

ATTACHMENT 1

Gateway (Mull) SDP15-00002

Final Recommended Condition, 9.16.2015

1. The project shall comply with the SEPA Mitigated Determination of Nonsignificance and its conditions for the Gateway Apartments, SDP15-00002.
2. The project is comprised of 5-story buildings. Currently to comply with the City's base height requires flat roofs for the building. If the City Council amends the land use code to measure from final grade or other points that accommodate the existing building design, then the buildings shall include pitched roofs. If the City does not amend the height measurement techniques in a manner which considers the existing buildings as meeting the base height maximum, the Applicant shall either modify the buildings or comply with Density Bonus provisions.
3. With Site Work construction permits, the applicant will be required to provide the required half street improvements along the Newport Way NW frontage of the project site. This includes the center median and relocating the existing street improvements impacted by the above. Additionally, the applicant will be required to provide the Shared Use Route along the Newport Way NW frontage in lieu of the required sidewalk. Transitions to the existing facilities shall commence outside the frontage boundaries.
4. By October 1, 2015, the City shall determine the appropriate intersection control method at the project's new entry road, NW Pacific Elm Drive, and Newport Way NW. The intersection shall be designed consistent with the City's determination of appropriate intersection control method and applicable CIDDS and City street standards.
5. If a signal is required at the intersection, the signal shall be integrated into the City's fiber optic interconnect system. The nearest point of service is located on NW Maple Street adjacent to Eastside Fire and Rescue Station 72.
6. The fencing or plantings for residential patios fronting Primary Through Block Passages shall be limited to a maximum height of 3 feet.
7. Plant trees on the western side of the Neighborhood Street in the Schneider Creek buffer area and adjacent to the WSDOT conservation area at a consistent alignment and distance to match the street trees on the opposite side of the street.
8. Provide a minimum 10 foot wide sidewalk at the eastern side of the Neighborhood Street serving the buildings 13, 14 and 15, and the community center.
9. A continuous tree planter strip shall be provided where the Share Use Route replaces/serves as a sidewalk in the street section, such as at the Neighborhood Park.
10. Individual garages shall be designed in such a manner to allow the management company to monitor that garages are being used for parking cars and not other purposes such as storage. For example, glass in some garage door panels.
11. Design the Primary through block passage between buildings 9 and 11 to have the prominence of a street since the main entries are there, such as using an allee of trees, benches, and special paving.

ATTACHMENT 1

12. Where the Neighborhood Street turns into a Neighborhood Street #2 serving Building 17, the travel lane, curb line and tree planters should be designed to intuitively direct cars into the Neighborhood Street #2 and not to the parking lot west of Building 17.
13. Extend the sidewalk southeast of Building 3 to cross the street and connect with the sidewalk northeast of Building 2. Provide a crosswalk along this alignment (marked or unmarked).
14. Provide a pedestrian table at the pedestrian crossing connecting the N-S primary through block passage to the shared use route, south of community center.
15. Grade transition (ramping) at the entrances to the areas serving the parking garages for the 3 story buildings shall start at the curb and the planter areas and meet the sidewalk level at the outer edge of the sidewalk.
16. Pedestrian-only crossings of roads within the project shall be paved with a distinctive material, such as concrete, compared to the asphalt travel lanes to easily distinguish for motorists and pedestrians. See briefing memo dated **Sept 16, 2015** for locations.
17. The applicant shall provide an easement that would permit a future shared use route connection across I-90 from the property. The easement would be limited to only the area required to accomplish the I-90 shared use connection and is limited to the area between Schneider Creek and the end of the hammerhead. The applicant (or future owner) will not be liable for any costs associated with the I-90 shared use connection. Any such future construction of the I-90 shared use connection shall minimize negative impact or disturbance of the project.
18. The applicant shall provide a 14-foot wide public access easement to permit the shared use trail to make a future connection to the property to the west across Schneider Creek. The applicant (or future owner) shall not be responsible for any permitting processes, mitigation, or construction costs associated with any such future crossing of Schneider Creek or the future shared use trail connection.
19. The Final Certificate of Occupancy shall not be issued until the City has accepted all the required Neighborhood Park improvements (as described in **Condition #20**) and Shared Use Route, and the Applicant has dedicated both to the City, or as amended by the Memorandum of Understanding (MOU, if one is prepared) between the Applicant and the City.
20. The applicant will improve the Neighborhood Park as shown in the Phase 1 Schematic Plan (sheet __ of the plan set). The Neighborhood Park, with an area of approximately 2.3 acres (which also includes the Shared Use Route), with the following improvements:
 - Retaining walls and regrading to create flat useable areas. [adjust what is shown]
 - Additional grading and site work to reasonably accommodate multiple outdoor rooms similar to what is depicted in the Park Concept Schematic Plan on Sheet __;
 - A paved 6 ft wide walkway for convenient access from Newport Way, in a location similar to what was shown in the Park Concept Schematic Plan
 - Water and sewer connections for future public restrooms, at a location to be determined during construction permit review;
 - 7-8 on-street, signed parking spaces including a van accessible parking space
 - Any approval conditions included with SDP15-00002

ATTACHMENT 1

21. Park Impact Fee credits will be given for the Neighborhood Park, Shared Use Route including the boardwalk across the wetlands, and for those other portions of the 2.3 acres of land and improvements dedicated to the City that expand park capacity by being usable rather than 'leftover'. For instance: unusable and/or inaccessible land behind walls or walls that would be required if these facilities were not present will be excluded from Park Impact Fee credits; utilities that serve the park will be included as Park Impact Fee credits.
22. Park impact fees consolidated for the two phases of the former Mull Farms, are associated with the Shared Use Route and Neighborhood Park associated with SDP15-00002, based on the configuration and composition of units in SDP15-00002 and PRE14-00009. Once the construction improvements, MOU, if one is prepared, and dedication take place, subsequent changes to Phase 2 (at 2450 SE Newport Way) will not require the City to refund park impact fees; however, if the use, configuration, or ownership of Phase 2 (at 2450 SE Newport Way) changes and additional park impact fees are warranted, they will be collected with building permit(s) for the property associated with Phase 2, with credits for the park impact fees associated with the Shared Use Route and Neighborhood Park associated with SDP15-00002.
23. A 3-foot landscape planter strip, inclusive of the required 2-foot landscape strip for the Shared Use Route, shall be provided between the parallel parking and the Shared Use Route across Building 1 and Building 2. Plant material used should be able to survive the high pedestrian traffic and of a height to allow car doors to open into the landscape area without damaging the plants.
24. Where parking areas abut pedestrian circulation or areas such as the Shared Use Route, Through Block Passages, Neighborhood Park, and the termini of the parking area drive aisles at the 3-story buildings, elements which comply with CIDDS 10.4.A.3 shall be provided.
25. Provide a sidewalk west of Building 2 to provide a pedestrian connection between the street and the Shared Use Route as well as to distinguish public from private space.
26. Tandem stalls separated by a garage door shall provide extra length as shown in the application.
27. The vehicular use of the parking areas northeast and northwest of the 5-story buildings, including the fire truck turn around areas, shall be de-emphasized by designing them as pedestrian plazas with special paving, landscaping and pedestrian light fixtures and as an extension of the I-90 landscaped area of the property.
28. Trees shall be provided in the parking lot at the northeast corner of the site at the required ratio of 1 tree/6 stalls shall be provided.
29. At the 5 story buildings, the walls of the garage shall be designed to integrate with the residential facade of the building, with consideration of what is visible from high-speed vehicular traffic along I-90..
30. When waste enclosures are visible along Through Block Passages, or are located at the visual termini of Community Facilities and Community Spaces, they shall be designed so that the sides visible to pedestrians at these public gathering areas enhances the pedestrian experience, using landscape elements such as a garden wall (as opposed to a utilitarian fence), hedges,

ATTACHMENT 1

green walls or an acceptable alternative. If a hedge is used for screening, it shall be of a height prescribed in CIDDS 10.8.B.

31. All equipment, vaults, appurtenances must be shown on site work permits and landscape plans, and located consistent with CIDDS standards. Changes must be approved by City staff prior to installation, and must maintain CIDDS standards.
32. Along the Newport Way edge of the triangular park portion and 60 ft of the entry road, provide a continuous element that serves as a physical barrier for playing children and architectural elements that substitute for a lack of streetwall and building. For instance, a continuous barrier at least 3 ft in height (except for occasional openings for connections to the Shared Use Route) combined with regularly spaced architectural elements approximately 15 ft in height.
33. The clubhouse or community center building shall meet the streetwall provisions for the Village Residential zone.
34. The waste enclosure serving Buildings 15 and 16 shall not open into pedestrian circulation paths and block pedestrian and vehicular travel.
35. Rear building units shall be provided with visual relief from the parking areas through horizontal screening elements. End units shall be provided with windows on the sides abutting green spaces.
36. Provide additional pedestrian entrances to the 5-story buildings to provide direct access to the ground-floor residential units from the Neighborhood Street, or provide additional elements along the building frontages of 17 and 18, which provide similar pedestrian interest.
37. The proposed developments of the Issaquah Gateway Apartments and the Senior Housing project must connect to the existing METRO Sewer system westerly of the proposed Gateway projects. There is an existing 8" sanitary sewer main in NW Poplar Way that connects to the METRO sewer but is too shallow and small to serve the future development of the Gateway projects. The 8" sewer main in NW Poplar Way must be upsized to provide sufficient capacity for the future developments and maintain the capacity reserved for the offsite properties benefitting from the existing system.
38. In addition to the proposed system connections, the 12-inch water main shall be extended to the westerly property line for future connection to the proposed Gateway Senior Housing project. Additionally, sewer shall be extended in the same manner.
39. Entry road from Newport must provide a complete road section including a sidewalk and street trees on the west side of the road.
40. The Lot Line Adjustment (to comply with the parcels depicted in the SDP and on which it is based) must be submitted prior to or with building permit submittal, and approved and recorded prior to building permit approval.
41. If changes to the fencing are allowed by the easement protecting the WSDOT wetland area and the existing fence is inconsistent with the CIDDS, the fence will be changed to comply with the standards.

ATTACHMENT 1

42. The boardwalk will be designed with adequate clearance to allow for wildlife passage.

Move to construction conditions:

- C.1. During landscape permit review, include annuals at strategic locations and edibles in the appropriate context such as the community center, the high-volume pedestrian paths and at building entries.
- C.2. The selection of paving material, light fixtures and landscaping used for the Shared Use Route shall take into consideration the character of the Neighborhood Park and the various activities adjacent to the Shared Use Route.
- C.3. Provide pet waste receptacles on designated areas where residents' pet activities are allowed.
- C.4. Bike parking shall be distributed at various locations throughout the site, such as at the barbecue/picnic areas along the Through Block Passages, at a designated area between the Shared Use Route and Neighborhood Park, and at the two entry plazas of the 5-story buildings.
- C.5. Trash containers shall be provided along the Through Block Passages. Trash containers shall be provided with heavy solid lids to keep wildlife out and for weather protection.
- C.6. Design the site to assist with intuitive wayfinding such as paving materials and patterns, street furniture, landscape materials.
- C.7. All screening elements located within the landscape areas or visible from Community Facilities and Community Spaces shall be designed consistent in architectural character and harmonious in material and color with the landscape elements in the surroundings. The screening element should serve as a garden wall and backdrop to the vegetation surrounding it and enhance or complement the community spaces and public realm.
- C.8. Waste enclosures for the 3-story buildings shall be provided with roofs to screen from aerial views of the second and third floor apartments and to control wildlife access.
- C.9. Provide lighting on walkways that both addresses CIDDS 17.7.A height and BUG. This may not require a 6 ft. fixture