

**CITY OF ISSAQUAH
DEVELOPMENT SERVICES DEPARTMENT
DEVELOPMENT COMMISSION**

STAFF REPORT

February 18, 2015

APPLICATIONS: Master Site Plan: MSP14-00002
Site Development Permit: SDP14-00001

PROJECT: **Issaquah Middle School**

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REQUEST: Approval for a Master Site Plan (MSP) and Site Development Permit (SDP) to construct a new Issaquah Middle School at the current site of Clark Elementary School. The new middle school will include

one, two and three story wings and provide approximately 131,161 square feet of academic, athletic and performing arts space on 32 acres. The project involves circulation improvements for both the new middle school and the existing Issaquah High School, including the relocation of the bus drop off and parking for the latter. The facility will be designed to serve an enrollment of approximately 1100 students and will have 39 classrooms. Portable classrooms are planned to accommodate an additional 8 teaching stations in the future.

The School District property includes three parcels with a total site area of 63 acres. It includes Issaquah High School, Clark Elementary School and Tiger Mountain High School. A Transportation Center for school buses is part of the site that is separated from the main school property by 2nd Avenue SE.

The project will be executed in a phased construction process in order to keep all students on site throughout the construction of the new facility. The existing Clark Elementary School and Tiger Mountain High School will remain in operation during the construction and then be relocated to the existing Issaquah Middle School after that site is renovated.

LOCATION:

Located at 500 2nd Avenue SE (site of existing Clark Elementary School and Tiger Mountain High School) and north of Issaquah High School. The Transportation Center is addressed as 805 2nd Avenue SE (western side of 2nd Avenue). See location with vicinity map.

EXISTING LAND USE:

Subject Property:

Clark Elementary School and Tiger Mountain High School. The construction limits will include approximately 32 acres. The complete size of the school campus including the High School is approximately 63 acres. (See Figure 2. *Adjacent Land Uses*)

North:

Single family residential, St. Michaels Episcopal church, Evans Street

South:

Issaquah High School (on same lot), residential development

East:

Conservation/open space owned by the City, Issaquah Sportsmen’s Club, Rainier Trail

West:

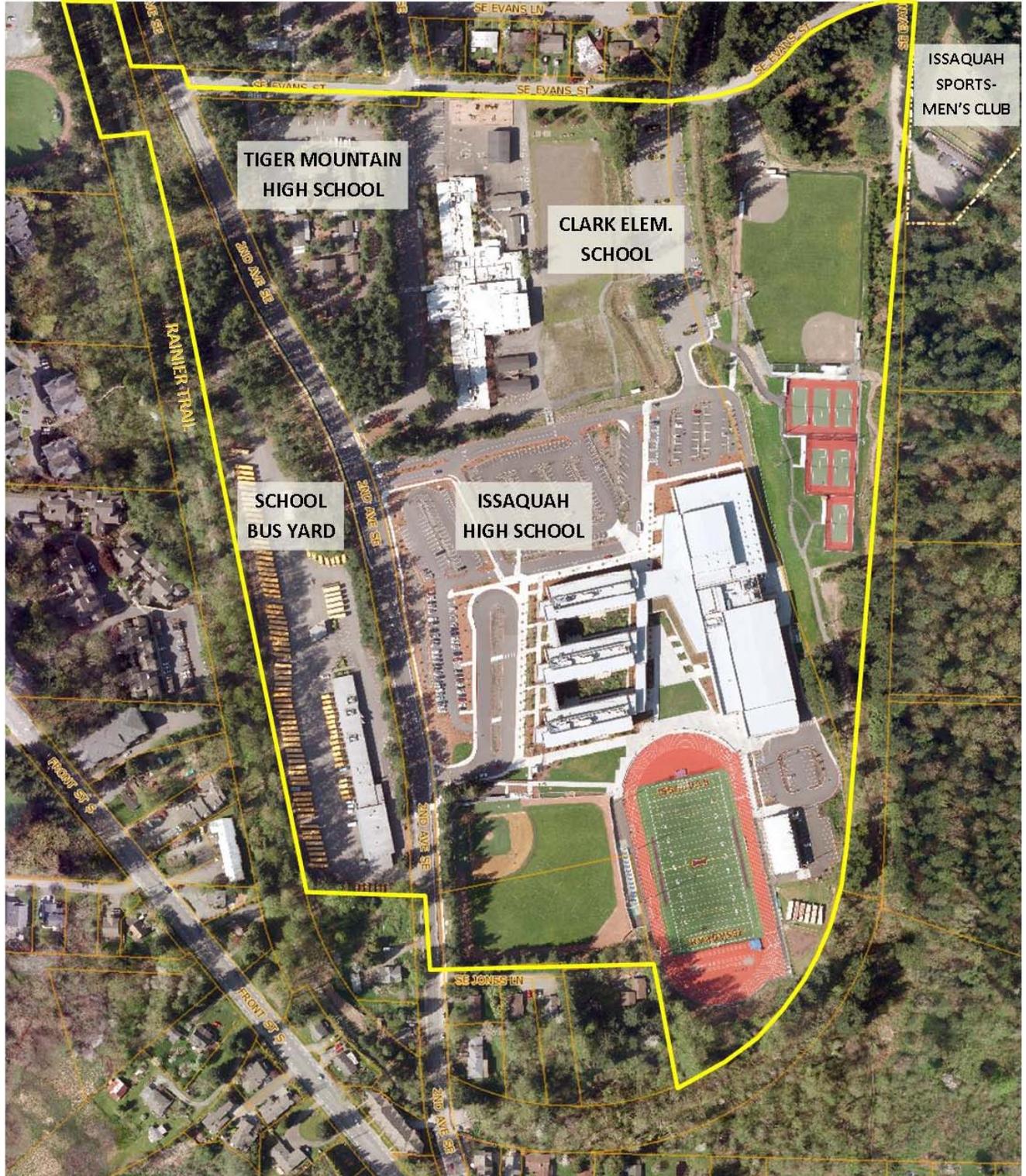
2nd Avenue SE, Rainier Trail and multi-family development

EXISTING CONDITIONS:

The project site is currently occupied by Clark Elementary School and Tiger Mountain High School. West of the site is the existing bus yard and parking lot, referred to as the Transportation Center that is proposed to be expanded as part of this application.

Figure 1. Existing Site Conditions

(Yellow line delineates area included in the Issaquah Middle School Master Site Plan review)



The project area is currently served by 2nd Avenue SE, an arterial street, and Evans Street, which serves as the northern boundary of the project.

There are 3 access drives from Evans Street and one access drive on 2nd Avenue, immediately north of the main access to the Issaquah High School parking lot.

The topography of the site slopes down from east to west, with overall vertical relief of approximately 60 feet. The existing topography includes a series of terraces progressing downwards from the east playfields to Tiger Mountain High School

The site is heavily wooded along 2nd Avenue SE; however, the rest of the 32 acres is predominantly developed with buildings, roadways and parking areas.

EXISTING ZONING:

The zoning of the property is Community Facilities-Facilities (CF-F), which allows schools. In accordance with IMC 18.07.360, the Development Standards for the site (i.e., setbacks, impervious surface coverage, building height, etc.) are determined by the most restrictive contiguous zoning, which is SF-S, Single Family-Suburban, within the city boundary. See Sheet G-004. *Site Plan, Overall, Zoning Summary*

COMPREHENSIVE PLAN:

The site is designated “Community Facilities” by the Issaquah Comprehensive Plan, adopted in 1995 and as amended 2014.

SUBAREA:

Olde Town

BACKGROUND/HISTORY:

- Dec. 17, 2008 High School: Development Commission public hearing held for High School Master Site Plan (PLN08-00046) and Site Development Permit (PLN08-00047).
- 3-20-2013 Middle School: Pre-Application Conference with representatives from the Issaquah School District and Mahlum Architects, File No. PRE13-00003
- 6-12-2013 Middle School: Mahlum Architects, representing the Issaquah School District, submitted the application for a Community Conference with the Development Commission, File No.COM13-00002.
- 8-17-2013 Middle School: The City’s Development Commission held the Community Conference public meeting, file No. COM13-00002.
- 5-16-2014 Middle School: Mahlum Architects, representing the Issaquah School District, submitted the applications for Master Site Plan, File MSP14-

00002, and Site Development Permit, File SDP14-00001. The applications were deemed complete on May 16, 2014.

9-19-2014

Middle School: The project was put on hold by the applicant during the review process due to financing issues with the School District and a re-design of the project. New updated plans were received on September 19, 2014.

REVIEW PROCESS:

The School District has applied for two separate applications, a Master Site Plan and a Site Development Permit. IMC 18.07.620 requires Master Site Plan approval for all projects with an area greater than 15 acres, except for single family development. A Site Development Permit is also required.

Master Site Plan process is required for all proposals which are commonly owned, contiguous parcels of land totaling fifteen (15) acres or more which are not exclusively single family. A Master Site Plan is required to be reviewed through a Level 5 Review process. This is a public hearing conducted by the Development Commission with a recommendation to the City Council, the decision maker.

Chapter 18.04.160 of the Land Use Code has regulations for “Consolidated permit review process.” This section states that the City shall provide for consolidated permit review with a single open record hearing and no more than one (1) closed record appeal as provided with this chapter. The decision of all permits shall be made by the decision-maker of the highest level of review. For the Issaquah Middle School project, that would be the City Council for each of the land use applications.

Per IMC 18.04.510, the Development Commission's recommendation shall be considered by the City Council at a public meeting. The decision to approve, approve with conditions, deny or remand the project is the responsibility of the City Council and is based on the staff report, applicable criteria, public comments, and discussion of the issues and the recommendation of the Development Commission. The decision of the City Council is final unless appealed pursuant to the Land Use Code, chapter 18.04.250.

PUBLIC NOTIFICATION:

A Notice of Application was mailed out to adjacent property owners on June 27, 2014. Notice was mailed out to approximately 230 residents.

On August 4, 2014, the Issaquah School District posted the Middle School site with the 4' x 4' Proposed Land Use Action sign, and the Affidavit of Installation was submitted on August 4, 2014.

A notice of the public hearing for the Master Site Plan and Site Development Permit was published in the Issaquah Press on February 4, 2015. A notice of the public hearing was mailed to the Parties of Record and property owners on the same day.

TIME LIMIT: Per IMC18.04.510-C, the final decision approving the MSP and SDP applications shall be valid for five (5) years from the effective date of the Council action or the time limit of the phasing plan established in the Council approval.

LIST OF EXHIBITS: See last page of this Staff Report

DESCRIPTION OF PROJECT

The project involves the redevelopment of the current site of the Clark Elementary and Tiger Mountain High School for a new middle school with new athletic fields and a gymnasium. The new school will include approximately 131,161 s.f. of academic, athletic and performing arts space in one building on a 63 acre site that includes the existing Issaquah High School. The existing high school grandstands, softball field and track will not be altered. Construction will be executed in phases to keep all students on site throughout the construction of the new facility.

Site development will impact approximately 32 acres and include reconfigured parking for middle school staff and visitors; relocated high school parking, a consolidated school bus drop-off area for the middle school and high school, middle school softball field and multipurpose sports field. The site development will also accommodate 4 double portables for future growth.

The existing bus yard (Transportation Center) located on the western side of 2nd Avenue South will also be expanded and the driveway access relocated further north on 2nd Avenue South. New bicycle facilities will be provided on site and along 2nd Avenue SE.

The new middle school building will have a two-story wing and a three-story wing, and will use the same exterior building materials as the Issaquah High School (See Sheets A in the plan set). A one-story lobby and main entry connects the two wings. The two wings enclose an outdoor learning/courtyard space and an entry courtyard that is flanked by the walls of the gym and the library/administration offices. A small patio for faculty is provided at the eastern entrance of the building and a small outdoor learning area is provided near the future portable classroom site and the entrance to the lockers and showers. A new softball field and multipurpose Track/Football/Soccer field occupies the western half of the site.

Other than trees, no existing vegetation is proposed to be preserved. The site terraces gently towards 2nd Avenue SE. The existing topography of the site has been graded before and will be regraded to accommodate slope requirements for fire trucks, automobiles, pedestrians and bicycles.



1 PERSPECTIVE - MAIN ENTRY LOOKING NORTH



2 PERSPECTIVE - CLASSROOM WING LOOKING EAST

Phasing

This proposal includes two phases:

- Phase 1 involves the construction of the new Middle School building, visitor parking and faculty parking.
- Phase 2 involves the demolition of the existing Clark Elementary School and Tiger Mountain High School to construct the softball field and the football/track/soccer field.

In between Phase 1 and 2, the existing Issaquah Middle School will be redeveloped to accommodate the students from the Clark and Tiger Mountain schools. The Phasing Plan is provided as Exhibit No.1.

In addition, there are components of the Middle School, including the future portable classrooms and a new high school parking lot at SE Evans Street that will not be constructed as part of this project. These components are shown on the plans submitted for the Master Site Plan review to provide a comprehensive understanding of the full build-out for the School District property. The portable classrooms and the new parking lot are not included in the staff review, but conditions of approval to anticipate future City review are included in this Staff Report.

Revisions to Proposals since the August 17, 2013 Public Hearing

The proposed Issaquah Middle School site plan and building design has been revised several times since it was first reviewed by the Development Commission in August 2013. Revisions include:

- An expanded bus parking lot (Transportation Center) and relocated access drive
- Relocation of school bus drop off from the southeast corner of the Middle School to the south, and consolidation of the High School and Middle School bus drop off
- Retaining the existing parking lot at the northwest corner and shifting the multi-purpose sports field further south
- Streamlining the school building footprint by decreasing the modulations and re-aligning the classroom and arts/commons wings to parallel each other instead of the angled configuration presented at the August 2013 Development Commission meeting.

PROJECT REVIEW

The new Issaquah Middle School is meant to accommodate growth in student population in the last few years and to provide better facilities for the existing middle school population. The Issaquah Comprehensive Plan recognizes the value of quality education in enhancing the quality of life of its residents in Policy HS-3.1 and expressly stating support for the siting of schools in HS-6.1. To mitigate for the potential impacts of the academic, athletic and accessory uses proposed for this project, staff is recommending conditions of approval using provisions in the Issaquah Municipal Code Chapter 18.2, *Landscaping and Tree Retention*, and Appendix 2, *Design Standards*. The conditions of approval can be found at the end of this Staff Report.

This project is being reviewed for compliance with the requirements and criteria for approval in the Master Site Plan, Site Development Permit and the Community Facilities (IMC 18.07.480.E, *Approval Criteria, Non-utility Community Facilities*). Given that this project is subject to two land use permits – the Master Site Plan and the Site Development Permit, many of the same criteria and requirements apply to both, as well as under the non-utility community facilities section (IMC 18.07.480. *Community facilities standards*). Where the same criteria applies to more than one permit, the staff discussion about the criteria and determination of compliance is only included once and referenced in the other identical sections

Additional staff analysis for compliance with the Design Standards Checklist (Appendix 2 of the Issaquah Municipal Code Title 18, Land Use Code) can be found after the Recommendation section of this Staff Report. The Appendix 2 Staff Analysis is part of this Staff Report.

EXHIBIT LIST:

- Exhibit No. 1 Phasing Plan
- Exhibit No. 2 Building Material Board
- Exhibit No. 3 Site Circulation Diagram
- Exhibit No. 4 SEPA Environmental Checklist, Revised February 11, 2015
- Exhibit No. 5 Draft SEPA Mitigated Determination of Non-Significance
- Exhibit No. 6 Plans, Elevations and Details, Sheets G-004 thru LP-103, revised February 4, 2015.
- Exhibit No. 7 Comment Letters (Total of 4)

I. MASTER SITE PLAN

A. PURPOSE:

Section 18.07.590(B) of the Issaquah Municipal Code (IMC) states that the purpose of the Master Site Plan process is to provide flexibility to develop large parcels of land (15 acres) or greater, while assuring that:

1. Appropriate provisions are made for but not limited to: water, sanitary sewer, drainageways, utilities, motorized and non-motorized circulation improvements, police and fire service, and any other applicable services;
2. Critical areas will be protected;
3. Usable open space will be provided;
4. Provisions are set forth for pedestrian and vehicle circulation, including sidewalks and other planning features that assure safe walking conditions for students who walk to and from school;
5. Maximum densities are established for each of the proposed land uses, as established in the Table of Permitted Land Uses and District Standards Table;
6. General design elements and linkage components are established per the Master Site Plan approval criteria; and
7. Approval criteria and mitigation measures are established.

B. INTENT:

The intent of the Master Site Plan process is to encourage large parcels of land to be developed as a unit of compatible uses with accommodations made for natural site and environmental conditions, in compliance with the goals and policies of the Comprehensive Plan

C. REVIEW AND RECOMMENDATION RESPONSIBILITY:

Section 18.04.510 (Process) of the IMC states that City Staff (Administration) shall analyze and make a recommendation to the Development Commission based on the compliance with the Comprehensive Plan and the standards and provisions of the Land Use Code and other uniform codes in effect and administered by the City and applicable jurisdictions. The Development Commission shall make a recommendation and Findings of Fact to be forwarded to the City Council.

The decision to approve, approve with conditions, deny or remand the project shall be the responsibility of the City Council and shall be based on the staff report, applicable criteria, public comments, discussion of the issues and recommendation of the Development Commission. The decision shall be by resolution. The City Council shall base its action upon the approval criteria set forth in Chapter 18.07 IMC, Required Development and Design Standards. The decision of the City Council shall be final unless appealed pursuant to this chapter.

In accordance with IMC 18.07.660(F), the Development Services Department Director/Manager and the Development Commission shall recommend approval of a Master Site Plan to the City Council if the following elements are demonstrated by the applicant in the Master Site Plan application:

D. COST OF IMPROVEMENTS

The following are approval criteria which apply to the cost and construction of improvements related to the Master Site Plan development:

1. The costs of construction and installation of all required on-site and off-site improvements shall be paid for by the owners and/or developers of the site (or by other means).
2. The determination of the nature and extent of required off-site improvements shall be made by the City Council upon consideration of the recommendation by the Administration and other reviewing agencies. Such determination shall be based upon projected impacts of the entire development. In projects which are developed in phases, the improvements required may, upon approval by the City, be built in phases that are related to the need for such improvement created by each phase.
3. Costs of on-site and off-site improvements shall include those which are anticipated because of development impacts upon existing facilities requiring present expenditures, or from impacts upon the demand for new or expanded facilities which will require future expenditures. In the case of anticipated impacts requiring present expenditures, the City shall not approve any application in connection with the development until such improvement has been made or until satisfactory arrangements for paying the costs of such improvement have been approved by the City. In the case of impacts which will require future expenditures, the City shall not approve any application in connection with the proposed development prior to obtaining a binding and secured commitment from the proponent to pay that portion of the cost of the needed improvement, which, when undertaken, is determined by the City to be reasonably related to the portion of the total need or demand for the improvement which will be created by impacts from the proposed development.

Findings of Fact:

The City can require traffic impact mitigation through this provision in the IMC for the Master Site Plan process. The proposed Issaquah Middle School will include off-site transportation and utility improvements to account for the increased traffic and to comply with the City's development standards. Transportation improvements include vehicular and non-motorized facilities such as sidewalks and bicycle lanes. These improvements will be dedicated to the City of Issaquah upon completion of construction. The costs for construction of these improvements are the responsibility of the Issaquah School District:

- Half-street improvements along SE Evans Street from 2nd Avenue SE to the eastern boundary of the project site, including right-of-way dedication, 6-foot sidewalks, curbs and gutters, street lighting, landscape planter strip and street trees;
- Half-street improvements along the east side of 2nd Avenue SE from SE Evans to the signalized entrance drive of the existing Issaquah High School, including a 10-foot sidewalk/bike shared use route, street trees, lighting, curb and gutters, planter strip and street lighting;
- New wheelchair ramps for sidewalks and driveway curb cuts on the west half of 2nd Ave. SE
- Relocation and undergrounding of the existing power lines on-site and in the adjacent rights-of-way;
- Water, sewer and storm water system upgrades;

- New trail connections to the Rainier Trail adjacent to the City's Skateboard Park and the Issaquah Sportmen's Club; and
- All other traffic improvements necessary to mitigate the impacts to public streets and intersections, based on a Traffic Impact Study that is acceptable to the City.

On-going Traffic Impact Analysis

The School District's Traffic Impact Study (dated January 20, 2015) identified traffic impacts which may occur due to the growing student populations and the redistributions of trips as the Issaquah Middle School, Clark Elementary, and Tiger Mountain Academy are planned to be relocated. The City noted significant 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 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 School's signalized intersection off 2nd Ave SE, Front St S and SE Clark St, Front St S and E Sunset Way.

Mitigation measures identified through the Traffic Impact Study will be reviewed by the City and included in the SEPA Mitigated Determination of Non-Significance (MDNS) issued by the Issaquah School District. Where any mitigation measures deemed necessary by the City are not included in the SEPA MDNS, the City Council can require the applicant to provide the mitigation as a condition of Master Site Plan approval.

Condition of Approval: See Condition S.1

E. APPROVAL CRITERIA:

Note: The staff analysis below reflects the information provided on the February 4, 2015 revised plans.

1. **Comprehensive Plan Consistency:** *The project is compatible with and permitted by the Issaquah Comprehensive Plan and any other applicable area plan adopted by the City;*

Findings of Fact: The Comprehensive Plan, as amended on June 16, 2014, designates this site's land use as "Community Facilities". The site is zoned Community Facilities-Facilities (CF-F). The site also has a Subarea designation of "Olde Town."

The proposed Issaquah Middle School is consistent with the City of Issaquah Comprehensive Plan land use designation and permitted by the City's Zoning standards per the Issaquah Municipal Code (IMC) Table 18.06.130.

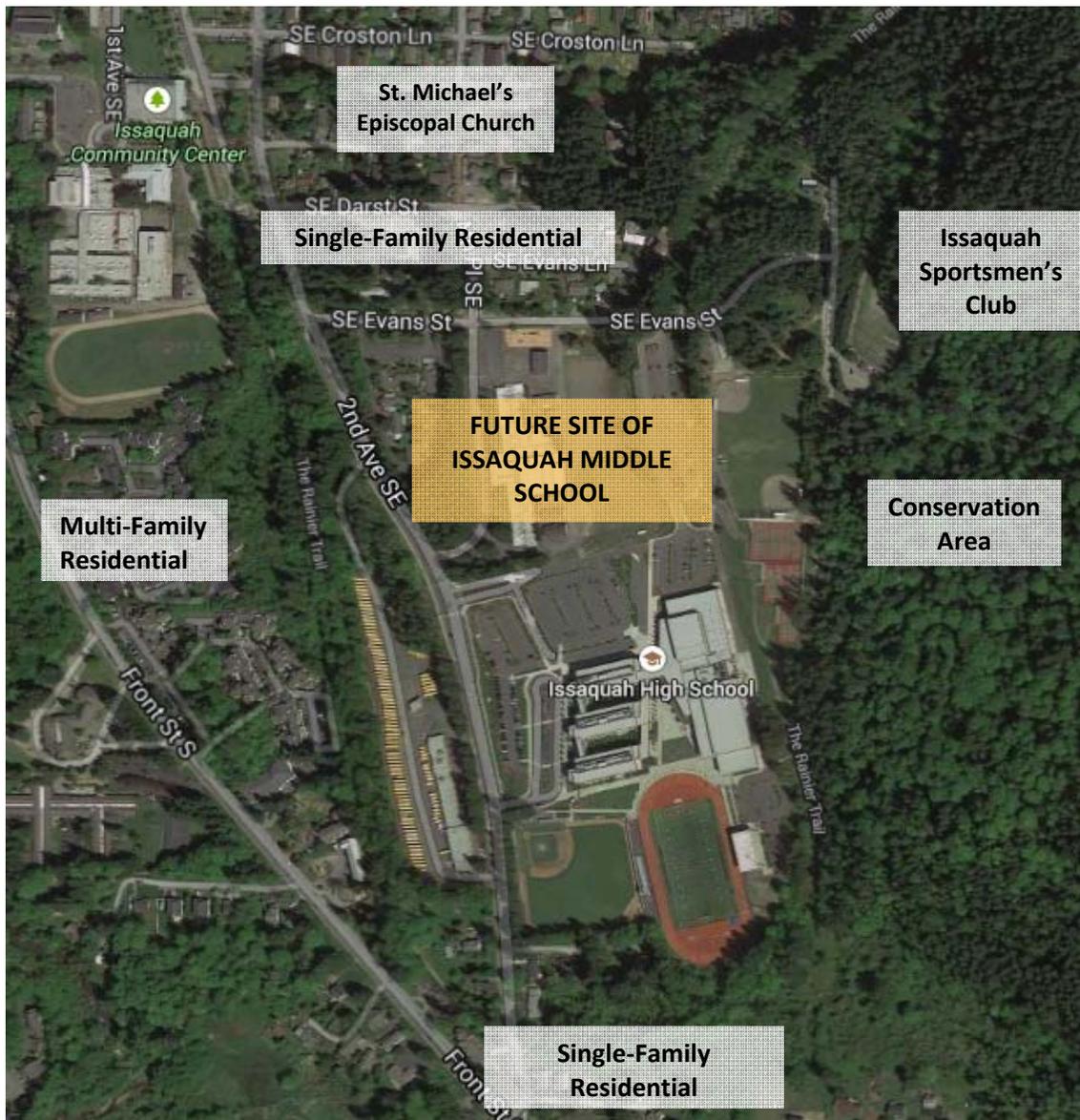
2. **Permitted Use Compatibility:** *The proposed project will be compatible with permitted land uses in the vicinity of the project site;*

Findings of Fact: Appendix 2 of the IMC, Design Standards, requires the proposed development to be designed and oriented to be compatible with existing permitted land uses, including building design, signage, lighting and landscaping. In particular, it requires the use of architectural modulation, façade articulation, use of colors, and mitigation of blank walls at the pedestrian level.

a. Land Use Compatibility

Most of the land uses around the Middle School are residential. To the south of the new Middle School is the Issaquah High School, which shares the same legal lot and zoning designation with the Middle School. The City of Issaquah owns a conservation area along the whole east boundary of the school district site. Existing single-family residential neighborhoods are found to the north and a gun range with a club house (Issaquah Sportsmen’s Club) is northwest of the site. Evans Street serves as the boundary line between the residential area and the future Middle School. The project also includes a bus yard to serve both the Issaquah High School and the new Middle School. West of the bus yard is a high density multi-family development, with the Rainier Trail running between these two land uses.

Figure 2. Adjacent Land Uses



The Rainier Trail wraps around the school parcels, following a sinuous route to the southern edge of the School District’s property before turning around and running up through the School District’s

site, adjacent to the tennis courts and softball field. Further north of the bus yard is the Issaquah Community Center and Skate Park. (See Figure 2. *Adjacent Land Uses*)

To determine whether the project is compatible with the permitted land uses in the vicinity, we refer to the Comprehensive Plan and Zoning Districts in the Issaquah Municipal Code, Chapter 18.06, to identify the permitted land uses.

Permitted Use and Development Standards for the Project Site

The proposed site for the new Issaquah Middle School is zoned Community Facilities- Facilities (CF-F). The intent of the CF-F district, per the IMC 18.06.090. E. 3, is “to provide a land use designation for community facilities...such as indoor recreation oriented development, utilities, government facilities, libraries, daycare, conference centers, schools, park and rides, banquet reception halls, museums, or public/private projects”. Furthermore, the IMC states that ” CF-F zone is primarily for and/or recreation-oriented development that serves the larger community and includes uses that generate high levels of traffic.”

In accordance with the Table of Permitted Land Uses, IMC 18.06.130, “Junior High/Middle” schools are a permitted use in the Community Facilities-Facilities (CF-F) zone. The IMC or the Comprehensive Plan does not provide an explicit list of compatible or incompatible land uses. Hence, we rely on the zoning district standards compliance to determine compatibility. In accordance with IMC18.07.360, the district standards for the project site (i.e., setbacks, impervious surface coverage, building height, etc.) are determined by the most restrictive contiguous zoning,

Permitted Uses and Development Standards for Most Restrictive Contiguous Zoning

The zoning designations for the adjacent land uses are as follows:

Table 1. Zoning Designations of Contiguous Land Uses

Land Use	Zoning District Designation
Issaquah High School	CF-F, Community Facilities – Facilities
Conservation Area	CF-OS, Community Facilities - Open Space
Residential Neighborhood, North of site	SF-D, Single Family Duplex
Residential Neighborhood, Northwest corner of site	SF-SL, Single Family Small Lot
Gun and archery range with accessory club house (Issaquah Sportsmen’s Club)	RA-5, Rural Area, one Dwelling Unit per 5 acres (King County Zoning), comparable to Issaquah’s C-Res, Conservancy - Residential
Bus Yard west of Second Ave. SE	CF-F, Community Facilities - Facilities
Residential Development south of Issaquah High School	SF-S, Single Family Suburban

Determination of Most Restrictive District Standards

While the CF-OS, Community Facilities – Open Space could be deemed to have the least development envelope and therefore the most restrictive zoning, the school use is a good fit next to a public open space. The next most restrictive zoning standards among the adjacent uses is the RA-5 for the Sportsmen’s Club, which abuts the existing softball field and a proposed surface parking lot for the Issaquah High School. For purposes of our analysis, only zoning in the incorporated parts of the City of Issaquah will be considered. Therefore, the SF-S, Single Family Suburban is the zoning district that will be used as the basis for development standards applied to the Issaquah Middle School project.

A comparison of the development standards for the SF-S, Single Family Suburban Zoning District and the Issaquah Middle School project is shown below:

Table 2. Comparison of SF-S Zone Standards and Issaquah Middle School Proposal

District Standards per 18.07.360	SF-S, Single Family Suburban	Issaquah Middle School Proposal
Density or dwell. unit/acre	4.5 DU/Ac	N/A
Minimum lot size	9600 sq. ft.	32 acres, construction limits (63 acres total site area)
Front Setback	20 feet (Minimum)	Min. of 107 ft. at Evans St.
Side Setback	8 feet (Minimum)	Min. of 461 ft. from 2 nd Ave. SE
Rear Setback	10 feet (Minimum)	N/A Issaquah High School sits closer to the rear property line
Impervious Surface	40% (Maximum)	31.43%
Pervious Surface	60 % (Minimum)	68.57%
Base Building Height	30 feet measured from existing grade	Library/Administration: 37'-0" Classroom wing: 44'-10" Gym: 44'-0" (exceeds limit)
Maximum Building Height	N/A	N/A
Minimum Lot Width	70 ft.	More than 70 ft. at narrowest width

Based on Table 2 above, the proposed Issaquah Middle School does not comply with the required height limit, rendering the project nonconforming. The proposed Issaquah Middle School exceeds the height limit based on the SF-S, Single Family Suburban Residential zone. The roof heights vary from 37 feet for the library wing to 44 feet and 10 inches for the classroom wing. The rooftop mechanical screen is exempt from the building height measurement per 18.07.060.B.4. (f). The proposed Issaquah Middle School is an expansion of a nonconforming situation. The current Issaquah High School exceeds the maximum height limit for the site.

Expansion of Nonconforming Situations

In accordance with IMC 18.08.085, the nonconformities may be continued and expanded, subject to the approval criteria in IMC 18.07.480 and 18.08.060. In particular, it must be shown that, “the public interest will best be served by an expansion of the nonconforming situation.” The expansion of the nonconforming situation must meet the approval criteria established in IMC 18.07.480, Community Facility standards, and at no time shall a nonconforming situation preclude a conforming use.

b. Design Harmony and Compatibility (from Appendix 2, Design Standards Checklist)

Staff analysis shows general compliance to the Design Standards for compatibility in the following areas:

Architectural Style. The proposed Middle School building has the same clean rectilinear lines, building materials, and color palette as the High School. Its massing and roof forms are also similar to the height of Issaquah High School building.

Building Height. The horizontality and sprawling footprint of the building is meant to minimize its impact to the residential neighborhood. The classroom wing and the gym, which are the tallest

sections of the Middle School, are set back significantly from the High School and the neighborhood to the north.

Noise. The Issaquah Sportsman Club gunfire noise can often be heard during school hours. However, the classroom wing is buffered from the noise by the band room-commons wing.

Building Modulation. The building modulation breaks up the large footprint of the two main wings into smaller volumes. Modulation techniques used include breaking the whole building into 3 smaller boxes and breaking the facades into multiple horizontal planes. Expressing the roof volumes as triangular forms effectively differentiates the top from the main building, which has a consistent rectilinear volume

Blank Wall Mitigation (does not comply)

The proposed design does not meet the ground level treatment requirements for blank walls, which exist on all four sides of the building. Blank wall mitigation such as the use of windows, trellises, wall articulation, arcades, changes in materials and other features are noted in the Design Standards. Staff analysis of the blank walls on the four elevations can be found in the Design Standards, Appendix 2. **Conditions of Approval:** See Condition C.5



Figure 3.A. Blank walls of the gym shown without trees (above)

Figure 3.B. Blank walls of the gym with street trees.



3. **Adequate Site Plan Contents:**
The following areas are clearly identified and marked on the Master Site Plan:

- a. *Environmentally critical areas and any required buffer and/or setback area;*

Findings of Fact:

An analysis of the environmentally critical areas for the project site is included in the Technical Information Report (TIR) prepared by the applicant's engineer, Coughlin Porter Lundeen. The preliminary TIR is available for public review at the Development Services Permit Center. A summary of the critical areas report follows:

Steep Slopes: As noted in the Environmental Checklist, the site contains manmade slopes ranging from 45% to 50% on the site graded to accommodate site improvements. The Critical Areas Regulations under section IMC18.10.580(E)(1 and 2) provides limited exceptions, including slopes that have less than a 20-foot change in elevation, and slopes that have been created by previous, legal grading activities.

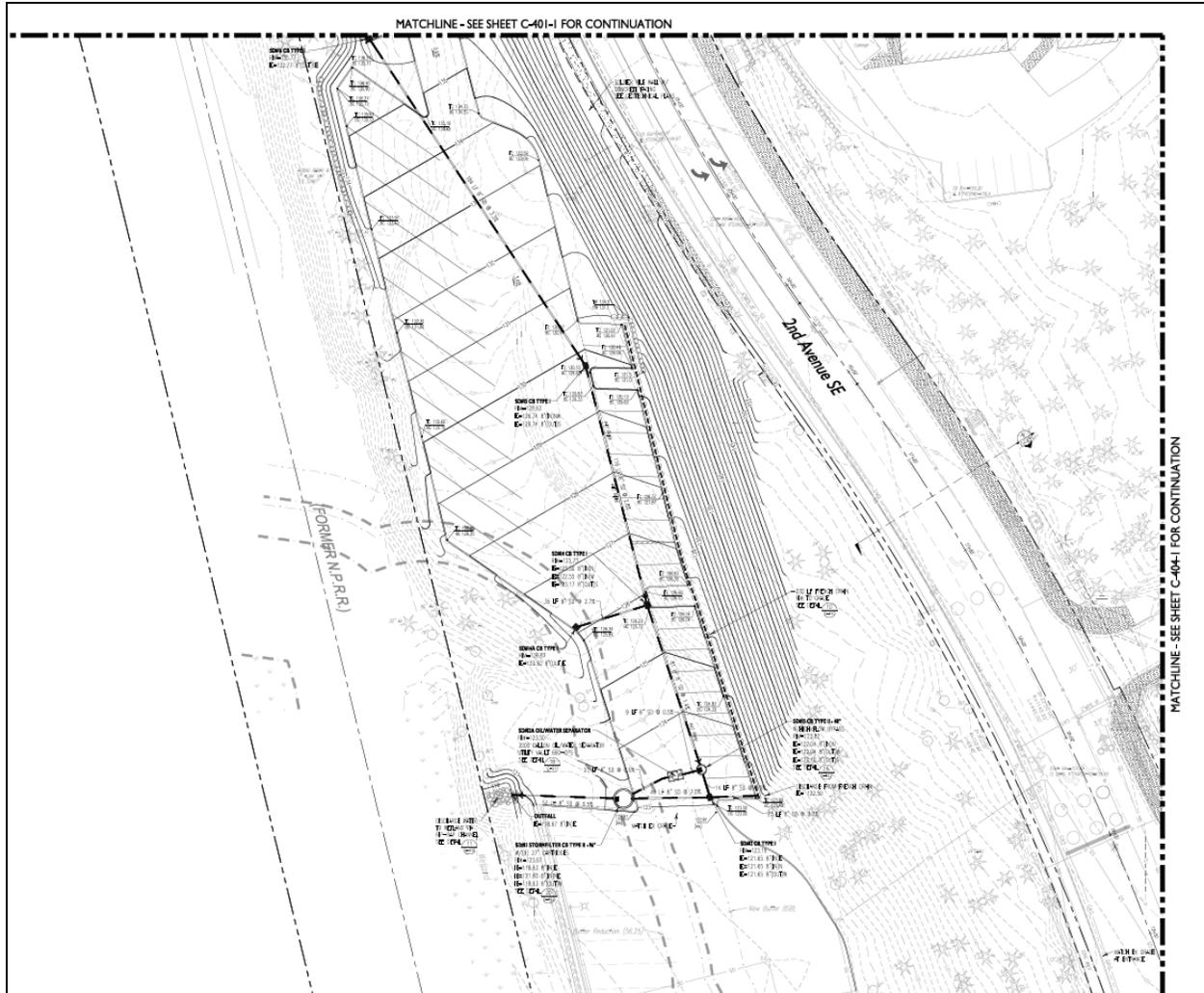
The steep slopes on site are exempt from critical areas regulations in accordance with IMC 18.10.050(E), which exempts slopes that have less than a 20-foot change in elevation, and slopes that have been created by previous, legal grading activities.

Critical Aquifer Recharge Area: The project site is located in a Class 2 Critical Aquifer Recharge Area (CARA).

There are no streams, coal mine hazards, or flood hazard areas on the Middle School property.

Wetlands: Two Category II wetlands (identified as Wetland A and Wetland B) are located at the western edge of the Transportation Center. The wetland requires a buffer of 75 feet plus a building setback of 15 feet from the edge of the buffer. The two Type II wetlands at the Transportation Center will not require mitigation because all grading work will be outside the buffers. Expansion of the transportation center's parking lot will need to comply with the regulations of the Critical Areas Regulations of the IMC, chapter 18.10. The wetlands and related buffers included in the Clearing and Grading Plans, Sheet C-402-1, is shown below.

Figure 4. Detail of Transportation Center Grading Plan showing location of the Category II wetlands buffer and building setback line as dashed lines. (Drawing not to scale)



- b. *Future development areas and the proposed land use in the form of a project development site plan;*

Findings of Fact:

Sheet C-400 shows the overall site plan. Details of the proposed development, including utilities, landscaping, phasing and building elevations are included in the plans provided to the Development Commission.

- c. *Areas of historical or cultural significance;*

Findings of Fact:

There are no historical or cultural resources on site.

- d. *Required buffer and setback areas (Chapter 18.07 IMC), required and proposed easements;*

Findings of Fact:

Required Building setbacks: Required minimum building setbacks for the site follows the most restrictive adjacent zoning, which is SF-S, Single-Family Suburban:

Front setback: 20 feet

Side Setback: 8 feet

Rear Setback: 10 ft.

Based on the definition for front, side and rear setbacks in the IMC, the front setback is applied along Evans Street. The proposed Issaquah Middle School building is located in the interior of the site and is buffered by other on-site uses, including the multipurpose sports field, surface parking along Evans Street, Issaquah High School and the existing softball field and tennis courts. The school building is setback at a minimum of 107 feet from the right-of-way of Evans Street.

Required Wetland buffer

There are two Category 2 wetlands along the western edge of the Transportation Center. A 75-foot buffer is required for Category 2 wetlands, according to IMC 18.10.640. Preliminary civil and landscape plans reviewed by the City show a 75-foot buffer in the Transportation Center with impervious surface outside of the buffer.

Required Landscaping Buffer

Table 18.12.060(B), *Schedule – Landscape Types by Land Use Districts, Additional Requirements for Specific Situations*, provides specifies different types of landscape buffers where the proposed project abuts less intense land uses. Type 1 Landscape Buffers are required for parking areas, outdoor storage, loading areas, trash enclosures, and retaining walls visible from adjoining properties or located along a street frontage. Blank walls abutting rights-of-way and across the street from less intense land uses are also to be screened with a Type 1 landscape buffer.

For the rest of the site, a Type 3 Landscape Buffer along the site perimeter and the street frontage is required, as prescribed in Table 18.12.060(A), *Schedule – Landscape Types by Land Use Districts*. Type 3 Landscape Buffer provides a visual buffer to separate and soften the appearances of uses and land use districts, typically found along street frontages or between multifamily developments. The landscaping shall be a combination of evergreen and deciduous material to provide a visual barrier within three years and with shrubs and ground cover providing 100% coverage in three years. The buffer area should be a minimum of 10 feet deep.

The Issaquah Middle School project shows a general compliance to the buffer requirements. Sheet LP-100.00 shows the proposed buffer planting along the perimeter and street frontage of the project site. The appropriate type of buffer is noted on LP-100.00; however, the specific plants will need to be further evaluated at the construction permit review since the City did not receive a complete and accurate plant schedule at the time of Development Commission public hearing.

4. **Density:** Specific densities have been identified for each phase of the proposed development;

Not applicable.

5. **Streets and Sidewalks:** Streets and sidewalks, existing and proposed, are: suitable and adequate to carry anticipated traffic within the proposed project and in the vicinity of the proposed project, including sidewalks and other planning features that assure safe walking conditions for students who walk to and from school; are adequately designed and delineated on the proposed project development site plan; and are to be completed by the completion date of the development

Findings of Fact:

a. Site Circulation

The applicant provided a Site Circulation Diagram (Exhibit 3) to show how various modes of transportation serve the site. Pedestrian, bicycle and vehicular circulation for both the existing Issaquah High School and the proposed Issaquah Middle School are shown. The on-site vehicular circulation is dictated by the operations priorities of the Issaquah School District and takes into consideration the multiple types of vehicles and access points to the Middle School and the High School. The vehicular circulation on adjacent streets balances the School District's needs and functions

Staff analysis of the bicycle, pedestrian and vehicular circulation can be found in the *Non-motorized Circulation* (Item 11 of this section) below.

The vehicular access on Evans Street is restricted to faculty and school buses. School buses will enter the Middle School site on eastbound SE Evans Street, utilize a separate bus loop to pick-up/drop-off students south of the school, and exit the site via the signalized access on 2nd Avenue SE. This configuration would minimize interaction with parent pickup and drop-off.

The main access for parents, high school students and visitors is on 2nd Avenue SE. Visitors and parents dropping or picking up middle schoolers enter the main drive on 2nd Avenue and turn north to the new middle school drop off and visitor parking area while the high school visitors and students will take one of the driveways south. The middle school and high school shares the same bus drop-off and pick-up area, located in between the two school buildings. On-site personnel will be responsible for traffic management to avoid accidents and congestion. School personnel will be posted where the bus drop-off channels into the main drive to 2nd Avenue SE to direct school bus traffic exiting and other vehicular traffic using the same drive during peak hours.

Completion of road improvements is required prior to issuance of Certificate of Occupancy for the building. Performance and maintenance bonds are also required for site improvements, including landscaping and critical areas mitigation and enhancements.

b. Traffic

Existing Traffic Conditions

The weekday traffic counts were collected at a total of 13 intersections. Existing traffic counts were collected at the three schools in order to establish existing trip generation rates. A majority of the weekday AM peak hour, afternoon school peak hour, and PM peak hour traffic volumes were counted at the study intersections in September of 2012 while all schools were active and on typical weekday

conditions. A few supplemental counts were conducted at off-site study intersections in January 2013 and July 2013.

At full enrollment levels at IMS and IHS, up to 32 buses would use eastbound Evans Street to drop students off in the AM peak hour, and 32 buses would travel on eastbound Evans Street to pick-up students after school in the Afternoon peak hour. Buses would only use eastbound Evans Street; exiting buses would use the existing signalized access from IHS at 2nd Avenue

Traffic Impacts of Proposed Middle School

The applicant submitted an updated Traffic Impact Study (TIS) on January 20, 2015. The Findings and Conclusions of the TIS includes an analysis of Level of Service (LOS) for the streets.

In working with the School District and their Traffic Consultant, the Public Works Engineering Department has determined that the Traffic Impact Analysis needs to be revised to reflect existing traffic counts within the last 12 months, adjust the assumptions and methodology for evaluating the peak hour trips and clarify mitigation measures during the interim phases of development, when all four schools – Issaquah High School, new Issaquah Middle School, Clark Elementary and Tiger Mountain High School - are operational at the project site. The traffic mitigation plan has not been identified at this time. Please refer to the SEPA section of this Staff Report for condition of approval related to traffic mitigation.

6. **Utility Services and Other Improvements:** Utility services and other improvements, existing and proposed, are adequate for the development and are to be completed by the estimated completion date of the development as designated in Covenants, Conditions and Restrictions;

Findings of Fact:

The City of Issaquah maintains existing water and sewer lines within 2nd Avenue SE and Evans Street. The sewer service within 2nd Avenue and Evans Street are both 8-inch sewer lines. A 12-inch water lines runs down 2nds Ave SE and down Evans Street, while 15-inch storm water lines run down 2nd Ave SE and Evans Street up to 4th Place SE. The new Middle School will carry similar flow rates as the existing elementary and high schools on-site that are being demolished.

Completion of utility improvements is required prior to issuance of Certificate of Occupancy for the building. Performance and maintenance bonds are also required for site improvements, including landscaping and critical areas mitigation and enhancements.

7. **Phasing:** Each phase of the proposed development, as it is planned to be completed, provides for the required parking spaces, streets and sidewalks, recreation facilities and parkland, landscape and open spaces, critical area designations and buffers and utility service areas, and rights-of-way necessary for creating and sustaining a desirable and stable environment;

Findings of Fact:

The School District has created and submitted a detailed construction phasing plan, necessitated by the need to keep the school operational throughout the construction. The project will be constructed in a series of phases, which includes selective demolition and new construction. The applicant submitted the proposed phasing plan and schedule (see Exhibit No. 1, *Phasing Plan*).

The School District intends to keep Clark Elementary and Tiger Mountain High School open while constructing the new Middle School throughout the summer of 2015. The existing Issaquah Middle School will be remodeled in 2016 so students at Clark and Tiger Mountain can move to the remodeled school. The multipurpose track and football field will be constructed after both schools are demolished.

Management of circulation and on-site vehicular traffic for the school buses, parent and student drivers, faculty and construction workers and vehicles is the sole responsibility of the School District. The School District will also ensure the safety of school children, parents, faculty and other building users at Clark and Tiger Mountain during the construction of the new Middle School.

As mentioned in the project description, the School District has future plans to install four portable classrooms on site, between the sports fields and the school building, to accommodate future growth in school enrollment. Depending on need, it will also build a new parking lot with 145 spaces for the High School at the northeast corner of the site, adjacent to the Issaquah Sportsmen's Club.

The portable classrooms and the parking lot are not part of this review. The portable classrooms will be reviewed as a Level 0 Building Permit. The portable classrooms will be reviewed as a Level 0 Administrative Site Development Permit. Both the portable classrooms and the parking lot will be required to meet the applicable Design Standards, Landscaping, Signs, and Parking standards found in the IMC and the City's Street Standards.

Conditions of Approval: See Condition C.2, Ph.1, Ph.2, Ph.3, U.6

8. **Subdivision:** If a subdivision application is being processed concurrently with a Master Site Plan, conformance with the requirements of Chapter 18.13 IMC shall be required;

Not applicable

9. **Design Continuity:** Design continuity is achieved through repetition of certain plant species and other landscape materials, certain building materials and other design concepts;

Findings of Fact: Site Plan and conceptual landscape plans are provided. Architectural plans, elevations and perspective drawings are found in the A Sheets. Exterior building materials and color palette are shown as Exhibit No. 2, Issaquah Middle School Material Board.

Planting Scheme

The plant lists for the new landscape areas include large trees, understory trees, shrubs and ground covers (see Sheet LP-101 for plant schedule). Most of the proposed plants are Northwest natives. Perimeter landscape materials consist primarily of evergreen shrubs and trees to screen views of parking lots from the adjacent land uses. Landscape screening serves as visual buffers from neighboring uses and may not necessarily match existing vegetation on the opposite side of streets. Landscape continuity within the site is achieved by providing similar types of shrubs of trees along a certain length of landscape areas; i.e., parking lots, building entries, perimeter of site, and is used to define subsections of the site by changing the type of trees, understory or groundcover treatment.

Street Trees

The landscape architect for the Middle School is proposing Tulip Trees (*Liriodendron Tulipifera*) for street trees along 2nd Avenue SE. The trees will be planted in the 5-foot wide planter strips between the curb and the sidewalk. The street trees in front of the High School are Hedge Maples (*Acer campestre*). The Tulip Tree is the tallest North American broad-leafed tree and can grow to a mature height of 70 to 90 feet typically. The City Arborist recommends a 10-foot minimum distance from any pavement for these trees due to their root growth needs. Given the constrained area for root growth in the 5-foot planter strip between the new curbs and sidewalks along 2nd Avenue SE, he recommends using the same type of Hedge Maples that are planted along the High School's 2nd Avenue SE frontage. This provides continuity of street trees and streetscape design along 2nd Avenue SE for the entire School District property.

The Landscape Plans provide a general concept of the planting material and landscape design but do not provide adequate information to determine whether the proposal meets the Landscaping Standards in Chapter 18.12 of the IMC. The streetscape along the 2nd Avenue SE frontage of the School District property should be consistent. Tulip Tree proposed for 2nd Avenue SE is not consistent with the street trees planted south along the same

Condition of Approval: See Condition B.4

Architecture

The proposed architectural style for the Issaquah Middle School is similar to the Issaquah the High School. Building materials and color palettes are almost identical, except the Middle School will not use the wood laminate panels used on the High School building exterior. Detailed discussion of how the overall building design, and the massing, orientation, materials and function of the building achieve design continuity are discussed in detail in **Appendix 2, Design Standards**.

Architectural sheets including floor plans, elevations, axonometric views and perspective drawings are provided in the A sheets. A Color and Material Sample Board has been provided as Exhibit No. 2. The exterior will consist of cream-colored concrete masonry units (CMU), fiber cement board siding and gray cement and metal wall panels.

10. **Accessory Structures:** Accessory structures, including street furniture, mailboxes, kiosks and street lighting, will be designed to be part of the overall project design component and will provide uniformity and linkage through the site;

Findings of Fact: The applicant has not provided any information about accessory structures at this time. Accessory structures will be reviewed for compliance with Appendix 2, Design Standards, and all applicable City standards.

11. **Non-motorized Circulation:** Linkages for safe circulation for pedestrians and bicycles shall be consistent with IMC 18.07.080. See also Appendix 2, Design Standards, Section D, for additional requirements for non-motorized and Vehicular Areas)

Findings of Fact: IMC 18.07.080 states the following:

- A. Purpose: The purposes of requiring non-motorized facilities including bicycle lanes, shared-use corridors and walkways within developments are to:
1. Increase safe non-motorized access to and mobility through all parts of the City;
 2. Help remove non-motorized and vehicular movement conflicts; and

3. Support transportation options that contribute to reduced traffic congestion, improved transit connections, improved air quality, reduced fuel consumption and improved physical fitness.
- B. Requirements: All new multifamily residential and nonresidential developments shall provide non-motorized facilities consistent with this section. Changes to existing multifamily residential and nonresidential developments that are nonconforming to these requirements shall be addressed by Chapter [18.08](#) IMC, Nonconforming Situations. These developments shall provide connections of required facilities with any existing public non-motorized facility and/or provide a stub for future connection to any proposed public non-motorized facility as documented in the Issaquah Comprehensive Plan, whether said connection is within the City or an adjacent jurisdiction. If none exist or are proposed in the immediate vicinity, the need for stubs for future connection to adjoining properties, if any, shall be determined by an evaluation of the land use designation and zoning and other relevant information by the permit official.
1. Pedestrian Facilities:
 - a. Sidewalks: Any required sidewalks in public rights-of-way shall be provided consistent with the adopted and/or amended Issaquah Standards and Specifications: Streets and Related Work.
 - b. Walkways: Barrier-free walkways providing the most direct route through a development shall be provided between public entrances and the nearest public sidewalk, trail, or shared use corridor.
 - (1) Walkway Connection Frequency: One walkway from a nonresidential or multifamily building to a public sidewalk is required in all instances with at least one (1) additional walkway required to the public sidewalk for each two hundred fifty (250) feet of street frontage.
 - (2) Multiple Building Walkway Systems: Developments containing more than one (1) building shall provide walkway systems that allow safe and efficient pedestrian circulation within the development. In addition to other requirements of this section, the walkway system shall:
 - (A) Link all public entrances of the buildings to each other and to the nearest public sidewalk, trail, or shared use corridor.
 - (B) Provide a perimeter walkway that is generally parallel to and continuous along all building facades with public entrances or associated landscaping areas.
 - (C) Connect at least one (1) walkway through the parking lot that is generally perpendicular to buildings and provides a walkway route between buildings in addition to perimeter walkways.
 - (D) In instances where building facades with any associated outdoor display and storage face the parking lot and exceed two hundred fifty (250) feet in length, provide an additional walkway through the parking lot for each increment of two hundred fifty (250) linear feet.
 - (E) Provide a continuous walkway on at least one (1) side of parking lot aisles that do not contain angle parking.
 - (F) Provide a continuous walkway on both sides of private roadways through a development that are not part of a parking lot.

- (G) Not result in walkway dead ends that result in a pedestrian being unnecessarily required to cross a street or other vehicular area and/or take a circuitous route in order to resume travel on a walkway.
- (3) Large Building Walkway Systems: Subsections (B)(1)(b)(2)(A), (B), (E), (F) and (G) of this section apply to individual buildings of fifteen thousand (15,000) square feet or greater in addition to other requirements of this section.
- (4) Size: All walkways must be at least five (5) feet wide, excluding vehicular overhang, displays, and storage.
- (5) Materials: All walkways must be composed of materials that are permanent and visually distinctive from parking lot paving. Said materials shall also be consistent with ADA access.
- (6) Safety: All walkways must be physically separated from vehicular area by grade, landscaping strips, berms, barriers, curbs or similar means, provided in a manner that retains pedestrian visibility.
- (7) Lighting: See IMC [18.07.107](#), Outdoor lighting, for minimum lighting requirements.
- (8) Transit Access: A walkway connection to the public sidewalk must be made within one hundred fifty (150) feet of an adjacent bus stop.
- c. Crosswalks: A crosswalk composed of materials that are permanent and visually distinctive from parking lot paving, including but not limited to materials or techniques such as concrete, aggregate, paving stones, and pavement imprinting, shall be required whenever a walkway crosses any driveway or paved area accessible to vehicles. Paint is not acceptable as a sole means of marking crosswalks.
- d. Benches: Where a building entrance or entrances are more than two hundred fifty (250) feet from the public right-of-way, at least one (1) fixed bench or equivalent seating area shall be required near the midpoint along the private walkway.
- 2. Bicycle and Shared Use Non-motorized Facilities:
 - a. Bicycle Lanes: Any required bicycle lanes in public rights-of-way shall be provided consistent with the adopted and/or amended Issaquah Standards and Specifications: Streets and Related Work and the Comprehensive Plan Bicycle and Shared Use Corridor Map.
 - b. Shared Use Corridors: All shared use corridors shall comply with all applicable requirements for walkways in subsection (B)(1)(b) of this section. Shared use corridors shall be marked with directional signs to indicate shared use in a manner consistent with IMC [18.11.170](#). Shared use corridors shall be at least ten (10) feet wide.
 - c. Bicycle Parking: Bicycle parking shall be provided consistent with IMC [18.09.030\(I\)](#), Bicycle Parking.

Existing non-motorized transportation facilities

Curb, gutter, and sidewalks exist along 2nd Avenue SE between Sunset Way and Front Street South. A shared bicycle lane exists both directions of 2nd Avenue SE along the Issaquah High School frontage. Several signed and striped pedestrian crossings exist along 2nd Avenue SE at the Issaquah High School main access, Evans Street, Bush Street, Andrews Street, and Sunset Way. SE Evans Street is a two-lane local access road with little or no presence of curb or sidewalk. A 5-foot sidewalk currently exists along

the south side of SE Evans Street along the existing Tiger Mountain and Clark Elementary Schools frontage east of 2nd Avenue SE.

All existing sidewalks on-site will be demolished and replaced with new sidewalks. New bike trails or routes will also replace existing ones. Sidewalks and two parallel trails exist near the future High School Student Parking at the northeast corner of the project site, adjacent to the Issaquah Sportsmen's Club driveway. The trails will be reconfigured to work better with the new faculty/bus driveway and ensure safe pedestrian passage through the nature area east of the softball field.

A bus stop for Metro Transit route 200 is located within a block of the site on 2nd Avenue SE. This route provides service to Gilman Boulevard, the Issaquah Park-and-Ride, and north Issaquah. Bus service is provided approximately every 30 minutes on weekdays between 6:00 a.m. and 7:30 p.m. Based on the Transportation Impact Study by the applicant, no future increase in public transit service is anticipated in the next several years along 2nd Avenue SE.

Proposed non-motorized transportation facilities

Non-motorized facilities, in the form of bike trails and pedestrian sidewalks and ramps are provided both off-site and on-site. A system of sidewalks and walkways from 2nd Avenue SE and Evans Street lead to the main entrances of both the existing High School and the proposed Middle School. Pedestrian and bike connection to the existing Rainier Trail will be provided (See Public Access subsection of this Staff Report for detailed discussion of the trail connections). New bicycle lanes will be provided along 2nd Avenue SE to connect the site to the existing Rainier Trail near the City's Skateboard Park. Bicycle racks are provided at various locations on site (See Parking section of the Site Development Permit of this Staff Report for bike parking discussion.).

The Site Circulation Diagram (Exhibit No. 3) shows the proposed pedestrian and bike routes for the Issaquah Middle School and the existing Issaquah High School. Pedestrian and bicycle routes shown serving the High School are existing and meant to show how the motorized and non-motorized circulation for the two schools relate and connect as a system. Additional sidewalks are provided throughout the Middle School to provide access to the new sports fields and the faculty lounge entrance but these are not meant as primary pedestrian circulation routes so they are not highlighted on the Site Circulation Diagram. Sidewalks and bike lanes highlighted on the Site Circulation Diagram will be barrier-free designs. Sidewalk widths shown on the site plan varies in width but will meet the minimum width requirement of 5 feet. Compliance to City Street Standards will be reviewed during construction plans review for site work.

Pedestrian access from 2nd Avenue SE is provided by a new sidewalk along the street that leads to the building's main entry. Pedestrians would have to walk from the northwest corner of the site, at the intersection of 2nd Avenue SE and Evans Street to the southern end of the Middle School site along 2nd Avenue SE, along the whole length of the multi-purpose track and sports field, before entering the school site. Given the siting of the school building into the interior of the site and locating the large sports fields closer to the streets, the pedestrian experience walking from the public streets to the building entry is not ideal. For instance, pedestrians have only one access point from 2nd Avenue SE which is located at least 860 feet from the corner of 2nd Avenue SE and Evans. Pedestrians have to walk the entire length of the track/football/soccer field to enter the school site then walk another 650 feet of sidewalk to enter the school building. It is unlikely for residents in the neighborhoods to walk to the Middle School when community events are held on site. As such, providing bicycle facilities becomes even more important to encourage non-motorized transportation to the schools. The Site Accessibility Plan (See Sheet LP-103) provides bicycle access routes from the streets to the school athletic fields and buildings. Multiple bike

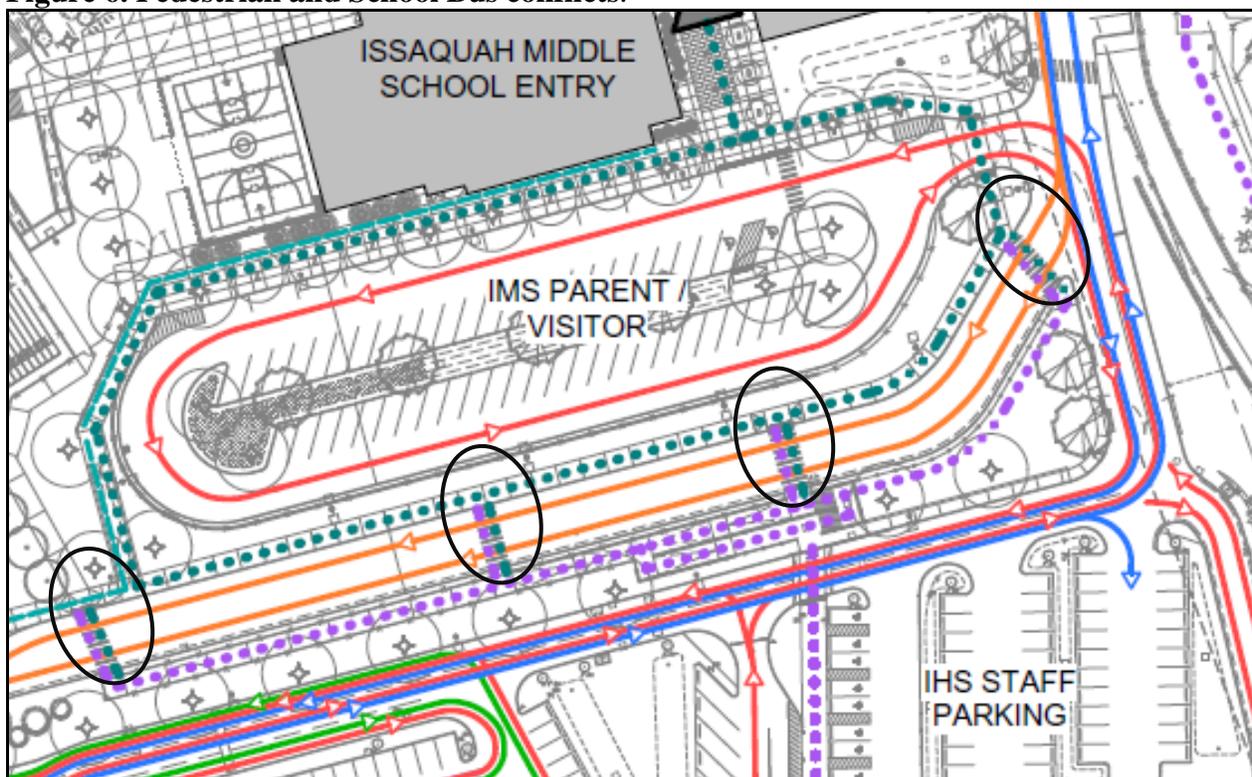
routes from Evans and 2nd Avenue SE should be added to encourage non-motorized transportation options.

Where pedestrians and bicycles cross vehicular paths, pedestrian crossings will be provided, both off-site and on-site. All crosswalks within the rights-of-way will comply with the City’s street standards. Interior crosswalks and pedestrian crossings will be reviewed further during the construction drawing review phase to ensure compliance with the crosswalks demarcation requirements above (IMC 18.07.080 B.1.c). Currently, the proposal shows interior pedestrian crossings that do not meet IMC18.07.080.B.1.c. except for the raised table crosswalk at the vehicular drive access to the new visitor/parent parking area at the entrance of the Middle School (See Figure 5, *Raised Table Crosswalk at Visitor Parking*, below). This is the only crosswalk that complies with the above referenced requirement for crosswalks.

Figure 5. Raised Table Crosswalk at Visitor Parking



Student and pedestrian safety is compromised at the 4 crosswalks in the school bus drop off area (see areas circled in Figure 6, *Pedestrian and School Bus conflicts*, below). While having multiple accesses to the bus loading area from the new Middle School and the existing High School is a positive move, there are safety issues with mixing pedestrians and large vehicles in the same area. IMC 18.07.080.B (1)(c), *Crosswalks*, requires distinct paving for pedestrian crossings, excluding painting of road surface.

Figure 6. Pedestrian and School Bus conflicts.

Conditions of Approval: See Condition D.1, D.3, D.10, D.11, D.12

12. **Public Access:** Appropriate provisions are made for public access to any lakes, streams and scenic corridors within the site. The access provided must be environmentally sensitive in its design and implementation;

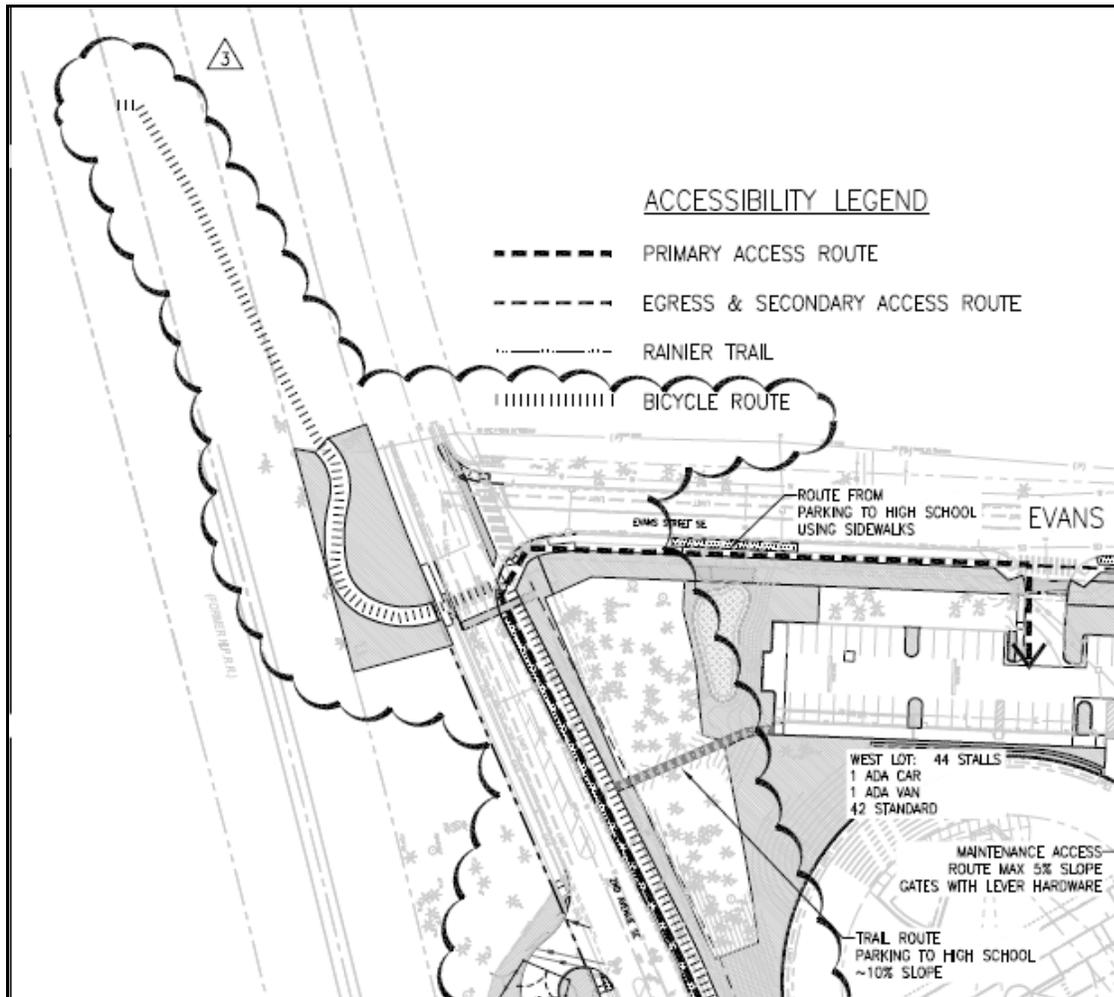
Findings of Fact: There are no lakes or streams near the site. The scenic view shed towards the mountain valley and Mount Rainier is best viewed from the second floor library. Rainier Trail is a scenic corridor that is immediately adjacent to the project site.

The building orientation precludes view access from the classrooms and the courtyard to the scenic mountains south of the site. The best spots for appreciating the mountain views are outside, along the Rainier Trail, and near the sports fields and the future site of the portable classrooms. Several members of the Development Commission have noted their concerns about the building orientation at the August 17, 2013 public hearing. The applicant justified the orientation of the building as a balancing of multiple priorities to ensure school operations, safety and building programs all work efficiently.

Rainier Trail affords an axial view of Mt. Rainier. The trail currently winds around the school site, forming a “U” along the perimeter of the School District property. The project will provide a 10-foot wide paved bike and pedestrian connection, or shared use route, from the school site to the western leg of the Rainier Trail. The final location of the trail has not been determined; however, building the

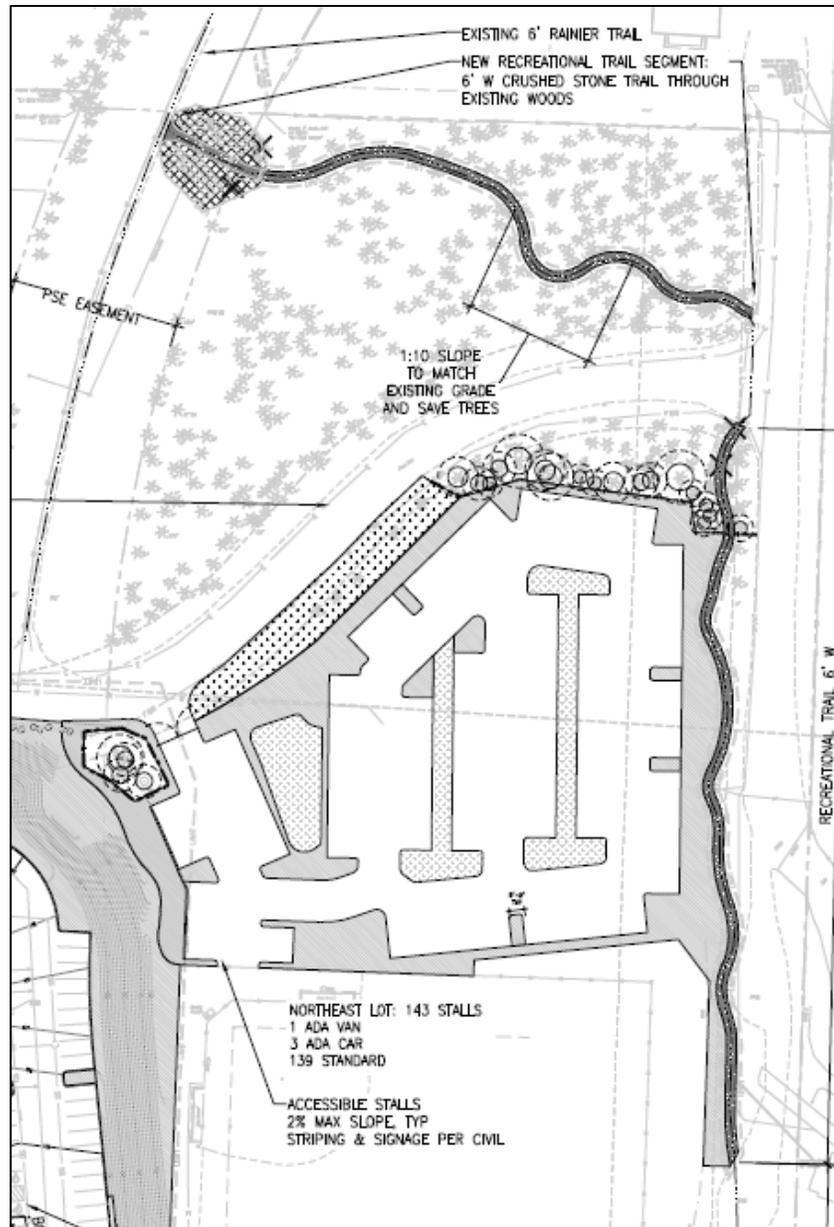
connection will require securing an easement from the private property owner east of 2nd Avenue SE to connect to the Rainier Trail.

Figure 7. Detail of the Site Accessibility Plan showing a future shared use trail connection to the existing Rainier Trail running along the 2nd Avenue SE frontage of the Middle School and crossing 2nd Avenue at the intersection of Evans Street.



In addition to the bike/pedestrian connection to the western leg of the Rainier Trail, the School District plans to provide a trail connection on the eastern leg of the Rainier Trail. Figure 8 below shows a future 6-foot wide trail connection to the existing Rainier Trail running along the eastern edge of the existing softball field, then running north along the edge of a proposed new parking lot for high school students, before connecting to the Rainier Trail through a wooded section of the Middle School property. The trail is proposed to be a crushed stone path that will provide a more natural experience for recreational walker through the wooded area at the northeast corner of the project site. The path will cross the existing driveway for the Issaquah Sportsmen’s Club. The design of this trail, along with the proposed material will need to be reviewed by the City’s Department of Parks and Recreation.

Figure 8. Trail Connection to Eastern Leg of Rainier Trail.



Conditions of Approval: See Conditions D.7, D.8, D.9

13. **Signage:** The signage has consistent elements such as color, shape, size, and graphics, which maintains consistency and uniformity throughout the project.

Findings of Fact: The applicants will submit for a Sign Permit, with detailed sign plans, at a later time. The Issaquah School District intends to use building-mounted and directional signs similar to the ones used for the Issaquah High School. It also intends to use the existing readerboard at 2nd Avenue SE for both the existing High School and the future Middle School.

The proposed concept for signage on the Middle School is generally consistent with the sign standards in the IMC. During the review of the sign permit, it will be important to ensure that the

colors, material and design of the signs are compatible with the design and architecture of the new school and compatible with the existing High School.

Per IMC 18.11.160, Community facilities/religious facilities signs, the project may have no more than one (1) freestanding or one (1) wall sign for each street frontage. A freestanding sign (or monument sign) shall not exceed twenty-four (24) square feet in area per face, shall be set back a minimum of two (2) feet from the property line, and shall not exceed six (6) feet in height. However, in the Community Facilities Zoning District, the maximum height of a readerboard is ten (10) feet. A wall sign shall not exceed thirty-two (32) square feet in area and shall not exceed fifteen (15) feet in height above grade. Readerboards may be permitted with noncommercial uses; however, a readerboard shall count as part of the noncommercial sign square footage and readerboards shall not be back-lit. All community facilities/religious facilities signs shall be unobtrusive, in keeping with the character of the neighborhood and shall be constructed of quality materials.

Directional signs in the Middle School site will match the existing directional signs of the High School in design (see right image of Figure 9b below), but will most likely use an alternate but complementary color to distinguish the Middle School areas from the High School plazas and vehicular areas.

Electronic readerboards in the Community Facilities Zoning District are permitted as long as they meet the requirements under IMC 18.11.165, *Community facilities electronic readerboards*. The purpose of a community facilities electronic readerboard sign is to provide information on events, convey essential messages including emergency information, and communicate other noncommercial information relating to the community facility to the public.

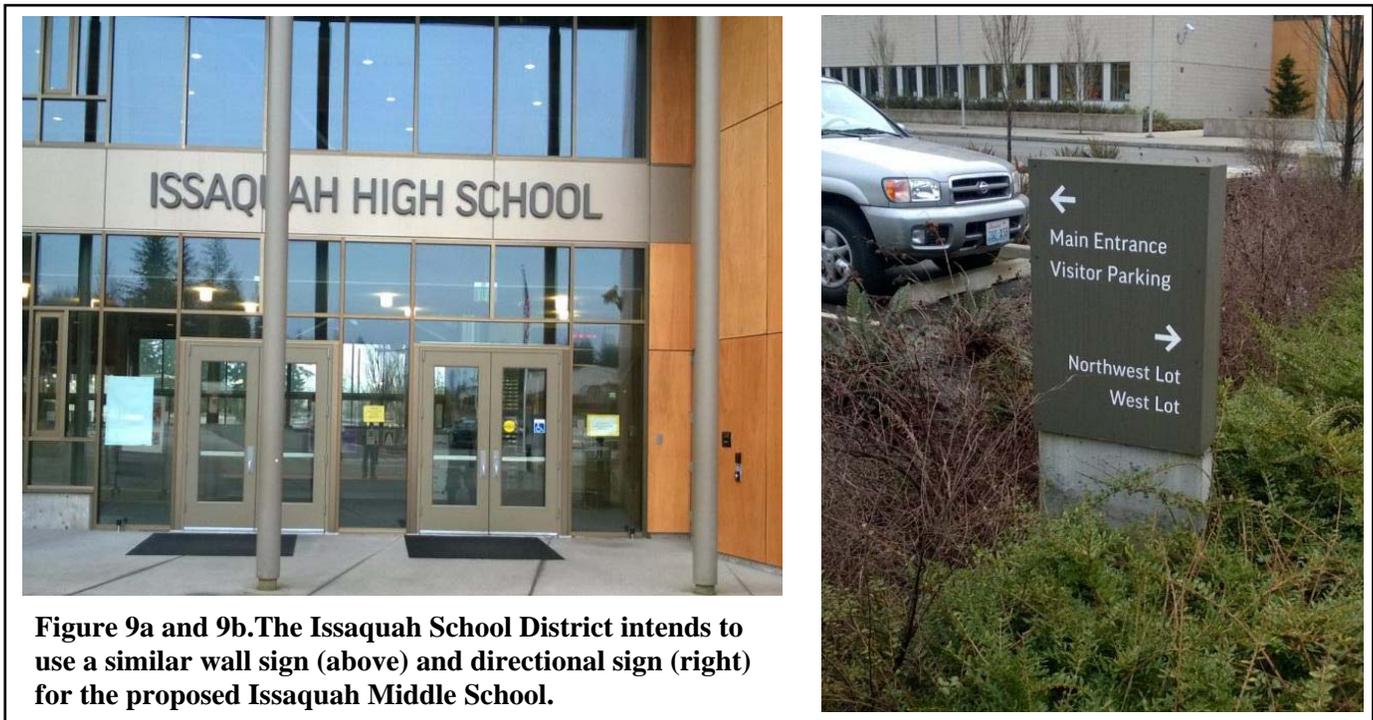


Figure 9a and 9b. The Issaquah School District intends to use a similar wall sign (above) and directional sign (right) for the proposed Issaquah Middle School.

A facility located within a Community Facilities Zoning District may have no more than one (1) electronic readerboard. This electronic readerboard shall count as the sign allowed by IMC 18.11.160, *Community facilities/religious facilities signs*. There is an existing electronic readerboard along 2nd Avenue SE for the Issaquah High School (see Figures 10a and 10b). The sign is 6 feet tall. This means no

other wall or monument signs are allowed along the 2nd Avenue SE street frontage. The School District intends to use the existing readerboard for both the existing High School and the future Middle School. However, it is proposing to raise the height of the readerboard by 32 inches to improve its visibility. Currently, the message on the readerboard is obscured by an electrical transformer box that sits a few feet away from it.

Conditions of Approval: See Condition C.6, C.7, C.8

Figure 10a. North view of the readerboard sign for the Issaquah High School along 2nd Ave. SE
The message on the readerboard is currently blocked by an electrical transformer that was installed by Puget Sound Energy after the Issaquah High School was completed.



Figure 10b. South view of the readerboard sign for the Issaquah High School along 2nd Ave. SE



SEPA

Findings of Fact:

The Issaquah School District ~~was~~ 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. 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 Non-significance (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 School District, as SEPA lead agency, and if additional mitigation is necessary the SEPA MDNS will include these mitigations in the February 25 MDNS. Following the February 25 MDNS issuance, if additional comments lead to further mitigation changes needed, the MDNS shall be revised and re-issued on March 11, 2015 upon conclusion of the draft MDNS comment and appeal period ending at 5:00PM, March 11, 2015.

The School District's Traffic Impact Study, dated January 20, 2015, identified traffic impacts which may occur due to the growing student populations and the redistributions of trips as the Middle School, Clark Elementary, and Tiger Mountain Academy are planned to be relocated. The City noted significant 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 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 School's signalized intersection off 2nd Ave SE, Front St S and SE Clark St, Front St S and E Sunset Way.

Condition of Approval: See Condition S.1

SITE DEVELOPMENT PERMIT

A. **USE AND ZONING DISTRICT STANDARDS:** See discussion in the Master Site Plan section of this report.

B. **COMMUNITY FACILITIES STANDARD (nonutility community facilities)**

Specific requirements for community facilities are found in IMC 18.07.480. Development, including retail/commercial uses, is permitted in community facilities only when all of the following criteria are met and as permitted in the Table of Permitted Land Uses (IMC 18.06.130). Accessory retail/commercial uses are permitted as allowed in the accessory use criteria in the Land Use Code.

Findings of Fact

IMC 18.07.480.E, Approval Criteria:

- 1 Architectural Format and Character: Community facility buildings and structures must be compatible with the architectural form of surrounding buildings. Community facility buildings and structures must meet the applicable sections of the Design Criteria Checklist (Chapter 18.07 IMC, Appendix 2);

Findings of Fact: See Appendix 2, Design Standards, section C, Design Harmony and Compatibility for findings of fact and evaluation of how the project is compatible in architectural form and character to adjacent uses.

2. Development Standards: All buildings and structures shall conform to development standards including setback, height, and impervious surface of the most restrictive contiguous zoning district as established in the District Standards Table (IMC 18.07.360).

Findings of Fact: See determination of compliance to Development Standards in the Master Site Plan section of this Staff Report. Staff Analysis on the project's compliance with Appendix 2 of the Land Use Code, Design Standards, can also be found at the end of this section.

3. Access: Existing or proposed motorized and non-motorized access to facilities, including barrier-free, pedestrian and bike, are provided and identified;

Findings of Fact: See Findings of Fact and Conclusions under the Master Site Plan Site Plan Contents, item 5, *Streets and Sidewalks*, and item 11, *Nonmotorized Circulation*.

The following information on street, school bus and parking access on site are part of a larger Traffic Impact Study provided by the applicant's traffic consultants, Transportation Engineering Northwest.

Street Access, Existing Conditions

The primary roadways serving the Issaquah Middle School (IMS) vicinity include 2nd Avenue SE, Front Street S, E Sunset Way, and SE Evans Street. Each of these streets is described next. 2nd Avenue SE is classified as a collector arterial. The roadway has two to three travel lanes. Curb/gutter and sidewalks exist on both sides of the street north of the school, and sidewalks

exist only on the east side of the street adjacent to Issaquah High School (IHS). Front Street is classified as a minor arterial. The road generally provides one through lane of travel in each direction. Left-turn lanes are provided along portions of the road. Curb/gutter and sidewalks are typical on both sides of the street. E Sunset Way is a two to three lane minor arterial with sidewalks on both sides. Its intersection with 2nd Avenue SE is controlled by an all-way stop. SE Evans Street is classified as a local access road. The roadway has two travel lanes and provides access to residential homes, the existing Tiger Mountain Community High School and Clark Elementary School, the Issaquah High School upper parking lot, and the Issaquah Sportsmen's Club. There is little or no presence of curb and sidewalk.

School Buses. The School District estimates that the percentage of the student enrollment at Issaquah Middle School currently using district-provided yellow school buses for commuting to and from the school would remain the same with the IMS project. With the relocation of IMS, the District plans to use the same school buses to transport both IMS and IHS students. Exhibit No. 3, *Site Circulation Diagram*, shows the circulation plan for school buses in relation to the pedestrian and bike routes. School buses for both the Middle School and the High School will enter the site on eastbound SE Evans Street, utilize a separate bus loop to pick-up/drop-off students south of the school, and exit the site via the signalized access on 2nd Avenue SE. This configuration would minimize interaction with parent pickup and drop-off. With this improvement, the existing IHS bus loop further south on 2nd Avenue SE will be converted to parking for IHS.

When full enrollment levels at the new Middle School and the existing Issaquah High School are reached, up to 32 buses would use eastbound Evans Street to drop students off in the AM peak hour, and 32 buses would travel on eastbound Evans Street to pick-up students after school in the Afternoon peak hour. Buses would only use eastbound Evans Street; exiting buses would use the existing signalized access from IHS at 2nd Avenue.

Parking on site. Currently Issaquah High School student vehicles use SE Evans Street to gain access to/from the northeast student parking lot; this predominantly occurs prior to school start and immediate after school ends in the afternoon peak period. With the construction of the new Middle School and relocation of Clark Elementary and Tiger Mountain High School, the high school northeast parking lot would be removed, and a new future parking lot with access to SE Evans Street would be constructed northeast of the proposed Middle School. Additionally, the existing Tiger Mountain High School west driveway and Clark Elementary School exit-only driveway on SE Evans Street and would be removed with the new Middle School project and relocation of both schools. However, the existing Tiger Mountain High School east driveway would remain as part of the Middle School project and would provide access to a new parking lot for IHS students.

Barrier-Free Access. Sheet LP-103, *Site Accessibility Plan*, shows the designated ADA compliant sidewalks (bold dashed lines) from the public streets to the main entrances of the Issaquah High School and the proposed Issaquah Middle School. Grade changes, gates and fences, and ADA parking stalls were considered in delineating accessible routes. Each parking lot is provided with at least one ADA parking stall. Barrier-free (ADA) parking stalls are shown to have direct access to building entries or site access points.

- 4 Environmental Impacts: The existing natural environment of the area shall be identified, along with impacts of the proposed facility upon the natural environment, and required mitigation shall also be identified;

Findings of Fact: The SEPA Checklist (Exhibit No. 4) and Mitigated Determination of Non-Significance (MDNS) addresses the environmental impacts of the proposed project to the natural environment, the residents and community. See complete SEPA discussion and Environmental critical areas subsection of the Master Site Plan section of this Staff Report.

- 5 Linkage to Community Facilities: Linkage, if any, by pedestrian and/or bike trail to other community facilities is provided and identified;

Findings of Fact: See Findings of Fact under the Master Site Plan, Site Plan Contents, item 5, *Streets and Sidewalks*, and item 11, *Nonmotorized Circulation*.

- 6 Maintenance: Long-term maintenance requirements are identified, funding options are noted, and a long-term maintenance program is provided;

Findings of Fact: Improvements within the public rights-of-way will be designed and constructed to meet City construction and maintenance standards to ensure long-term maintenance. Site and building improvements within the School District property will be the responsibility of the School District to maintain. Since the Issaquah School District is funding this project, on-site improvement funding options are not under consideration in this MSP/SDP review.

- 7 Phasing: Phasing, if any, of the construction of the facility is identified;

Findings of Fact: A discussion of phasing can be found in the Master Site Plan section of this Staff Report. See Exhibit No. 1, *Phasing Plan*.

- 8 Safety: The safety of all users is ensured through the use of posted regulations and user directions, adequate lighting, marked access points and other methods;

Findings of Fact: The Issaquah School District and the City of Issaquah recognizes that the safety of students, faculty, visitors and other community users of the school facilities is a priority and has established protocols to ensure this. Site improvements, such as lighting, barrier-free access, bicycle and pedestrian paths, and parking areas proposed for the new Middle School will be reviewed at the construction drawing review phase to ensure that they meet the City's design and construction standards.

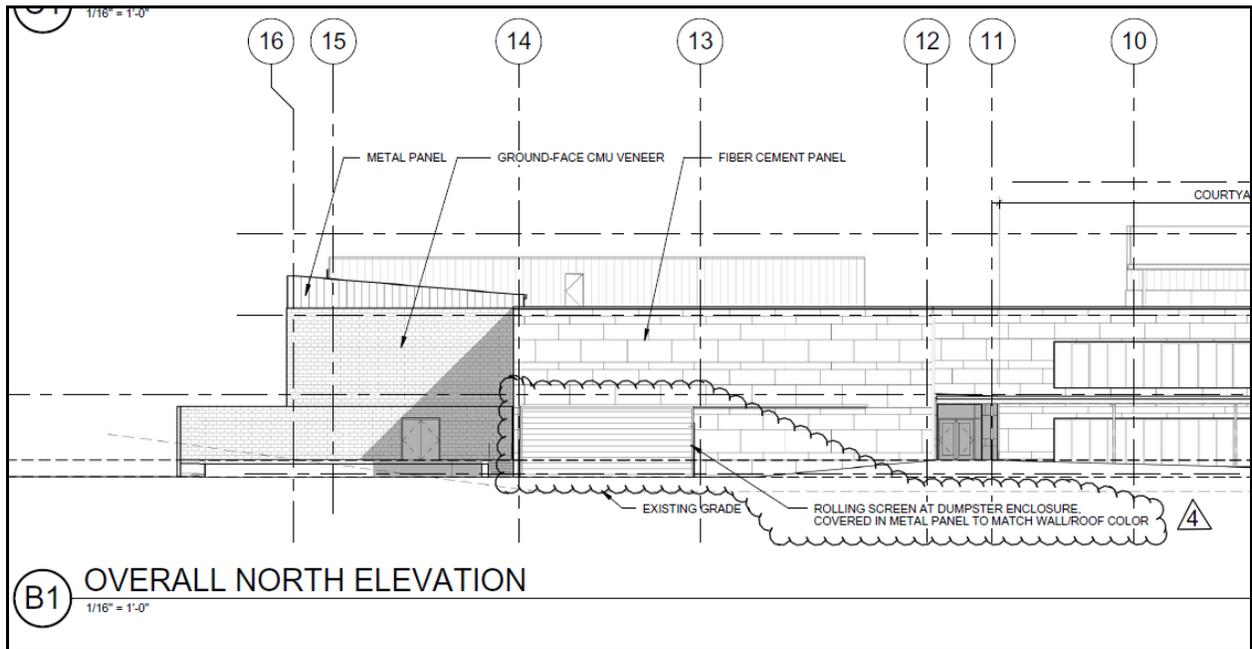
- 9 Users: The potential users and general percentage of community that will benefit from the facility are identified, with potential conflict among user groups minimized;

Findings of Fact: The direct beneficiaries of the new Middle School are the students. Secondary beneficiaries include their families and people in the community who may use the sports facilities and meeting rooms available for use during non-school hours or in the summer when school is out. The School District will manage the scheduling of activities on site to ensure no conflicts will result from the use of the facilities. The School District has factored in the multiple types of users in its programming and design of the Middle School.

- 10 Waste/Recycling: Waste/recycling receptacles are provided and identified;

Findings of Fact: Location and number of waste and recycling receptacles are not provided at this time. A trash enclosure room is incorporated into the northeast corner of the school building adjacent to the service area. A sliding metal gate, similar in material and color to the roof clerestory and mechanical screen, will ensure that this area is screened from view along Evans Street. Further review by the City and their waste purveyor will be part of construction permit review.

Figure 11, Architectural elevation detail of the sliding metal panel door for the trash enclosure (Drawing not to scale)



- 11 Parking/Traffic: Provision for adequate on-site parking, with impacts of the proposed facility upon neighborhood traffic, and required mitigation shall also be identified;

Findings of Fact: Sheet G-004 shows several parking lots for both the new Middle School and the existing High School and the calculation for parking spaces required and provided. Staff analysis of adequacy of parking spaces can be found in the Site Development Permit “Parking Required” subsection of this Staff Report.

- 12 Signs: All signs shall be kept to a minimum size which is compatible with the surrounding neighborhood and uses, while providing adequate visibility;

Findings of Fact: The size of signs is regulated in IMC 18.11.160, *Community facilities/religious facilities signs* and other applicable Sign standards in IMC 18.11. Proposed signs will be reviewed for compliance with the IMC during the construction permit review.

- 13 Site: For new facilities, it has been established that alternative sites have been considered and it has been established that the proposed site is best suited for the development;

Findings of Fact: Not applicable

- 14 Nonconforming Situations: Existing, legally nonconforming situations may be expanded as allowed (IMC 18.08.085, Expansion or reconstruction of nonconforming situations within the Community Facilities Recreation and Community Facilities–Facilities zones); if the aforementioned criteria of this section and IMC 18.08.060 are met, and it is determined that the public interest will best be served by an expansion of the nonconforming situation.

Findings of Fact: See discussion of Nonconforming Situations in the Master Site Plan section of this Staff Report.

Conclusions:

The new Issaquah Middle School is meant to accommodate growth in student population in the last few years and to provide better facilities for the existing middle school population. The Issaquah Comprehensive Plan recognizes the value of quality education in enhancing the quality of life of its residents in Policy HS-3.1 and expressly stating support for the siting of schools in HS-6.1. The development of the site for a middle school is consistent with these Comprehensive Plan policies, as well as the land use and zoning district designations for the site, as discussed in the Master Site Plan “Permitted Use Compatibility” section of this Staff Report. While the proposed use is an expansion of a nonconforming situation, the Land Use Code provides for such expansions for sites zoned CF-Community Facilities where public benefits can be clearly established.

Access and other transportation improvements required for the project will be addressed in the Conditions of Approval. Similarly, site and building design compatibility will be ensured through conditions of approval included in Appendix 2, *Design Standards*.

C. ACCESS/STREET IMPROVEMENTS:

Findings of Fact:

Primary vehicular access to the new Middle School will be provided at the existing signalized Issaquah High School main access on 2nd Avenue SE. A secondary access will be provided off of SE Evans Street and is intended to be used only by staff and inbound school buses. This is also the main entrance for delivery trucks and dumpsters. All vehicles will exit the site via the existing signalized access at 2nd Avenue SE.

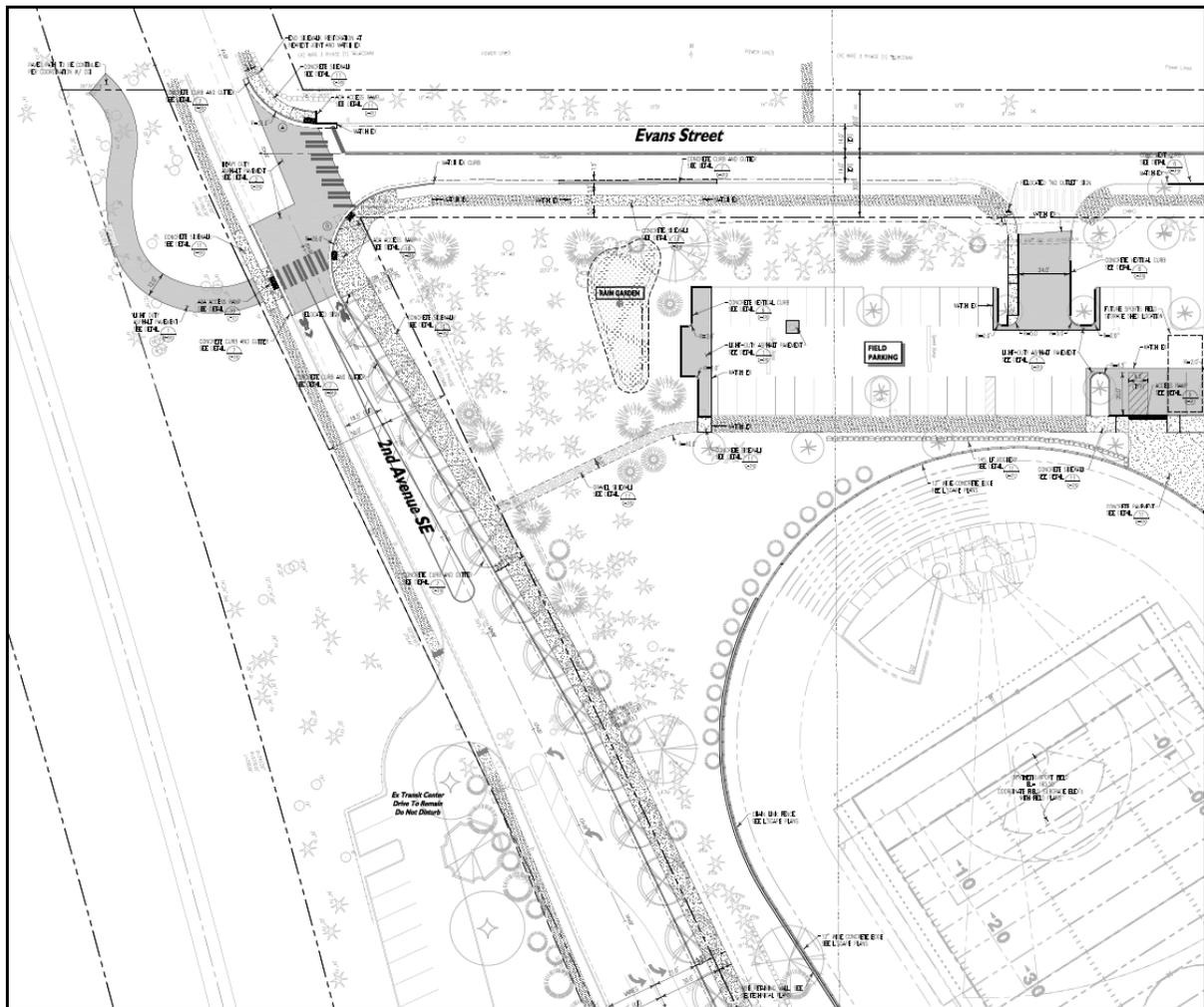
Frontage improvements along 2nd Avenue include 10-foot wide sidewalks that serve as a shared use trail for bike and pedestrian circulation, curbs and gutters, 5-foot landscape strip between the curb and sidewalks, street trees, and street lighting. Only the east side of 2nd Avenue SE, from the signalized entrance to the High School up to Evans Street will be improved as part of the Middle School project. Frontage improvements along the south side of Evans Street include a 6-foot wide sidewalk, curb and gutter, 5-foot planter strips, street trees and street lighting. All street improvements will be constructed according to the City’s standards.

Access Plan for Construction Phases

Interim Phase: Construction of new Middle School with Clark Elementary and Tiger Mountain High School open for the school year. The existing main access driveway off of Second Avenue for access

to Tiger Mountain and the Elementary School will remain open during Phase 1 of the project, and a portion of the Elementary School parking will be removed to accommodate construction for the new Middle School. The bus loop, asphalt parking, and drive aisles are proposed to be rebuilt to function more efficiently with the new school layout. For example, buses will enter into and around to the bus loop from SE Evans St. The intersection at that High School entrance will be modified to accommodate the Middle School Bus loop which exits onto the entrance road, leaving the campus via the traffic signal. Re-channelization on 2nd Ave SE is also proposed to accommodate the additional southbound traffic, and the new northwest entrance to the bus yard. Students, visitors and staff will enter and exit at the signalized main access on 2nd Ave SE, with an additional route to the parking lot on the east side of the Middle School from SE Evans Street. The intersection of SE Evans Street and 2nd Ave SE will be improved for pedestrian safety, with new ADA ramps and crosswalks consistent with current City or Issaquah Street Standards.

Figure 12. Snapshot of sidewalk improvements at the northwest corner of the project site. This detail plan also shows the conceptual location of a new 10-foot wide bike and pedestrian trail that will connect to the western leg of the existing Rainier Trail just northwest of the project. (Drawing not to scale)



Fire and Emergency Vehicle Access

The Fire and Emergency Vehicle Access Plan during the interim phase and final build out phase are being reviewed by Eastside Fire and Rescue. Currently, the proposal continues to use the 2nd Ave entrance and SE Evans Street as emergency access. During interim phases and before the fire access route is complete; measures will be taken to ensure adequate emergency routes are present.

Access to the site, and the associated improvements on 2nd Avenue SE and SE Evans Street, are acceptable for the Master Site Plan review. Design details, such as the use of 90-degree barrier-free ramps for the crosswalks will be reviewed and subject to staff approval during the construction permit review phase.

Conditions of Approval: See Conditions D.2, Ph.3

D. TRAFFIC:

Findings of Fact:

A traffic impact analysis was revised and updated after receiving comments and input from the City's Public Works Department. Further review by City staff determined that traffic counts are outdated and the methodology for analyzing new trips and level of service at key intersections need further refinements. As of this public hearing, Public Works staff and the applicant's traffic engineers are working on a revised Traffic Impact Study. Please see fuller discussion of traffic impacts and mitigation under the SEPA and Master Site Plan section of this Staff Report.

E. PARKING:

Findings of Fact:

Requirements for off-street vehicular parking, bicycle parking, loading spaces and other accessory vehicular uses are governed by IMC Chapter 18.09. The purpose of parking standards is to assure adequate off-street parking, reduce on-street parking, increase traffic safety, maintain smooth traffic flow, and reduce the visual impact of parking lots. These standards are also designed to achieve safe and efficient vehicular and non-motorized circulation and economy of space (IMC 18.09.010.A). The intent of the parking standards is to promote effective use of transportation facilities with the goal of moving people from place to place. Emphasis shall be given to alternate methods of moving people which will: deter traffic congestion; promote environmental quality through less use of fossil fuels and potentially less impervious surface needed for parking areas; and provide convenience and reliability to commuters, residents, pedestrians, employees, tourists, shoppers, students, bicyclists, special populations and service providers (IMC 18.09.010.B).

The Parking Area standards in IMC 18.09.090 specifies stall sizes for standard and compact stalls, drive aisle widths, parking lay-out, barrier-free access design and construction standards. For non-residential developments, surface parking material must be hard-surfaced, consistent with the City's construction standards. Similarly, driveways must be constructed to City of Issaquah Street Construction Standards per IMC 18.09.090.F.1.

Light standards must be located with adequate clearance from parking stalls, stacking areas, driveways and ingress/egress points (IMC 18.09.090.E). The exterior lighting must also comply with additional lighting design requirements in IMC 18.07.107.

Location of Parking (IMC 18.09.030.F) The minimum required off-street parking area shall be provided within eight hundred (800) feet of the building or use for which the parking area is required. Parking and the storage and/or display of vehicles are prohibited in any required landscape planting area unless otherwise allowed by Chapter 18.12 IMC, Landscaping.

Visitor and parent parking is located within 120 feet of the Middle School’s main entry. The faculty parking, which is provided with a concrete sidewalk, is a short walk to the faculty building entry and lounge. The new high school parking lot near the Issaquah Sportsmen’s Club is a significant walk to the main entrance of the High School. Having students walk the whole length of the Middle School site to get to their high school building may not be ideal but it can be made more pleasant by providing wide and safe walkways. The School District does not intend to construct this parking lot as part of the Middle School project but has reserved the site to accommodate future demand for student parking for the High School. A continuous and safe pedestrian connection to this parking lot will be required at the time of land use permit and construction permit approval for this parking lot. Should the School District proceed with the development of this parking lot, this project will be reviewed as a Level 0 Land Use Permit.

The existing parking lot near the corner of Evans and 2nd Avenue will serve both the high school students and the public, when games are held at the Track/Football field. The applicant proposes new sidewalks from the existing parking lot to connect to walkways that lead to the sports fields and to the main entry of the Middle School.

Conditions of Approval: See Conditions A.1, D.4, D.5

Required Off-Street Parking (IMC 18.09.040)

Since the site improvements for the Middle School include new parking spaces for the High School and replacement of the existing High School parking lot northeast of the High School building with faculty parking for the Middle School, the parking counts for both schools were provided by the applicant.

Table 18.09.050, *Table of Off-Street Parking Standards*, requires 3 spaces per classroom for middle schools. For a high school, the IMC requires 4 spaces per classroom and an additional 1 space for every employee or faculty member. Alternatively, the minimum parking spaces required can be based on the size of the school auditorium, if one is provided. The larger number of the two alternative calculations will be the required minimum parking.

Table 3 below shows the calculation for the parking required and the parking to be provided. The existing high school was approved for 595 spaces. With the proposed removal of the parking at the future site of the Middle School, parking spaces for the High School will be reduced to 481 spaces. However, staff analysis shows that the required minimum parking spaces for the Middle School and the High School, when combined, is still less than the total space that will be provided.

Up to 60 percent of required parking may be sized for compact cars provided the compact spaces are not located along a fire line. Compact stalls must be clearly shown on the site plans (IMC 18.09.090.H).

Table 3. Parking Space Required and Proposed

	Required	Required Parking	Proposed Parking Stalls
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	Parking Spaces	Spaces - Count	
Middle School: 39 classrooms and 8 classrooms in portables	3 spaces/ classroom	117 + 24 = 141	141
High School: 81 classrooms, 150 faculty and staff	4 spaces/ classroom	324	481 (additional 145 spaces will be provided at a new parking lot near the Issaquah Sportsmen's Club at a later time)
	1 space/ employee	150	
Or 600-seat H.S. Auditorium	1 space/ 3 seats	200 spaces	200 spaces (less than the min. required per no. of classrooms)
TOTAL SPACES		615	622
Compact Stalls	60% of required parking	N/A	34 spaces (Up to 85 spaces allowed for Middle School)
Bicycle parking	5% for the first 300 required auto parking spaces	7 spaces	18 spaces: <ul style="list-style-type: none"> • Faculty lounge/east building entry - 4 racks • Main entry - 9 racks • West entry, adjacent to the sports field, basketball court and lockers - 5 racks

Design Standards and Stall Dimensions (IMC 18.09.090.H)

The proposed parking plan for the Middle School shows mostly 90-degree parking stalls and diagonal stalls for the visitor/parent parking area. IMC 18.09.090.H and IMC 18.09.095 provide the minimum dimensions for compact and standard stalls, design and construction standards for parking areas. The landscape plans and site plan for the Middle School shows a combination of diagonal and 90-degree parking spaces. Compliance to design standards and stall dimensions will be reviewed during the landscape plan and site improvement construction permit review.

Barrier-Free Parking Spaces (IMC 18.09.090.I)

The project is required to provide barrier-free parking spaces, in accordance with the Washington State Amendments to the Uniform Building Code, Chapter 11, Regulations for Barrier-Free Facilities. Additional standards for barrier-free parking are found in IMC 18.09.090.I:

Accessible parking spaces are required to be located on the shortest possible accessible route of travel to an accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. Whenever practical, the accessible route of travel shall not cross lanes of vehicular traffic. Where crossing traffic lanes is necessary, the route of travel shall be designated and marked as a crosswalk, and paved according to the crosswalk standards set by IMC 18.07.080.B (1)(c).

Sheet LP-103, *Site Accessibility Plan* shows the location of all the barrier-free (ADA) parking spaces, both for a van and an automobile, as well as the location of the ADA ramps. The design of the ADA parking spaces and ramps will be reviewed during the construction permit review.

Required Bicycle Parking (IMC 18.09.030.I)

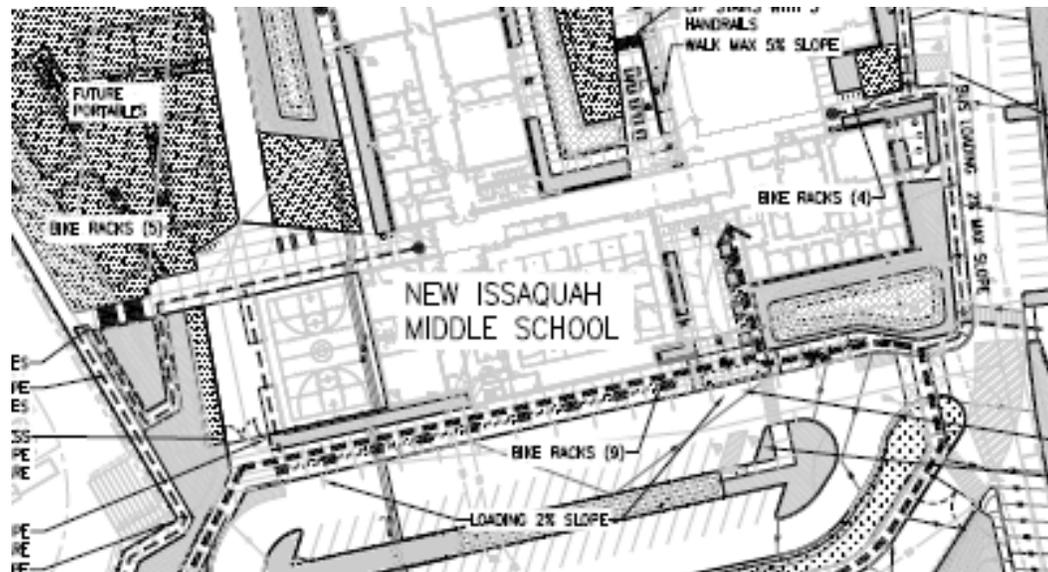
IMC Chapter 18.09.030(I) contains the required standards for bicycle parking. The code states that all sites required to provide non-motorized facilities shall provide bicycle parking spaces equal to five (5) percent of required automobile parking spaces for the first 300 required auto stalls and 1% of autos stalls in excess of 300. No less than 2 bicycle parking spaces shall be provided for each project.

The IMC also requires bicycle parking to be placed in a publicly visible location within fifty (50) feet of a primary building entrance. Bicycle parking shall not block pedestrian use of a walkway. Shopping centers or other multi-building developments may group bicycle parking in a unified location, provided the location is consistent with the other location requirements.

Bike racks are proposed to be provided at 3 building entries:

- Faculty lounge/east building entry - 4 racks
- Main entry - 9 racks
- West entry, adjacent to the sports field, basketball court and lockers - 5 racks

Figure 13. Locations of bike racks. Bike racks are located near high traffic entries to the building (faculty entry, main entry, lockers and shower rooms) and barrier-free routes.



The Planning Director/Manager may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity per IMC 18.09.030.I.3.c. Uses listed include playfields, elementary and secondary schools, among other recreational, cultural and retail uses.

Condition of Approval: See Condition D.10

Landscaping and Screening (IMC 18.09.090.L)

Parking lot landscaping and screening is required per IMC 18.12.100. Special landscape treatment is required for the parking areas visible from Evans Street, as stated in IMC 18.09.090.L.3 :

Every parking area in a non-single family project abutting property in any residential district shall be separated from such property by a solid wall, view-obstructing fence, or compact evergreen hedge at least six (6) feet in height. The screening shall be provided and maintained along the property line of such lot except in the required front setback.

IMC 18.12.100, *Additional landscape requirements for parking areas*, also provides for sight barriers and adequate shading of parking lots. Trees and vegetation are required in parking areas to break up large impervious areas and mitigate the negative impacts created by vehicles on the public realm, including noise, heat island effect, glare and views from residential areas and public rights-of-way.

Loading Spaces Requirements (IMC 18.09.110)

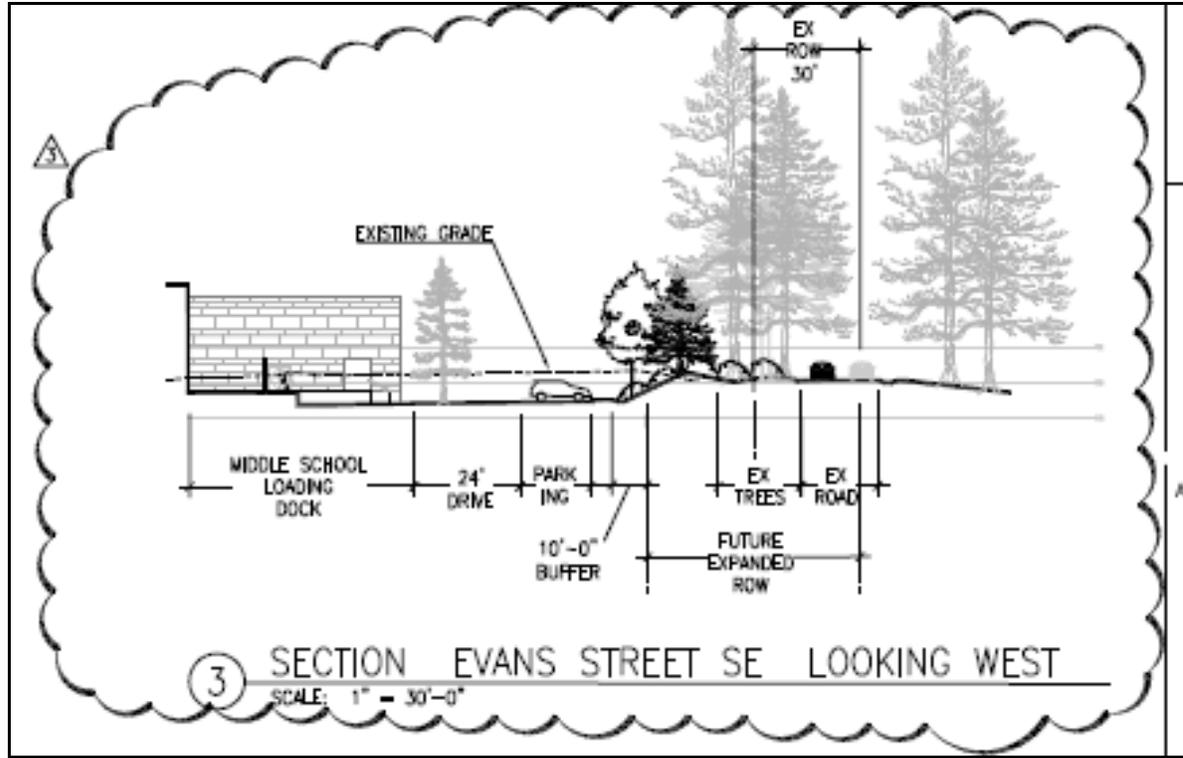
According to Table 18.09.110, a school is required to provide at least one (1) Type A loading space for each food service operation. A Type A loading space has a dimension of 25 feet deep by 10 feet wide. A loading dock with parking for two types of trucks is located adjacent to the trash enclosure space on the northeast corner of the Middle School building. Maneuvering space of at least fifty-two (52) feet in length, and exclusive of off-street parking or other obstructions, is required adjacent to the loading space. The current loading spaces do not provide 52 feet of clearance for maneuvering. One row of parking, consisting of at least 7 spaces is within the clearance area needed for truck maneuverability.

Screening of loading and parking areas

Table 18.12.060(B) – Schedule – Landscape Types by Land Use Districts, Additional Requirements for Specific Situations, indicate that parking areas and loading areas require Type 1 Landscape Buffers when abutting a less intense land use. This requirement applies to the Middle School loading area and parking areas along Evans Street.

The landscape scheme generally shows that the parking lots are adequately broken up with perimeter landscaping and islands/peninsulas that can adequately support trees and shrubbery. Type 1 Landscape is provided along Evans Street to screen the parking areas and the loading area. The higher elevation of the Evans right-of-way also helps mitigate the visual impact of the parking lots and loading dock. Specific requirements for screening of the loading area and parking areas can be found under the Landscaping and Tree Retention section of this Staff Report. Additional staff analysis of loading and parking area site design are found in Appendix 2, Design Standards.

Figure 14. Service Area. The site cross-section through the loading dock shows how the elevation change screens the cars in the parking lot from view along Evans. (Drawing not to scale, from Sheet LP-102)



Conditions of Approval: See Conditions D.6, E.1

F. DRAINAGE/GRADING:

Findings of Fact:

Significant grading is required for the project; even though the existing site is relatively flat there are areas within the foundation of the new Issaquah Middle School that will be removed and replaced with structural fill based on Geotechnical explorations. . The school site does not contain slopes that exceed 40% inclination and 20 feet in height that allows exemption of steep slope hazard areas from critical areas development standards. As mentioned in the earlier discussion of critical areas, the existing steep slopes on site were created during the construction of the existing Clark Elementary School.

The areas with the most significant clearing and grading are the northeast and northwest corners of the project, which is required for the new Middle School parking lot on the east, and the new athletic field abutting 2nd Ave SE on the west. Also, a portion of the paved access path to the existing tennis courts will be reconstructed to accommodate the connection between the existing High School and new Middle School road network.

The Transportation Center, sometimes referred to as the bus yard, is included within the construction limits. This bus yard, located on the west side of 2nd Ave SE and across from the school campus, is being expanded to accommodate additional buses and employee parking. The geotechnical report submitted to the City does not make reference to the redevelopment of the Transportation Center, therefore as the plan evolves from the schematic design phase to final grading plans, it is necessary to include a complete quantitative slope stability analyses to support the proposal for an exemption of Steep Slope Hazard Areas from critical areas development standards.

Due to the slope across the site, the proposal contains a variety of walls to create flat pads for the athletic fields as well as to accommodate pedestrian connections between various terraces. The site plans shows the use of several types of walls, including rockeries, mechanically-stabilized earthen (MSE) walls, and concrete walls. There are two tall walls of concern. The first is the athletic field wall section on the west side of the site. The MSE wall height ranges from 9-13 feet, along the northwest portion of the field. The second is the baseball field on the east side of the site. Its concrete wall is 6-13 feet in height along the east side of the access path. The walkway is wedged between this 13-foot high wall and another rockery. These walls will require structural review with construction permits. The site also contains a number of rockery walls. Most of these are less than 4 feet in height, which doesn't require structural review. However, the proposal also contains rockeries over 4 feet which is both inconsistent with the design shown and will require structural review. This will be addressed during construction permit review.

The Development Services Department has reviewed the proposed stormwater system and concluded that the system will be effective in meeting current stormwater standards. The system appropriately implements these standards by infiltrating a large portion of the stormwater volume, resulting in a substantial reduction in peak flow rates leaving the site. The application of rain gardens and infiltration effectively incorporates stormwater low impact development (LID) into the site design and takes advantage of favorable underlying soils to maximize infiltration.

The landscape plans suggest a rain garden soil stratum inconsistent with the AESI's recommendations, City Standards, and the Low Impact Development Technical Guidance Manual for Puget Sound.

There is additional information required, however, regarding the wetland hydrology and impacts. Total runoff volumes for pre-developed and proposed conditions should be documented for each outfall, to demonstrate the effect of changed hydrology (if any) on off-site wetlands. While maximizing infiltration of stormwater is strongly encouraged where feasible, there may be justification to maintain higher runoff leaving the site through a low-level base flow if the major source of hydrology to one or more wetlands comes from the project site.

Conditions of Approval: See Conditions CD.1, CD.2

G. UTILITIES:

Findings of Fact:

Per Issaquah City Municipal Code Chapter 12.32, the contractor will need to provide and install conduit for cable television if it does not already exist. All existing and new overhead utilities (power, telephone, CATV, etc.) shall be constructed underground along and throughout the project.

Adequate water mains are available in the public right-of-way. New or upgraded water mains will need to be designed and installed to meet the fire and capacity requirements of the City of Issaquah 2002 Water System Plan Update. The system will require a fire flow of 3,500 gpm with a maximum velocity of 7 feet per second and will require a minimum 35 PSI to all upper floors. Also, water mains will need to be looped through the site.

Conditions of Approval: See Conditions U.1, U.2, U.3

H. LANDSCAPING AND TREE RETENTION:

Findings of Fact:

Landscape, tree preservation, and irrigation plans are required as part of the Landscape Permit for the Issaquah Middle School. Approval of the Landscape Permit is contingent on the applicant complying with the requirements of IMC 18.12, *Landscaping and Tree Preservation*.

Landscape Plans, including a plant schedule, and locations of fences, rain gardens, bike racks, seating, walkways and plazas have been reviewed at a conceptual level by the City. The Tree Plan is integrated into the overall landscape plans. The plant schedule and the landscape plant symbols in the landscape plans do not match so plant types and sizes cannot be reviewed by the City at this time. Revisions to the planting scheme and replacement of plant types will be reviewed and approved as part of the Landscape Permit approval.

The proposed landscaping is included in the L Sheets. The plant lists for the new landscape areas include large trees, understory trees, shrubs and ground covers. The tree, shrubs and groundcover plant schedule is on Sheet LP-101. The choice of landscaping materials is satisfactory, in terms of the general types of plants and how they are applied in the landscape. Other areas of the site shows a landscape planting plan that provides good coverage around the site. Many of the proposed plants are Northwest native and the planting pallet includes a mix of non-native that are adaptable to this region.

IMC 18.12 requires Type 3 Landscaping along the street frontage and around the perimeter of the site, and Type 2 Landscaping in and around the interior parking lots. IMC 18.12.070, Schedule-General Requirements by Landscape Type, list those landscape requirements, including type, spacing, planter width and plant sizes. In addition, Type 1 landscaping is required as screening for parking lots visible from the street and less intense land uses, for mechanical equipment, loading areas, and blank walls.

IMC 18.12.120 specifies the use of native vegetation for plantings near critical areas and their associated buffers. Where native vegetation cannot be retained, all vegetation is required to be planted and maintained so that no plant material or runoff of irrigation water and fertilizers will be diverted into the critical areas or their associated buffers.

Conditions of Approval: See Condition B.6

Special landscape areas

Pervious pavers at building entry and courtyard. Sheet L-108, *Hardscape Layout Plan*, indicates the use of pervious pavers for portions of the visitor/parent drop off area and the entry courtyard.

Pervious pavers will be used in the main courtyard flanked by the two main wings of the building. These pavers will have an appearance similar to bricks. No other architectural treatments are proposed in conjunction with the landscape plan design scheme.

Raingardens. IMC 18.12.040.C requires projects using raingardens and on-site stormwater treatment facilities to comply with the City of Issaquah LID Technical Guidance Manual. Staff analysis of raingardens and stormwater management proposed for the Middle School project can be found in the Drainage subsection of the Site Development Plan section of this Staff Report. The soils legend on

sheet LP=100.00 shows the proposed soil for the raingardens/bio-filtration areas. The proposed soil and mulch treatment is not compliant with the LID Technical Guidance Manual.

Plantings near critical areas. IMC 18.12.120 prohibits nonnative, invasive plants to be planted in wetland buffers. It also requires site maintenance to ensure that runoff of irrigation water and fertilizers will not flow into the wetlands and their associated buffers.

Conditions of Approval
(See condition B.1 and B.2)

Landscape Screening required for mechanical equipment, loading areas, trash enclosures, blank walls and tall retaining walls

Under Table 18.12.060(B) in the Landscaping Chapter of the IMC, Type 1 Landscape is required for parking areas, outdoor storage or loading areas, trash enclosures, mechanical/electrical equipment, retaining walls and blank walls abutting rights-of-way. A Type 1 Landscape is meant to provide a dense sight barrier to significantly separate uses, with plant materials consisting of large evergreen and deciduous material to provide 90% sight obscuring vegetation within 3 years. As an alternative, screening can consist of 70% evergreen trees backed by a 100% sight-obscuring fence softened or accented with landscaping. Additional landscape requirements for fences, hedges, trash enclosures and mechanical equipment are covered under IMC 18.12.130.

Loading dock. As discussed in the Parking section above, Type 1 Landscape will be required along Evans Street, to screen the parking lots and the loading dock of the Middle School.

Mechanical equipment. Per IMC 18.12.130.D, all mechanical equipment areas, except at the access areas for the utility boxes, shall be screened from view of the public right-of-way through the use of hedges or fencing on all sides. Screening shall use a Type 1 landscape with a minimum width of five (5) feet. Ground-mounted mechanical equipment locations, size and types have not been provided to the City for review. Alternative screening for mechanical equipment is acceptable, as prescribed in IMC 18.07.135. See additional staff discussion on mechanical equipment screening in the subsection with the same title.

Outdoor storage. IMC 18.12.110 requires outdoor storage areas to be screened with a wall or fence 6 feet in height. Storage structures are proposed to be located outside to serve the track/football field. No details about the proposed material, design and color of the structures is provided at the time of this review.

Trash enclosures. IMC 18.12.130.C requires trash enclosures to be screened using a 100% sight-obscuring fence or wall and a Type 1 Landscape. The trash area for the school building is incorporated into the building and will not need screening other than at the opening of the trash room. The opening is provided with an architectural metal sliding door, painted to blend with the wall of the building.

Retaining Walls. IMC 18.12.135.B requires landscaping and terracing for large retaining walls over 4 feet tall, where possible, or the use of decorative wall material or raised planter beds that are incorporated to obscure the wall's surface.

There are several retaining walls throughout the Middle School site that exceed 4 feet in height. The Track and Football field's retaining wall closest to 2nd Avenue SE is between 9 feet to 13 feet. A

concrete retaining wall between 6 feet to 13 feet is proposed to be constructed where the new faculty parking lot and a new pedestrian connection is proposed on the eastern edge of the property, between the High School parking lot and the new school bus drop off area.

Blank Walls. IMC 18.12.135.A requires blank walls facing public areas or street frontages to provide visual relief for pedestrians to reduce the perceived scale of the structure using one of two options:

- Planting shall incorporate the use of a triangulated row of large trees an average of twenty (20) feet on center which may be clustered to screen when necessary.
- Type 2 landscaping that employs a variety of texture, setbacks, colors and materials to break up the wall's surface or install a vertical trellis in front of the wall with climbing vines or plant material.

Architectural mitigation for blank walls are also required per Appendix 2, Design Standards, under Design Harmony and Compatibility for ground level building treatment (See Section C.4.d, Ground Level in Appendix 2).

There are several blank walls for the proposed Middle School building that requires visual relief. While planting is an acceptable mitigation, the blank wall of the gym at the main entrance of the building requires an architectural treatment as the primary mitigation due to the prominence of this location. As the “front door” of the school, this area needs to be welcoming. Trees alone will not create the right atmosphere for the space. Option 2 above is closer to achieving an inviting and pedestrian-friendly experience by incorporating architectural elements and landscape materials that provide a variety of texture, setbacks, colors and materials.

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 equivalent to 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 Development Services Director/Manager may accept other suitable security as permitted in Chapter 18.04.

Conditions of Approval: See Condition B.5, C.0, C.3 and C.4, CD.3, CD.4, CD.5

Tree Retention

A detailed tree survey, including summaries of trees to be retained and trees to be removed on the entire school property, are included on Sheet LP-0000 to LP-0004. IMC 18.12.1385 prescribes the tree retention rate for various types of land uses. It is silent on Community Facilities but for purposes of this review, the retention rate for SF-S, Single Family Suburban is being used per IMC 18.07.360, *District standards table*.

The trees to be retained in the School District site are primarily at the northeast corner, north of the existing softball field, and adjacent to the Issaquah Sportsmen's Club. Existing trees along Evans and 2nd Avenue SE currently screen the site from the street. When the Middle School athletic fields are completed, the new school and the athletic fields will be prominently visible from these two streets.

Below is the tree count summary provided by the applicant. The clearing of trees will result in a tree retention rate of 45%. Per IMC 18.12.1390.A.2, the project is not required to provide replacement trees because its retention rate does not fall below the minimum 30% required.

Table 4. Tree Count Summary

A	Total Caliper of Existing Significant Trees	23,377 inches
B	Required Tree Retention (30% of A) – minimum to be saved	7,013 inches
C	Total Caliper of Retained Significant Trees	10,523 inches (or 45%)

Conditions of Approval: See Condition U.4

I. SIGNS

Findings of Fact:

As stated above, the applicants will submit for a Sign Permit, with detailed sign plans, at a later time. An approved sign permit is required prior to installation of any type of signs that is regulated under IMC 18.11.

Conditions of Approval: (See Condition C.6)

J. FENCES

Findings of Fact

Fences are regulated under IMC 18.07.120, *Accessory Structures – Fences, arbors, pergolas and trellises*. Fences may be built no more than 8 feet in commercial areas. The IMC is silent about fences in Community Facilities but given the similarity in the site character of commercial and community facility uses, the same standards will be deemed applicable for this project. Fences over 8 feet tall require Administrative Adjustment of Standards. Fences and walls may be erected in required setbacks if they meet the following height limits:

Within front setbacks: no more than 4 feet

Within side or rear setbacks: no more than 6 feet

In addition, IMC 18.12.130.A requires fence locations to meet the sight distance clearances specified in the City’s Street Standards and Specifications. There are no fences proposed to be located close to the intersection of 2nd Avenue SE and Evans Street. Furthermore, all fences close to driveways and the property line are chain link fences and will provide almost 100% visibility through the fences.

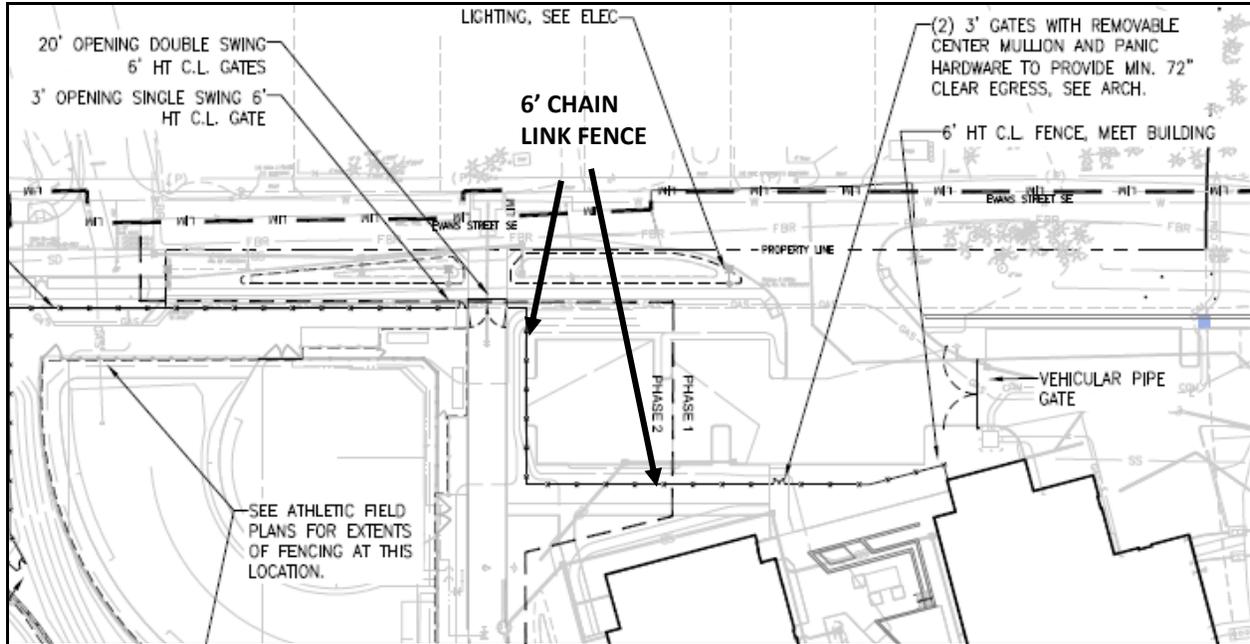
IMC 18.07.120.C. *Preferred Materials* identifies wood, brick, stucco or wrought iron as preferred materials for fences (and other vertical accessory elements) when they are visible from a public right-of-way or neighboring property. Chain link fence, with landscape screening, is appropriate around major and minor utility facilities and may be appropriate for commercial districts but landscape screening of chain link fences must be provided to ensure compatibility between abutting land uses in all seasons. Hedges, planted so they provide an effective barrier, can also substitute for fencing.

Sheet L-001, *Fencing Plan*, shows a series of gates, fences and safety railings for walkways that affects the route and design of barrier-free facilities. The City’s Development Services Department has the plan, on file that is available to the public upon request. Chain link fences, between 4 feet to 8 feet, are

proposed around the existing and proposed sports field and along the northern perimeter of the Middle School. A six-foot chain link fence will be installed along the north property line and within the required 8-foot building setback. The fence height is within the height limit of permitted fences in building setbacks.

A 6-foot high chain link fence is also proposed along the north wall of the classroom wing and the north parking lot abutting Evans Street. This fence is meant to provide security for children and faculty in the school building and the courtyard.

Figure 15. Cyclone fence between the north parking lot and courtyard entry

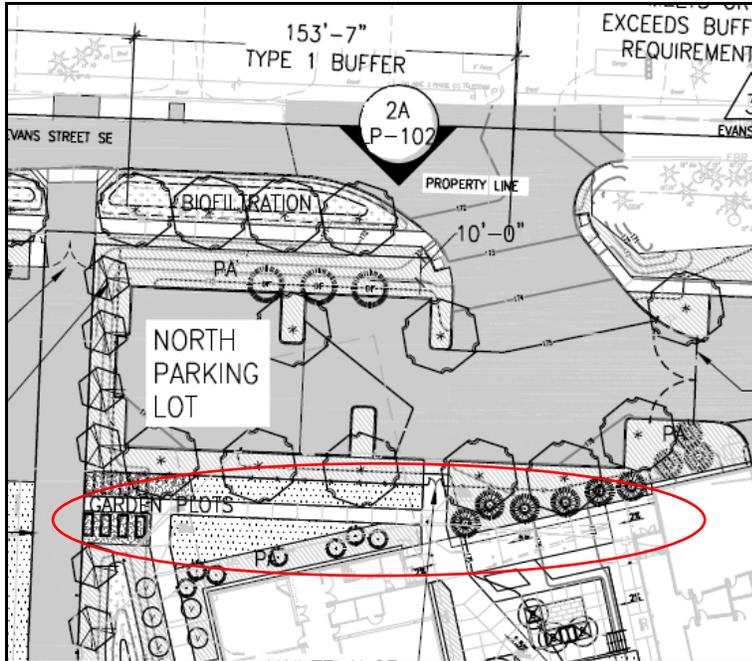


As depicted in the Landscape Plan detail below (Figure 16, Detail of plantings at courtyard cyclone fence), there are no landscape screening proposed for the chain link fence because the planting area is being used for parking lot trees.

Additional guidance on which side of the fence should be provided with landscape screening is found in IMC 18.12.130.A. Plantings are to be located along the side of the fence that has the greatest public use. A hedge along the south side of the fence may be as effective as a hedge along the parking lot side, given that the walkway provided leads to the garden plots. One thing to balance is the safety parking lot users by keeping clear sightlines from the school building to the parking lot and the need to mitigate the unattractive chain link fence. An ornamental fence may be the best solution to allow “eyes” on the parking lot while providing an aesthetically pleasing safety barrier for the school users.

A solid hedge along the south side of the chain link fence would serve the same purpose as one that is planted on the north side. Hedges eventually grow through chain link fences and can obscure the fence from both the neighboring uses, pedestrians on Evans Street, and the school occupants using the walkways to the garden plots and the courtyard.

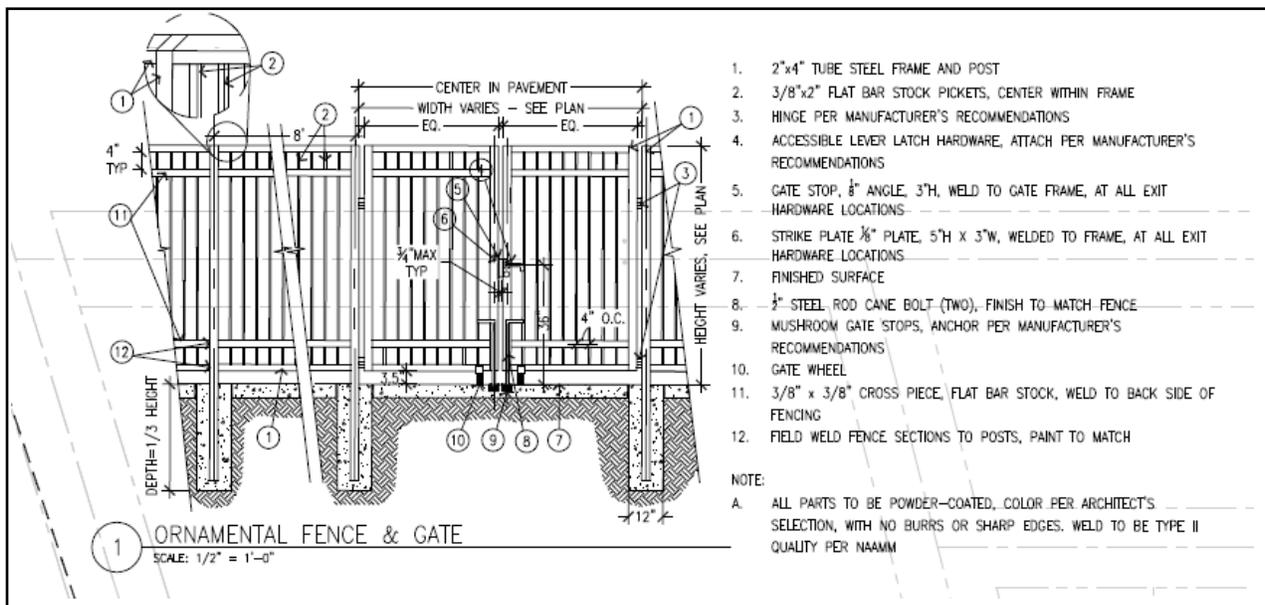
Figure 16, Detail of plantings at courtyard cyclone fence



Conditions of Approval: See Condition C.9

An ornamental fence (see Figure 17.a) is proposed along the south side of the covered basketball court at the southwest corner of the school building. The final height of this fence will be determined at construction drawing review, depending on whether the School District decides to provide a roof or not. If a roof is to be provided over the basketball court, the ornamental fence will be 8 feet tall.

Figure 17.a. **Detail of ornamental fence to be used at the covered basketball court**



A similar design will be used for an ornamental fence for the faculty patio located at the east entry of the building. Guardrails are also proposed around the visitor/parent parking lot drive aisles and a 4-foot guardrail for the switchback ramp connecting the main parking lot of the High School with the visitor parking for the Middle School. Vehicular swing gates (see Figure 17.b) made of galvanized steel pipes, are also proposed for the school bus/faculty entry drive at Evans Street and at the entry of the school bus drop off lane to prevent high school students, parents and visitors from using Evans Street to enter the school site.

Figure 17.b. Swing gate similar to the one shown below will be located at the drive aisle near Evans Street and at the entry to the school bus drop off



K. OUTDOOR LIGHTING:

Findings of Fact:

Outdoor lighting is governed by IMC 18.07.107. A lighting plan is required for this project, and must include adequate information to allow City staff to review for compliance with this section of the Land Use Code. At a minimum, the lighting plan should include:

Lighting in the public right-of-way is addressed by Chapter [12.04 IMC](#), Street Standards, and lighting associated with signage is addressed by Chapter [18.11 IMC](#), Signs.

According to the applicant, the softball field and the outdoor track/football field will not be provided with outdoor lighting. Outdoor lighting of these fields will have significant impacts to the residential neighborhood immediately north. Should the applicant decide to illuminate the sports fields for evening events, the lighting must comply with IMC 18.07.107.I, *Lighting of Outdoor Performance, Sport and Recreation Facilities and Playfields*.

The applicant initially submitted a Lighting Plan for the Community Conference review in August 17, 2013. The lighting plan included the photometric measurements for the entire site and a general representation of the light fixtures to be used. There were no major concerns over the proposed lighting plan at that time. The site plan has been revised since then and a revised lighting plan has not been submitted at this time.

Conditions of Approval: See Conditions A.2, A.3, C.1

L. DUMPSTER ENCLOSURE/RECYCLING:

Findings of Fact:

A waste and recycling enclosure will be provided on the northeastern corner side of the Middle School building, enclosed with sliding gates. The applicant has not yet submitted the forms for Solid Waste Service and Collection Standards for approval by CleanScapes, with specific details.

The dumpster/recycling enclosure appears to satisfy the City's development criteria and will need to be approved by CleanScapes, Inc. prior to issuance of the Building Permit. The School District should also work with the City's Resource Conservation Office to determine the most appropriate and beneficial management of garbage, recycling and food waste.

Conditions of Approval: See Condition B.3

M. MECHANICAL EQUIPMENT SCREENING

Findings of Fact

Mechanical equipment including, but not limited to, HVAC, electrical transformer vaults, and satellite dishes must be significantly screened. Screening of ground-mounted equipment shall be through appropriate fencing, landscaping, or a combination of the two (2). The screening shall be effective in both winter and summer. Rooftop equipment shall be screened in a manner and material that is architecturally compatible with the building. Examples of appropriate screening include, but are not limited to, lattices, parapet walls or rooftop plantings.

Earlier discussion of landscape screening under the Landscaping and Tree Retention subsection of this Staff Report address screening of ground-mounted mechanical and electrical utility equipment. IMC 18.12.130.D requires Type 1 landscape for screening of ground-mounted mechanical and electrical equipment.

The Middle School building proposes a combination of roof forms and metal screens similar to the ones used for the High School to screen the rooftop mechanical equipment. The roof forms are designed as part of the building composition. Views of the rooftop mechanical equipment from the third floor classrooms facing the interior courtyard are screened with a metal panel up to the height of the mechanical equipment. The proposed rooftop mechanical screening is acceptable, as shown in the architectural plans dated January 20, 2015.

Conditions of Approval: See Conditions E.2, E.3

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 7, 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 will serve as the Findings of Fact.

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. (p11)

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.*

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.*

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. (p.54)*

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.1. *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.2. *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.3. *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.4. *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.5. *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.6. *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.7. *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.8. *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.9. *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.

5. Public Access – Within Site: no conditions

6. Trail and Non-motorized Facility Design

- D.10. *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.11. *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.12. *Gravel and other loose materials are prohibited as a paving material for interior walkways connecting to City and public sidewalks.*

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.*