



AGENDA

Development Commission

7:00 PM - Wednesday, May 6, 2015

Council Chambers, 135 East Sunset Way, Issaquah WA

Page

1. CALL TO ORDER 7:00 PM

2. APPROVAL OF MINUTES 7:05 PM

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a) Meeting Minutes from March 4, 2015

3. AGENDA ITEMS 7:10 PM

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a) **PUBLIC HEARING: Issaquah Middle School Master Site Plan and Site Development Permit**

Presented by:

Amy Tarce, Senior Engineer

4. OTHER BUSINESS / ANNOUNCEMENTS 8:45 PM

5. ADJOURNMENT 9:00 PM

INQUIRIES

Please contact Kathe Geyer (425) 837-3100 or kathleeng@issaquahwa.gov.

Meeting room is wheelchair accessible. American Disability Act (ADA) accommodations available upon request. Please phone (425) 837-3000 at least two business days in advance.

Note: Times listed for meeting topics are approximate and items are subject to being shifted from the original order.

**CITY OF ISSAQUAH
DEVELOPMENT COMMISSION
MINUTES**

March 4, 2015

City Hall South
Council Chambers

135 E. Sunset Way
Issaquah, WA 98027

COMMISSIONERS PRESENT

Randy Harrison, Chair
Raymond Leong
Mel Morgan, Jr.
Richard Sowa
Carl Swedberg

STAFF PRESENT

Jennifer R. Woods, Associate Planner
Christopher Wright, Project Oversight Manager

APPLICANT TEAM

Justin Younker, Cascadia Development, LLC
Doug Ellison, Cascadia Development, LLC

CALL TO ORDER

HARRISON, Chair, called the meeting to order at 7:01 PM. He briefly described the agenda for tonight's meeting, including how the Community Conference will proceed.

APPROVAL OF MINUTES

MORGAN asked that two references to Revised Condition C-5, located on the second-to-last and last pages of the Development Commission meeting minutes of February 18, 2015, be changed from "revised and acceptable to the City Council" to "reviewed and acceptable to the City Council."

MOVED BY MORGAN, SECONDED BY SWEDBERG that minutes of the Development Commission meeting on February 18, 2015 be approved with the correction provided by MORGAN. MOTION CARRIED UNANIMOUSLY.

COMMUNITY CONFERENCE: Fieldstone Memory Care

COM15-00001: An application for a Community Conference has been submitted by Cascadia Development, LLC to develop an Alzheimer's and memory care community, which is proposed to contain 60 units (52 private units and 8 companion rooms). The building is proposed to be a single-story, 42,000-square-foot building with about 44 parking stalls on a site of 282,716 square feet of land (about 6.49 acres), which is currently vacant.

Staff Presentation

Jennifer R. Woods made staff's presentation. She briefly described what the applicant can expect as a result of a community conference; described the site and context of the property proposed for development; displayed aerial photos of the site and views from the actual site; explained a diagram of the circulation and parking proposed for the development, and displayed renderings of the proposed building and site design.

Applicant Presentation

Justin Younker, Cascadia Development, LLC (Cascadia), 4120 Englewood Ave., Yakima, made the applicant's presentation, with Doug Ellison, also of Cascadia. Younker gave some background on Cascadia and described the projects the company has developed in Yakima and elsewhere. He provided some history of the Fieldstone Memory Care project, beginning in 2013. He briefly described work done thus far on an archaeological survey, data recovery and monitoring; analysis of existing

wetlands and trees onsite; work done on water certificates and a development extension agreement; and multiple meetings with the City's Planning Department. He described the work done with the Snoqualmie Tribe as a result of finding some artifacts onsite, and noted that this work is nearly complete.

Ellison gave an overview of the project, noting that the building is proposed as a 68-bed memory care community with 52 private studios and 8 companion suites. The building will be a one-story, 42,000-square-foot building, and will be licensed as a boarding home with the State Department of Social and Health Services (DSHS). He showed photos of the interior of Cascadia's Yakima memory care facility, and described how the environment of the facility reflects the specific needs of the residents. He gave more description of Cascadia's Yakima facility's interior and exterior and said a similar approach would be taken for the Issaquah facility. He displayed photos of the Yakima facility that showed the colors and roof of the building.

Yunker continued his remarks about how the facility would function. He noted that the building would have two resident wings, with a Great Room concept and a town square. He showed a breakdown of the staffing for the facility.

HARRISON referred to an e-mail dated February 22, 2015 from a member of the public giving some comments on the application. He noted that the author of the e-mail asked questions about three basic topics: the pond onsite that feeds into Issaquah Creek, the problem with frequent power outages at that location, and inconsistent zoning around the proposed site. He asked whether any other public comment was received on the application to date, and Woods replied no.

Don Dawes, Barghausen Consulting Engineers, 18215 72nd Ave. S., Kent, WA , said he could speak to the first of those concerns, namely whether water runoff from the parking lot will pollute the pond on the south end of the property and eventually run downstream into Issaquah Creek. He continued water from the developed site will be treated and retained before it leaves the site. He said the runoff will be retained, treated and discharged in keeping with City regulations. HARRISON asked how the water will be treated. Dawes explained the process by which the water will be treated, and noted that all runoff from the site will be infiltrated onsite, including the use of an underground storage facility.

Christopher Wright said he couldn't answer to the e-mailed comment on frequent power outages and he was not aware that this was occurring. He continued that, on the issue of inconsistent zoning at the proposed location, the zoning has not changed since this area was annexed to the City in 2000. He said the location has three or four different zoning designations because the designations have not changed since the property was acquired from King County.

LEONG asked for details about the "sun room" that Ellison referred to in his comments. Ellison replied the sun room is intended as a solarium-type room with large glass windows off the courtyard that will let in a lot of light. It will have wicker furniture and be intended as a seating place for residents to enjoy some sunshine. LEONG said so the sun room is an interior room. Ellison replied yes.

LEONG asked how will the kitchen function. Ellison replied residents have two dining rooms with set mealtimes, although food is provided for residents 24/7. He continued the building houses a large commercial kitchen that cooks all meals for residents daily, as well as two kitchenettes in the Great Rooms in both wings of the building. He showed the kitchen and dining rooms on a diagram and explained how cooking and serving food would take place.

LEONG asked for more details about the dining arrangements for residents. Ellison said the facility provides all meals and snacks for 60 residents in two dining rooms (shown on diagram). Both wings, which have 30 residents each, have their own dining room as well as a kitchenette, solarium, and a

Great Room. Caregivers serve residents 24/7, depending on their needs. LEONG asked about the supply route for food, including garbage and how food comes into facility. Yunker showed the location of dumpsters on a diagram. Ellison described the delivery of food by US Food delivery service. LEONG asked that the service area be identified on the diagram. He asked questions about how the trucks will access the site and how that traffic will affect any neighbors. Ellison replied the side of the facility closest to the main road is the entry to the facility and will be attractively landscaped. Yunker described how the common rooms (non-resident rooms) will be oriented to face the service area.

SOWA asked whether the applicant had considered continuity or consistency of design with the tall condominium building just across the intersection of SE Issaquah-Fall City Road. Ellison replied yes; we have looked at it, and don't see any problems. The facility will have the architectural features described in the application, he continued, and will not present just one long, unbroken wall. Yunker added that the site will be landscaped attractively.

MORGAN said the staff report mentions that one of the elevations may need some additional modification. Woods replied that is correct; staff will review the final product as presented in the Site Development Permit, and if more modulation or ~~landscaping-landscape~~ texturing is needed, it may be added to the requirements.

MORGAN referred to the rendering of the facility in the staff report (Exhibit 4, page 2) that contains elevation drawings. Woods described the elevation drawings in detail. She said that staff's inclusion of wording that "more modulation may eventually be required..." in the application now is more of a "for your information" notation in case it is needed later.

HARRISON asked whether the wall shown in the courtyard elevation details drawing is an internal wall. Yunker replied the drawing shows one end of a residential wing, and noted some modulation has been added since this rendering was submitted to the City. Ellison added one of the units also protrudes more, adding to the modulation. He added the ends of the residential wings won't show from the road; they face the forest. HARRISON clarified so the courtyard basically has an internal orientation. Yunker replied yes. He showed the two ends of the residence building on a diagram and said they cannot be seen from Highlands Drive. Woods showed the elevation facing Issaquah-Fall City Road on a diagram, and noted the site also contains a lot of trees and a large berm that shield views of the facility.

SWEDBERG asked whether the proposed site configuration meets requirements for Fire Department access. Yunker replied yes, and noted that Mark Lawrence, Eastside Fire & Rescue, has provided us with feedback which we have incorporated into the proposal. He said it meets all requirements for turning radius, turnaround access, walkways around the community with knox-boxes and a tie-in for fire equipment, and so on.

SWEDBERG asked does the proposal meet the tree retention requirements, as referenced on page 7 of 9 of the staff report. Woods replied yes, the project meets the tree retention requirements.

MORGAN said the staff report indicates that 44 stalls are required, and the applicant will provide 44 stalls, but more may be required. Does this mean that the application meets code but that more stalls may be needed, he asked. Woods replied the exact number of parking stalls is based on the number of residents plus employees during maximum shifts. Specifying 44 stalls now meets the requirements of the proposal but the exact number won't be known until the project moves into the decision-making period, she stated.

MORGAN asked the applicant what is your experience with parking; is 44 stalls adequate. Younker said Cascadia's Yakima facility has 48 stalls. None of the residents drive, he continued, so parking stalls are needed just for employees, visitors, and the occasional service vehicle. He said of all nursing home-type facilities, memory care facilities have the least amount of traffic. We expect parking at or around 44 stalls for this facility to be adequate, he continued. He noted that some employees may also use the Transit Center just down the street as transit access to the facility is good.

MORGAN said in looking at the diagram of the site, it doesn't seem like the driveways on Issaquah-Fall City Road line up between the condo complex and this project, and asked the applicant for their thoughts. Ellison said we are envisioning just a right-in, right-out configuration for traffic into and out of the facility from Issaquah-Fall City Road.

HARRISON asked whether the employees' shifts coincide with morning and afternoon traffic "rush hour" periods. Ellison replied the first shift for employees is 6 a.m. to 2 p.m., although first-shift staff don't leave until 2:30 p.m. while the "hand-off" to the next shift occurs. The second shift is from 2:00 to 10:30 p.m., and the night shift is from 10:00 p.m. to 6:30 a.m. So the employees' work hours are slightly "off" from peak travel hours, he added.

SWEDBERG asked for clarification of the number of barrier-free parking stalls, which is listed in the staff report as 2. Wright replied when we calculate the total number of stalls required for a project, the number includes those that are to be accessible. So the projected number of parking stalls for this project, 44, includes the accessible stalls. He added we rely on the standards in the Uniform Building Code to determine the proper number of accessible parking stalls for each project, and we check the number at the Site Development Permit stage to be sure that all requirements are being met.

HARRISON asked have provisions been made to be sure that residents do not enter the wetland area. Ellison said this will be a lock-down security building with no unsupervised access to the outside. He explained that entry and exit doors will be equipped with alarms that will go off if someone leaves, and that all caregivers will carry radios and pagers so they will know if someone goes out. The front door entrance is supervised at all times, he added. HARRISON asked are the courtyard entrances also supervised. Ellison replied yes.

SWEDBERG asked does the site have alternate power options, and referred to the e-mailed comments about frequent power outages. What happens if the power goes off, he asked; does the facility have a generator. Younker said Cascadia's facility in Yakima does not have a generator. He continued the DSHS regulates all security and emergency planning for boarding homes, and the project has to meet all DSHS requirements. That said, he continued, we will most likely lean in the direction of having an onsite generator for our Issaquah facility.

LEONG said this is a privately funded facility, but it still has to be approved by DSHS, and asked whether the state requires a certain ratio of private rooms vs. double rooms. Ellison replied there is no state requirement or ratio. Most facilities have double rooms as a cost-containment measure, and some residents want the option of having a roommate, and this is the mix that we think will serve the largest range of residents at our facility, he said. The Fieldstone facility is a private-pay facility, with no Medicaid residents when it opens. Probably a year or so after we open, about 10 percent of our clientele will be "grandfathered in" as Medicaid clients, but no clients will be Medicaid clients when we open. LEONG asked does the facility accept clients other than those with memory care issues. Ellison replied no; we have focused care for clients with Alzheimer's, dementia, and Parkinson's/Lewy Body Disease only. LEONG asked is medical staff always on hand for emergencies. Ellison replied yes; care is provided 24/7.

Commissioner Comments

SOWA said the project looks well thought out, and noted that he thinks traffic control may be an issue as the project develops.

LEONG spoke in favor of the design but voiced concerns about the service area, especially if it can be viewed from adjacent residential units. He said he was satisfied with the applicant's explanation of the planned modulation, unique environment for residents' needs, sun room, and courtyard.

MORGAN commented this is a nice looking project that is a good fit for the site, and spoke favorably about the proposed building design, materials, and modulation. He said he didn't think the applicant needs to be concerned about compatibility with the condo project across the street, as it is some distance away. He said he understands and agrees with staff that requiring additional modulation or detail may be needed, but he is pleased with what he has seen so far. He said perhaps the project seems to fit so well into its surroundings because the applicant is a Northwest company. He concluded he has concerns about access from the site to Issaquah-Fall City Road, and said that any measure that can be taken to prevent rear-end accidents, such as a curved entry or deceleration lane, would be worth considering.

SWEDBERG said he echoes MORGAN's appreciation of the project and the presentation tonight, especially photos of the applicant's Yakima project. He said a lot of details about the proposed lighting, parking, loading spaces, and so on are yet to be determined, but from what has been presented, this appears to be a design that will create a very livable space. He complimented the applicant for a project that maximizes the property.

HARRISON said he agrees it is a very appropriate use of the site, particularly the wetland. He asked what is to preclude cars from cutting across oncoming traffic on Issaquah-Fall City Road into the facility. Woods showed the circulation on an existing conditions diagram, and noted the presence of a double-yellow line that precludes that. HARRISON said so a legal left-hand turn cannot be made there. Woods replied that is correct.

HARRISON asked about notification of the Community Conference, adding that he did not see a street sign about the proposed project at the site. Wright explained that a Community Conference doesn't require that level of signage, as is required when a Site Development Permit is submitted. He explained the notification process for tonight's Community Conference. HARRISON asked about the process for responding to the e-mailed comments discussed at the meeting tonight. Woods said she let the author know that his/her comments would be forwarded to the Commissioners, and she will respond to him with the results of tonight's discussion.

HARRISON continued he agrees with the other Commissioners that the proposed building doesn't seem to be imposing itself on its neighbors, particularly by being only one story, and it appears there will be enough tree retention to mitigate the development. He said he also agrees that the materials reflect the Pacific Northwest in a positive way, and appear to fit our vision of what we would like to see in our community.

OTHER BUSINESS/ANNOUNCEMENTS/ADJOURNMENT

With no further business to conduct, HARRISON adjourned the meeting at 8:16 PM.

Respectfully submitted,

Susan Lowe
Recording Secretary



Development Services
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Issaquah, WA 98027
425-837-3100
issaquahwa.gov

Memorandum

Date: April 29, 2015

To: City of Issaquah Development Commission

CC: Steve Crawford, Issaquah School District
Royce Nourigat, Issaquah School District
David Mount, Mahlum Architects

From: Amy Tarce, DSD Senior Planner
Sheldon Lynne, PWE Director
Fay Schafi, PWE Senior Signal Operations/ITS Engineer
Peter Rosen, DSD Senior Environmental Planner
Denise Pirolo, DSD Senior Engineer

Subject: Briefing Memo regarding remanded issues for Issaquah Middle School, Master Site Plan, MSP 14-00002 and Site Development Permit, SDP14-00001

Exhibits:

17. Traffic Impact Study (TIA) Findings and Conclusions
18. Published Draft and Final MDNS (no change)
19. Communication on MDNS, Public Comment from Mark Rigos
20. Proposed Diagonal Parking at Evans Access Drive
21. Revised Building Elevations
22. Revised SEPA Environmental Checklist
23. Comments submitted by Ms. Connie Marsh
24. Comments submitted by Mr. David Kappler

At the February 18, 2016 Public Hearing of the Issaquah Middle School Master Site Plan and Site Development Permit, the Development Commission recommended the approval of the project contingent on Staff working with the Applicant on some outstanding design issues, as well as the City Council's final consideration of the blank wall mitigation for the school building and the School District's issuance of the final SEPA determination of significant impacts.

The City Council referred the permits to their Land and Shore Committee. They considered the Master Site Plan and Site Development Permit at its March 12, 2015 meeting. The Committee

determined that the outstanding items are not policy issues and are more appropriate for the Development Commission to review and remanded the project back to the Development Commission.

Remanded items:

1. SEPA MDNS edits between the draft and final versions
2. Traffic Mitigation
3. Blank Wall treatment
4. Parking on SE Evans Street

This Briefing Memo reflects Staff's update to the Land and Shore Committee on the outstanding design items. It also includes new information on the updated traffic study that was not available at the time of the Land and Shore Committee meeting.

The Issaquah School District (School District) and its consultants have met several times with Staff after the Development Commission meeting to resolve the outstanding issues. The Applicant submitted revised documents to satisfy the conditions of approval recommended by Staff and the Development Commission. The School District also submitted an updated Traffic Impact Study (TIA) on March 20, 2015. The Findings and Conclusions section of the TIA is included as Exhibit No. 17 in this staff memo. The complete updated TIA is available on file with the Development Services Department.

In addition to the remanded items, this Briefing Memo also includes further analysis of the wetland buffer impacts by the Transportation Center (bus yard) and the proposed mitigation and buffer enhancements. The published Draft SEPA MDNS and SEPA Checklist were revised to reflect the site improvement modifications to the bus yard and described the wetland buffer impacts and enhancements.

A. Updated Project Schedule

The project schedule had to be adjusted to accommodate the School District's SEPA review and the Council Land and Shore Committee's decision to remand the outstanding items back to the Development Commission. The following shows the updated project schedule, with new dates, including Council action, shown in bold text. (Check marks indicate events that have occurred.)

- √ Development Commission public hearing: 2/18/15
- √ Council referral to Land and Shore Committee: 3/2/15
- √ MDNS first published in the Issaquah Press: **3/11/15**
- √ Council Land & Shore Committee meeting: 3/12/15
- √ SEPA Comment period: **3/11/15 to 3/25/15**
- √ Final MDNS issued: **3/25/15**
- ___ Development Commission Public Hearing, continued: **5/6/2015**
- ___ City Council Action: **5/18/2015**

B. Items remanded back to Development Commission by the City Council Land and Shore Committee

1. SEPA Mitigated Determination of Non-Significance (MDNS)

For most projects reviewed by the Development Commission, the City is the lead agency for SEPA review. In the case of the Middle School MSP and SDP, the School District is the lead agency for SEPA. At the time of the Development Commission public hearing, the SEPA determination has not been issued by the Issaquah School District although a Draft MDNS was submitted to the Development Commission for the public record.

Findings of Fact:

The School District issued and published the final MDNS on March 11, 2015, a day before the Council Land and Shore Committee meeting. At the Land and Shore Committee meeting, Staff noted that the School District revised the Draft MDNS to address the public comments at the Development Commission public hearing. A copy of the published Draft MDNS, with the revised text highlighted, is included as Exhibit No. 18. Substantive changes to the Draft MDNS include clarification on wetland buffer impacts and mitigation, and expansion of the existing school bus yard (Transportation Center).

The School District received one comment on the MDNS from Mr. Mark Rigos. A copy of the email between Mr. Rigos and Mr. Steve Crawford of the School District is provided as Exhibit No. 19. The combined comment and appeal period for the SEPA review ended on March 25, 2015. The FINAL MDNS was issued by the School District on the same day.

Conclusion: Staff informed the School District about the new bike/pedestrian mitigation fee that will be assessed for the new Middle School. This fee is under the same category as police and general services noted in the MDNS, and authorized under the SEPA. However, no revision to the MDNS is required, as this mitigation fee assessment is adopted by City ordinance.

Staff Recommendation: Send forward the permit as presented.

2. Off-site Traffic Mitigation

Off-site traffic mitigation can be required of a project under SEPA. Typically where the City is the lead agency for SEPA review, the SEPA determination, including any off-site traffic mitigation, is finalized prior to Staff bringing the project to the Development Commission for review. In the Staff's effort to accommodate the School District's construction and SEPA schedule, this project was scheduled for a public hearing prior to the issuance of the Final SEPA Mitigated Determination of Non-Significance. To ensure that future traffic impacts are adequately mitigated, Staff proposed a condition in the MSP and SDP for the first public hearing

Condition for SEPA off-site traffic mitigation previously recommended by the Development Commission:

- S.1 The School District shall work with the City, once the updated traffic study is completed, to define the appropriate, proportionate traffic improvements necessary to mitigate the operational and safety impacts at the intersections identified in the updated traffic study. Final mitigation measures shall be determined prior to issuance of building permits.

Findings of Fact:

Staff informed the Council Land and Shore Committee about the ongoing study to update the traffic impact analysis for the project. The updated Traffic Impact Analysis (TIA) was not expected to be completed by the School District's traffic engineers until a week after the Committee meeting. Staff noted that additional time will be needed for the City to review the updated TIA and determine the appropriate mitigations. The Committee determined that the off-site traffic mitigations should be identified prior to the City Council taking action on this project. Note that the TIA covered the full build-out of the school sites including the relocation of Clark Elementary and Tiger Mountain High School, not just the new Middle School.

The School District submitted the updated TIA on March 20, 2015. Staff and the School District project team met subsequently to discuss the results of the TIA. Based on the information provided in the updated TIA, the following impacts and mitigations have been identified:

- A. The City identified 4 locations that will be significantly impacted by the new Middle School and future relocation of Clark Elementary and Tiger Mountain High School in the existing Middle School site. The following list identifies the four locations and the action that City Staff deems appropriate as mitigation:
- 2nd Ave. SE and Sunset: New traffic signal at intersection Front and Sunset: Future improvements to be coordinated with the ongoing Olde Town study; with the School District paying its proportionate share of cost of the intersection improvements.
 - Front/Clark/Newport Way: Widening Clark Street or completing the street network to improve mobility of cars in and out of the site; to be required with the project permits for the Clark Elementary School relocation
 - SE Evans driveway entrance to Middle School site: Operational changes to restrict parent drop off and student vehicle traffic from accessing the site via Evans Street
- B. In addition, there are traffic impacts on the INTERIM phase, when Issaquah High School, Clark Elementary, Tiger Mountain High School and the new Middle School will all be open at the Middle School project site. Since these impacts will be short-term (12 to 16 months), the City is looking at operational solutions as the most practical mitigation.
- 2nd Ave. SE and SE Evans Street: for traffic exiting from Evans Street onto 2nd Ave
 - 2nd Ave. SE existing signalized main entry to High School: regarding long queues backing up 2nd Ave.

Conclusion: Condition S.1 is sufficient to allow Staff to continue working with the School District to determine mutually acceptable actions for traffic mitigation.

Staff Recommendation: Send forward the permit as presented; no change to Condition S.1.

3. Blank Walls

At the public hearing, the Development Commission agreed with Staff that mitigation is required for the blank walls of the school building. However, to accommodate the review and approval schedule for the MSP and SDP, the Commission revised the condition to authorize the City Council to review and determine the acceptability of blank wall mitigation. The

Council Land and Shore Committee, upon listening to the staff presentation of the proposed blank wall mitigations, determined that this issue should be remanded back to the Development Commission, noting that design standards compliance is within the purview of the Development Commission.

Condition for blank walls previously recommended by the Development Commission :

- C.5 The building design shall incorporate architectural treatments reviewed and acceptable to the City Council to mitigate the blank walls.
- On the south elevation, the applicant shall mitigate the blank wall of the gym with the following option: 1) providing a covered walkway or arcade along the length of the gym wall to serve the parent/visitor/student drop off area, providing weather protection while also mitigating the blank wall effect of the gym. The covered walkway shall be of the same material and style as the walkway provided at the courtyard. 2) Use windows, trellises, wall articulation, changes in materials or other architectural treatments
 - If the Development Commission finds that additional mitigation should be required for the blank walls of the open basketball courts, staff suggests two options: 1) Incorporate the school logo and school name into the two walls since this is where the sports activities are concentrated. The logo and school name will be visible from the multipurpose sports field also. 2) To achieve continuity and compatibility with the architecture of the school building, paint the parapet yellow, and create a modernist composition with no architectural embellishment to distinguish this space as something complementary to the main building yet having a distinctly different treatment.
 - On the north elevation, consider refining the widths of the walls to reflect the proportion used for the other facades, in particular, the Overall East Elevation, drawing A1. Given the strong asymmetrical roofline, the ribbon window section could be located off-center. Using the proportions of ribbon window and CMU wall widths of the other elevations as a guide, a narrower CMU wall could be aligned to the lower end of the roof, the ribbon window area expanded, and the wider CMU wall (approx. 2 times the width of the other wall) can be aligned to the taller end of the roof.
 - On the east elevation, the blank wall of the servery shall be mitigated using windows, trellises, wall articulation, arcades, changes in materials, or other features. Acceptable alternatives include an herb garden or an art wall such as a permanent mural, sculpture or bas relief.

Figure 1.A. Elevations presented at the Development Commission public hearing

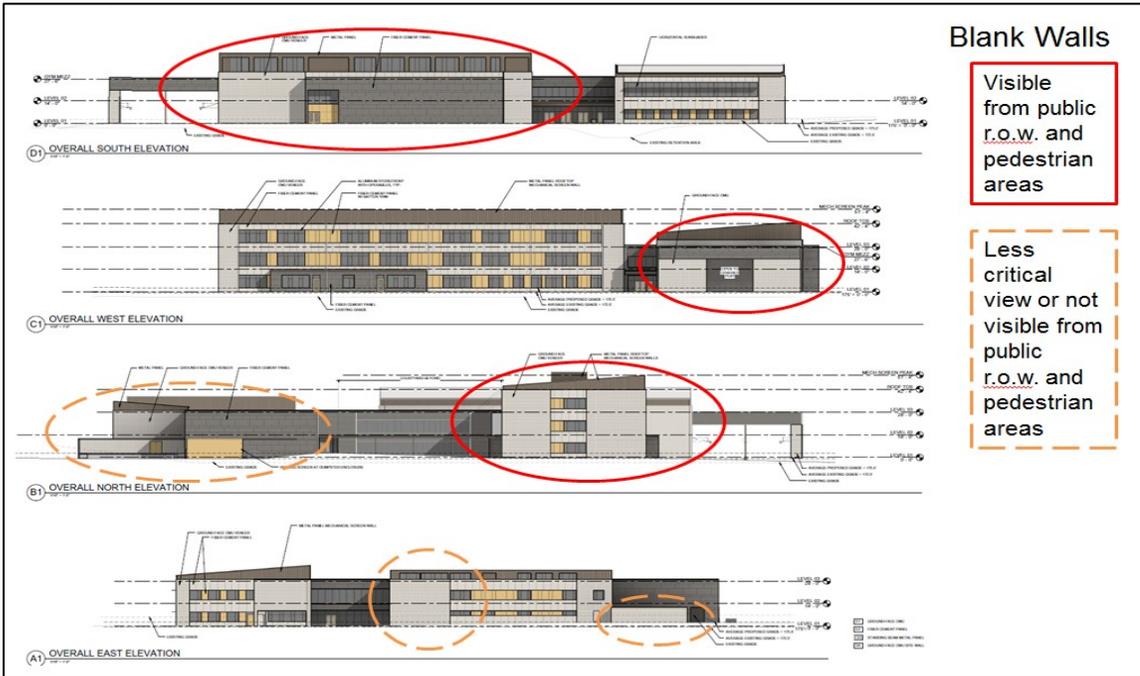


Figure 1.B. Revised Elevations to address blank walls submitted after Development Commission public hearing



Figure 1.C. Proposed landscape mitigation for the blank wall at the loading dock



Findings of Fact:

Figure 1.A depicts the elevations as shown at the Development Commission public hearing on February 18, 2015. Figure 1.B shows how the elevations have been revised to mitigate the blank walls. (Larger versions of the elevation drawings are provided as Exhibit No. 21)

1. **South elevation**, blank wall at the Gym (Main entry): The applicant proposes to add a covered seating area expressed in the same color and materials as the main building.
2. **West Elevation, facing 2nd Avenue SE.** The blank wall of the covered play court was redesigned for additional basketball hoops. Adding basketball hoops at this location provides recreational amenities for the students and encourages active use of the space
3. **North Elevation facing SE Evans**, blank wall at classroom wing. Mitigation for the classroom wing took into consideration the pedestrian experience of the blank wall along SE Evans, which is at least 100 feet away. Mitigation involved adjusting the length of the window section and the proportion of the two side walls. The asymmetrical rhythm of the walls and windows acknowledge the asymmetrical shed roof of this building wing.
4. **East Elevation**, blank wall at faculty lounge entry. This façade was greatly improved with the addition of windows. The loading dock, which has an 8-foot high screen wall facing the faculty parking lot will be softened with climbing vines (see Figure 1.C).

Conclusion: Staff finds that the proposed architectural and landscape treatment on the blank walls adequately mitigate the negative effects of blank walls on the pedestrian environment.

Staff Recommendation: Condition addressed; therefore, delete Condition C.5.

4. Parking on SE Evans Access Road

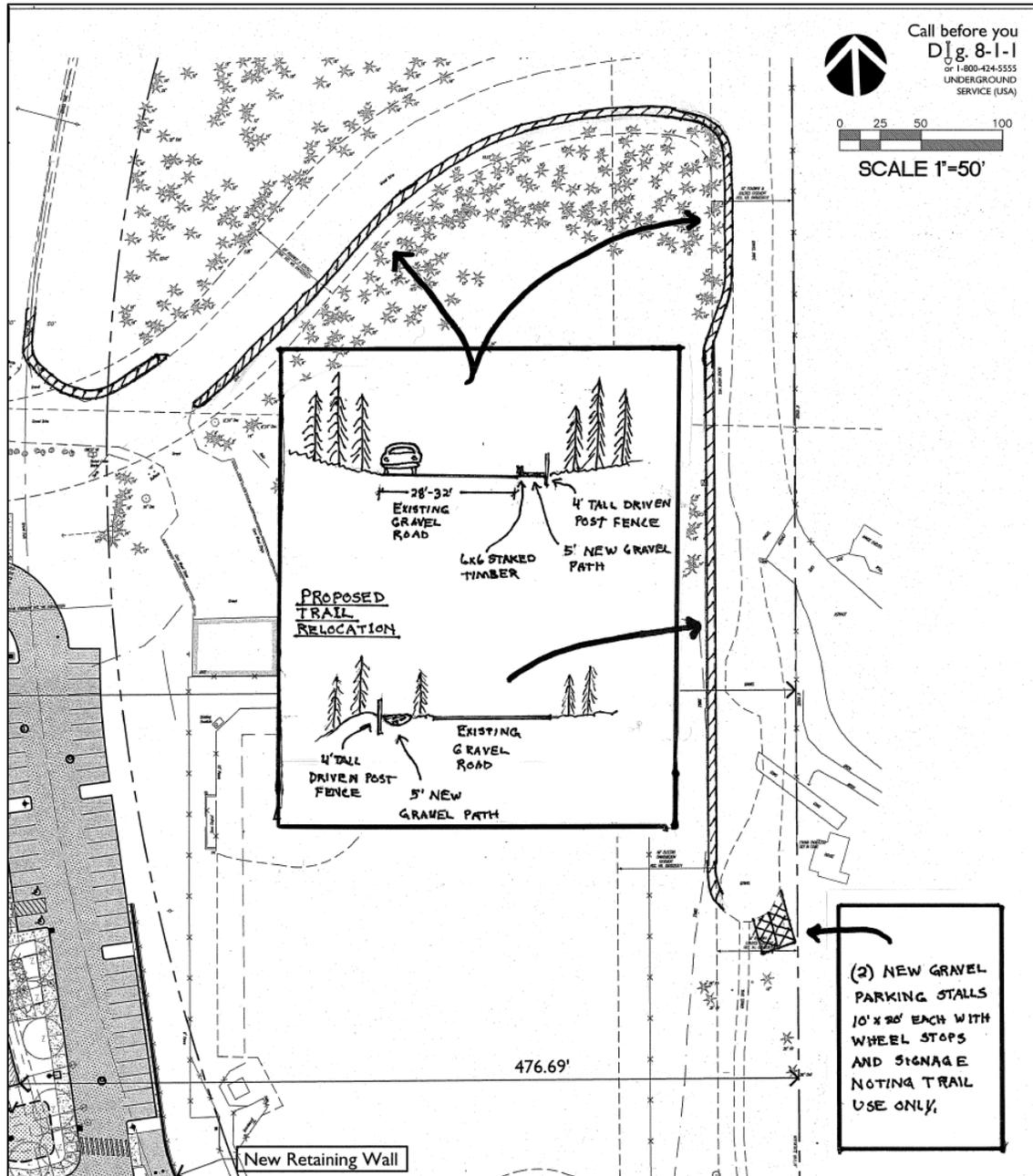
Findings of Fact: The Issaquah School District proposed relocating the existing eastern leg of the Rainier Trail to a location outside of the school property. Figure 2 below is the conceptual drawing of the trail relocation that was shown at the Development Commission meeting. At the public hearing, Staff questioned the proposed location of the crosswalk and the trail alignment. The condition of approval required the applicant to work with City Staff to identify the final alignment of the gravel path and additional parking for trail users along the access road.

As shown on Figure 2 below, the new trail is unchanged from the configuration presented to the Development Commission during the first public hearing: the trail will connect from an existing cul-de-sac that has a trailhead connecting to the Rainier Trail and the new trails in the Park Pointe conservation area. Two gravel parking spaces signed only for trail users will be provided near this access point. The relocated gravel trail will proceed northward along the western edge of the wooded area of the School District's property and turn west towards SE Evans. The trail will continue along the southern edge of the access drive to the Issaquah Sportsmen's Club and turn north to connect to the rest of the existing Rainier Trail. As part of the Development Commission's first public hearing, the permits were sent forward with the following recommended condition:

Condition D.9 (As revised by Development Commission): *The existing section of the Rainier Trail in the School District property will be replaced with a 6-foot wide gravel path, to be located from the point where the Trail forks, extending north up to the access road for the Issaquah Sportsmen's Club, then connecting back to the Rainier Trail north of the access road. Crosswalks will be provided where the trail crosses the access road. The applicant will work with City staff to identify final alignment of the gravel path and any additional parking for trail users along the access road. Final approval of the trail design by the City Parks and Recreation Department shall be required prior to approval of Site Work or Landscape Permit.*

Following the first Development Commission public hearing, staff met with the School District officials and walked the site. At that time City and School District staff determined the realignment of the trail shown at the first Development Commission public hearing was the appropriate one. At the Council Land & Shore Committee meeting this was presented; however, the School District had continued to refine their plans and had revised the parking configuration, switching from parallel parking on both sides of the road, to angled parking on one side. The Council Land & Shore committee remanded the parking change to the Development Commission.

Figure 2. Proposed new location of Rainier Trail presented at the Development Commission public hearing (drawing, not to scale)



The angled parking (See Exhibit No. 20, Proposed Diagonal Parking at Access Drive) clearly delineates the drive aisle and limits the parking area on one side of the access drive, thus preventing illegal parking. The parking spaces will be provided with wheel stops, and wooden rail ties will be used as curbing for the trail to separate the trail users from the parking area. A new crosswalk will be clearly marked and located where a direct route is provided to the existing trail just north of the access road. Staff from the City’s Parks and Recreation Department also requested for bollards or other comparable barrier to be provided at the trailhead next to the two new parking spaces. This is meant to prevent vehicles from driving on the unpaved Rainier Trail.

The School District and the City's Parks and Recreation Department shares responsibility for maintaining the current trail . The City has a 60-foot access easement from the terminus of the SE Evans right-of-way that extends around and down to the cul-de-sac where the proposed trail-user parking is to be located.

Conclusion: Staff finds that the diagonal parking configuration solves the illegal parking problem on one side of the access drive. The width of the access drive can only accommodate the drive aisle and one row of diagonal parking, effectively prohibiting illegal parking. This reconfiguration also demarcates the edge of the trail with the use of wheel stops. The sketch of the proposed trail does not clearly show whether the trail will be within the 60-foot access easement. School District will need to provide public access at all times.

Staff Recommendation: Modify the parking, with the addition of the following new conditions:

D.21. *The School District shall provide a 10-foot wide public access easement for the entire length of the new trail that is located outside of existing easements.*

D.22. *Install barriers or bollards at the Rainier Trail entrance next to the proposed new parking spaces for trail users. The material and final location of the barriers will be subject to the City's Parks and Recreation Department specifications.*

D.23 *The trail width, design and paving materials shall be further reviewed when the School District submits an Administrative Site Development Permit for the development of a new high school parking at the northeast corner of the site, as shown in the plan set submitted on February 11, 2015, sheets G-004 and L-0001. A split rail fence for the trail, new sidewalks, and other pedestrian improvements to the parking lot shall be provided as part of the new parking lot and the final design of these elements shall be coordinated with the landscape edge improvements of the new high school parking lot.*

D.24 *The School District shall work with the City's Parks and Recreation Department to define each party's responsibility in maintaining the trail.*

C. Wetlands – Transportation Center (bus yard) impacts to wetland buffer and extent of mitigation

Findings of Fact:

During the Development Commission public hearing, there were public comments expressing concern about the impacts of the expanded Transportation Center (bus yard) on the wetlands along the Rainier Trail. During the public hearing and in the Staff report, Staff showed a site plan detail that indicated no encroachment on the wetlands or the wetland buffers. However, after the hearing, Staff reviewed the SEPA checklist submitted by the School District and found that the checklist stated that approximately 6800 square feet of the wetland buffer will be disturbed. Staff requested the School District to clarify which of the two conflicting sets of information is correct. The School District responded that the figure in the SEPA checklist was based on their initial proposal back in 2014 and the bus yard has been reconfigured since then, reducing the impact, though there is still a small amount of impact to the wetland buffer.

There will still be disturbance of approximately 1507 s.f. into the wetland buffer due to a new outfall (see Figure 3.1 below) which will be mitigated. The proposed outfall will convey stormwater from the bus yard into the buffer area. IMC 18.10.660.D. allows stormwater runoff to be discharged into wetland buffers, as long as it is treated. Furthermore, Section 18.10.610.B.4 , *Activities Allowed in Wetland Buffers*, provides for performance standards as follows:

Surface water discharge to a wetland from a detention facility, presettlement pond or other surface water management activity or facility may be allowed if the discharge enhances the wetland and/or does not increase the rate of flow, change the plant composition in a forested wetland, or decrease the water quality of the wetland.

Figure 3.1. Diagram showing existing wetland buffer and extent of impacts and mitigation proposed by the Issaquah School District (drawing, not to scale)

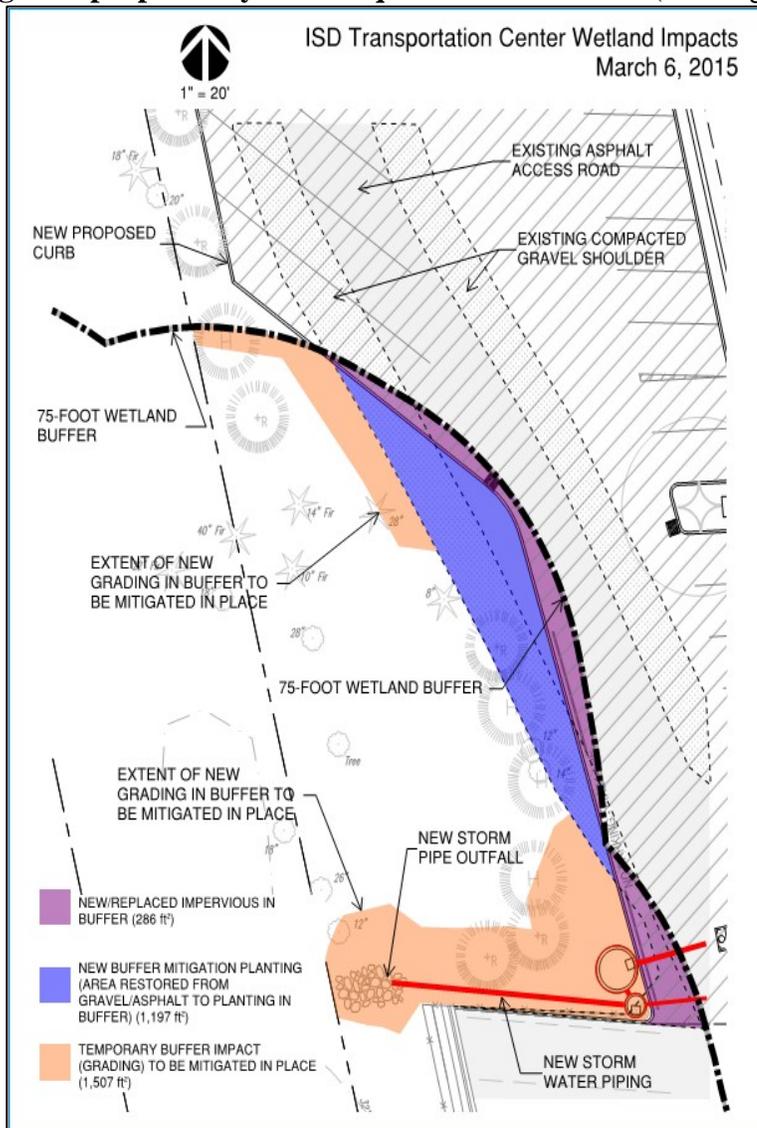
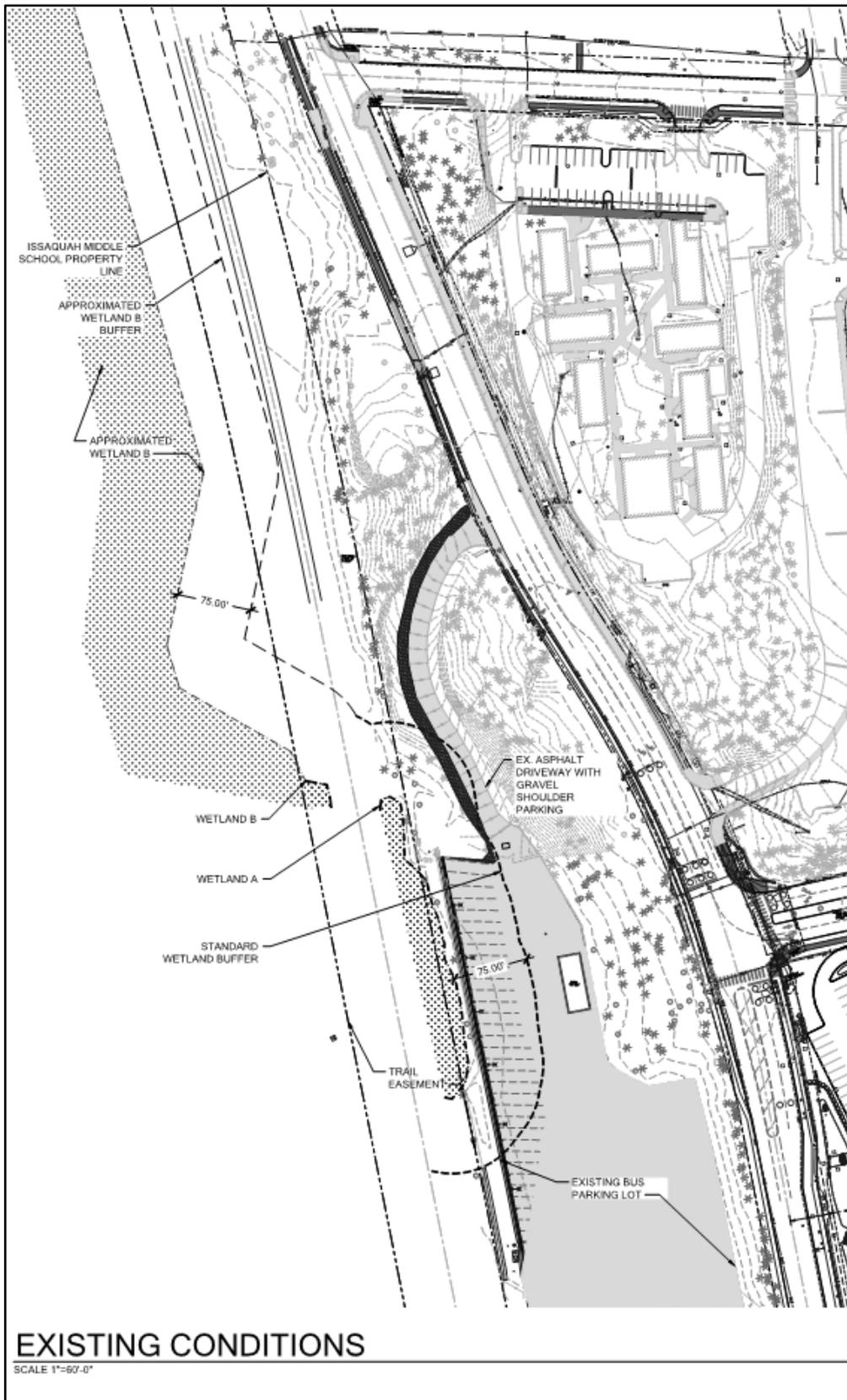


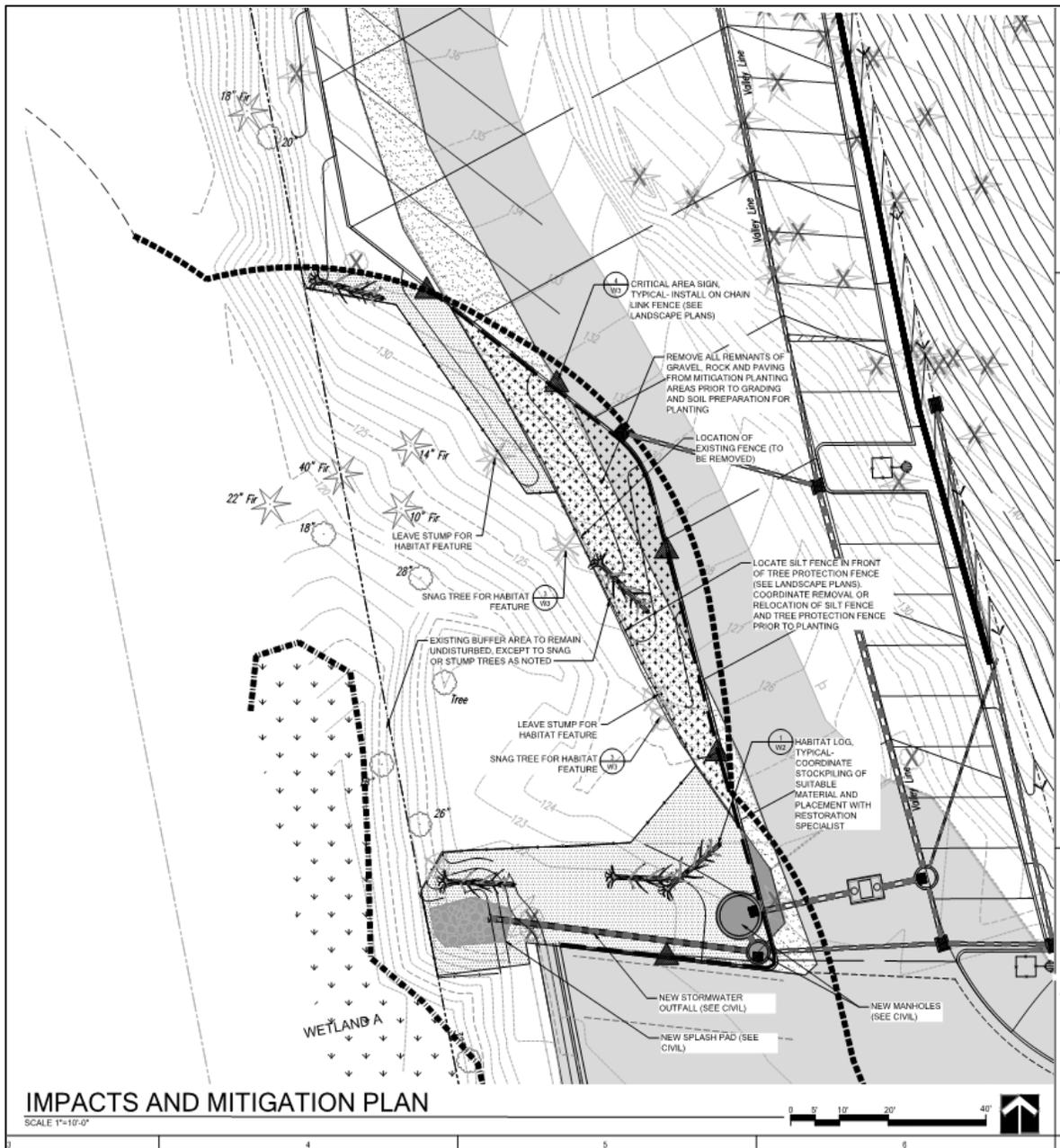
Figure 3.2. Existing Conditions at the School District Bus Yard. The existing driveway to the bus parking area is in the wetland buffer area (drawing, not to scale)



Impacts to Wetland Buffer

There will be a permanent impact to the wetland buffer of approximately 286 square feet, due to the paving of the edge of the expanded bus parking area. The School District is averaging the wetland buffer by replacing an existing gravel area, approximately 1200 square feet, with buffer plantings. Figure 3.3 shows the proposed mitigation and buffer enhancement provided by the School District’s wetland specialists. The School District has also updated the SEPA checklist to reflect the correct information (see Exhibit No. 22).

Figure 3.3. Details for the Proposed Wetland Mitigation at the School District Bus Yard (drawing, not to scale)



Conclusion: The School District submitted improved graphic information to accurately represent the proposed work in the wetland buffer, as well as the buffer areas that will be enhanced as part of the required mitigation. The proposed wetland mitigation is consistent with all code requirements for wetland buffer impacts, as provided in the Issaquah Municipal Code sections 18.10.720 to 760.

Staff Recommendation: Add a new condition:

- B.6 *In the Transportation Center, reduce the length of the stormwater pipe outfall so that there is adequate distance between the rock pad and the wetland. This area shall be enhanced with willow or dogwood stakes to slow the velocity of stormwater and provide uptake. Additional stakes could also be planted in the rock pad at the point of discharge.*

RECOMMENDATION:

Based on the submitted application and plans, the Administration recommends that the Development Commission move to:

- A. Recommend to the City Council, approval of the Master Site Plan and the Site Development Permit for *Issaquah Middle School* applications Master Site Plan: MSP14-00002 and Site Development Permit: SDP14-00001, Exhibits 1 through 23, and the conditions of approval provided below.
- B. Direct the Planning Department to prepare Findings of Fact which affirm the Development Commission’s decision to recommend to the City Council, approval of the Master Site Plan and the Site Development Permit for *Issaquah High School Reconstruction*, applications PLN 08-00046 and PLN 08-00047. The Staff Report dated February 18, 2015 and this Briefing Memo dated April 29, 2015, will serve as the Findings of Fact.

Note: The following recommended conditions of approval reflect the complete list of recommendations by the administration , and includes the revised conditions from the first public hearing per Development Commission direction, and new conditions identified in this Briefing Memo . New conditions are shown in bold font. The Development Commission’s revised conditions replaced the original staff conditions but are not highlighted since these conditions were accepted by the Development Commission, along with the conditions included in the Staff Report dated February 18, 2015.

STAFF RECOMMENDED CONDITIONS OF APPROVAL

Due to the schematic level of information provided in the MSP and SDP application, some aspects of the submittal will receive design as well as technical review at the time of Utility or Building Permit, rather than dividing the review between land use and construction permits. As a result, a Pre-Submittal Meeting with City Staff is required of the Applicant. This meeting will be used to complete the land use level of design review prior to full submittal of an application for utility or building construction, and to ensure that all necessary requirements for a complete building permit and construction permit are prepared by the Applicant.

Nothing in this set of Recommended Conditions of Approval shall be interpreted to excuse the applicant from meeting all of the requirements of the City of Issaquah Comprehensive Plan, the Issaquah Land Use Code, the International Building Code, the City’s Street Standards and other regulatory instruments used by the City to ensure public welfare, health and safety.

I. SEPA

- S.1 *The School District shall work with the City, once the updated traffic study is completed, to define the appropriate, proportionate traffic improvements necessary to mitigate the operational and safety impacts at the intersections identified in the updated traffic study. Final mitigation measures shall be determined prior to issuance of building permits.*

II. DESIGN STANDARDS (Appendix 2 of the IMC)

A. Site Layout and Overall Design Concepts

1. **Building Location:** no conditions
2. **Energy Efficient Design:** no conditions
3. **Functional Site Design:**

A.1 *The new high school parking lot adjacent to the Issaquah Sportsmen's Club shall be provided with a safe and continuous walking path from the interior of the parking lot to the main entry of the Issaquah High School building. The route should be the shortest and most intuitive path for students to take, with consideration of other site constraints. Where walk routes cross vehicular traffic, special paving as required by IMC 18.07.080.B (1)(c) and additional signs to warn vehicles about pedestrians should be provided.*

4. **Lighting:**

A.2 *The applicant shall submit a lighting plan and site photometric measurements with the Landscape Plan and utility construction permit drawings. The lighting plan shall comply with the requirements in IMC 18.07.107, Outdoor Lighting. The lighting plan shall include:*

- *identification of specific lighting areas as required by the IMC,*
- *lighting type, including product specification sheets or representative photos of lighting fixtures proposed*
- *lighting photometrics for the entire site*
- *location, spacing and height of light fixtures in relation to trees, walkways and parking areas*
- *provisions to minimize glare and light spillover onto nearby properties.*

A.3 *Light fixtures locations and clearance dimensions from parking spaces, trees and walkways shall be shown on the site construction plans and the Landscape Permit plans. Light fixture product specifications must be provided with the landscape plan submittal and all light fixtures shall be of a high quality material.*

5. **Natural Setting – Views:** no conditions
6. **Existing Vegetation/Topography Features:** no conditions
7. **Historical/Cultural Landmarks:** no conditions

B. Landscape Design and Use of Plant Materials

1. **Design Elements**

B.1 *Create a strong pedestrian sense of arrival at the main entrance by using architectural elements such as a canopy, special paving, and plant materials in the forecourt between the vehicle drop off area and the front door of the school.*

- B.2 *Use special paving that is integrated into the overall landscape design to delineate the gathering spaces in the courtyards, faculty patio, and the forecourt (outdoor area at the main entry).*
- B.3 *Locations of trash and recycling containers must be shown on the landscape plans. Color and style of the trash and recycling cans should match the ones used for the High School or complement the site furniture and architecture of the Middle School. The applicant should work with the City's Resource Conservation Office to determine the most appropriate management of garbage, recycling and food wastes. In addition, provide the following:*
- *one recycling and one trash container at each entry gate to the sports fields,*
 - *three sets in the courtyard and along the south façade of the school building, and*
 - *wherever benches and bike racks are provided.*

2. Design Unity:

- B.4 *Street tree along 2nd Avenue SE shall be Hedge Maple (Acer campestre), planted 30 feet on-center.*

3. Enhanced Design:

- B.5 *In the Transportation Center, provide 100% native vegetation and appropriate plant materials adjacent to the wetlands and their associated buffers. Ensure that sheet flow from the parking lot will not enter the wetland area.*

New Condition, B.6 In the Transportation Center, reduce the length of the stormwater pipe outfall so that there is adequate distance between the rock pad and the wetland. This area shall be enhanced with willow or dogwood stakes to slow the velocity of stormwater and provide uptake. Additional stakes could also be planted in the rock pad at the point of discharge.(OK)

4. **Usable Open Space Design:** no conditions

5. Plant Materials – Selection:

- B.6 *Plant materials and planting locations must be shown in conjunction with locations of utility lines as part of the Landscape Plans to be submitted with construction drawings in the Landscape Permit. Landscape Plans must show how proposed plant materials and planting locations comply with Sec.5b of Appendix 2, Design Criteria, of the Issaquah Municipal Code.*
- B.7 *Provide groundcover and landscape planting of adequate depth and density to minimize noxious and invasive plants.*

C. Design Harmony and Compatibility

1. Accessory Structures

- C.0 *Free standing storage structures visible from pedestrian walkways in the interior of the site and from public streets shall use materials and colors consistent with the main school building. For instance, use the same type of siding used for the clerestory of the gym and the same type of concrete masonry unit used for the basketball court.*

2. Building Materials/Components: no conditions

3. Compatibility:

- **Building Mass and Architectural Design**
- **Noise**
- **Lighting**

C.1 Exterior lighting for outdoor sports activities at night shall be full cut-offs and shall not cause glare and spill over to the adjacent natural trails and the residential neighborhoods.

4. Design Components

a. **Colors**

C.2 *The portable classrooms and their required ADA ramps and handrails shall be painted in the same color palette as the main school building. Landscape and architectural screening must be provided at the base of the portable buildings.*

b. **Modulation:** no conditions

c. **Façade:** no conditions

d. **Ground level (blank walls)**

C.3 *The applicant shall work with City staff to identify an acceptable and suitable mitigation for all the retaining walls exceeding 4-feet in height prior to submittal of the landscape and site construction permit drawings. Approval of site construction permits is contingent on using one of the following techniques to mitigate the scale of the walls: 1) terracing and landscaping the walls; 2) integrating raised planter beds to the walls; or 3) using a decorative wall to obscure the wall's surface.*

C.4 *The applicant will work with City staff to identify an acceptable treatment for retaining walls over 4 feet, including retaining walls with chain link fencing set on top with an overall height exceeding 4.5 feet shall comply with IMC 18.12.135.B. In particular, concrete retaining walls adjacent to walkways and high traffic areas shall be designed as landscape amenities by incorporating artwork into the wall, installing a trellis and planted with vines, providing a message board or other creative treatment.*

~~(Deleted Previous Condition C.5) *The building design shall incorporate architectural treatments to mitigate the blank walls on all facades.*~~

- ~~• On the south elevation, the applicant shall mitigate the blank wall of the gym with the following option: 1) providing a covered walkway or arcade along the length of the gym wall to serve the parent/visitor/student drop off area, providing weather protection while also mitigating the blank wall effect of the gym. The covered walkway shall be of the same material and style as the walkway provided at the courtyard. 2) Use windows, trellises, wall articulation, changes in materials or other architectural treatments~~
- ~~• If the Development Commission finds that additional mitigation should be required for the blank walls of the open basketball courts, staff suggests two options: 1) Incorporate the school logo and school name into the two walls since this is where the sports activities are concentrated. The logo and school name will be visible from the~~

~~multipurpose sports field also. 2) To achieve continuity and compatibility with the architecture of the school building, paint the parapet yellow, and create a modernist composition with no architectural embellishment to distinguish this space as something complementary to the main building yet having a distinctly different treatment.~~

- ~~● On the north elevation, consider refining the widths of the walls to reflect the proportion used for the other facades, in particular, the Overall East Elevation, drawing A1. Given the strong asymmetrical roofline, the ribbon window section could be located off-center. Using the proportions of ribbon window and CMU wall widths of the other elevations as a guide, a narrower CMU wall could be aligned to the lower end of the roof, the ribbon window area expanded, and the wider CMU wall (approx. 2 times the width of the other wall) can be aligned to the taller end of the roof.~~
- ~~● On the east elevation, the blank wall of the server room shall be mitigated using windows, trellises, wall articulation, arcades, changes in materials, or other features. Acceptable alternatives include an herb garden or an art wall such as a permanent mural, sculpture or bas relief.~~

e. Large Structures (Modulation) – no conditions

5. Signage

- C.6 *The proposed colors, material and design of signs shall be complementary or compatible with the design and architecture of the new Issaquah Middle School.*
- C.7 *The existing readerboard shall comply with the standards set forth in IMC 18.11.165, Community facilities electronic readerboards as well as other applicable City standards and ordinances.*
- C.8 *A sign permit shall be required as part of the construction phase review of the Issaquah Middle School. Sign details, including but not limited to size, shape, graphics and color shall be shown graphically and provided with adequate text descriptions. The proposed signs shall meet the requirements of IMC 18.11.160, Community facilities/religious facilities signs and IMC Title 15, Sign Code.*

6. Transition

- C.9 *The chain link fence between the North Parking Lot and the north face of the classroom wing shall be screened with a hedge from street view along Evans Street. The hedge must grow to the full height of the chain link fence before the City will release the landscape maintenance bond. Alternatively, consider using the same coniferous tree - Mountain Hemlocks - that are proposed to be planted along the courtyard entrance. If vegetative screening is not possible, use an ornamental fence comparable in character to a wrought iron fence or similar to the one used for the basketball court.*

D. Nonmotorized and Vehicular Areas

1. Barrier-Free

- D.9. *When walk surface is flushed with the drive lanes, truncated domes should be used to notify persons with physical limitations that they are crossing a vehicular route. Paint is not*

acceptable as a sole means of marking crosswalks. Other acceptable alternatives include a pedestrian speed table.

- D.10. *Perpendicular barrier-free ramps shall be used for the crosswalks at the intersection of Evans and 2nd Avenue SE. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side. The applicant is encouraged to use truncated domes per WSDPT and ADA guidelines.*

2. Circulation/Trail Access

- D.11. *Where pedestrian paths cross the parking cross aisles and internal vehicular roadways, the path should use an alternative material (e.g. concrete), pattern, or be raised (e.g. speed table), and use truncated domes to notify persons with physical limitations that they are crossing a vehicular route. City Street Standards T-37, Typical Crosswalk Strip for Decorative Pavement, is an acceptable crosswalk treatment.*

3. Design – Parking Areas

- D.12. *Drive aisle widths, parking lay-out, location of light fixtures, and barrier-free access for the Middle School parking lots and vehicular facilities shall be reviewed and approved as part of the site construction permits. Drawings for the Utility, Building and Landscape permits must be coordinated to reflect the same drive aisle, parking lay-out, landscape screening, pedestrian crosswalks, and walkway connections.*
- D.13. *Locate trees in parking lots to ensure their protection at maturity. This may mean repositioning trees, providing tree protection, and/or another solution. Final location of trees in parking lots will be reviewed with the utility and site construction permits.*
- D.14. *The proposed loading spaces for delivery trucks shall be reconfigured to provide maneuvering space of at least 52 feet. The revised configuration for the loading area should also take into consideration visual screening of the loading spaces from Evans Street. A 20-foot lane must be kept clear for fire truck access at all times.*

4. Public Access – Adjacent to Site (Trails and visual access)

- D.15. *A 10-foot wide shared use trail shall be constructed by the Issaquah School District as part of the site improvements and must be completed prior to issuance of the Certificate of Occupancy for the new school building.*
- D.16. *The shared use trail shall connect from the existing Rainier Trail west of 2nd Avenue SE to the Issaquah Middle School main entry along the eastern side of 2nd Avenue SE. The shared use connection shall be designed according to the standards set forth in IMC 18.07.080.2, Bicycle and Shared Use Non-motorized Facilities.*
- D.17. *Final location and paving material for the 6-foot wide trail connecting to the eastern leg of the Rainier Trail shall be reviewed by the City of Issaquah Parks & Recreation Department. Final approval of this trail’s design shall be required prior to posting the Landscape Performance Bond for the project. (Replaced with new condition at the Development Commission meeting.)*

5. Public Access – Within Site: no conditions

6. Trail and Non-motorized Facility Design

- D.18. *The School District shall provide additional bike racks near the entrance to the sports fields to account for non-school hour users of these facilities. The Transportation Management Plan should include an evaluation of the number of bike trips during games and other special events outside of regular school hours. The final number of additional bike racks will be determined as part of the Landscape Permit approval.*
- D.19. *The internal walkways and drive aisles shall be designed and constructed as follows:*
- a. *Safe sidewalks or walkways comparable to sidewalks shall be provided either in the interior or perimeter of the parking lots.*
 - b. *Additional locations for interior crosswalks and pedestrian crossings may be required as part of the construction drawing review phase to improve pedestrian connections between the new Middle School and the existing High School, and provide pedestrian refuge through the vehicular areas.*
- D.20. *Gravel and other loose materials are prohibited as a paving material for interior walkways connecting to City and public sidewalks.*

New conditions:

- D.21. *The School District shall provide a 10-foot wide public access easement for the entire length of the new trail that is outside of the existing easments..*
- D.22. *Install barriers or bollards at the Rainier Trail entrance next to the proposed new parking spaces for trail users. The material and final location of the barriers will be subject to the City's Parks and Recreation Department specifications.*
- D.23 *The trail width, design and paving materials shall be further reviewed when the School District submits an Administrative Site Development Permit for the development of a new high school parking lot at the northeast corner of the site, as shown in the plan set submitted on February 11, 2015, sheets G-004 and L-0001. The final development of the trail shall be coordinated with the landscape edge improvements of the new high school parking lot.*
- D.24 *The School District shall work with the City's Parks and Recreation Department to define each party's responsibility in maintaining the trail.*

7. Transition of Design Elements and Amenities: no conditions

E. Service and Storage Areas

1. Screening – Service Yards and Outdoor Storage

- E.1. *Architectural plans and landscape plans shall address how the proposed loading dock meets the screening requirement under this design standard. At a minimum, provide a more substantial screening for the loading dock from Evans Street that is integrated into the landscape area, such as a wooden or metal trellis with opaque panels.*

2. Screening – Mechanical Equipment

- E.2. *The height of rooftop mechanical screening shall be at least equivalent to the height of the tallest mechanical equipment. Section details showing the mechanical equipment and the*

architectural screen dimensions, materials and colors, must be provided with the building permit plans.

- E.3. *Ground mounted mechanical and electrical utility boxes shall be screened in accordance with the requirements of IMC 18.12.130.D. Access doors for large utility boxes shall not face high traffic pedestrian areas and public right-of-way. Ground-mounted mechanical and electrical utility boxes should be clustered together to the extent possible and screened with a fence and/or Type 1 landscape screening. Mechanical and electrical utility boxes should be located as far back from pedestrian paths and provided with adequate space for landscape screening. Final locations, sizes and types of mechanical and electrical utility boxes, including those to be installed in the public right-of-way, shall be shown graphically - with adequate notation regarding their heights, sizes and materials - on the Utility Permit and Landscape Permit plans. Approval of Utility and Landscape permits will be contingent on meeting the requirements of IMC 18.12.130.D.*

III. PHASING

- Ph.1 *The future parking lot site at the northeast corner of the School District property that is adjacent to the Issaquah Sportsmen’s Club shall be shown on all construction permit plans with its existing vegetated conditions. The Tree Plan shall be revised to show the total tree caliper removed without counting the trees on this site. When the School District is ready to develop this site, all site development elements will be evaluated for compliance with the Land Use Code and all applicable City standards and requirements.*
- Ph.2 *Adequate and safe pedestrian and vehicular access to the site, the schools and recreational facilities for the students, shall be maintained at all times at every phase of construction. With the exception of periodic lane closures (which may be needed to allow large delivery trucks to access the site), the existing interior roadways to the High School parking lots, and those that serve the existing Clark and Tiger Mountain school buildings shall remain open and in-service during construction of this facility. Closures following Certificate of Occupancy will require street use permits. This condition will be enforced during construction and inspection.*
- Ph.3 *Fire access shall be provided around Issaquah High School, Clark Elementary and Tiger Mountain High School during the interim phase and at all times during construction, including at early clearing and grading and demolition. Issuance of the Certificate of Occupancy for the new Middle School will be contingent on Fire Emergency Access Plan approval.*

IV. UTILITIES AND FIRE

- U.1 *Fire flow calculations shall be submitted as part of the site utility construction permit.*

The project shall demonstrate that water supply is adequate to meet fire flow requirements.

- U.2 *Water mains that are not in the right-of-way will require easements. Buildings shall have a minimum 10-foot setback from water mains, and no trees are to be planted within easements or within 7.5 feet of City mains. Separation between water/sewer mains shall be 10-foot minimum. Irrigation systems should be separately metered.*
- U.3 *The above referenced conditions will be reviewed by the City of Issaquah Development Services Department and approved with the Site Work Permit prior to construction.*
- U.4 *A final tree preservation plan demonstrating how the project complies with the Tree Preservation provisions of the Issaquah Municipal Code sections 18.12.1370-18.12.1390 and 18.12.141 shall be submitted with the early clearing and grading permit and the Utility permit.*
- U.5 *The project shall submit a Hazardous Materials Inventory with the Building Permit, to be reviewed by Eastside Fire and Rescue.*
- U.6 *A construction staging and access plan must be included in each utility permit submittal.*
- U.7 *Required fire hydrants must be installed prior to any combustible material being placed or used on site.*
- U.8 *No clearing and grading permit shall be issued without an approved Technical Information Report and the Master Drainage Report. The Technical Information Report and the Master Drainage Report shall be updated to reflect consistency with the first site-related construction permit application submitted and approved by the Development Services Department prior to issuance of the first clearing and grading permit.*

V. LANDSCAPING and TREES

- L.1 *In accordance with IMC 18.12.160(B), in order to insure that all plant materials used in landscapes shall be maintained in a healthy and growing condition, a cash deposit worth fifty (50) percent of the value of the landscaped plant material, cost of labor, irrigation and materials shall be posted with the City prior to receipt of a temporary or final Certificate of Occupancy. The cash deposit will be returned to the School District in three (3) years if the plants remain in a healthy growing condition and have achieved full coverage. The Planning Director/Manager may accept other suitable security as permitted in Chapter 18.04.*
- L.2 *All of the trees to be preserved that are shown within the “Limits of Construction”*

shall have protective chain link fencing installed around them prior to and throughout construction.

- L.3 *All compact and accessible parking stalls shall be appropriately labeled in the Landscape Plans.*

VI. CONSTRUCTION REVIEW

- CD.1 *During construction permit review, rockeries and retaining walls over 4 feet in height will require structural review.*
- CD.2 *Final plans must be reviewed by AESI to verify the rain garden design complies with the above references and recommendation in the letter-report.*
- CD.3 *A Landscape Permit is required to be submitted prior to approval and issuance of the first Building Permit associated with the project. The Landscape Permit plans shall demonstrate how the proposed landscape design, planting areas, plant types and site improvements meet the minimum standards established in IMC 18.12. The plans shall be drawn to scale and contain the information identified in IMC 18.12.050.B, Content at a minimum and comply with the submittal requirements in IMC 18.12.050.A.*
- CD.4 *Raingardens and bioretention facilities shall be designed and constructed to comply with the City of Issaquah LID Technical Guidance Manual.*
- CD.5 *In accordance with IMC 18.12.050(D), revised plans shall show all changes including different plant types, sizes, quantities, locations, irrigation, and all other landscape and irrigation elements. All revisions to landscape and irrigation plans shall be approved by the Development Services Department prior to installation.*
- CD.6 *A finalized Transportation Management Plan shall be required to be approved by the City of Issaquah prior to issuance of the Building Permit.*

FINDINGS AND CONCLUSIONS

This Transportation Impact Study has been prepared to document the traffic impacts associated with the Issaquah Middle School relocation project. This report is an update to the previous version dated September 2014 based on a revised and updated site plan and updated traffic counts conducted in February 2015.

Project Proposal. The proposed project includes the construction of a new Issaquah Middle School (IMS) on a site that is currently occupied by Clark Elementary School (CES), Tiger Mountain Community High School (TMCHS), and an Issaquah High School (IHS) parking lot and softball fields. The project will also modernize the existing Issaquah Middle School in order to relocate CES and TMCHS to the current middle school site. The project will vacate the existing Clark Elementary School driveway on 2nd Avenue SE and vacate 2 of the 3 existing school driveways on SE Evans Street. The existing Issaquah High School northeast parking lot will also be vacated and a new parking lot will be constructed to the east of the proposed Middle School for future use by IHS students. The existing two Transportation Center driveways along 2nd Avenue SE will be maintained with the project, although the northern enter-only driveway is proposed to be moved about 220 feet north.

Project Phasing. The proposed Issaquah Middle School building is anticipated to open in the Fall of 2016. The relocated CES and TMCHS are anticipated to open in the Fall of 2017. The projects will be phased in order to keep all students on site throughout the construction of the new IMS facility. A new alternative (called the Interim Condition) has been included in this updated TIA to reflect conditions during the 2016-2017 school year when IMS will be located on the new site and Clark Elementary and TMCHS will also remain on the same site. Buildout conditions are evaluated in 2017 when Clark and TMCS move to their new location.

Trip Generation. Trip generation for buildout of IMS, CES, and TMCHS were estimated by applying existing peak hour trip generation rates to the future planned student capacity of each of the three schools in their future locations. Project buildout of the 3 schools is anticipated in year 2017.

On-Site Circulation and Access. Access to the new IMS will be provided at two locations: (1) parent drop-off and visitor parking will use the existing signalized Issaquah High School Main Access on 2nd Avenue SE; (2) access for inbound buses and staff will be provided off of SE Evans Street. School buses for both IMS and IHS will enter the site on SE Evans Street and exit the site via the existing signalized access at 2nd Avenue SE.

Intersection LOS Analysis. All study intersections are anticipated to operate at LOS D or better in 2017 with Full Buildout of the Issaquah Middle School project with the exception of the following intersections:

The signalized intersection of Front Street S/Sunset Way (Int. #2) is anticipated to operate at LOS E during the AM peak hour.

The all-way stop intersection of 2nd Avenue SE/Sunset Way (Int. #3) is anticipated to operate at LOS E during the AM and PM peak hours and LOS F during the Afternoon peak hour.

The westbound approach at 2nd Avenue SE/SE Evans Street is anticipated to operate at LOS E during the Afternoon peak hour.

The Issaquah High School Main Access signal would be anticipated to operate at LOS E in the AM peak hour as a result of the additional traffic from IMS; as a result, signal re-timing is proposed which would bring the AM peak hour operation to LOS D.

Intersection Queue Analysis. There are some approach movements at the study intersections that are anticipated to have 95th percentile queues that would exceed the available queue storage during at least one peak period in the 2016 Interim Condition and in 2017 with Full Buildout. However, most are not expected to increase from No-Action conditions as a result of the IMS project. In fact, due to redistribution of traffic as a result of the new IMS location, there are several queues which exceed the available storage, but the IMS project is anticipated to decrease the queues by approximately 1 vehicle (25 feet) compared to No-Action conditions.

Mitigation. The following measures are proposed to mitigate the transportation impacts of the Issaquah Middle School project.

Concurrency. School projects are exempt from City transportation concurrency requirements.

Impact Fees. Transportation mitigation required by the City of Issaquah to fund long-term improvements on the City's Transportation Improvement Program (TIP) is payment of an impact fee per the City of Issaquah Land Use Code. The current City of Issaquah traffic impact fee (per City of Issaquah Municipal Code 3.71 Ordinance 2733 effective 2/2/2015) for a middle school is \$8.46 per SF and \$0.80 per SF for pedestrian mitigation fee; these impact fee rates are applied to the net new building area. Based on a net of 17,190 sf of building area (proposed school less existing school), the traffic impact fee for the Issaquah Middle School project would be estimated at \$145,427 and \$13,752 for pedestrian mitigation.

Off-Site Impacts. Based on the City's minimum acceptable level-of-service criteria identified in the *Street Standards* (2010), the following two intersections would be considered as having a probable significant adverse impact which may potentially require mitigation:

#3 2nd Avenue SE / Sunset Way (all-way stop). The overall intersection is anticipated to operate at LOS E in 2016 and 2017 with the IMS project during the AM and PM peak hours and LOS F during the Afternoon peak hour. The existing traffic volumes at this intersection currently warrant a traffic signal (based on peak hour warrants), and consideration should be given by the City to signalize this intersection. Proposed mitigation is payment of the City's traffic impact fee:

#8 2nd Avenue SE / Shared IMS and IHS Main Access (signal). The intersection is anticipated to operate at LOS E during the AM peak hour in 2017 with the IMS project. However, the LOS E operation is based on existing signal timing. By optimizing the green splits as a result of the higher volume of southbound left-turns and westbound right-turns for IMS, the intersection is anticipated to operate at LOS D in the AM peak hour. Additionally, by moving the existing enter-only driveway to the Transportation Center to the north along 2nd Avenue SE, the storage capacity for the dual southbound left-turn lanes into the new shared Main Access for both IHS and IMS can be increased to about 425 feet per lane. This mitigation is proposed to help accommodate the additional southbound queues on 2nd Avenue at the IHS Main Access signal with the IMS relocation.

On-Site Circulation. Separating IMS parent vehicles from the school bus loop will help to minimize conflicts and improve traffic safety. Having a designated parent drop-off and pick-up loop road around the parking area would further separate parent pick-up and drop-off maneuvers from employee parking. IMS staff would park on the east side of the building separate from the visitor parking and the parent loop which would be located on the south side of the building.

Evans Street Frontage. The existing CES driveway and the existing TMCHS West driveway on SE Evans Street would be removed as part of the IMS project. The existing TMCHS East driveway would be maintained and would provide access to a small parking lot for IHS students and afterschool activities for IMS. The existing IHS northeast parking lot access off SE Evans Street will also be removed and a new access to a new and future IHS student parking lot east of the proposed Middle School would be constructed. The new IMS will have one driveway on SE Evans Street that would provide access for IMS staff and inbound IMS/IHS school buses. Frontage improvements along SE Evans Street are anticipated to include street widening, curb, gutter, sidewalk, street trees, and illumination.

TMP. A TMP will be implemented to help reduce single-occupancy vehicle travel and encourage alternate modes of travel for students and faculty. The elements to be included in the TMP may include some of the following:

- Promotional Information – at least annual mailings or newsletters encouraging use of school buses, carpools, and ride-sharing; and information regarding parking passes.
- Commuter Information Center (CIC) – central location for public transit information, carpools and ride-sharing, and parking passes.
- Transportation Coordinator (BTC) – district staff contact person and coordinator of TMP information on school site.
- District Buses – encourage ridership on school buses provided by the school district.
- Bicycle Parking – provide free racks in a secure area.
- Bicycle and Pedestrian Pathways – provide on-site pathways with connections to public street and bicycle pathway systems.
- Reporting to City – prepare annual or semi-annual survey/report to quantify TMP goals and identify ways improve the TMP or other trip reduction programs at the site.

SEPA DETERMINATION

MITIGATED DETERMINATION OF NONSIGNIFICANCE FOR Issaquah Middle School

DESCRIPTION OF PROPOSAL:

The proposal is to construct a new middle school on approximately 33.6 acres of a 63 acre site where the existing Clark Elementary School, Tiger Mountain Community High School and Issaquah High School campus are constructed. The new building will include one, two and three story sections providing approximately 131,000 square feet of academic, athletic and multi-purpose space. The project includes a new football/soccer field, running track and softball field.

The new campus will have capacity to serve 1,098 students with 39 teaching stations plus 8 future portable classrooms. The project will provide 141 parking spaces for the middle school and 499 parking spaces for the high school. A total of 640 spaces will be provided. 615 are required. All parent and visitor traffic will enter and exit the site from the existing traffic signal onto 2nd Avenue SE. Buses are currently shared by high school and middle school students. A shared bus drop-off and pick-up will be constructed. Buses will enter from Evans Street which will be separated from automobile traffic and will exit at the existing traffic signal onto 2nd Avenue SE. The entrance to the Transportation Center will be moved north along 2nd Ave SE to lengthen the left turn lanes at the traffic signal at the middle and high school entrance. Additional bus and car parking will be added at the Transportation Center.

The project will start construction in the spring of 2015 in a process that will be phased in order to keep all students on site throughout the construction of the new facility. Construction of the new middle school will be substantially completed in Phase 01. The new school will be occupied for the start of school in September 2016. At the end of the 2014-2015 school year, partial demolition of the existing Issaquah Middle School (IMS) will begin. Work will also start on the new additions, and modernization of the existing IMS to house the new Clark Elementary School (CES) and the new Tiger Mountain Community High School (TMCHS). The new CES and TMCHS will be occupied for the start of school in 2017. Demolition of the existing CES and TMCHS will begin at the end of school in June 2017 to allow completion of the fields, parking and other site work needed to fully complete the new Issaquah Middle School.

LOCATION OF PROPOSAL:

The project site is located at XXXX 2nd Avenue SE in Issaquah, Washington at the site of the current high school. (A new street address is to be assigned as a part of the MSP process.) The main building will be located in the the existing Clark Elementary School

playfield area.

King County Assessor's Tax Account Numbers: 3424069030, 3424069120 and 3424069185

LEAD AGENCY AND PROPONENT: Issaquah School District #411

The Issaquah School District is the SEPA lead agency for the project. The Environmental Checklist is entered as Exhibit No. 4 and the draft MDNS is entered as Exhibit No. 5 in the City's Staff Report. Environmental impacts that are not mitigated through the City of Issaquah's Land Use Code and other regulations are addressed in the Mitigated Determination of Nonsignificance (MDNS). The MDNS will be published March 11, 2015 following the February 18, Development Commission hearing. Development Commission and public comments on environmental impacts of the project have been considered by the District, as SEPA lead agency, and additional mitigation has been included in the March 11, MDNS. Following the March 11, 2015 MDNS publication, a 14 day comment and appeal period will end at 4:00 PM March 25, 2015. If no additional mitigation is needed, the SEPA MDNS will be issued as final on March 25, 2015 upon conclusion of the comment and appeal period.

RESPONSIBLE OFFICIAL: Steve Crawford, Director of Capital Projects,
Issaquah School District #411

THRESHOLD DETERMINATION:

The lead agency has determined that the requirements for environmental analysis and protection have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158 and/or mitigating measures have been applied that ensure no significant adverse impacts will be created or mitigation measures have been included as part of this determination which alleviates any probable significant adverse environmental impact.

An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of an environmental checklist and other information on file with the lead agency and the City of Issaquah (Project file number MSP14-0002 and SDP14-00001). This information is available to the public on request.

MITIGATING MEASURES:

The Issaquah School District will provide mitigation measures consistent with the City of Issaquah permit requirements and conditions.

Pursuant to the City of Issaquah approved impact fee ordinances (Issaquah Municipal Code 3.74), impacts to Police and General Government Services are to be determined through the Environmental review process and paid at the time of Building Permit issuance. Because there is an existing school that will be demolished and reconstructed at the same site, the school district will be given credit for the existing square footage in the calculation of the impact fees.

The school district's Updated Traffic report, dated January 20, 2015, identified traffic impacts may occur due to the growing student population and the redistribution of trips as the Issaquah Middle School, Clark Elementary School and Tiger Mountain Community High School are planned to be relocated. The City noted discrepancies and complexities in the analysis and has requested additional information in order to evaluate traffic impacts and to determine appropriate mitigation measures for the proposal. Impacts to the level of service (LOS) standards at the following intersections have been identified in the City's initial review: 2nd Ave SE and E Sunset Way, the intersection of the schools entrance signal and 2nd Ave SE, Front St S and SE Clark St s and E Sunset Way. The school district shall work with the City, once the updated traffic study is completed, to define the appropriate, proportionate traffic improvements necessary to mitigate operational and safety impacts at the intersections identified in the updated traffic study. Final mitigation measures shall be determined prior to issuance of the building permits.

No direct wetland impacts will occur as a result of the project. Permanent buffer impacts are limited to 286 square feet at Wetland A . Mitigation includes 1,197 square feet of buffer restoration. Temporary buffer impacts, totaling 1,507 square feet to facilitate construction of stormwater treatment components occurs in an area dominated by blackberry brambles. Buffer area restoration will include native trees, shrubs and ground cover to enhance these buffer areas. To improve habitat functions and values, at least 5 pieces of large woody debris will be salvaged and placed in the mitigation areas.

Temporary Erosion and Sedimentation Controls (TESC), Stormwater Pollution Prevention Plan, NPDES Permit and best management practices (BMP) will be implemented and maintained by the contractor.

Low impact development techniques, including the use of rain gardens, will be utilized to facilitate infiltration of on-site stormwater.

The project includes:

Right-of-way improvements on 2nd Avenue SE and Evans Street along the project frontage and a new entrance to the school district Transportation Center.

A paved trail connecting the campus with the Rainier Trail is included in the project.

To enhance school safety and security, a portion of the existing trail along the old railroad alignment will be relocated to follow a pathway along the east side of the school campus.

Approximately 416 off-street parking spaces will be maintained throughout the construction process for use by students, staff and visitors.

The project will comply with current codes, standards, rules and regulations.

PUBLIC NOTICE AND COMMENT PERIOD:

This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-350; the lead agency will not act on this proposal for 14 days from the date of issue. The responsible official will reconsider the MDNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the MDNS. If the MDNS is

retained, it will be final after the expiration of the comment deadline. There is no administrative appeal for this SEPA determination.

Notice of this MDNS will be published in the Legal Notices section of The Issaquah Press weekly newspaper on Wednesday, March 11 and Wednesday March 18, 2015. In addition, notice of this MDNS will be mailed to parties of record and nearby property owners.

A copy of the Mitigated Determination of Nonsignificance was posted at the site.

WRITTEN COMMENTS OR ANY APPEALS MUST BE RECEIVED BY THE ISSAQUH SCHOOL DISTRICT NO LATER THAN 4:00 PM, March 25, 2015.

Appeals must be in writing and state the perceived errors in the Threshold Determination, specific reasons why the Determination should be reversed or modified, any harm the Appellant will suffer if the Threshold Determination remains unchanged and the desired outcome of the appeal. If the Appellant is a group, the harm to any one or more of the individuals must be stated. Failure to meet these requirements will result in dismissal of the appeal.

Steve Crawford, Director of Capital Projects
Issaquah School District
565 NW Holly Street
Issaquah, WA 98027

DATE OF ISSUANCE: Wednesday, March 11, 2015

This exhibit is attached to EXHIBIT 18 as a reference, to show the SEPA MDNS provided to the Development Commission originally, and the revised version that was published and used as the final MDNS.

EXHIBIT No. 5

SEPA DETERMINATION

DRAFT MITIGATED DETERMINATION OF NONSIGNIFICANCE

for

Issaquah Middle School

Revised February 11, 2015

DESCRIPTION OF PROPOSAL:

The proposal is to construct a new middle school on approximately 33.6 acres of a 63 acre site where the existing Clark Elementary School, Tiger Mountain Community High School and Issaquah High School campus are constructed. The new building will include one, two and three story sections providing approximately 131,000 square feet of academic, athletic and multi-purpose space. The project includes a new football/soccer field, running track and softball field.

The new campus will have capacity to serve 1,098 students with 39 teaching stations plus 8 future portable classrooms. The project will provide 141 parking spaces for the middle school and 499 parking spaces for the high school. A total of 640 spaces will be provided. 615 are required. All parent and visitor traffic will enter and exit the site from the existing traffic signal onto Second Avenue. Buses are currently shared by high school and middle school students. A shared bus drop-off and pick-up will be constructed. Buses will enter from Evans Street which will be separated from automobile traffic and will exit at the existing traffic signal onto Second Avenue SE.

The project will start construction in the spring of 2015 in a process that will be phased in order to keep all students on site throughout the construction of the new facility. Construction of the new middle school will be substantially completed in Phase 01. The new school will be occupied for the start of school in September 2016. At the end of the 2014-2015 school year, partial demolition of the existing Issaquah Middle School (IMS) will begin. Work will also start on the new additions, and modernization of the existing school IMS to house the new Clark Elementary School (CES) and the new Tiger Mountain Community High School (TMCHS). The new CES and TMCHS will be occupied for the start of school in 2017. Demolition of the existing CES and TMCHS will begin at the end of school in June 2017 to allow completion of the fields, parking and other site work needed to fully complete the new Issaquah Middle School.

LOCATION OF PROPOSAL:

The project site is located at 500 2nd Avenue SE in Issaquah, Washington at the site of the current high school. A new street address to be assigned as a part of the MSP process. The main building will be located in the the existing Clark Elementary School playfield

area.

King County Assessor's Tax Account Numbers: 3424069030, 3424069120 and 3424069185

LEAD AGENCY AND PROPONENT: Issaquah School District #411

The Issaquah School District is the SEPA lead agency for the project and is in the process of completing SEPA review of the Issaquah Middle School project. The Environmental Checklist is entered as Exhibit No. 4 and the draft MDNS is entered as Exhibit No. 5 in the City's Staff Report. Environmental impacts that are not mitigated through the City of Issaquah's Land Use Code and other regulations are addressed in the Mitigated Determination of Nonsignificance (MDNS). The draft MDNS will be published February 25, 2015 following the February 18, Development Commission hearing. Development Commission and public comments on environmental impacts of the project will be considered by the District, as SEPA lead agency, and if additional mitigation is necessary, those items will be included in the February 25, MDNS. Following the February 25 MDNS publication, if additional comments lead to further mitigation changes, the MDNS shall be revised and re-published on March 11, 2015 upon conclusion of the draft MDNS comment and appeal period ending at 4:30 PM March 11, 2015. If no additional mitigation is needed, the SEPA MNS will be issued as final on March 11, 2015 upon conclusion of the comment and appeal period.

RESPONSIBLE OFFICIAL: Steve Crawford, Director of Capital Projects,
Issaquah School District #411

THRESHOLD DETERMINATION:

The lead agency has determined that the requirements for environmental analysis and protection have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158 and/or mitigating measures have been applied that ensure no significant adverse impacts will be created or mitigation measures have been included as part of this determination which alleviates any probable significant adverse environmental impact.

An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of an environmental checklist and other information on file with the lead agency and the City of Issaquah (Project file number MSP14-0002 and SDP14-00001). This information is available to the public on request.

MITIGATING MEASURES:

The Issaquah School District will provide mitigation measures consistent with the City of Issaquah permit requirements and conditions.

Pursuant to the City of Issaquah approved impact fee ordinances (Issaquah Municipal Code 3.74), impacts to Police and General Government Services are to be determined through the environmental review process and paid at the time of Building Permit issuance. Because

there is an existing school that will be demolished and reconstructed at the same site, the school district will be given credit for the existing square footage in the calculation of the impact fees.

The school district's Updated Traffic report, dated January 20, 2015, identified traffic impacts may occur due to the growing student population and the redistribution of trips as the Issaquah Middle School, Clark Elementary School and Tiger Mountain Community High School are planned to be relocated. The City noted discrepancies and complexities in the analysis and has requested additional information in order to evaluate traffic impacts and to determine appropriate mitigation measures for the proposal. Impacts to the level of service (LOS) standards at the following intersections have been identified in the City's initial review: 2nd Ave SE and E Sunset Way, the intersection of the schools entrance signal and 2nd Ave SE, Front St S and SE Clark St s and E Sunset Way. The school district shall work with the City, once the updated traffic study is completed, to define the appropriate, proportionate traffic improvements necessary to mitigate operational and safety impacts at the intersections identified in the updated traffic study. Final mitigation measures shall be determined prior to issuance of the building permits.

Temporary Erosion and Sedimentation Controls (TESC), Stormwater Pollution Prevention Plan, NPDES Permit and best management practices (BMP) will be implemented and maintained by the contractor.

Low impact development techniques, including the use of rain gardens, will be utilized to facilitate infiltration of on-site stormwater.

The project includes; right-of-way improvements on Second Avenue SE and Evans Street along the project frontage and a new entrance to the school district Transportation Center.

A paved trail connecting the campus with the Rainier Trail is included in the project.

A section of the existing trail along the old railroad alignment will be relocated to follow a pathway outside of the school campus.

Approximately 416 off-street parking spaces will be maintained throughout the construction process for use by students, staff and visitors.

The project will comply with current codes, standards, rules and regulations.

PUBLIC NOTICE AND COMMENT PERIOD:

This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-350; the lead agency will not act on this proposal for 14 days from the date of issue. The responsible official will reconsider the MDNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the MDNS. If the MDNS is retained, it will be final after the expiration of the comment deadline. There is no administrative appeal for this SEPA determination.

Notice of this MDNS will be published in the Legal Notices section of The Issaquah Press weekly newspaper on Wednesday, February 25, 2015. In addition, notice of this MDNS will be mailed to parties of record and nearby property owners.

A copy of the Mitigated Determination of Nonsignificance was posted at the site.

WRITTEN COMMENTS OR ANY APPEALS MUST BE POSTMARKED OR STAMPED RECEIVED BY THE ISSAQUH SCHOOL DISTRICT NO LATER THAN 4:30 PM, March 11, 2015.

Appeals must be in writing and state the perceived errors in the Threshold Determination, specific reasons why the Determination should be reversed or modified, any harm the Appellant will suffer if the Threshold Determination remains unchanged and the desired outcome of the appeal. If the Appellant is a group, the harm to any one or more of the individuals must be stated. Failure to meet these requirements will result in dismissal of the appeal.

Steve Crawford, Director of Capital Projects
Issaquah School District
565 NW Holly Street
Issaquah, WA 98027

DATE OF ISSUANCE: Wednesday, February 25, 2015

EXHIBIT 19

Amy Tarce

From: Crawford, Steve AD-STAFF <CRAWFORDS@issaquah.wednet.edu>
Sent: Tuesday, April 28, 2015 12:43 AM
To: 'Mark Rigos'; Massaro, Debbie AD-Staff
Cc: Charlie Bush; Amy Tarce; Nourigat, Royce AD-STAFF; Kuper, Jacob AD-Staff
Subject: RE: Issaquah Middle School MDNS

I have observed the area and have reviewed your concerns and potential options with City staff. There is a sidewalk along the western side of 4th Place SE to accommodate pedestrians from the west side of 4th Place SE. To address concerns along the east side of the street and pedestrians originating from east of 4th Place SE, we will as a part of the project, install No Parking signs along 4th Place SE. To prohibit cars from blocking the pedestrian pathway, we will further define the pathway from the crosswalk leading from Clark Elementary School by installing concrete curb edging to separate the pedestrian pathway from the 4th Place SE roadway. The curbs will be installed with breaks, similar to those along E Sunset Way to allow stormwater to flow in existing drainage patterns. These improvements will be included in the plans for the project which require City permit approval. Let me know if you have any further questions or need any additional information.

From: Mark Rigos [mailto:markrigos@hotmail.com]
Sent: Tuesday, March 24, 2015 8:46 AM
To: Crawford, Steve AD-STAFF; Massaro, Debbie AD-Staff
Cc: charlieb@issaquahwa.gov; 'Amy Tarce'
Subject: RE: Issaquah Middle School MDNS

Sounds great. I look forward to hearing any feedback.
Mark

From: CRAWFORDS@issaquah.wednet.edu
To: markrigos@hotmail.com; MassaroD@issaquah.wednet.edu
CC: charlieb@issaquahwa.gov; AmyT@issaquahwa.gov
Subject: RE: Issaquah Middle School MDNS
Date: Tue, 24 Mar 2015 05:30:18 +0000

I appreciate your comments and will get out in the next day or two to review the situation and existing conditions.

From: Mark Rigos [mailto:markrigos@hotmail.com]
Sent: Monday, March 23, 2015 10:21 PM
To: Massaro, Debbie AD-Staff; Crawford, Steve AD-STAFF
Cc: charlieb@issaquahwa.gov
Subject: RE: Issaquah Middle School MDNS

Hello Steve,

I would like to provide written comments for the Middle School MDNS. I have lived on Darst Street for approximately 6 years. The pedestrian safety conditions are pretty bad on the east side of 4th Place SE between SE Darst Street and existing Clark Elementary School (future middle school). My fear is that pedestrian safety conditions will worsen with a new middle school due to additional vehicles and traffic.

Currently, on the east side of 4th Place SE, there is a gravel parking shoulder full of potholes, next to a narrow paved travel lane, that is typically full of parked cars each weekday morning and each afternoon. Pedestrian safety conditions will be more unsafe due to the middle school for the following reasons:

1. The existing gravel shoulder on the east side of 4th Place SE is filled with deep potholes. ADA access is impossible because of the gravel and potholes.
2. The east side of 4th Place SE lacks a concrete sidewalk that would provide safer passage for middle school children.
3. Many vehicles park in the shoulder and block the crosswalk across SE Evans Street each morning and each afternoon. It is a hazardous condition for drivers and students walking to school, as students are not sure to walk on the inside or outside of the parked vehicles.
4. There will be more traffic and vehicles due to the middle school. Many informal drop offs and parking will continue to occur on 4th Place SE. This will exacerbate the already unsafe condition.

I am requesting that Issaquah School District provide a paved parking shoulder and concrete sidewalk on the east side of 4th Place SE between Darst Street and the new middle school. This will help mitigate for the increased amount of traffic the neighborhood will receive. More students attend a middle school than an elementary school. A new sidewalk and paved shoulder will allow students safe passage to mitigate for the additional vehicles from the middle school.

Please call me if you have any questions or concerns. I hope that ISD will support my request. I will cc the City of Issaquah's development services director so that the City is aware of my request for the record. Thanks very much.

Sincerely,
Mark Rigos
440 SE Darst Street
Issaquah, WA 98027
(425) 652-6013

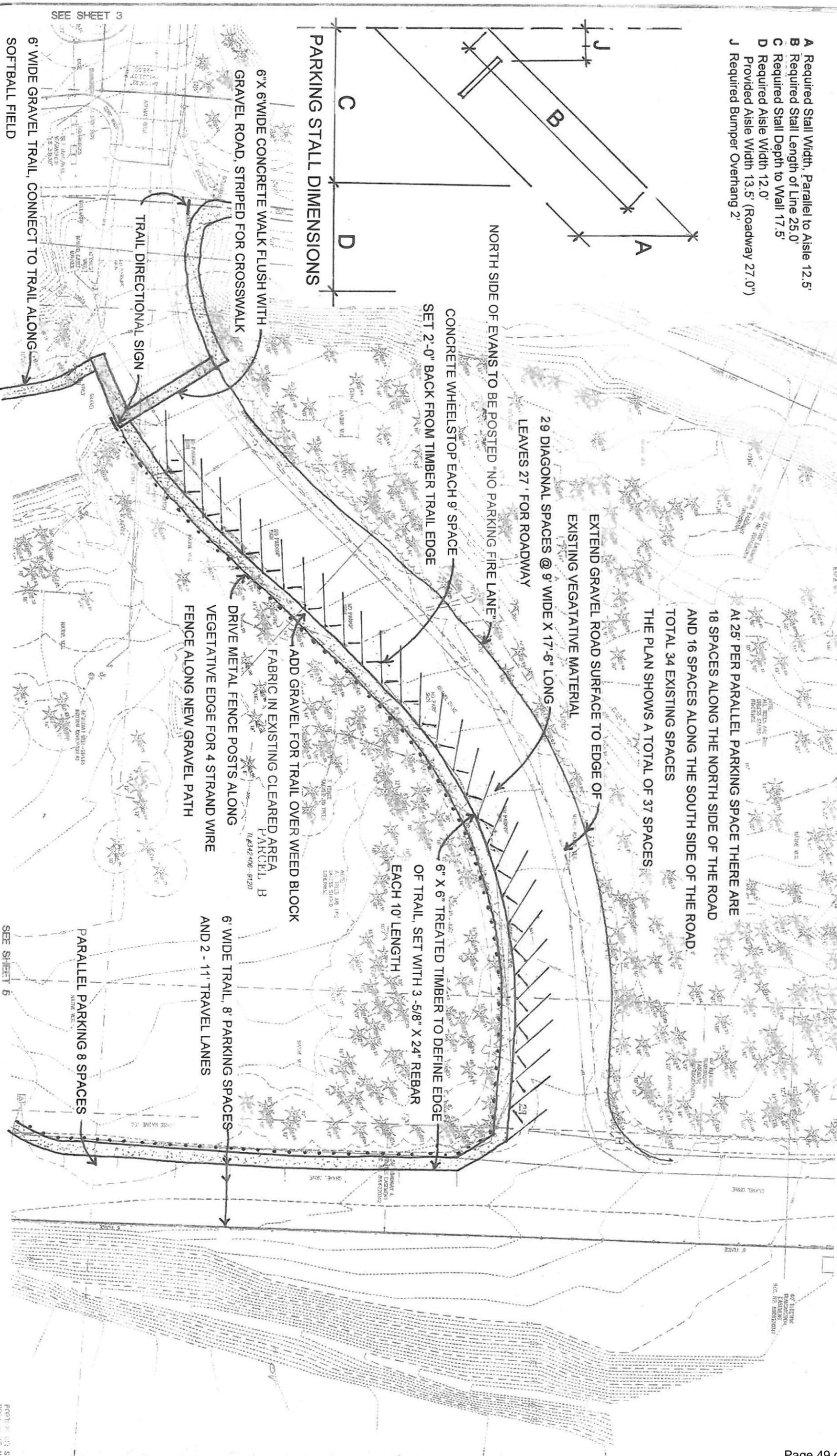
From: MassaroD@issaquah.wednet.edu
To: CRAWFORDS@issaquah.wednet.edu
Subject: FW: Issaquah Middle School MDNS
Date: Thu, 12 Mar 2015 15:26:44 +0000
Hello –

Notice is now attached.

Debbie Massaro
Issaquah School District
Capital Projects Department
(425) 837-7190

From: Massaro, Debbie AD-Staff
Sent: Thursday, March 12, 2015 8:06 AM
To: Crawford, Steve AD-STAFF
Subject: Issaquah Middle School MDNS

- A Required Stall Width, Parallel to Aisle 12.5'
- B Required Stall Length of Line 25.0'
- C Required Stall Depth to Wall 17.5'
- D Required Aisle Width 12.0'
- Provided Aisle Width 13.5' (Roadway 27.0')
- J Required Bumper Overhang 2'



SEE SHEET 3

SEE SHEET 5

SEE SHEET 6

DATE	APRIL 14, 2017	SCALE	1" = 40'
SCALE	1" = 40'	PROJECT	CLARK ELEMENTARY SCHOOL
DESIGNED BY	TOPOG	CHECKED BY	ISSUED BY
ISSUED DATE	3/22/15	ISSUED BY	ISSUED BY

11255 Richmond Hwy, Suite 300
 Kildare, VA 22083
 P: 423.027.2014 | F: 423.627.8043
 C: 11255 Richmond Hwy, Suite 300
 Kildare, VA 22083

mahlum

71 COLUMBIA | FLOOR 4
SEATTLE WA 98104
(206) 441-4151 OFFICE
(206) 441-0478 FAX

1231 NW HOYT | SUITE 102
PORTLAND OR 97209
(503) 224-4032 OFFICE
(503) 224-0918 FAX

MAHLUM.COM

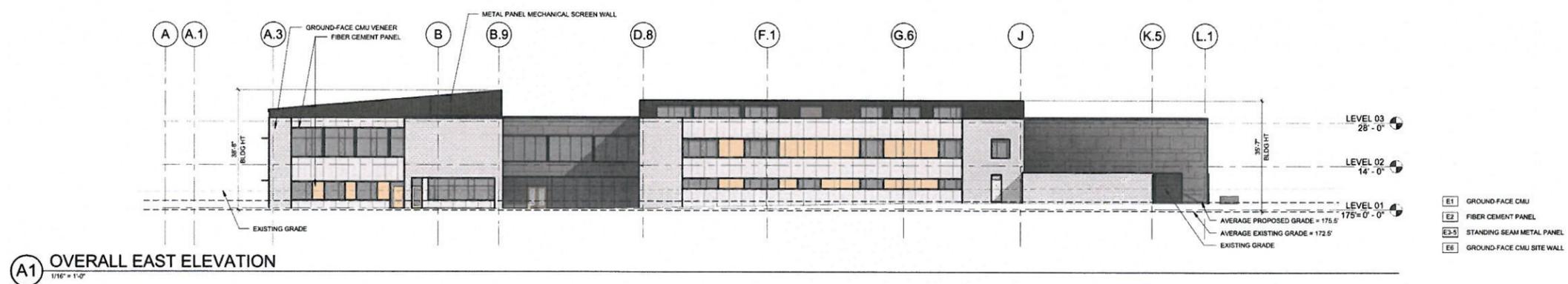
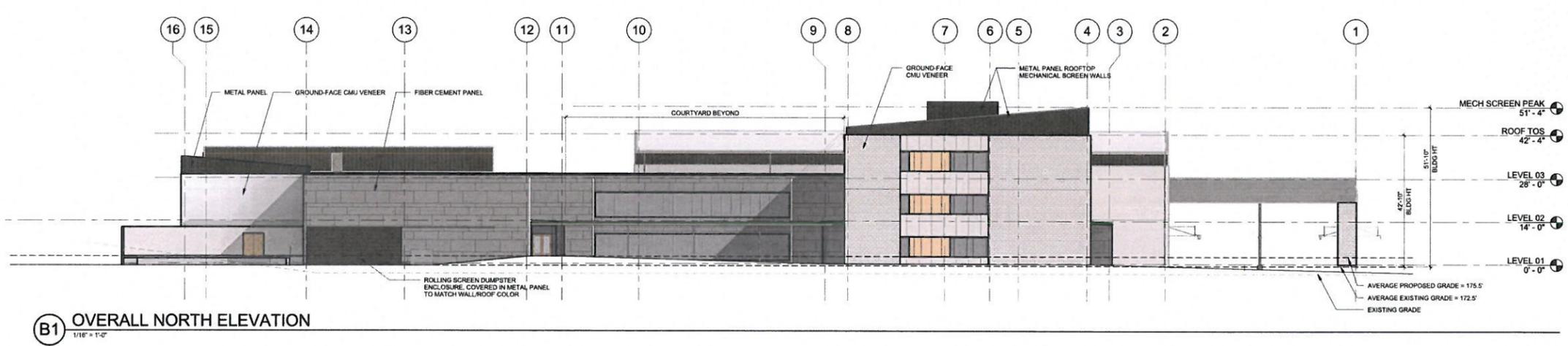
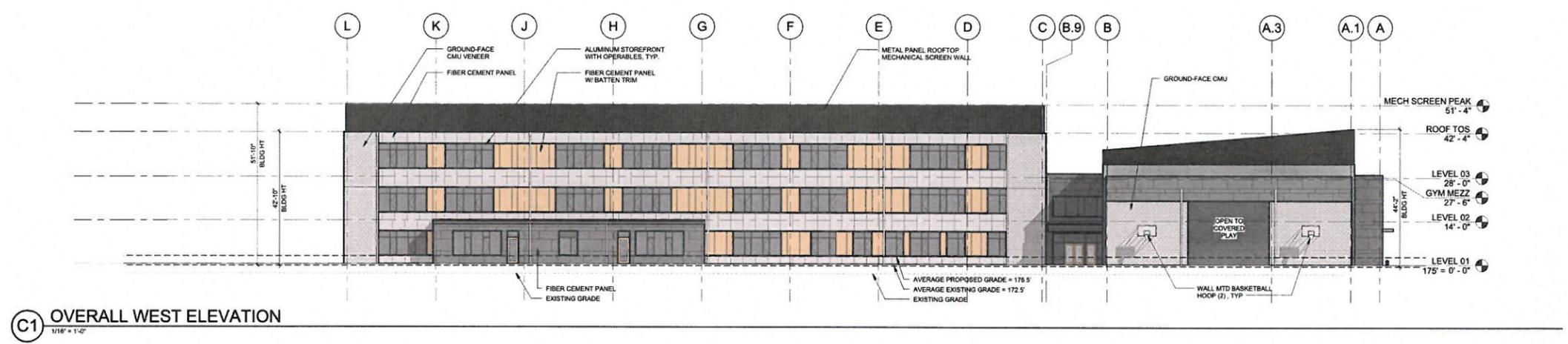
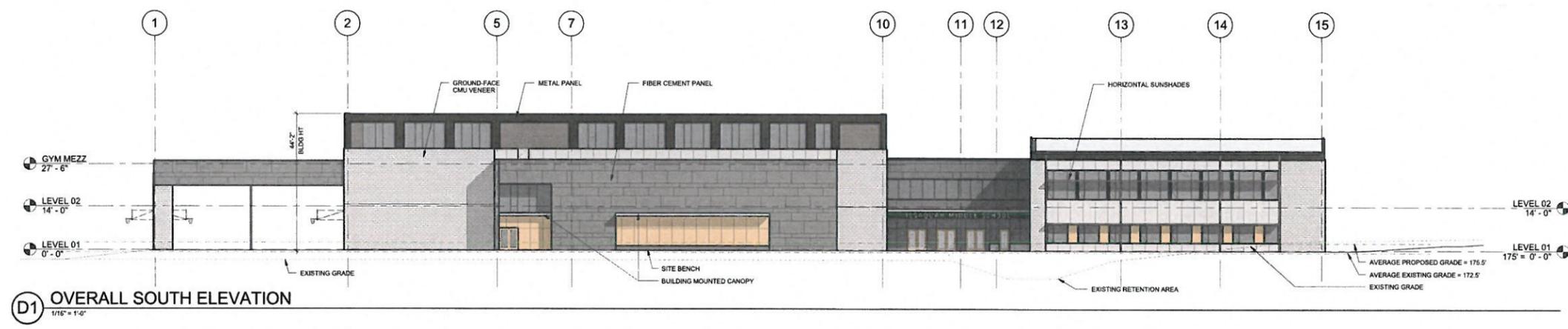
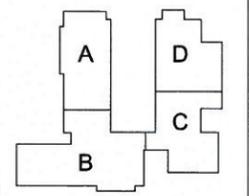
ISSAQUAH SCHOOL DISTRICT

ISSAQUAH MIDDLE SCHOOL

500 2nd AVENUE SE, ISSAQUAH WA 98027



FOR JURISDICTION USE ONLY:



- E1 GROUND-FACE CMU
- E2 FIBER CEMENT PANEL
- E3 STANDING SEAM METAL PANEL
- E4 GROUND-FACE CMU SITE WALL

MARK	DATE	DESCRIPTION
ISSUE DATE:	2 MAY 2014	
ISSUE:	MSP/SDP	

PROJECT NO.:	20129.10.00
DRAWN BY:	FPKW/RS/WY/NW
CHECKED BY:	DM
COPYRIGHT:	M AHLUM ARCHITECTS, INC. 2013 ORIGINAL SHEET SIZE: 36"X48"

EXTERIOR ELEVATIONS

A-201

Environmental Checklist



CITY OF
ISSAQUAH
DEVELOPMENT SERVICES

1775 - 12th Ave NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

PURPOSE OF THIS CHECKLIST

The State Environmental Policy Act (SEPA) Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

USE OF THIS CHECKLIST

1. Once the completed checklist is submitted, the City may ask you to explain your answers or to provide additional information reasonably related to determining if there may be significant impacts. The City will make the decision of whether an EIS is required within 90 days of receiving the requested information.
2. The City will take no action on your proposal until after the decision is made that an EIS is not required or until after a required final EIS is issued. This means that any hearing on your proposal will not be scheduled until these decisions have been made.

INSTRUCTIONS FOR APPLICANTS

1. This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.
2. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If a question does not apply to your proposal, write "does not apply." ***Complete answers to the questions now may avoid unnecessary delays later.***
3. Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.
4. **The checklist questions apply to all parts of your proposal** even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effect.

A. BACKGROUND

1. Name of Proposed Project, if applicable: Issaquah Middle School

2. Name of Applicant: Issaquah School District, Steve Crawford
Address: 565 NW Holly Street, Issaquah, WA 98027
Work Phone: (425) 837-7040 Cell Phone: _____
Email: crawfords@issaquah.wednet.edu
Contact: Gregg Stewart, Mahlum Architects, (206) 441-4151, gstewart@mahlum.com

3. Date Checklist Prepared: March 8, 2015

4. Agency Requesting Checklist: City of Issaquah

5. Proposed timing or schedule (including phasing, if applicable) of your proposal:

Construction is anticipated to occur in three phases, over three years from Spring 2015 through 2018. Construction phasing will be controlled by the requirement to fully occupy the Tiger Mountain Community High School (TMCHS), Clark Elementary School (CES), and the new Issaquah Middle School (IMS) on one single site while a modernization and remodeling of the existing Issaquah Middle School takes place in preparation for the Tiger Mountain and Clark Elementary students to move into their new facilities.

To achieve this, the new Middle School building will be constructed east of the Clark Elementary building, over the existing grass field and extending onto portions of the High School parking area and associated infiltration pond. The impacts of the Middle School building on the existing infrastructure will require replacement of the existing high school parking area.

Phase 1: New Construction (Spring 2015 through Fall 2016):

- Demolish existing (high school) parking lot and complete rough grading and site work.
- Construct approximately 131,000 square feet of new facility.
- Construct parking areas east and south of the building and a combined middle school and high school bus drop-off and pick-up. Construct temporary parking/staging area west of CES and south of TMCHS. (The fields to be completed in Phase 02 will be built in this area).
- The middle school parking areas to the south of the building overlaps with a portion of the CES building and will be partially completed in Phase 01 and finished in Phase 02.
- Construction of a new entrance, additional parking area for buses and cars and stormwater improvements at the Issaquah School District Transportation Center, located west of 2nd Avenue SE. The new entrance will be located north of the existing entrance on 2nd Avenue SE to allow longer left turn lanes at the existing traffic light.
- Construct all flatwork within construction zone boundary around building.
- Services: Work on underground site utilities, such as water, irrigation, sewer, gas, power, and communications will begin. It is anticipated that only a portion of the water loop will be completed during Phase 01. Fire service (FDC, 6" Fire Line, and 6" backflow device in vault) for CES will be removed during the Middle School construction and will need to be relocated until CES demolition. Maximum hose distances for fire protection will be maintained throughout construction. It is anticipated that a new connection will be made with the 4" gas main in 2nd Avenue SE. Power and communications lines will be extended on existing poles along Evans Street. PSE will relocate and install powerline poles as necessary.
- Occupy new middle school, start of school 2016.

Phase 2: Demolition and Site Work (Summer 2017 through Fall 2018):

(Note the gap in the schedule between Phase 01 and Phase 02 is needed to allow completion of work at the existing IMS to house the new CES and the new TMCHS)

- Demolish CES and TMCHS buildings and relocate portable buildings.
- Construct 2nd Avenue SE improvements including a trail connection from 2nd Ave to the Rainier Trail and complete Evans Street improvements.
- Demolish existing parking and drives, flatwork and landscaping at CES and TMCHS.
- Construct all flatwork within construction zone boundary around building.
- Complete construction of middle school parking and bus pick-up/drop-off.
- Construct middle school play fields on the west side of the new middle school campus.
- Construct covered play area attached to the Middle School gym.

Existing Issaquah Middle School demolition/new construction/modernization (Summer 2016 through August 2017):

Project site: Existing Middle School at 400 2nd Avenue Southeast, Issaquah, WA 98027. The building permit for this work will be under separate submittal process but the schedule for the work directly impacts the start of Phase 02 work at the new middle school. The new facilities for CES and TMCHS must be completed to allow Phase 02 demolition work to begin.

- Demolish portions of existing buildings (approximately 36,500 sf), remove flatwork and grub landscaping.
- Construct approximately 50,000 square feet of addition for CES.
- Major tenant improvements to a portion of the existing facility for TMCHS and CES occupancy (approximately 53,750 sf)
- Construct all flatwork within construction zone boundary around building.

6. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Four double portables are planned for the future. The drainage design will accommodate the additional impervious area. Additional high school parking is planned for the area south of Evans St. and north of the upper high school playfield area. This parking is included in the Traffic Study trip generation data.

7. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal (soils reports, surveys, flood plain mapping, drainage studies, traffic studies, etc.).

Updated Traffic Impact Study completed by TENW 1/20/2015.

A Subsurface Exploration, Geologic Hazards, and Preliminary Geotechnical Engineering Report, prepared by Associated Earth Sciences, Inc. on February 1, 2013.

A Preliminary Infiltration Feasibility Study, prepared by Associated Earth Sciences on February 15, 2013.

A site survey prepared by PACE Engineers, dated August 15, 2012.

Issaquah Middle School & Bus Yard Improvement Project – Wetland Delineation Study, Prepared by The Watershed Company March 5, 2015

8. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications.

9. List any governmental approvals or permits that will be needed for your proposal, if known.

Master Site Plan approval by the City of Issaquah.
Site Plan Permit approval by the City of Issaquah.
Clearing and Grading Permit from the City of Issaquah

Demolition Permit from the City of Issaquah.
Commercial Building Permit approval by the City of Issaquah.
NPDES – WSDOE.

10. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. If your proposal involves more than one use, give the square footage intended for each use. Describe the site in its existing condition (vegetation, any current use of the site, etc.).

The project will convert the existing campuses of Tiger Mountain Community High School (TMCHS) and Clark Elementary School (CES) into the new Issaquah Middle School; The existing Issaquah Middle School will be reconfigured in order to relocate TMCHS and CES to the existing middle school site. The new Issaquah Middle School will include one, two and three-story sections and provide approximately 131,000 square feet of academic, athletic, and multi-purpose space on the 63-acre site. The project will impact approximately 33.6 acres and include reconfigured parking for middle school staff and visitors; relocated high school parking; a combined middle school and high school bus drop-off; middle school softball field and track and field events, and a new entrance for the existing Transportation Center. The site development will accommodate (4) double portables for future growth, drainage design will accommodate the additional impervious area. The existing high school grandstands, softball field, and track will not be altered. The project will be executed in a phased construction process in order to keep all students housed in existing schools throughout the construction of the new facilities. The facility will be designed to serve a total enrollment of 1098 students and will have 39+8 future portable teaching stations. A new entrance and additional parking for buses and cars will be constructed at the Transportation Center.

11. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the City, you are not required to duplicate maps or detailed plans submitted with the application related to this checklist.

The project site lies along the south side of Evans Street east of 2nd Avenue SE in the City of Issaquah, WA, directly north of the Issaquah High School site. The site is located in the Southeast Quarter of the Northwest Quarter of Section 34, Township 24 North, Range 6 East, Willamette Meridian. See attached legal description.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (check one)

- Flat Rolling hilly
 Steep slopes Mountainous
Other

b. What is the steepest slope on the site (Approximate percent slope)?

The site contains manmade slopes ranging from 45% to 50% on portions of the site graded to accommodate site improvements.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, mulch)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Existing fill consisting of loose to medium dense sand, gravel, cobbles, boulders, and silt was found in the northeast corner of the site. Areas not affected by the fill are characterized by general medium dense coarse-grained granular sediments interpreted to represent Vashon recessional outwash.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The aforementioned geotechnical report notes that the referenced manmade steep slopes appear to have performed adequately with no visual evidence of instability or erosion.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Approximately 85,400 cubic yards of earthwork cut and 40,000 cubic yards of earthwork fill will be required to create the building pad and construct the sports fields, landscape amenities, and parking areas. Any import fill required will be obtained from sources having all required local and state permits.

B. ENVIRONMENTAL ELEMENTS

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Soil erosion could occur in areas of grubbing and excavation between the time the soil is exposed and when protective measures are implemented to mitigate soil erosion. The project will obtain coverage under the NPDES permit coverage from Washington State Department of Ecology.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 31.4% (19.8 acres) of the site will be covered with impervious buildings, parking areas, and walkways when the total project is complete. Allowable is 40% (25.2 acres)

2. Air

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.

Exhaust from construction equipment and dust as a result of construction activities will be generated during construction. Demolition of existing buildings may result in localized dust but will be controlled based on state/local best management practices. The project will contribute greenhouse gas emissions as detailed on the attached greenhouse gas emissions worksheet.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No, there are no sources of off-site emission that may affect this proposal.

- c. Proposed measures to reduce or control emissions or other impacts to the air, if any.

All construction equipment will be required to have exhaust emission controls per current regulations. Exposed soil areas will either be covered or dampened during construction to avoid generation of airborne dust.

B. ENVIRONMENTAL ELEMENTS

3. Water

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes,

No streams or wetlands were identified on the school campus. Two wetlands were identified in the study area west of the bus yard, along the Rainier Trail. Wetland A is a closed depressional wetland located between the bus yard and the Rainier trail. Located west of the Rainier Trail, Wetland B is also a depressional wetland. Wetlands A and B are Category II wetlands with a low habitat score and require a 75 foot buffer.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach plans.

The Transportation Center improvements will consist of a new entrance north of the existing entrance on 2nd Avenue SE. A portion of the new driveway, curb, parking and stormwater improvements will be installed in the wetland buffer. All surface runoff from areas disturbed as a result of the Transportation Center improvements will be routed to a water quality facility to treat to the Sensitive Lake treatment requirement per the 2011 City of Issaquah Addendum to the 2009 King County, Washington Surface Water Design Manual. Preliminarily rain gardens are proposed for water quality treatment. Then, runoff from the project area will be infiltrated in underground infiltration facilities. Underground infiltration will consist of perforated pipes encased in clean crushed backfill for drains sized to infiltrate 100% of project runoff.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No dredge or fill will occur in the wetland areas. No direct wetland impacts will occur as a result of this project. Project impacts are limited to the wetland buffer. Permanent buffer impacts are limited to 286 square feet of Wetland A buffer and consist of an outfall, splash pad and manholes. Temporary buffer impacts associated with grading and construction total 1,507 square feet. These buffer impacts are the minimum necessary to accommodate site improvements in the bus yard required to increase bus capacity and meet current stormwater treatment requirements. All permanent and temporary wetland buffer impacts will be mitigated in accord with an approved mitigation plan. Proposed mitigation includes 1,197 square feet of buffer restoration to off-set 286 sf of permanent buffer impacts. The majority of temporary impacts will occur in an area dominated by non-native blackberry brambles. Therefore, restoration of these areas upon completion of construction will include enhancement with native plants. This will constitute an improvement over the existing buffer condition. To improve habitat functions and values the buffer provides, at least five pieces of large woody debris will be salvaged from the site and placed in the mitigation areas. The mitigation plan will also establish fencing and/or signage to minimize intrusions into the protected wetland and buffer area. For further details, see the Wetland Buffer Mitigation Plan, Issaquah School District, Issaquah Middle School, The Watershed Company, March 5, 2015.

B. ENVIRONMENTAL ELEMENTS

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose and approximate quantities, if known.

No.

5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

No.

6) Does the proposal involve any discharges of waste materials to the surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground

1) Will ground water be withdrawn, or will water be discharged to ground water: Give general description, purpose, and approximate quantities, if known.

Yes,

The project is located in a groundwater recharge zone. The site will infiltrate 100% of its runoff contributing to Issaquah's water source aquifer.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage, industrial, containing the following chemicals; agricultural, etc.). Describe the systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground from the project.

B. ENVIRONMENTAL ELEMENTS

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Surface water runoff will be designed in accordance with the City of Issaquah 2011 Addendum to the 2009 King County, Washington Surface Water Design Manual. The site contains native soils that are highly permeable. The drainage design proposes to provide water quality via rain garden filtration by use of several rain gardens located strategically throughout the site. Then, 100% of the runoff will be infiltrated through subgrade infiltration systems consisting of perforated pipes and clean crushed rock located in trenches or under rain garden engineered media soil. A more detailed discussion of the proposed drainage improvements, along with preliminary stormwater calculations are included in the site TIR.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

Contaminants, such as automotive lubricants and antifreeze, could enter surface or ground waters if not effectively intercepted by planned water quality treatment measures.

- 3) Proposed measures to reduce or control surface, ground, and runoff water impacts, if any.

Water quality requirements will be met through the use of rain garden filtration for all runoff from all driving surfaces (parking and roads).

Roof runoff will be collected in downspouts and conveyed to underground infiltration trenches, mimicking the current site system. Soils have sufficient capacity to infiltrate field runoff as well.

B. ENVIRONMENTAL ELEMENTS

4. Plants

- a. Check types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage
 water plants: water lily, eelgrass, milfoil
other

- b. What kind and amount of vegetation will be removed or altered?

Tree retention was calculated for the entire Issaquah School District site (high school, middle school, and transportation center). The tree retention percentage is over 45% with the proposed Middle School design exceeding the requirement for 30% tree retention.

- c. List threatened or endangered species known to be on or near the site.

There are no known threatened or endangered species of plant materials known to be on or near the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

Approved deciduous trees will be planted along the street frontage, in the parking lots, and at strategic locations on the campus to provide shade and native avian habitat. Native evergreen tree species will be planted in addition as partial replacement for those taken to accommodate the new project. The tree replacement strategy will exceed City of Issaquah requirements for density of significant caliper trees on a development site. Finally, low and hardy shrubs will be used to frame the ground plane and screen different use areas. A portion of existing paving and gravel within the wetland buffer will be removed and replaced with native trees, shrubs and ground cover.

5. Animals

- a. Check any birds and animals which have been observed on or near the site or are known to be on or near the site:

B. ENVIRONMENTAL ELEMENTS

- Birds: Hawk Eagle
 Heron Songbirds
Other:
- Mammals Deer Elk
 Bear Beaver
Other Raccoons, possum, squirrels,
cougar, coyote, rodents
- Fish: Bass Trout
 Salmon Herring
 Shellfish
- Other

- b. List any threatened or endangered species known to be on or near the site.

WDFW PHS maps document Townsend Big-eared bat (*Corynorhinus townsendii*) in this Township. It is a State listed Candidate species, and Federally listed as a Species of Concern. Per WDFW, "Suitable roosts are critical components for survival of Townsend's bats. Roosts are used for hiding, resting, and to conserve energy or to meet various other needs." This species uses caves, mines, hollow trees, snags and built structures for roosting. Limited potential roost habitat is present in the project area. This species is mapped at the Township-level, so mapping is not specific to the project site.

- c. Is the site part of a migration route? If so, explain.

No.

- d. Proposed measures to preserve or enhance wildlife, if any.

Strategic planting of both deciduous and evergreen trees will aid in retaining wildlife habitat on the site. At least 5 pieces of large woody debris will be salvaged and placed in the wetland buffer area.

B. ENVIRONMENTAL ELEMENTS

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood, stove, solar) will be used to meet the completed projects energy needs? Describe whether it will be used for heating, manufacturing etc.

Natural gas will be used for heating the building and to provide hot water.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

- c. What kinds of energy conservation features are included in the plans for this project?

Multiple strategies will be used to meet requirements for compliance with the Washington Sustainable School Protocol including:

High levels of insulation and careful sealing to minimize exterior air leaks.

High efficiency boilers and chiller.

Heat recovery.

Radiant in-floor heating.

Ceiling fans to reduce the need for heating and cooling while maintaining a comfortable environment.

Centralized Energy Management System.

Enhanced commissioning to assure systems are operating as intended.

Daylighting is emphasized to reduce the need for fluorescent or LED lighting and includes automatic daylight photocell switching.

Lighting loads are below state code requirements.

Exterior LED lighting is DDC controlled with motion sensors to reduce light levels to 50% during periods with no activity.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

The school will have chemistry labs, but the risk of a toxic spill, a fire, or an explosion involving lab chemicals is very slight. In addition, cleaning supplies and fertilizers/pesticides would be stored on site in limited quantities for building and grounds maintenance.

- 1) Describe special emergency services that might be required.

In the event of a toxic spill, fire, or explosion involving the chemistry lab, both emergency medical and fire services would be required.

- 2) Proposed measures to reduce or control environmental health hazards, if any.

All chemicals will be maintained in accordance with strict adherence to storage and use requirements.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The Issaquah Sportsmen's Club shooting range is located to the east of the Middle School site.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise from construction equipment can be expected during construction. Noise associated with students at play will be heard but is not anticipated to be substantially greater or more frequent than what is already present at the site.

- 3) Proposed measures to reduce or control noise impacts, if any.

All construction equipment will be required to have exhaust muffling systems meeting current codes.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

The current site use is the Clark Elementary School and the Tiger Mountain Community High School with associated play fields and parking areas. Areas to the north are primarily medium to low density residential areas, with low density semi-rural development to the south. The Transportation Center is to the west. The Issaquah Sportsmen's Club rifle range and open space lie to the east of the site.

- b. Has the site been used for agriculture? If so, describe.

No.

- c. Describe any structures on the site.

The Tiger Mountain Community High School is comprised of eight portable classrooms and an open-side covered sport court on a campus adjacent to 2nd Avenue SE. Clark Elementary School which opened in 1950 lies to the east of TMCHS and is a single story structure roughly 500 feet long from north to south and approximately 220 feet deep at the widest point of the structure. There are ten portable classrooms and a covered play area to the northeast of the elementary school building.

- d. Will any structures be demolished? If so, what?

Following occupancy of the new Tiger Mountain Community High School and Clark Elementary School, the existing structures and all associated structures (described in c. above) will be demolished in Phase 02 of the construction of the new middle school. The portable classrooms will be relocated to other sites.

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- e. What is the current zoning classification of the site?

The site is zoned Community Facilities-Facilities

- f. What is the current comprehensive plan designation of the site?

The Land Use Designation for the site is Community Facilities.

- g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The site lies within the Class 2-10 Year Wellhead Capture Zone.

- i. Approximately how many people would the completed project displace?

No people will be displaced per se, since the populations housed in the to-be-demolished structures will be accommodated at other school district facilities.

- j. Proposed measures to avoid or reduce displacement impacts, if any.

Not applicable.

- k. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

The site has historically been used as a school site. Substantially improved landscaping, the use of aesthetically pleasing structure facades and massing of buildings will serve to help make the new school compatible with the existing neighborhood, while providing additional capacity for a growing community and student population.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Not applicable.

- c. Proposed measures to reduce or control housing impacts, if any.

Not applicable.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest building will be forty five feet (45') above existing average grade to the top of the third floor area. The tallest height of the mechanical screen above the third story of the classroom building will be fifty seven feet (57) above the average existing grade to the base of the screen walls.

Exterior building materials will be comprised of concrete masonry units, standing seam metal wall panels, wood, and fiber cement panels. All similar to the adjacent high school to create a unified campus appearance

- b. What views in the immediate vicinity would be altered or obstructed?

Views from two or three homes on the north side of Evans Street that currently look south across the playfields behind the Clark Elementary School may be obstructed or altered. However, these same homes also view portions of the existing Clark Elementary School. The new building will be screened with planting of trees along the street and enhanced landscaping on the site.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

See Item 12-c below.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Some reflection from new glazing can be expected during daylight hours. New building lighting will occur during operational hours before and after sunset and during night activities at the school. Security lighting in the parking lots and on the campus will occur during night school use hours. Lighting of the football/soccer field would increase ambient light during evening events. The newest lighting incorporates directional shielding to minimize light spill beyond the field area.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

Increased lighting of the site and building could interfere with existing views from the aforementioned homes along the north side of Evans Street. Those homes currently view portions of the CES buildings and site. Football/soccer field lighting could be noticed by the church to the north. 2nd Avenue SE to the west will have street lighting. The middle and high school to the east and south would not be impacted.

- c. What existing off-site sources of light or glare may affect your proposal?

None.

- d. Proposed measures to reduce or control light and glare impacts, if any.

Outside security lighting will be screened as appropriate to direct lighting to the areas required and to avoid spill over onto adjacent properties. Lights are DDC controlled to turn off after school activities and motion sensors will reduce lighting levels to 50% during periods of inactivity. Football/soccer field lighting will have fixtures designed to control light spill.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Issaquah High School to the south has tennis courts, a lighted football/soccer field with running track, and a baseball field. The current middle school site to the west has a running track and sports field and lies adjacent to the community center with exercise facilities, and an adjacent swimming pool. The paved Rainier Multiple Use Trail is located to the west of the site. A trail along the old railway alignment currently runs through part of the school campus

- b. Would the proposed project displace any existing recreational uses? If so, describe.

To enhance school safety and security, the existing railway trail will be re-routed along Evans Street to go around the east edge of the school property, but it will not be eliminated.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

The project includes construction of playfields, an all-weather football/soccer field and track, and a new softball field. A new paved trail will connect the campus with the Rainier Trail to the west.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state or local preservation registers known to be on or next to the site? If so, generally describe.

No.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None on site. The Campbell House (historic home on the west side of 2nd Ave. SE) is located to the southwest of the site. The original Issaquah Sportsmen's Club building is included in the Washington State Department of Archaeology and Historical Preservation inventory of historical sites. The building is located on property to the east of the subject site and will not be affected by this project.

- c. Proposed measures to reduce or control impacts, if any.

No measures are proposed.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The project fronts on 2nd Avenue SE, which provides the primary link to other arterials in the City of Issaquah. Evans Street intersects 2nd Avenue SE at the northwest corner of the site, and will provide access for buses into the site and continue to be used by automotive traffic entering and leaving the site.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The project site is currently served by King County Metro Transit Bus Route 200, which provides service to Gilman Boulevard, the Issaquah Park-and-Ride, and north Issaquah. Bus service is provided approximately every 30 minutes on week days between 10 a.m. and 3:30 p.m. A bus stop is provided within two blocks of the project location. The Issaquah School District provides bus service to transport students to and from school.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The project will provide 141 parking spaces as part of the Middle School construction and provides 499 existing and new spaces to be used by the high school. The total is 640 spaces. 615 are required.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

One existing driveway from 2nd Avenue SE serving CES will be removed as will two driveways off of Evans Street - one serving the TMCHS and the other CES. The project will construct frontage improvements along 2nd Avenue SE and Evans Street in accordance with City of Issaquah requirements and will construct a new driveway onto the site from Evans

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Street . Also as part of the project, a new driveway to the Issaquah School District Transportation Center will be constructed to the north of the existing entrance off 2nd Ave SE. This will allow the south-bound left turn lanes into the middle school and high school to be lengthened, increasing the queue length available for the signal.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The January 20, 2015 Updated Transportation Impact Study prepared by Transportation Engineering Northwest identified vehicle trips that will be updated with an additional study including the changes in use of the existing Issaquah Middle School to the new Clark Elementary School and Tiger Mountain Community High School.

- g. Proposed measures to reduce or control transportation impacts, if any.

Traffic impacts may occur due to the growing student population and the redistribution of trips as the Issaquah Middle School, Clark Elementary School and Tiger Mountain Community High School are planned to be relocated. The City noted discrepancies and complexities in the analysis and requested additional information in order to evaluate traffic impacts and to determine appropriate mitigation measures for the proposal. Impacts to the level of service (LOS) have been identified in the City's initial review: 2nd Ave Se and E Sunset Way, the intersection of the school entrance signal and 2nd Ave Se, Front St S and SE Clark St and E Sunset Way. The District shall work with the Cit, once the updated traffic study is complete to mitigate operational and safety impacts at the intersections identified in the updated traffic study. Final mitigation measure shall be determined prior to issuance of the building permit.

**Evaluation
For City Use Only**

15. Public Services

- a. Would the project result in an increased need for public services (e.g.: fire protection, police protection, health care, schools, other)? If so, generally describe.

The need for public services is not anticipated to be greater than the present demand, and may be even less due to updated and improved facilities and the proximity of the middle school and high school.

- b. Proposed measure to reduce or control direct impacts on public services, if any.

The new school would be designed and constructed with adequate water pressure, a fire sprinkler system, fire alarm system and fire lanes to access buildings and hydrants. To enhance security, current safety and security recommendations are incorporated into the design and a building security system and video surveillance system will be included. All design work will meet current applicable life and safety codes.

16. Utilities

- a. Check utilities currently available at the site
- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> electricity | <input checked="" type="checkbox"/> natural gas | <input checked="" type="checkbox"/> water |
| <input checked="" type="checkbox"/> refuse service | <input checked="" type="checkbox"/> telephone | <input checked="" type="checkbox"/> sanitary sewer |
| <input type="checkbox"/> septic system | | |
- other

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Power and natural gas is provided by Puget Sound Energy. Sanitary sewer and water services are provided by the City of Issaquah. Telephone and TV service is provided by Comcast.

SIGNATURE

I certify under penalty of perjury under the laws of the State of Washington that the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature

Date Submitted

ESA Listed Salmonids Checklist

TO BE COMPLETED BY APPLICANT

Applicant Information

Project Information

Name: Issaquah School District Name: Issaquah Middle School

Phone: (425) 837-7040

Location: North of Issaquah High School

Description:

This worksheet was designed to help project proponents and government agencies identify if project needs further analysis regarding adverse effects on ESA (Endangered Species Act) listed salmonids. Salmonids are salmon trout and chars, e.g. bull trout. For our purposes, "ESA listed salmonids" is defined as fish species listed as endangered, threatened or being considered for listing.

If ESA listed species are present or ever were present in the watershed where your project will be located, your project has the potential for affecting them, and you need to comply with the ESA. The questions in this section will help determine if the ESA listings will impact your project. The Fish Program Manager at the appropriate Department of Fish and Wildlife (DFW) regional office can provide information for the following two questions. See attached list of Department of Fish and Wildlife regional offices.

Are the ESA listed salmonids currently present in the watershed in which your project will be?

Yes No Please describe.

The Issaquah Hatchery handles Issaquah Chinook and Issaquah Steelhead

Has there ever been an ESA listed salmonid stock present in this watershed?

Yes No Uncertain Please describe.

If you answered "yes" to either of the above questions, you should complete the remainder of this checklist.

PROJECT SPECIFIC: The questions in this section are specific to project and vicinity.

Name of watershed

Cedar/Sammamish (WRIA 8)

Name of nearest water body

Issaquah Creek

What is the distance from this project to the nearest body of water?

Often a buffer between the project and a stream can reduce the chance of a negative impact to fish.

The distance from the northwest corner of the site to Issaquah Creek is approximately 1250 feet.

What is the current land use between the project and the potentially affected waterbody (parking lots, farmland, etc.)?

School facilities, forestland, residential housing, open lawn areas.

Is the project above a:

Natural permanent barrier (waterfall) ___Yes No

Natural temporary barrier (beaver pond) ___Yes No

Man-made barrier (culvert, dam) ___Yes No

Other (explain)

If yes, are there any resident salmonid populations above the blockage?

___Yes No ___Don't Know

What percentage of the project will be impervious surface (including pavement and roof area)?

Approximately 30% of the site will be covered with impervious buildings, parking areas, and walkways when the total project is complete.

Fish Migration: The following questions will help determine if this project could interfere with migration of adult and juvenile fish. Both increases and decreases in water flows can affect fish migration.

Does the project require the withdrawal of

i. Surface water? ___Yes No

Amount

Name of surface water body

ii. Ground water? ___Yes No

Amount From

where Depth

of well

Will any water be rerouted? ___Yes No

If yes, will this require a channel change?

Will there be retention ponds? Yes ___No

If yes, will this be an infiltration pond or a surface discharge to either a municipal storm water system or a surface water body?

Stormwater discharge will be infiltrated onsite with overflow to the municipal stormwater system.

Will this project require the building of new roads? Increased road mileage may affect the timing of water reaching a stream and may, thus, impact fish habitat.

Yes No

New parking lots will be constructed as well as city street frontage improvements.

Are culverts proposed as part of this project?

Yes No

Will topography changes affect the duration/direction of runoff flows?

Yes No

If yes, describe the changes.

All storm runoff will continue to be infiltrated on the site.

Will the project involve any reduction of the floodway or floodplain by filling or other partial blockage of flows?

Yes No

If yes, how will the loss of flood storage be mitigated by your project?

Water Quality: The following questions will help determine if this project could adversely impact water quality. Such impacts can cause problems for listed species. Water quality can be made worse by runoff from impervious surfaces, altering water temperature, discharging contaminants, etc.

1. Do you know of any problems with water quality in any of the streams within this watershed?

Yes No

If yes, please describe.

2. Will your project either reduce or increase shade along or over a waterbody?

Yes No

Removal of shading vegetation or the building of structures such as docks or floats often result in a change in shade.

3. Will the project increase nutrient loading or have the potential to increase nutrient loading or contaminants (fertilizers, other waste discharges, or runoff) to the waterbody?

Yes No

4. Will turbidity be increased because of construction of the project or during the operation of the project? In-water or near water work will often increase turbidity.

Yes No

BMP's will be used to reduce or eliminate turbidity in runoff waters

5. Will your project require long term maintenance, i.e. bridge cleaning, highway salting, chemical sprays for vegetation management, clearing of parking lots?

Yes No

If yes, please describe.

The parking lots may need to be cleaned, resurfaced, or re-stripped over the course of their lifetime.

Vegetation: The following questions are designed to determine if the project will affect riparian vegetation, thereby, adversely impacting salmon.

1. Will the project involve the removal of any vegetation from the stream banks?

Yes No

If yes, please describe the existing conditions, and the amount and type of vegetation to be removed.

2. If any vegetation is removed, do you plan to re-plant?

Yes No Not applicable

If yes, what types of plants will you use?

RESOURCES

Washington Department of Fish and Wildlife Website: www.wa.gov.wdfw/
This site has much useful information on fish habitat. Attached is a copy of the Fish Passage Technical Assistance page from WDFW's site.

Washington Department of Ecology Website: www.wa.gov/ecology/
Click on the Water Quality button on the left side of this page. To give you an idea of the types of information available, copies of the TMDL and the Water Quality Standards and Monitoring pages are attached.

National Marine Fisheries Services Website:
Evolutionarily Significant Unit (ESU) maps can be found at www.nwr.noaa.gov
Go to this site and then click on the ESA Salmon button.

WDFW PHS Mapping

Note: Most applicants should have the information necessary to answer most of the questions in this checklist. Additional information will need to be obtained by local and state agencies if it appears that the project is likely to affect ESA listed species.

EXHIBIT 23

Amy Tarce

From: Connie Marsh
Sent: Thursday, April 23, 2015 9:27 AM
To: Amy Tarce
Cc: david kappler
Subject: Re: Issaquah Middle School drafty

>
> Good Morning Amy,
>
> Here are comments for the Issaquah Middle School on the High School Master Plan site.
>
> First I wanted to thank the Council for sending this back to committee. It was a pleasure to see their concern for the public process, unfortunately followed by a clearing and grading permit being granted without adhering to the criteria provided by code. The implied go ahead is an extreme discentive for public participation. That said I am providing my draft as actual comment as I find I don't have the heart to go to more effort.
>
>
> Trail:
>
> On the topic of what was sent back to the committee to view there are a few points to which I object to the staff presentation to Council. Staff had indicated that the trail as now presented was presented during the public hearing that provided the "open record" basis. This is not true. It was brought out as late information and was pushed by the commission to the Parks Department for further conversation. The topic was further discussed at a Parks Board meeting (I was unable to attend) and then that product was brought before Council, where the public was unable to speak to it. The trail should be part of the discussion at DC.
>
> Please provide the language that requires the continuation of the trail through School District Property. As I have said previously, I am happy to dig through boxes to find the language if you provide me with the boxes. It is difficult to understand what can and cannot happen with the trail without the language that mandates it.
>
> The proposed trail route is far noisier than the current route, so much so as to be uncomfortable, especially for children and dogs.
>
> Please provide a condition that the School District is required to maintain the trail.
>
> Parking/Trail:
>
> The Parking that is proposed basically sandwiches the proposed trail against a parking lot that is being included in the Master Plan but not being reviewed in this submittal. This could create a trail that is surrounded by parked cars as it parallels the road. Minimally a condition is necessary requiring a 25-35 ft buffer maintaining the mature trees and understory plants between the trail and the future parking lot. Ideally the trail would be moved to a location at least as aesthetically pleasing as its current location.
>
> Evans as the High School lets out is a mess! There is a long slow line of traffic down to the intersection. I do not think that angle parking will work in this situation as there is not enough room to back out without interfering with the outgoing traffic. The kids will either have to learn to back into the parking spaces in the morning or back out into the

lane of moving teenage traffic in the afternoon. If it is the back out method the kids will have to go do a "u-turn" past the gun club and then join the line up of traffic to get out.

>

> Critical Area:

> _

> Indeed there were impacts to wetland buffer in the original submittal. After the public hearing it seems the district removed a bus parking space and reduced the impacts to the wetland buffer further.

>

> Please reconsider my original request to require attractive fencing along the wetland made of non-zinc product.

>

> I would also like to emphasize how embarrassing it is to walk along the trail behind the bus barn and see the School District buses basically in the wetland. Then to walk past the long, long line of car after car going to the schools. Issaquah claims to be environmentally friendly, with a heavy emphasis on critical areas and reduced single occupancy vehicles. The School District teaches this to their students! But what effort is actually taken by the District to walk the walk? The District could choose to teach its students and their parents by example.

>

> There is a statement that the District shall submit a transportation management plan...it does not indicate what a transportation management plan shall entail, nor how that is enforceable by the City. Please explain.

>

> Thanks,

>

> Connie Marsh

>

>

>

>

>

>

EXHIBIT 24

Amy Tarce

From: david kappler <davidkappler@hotmail.com>
Sent: Saturday, April 25, 2015 9:17 PM
To: Amy Tarce
Cc: Connie Marsh
Subject: RE: Issaquah Middle School drafty

Amy:

Please include my comments in the public record. I will likely have additional comments once the staff report is released.

Thanks,
David Kappler

From: AmyT@issaquahwa.gov
To: davidkappler@hotmail.com
Subject: RE: Issaquah Middle School drafty
Date: Sat, 25 Apr 2015 01:21:32 +0000

Hi David,
Thanks again for your thoughtful comments below. Would you like me to include this in the public record for the Development Commission hearing?

Amy Tarce, AICP, Assoc. AIA
Senior Planner
City of Issaquah
425.837.3097 direct

From: david kappler [mailto:davidkappler@hotmail.com]
Sent: Thursday, April 23, 2015 6:19 PM
To: Amy Tarce; Connie Marsh
Cc: Lucy Sloman; Christopher Wright; Peter Rosen; Anne McGill; Sheldon Lynne
Subject: RE: Issaquah Middle School drafty

I am concerned that the trail alignment does not seem to be open for review at the public hearing for the middle school. This topic was never actually reviewed by DC. Instead there was a "walk on", un-reviewed by the public applicant prepared trail concept presented to the DC at the end of their meeting.

The "walk on" concept was then taken to the park board meeting and presented only orally and briefly to them. It seems that the "official" trail portion of the proposal has not received any official input for the open record.

At the reopened hearing the public must be allowed to comment on the width, surfacing, landscaping and location of the proposed trail.

If a future parking lot is included in the master site plan approval their needs to be some understanding of what the future trail configuration will be. We cannot have a trail with Evans Street parking on one edge and parking stalls right up against the west and south sides of the trail. Retention of significant trees on the parking lot side must be required. Parked vehicles along Evans should not be immediately adjacent to the trail. The trail must meet width and surfacing for a multi-use trail that connects to two multi-use trails on Park Pointe.

How student access to the trail from both the high school and middle school should be clearly established. Also how access to the trail from the school campuses will be limited by gates and fences should be clarified.

David Kappler
425-652-2753

> From: AmyT@issaquahwa.gov
> To: auntgrumpy@comcast.net
> CC: davidkappler@hotmail.com; LucyS@issaquahwa.gov; ChrisW@issaquahwa.gov;
PeterR@issaquahwa.gov; AnneM@issaquahwa.gov; SheldonL@issaquahwa.gov
> Subject: RE: Issaquah Middle School drafty
> Date: Thu, 23 Apr 2015 16:50:26 +0000

>

> Hi Connie,

> Thanks for taking the time to write up your comments. We are still drafting the staff report so this came in at a good time. We will certainly consider your concerns and suggestions.

>

> One thing I need to clarify - the project did not go before the Park Board. Our Parks Director, Anne McGill, clarified that the Park Board is an advisory body to the Mayor and the Parks Director. They do not review detailed designs of trails; this responsibility falls on the Development Commission.

>

> Best regards,

>

> Amy Tarce, AICP, Assoc. AIA

> Senior Planner

> City of Issaquah

> 425.837.3097 direct

>

> -----Original Message-----

> From: Connie Marsh

> Sent: Thursday, April 23, 2015 9:27 AM

> To: Amy Tarce

> Cc: david kappler

> Subject: Re: Issaquah Middle School drafty

>

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