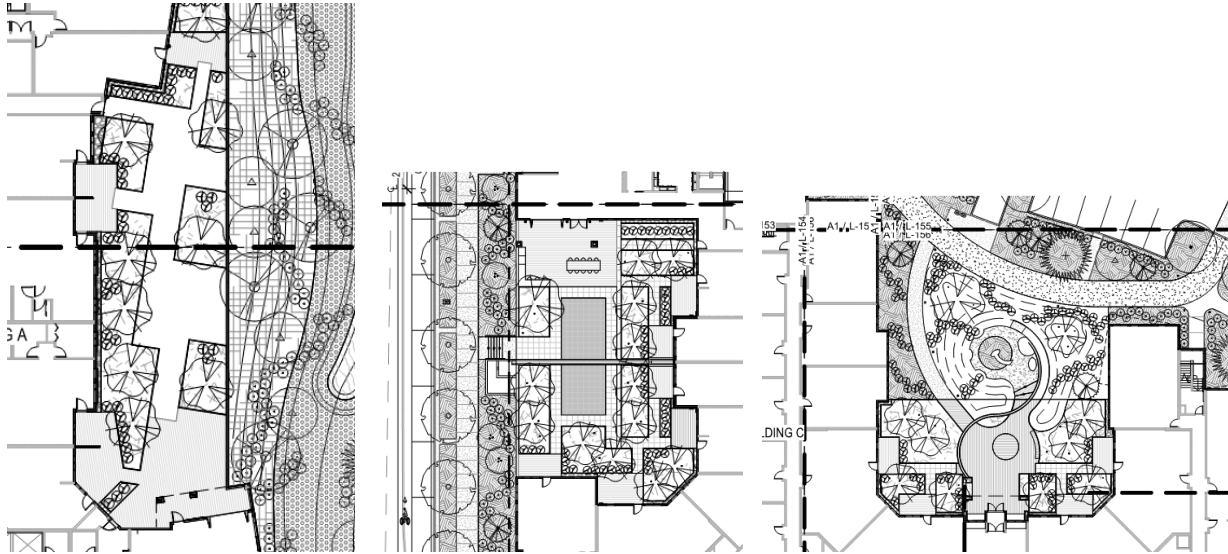
The purpose of the Community Space Design Standards is to interrelate buildings and community spaces, have the site positively contribute to the Public Realm, and provide recreational variety. Generally the site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.



General, Variety (Section 13.2.A): The site has a variety of Community Spaces including various types of courtyards, internal spaces, and a park that includes a dog area. The park is a required Neighborhood facility. While not centrally located, its placement by the creek and along Gilman Blvd forms a connecting feature for this area. The Community Spaces have been designed to consider the entire composition of the Public Space.

General, Integration (Section 13.2.B): Several, but not all, of the Community Spaces have been designed at or close to ground level, visible from public streets: Building B courtyard, the through block passage/plaza, and the park. All Community Spaces are framed by buildings except the park, which is framed by the creek buffer's trees as well as the retained trees. The Circulation Facilities have been integrated into the through block passage/plaza and the park but not the courtyard of Building B which intentionally has some degree of separation. Generally the Community Spaces have been located away from parking lots although the courtyard of Building C is adjacent; however, the design with mounding and trees should provide an appropriate degree of separation. The Community Spaces also have various orientations, providing multiple opportunities for sun and shade. The Community Spaces have been appropriately scaled for the project. Though the community spaces, especially the park, are oriented to the creek, mountain views are primarily from 7<sup>th</sup> Ave (toward Squak Mountain). With the creek, various orientations, etc... the Community spaces will appeal to various senses; however, this should be further enhanced during permit development. See Construction Conditions. The Neighborhood Park has incorporated a range of active and passive elements, trails, areas to linger, and places for both humans and dogs. A variety of seating opportunities has been provided in most spaces including benches and freestanding chairs; however the park in particular lacks seating except within the dog area. Plentiful and a variety of seating must be provided in each space. See Construction Conditions. No information was provided with the permit regarding wayfinding but this can be addressed with construction permits. See Construction Condition.

Roof top courtyards (above the parking garages) are planned for all 3 buildings and will incorporate a mix of pedestal pavers, wood decking and other pavement treatments to highlight them in relation to other internal spaces and outdoor activity areas. Seating, lighting and planting will be included in all courtyards. The courtyards are both private and semi-private. The courtyard by building B is on the northern side and will be in the most shade. Smaller trees and lighter colors would work best in that area. In addition, pedestrian circulation could be enhanced with one further connection to the Shared Use Route from the eastern side of this court yard as shown below.



Courtyard, Building A

Courtyard, Building B

Courtyard, Building C

**Connect with Nature (Section 13.3):** Issaquah Creek provides an important complementary contrast to the more compact and urban residential areas of this proposal. The park, located on the edge of the creek highlights its presence and the trail within the buffer will likely offer glimpses of it. These facilities provide important elements of the Green Necklace. Signage will facilitate wayfinding. See Construction Conditions.

**Playscape (Section 13.4):** The park, both grassy areas and treed zones, offer children's play opportunities within an area both sunny and shady. Further refinement will occur with the development of construction drawings.

**Plazas (Section 13.5):** The courtyards and through block passage are effectively plazas. The proposed spaces have appropriate paving materials, seating has been provided, and paving, landscape, and art soften the plazas and make them interesting spaces.

**Pet Amenity (Section 13.7):** The dog park provides a place designed just for pets. Other elements can be address through construction. See Construction Conditions.

### ***PARKING Development and Design Standards (Chap. 8 and 15)***

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

#### ***Chapter 8: Parking Development Standards***

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design.

Required parking for multifamily is:

<u>Unit Type</u>	<u>Apts.</u>	<u>Minimum Stalls Required</u>	<u>Maximum Stalls Allowed</u>
Studio:	31	0.75 per unit = 24 stalls	1.00 per unit = 31 stalls
1 Bedroom:	175	1.00 per unit = 175 stalls	1.25 per unit = 219 stalls
2 Bedroom:	140	1.00 per unit = 140 stalls	2.00 per unit = 280
TOTAL:	346	339 parking stalls.	530 parking stalls.

The project proposes to provide a total of 400 parking stalls within garages and as surface spaces. This is 61 more than the minimum requirement and 130 less than the maximum allowed. 296 spaces will be provided in parking garages below buildings A, B and C, and 104 spaces will be surface stalls. The majority of the garage stalls are compact stalls. Parking within the garages will be rental stalls, at a price set by the owner; however, if that price is too high, residents may choose to not use it, resulting in off-site parking. To ensure that doesn't occur, a parking survey will be required. **[Condition #8]**

The garages generally comply with standards of this chapter. Vehicular circulation with the parking garages aisles is dominantly two-way with aisle widths of 22' for compact stalls and 24' with standard and accessible stalls. However there are some portions of the garages that do not comply with standards:

- The central north/south drive aisle under Building B is shown at 24 ft wide, however, no cars will use this for backing. Per Section 8.20.C where no backing is occurring, drive aisle shall be reduced to 20 ft.
- The southern drive aisle in the south side of Building C has two sections that are 14' wide and are identified as one-way. The western one is an aisle segment without adjacent stalls who need to use this for backing. Though it is marked at 14 ft in width, in reality it is 19 ft wide; the width is reduced to provide protection around the structures protruding into the drive aisle. This is functionally wide enough to allow two cars to pass, and so should be treated as a two way segment. However, the eastern one-way segment is only about 18 ft wide and would not only be a drive aisle but also backing for adjacent cars. The use of 14 ft drive aisles is only appropriate when the drive aisle is one way and not used for backing; see Section 8.20.C. If the stalls are modified to micro stalls (assuming the proposal hasn't reached the maximum), then the 18 ft would function both for circulation and backing. Otherwise, this section of the garage will need to be re-designed. **[Condition #9]** There is one other one-way segment in the Building B garage and its use is appropriate and acceptable.

Access to the garage levels is from the south side of Building A and from the north side of Building B. The parking below Building C is connected to the parking below Building B. Both garages entries space will be elevated above the 100-year flood zone. The entrances to both garages entrances were reviewed with sight triangles to meet minimum clearance (sheet G-003) though these may be discretionary reviews that can be revisited with construction

permits. Ramps to the garages are shown having grades of 8-15%. The ramps should be evaluated to confirm vehicles will not high center on the grade transitions. See Construction Conditions.

The main surface parking stall lot is designed in a modulated layout that avoids a straight line that visually breaks down the size of the space and may help to slow down vehicle speed. A smaller surface parking lot is located west of O'Reilly's and that area includes space for refuse collection by Cleanscapes. In addition, 34 new parallel parking stalls will be provided along the streets of 7<sup>th</sup> Avenue and Locust. Parking spaces in the street right-of-ways, however, do not count for required residential parking but are consistent with street standards and provide additional guest parking.

Parking stalls design and Dimension requirements:

Up to 60% of the parking stalls may be designed as compact stalls and up to 5% of the total stalls may be designed as Micro stalls. The project proposes the parking stalls designed as follows:

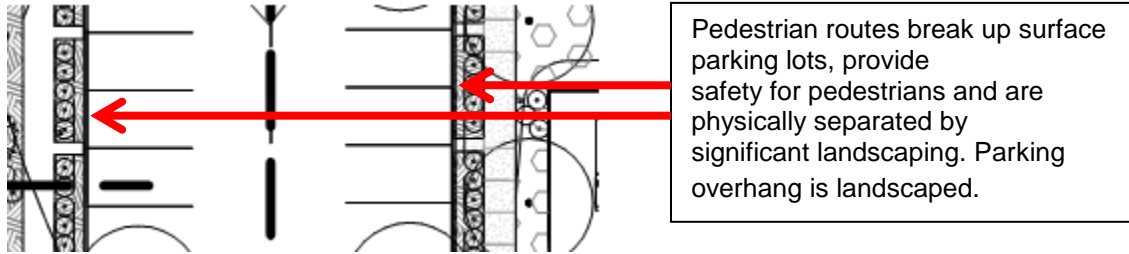
- 147 Standard sized stalls 36.75%
- 248 Compact sized stalls: 62.00%
- 5 Micro sized stalls: 1.25%

The project is over the code allowed maximum for compact stalls by 2% (8 parking stalls). Parking for the project will need to be designed to comply with the 60% maximum allowance. **[Condition #10]**

Dimensions and back up maneuvering space of parking stalls in 90 degree layout is as follows:

- Standard size stalls: 18.5' x 9' with 24' back up maneuvering space.
- Compact sized stalls: 16' x 8' with 22' back up maneuvering space
- Micro sized stalls: 12' x 7' with 18' back up maneuvering space

In addition, an overhang of 2 feet is permitted and an overhang of 18 inches with the stalls is proposed. The overhang area may be used for walkway extensions, alternative materials, and landscaping or rain gardens. Unless wheel stops are used, the overhang area may not be asphalt. The dimensions provided for the parking stalls meets the standards required. The applicant is strongly encouraged to construct the overhang with landscape (rather than hardscape) to add to the required landscape along the Shared Use Route and walkways on either side of the primary surface parking lot. This is consistent with and further reinforced by 15.4.D, buffering pedestrian routes. See Construction Conditions.



Required bicycle parking for multifamily is:

<u>Bicycle Spaces Requirement</u>	<u>Studio and 1 Bedroom</u>	<u>2 bedroom</u>	<u>Total Bedrooms</u>	<u>Spaces Required/ Provided</u>
0.15 per bedroom	31 + 175 = 206 rooms	140 x 2 = 280 rooms	486	
Spaces required:	31	42		73
Spaces provided:				116

The project is providing a total of 116 bicycle parking spaces, 92 that are in bicycle storage rooms located in the parking garages (below Buildings A & B) and 24 bicycle spaces are provided as outdoor surface stalls. The final location and design of bike racks will be provided with construction permits.

Required motorcycles parking for project is:

<u>Motorcycle Parking, chapter 8.12</u>			
1 per 36 auto spaces	400 parking spaces provided	Required motorcycle spaces = 11	Motorcycle spaces provided = 12

The project proposes a total of 12 motorcycle spaces that will be located in varied locations within the garages; spaces identified as “IMC”.

Required loading spaces for the project are:

<b>COMPUTATION OF REQUIRED LOADING SPACES per Table 8.16-1</b>		
<u>Type of Use</u>	<u>Loading Space required</u>	<u>Loading spaces provided</u>
More than 40 apartments: Type ‘A’ Loading Space	2 spaces required	2 Type A spaces provided and 1 smaller loading space

A minimum of 2 Type ‘A’ loading spaces are required and those spaces need to be at least 25 feet in depth and 10 feet in width. Loading spaces cannot interfere with the public use of

streets or sidewalks. The project shows one of the loading spaces located directly north of Building B and a second space is located north of Building C; these appear to comply with the dimensional requirements but are not dimensioned on the site plan and will need to be on the construction drawings. The loading stall closest to Building A may need some tweaking to ensure that it does not extend into the drive aisle. In addition, there is a smaller loading space being provided south of Building A, that is too small to comply with the code but which is beyond the required number, which is acceptable.

**Barrier Free Parking:**

Table 1106.1 (Accessible Parking Spaces) from the International Building Code requires 8 accessible parking stalls when 301 to 400 parking spaces are provided. Cadence is providing 400 parking spaces. For every six or fraction of six accessible spaces, at least one shall be a van accessible parking space. The project is providing 13 accessible stalls plus 2 van size stalls. Seven of the accessible parking stalls are located in the parking levels near the elevators and six are outside surface stalls that includes 2 south of Building A, 2 north of Building B and 2 north of Building C. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls is acceptable. Such as to confirm: The dimensions of van accessible stalls, interior vertical clearance space is a minimum of 98 inches, the placement of van stalls outside of the garages.

**[Condition #11]**

**Electric Charging Stations:**

Electric charging stations are not required, but are encouraged and when provided, the required number of parking spaces may be reduced by an equivalent number. The project is providing 2 charging stations inside the garage below buildings A and B. The minimum parking count is not being reduced to accommodate these charging stations.

***Chapter 15: Parking Design Standards***

The purpose of the Parking Design Standards is to use a more urban approach to parking to support a pedestrian friendly, small scale, mixed use environment and contribute to the Public Realm. Generally the site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

**General (Section 15.2):** Parking has been located to minimize its detrimental impacts on pedestrian facilities and community spaces. For instance the narrow end of the parking lot is adjacent to the existing streets. While the Design Standards would direct that the parking lot wouldn't extend along so much of the Shared Use Route, the number of elements between the parking and Shared Use Route has been maximized to the extent possible. In addition, Section 15.2.E would indicate that further architectural elements should be provided along the Shared Use Route adjacent to the parking lot to address the proximity. **[Condition #12]** The access to the garages has been located from the surface parking, which is preferred. The access to the surface parking is from adjacent streets, since the project doesn't use alleys. Pedestrian circulation through the parking areas has been accommodated though as noted above under

Chapter 8 additional attention is needed regarding pedestrian facilities and the garage ramps. The garages cannot use natural ventilation or lighting to avoid flooding during high water events.

Structured Parking (Section 15.3): The structured parking is located below the buildings, virtually eliminating its presence. And by placing the garage entries off of the surface parking lot, the impact of these has also been minimized. The garage ramps are 24' wide (which must be reduced to 20 ft of vehicular travel lanes), and clearly designed for pedestrians or prevent use by them. Given the extra width, providing a pedestrian route on one side of the ramp may be the most practical approach. The pedestrian route must be safe and pedestrian friendly.

**[Condition #13]**

Surface Parking (Section 15.4): Large parking lots, greater than 100 stalls, have to be designed with a drive aisle designed as a street, if there are more than three rows of parking. Though this parking lot contains more than 100 stalls (104) it's in a single row, not a series of rows. By placing it in a single double-sided row, the parking lot addresses the concern in a different way. Frequent, convenient pedestrian connections have been provided to the uses around the lot.

Bicycle Parking (Section 15.5): Bicycle parking has been distributed around the site in both covered and open, visible locations. Further review will occur with construction permits.

***Chapter 9: Signs***

Chapter 9 provides the standards for signs. This SDP application does not include a sign permit request for project signage or for building addressing or directional signs. The applicant has suggested that a monument sign might be desirable at the northwest corner of the site (by Gilman Blvd & 7<sup>th</sup> Avenue). Freestanding signs though are not consistent with the ultimate form envisioned at Buildout for the Central Issaquah area. A comprehensive sign package for all exterior signage including addressing will need to be submitted prior to (Temporary) Certificate of Occupancy of the apartments. See Construction Conditions.

***LANDSCAPE Development and Design Standards (Chap. 10 and 16)***

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

***Chapter 10: Landscape Development Standards***

Intent: Chapter 10 provides landscaping standards with the intent to draw nature into the developing urban community, adding green elements to soften the urban form, and create a livable, verdant, attractive Public Realm that restores nature and human activity and contributes to the success and establishment of the Green Necklace.

General Provisions: Street Trees:

The circulation element of the landscaping chapter requires street trees for shade, as a visual amenity and for a buffer between pedestrian/bicyclist and motor movement. The Applicant

will plant street trees along 7<sup>th</sup> Ave. and Locust Street. Gilman Boulevard already is planted with street trees, part of a comprehensive edible landscape along the boulevard. However, but some of those existing trees that may have to be removed as part of this proposal, and will need to be replanted in accordance with this chapter.

#### Parking Lot:

The chapter requires that parking lots provide one tree for every six stall and provide edge landscaping. Edge landscaping is landscaping that has a minimum width of 3 feet or substituted with fencing or a wall that is at least 75% opaque. Plants need to achieve 3 feet height at maturity and 2 feet high at installation.

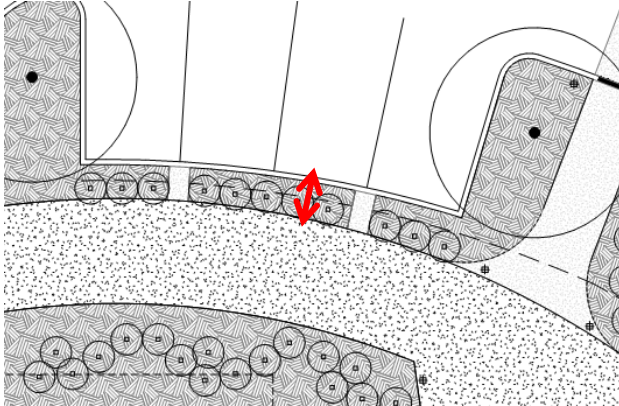
The small lot west of O'Reilly Auto complies as there are 11 parking stalls there (plus the dumpster enclosure area), 2 trees are required, and 4 are provided in peninsula islands. That lot also has the required edge landscaping between the stalls and a walkway. The lot also requires 10% interior landscaping. The lot is approximately 6,800 sq. ft. requiring 680 sq. ft. of interior landscaping. 690 sq. ft. is provided plus the edge landscaping.

The larger meandering parking lot also requires 1 tree for every 6 parking stalls and that lot has 93 stalls (including loading spaces). 16 trees are required and 22 trees are shown in peninsulas/islands. The lot is approximately 35,600 sq. ft. requiring 3,560 sq. ft. of landscaping and approximately 4,250 sq. ft. is being provided. The preliminary plan has ornamental dogwood trees in both the smaller and larger parking lots and a broader canopy type tree is required by the Parking Design Standards (15.4.E). Smaller ornamental trees such as the Centennial Tree, Eddies White Wonder Dogwood would be better suited in courtyards as a single specimen or in small group plantings, per Chapter 10.17. See Construction Conditions.

On the north side of the lot with an overhang of 18", 4 ½' of landscaping is required for the 18" overhang plus the 3 feet of edge landscaping. In some areas the planter width because of the meander with the parking lot and Shared Use Route is shown at 4 feet and will need to be slightly widened. (see drawing below) Where insufficient space is available for the landscaping width, a screening wall may be substituted.

Where the parking lot is adjacent to the Shared Use Route, the landscape width needs to be 6 ½ feet in width (2' for the Shared Use Route, plus 3' with parking lot edge landscaping, plus 1 ½ feet for parking overhang). Not all of the required landscaping width between the stalls and the Share Use Route appears to meet the standard and will need to be corrected with the final construction plans [**Condition #14**].





2' of landscaping required by Shared Use Route, 3' of landscaped buffer required with parking lot, plus parking overhang is to be landscaped. Some low screening walls may be needed where the planting width is insufficient.

The surface parking lots do contain some small 2 foot wide walkways that connect the parking lots to the adjacent sidewalks. The 2 foot wide walkways are also provided within the street planters fronting 7<sup>th</sup> and Locust. The 2 foot wide cuts are not required by the parking or landscaping standards, but this is an element that appears to be acceptable to avoid pedestrians from trampling landscaping and providing a direct connection to the sidewalks, and are consistent with 15.4.D.

The parking lots both require 10% interior landscaping. The lots contain 42,400 square feet and 4,940 square feet of interior landscaping is proposed which is 12%. The structured parking regulations do not apply since all the parking is below grade; however, if a portion of the structure is exposed, during building permit review these requirements may come into play.

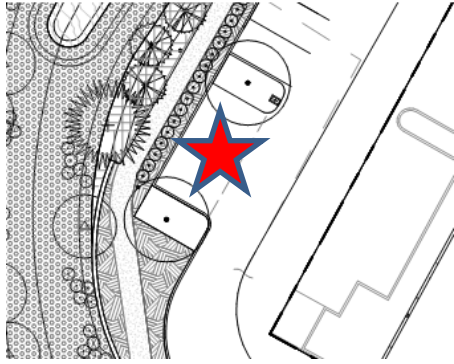
#### 10.7 Plant Material Adjacent to Critical Areas:

During the environmental review, a conceptual riparian & buffer enhancement plan was provided for the area along Issaquah Creek. Conditions were placed in the MDNS that required a stream buffer riparian enhancement plan for approval prior to issuance of construction permits. The conditions of approval went further to require that the plant density meet the standards for enhancement buffer per IMC 18.10.790.D.4.c(3).

#### 10.8 Landscape Requirements for Fences, Hedges, Waste Enclosures and Mechanical Equipment

Fences are generally not being provided except for low fences with private patios/decks, around the dog run, and a slit rail fence required by the MDNS along the edge of the previous pedestrian trail.

One outside waste enclosure is proposed west of O'Reilly Auto Parts. A landscaping buffer on its back side is shown as well as planters with trees on the sides. Full detailing of this along with a design of the enclosure will be necessary with the construction permits.



Area west of O'Reilly Auto  
Parts specified for the trash  
enclosure.

Mechanical equipment is proposed on the roof tops of the building that will be screened. Surface equipment, if any, is now identified. Any surface mechanical equipment will need to be screened with landscaping or fencing.

#### 10.09 Blank Walls:

The buildings are not designed with blank walls, but the drainage swale will have some walls that will need to be softened with landscaping. Wall in that area will vary in height up to 7 feet in height. The landscaping proposes cascading plants and vegetated block retaining walls details that will be provided with construction permits.

#### 10.10 Minimum Tree Density/Tree Removal/Tree Retention:

This section requires a minimum tree density retained and replanted in the Developable Site Area at a ratio of 4 significant trees, or their equivalent per code, per 5,000 square feet. The Developable site area is 253,958 square feet requiring a minimum of 203 trees. The landscape plan illustrates trees that are to be retained and those that are being removed. The plans show 33 trees on site to be retained (mostly east of KFC/Taco Bell) and additional trees that are located within the Gilman Boulevard ROW. A minimum of 203 significant trees will need to be incorporated into the landscaping design and the number of trees will need to be confirmed with the construction permit drawings. The plant legend on the preliminary landscape plan shows 190 new trees proposed plus additional trees off-site along the abutting street right-of-way. The number of new and existing trees ( $190 + 33 = 223$ ) shows compliance [**Condition #15**]

#### 10.13 Tree Retention Requirements

Tree retention requires that 25% of the tree caliper be retained. The tree preservation plan (sheet L-101) indicates that there is 766 caliper inches of existing significant trees and that 563 inches will be retained (73%) and that 203 caliper inches (27%) will be removed. The plan meets the required tree caliper retention. The majority of those trees to be retained are located east of the KFC/Taco Bell parcel. A number of trees along Gilman (filbert trees) shown as being retained are either diseased or dying, or will be impacted by future grading of the drainage swale and street improvements will not be saved. Trees in the Gilman Blvd median will also not be saved in order to accommodate a left turn lane onto 7<sup>th</sup> Avenue. Care will need to be taken to mitigate for the loss of Gilman trees as that stretch of roadway is designated as a "Parkway" by the Comprehensive Plan with extensive edible fruit along the corridor. The plan's policy P-3.3 states protection for Gilman Blvd Landscaping as "*Protect Gilman Boulevard's*

*signature landscaping, trees, plantings, grassy open spaces, trails and creek access from new development and improvements by ensuring no net loss of landscaping.”* New landscaping will be provided along the right-of-way as required by the street standards and there may be an opportunity to mitigate for the loss of landscaping within the newly planted area.

### **Chapter 16: Landscape: General standards and Guidelines**

The purpose of the Landscape Design Standards is provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary. Generally the site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

**General:** The proposed landscape integrates with the surrounding context including the creeks, trees, and urban surroundings. The landscape also softens the buildings and hardscape. Landscape has been strategically located to establish a lush verdant landscape. Near the creek enhancement plantings have been planned to protect critical areas and improve wildlife habitat. The landscape design is unified and yet varied to help with orientation. Selected trees will moderate building mass and provide strategic areas of shade. The landscape design balances the need for framing public space with buildings with creating private spaces for residents. The site is generally well furnished with benches, lighting, walls, walks, etc... Landscape placement and design, in conjunction with additional items identified under Chapter 15 Parking, provides sufficient screening of surface parking. Stormwater and flooding facilities have been integrated into the site design and additional elements such as trails and bridges are also provided.

**Fences:** though some fence information is provided, the predominate review will occur with construction permits. See Construction Conditions.

### **Chapter 11: Site Design**

Chapter 11 establishes site design standards that orients development so that it defines the Public Realm and improves the pedestrian experience. Pedestrian and bicycle circulation needs are raised to a priority with motorized circulation priorities while ensuring that the design does function for motorized transportation.

**General:** The development should, although not required, incorporate effective and innovative sustainable green building measures. This maybe an element of the design where some features could be explored and incorporated with construction permits.

Site amenities are recommended by the plan to include street furnishings, bicycle racks public art, waste receptacles special paving materials and planters all of which will be implemented with the project design. These furnishings will need to be identified for their types and locations with the construction drawings.

All Uses: Pedestrian connections to surrounding circulations facilities and properties is a requirement and is being provided with the Shared Use Route and other pedestrian walkways that parallel the parking lots, run between buildings and provide connections to Gilman Blvd. Pedestrian facility connections need to be convenient and with generally no further than 250 of separation when block length exceeds 300 feet. As previously discussed and diagrammed, this has been met by the proposal.

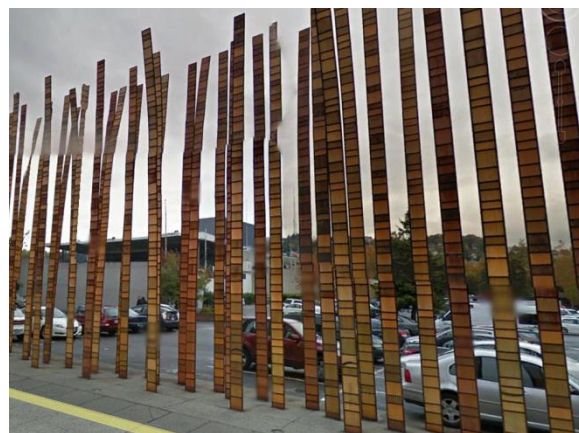
Lush green landscaping is emphasized. The proposed project will provide generous amounts of pervious landscaping far above the minimal requirement of the MU zone, including canopy trees on the adjacent streets, within surface parking areas, along a swale designed to control site flood waters, and within an enhance restoration area along Issaquah Creek.

An important design factor with site design is the Build-To Line requirement. The buildings are required to located towards the Circulation Facilities and Community Spaces. The proposal requires most of the buildings' frontage to be within 0 to 10 feet of the 7<sup>th</sup> Avenue and Locust Street as Circulation Facilities. The 3 buildings will be situated on the site to maximize on-street presence with lobby entrances along 7<sup>th</sup> Avenue and NW Locust Street. Architectural and landscaping elements are used to maintain a strong streetwall presence along those building facades. The Build-To-Line requirement at the street intersection (7<sup>th</sup> & Locust) is required to occupy the full intersection for a minimum distance of 60 feet from the corner which was accomplished. Building A is kept back further from Gilman Blvd. due to the proposed drainage swale that will control site flooding in that space. In addition, the proposal does not meet the required set-to line or building frontage for Gilman Blvd due to the floodway's presence. The Applicant will need to process an Administrative Adjustment of Standards since the buildings at the 7<sup>th</sup> Ave and Gilman Blvd corner do not meet this requirement. To meet the corner requirements of this chapter, the building frontage of Section 11.3, as well as the build-to line of Chapter 4, the applicant must provide an architectural feature to establish a street wall at the corner of 7<sup>th</sup> Ave & Gilman Blvd,. extending at least 60 ft in each direction, and which ties in with the architecture of the building. (A paved plaza, benches, art, and trellis will not suffice for this. While these features may be provided and are desirable, they will not count towards the requirement of Build-To-Lines, corner elements, and building frontage's presence along Gilman Blvd.) **[Condition #16]**

Examples below of components necessary to meet Condition 16:



*Above: Provide elements with enough height and mass to create a street wall. Use the framework to support horizontal elements such as weather protection, bus shelters, trellis, etc... Consider how to make the elements multi-functional such as incorporating a rain garden. Select elements that relate architecturally to the*



*Above: use fences (left) and/or artwork (right) to add to the character of the streetwall, define space, provide fall protection, if needed, as well as engage the pedestrian. Both of these options, reinforce the streetwall, while maintaining good sightlines into and out of the site.*

The minimum building frontage in the MU zone is 60%. That standard is met even with less frontage with Building B facing 7<sup>th</sup> Avenue to accommodate a central courtyard. Building B has approximately 66% Build-To-Line frontage along that street. Buildings A and B which do not have their courtyards facing street right-of ways are fully within the Build-To-Line. In summary:

	<b>7<sup>th</sup> Ave</b>	<b>Locust</b>	<b>Gilman</b>
Total street frontage	490 ft	710 ft	325 ft
Building A frontage	205 ft (reduced by 40 ft for setback)	—	—
Building B frontage	155 ft (80' + 73', without community space)	128 ft	—

Building C frontage	—	235 ft	—
Total building frontage	360 ft	363 ft	0 ft
Percentage Provided	51%	74%	0%
Percentage Required	50% (reduced 10 % for community space)	60%	60%*

\* See previous condition # 16.

Residential buildings are required to orient principal facades to the streets or courtyards with doorways on the ground floors units visible and accessible to the street. Elevation drawings shown this accomplished but to a lesser extent with Building C. Buildings are also away from the eastern portion of the site due to creek buffer/setback requirements and limited height restrictions regulated by the Shoreline Master Program for the first 200 feet landward of the creek in order to allow buildings taller than 35 feet

Above ground and at-grade utilities are an unknown, but will need to be located to eliminate their visual impact within buildings or underground. Some options may be available with a combination of architecture and/or landscaping. [

Environmentally Critical Areas: While buildings are not oriented to the creek, as they are setback based on shoreline requirements, the buildings do not turn their backs to it. Furthermore, the park is placed immediately adjacent to the creek and integrate with it to the extent possible while respecting the creek’s buffer.

Service, Loading, Waste: Generally these facilities are placed within the underground garages, masking the potential negative impacts. However, the collection are from which CleanScapes will serve the site, are located within the small surface lot near O’Reillys. Detailed review of the design for compliance with this chapter will occur with construction permits.

**Chapter 14: Buildings**

Chapter 14 establishes building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm.

General: The 3 buildings are designed to frame and engage in the circulations facilities and the various community spaces for Cadence. They are located to provide continuous street frontage and to enhance the pedestrian experience along those streets with informal gathering spaces. The primary building entrances for all 3 buildings with lobbies are all accessible and visible from Circulation Facilities (the streets of 7<sup>th</sup> and Locust). The lobbies contain common spaces and lounges, offices, mail rooms and entrances to stairs and elevators. Each primary building entrance is required to have weather protection and to highlight the entrance to pedestrians though architectural treatments. For residential uses, the weather protection over entrances is to be at least 4 feet deep and 4 feet wide. Weather protection is being provided at all

residential lobbies and secondary stair entrances. The ground floors for residential use need to be designed to provide a pedestrian-friendly environment and offer semi private space for the residents. This can be achieved with elevated front yards, landscaping, stoops and courtyards. Cadence is providing these features with buildings that will be elevated 2-3 feet above the street levels due to the site location within the 100-year flood plain, and providing evergreen and deciduous landscaping for buffers and courtyards. Some of the ground floor units will have stoops with a small private deck that are fenced. The courtyards are elevated from the street and sidewalk. The fences facing these areas will be limited to a maximum height of 3 feet.

There are specific requires for building mass and design for buildings over three stories which these are. A change of building materials, articulation and modulation is required from the first 3 floors. Colored elevation drawings (sheets A-910, A, B 7 C) provided show that there is a change of materials and colors above the 2 or 3 floor of each building, including major accent colors of blue, red and green. Modulation occurs both vertically and horizontally. At the corners and lobbies of the buildings, a 2 story expression is emphasized with a rotated 3 story bay above to add interest to the corners and to focus on the lobbies. The design of the buildings meets the standards for articulation, modulation and the change of building materials.

A material/color board will be shared at the Development Commission meeting sharing examples of proposed materials and colors for the buildings.

The 3 buildings are 5 floors in height and are all different in configuration with a modern contemporary design and include variations of vertical and horizontal modulation and overhangs along all walls. The recessing of some wall planes also adds to surface relief. Windows are generously used along all walls and will need to be either divided light window, or operable, trimmed around framed openings, or recessed or projecting from the building face and not flush. There are no exterior balconies. Outdoor space will be provided in common areas with some private spaces allocated with 1<sup>st</sup> floor units.

Below are typical perspectives drawing of buildings A, B and C.



BUILDING A SW CORNER



BUILDING B SW CORNER



BUILDING C SE CORNER



Architecture and landscaping features are required to enhance pedestrian entry experiences with clearly visible doorways, enhanced landscaping, special paving, pedestrian scaled lighting and/or boards and weatherproof roof coverings. The enlarged layout and material plans, planting plans, and enlarged courtyard plans show many of these required details and features.

Besides the requirement for weather protection over building entrances, weather protection is required across 75% of a building façade length if a building is located along a property line. Current plans shows the proposed buildings not constructed on the property line, but within 10 feet so full weather protection is not necessary except for over building entrances. Where required, the height and depth of the weather protection needs to prioritize providing protection to the pedestrian over architectural enhancement. Some adjustment to street landscaping is allowed to accommodate this.

A general standard of this chapter is that buildings are to be designed to accommodate many uses so they may evolve over time. The buildings are all designed as residential without commercial. The applicant has responded that future changes could be deleting level one studios and level 2 open 1BR unit to create 1,170 square feet of retail space and that in Building B the level 1 office amenity space and the level two 2BR unit could add 843 sq. ft. of retail space. This would total 2,013 square feet of retail space and the loss of 5 dwelling units (3,183 sq. ft.).

The roof tops will not be used for pedestrian amenities or gardens or for functions such as solar panels. Mechanical systems will be located on the rooftops and 42" high parapets with the buildings will screen that equipment. All equipment located on rooftops including HVAC and mechanical shall be fully screened from view. The roof colors will need to be light color with a Solar Reflective Index (SRI) of 78 or greater.

### **Chapter 17: Lighting**

Chapter 17 provides the standards for lighting. Lighting that has been selected for the project includes a hierarchy of selected to ensure a safe, attractive environment for users after dark. The locations of the lights are shown on the enlarged landscaping plans, including light poles that will be mounted 15 feet in height (the maximum allowed), and staggered along 7<sup>th</sup> Avenue

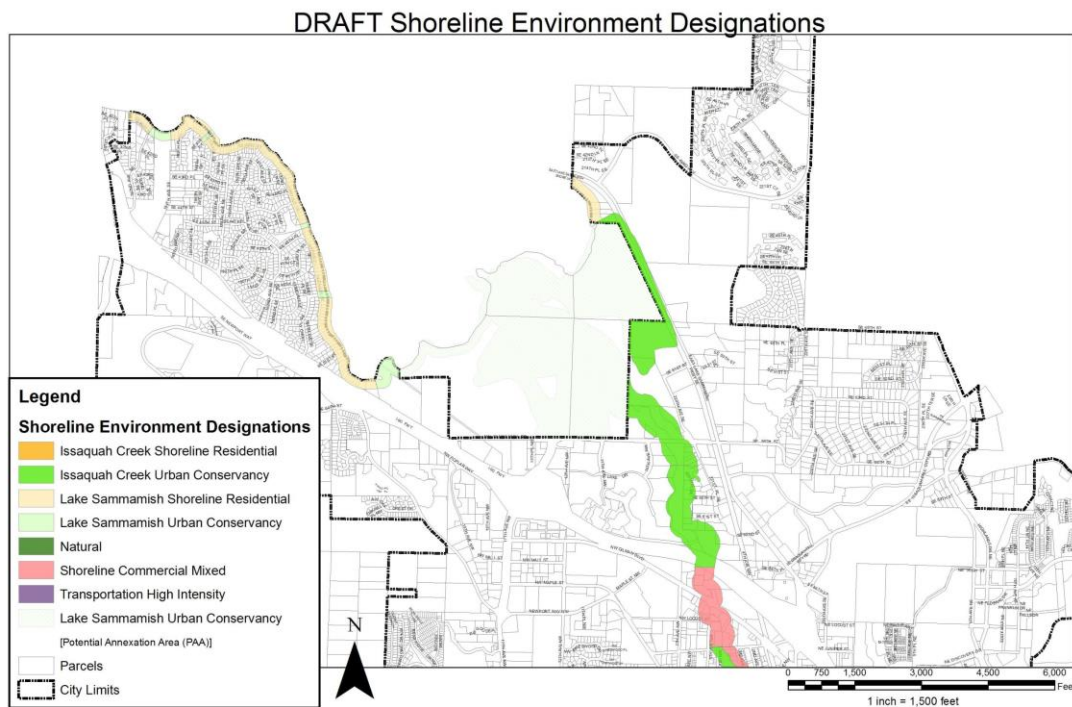


lights on planters and stairs, and bollards at changes in walk direction. The lighting fixtures proposed will need to be confirmed with a photometric plan that they are sized appropriately for activities without overlapping illumination patterns. Crossing vehicle lanes will provide lighting at a pedestrian scale. The pedestrian bridges will have low level of light on the bridge decks to guide users across. Catenary lights are shown in a festive string design between Buildings B & C. Those lights should be designed to reflect downward to maintain dark sky. [In some paved areas plazas, LED solar paver lights will be incorporated. No lighting will be proposed in the open space Critical Area adjacent to Issaquah Creek. All lighting fixtures will need to be specified to comply with BUG ratings.

The actual designs of light fixtures were not provided with the SDP application but some photo examples are shown on the colored landscape detail sheet. The enlarged landscaping plans list in a legend and plans identify by location, the various types of lights proposed, including street light poles, bollard lighting, recessed lights, LED solar power lights, catenary lights, and uplights. Details of these various types of fixtures will need to be provided for review with the construction permits.

## VI. Shoreline Substantial Development Permit

The project is located within 200 feet of the Ordinary High Water Mark (OHWM) of Issaquah Creek and is within the jurisdiction of shoreline management review. The shoreline environment designation at this site is classified as “Shoreline Commercial Mixed” (Figure 1 of Shoreline Master Program).



Multifamily residential is a permitted use in this environment designation zone (Table 1 of Permitted Shoreline Uses). Shoreline Substantial Development Permits are a Level 2 Review

(Administrative with public notice). The applicant has applied for a Shoreline Substantial Development Permit application as required and it is being reviewed concurrently with the Site Development Permit application.

The 3 buildings are all outside of the 200 foot shoreline designation and therefore the shoreline review is for the development inside that area that includes surface parking, trails, the flood overflow swale and open space and landscaping amenities, not the buildings which are regulated by the underlying zoning of the Central Issaquah Plan.

For multifamily development, the shoreline buffer and building setback to the buffer is 100 feet plus 15 feet (Table 2 – Development Standards for Shoreline Environments). The Shoreline Master Program does not change side yard setbacks or maximum impervious surface areas from those established for the “Mixed Use” zone.

Shoreline Substantial Development Permits as a Level 2 Review requires notice in the local newspaper and notification to adjacent property owners with a 30-day comment period and a public meeting. Notice of the SDP and Shoreline Permit applications were mailed to surrounding property owners within 300 feet of the site on January 31, 2014. Notice of the Shoreline Permit application was published in the Issaquah Press on February 19, 2014 and a 30 day comment period was provided to March 19, 2014. Notice was also provided to adjacent property owners for a shoreline meeting that was scheduled with the River and Streams Board on March 4, 2014. A second meeting with the River & Streams Board was also held on March 18, 2014 and written notice of that meeting was provided to the parties of record.

Upon completion of environmental review and a decision of the SDP & shoreline application, the City’s decision will be transmitted to the Department of Ecology after the City’s 14-day appeal period has concluded.

## **VII Additional Review: Departments, Others, Public Comments**

***Utility Review:*** Water, Sewer, Stormwater.

***Water:*** All domestic water facilities for the proposed project will be designed in accordance with City of Issaquah Water standards and policies, dated October 2013, and best engineering practice. Some of the facilities will become a part of the City’s water system upon completion of the project and all public water pipelines must be located in public right-of-way or easements.

Water is available via existing water mains in NW Gilman Blvd, 7<sup>th</sup> Ave NW, and NW Locust St which are adjacent to the site. Each building will have a separate water and fire connection.

The application includes a 10-inch watermain relocation and replacement on the north side of the site. All watermain must be a minimum of 12-inch diameter. See Construction Conditions.

A 12-inch Ductile Iron (DI) loop is proposed through the site via the surface parking/road connecting to the existing 12-inch DI on 7<sup>th</sup> Ave NW, and to a proposed 12-inch DI main on NW Locust St. The new 12-inch watermain on NW Locust St, must include a new segment east of the site to 5<sup>th</sup> Ave NW, which is currently a water service. See Construction Conditions.

Sewer: Sewer service to the site will be constructed in accordance with City Codes and Standards.

Sewer service for Building A is proposed via a new 8-inch stub connecting west to an existing manhole associated with the 18-inch sewer main located on 7<sup>th</sup> Ave NW. An approximately 200' section of the existing 18-inch pipe north of the manhole which connects to the sewer main on NW Gilman Blvd is being relocated west of the current location to accommodate the floodway.

Sewer service for Building B is proposed via a new 8-inch stub connecting west to an existing manhole associated with the main on 7<sup>th</sup> Ave NW.

Sewer service for Building C is proposed via an 8-inch stub connecting south to the existing manhole associated with the 8-inch public main on NW Locust St.

A sewer capacity analysis has not been provided; therefore as part of the site work permit, further documentation clarifying capacity is required. See Construction Conditions.

Stormwater: The proposed site improvements are described in the Preliminary Technical Information Report (TIR) by CPH Consultants, dated December 18, 2013, and further described in the Mitigated Determination of Nonsignificance (MDNS), dated March 19, 2014.

The required storm drainage and temporary erosion control standards are established by the 2011 City of Issaquah Addendum to the 2009 King County Surface Water Design Manual (KCSWDM).

The project is located entirely within the 100-year floodplain of Issaquah Creek base on current City and FEMA mapping resources. A "break out" channel is also shown to convey flood waters westerly over and through the site to downstream systems. The project proposes onsite improvements and amenities to reduce the frequency of flooding of the site as well as maintain conveyance of the flood waters along a defined channel.

The development must provide Enhanced Basic and Sensitive Lake Water Quality Treatment. Bio-retention facilities are currently shown in the conceptual site plan for the treatment of stormwater runoff from paved and pervious pollution generating surfaces. In addition, a large stormwater wetland facility is proposed as an alternative to all or some of the bio-retention. Both systems were sized in the preliminary storm drainage report, and the eventual facility

types and sizing will be approved with the final engineering design. See Construction Conditions.

After water quality treatment, the stormwater will discharge to a developed flood conveyance system. This system will discharge to the existing city conveyance system located at the intersection of NW Gilman Blvd. and 7<sup>th</sup> Ave NW. The on-site storm drainage facilities are proposed to be publicly maintained by City of Issaquah.

The Off-site Analysis is documented in Section 3 of the TIR. The downstream analysis is considered preliminary, and further analysis is required as part of the site work permit and final TIR. See Construction Conditions.

### ***Department Review***

#### **Mitigation and Impact Fees:**

Mitigation and Impact fees will be required at issuance of the Building Permits including for: 1) Transportation Impact Fee, 2) Fire Impact Fee, School Impact Fee, Parks; Impact Fee, General Government Buildings Mitigation Fee and Police Mitigation Fee. Because the project will be contributing to the 2+ acre neighborhood park specified by the Central Issaquah Conceptual Green Necklace plan (figure 7A) west of Issaquah Creek and the Shared Use Route that will become ownership of the city, the applicant will receive credit against the value of the land for Significant Community Space set asides as park credit and shared use route. Credit for Park Impact Fees will be adjusted.

#### **Eastside Fire & Rescue (EF&R):**

Comments received and incorporated into the report or the Construction Conditions.

#### **Public Works Engineering:**

Comments received and incorporated into the report or the Construction Conditions.

#### **Parks and Recreation Dept.:**

Comments received and incorporated into the report or the Construction Conditions.

#### **Building Division of DSD:**

Comments received and incorporated into the report or the Construction Conditions.

### ***Other Reviews***

#### **Waste Collection:**

Service, loading and waste enclosures are elements of the Circulation chapter and each of the 3 buildings will have chutes and collector bins for waste that will be collected by the buildings' management company, inside rooms within the lower garage floors. The trash will then be moved by staff with carts (shown in the parking levels as golf cart parking) to an enclosed area in the parking lot west of O'Rilley Auto for final collection by CleanScapes. The exterior dumpster enclosure will need to be fully screened and gated from view. The enclosure is

encouraged to have roof cover to reduce its visibility from above and reduce wildlife access. The waste management plan was shared in a meeting on February 27<sup>th</sup> with representative of CleanScapes to their approval. A cart for pulling the waste containers from the buildings to the collection spot west of O'Rilley Auto will be required with the construction permits.

**Public Comment Summary and Staff Responses:**

Public notice was provided as required. A Notice of Application was mailed out to surrounding property owners on January 31, 2014. The City received 12 letters of correspondence from 6 citizens (some wrote more than once) who were responded to by the Development Services Department and the Public Works Department. The comments are summarized below.

Note: Public comment letters are included in the electronic version of the packet on the City's web site.

- Questions about the ownership of the trail (Shared Use Route) and who decides.  
*Staff: The chart in Chapter 6.0 under Circulation Facilities states ownership Shared Use Routes will be Public.*
- Concern: Ground water flooding is an issue.  
*Staff: PWE determined that the situation should not occur under the new development because the new building pads will be sufficiently compacted and the first floors raised above the 100-year flood plain.*
- Concern: Did not see calculations that the displaced water will be compensated for elsewhere on the property.  
*Staff: Filling in the 100-flood plain where the building pads are is allowed by a 1998 flood control project with Issaquah Creek.*
- Question: Do not understand how the water from the drainage ditch along 7<sup>th</sup> Avenue is being moved elsewhere on the property.  
*Staff: A portion of the ditch will be filled and the water that currently flows there will be routed by pipe to the flood swale inside the development as a requirement by WDFW.*
- Question: If the buildings block the flooding over 7<sup>th</sup>, is the capacity for flooding on 7<sup>th</sup> being offset on the property too?  
*Staff: The conveyance system will be analyzed to ensure overall flow capacity won't be reduced. Flood waters will still be allowed to flow across 7<sup>th</sup> Avenue.*
- Concern: The plan shows an elbow where the water will turn at the building and head towards Gilman potentially pushing more water towards the auto store and KFC.  
*Staff: The swale is designed to convey flood waters through the site and was designed using hydraulic modeling. The velocity of the water won't be high enough to jump out of the swale.*
- Question: Will continuing a 48" culvert under 7th push more water faster to the flooding Sterling Bank area?  
*Staff: The overall design of flood conveyance is aimed at replicating existing flood conditions on adjacent properties and not to make the situation worse.*
- Question: Do we want the City to own the storm water system? And what are the liabilities?

*Staff: The drainage system within the development will remain private and the City will continue to maintain the system with the ROW. The City will evaluate and verify that the drainage system meets code and not result in any undue burden on the City's infrastructure.*

- Concern that flooding will flood vehicles in garages.  
*Staff: The entrance areas into the 2 garages are built up above the 100-year flood plain to keep water from entering into those garages.*
- Concern: That the chance of flooding on the site is more likely 1 in 7 and not 1 in 100.  
*Staff: The proposed channel on the site will improve flood conveyance capacity across the site by providing additional volume at lower elevations. Improvements along Issaquah Creek are expected to reduce the frequency of overbank flooding to a 14-year or greater recurring event.*
- Concern: The property had been up for sale for a long period because of flood issues and should not be a revelation to the new owners.  
*Staff: The developers of the property, Lennar Multifamily Communities, are well aware of the flood issues of this site.*
- Concern: The design of the project needs to fully account for flooding and stormwater.  
*Staff: The project is being designed and engineered with both flooding and stormwater in mind. Presentations of this were provided by the applicant at 2 River and Streams Board meetings.*
- Concern: The current 1<sup>st</sup> floor street level is below the flood water level.  
*Staff: The pads below the 3 buildings will be increased in height and the lowest habitable floor will be a minimum of 1 foot above the 100-year flood plain.*
- Concern: The parking is below the flood level and should be redesigned that moves all the parking fully out of harms way.  
*Staff: The site as developed will have the area built up at the garage entrances above the 100-year flood plain. The majority of the surface parking stalls will be in the flood plain with the exception of those between buildings A and B.*
- Concern: Would like to see a third party review of the hydrology engineering.  
*Staff: The applicant has agreed to a third party review.*
- Concern: The plan needs to accommodate all cars on the property without risk of flooding.  
*Staff: The garage is being designed to accommodate 296 parking stalls, with the remainder of the 400 stalls as surface stalls. The majority of the surface stalls may be inundated with flood water. Those surface stalls between Buildings A & where the site is being elevated are proposed to be outside of flood water.*
- Concern: Concern of traffic congestion on Gilman Boulevard. Parking needs to be improved in the City  
*Staff: The new Central Issaquah Plan places a minimum and a maximum number of parking stalls to be allowed. Cadence will provide a parking count in the mid-range allowed. Transportation Traffic associated with the project was reviewed against the traffic generated by the commercial use at the site. A concurrency analysis identified 4 intersections within the area and concluded that the increased delay resulting from project traffic would be less than 1 second. There will be a substantial increase of left turning*

*movement from 7<sup>th</sup> Avenue to Gilman Blvd and the project has been conditioned (by the SEPA determination) to install a traffic signal at that location.*

- Note: Because of asbestos, it was difficult to clean floors of the Antique Mall.  
*Staff: Asbestos with the existing buildings that are to be demolished will be safely removed as part of the conditional approval associated with the demolition permit(s).*
- Question: Does auto insurance cover the tenant's cars during flooding.  
*Staff: This is an unknown without knowing any specifics of insurance policies.*
- Question: Concern of susceptibility to earthquakes and liquefaction on the site, especially with an unsupported mat or structural slab foundation. Recommend that metal piles or aggregate piers be used to ensure the stability of the foundation.  
*Staff: The 3 buildings will be constructed to the requirements of the International Building Code and for compliance with seismic activity.*
- Statement: Pleased to hear the Developer step up and voice a willingness to commit the company to providing future residents with financial protection if their vehicles and property are damaged due to flooding. Asked about clarification of what is meant by a 100-year flood. A concern was of displacement of flood water into a new 26" pipe upstream.  
*Staff: The site will hold water like a bath tub even without a 100-year flood and that is some of the reason that citizens believe each floor is ranked as the 100-year flood when they are not. Mapping was provided at the meeting that illustrated both the existing conditions of a 100-year flood and with re-developed conditions at the site. The current ditch along 7<sup>th</sup> is not continuous to Gilman Boulevard. Half of the ditch (northern part) is already contained in a 36" pipe.*
- Question: Concern of mud and silt carried by flood water and contaminants & how will cleanup be accomplished and mud be removed from the parking lot, swale and landscaping.  
*Staff: The property owner of the apartments will be responsible for any clean up on site including maintenance of the drainage swale and plants that may be damaged as a result of flooding. Flood water will not be clean as evidenced in past flood events. The project is not improving the overall flood problems both upstream or downstream but is instead rechanneling on-site water.*
- *Staff: A floodwater model was used to determine the extent of flood water depth at the site. With review of construction permits, confirmation of the flood water will be careful to address this concern.*

## **VIII Proposed Motion**

Based upon the applications, submitted plans, listed Attachments, and rationale contained in the Staff Report, the Administration recommends that the Development Commission move to:

Approve the Site Development Permit and Shoreline Substantial Development Permit for the project known as Cadence, File No.'s SDP13-00005 and SHO13-00014, subject to the terms and conditions of the Staff Report dated April 16, 2014, Attachments 1 thru 8, and the following 16 conditions:

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- 1 Prior to issuance of any permits for construction of buildings, the property lines must be consolidated or adjusted so they do not conflict with buildings.
  - 2 In the event the project is phased, the Director or designee has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Central Issaquah Plan, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization.
  - 3 The applicant shall comply with the conditions of approval set forth by the Mitigated Determination of Nonsignificance (MDNS) issued on March 19, 2014.
  - 4 Except for site work such as clearing, grading, building demolition, preload of the site, ..., the Applicant may not submit for permits for construction until any required Administrative Adjustment of Standards(AAS) has been submitted and approved, except for any AAS for the Shared Use Route segment connecting with Locust St.
  - 5 The western portion of the Gilman Blvd frontage shall be constructed to match adopted Boulevard standards (the City may consider fee in-lieu); the eastern portion of the Gilman Blvd frontage shall either be constructed to match adopted Boulevard standards or a fee-in-lieu paid.
  - 6 The Shared Use Route segment connecting the park and Locust St shall be designed and constructed to meet the Shared Use Route standard to fullest extent possible while recognizing that the area must maintain vehicular access to adjacent properties. The design of the Shared Use Route and the shared facilities shall prioritize pedestrians over motorized users.
  - 7 With the submittal of permits to construct the park area, provide an element to meet the year round use requirements of Chapter 7, such as a gazebo or weather protection.
  - 8 The property owner will conduct an annual paid parking survey during a peak use period acceptable to the Director, to ascertain and confirm that paid parking is being rented at a minimum rate of 95%. If 95% or more of the paid parking stalls are not rented, the property owner must adjust the rental charged monthly until such time as the minimum use rate of 95% is achieved. The parking survey must be submitted within two weeks of its completion and monthly thereafter until the minimum usage rate is achieved. Failure



to perform may result in civil penalties as allowed by City Code (adjusted by cost of living as determined by ENR).

- 9 The parking garage shall have drive aisle widths based on Section 8.20, which necessitates increases to the widths of some portions of the drive aisles. At this time, only the one-way segment in the Building B garage may be designated as one-way; however, the applicant may ask that this be revisited if significant redesign of the garages occur.
- 10 The Applicant shall reconfigure the parking to result in all parking sizes meeting the restrictions of Section 8.18.B.2. Specifically, compact parking spaces shall not exceed 60% of the total of parking spaces provided for the project.
- 11 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 to confirm the number and distribution of ADA parking stalls.
- 12 The Applicant shall provide vertical architectural elements along that portion of the Shared Use Route adjacent to the parking lot. The design and frequency of the vertical elements shall be determined with construction permits; however, the element(s) proposed and approved shall enhance the sense of separation between the Shared Use Route and the parking lot.
- 13 The garages' vehicular ramps will be designed to either discourage pedestrians from using the ramps, or walkways will be provided which are vertically separated from driving surfaces by vertical curbs and will have railings separating pedestrians from adjacent moving vehicular traffic. The walkways shall be 5 ft clear (minimum) and include elements to improve pedestrian safety and friendliness.
- 14 The landscape requirements for the Shared Use Route shall be in addition to any landscape requirement for the adjacent parking lot, such as edge landscaping and bumper overhang. A low screening wall may suffice for the required 3 feet of parking lot edge landscape.
- 15 A minimum of 203 significant trees, or their code equivalent, shall be incorporated into the landscaping design to meeting the tree density requirement of 4 trees per 5,000 square feet of the Developable Site Area.
- 16 A vertical architectural feature(s) of substance shall be provided at the corner of 7th and Gilman and extend at least 60 ft along each street to establish a streetwall. It must be located to comply with the Build-to requirements of the standards. The feature shall be related to the architecture and building materials of the Building A. Features such as a paved plaza, benches, art and trellis may be added as a components of the street intersection but will not suffice as an accepted vertical architectural feature of substance to meet the requirements.

## **XI Attachment List**

Attachment 1: SEPA Mitigated Determination of Nonsignificance, issued March 19, 2014

Attachment 2: Site Development Permit application, SDP13-00005

Attachment 3: Shoreline Substantial Development Permit application, SHO13-00014

Attachment 4: Project Narrative, received December 20, 2013

Attachment 5: Construction Conditions

Attachment 6: Correspondence received from surrounding property owners (with  
Development Commission packets on web site)

Attachment 7: Material/Color Board – photo copy (Original with land use file, to be  
shared at public hearing)

Attachment 8: Project drawings