AGENDA
Development Commission

7:00 PM - Wednesday, August 5, 2015
Council Chambers, 135 East Sunset Way, Issaquah WA

Page			
3	**1.**	**CALL TO ORDER**	**7:00 PM**
		a) Commission Membership	
5 - 12	**2.**	**APPROVAL OF MINUTES**	**7:05 PM**
		a) Meeting Minutes from June 24, 2015	
13 - 321	**3.**	**AGENDA ITEMS**	**7:10 PM**
		a) **PUBLIC HEARING: Gateway Apartments** *Presented by:* *Amy Tarce, Senior Planner*	
		b) **Public Comment**	
		c) **Commission Discussion**	
	4.	**ADJOURNMENT**	**9:00 PM**

INQUIRIES

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

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

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

Development

About

Created in 1983, this commission reviews all land use actions requiring a Level 3 review. The Commission further serves as an advisory board to the City Council on land use actions requiring council approval (Level 5 review).

The appearance of fairness doctrine prohibits Development Commission members and City Council members from discussing the merit of specific land use development applications outside of the formal public meeting process. Citizens, however, may discuss any issue with the City's Development Services Department. Written comments are also welcome.

Membership

The Development Commission is comprised of seven regular members, with four-year terms; and several alternates, with two-year terms. All members are appointed by the Mayor and subject to confirmation by the City Council. Terms expire April 30 of the year listed. For more information, see IMC 18.03.

Contacts

Staff Liaison

Christopher Wright, Project Oversight Manager
Email

Regular Members

2016 – Melvin Morgan, Jr.
2016 – Carl Swedberg
2018 – Essie Hicks
2018 – Raymond Leong
2018 – Richard Sowa
2019 – Michael Brennan
2019 – Randolph Harrison

Alternate Members

2016 – Vacant
2016 – Vacant
2017 – Vacant
2017 – TJ Ginthner

CITY OF ISSAQUAH
DEVELOPMENT COMMISSION
MINUTES

June 24, 2015

City Hall South
Council Chambers

135 E. Sunset Way
Issaquah, WA 98027

COMMISSIONERS PRESENT
Randy Harrison, Chair
TJ Ginthner, Alt.
Essie Hicks
Raymond Leong
Mel Morgan, Jr.
Richard Sowa

STAFF PRESENT
Mike Martin, Associate Planner
Dave Favour, Deputy Director

CALL TO ORDER
HARRISON, Chair, called the meeting to order at 7:02 PM. He briefly described the agenda for tonight's meeting, including how the two Community Conferences scheduled for tonight will proceed. He noted that no final, official action on the two proposed projects will be taken tonight.

APPROVAL OF MINUTES
HARRISON asked that the last sentence of the first paragraph on page 10 be revised as follows: "He noted this project presents a very significant opportunity, not only for the School District but also for the City, to combine their respective traffic studies to see what can be done to improve circulation around all schools and school facilities."

MOVED BY MORGAN, SECONDED BY SOWA that minutes of the Development Commission meeting on May 6, 2015 be approved as amended. MOTION CARRIED UNANIMOUSLY.

COMMUNITY CONFERENCE: Silverado Memory Care Community Conference

An application for a Community Conference to develop an Alzheimer's and memory care community, proposed to contain 53 sleeping units for 91 residents; located at 7932 Renton-Issaquah Road SE at the intersection of NW Talus Drive; COM15-00002.

Staff Presentation
Mike Martin made staff's presentation. He briefly highlighted the purpose of a Community Conference; showed the location of the proposed project on a vicinity map; displayed photos taken today at the site; and summarized the proposal, as described in the staff report. He noted that the property is zoned Single Family Estate (SF-E), and to allow this project to move forward, an amendment to add Assisted Living to the Table of Permitted Land Uses for SF-E would be required. He explained the process for seeking and receiving approval of such an amendment.

Martin described concerns received in a letter from the owner of Squak Mountain Nursery, located at 7600 Renton-Issaquah Road SE, in response to the notification of tonight's Community Conference. He said the owner's primary concern is that lighting from the project

could have a potentially negative impact on his business, particularly light during night-time hours.

He continued his presentation with a diagram of the site plan that showed the proposed entrance to the facility, fire access turn-arounds, parking, the internal courtyard, the facility itself, and a sidewalk/crosswalk connection for pedestrian access from SR-900. He also showed building elevation views, which were also included in the agenda packet.

Applicant Presentation
Paul Mullin, Silverado Care representative, 6400 Oak Canyon, Suite 200, Irvine, CA, made the applicant team's presentation. He introduced James Brown, Wattenbarger Architects, 2100 112th NE, Suite #100, Bellevue, architect for the project. Mullin displayed slides and explained the main purpose and philosophy behind Silverado's mission in serving people with dementia and Alzheimer's. He explained Silverado's intent to create a Northwest-style lodge that would fit well into both the immediate natural setting and Issaquah in general. He gave more details about Silverado's philosophy on how it serves its clients and its model of care. He gave background on Silverado's previous experience with providing assisted living services elsewhere in the State of Washington and around the country. He said working with the City of Issaquah has been a pleasure and spoke highly of his dealings with Issaquah staff.

He continued with more details about Silverado's design philosophy and the memory care environment it strives to achieve. He showed a model of the floor plan for the proposed facility, including how the facility will be sited on the property and how traffic will flow to serve the community. He showed depictions of the interiors and exteriors of other Silverado assisted living properties, and explained some of the reasons driving the design. He also displayed proposed depictions of the facility that is being proposed for Issaquah.

He said he appreciates the concern expressed in the letter from the Squak Mountain Nursery owner, and said Silverado believes in "dark skies" and doesn't want to have glaring lights at night. He explained the kind of lights that Silverado typically uses, and noted a memory care facility tends to have residents that go to bed early and are not active at night. He said we will be cognizant of the nursery's concerns but believe they can be successfully alleviated, and in fact he hopes to work with the business on landscaping and other mutual concerns.

He continued with some information about clinical improvement outcomes from 1999 to 2013 at Silverado facilities in areas such as ambulation, self-feeding, behavior, and toileting. SOWA asked for clarification on the data being shown, and Mullin explained what the numbers mean in terms of lives impacted and improved. He concluded his presentation with an anecdote about a resident at a Silverado assisting living facility who improved as a result of her residence there.

Mr. Brown gave some details about the design process and reiterated that this meeting is an opportunity for the applicant team to get feedback from the Commission. He said the site is a beautiful, natural area, and the goal is to minimize the impact of the proposed project on the site. He explained the ways that the design minimizes the impact of the building, specifically the shape of the facility. He also explained that the presence of wetlands and proximity to Tibbetts Creek place limitations on building on the site, as outlined in the staff comments, and some modest amounts of buffer averaging will be required. He explained that the proposed entrance to the site will be across from the entrance to Talus on SR-900, and showed it on a site plan. He also showed the central courtyard, which will be a focus of the facility and will allow memory care residents with a safe, flexible opportunity to get around and experience the outdoors. He described the Northwest style that the project is aiming for.

Public Comment
Mary Moore, 7804 Renton-Issaquah Road SE, Issaquah, said she was a little confused when she got the notice of tonight's Community Conference, as the proposed project seems more of a commercial development than a residential development. She described her main concerns with the project as she understands it, which are as follows: the large amount of parking; the ditch on the north side of the property, which has moving water and borders her property; lighting concerns on a 24-hour facility; food service and delivery trucks; traffic created from employees and visitors; adding more to the sewer system, which already seems stressed; why the building is one story instead of two; the presence of wildlife, including bears, bobcats, hawks, coyotes, and other animal life; heritage trees that might not be saved; the impact on salmon in Tibbetts Creek; and bears getting into garbage generated by the facility. She said this area is a critical and sensitive area with its own ecosystem, and the impact of this project needs to be examined very carefully. She said if Commissioners walked the site they would see the abundance of wildlife and natural beauty there, and said it is a truly wonderful, natural place and there are not many like it left in Issaquah.

Commission Questions and Discussion
GINTHNER said he is interested in knowing what now exists on the south side of the property. Brown replied there is a single-family home there. GINTHNER asked where the tributaries and Tibbetts Creek are located on the site, and Brown located them on a map. GINTHNER asked about the sewer issue. Martin said it would be evaluated as part of the Site Development Permit (SDP).

HICKS asked for clarification of the number of proposed residents. Mullin replied 91. HICKS asked about the Category III wetland mentioned in the packet. Mullin gave some background on the wetland and how WSDOT has dealt with it in working on SR-900, including making a drive and bridge into the property which would also be used for this project. HICKS asked about traffic impacts, particularly any required improvements prior to occupancy. Mullin said the traffic impacts are projected to be relatively low, especially compared to the traffic that could be generated from the 18 or so homes that could potentially be built on this property instead of the proposed project. He explained that the traffic signal on SR-900 that exists to access Talus would be used to access this property. HICKS asked about the wildlife issues raised in public comment. Mullin said we would honor the ecology that exists on the site, and gave examples of how bear control could be addressed. He noted that only two or three staff are typically on shift at night, and there are no deliveries at night. This is not a typical 24-hour operation in that the residents do not drive and tend to retire early. As far as lighting and noise, he continued, this is a very quiet facility, and in fact not a lot of people visit memory care facilities. It is a completely secure facility, he continued, and we would work with all fire and security personnel to give our residents a sense of freedom yet in fact be in a completely secure facility.

SOWA asked whether any consideration had been given to protection from the rain and other weather conditions in addition to the covered walkways shown. Brown replied we encourage our residents to be outdoors and the design calls for an extended outdoor porch area in addition to the covered walkways.

LEONG said he had similar thoughts about how residents might be able to go outdoors but be protected from the rain and weather. He asked whether any clarification was available on the proposed sunroom, which would have to be sizeable to accommodate up to 91 residents. He also asked for clarification on the parking stalls, including those labeled "B" and "P." He noted the parking looks kind of spread out throughout the site. Mullin explained the two parking stalls

sited are completely accessible stalls. He continued we tried to keep the site as contained as possible to avoid spreading out into the site further than was necessary. The parking appears spread out because as we started to develop the design and looked at the wetland constraints, we decided to retain all the parking opportunities until we have some additional feedback from staff about the exact number that will be required. He explained the options for employee parking as well as visitor parking, and noted we haven't designated spaces yet between those for staff and those for visitors. LEONG expressed concern about the lack of a hammerhead where visitors and/or employees will park. Mullin explained that the buffer situation created a restriction there. Brown said paving was also a factor in how the hammerheads were laid out, and noted we have made a significant reduction in the original stormwater impacts.

MORGAN asked with what, if any, action is required by the Development Commission with regard to the required rezone. Martin explained that the results of this meeting will be shared with the Council, who will be the final decision maker.

HARRISON said the tree cover is fairly heavy there, and asked for more detail about the projected impact of lighting on Tibbetts Creek. Mullin said within 100 feet of the creek, the effect would be almost nil. Martin added it is a code requirement that lighting must have no impact on the Creek or the buffer.

Having asked questions and sought clarification, HARRISON then invited Commissioners to make any recommendations or additional comments.

GINTHNER asked for clarification on sidewalks. Mullin explained where sidewalks across the road on SR 900 exist, and how a crosswalk to link the memory care facility with those sidewalks could be installed. Brown said sidewalks directly in front of the property would be a safety concern because the two adjacent properties are not built out and do not have sidewalks. Martin added the frontage improvements are still being discussed with Public Works, which will include the possibility of WSDOT adding a lane there, and will be clarified in the process of refining the Site Development Permit.

HICKS said she appreciate the mitigation measures the applicant team has done in planning this facility; a lot of thought has gone into making sure this fits into our community. That said, she continued, keep in mind it is really hard for some Issaquah residents to see changes happen to the City's natural settings, and encouraged the applicant team to protect and preserve the heritage trees and natural amenities of the site wherever possible. She noted that the facility has the option of providing an ORCA card for employees to encourage them to use public transit. She also added that care should be taken to keep any fertilizers used on the property from running off into Tibbetts Creek, and suggested that the business might want to see how it could become involved in Salmon Days and other civic environmental activities.

SOWA said the application seems like a good project that is sensitive to the surrounding environment, and that adding assisted living to the list of permitted uses seems like a reasonable accommodation.

LEONG said he likes the general design, and would encourage the architect to provide some weather protection for residents, perhaps a canopy from the sunroom, so that residents can use the outdoors in inclement weather. He said he likes the idea of people being able to do tai chi and other exercises that move their bodies out-of-doors. On the hammerhead issue, he continued, he feels that the design would be improved by making sure a hammerhead is there, and encouraged the applicant team to look at that. He said he likes the modulation as shown on

the buildings. He also said he has some concern about the distance between the parking stalls and the main entrance, particularly for visitors.

MORGAN thanked the applicant team for the materials provided in the agenda packet, which were very helpful. He said he likes the building design, particularly the use of stone and wood. He said his only concern with the building itself is with the roof, which in the aerial photos appears as a large, unbroken brown expanse. Given that the roof is on a one-story building and will be somewhat visible at street level, he asked the applicant to look at whether anything could be done there. He also noted that the staff comments refer to the possibility of requiring more modulation on the east side of the building, and continued he doesn't think that is necessary. However, he does have a concern on the east side that light could spill out of the large windows in the common area there toward the Creek at night. He referred to Exterior Elevations View A-5 in the applicant's presentation materials, and said perhaps some shading could be provided for that window at night to prevent spillover lighting. Regarding issues on the north side of the parking lot, he continued, he would like to see the parking study as well as the photometric study when the Site Development Permit is prepared. He said his concern is about putting a 36-stall parking lot just south of an existing residential area, and suggested the applicant consider some conifer trees there to provide some year-round buffering. He said he agrees that back-up beepers from delivery trucks at 6 a.m. would be a concern for neighbors, and perhaps some limits could be set for commercial deliveries, but from the applicant's remarks it doesn't sound like this would be much of a problem with this particular project. Mullin agreed.

HARRISON thanked all the participants in tonight's Community Conference. He said he thinks the proposed project seems like an appropriate use of the site. That said, he continued, he expects that all drainage and environmental issues will be meticulously addressed during the permitting process. As noted during public comment, this is a natural ecosystem with a lot of wildlife and heritage trees. A lot of money has been spent by the State, King County, and the City to improve the presence and movement of wildlife there, he noted, and we would not want this or any project to negatively impact those improvements. He said the elevation drawings are helpful, and asked on View A-4, a large part of that elevation has no windows, just a wall. He noted the opportunity exists to provide some modulation for that wall, which would be visible from offsite. He asked is his understanding correct that this application is requesting impervious surface limits that are significantly under the amount that is allowed. Brown replied that is correct. HARRISON asked does the plan include the use of pervious pavement. Brown replied that is correct. HARRISON said that is good to see, and noted that developments such as this one have the opportunity to set the pace as the City moves forward with projects that have as little environmental impact as possible. He thanked the applicant team for a good presentation.

COMMUNITY CONFERENCE: Lakeside Industries Rezone and Code Amendment Community Conference

> **An application for a rezone of the existing processing site from M (Mineral Resources) to IC (Intensive Commercial) together with a code amendment to allow continued asphalt and concrete processing; located at 6600 230th Ave. SE; POL15-00001.**

Staff Presentation
Dave Favour made staff's presentation. He briefly described the purpose of a Community Conference, and said this is a unique request for the Development Commission, namely to consider a rezone request for an existing site from M (Mineral Resources) to IC (Intensive Commercial). He noted that this is 'step one' of the process to consider that rezoning. He

continued his remarks with a description of the proposed project; showed an aerial photo and a schematic of the site; gave some background on Lakeside Industries' operations on the site to date; and summarized the pertinent parts of the Lakeside Development Agreement, effective January 29, 2013, that refer to "pursue necessary Code amendments to ensure [these activities] are legally permitted." He explained the rezone and code amendments that are being requested, as outlined in more detail in pages 34-36 of the staff report. He continued his remarks with a schematic that shows the existing zoning of the property and adjacent properties.

Favour continued his presentation by referring to the approval criteria required to grant a rezone request, as listed on page 37. He noted that both approval criteria #3, Growth Controls, and #10, Environmental Impacts, are especially pertinent for this application. He reiterated that under the request for a rezone of the existing site from "M" to "IC," the Table of Permitted Uses would have to be amended to include "the continuation of a mineral processing use established prior to August 2, 1999." He concluded his remarks with a recap of the next steps leading to a decision in late summer or early fall by the Council on the application, including a public hearing by the Planning Policy Commission.

Applicant Presentation
John W. Hempelmann, 524 Second Ave., Suite 500, Seattle, owner/applicant representative and counsel for Lakeside Industries, made the applicant team presentation. He said the reason we are here is to complete the agreement between Lakeside and the City to allow the existing processing operations on the floor of the valley to continue. The operations are important to the City and the region, he continued, and all parties want to be sure those operations can continue when the mining operation ceases. He introduced Karen Deal and Bill Dempsey from Lakeside Industries, and said they will give more details about the operations.

He continued you may have seen the site in 2012 when we worked on the Lakeside Development Agreement with the City; many of you probably walked the site at that time. He continued his remarks about the zoning of properties adjacent to the site, and said the current "M—Mining" zoning designation needs to be amended to allow continuation of the recycling and processing operations that have been in place there since 1999. He gave more background on Lakeside's operations. While the zoning will change, the uses will not change, he added, and gave details about how important the operations are for the community and region. He noted that Lakeside is a major recycler of old concrete that would otherwise go into landfills. From a sustainability perspective, he continued, Lakeside offers the community a great set of uses that are not changing as a result of this request. No new development is being proposed, he continued, but rather a continuation of an existing operation that benefits the community. He concluded our objective is to make sure we are moving forward legally.

Karen Deal, Lakeside Industries Environmental Land Use Director, showed the site on a map that gave more details about operations on the site. Bill Dempsey, Lakeside Industries Operations Process Manager, showed how gravel comes onto the site and is sized, then is moved to either a crusher area or a wash plant area, then is trucked to a recycling area or otherwise used. He described the mud recovery area and how waste and finished products are hauled off site, as well as the warehouse, maintenance shop, and water ponds for water recovery. He added that processing water is directed to the top portion of the site to a filtration pond.

Hempelmann asked Dempsey to comment on any changes in the use of the facility in the foreseeable future. Dempsey replied no changes are contemplated. If anything, he continued,

the business might take certain measures to further increase efficiency, such as replacing equipment as it gets older, but the uses will remain the same. Deal confirmed Dempsey's comments.

Public Comment
There was no public comment.

Commissioner Questions and Discussion
GINTHNER asked what is the projected lifespan of the mine. Hempelmann replied it is anticipated that the mine will be mined out over a 20- to 30-year period, depending on the demand for the material and the availability of material to reclaim the hillside. GINTHNER noted the site is quite steep. Hempelmann agreed. He said it will take careful planning to reclaim it, and gave details from the Lakeside Development Agreement that pertain to reclamation of the site. GINTHNER asked for details about the water on the site. Deal replied the standing ponds are for flow control and infiltration on site. The process water and the infiltration process are reviewed and permitted by Ecology every five years, she added.

HICKS asked does changing this zone, and adding "Asphalt/Concrete Mixing" to the list of Table of Permitted Land Uses in the IC zoning district, set a precedent for making another operation like this one possible again in the future. Favour replied no; this request would only acknowledge properties that have asphalt and concrete mixing operations already in use, not any new operations. Hempelmann added to his knowledge, Lakeside is the only operation of its type in the City. HICKS asked why is this request being made now. Hempelmann said both the City and Lakeside have agreed that the timing is right. He gave some background about the Lakeside Development Agreement, and said both parties agree this shouldn't be an "orphan" use, and since the agreement is already several years old, there is no reason to wait. He said there was also some thinking that it should be done while those individuals at both the City and Lakeside who are familiar with the issues from the agreement negotiations process are still around.

SOWA said the application seems reasonable and makes sense to him, and it seems like it is time to move on. He said he had no specific questions at this time.

LEONG asked what is the connection between Cadman Aggregate and Ready-Mix and Lakeside Industries. Dempsey gave some background, and noted that Cadman leases five acres at the Lakeside site and buys gravel to make concrete. LEONG asked where are the next closest regional asphalt and concrete operations located. Dempsey and Hempelmann referred to operations in Redmond, Covington, Auburn, two in Seattle, and Monroe.

MORGAN said he had no specific questions at this time.

HARRISON asked where is the origin of the North Fork of Issaquah Creek, and is there any salmon there. Deal showed the location on a site map, noting that it is off Black Nugget Road, and said her understanding is that salmon are present. Hempelmann noted that Lakeside works with the State Fish and Wildlife, and discharges treated water into the North Fork to help maintain its water flow. He said Lakeside has also participated in salmon planting and has partnered well with Fish and Wildlife.

HARRISON asked what the specific negative impacts would be that are referred to in the approval criteria for a rezone ("10. Environmental Impacts: The probable negative adverse environmental impacts…," page 37). Favour said we would look at other references in the code

to environmental impacts, such as noise, lighting, traffic, and so on, and the final determination about negative environmental impacts would be determined by the Council as part of its deliberations.

HARRISON said it appears that the wash water, after it is used in operations, is not settled but is pumped to a recharge site at the top of the site. Deal replied that is correct; water is recycled in the washing process, and extra water gets pumped up to settling ponds at the top of the site.

LEONG asked why is the rezoning request for just part of the site and not the whole thing. Hempelmann replied the rest of the site was rezoned in January 2013 to Urban Village, as part of the Lakeside Development Agreement. LEONG asked why was the rezone from M to IC for this portion of the site not done then. Hempelmann said the process in 2013 was just for the changing the designation from Mining to Urban Village. Both parties agreed we would focus on the areas to be redeveloped as Urban Village then, and existing uses would be addressed later.

Having asked questions and sought clarification, HARRISON then invited Commissioners to make any recommendations or additional comments.

GINTHNER said it seems this is kind of an "IOU" between Lakeside and the City, and he sees no problems with it. GINTHNER, HICKS, SOWA, and LEONG all thanked the applicant team for their educational and clear presentation, and to City staff as well. There were no additional questions or comments.

MORGAN said he also appreciates the work of the applicant team and staff, and noted that on page 37, the four items in the approval criteria list that seem most important for this application are (4), Changed Circumstances or Reasonable Development; (5) Zoning Conformance; (6) No Detriment to Adjacent Property; and (7) Consistent with Comprehensive Plan. He said the application meets all of these, and the request seems appropriate and timely.

HARRISON said the request is appropriate and, while it is kind of a unique situation, it still offers a good precedent for how to deal with situations as the City undergoes a transition to a new vision for Issaquah. He said this is an example of how a development can comply with the City's code and accommodate the growth that the City is going to experience.

OTHER BUSINESS/ANNOUNCEMENTS/ADJOURNMENT
With no further business to conduct, HARRISON adjourned the meeting at 9:05 PM.

Respectfully submitted,

Susan Lowe
Recording Secretary

Application No. SDP15-00002 (Site Development Permit) and Administrative Adjustment of Standards

Table of Contents

2. CIDDS Checklist with Staff Analysis for Gateway Apartments
3. SEPA Mitigated Determination of Nonsignificance, issued July 30, 2015 and SEPA Checklist
4. Construction conditions
5. Public Comments and Staff Responses
6. Site Development Permit application, SDP13-00005
7. Applicant Project Narrative and Requested Interpretations
8. Project drawings

The following technical studies, which informed the analysis of this project for Site Development Permit compliance, are available in the Department of Development Services and online, in the City's website, under Development Services:

1. Critical Area Study
2. Preliminary Drainage Report
3. Geotechnical Report
4. Preliminary Traffic Study

I. Application Information

Applications: Project No. PRJ12-00009
Site Development Permit: SDP13-00005

Project name: Issaquah Gateway Apartments

Staff Contact: Amy Tarce, Senior Planner
Development Services Department. 425-837-3097
amyt@issaquahwa.gov

Applicant: The Wolff Company
911 East Pike Street, STE 310
Seattle, WA 98122

Owner: Covenant Mortgage Corp.
1191 2nd Ave. #1901
Seattle, WA 98101

Request: Site Development Permit **approval** for a multi-family residential development consisting of 400 stacked apartment units on 29.85 acres. There will be sixteen 3-story buildings and two 5-story buildings with 4 floors of residential units and garage parking on the ground floors. Approximately 692 parking spaces will be provided in both structured and surface parking. The project will provide a Neighborhood Park and a Shared Use Route, per the Central Issaquah Plan. A community center (clubhouse) and picnic areas are provided as private community spaces for the future residents. Existing critical area buffers will be enhanced.

Location: The project site is located at the northwest corner of Central Issaquah, at 2290 Newport Way NW (see Attachment 1, Site Vicinity Map).

Existing Land Use: The property is currently used for agricultural activities.

Adjacent Uses (see Existing Land Use):

- North: I-90 (with small wetland)
- South: Multi-family (Sammamish Pointe Condominium) and single-family subdivision across Newport Way
- East: Tibbetts Creek, Commercial (Arena Sports and Hertz Rental Car)
- West: Schneider Creek, Veterinary Clinic, Conservation Area

Zoning: VR, Village Residential

Comprehensive Plan:

Land Use: “Multi-family Residential”
Subarea: “Central Issaquah”
District: “Western Gateway”

II. Recommendation

Based upon the application, submitted plans , listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Development Commission approve the Site Development Permit for Issaquah Gateway Apartments, with conditions.

III. Site Development Permit Level of Review

Based on Table 4.3A, Levels of Review, in the CIDDS, this project requires a Level 3 Site Development Permit review. The process steps for a Level 3 review are outlined in Table 3.8-1.

IV. Public Comments

The City received 8 emails and letters of correspondence from 7 citizens (some wrote more than once) regarding this proposal. Due to the length of comments, they have been summarized and provided as a stand-alone attachment to this Staff Report (Attachment 5). Staff responses are provided in the summary. See Section V, Chapter 3 (Procedures) for a discussion on required Public Notices.

V. Background

Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan and the Central Issaquah Development and Design Standards (CIDDS), and, where appropriate, City or other applicable Code, prior to the preparation of construction documents.

The decision shall be made using applicable approval criteria including but not limited to:

If the development proposal:

A. Is consistent with the Comprehensive Plan and Central Issaquah Plan;
B. Meets all applicable codes, rules, regulations, and polices; and
C. Satisfies the elements of the Central Issaquah Development and Design Standards.

Only those goals and standards that apply to the SDP application are discussed in this report. A completed Design Checklist is provided as part of this Staff Report to document how the project fully complied with the CIDDS and includes a comprehensive staff analysis for this project.

VI. Development Standards and Regulations

This chapter of the Staff Report is meant to provide the rationale that served as the basis for the recommended conditions of approval. In addition to the recommended conditions in this chapter, there are mitigation requirements for environmental impacts identified in the SEPA review for this project and construction conditions meant to address specific CIDDS standards that are more appropriately reviewed during the construction permit review of projects. Please see Attachment 3 for the SEPA mitigation requirements and Attachment 4 for the Construction Conditions.

SEPA Review

SEPA environmental review is concurrently being conducted with the Site Development Permit review. Staff has determined that environmental impacts will require mitigation. A Draft Mitigated Determination of Nonsignificance will be issued on July 30, 2015. A 21-day combined comment/appeal period was established beginning on July 30, 2015 and ending on August 20, 2015.

[Condition 1] *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*

The Mitigated Determination of Nonsignificance is based on the SEPA environmental checklist dated April 28, 2015 and revised July 9, 2015 and supplemental technical information and reports listed in the Notes. SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code. The complete Draft MDNS and SEPA Checklist are provided as Attachment 3 of this Report.

CENTRAL ISSAQUAH PLAN and CENTRAL ISSAQUAH DEVELOPMENT AND DESIGN STANDARDS

The following summarizes compliance, or where appropriate, the basis for the recommended Land Use and Construction Conditions for SDP15-00002, Gateway Apartments. Detailed analysis of project compliance to the Central Issaquah Development and Design Standards can be found in the Design Checklist. The Design Checklist staff comments are based on the Plan Drawings, Attachment 8, and information submitted by the Applicant as of May 28, 2015. Many CIDDS standards can only be reviewed for compliance at the construction permit review phase. These items are marked with an "X" in the Design Checklist, under the column heading "Review at Constn." The approval of the SDP with the conditions of approval does not preclude further staff requirements during construction permits review of the project to ensure compliance with the CIDDS.

Chapter 1: Purpose and Applicability

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

Applicability: The subject site is located within the Central Issaquah subarea of the City. New development and redevelopment activities, such as the proposed multi-family development, are subject to the Central Issaquah Development and Design Standards. The Applicant and the City have worked collaboratively on the design of this project to meet the design standards of the Central Issaquah Plan.

[Condition 2] *As with any application, especially one of this size and complexity, there are some inconsistencies, conflicts, and incomplete information. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this permit's Notice of Decision shall be resolved by the Director or designee of the Development Services Department, utilizing the Staff Report and in consultation with the Applicant, at the time of the future application.*

Interpretations

The Central Issaquah Development and Design Standards authorizes the Director to interpret and adjust the Code where there are ambiguity or conflicts in the standards. For this project, interpretations have been applied to the following requirements:

1. Ratio of tandem stalls to single stalls (Sec. 8.13.9)
2. Size of tandem stalls (Section 8.13.9.b.(3) (b))
3. Park impact fee credits (CIDDS 7.5)
4. On-street parking credit (Sec. 8.13.B.5)

Each of the interpretations is discussed in greater detail in the succeeding chapters of the staff report below. Park impact fee credits are in Chapter 7 and the other three interpretations are in Chapter 8.

Administrative Adjustment of Standards (AAS)

Administrative Adjustment of Standards are requested by the Applicant. AASs are Level 2, administrative review. In cases like this, where a project requires a Level 3 review, the AAS review is incorporated into the Site Development Permit review.

Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed under Chapter 1.0.E (Administrative Adjustment of Standards Flexibility). The following Administrative Adjustment of Standards (AAS) has been approved and are required as a condition of approval for this Site Development Permit:

For Circulation Facilities (Chapters 6 and 12)

- Parkway standards for Newport Way – accommodates a Shared Use Route within the right-of-way and reduces travel lanes to 10 feet from the required 11 feet
- Neighborhood Street Adjustment #1 - for the street at the western end of the site that abuts the WSDOT conservation area and the Schneider Creek buffer. No street trees, planter strip and sidewalks are provided on the western half of the travel lane.
- Neighborhood Street Adjustment #2 - The neighborhood street serving Building 17 will not have parallel parking, a sidewalk and planter strip on the southern half of the street
- Walkway with of Primary Through Block Passage serving Building 4 and Building 5

For Building Design (Chap. 14)

- Building setback above the third story (Sec. 14.3.A.1)

Staff analyses of the criteria for each of the Adjustments of Standards are provided under the Circulation and Building sections of this staff report.

Chapter 2: Definitions Specific to Central Issaquah Plan

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

Chapter 3: Procedures

Chapter 3 provides for the procedures of processing permits within the Central Issaquah Plan. Because the total site contains 3 or more acres, it is a Level 3 Review in which the Development Commission is the decision maker. The applicant chose to not hold an optional Community Conference.

Table 3.8-1 of this Chapter requires that the Level 3 Review include: Early Coordination and Collaboration, Pre-Application Meeting, Complete Application Determination, Notice of Application, SEPA Determination, Public Hearing, Notice of Decision and provisions for Appeals and Permit Extension.

Below is the project schedule following the prescribed Level 3 Review process. Some actions will occur in the future e.g. Second Public Hearing, Notice of Decision, and Appeals if one is filed.

Pre-application Meetings: two held between **Nov. to Dec. 2014**
Determination of Complete Application: **May 1, 2015**
Rivers and Streams Board meeting: **July 21, 2015**
Notice of SEPA Determination: **July 30, 2015** (21-day comment and appeal period begins)
Development Commission First Public Hearing: **August 5, 2015**
Final Determination for SEPA: **August 20, 2015** (comment and appeal period ends for SEPA)
Development Commission Second Public Hearing (decision): **August 26, 2015**

Public Notices

The Notice of Application included notices to: 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) property posting.

- A Notice of Application was posted on the City's website and mailed to adjacent property owners on **May 15, 2015**.
- Property posting with a 4' x 4' project identification sign was placed on the site on **June 2, 2015**.
- A Notice of Public Hearing was mailed to properties within 300 feet of the project on **July 22, 2015**. A Legal notice in the Issaquah Press was published on **July 23, 2015** of the Development Commission's Public Hearing scheduled on August 5, 2015. Per the IMC 18.04.180.C, legal notices are required to be provided at least 10 days before the meeting/hearing.
- Notice of the Development Commission Public Hearing was also placed on the City's web site and on the project identification sign on the site.
- A Notice of Decision of the Site Development Permit, when issued, will be mailed to all parties of record and an appeal process will be provided as governed by IMC 18.04.250.

Chapter 4: Zoning Districts, Uses and Standards Summary

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

The zoning of the property is VR, Village Residential and multi-family residential is a permitted use. The Intent of the Village Residential is to establish and preserve areas for moderate density residential uses and compatible commercial uses. The project is providing medium density residential. The proposed 0.78 F.A.R. is just slightly above the minimum floor area ratio required for the VR, Village Residential zone.

Comparative analysis of densities

Staff received public comments expressing concerns for the density of the proposed Gateway Apartments so Staff conducted a quick analysis of the existing conditions in the vicinity of the project site. At 0.78 F.A.R., the proposed Gateway Apartments is approximately 18.40 dwelling unit/acre. The 0.75 base F.A.R. is comparable to a MF-M, Multi-family medium density zoning district in the Issaquah Municipal Code. The MF-M zone has a maximum density of 14.52 dwelling units (du) per acre. In the vicinity of the project, there are two developments that were approved under the old zoning designation of MF-M: The Sammamish Pointe Condominiums and Bentley House. The rest of the residential developments across Newport Way were developed under the SF-S, Single-family suburban zoning standards.

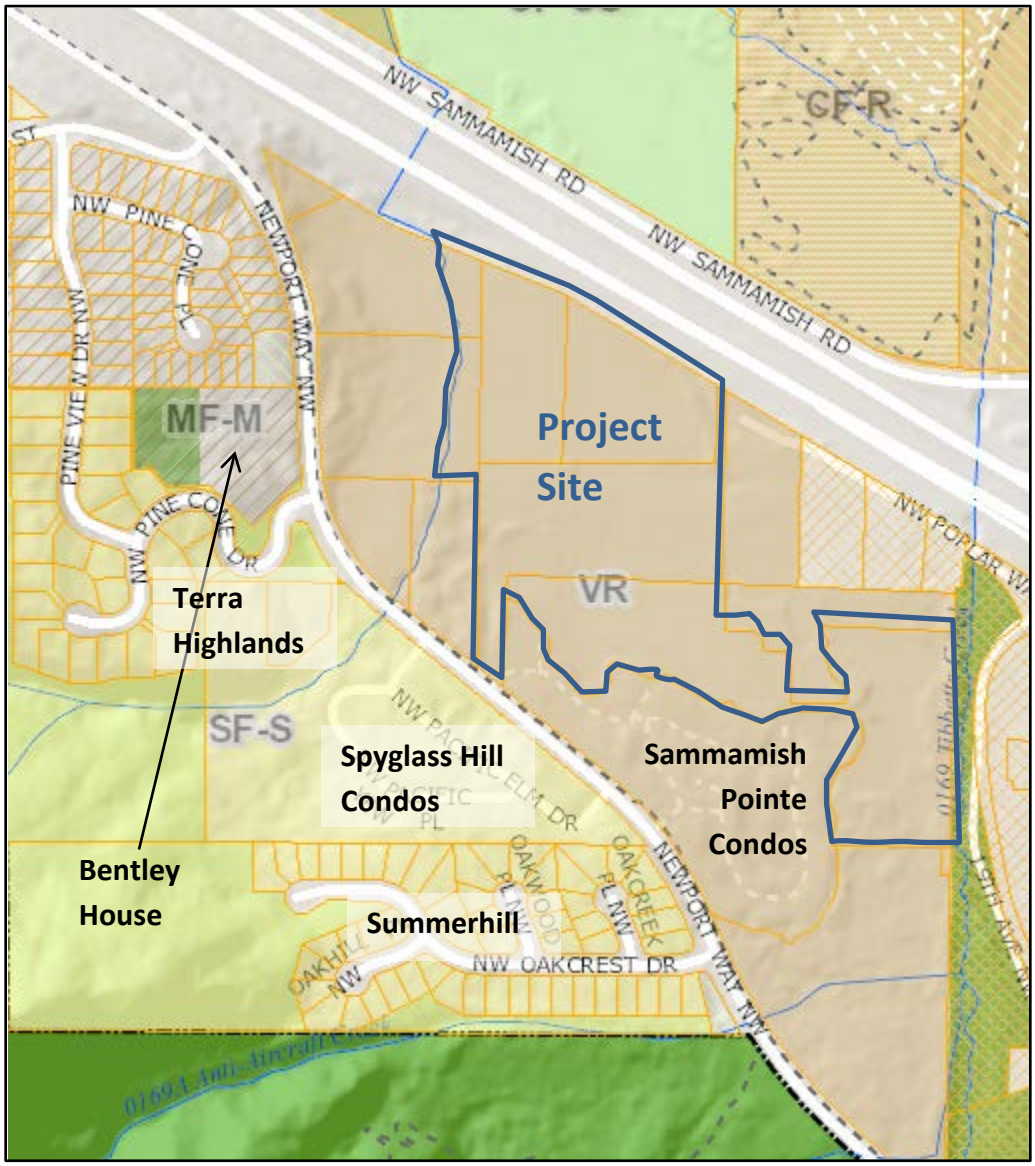


Figure 1. Vicinity Map with Zoning Designation for the Gateway Apartments

Below is an analysis of the densities for the existing residential developments in the vicinity of the proposed Gateway Apartments:

Development Name	Zoning	Number of Units	Site Area (Acres)	Density (du/ac)
Sammamish Pointe Condominiums	VR, Village Residential	132	9.135	14.45
Spyglass Hill Condominium	SF-S, Single-family Suburban	60	11.63	5.15
Bentley House	MF-M, Multi-family Moderate	45	3	15.00
Gateway Apartments (proposed project)	VR, Village Residential	400	21.74	18.40

The north side of Newport Way was included in the Central Issaquah subarea of the City in 2014, and was rezoned to VR, Village Residential. All existing developments, such as the Sammamish Pointe Condominiums, will show a lower density than the prescribed minimum density for the Village Residential zone. However, two multi-family developments, the Sammamish Pointe Condominiums and the Bentley House, are both developed with a similar density to the proposed Gateway Apartments. The proposed project meets the intended density for the VR zone in the Central Issaquah Plan, where the City will accommodate its share of future growth in the Puget Sound Region.

Level of Review
The Level of Review Chart (Table 4.3A) requires that projects with sites equal or greater than 3 acres to be reviewed under a Level 3 Review.

Permitted Land Uses
According to Table 4.3B Permitted Land Uses, a multi-family development with 5 or more units is permitted in the VR, Village Residential zone of Central Issaquah.

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

STANDARD	**ALLOWED/REQUIRED**	**PROPOSED**
Floor Area Ratio – Base:*	Minimum of 0.75 up to 1.25 (without bonus density)	0.78
Height – Base:	48 feet up to 54 feet. **	54 feet, subject to amendment to the Height definition in the Land Use Code (IMC 18)
Setbacks – side and rear:	0 feet	Varies
Setbacks - Build to Line:	0-15 feet maximum	All buildings comply except the community center(see CIDDS Design Checklist for detailed review)
Impervious Surface:	90% maximum	Approximately 65%

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

**Building height up to 54 feet is allowed for under building parking as proposed. In addition, architectural pediments are also permitted if they do not provide additional floor space or other uses or features in which the increase height is necessary for proper building use or function.
[Condition 3] *The 5-story buildings shall be designed with a flat roof to meet the height limit, or otherwise be revised to comply with height restrictions, unless the City Council approves an amendment to the definition of "building height" as currently provided in the IMC, to allow the buildings to be built at these locations with the pitched roofs as proposed.*

Chapter 5: Density Bonus Program

The applicant does not intend to use Density Bonus for this project. The F.A.R. proposed is close to the minimum F.A.R. required and the two 5-story buildings are designed to meet the adjusted base height of 54 feet if the IMC is amended at the end of 2015. Under the current definition of "Building Height", the proposed 5-story buildings exceed the adjusted height limit of 54 feet by 5 feet. If the proposed amendment to the definition of "Building Height" is not approved, the applicant will replace the pitched roofs with flat roofs to meet the maximum height limits based on the current definition, or undertake other actions which will bring it into compliance with the CIDDS and IMC.

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

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

Chapter 6: Circulation Facilities Development Standards

Chapter 6 provides the appropriate standards to establish design, configuration, and performance of all Circulation Facilities that serve this project including non-motorized routes. Detailed analysis of project compliance to Chapter 6 can be found in the Design Checklist.

6.1 Intent

The intent of this Chapter is to create a comprehensive Circulation Facility network that:

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

6.2 General Standards

Existing and New Circulation Facilities (6.2.B)

The following describes each Circulation Facility type (Section 6.4) proposed for the Gateway Apartments and discusses how they are designed to comply with the Circulation Facility standards set forth in Section 6.4. Existing conditions and proposed frontage improvements for Newport Way are also discussed, and recommended approval conditions are identified. Street lighting is discussed under Chapter 17; street landscapes are discussed under Chapters 10 and 16. All internal streets proposed will be private but will be designed according to the CIDDS circulation facilities standard dimensions and design.

CIRCULATION FACILITY	CLASSIFICATION STANDARD
Newport Way	Parkway
Internal streets	Neighborhood Street
Pedestrian routes between buildings	Primary Through Block Passage
Multi-Use trails	Shared Use Route
Interior parking lots between buildings	Surface Parking

1. Parkways

Parkways are scenic arterials designated to move relatively high traffic volumes at medium speeds. Newport Way NW is specified to provide street improvements including 2 travel lanes at 11 feet each, 2 bicycle lanes at 5 feet each, a center median at 12 feet, and a center turn lane at 12 feet. To keep traffic moving efficiently, longer block lengths are desired and driveways are limited. The Movement Zone (the area between the outer curb edge and the building façade dedicated to pedestrian traffic) includes landscape planters at 6' width, sidewalks at 6' width, and street lighting.

A. Existing Conditions and Required Frontage Improvements for Newport Way

The primary vehicular access to the site will be from Newport Way NW which has a single travel and bike lane in each direction (see Figure 2). Newport Way is part of the Mountain-to-Sound Greenway corridor. The Mountains-to-Sound Greenway map shows the regional bike route going along Newport Way NW southerly of I-90 and the City has shown a Shared Use Route along this stretch of roadway to recognize the vision for this regional bike trail. A temporary regional trail pedestrian pathway on the northerly side of Newport Way NW is separated from the vehicular travel lanes by slotted curbs. Raised sidewalks generally do not exist on the northerly side of Newport Way NW and are incomplete on the southerly side. There are currently no landscape strips or street trees on either side of Newport Way NW; therefore, the street does not meet the recently adopted CIDDS Parkway standard.

Figure 2. Existing conditions along Newport Way looking west with the entrance to the Gateway Apartments on the right.

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 multi-use regional trail facility along the Newport Way NW frontage in lieu of the required sidewalk. Transitions to the existing facilities shall commence outside the frontage boundaries.

[Condition 4] *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 multi-use regional trail facility along the Newport Way NW frontage in lieu of the required sidewalk. Transitions to the existing facilities shall commence outside the frontage boundaries.

At this time the application proposes a traffic signal at the intersection of the project's new entry road, NW Pacific Elm Drive, and Newport Way NW. The City and applicant are evaluating additional options including the proposed signal as well as a roundabout for operational and safety benefits to determine the validity and appropriateness of the options. Additional transportation improvements shall be provided consistent with the Traffic Impact Assessment (TIA).

[Condition 5] *The intersection of the project's new entry road, NW Pacific Elm Drive, and Newport Way NW shall be designed consistent with City's determination of appropriate intersection control method.*

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.

[Condition 6] *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.*

Future developments to the west may benefit from the TIA improvements. The consolidation of access points to limit the number of driveways is a significant element of the Parkway standard. Consistent with the connectivity principle, easements shall be provided to allow for connections to the westerly properties which abut this project.

[Condition 7] *Future developments to the west may benefit from the TIA improvements. The consolidation of access points to limit the number of driveways is a significant element of the Parkway standard. Consistent with the connectivity principle, easements shall be provided to allow for connections to the westerly properties which abut this project.*

2. Neighborhood Streets

Neighborhood Streets are intended for low to moderate traffic volume. The neighborhood streets will be provided with street trees, planter strips and sidewalks on both sides of two travel lanes, as prescribed in the CIDDS (see sheet SDP 02 for street classification and sections).

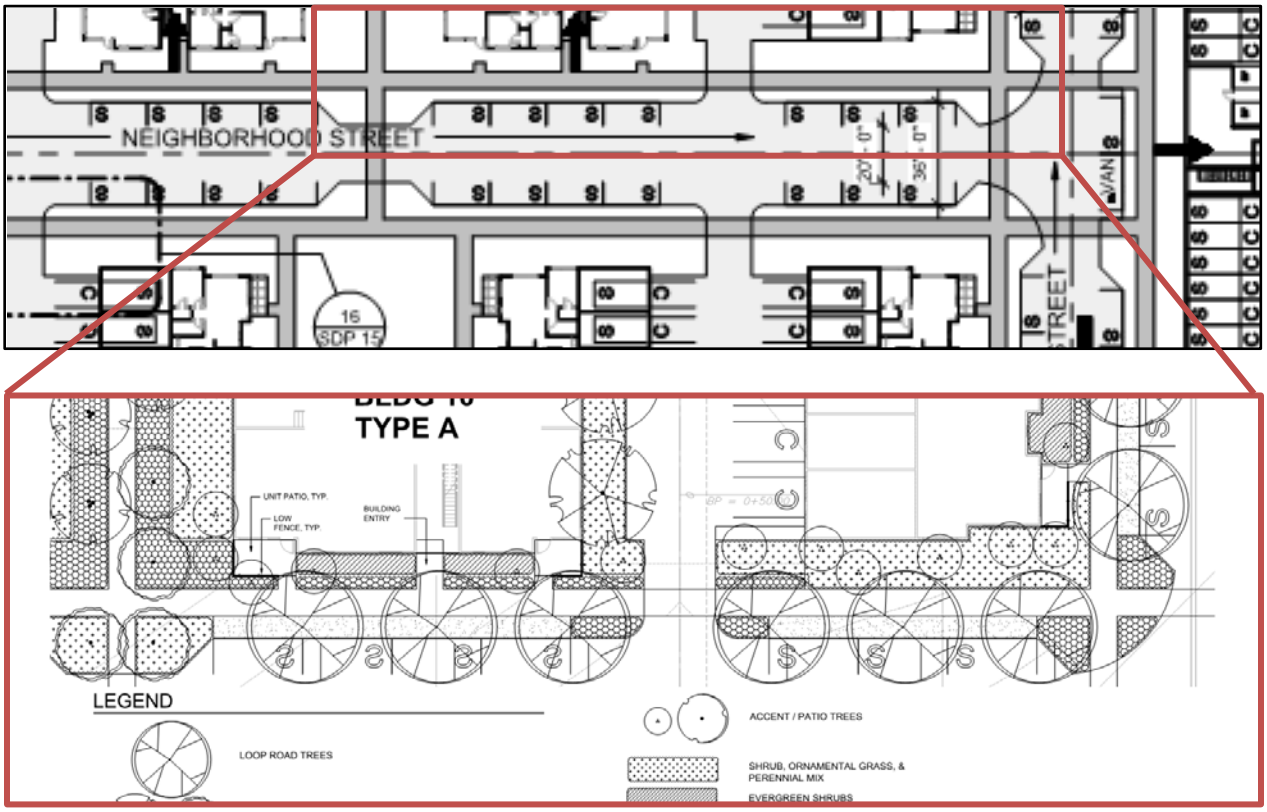


Figure 3. A typical Neighborhood Street in the Gateway Apartments

3. Primary Through Block Passage:

Primary Through Block Passages are pedestrian routes not associated with a street. Primary Through Block Passages are an integral part of the Green Necklace helping to ensure easy connection points from one street to another and serving as gathering spaces. Two Primary Through Block Passages are provided along a north-south and east-west direction on the site (see sheet SDP 03).

The Primary Through Block Passages serve multiple purposes, including providing a circulation facility on which some buildings front if they do not face a street, breaking up the large neighborhood blocks into walkable lengths, providing major pedestrian linkages to the various community spaces on site, and creating additional open spaces between the residential buildings. These routes comply with the standards, proposing a corridor width of 20 feet and a walkway of 10 feet with landscaping and lighting (see sheet SDP 02 for street classification and sections). Apartments that will front these passages are proposed to have private fenced patios to establish the boundary between public and semi-private spaces along the Through Block Passage. The fences are not primarily for security.

> [Condition 8] *The fencing for residential patios fronting Primary Through Block Passages shall be limited to a maximum height of 3 feet.*

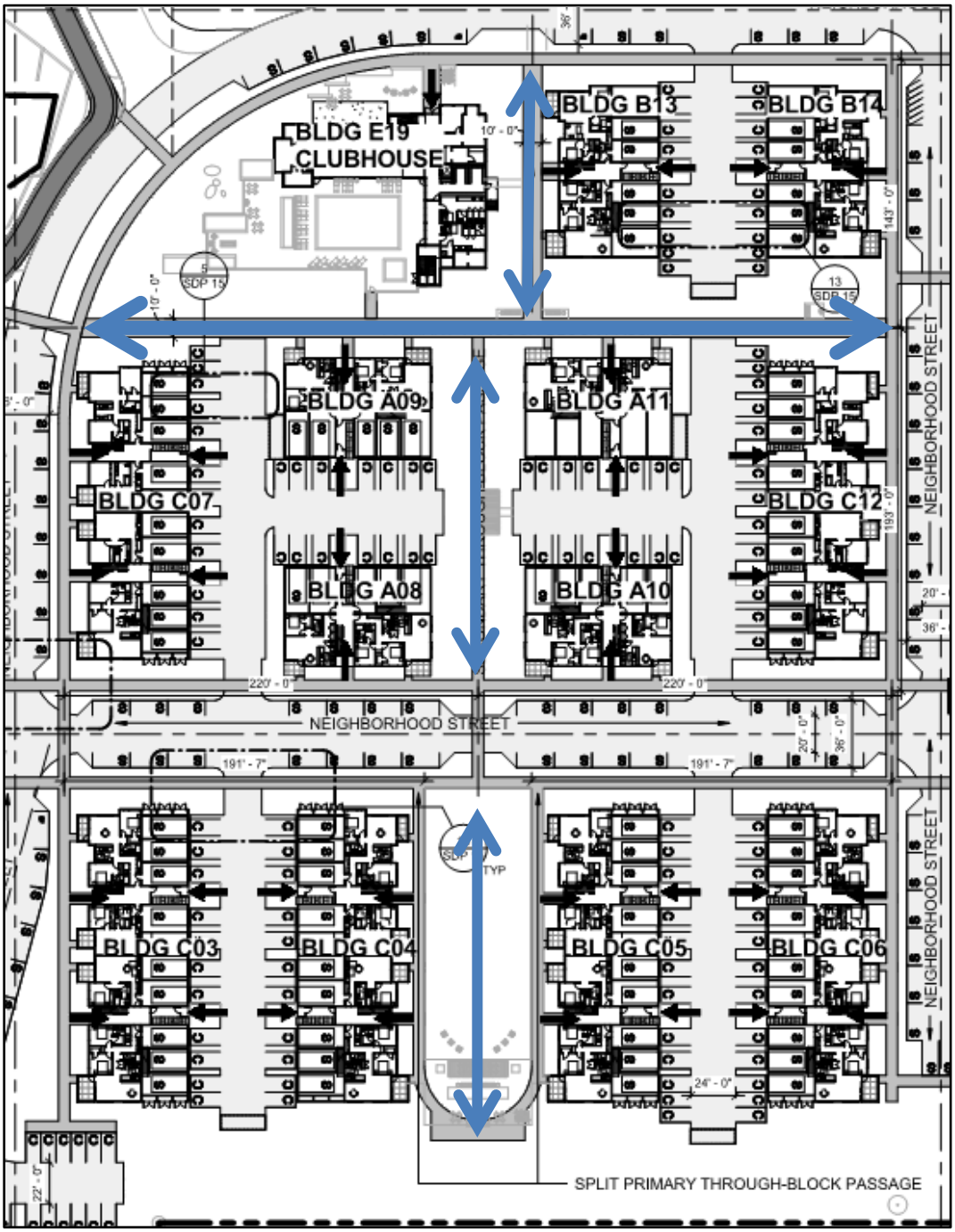


Figure 4. Primary Through Block Passages (arrows) transect the large blocks and provide significant pedestrian routes, creating a finer grid of Circulation Facilities.

4. Shared Use Route :

See Chapter 7, Community Space, for the staff analysis of the Shared Use Route.

6.3 Administrative Adjustment of Standards

Circulation Facility standards may be adjusted administratively if the Director determines that the adjustment meets the criteria set forth in 6.3. Several standards for Circulation Facility types are adjusted for the Gateway Apartments to meet the functional requirements for vehicular and pedestrian circulation as well as urban design standards that encourage pedestrian-friendly public realm within the physical constraints of the site.

A. Parkway standards for Newport Way

The Parkway facility may be configured differently than shown in the Classification Descriptions at the discretion of the Director consistent with the intent of CIDDS. Requested adjustments are: a decrease travel lane width to no less than 10 feet, a reduced landscaping median to no less than 8 feet together with the combined sidewalk and multi-use regional trail with a width of no less than 10 feet, are adjustments that Staff found meets the approval criteria for an AAS based on the following criteria:

1. Vision: The proposed road section is consistent with the intent of the standards for the Parkway together with the Mountains to Sound Greenway multi-use trail and City's Shared Use Route providing for a scenic arterial including bike lanes, landscaping and trail.
2. Access: The proposed road section will not create any significant adverse impacts to abutting properties or rights-of-way and will improve access for vehicular ingress/egress at the intersection of NW Pacific Elm Drive and Newport Way NW. The proposed wider sidewalk/bike lane will improve pedestrian and bike access along Newport Way.
3. Compatibility: The proposed road section will provide the capacity, modes and character of both the Parkway standard and the Shared Use Route/multi-use trail. The bike lanes will be maintained in addition to the Shared Use Route, which will increase use of the Shared Use Route/multi-use trail by commuting and recreational bicyclists, and pedestrians.
4. Sufficient Reason: Due to site constraints along the corridor within and beyond the frontage, an adjustment of standards is necessary to maintain and develop a consistent road section which will safely address the variety of required uses and users.
5. Safety: The proposed adjustment of standards will not negatively impact public safety and operation. The reduced lane widths will minimize the pedestrian crossing distances at the intersection of NW Pacific Elm Drive and Newport Way NW.
6. Services and Maintenance: The width of both the travel lanes and the trail are sufficient for service and maintenance vehicles.
7. Priorities: The proposed road section provides the required elements of a Parkway and Shared Use Route/multi-use trail including the travel and bike lanes, landscaping to buffer the pedestrians from traffic.

B. Neighborhood Street Adjustment #1

Neighborhood Street standards for the street at the western end of the site that abuts the WSDOT conservation area (access drive) and the Schneider Creek buffer. No sidewalks and street trees are provided on the western side of the street (See Figure 5).

C.

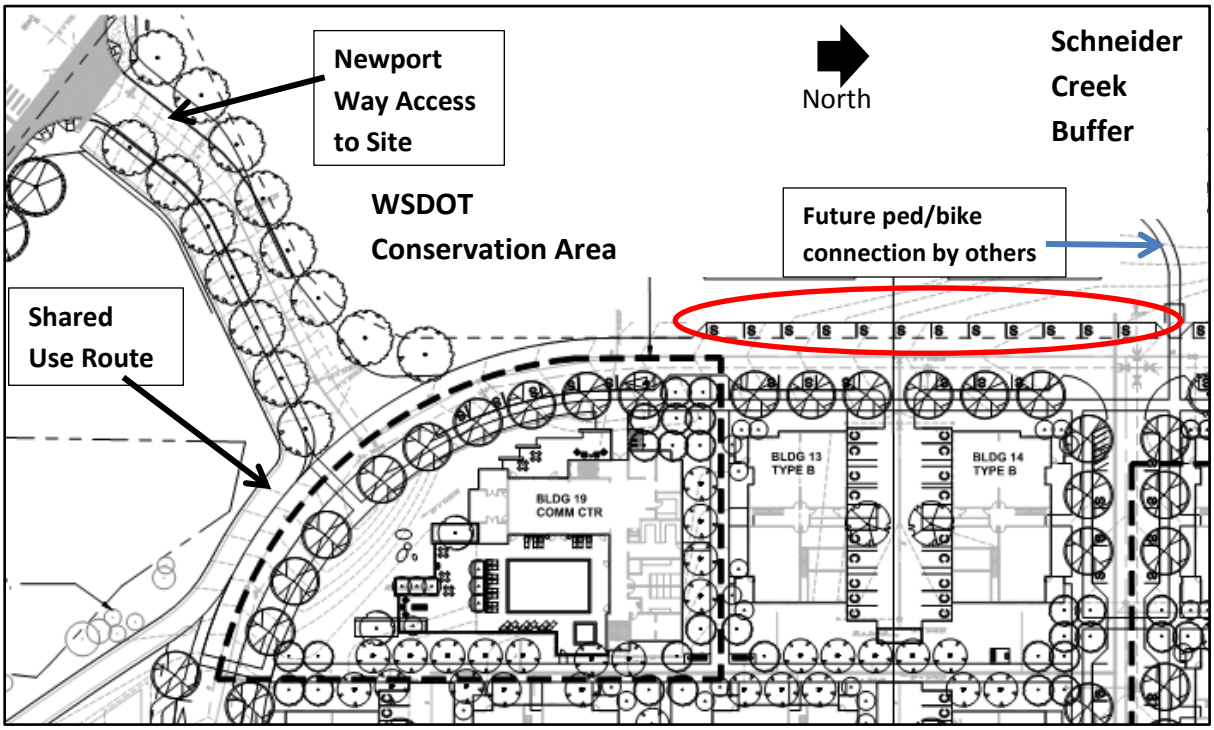


Figure 5. The Neighborhood Street that runs along the western edge of the property is missing street treesand sidewalks along the western half of the street.

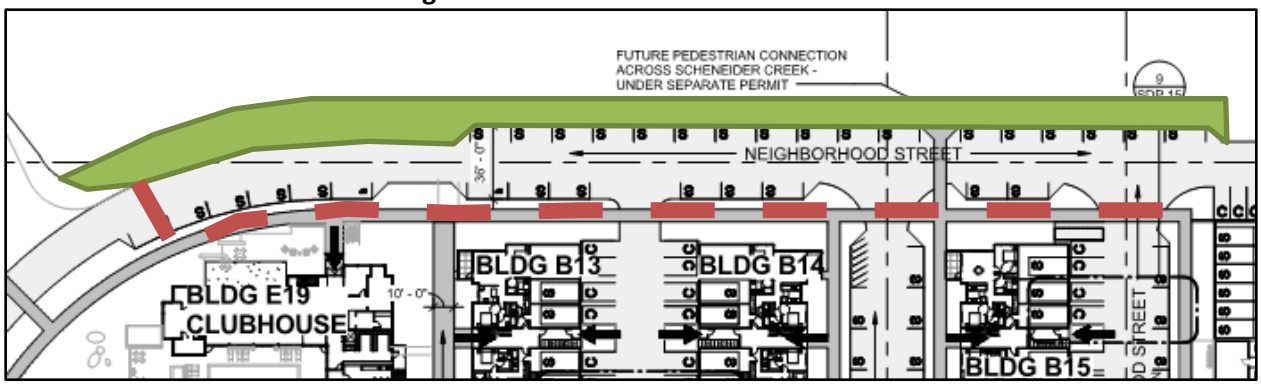


Figure 6. A 10-foot wide sidewalk (dash line) will be required for the eastern side of the Neighborhood Street in lieu of two 6-foot wide sidewalks on both sides of the street.

In lieu of sidewalks at the west side of the Neighborhood Street, the applicant will be required to provide a 10-to-12 foot wide sidewalk along the east side of the Neighborhood Street, where more pedestrian traffic is encouraged. The parallel parking width will be reduced to 7 feet, from 8 feet. For the access drive from Newport Way, the applicant will adjust the road's arc to accommodate the 6-foot sidewalk on the west side of the street. At the intersection of the access drive and the curved section of the Neighborhood Street, the Shared Use Route hugs the travel lanes and the street trees and planter strip is missing. The Applicant will be required to put in street trees and a planter strip at this pinch point along the Shared Use Route.The Director has determined that this deviation from the Neighborhood Street standards meets the criteria for an AAS with conditions:

a. Vision: The proposed alternative, with conditions, prioritizes the protection of the critical areas without compromising the circulation and walkable qualities of the development. The 10-foot wide sidewalk provides a generous walkway that helps activate the ground floors of

the buildings that have entries directly accessed off of this sidewalk. The adjustment of standard is not meant to remove a pedestrian facility. Instead, it takes into consideration the land uses, destination points and "desire" paths to create a more efficient design for the pedestrian element of a neighborhood street.

b. Access: The proposed alternative does not create negative impacts to access for abutting properties.
c. Compatibility: The proposed alternative, with conditions, will provide a transition from the edges of the built environment to the natural elements; thus achieving two of the Site Design general standards by gracefully integrating the natural areas with the residential development (CIDDS 11.2.A) and responds to the existing context (CIDDS 11.2.F).
d. Sufficient Reason: The adjustment of standards takes into consideration the presence of the sensitive natural habitats in the WSDOT conservation area and the Schneider Creek buffer. It also takes into consideration the "desire" paths of pedestrians. Since the Shared Use Route and the community center front door is accessed off of the sidewalk on the east side of the Neighborhood Park, this side of the street will be more likely to be used.
e. Safety: No hazardous conditions are created by the proposed alternative. The 7-foot wide parallel parking spaces will not create any safety issues for a standard sized vehicle (Seven-foot wide parallel parking spaces have been used in the Issaquah Highlands and there have not been any safety issues.)
f. Services and Maintenance: The proposed alternative maintains adequate width for emergency services and fire truck access. The alternative design does not adversely impact the maintenance of public facilities in the development, including public utilities, Neighborhood Park, and Shared Use Route.
g. Priorities: The proposed parallel parking spaces are reduced to 7-feet wide to accommodate a 10-foot sidewalk.

Conditions for Neighborhood Street:

[Condition 9] *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.*

[Condition 10]*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. Design the patios and side façade of the ground floor residential units of buildings 13, 14, and 15 to engage the Circulation Facility that intersects the one where the building entrances face. (Apply CIDDS 11.3.H, 14.4.A.7, 14.2.B, 16.3.E)*

[Condition 11]*A continuous tree planter strip shall be provided between the Neighborhood Streets and the Shared Use Route where the access drive connects to the Neighborhood Street abutting the Neighborhood Park.*

D. Neighborhood Street Adjustment #2

Neighborhood Street #2 serves as the primary circulation facility for Building 17 and provides vehicular and pedestrian access to the main entries of this building. This street is provided to comply with CIDDS 11.3.M , which requires residential front doors to be oriented to a Circulation Facility (CIDDS). The Neighborhood Street standards prescribe a 6-foot sidewalk, a 5-foot planter strip and 8-foot parallel parking and 20 feet of drive aisle.

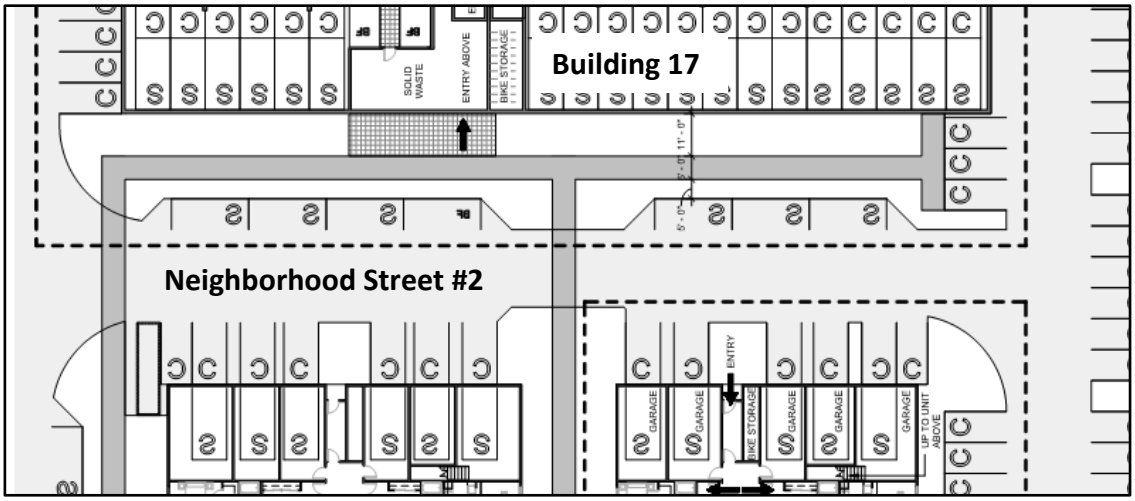


Figure 7. Neighborhood Street #2 serving Building 17

Neighborhood Street #2 is proposed to have parallel parking, street trees and sidewalk on the side of Building 17, but provided with head in parking for Building 15 and Building 16, and with no sidewalks on the other half of the street. The planting strip is not provided but the street trees will be planted in small planters between parking spaces.

The Director found that this adjustment of standards meets the approval criteria for an AAS:

1. Vision: The Neighborhood Street #2 serving Building 17 is the right size for serving one building. The Neighborhood Street standards assume that there will be buildings or significant land uses on both sides of the street that would have pedestrian traffic, hence the need for sidewalks and street trees on both sides of the street. The sidewalk, street trees and parallel parking in front of Building 17 creates a pedestrian-friendly street that seamlessly connect to the main Loop Road by using the same streetscape treatment. With additional treatment to these buildings, the impact of the garages can be minimized.

2. Access: The Neighborhood Street #2 will not create any significant adverse impacts to abutting properties or rights-of-way (or internal circulation routes).

3. Compatibility: The Neighborhood Street #2 is designed to create the same relationship with the buildings fronting them as the other neighborhood streets proposed. The buildings will have the same landscape and building edge treatment as the other neighborhood streets, thus maintaining the scale, character and design of the streetscape in the neighborhood.

4. Sufficient Reason: Due to site constraints, Building 17 must be located along I-90 to provide a sound barrier; Buildings 15 and 16 are designed with garages along one long side. The site doesn't accommodate rotating these buildings to place the garages facing the parking.

5. Safety: The proposed adjustment of standards will not negatively impact public safety and operation because the dimensions of sidewalks and parking follow the CIDDS circulation facility standards. More detailed review of the circulation facility at construction permit review phase will ensure that they meet the City of Issaquah Streets, Sidewalks and Public Places standards (IMC Title 12).

6. Services and Maintenance: The width of the travel lanes meets the CIDDS required standards. This ensures that fire and emergency responders can safely maneuver their vehicle through the Half Neighborhood Streets. The Fire Marshall has also conducted an initial review of these streets and deemed them sufficient.

7. Priorities: The Half Neighborhood Street provides all the elements of a neighborhood street for one side of the street.

Conditions:

[Condition 12]Use garage doors that resemble carriage house doors and architectural treatments such as trellises (or other designs) to camouflage the garages for buildings 15 and 16.

[Condition 13]Adjustments shall be made to the site plan during construction permit review should any element of the Half Neighborhood Street design be found to substandard by the Fire Marshall.

E. Walkway Width of Primary Through Block Passage serving Building 4 and Building 5
CIDDS 14.4.A.5 requires primary building entrances to be accessible and visible from Circulation Facilities. A related standard in Sec. 11.3.M, Residential Front Door Orientation, specifically requires the principal façade to be oriented to a street or a street-facing courtyard. Buildings 4 and 5 have their principal façade oriented to a courtyard. To comply with Sec. 14.4.A.5, a modified Primary Through Block Passage is provided. Instead of a 10-foot wide paved walkway, two 6-foot wide walkways are provided (see Sheet L1.14). The walkways connect to the sidewalk of the Neighborhood Street at a 90-degree and provide a direct route to the entrances of Buildings 4 and 5.

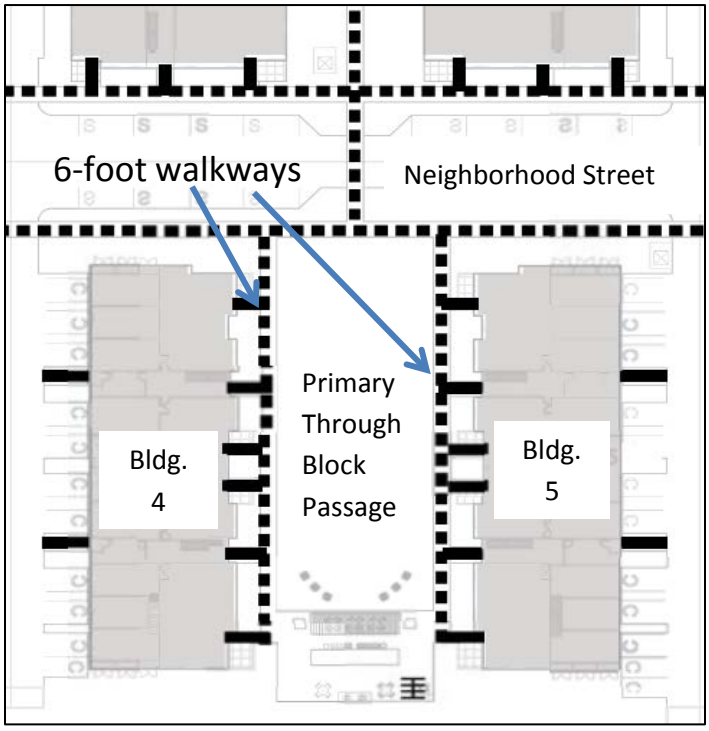


Figure 8. Modified Primary Through Block Passage at Central Greenspace

The Director found that the adjustment of standards for the Primary Through Block Passage serving Building 4 and Building 5 meets the approval criteria for an AAS:

1. Vision: The proposed 6-foot walkway location is superior in achieving the intent of the Primary Through Block Passage as a gathering space. Flanked by two residential buildings, the walkway would need to be conveniently accessed from the entrances of both buildings and the neighborhood street. By splitting the walkway into two 6-foot wide walkways within 10 feet of the building entrances, a substantial open space is created between the two buildings, while also providing the shortest walk route for the residents to get to the building entries. If the Primary Through Block Passage standard was followed, the courtyard space would have been cut into two, making the space less useful for active recreation.

2. Access: The modified Primary Through Block Passage will not create any significant adverse impacts to abutting properties or rights-of-way.

3. Compatibility: Locating two 6-foot wide walkways within 10 feet of the building entrances is consistent with the character of the streetscape throughout the project.

4. Sufficient Reason: The proposed orientation of Buildings 4 and 5 was a result of balancing multiple CIDDS design standards applied to the overall site design, including a pedestrian-friendly public realm, the provision of an efficient and intuitive grid circulation system, orienting building facades to major circulation routes, and creating useable open spaces. Their location within 10 feet of the entrances of the apartment units and connection to the sidewalk of the neighborhood street provides the shortest route to the on-street parking and the barbecue/picnic area and outdoor gathering space at the eastern end.

5. Safety: The proposed deviation from the standards will not negatively impact public safety and operation.

6. Services and Maintenance: The location of the walkways close to the building entrances facilitates quick and direct access for firefighters and emergency service providers.

7. Priorities: The priorities listed in Sec.6.2.C were not applied to this evaluation because the criteria only apply to auto-inclusive circulation facilities.

Chapter 12: Circulation Design

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of Public Space. Generally the site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 12 can be found in the Design Checklist.

General (Section 12.2)

The site is configured with streets surrounding the property and a network of Shared Use Routes, Through Block Passages, and sidewalks, providing multiple routes throughout the site. The system is designed to serve a wide range of residents and users. Street trees and parallel parking provides visual cues to motorists where the vehicular corridors are. Ten-foot wide walkways, allee of trees and street furniture provide pedestrians with clues to significant community spaces nearby.

Motorized Facilities (Section 12.3)

The Circulation Facilities for vehicles have been designed to contribute to creating a pedestrian-friendly, urban environment. Sidewalks are widened, such as along the entry of the community center and buildings 13 and 14 while travel lanes are minimized to 20 feet. Driveway widths have also been minimized while maintaining functionality. At the same time, facilities are designed to slow drivers and incorporate pedestrian safety features such as changes in paving, bulb outs, pedestrian tables, etc. while also maintaining access for fire trucks. In some cases, driveway widths may be further reduced visually by using mountable curbs.

Non-Motorized Facilities (Section 12.4)

As mentioned previously, multiple types of non-motorized facilities are provided for this project, including the Shared Use Route, which serves both bicyclists and pedestrians, the Through Block Passages, which are linear parks for pedestrian only, and a soft surface trail along the outer buffer of Schneider Creek. Pedestrian friendly measures are integrated in the streetscape design, consisting of sidewalks separated from vehicular traffic by trees, landscape planter strips and parallel parking spaces, and bulb-outs that provide additional refuge for pedestrians at crossings. Landscape details will also be crucial in creating a pedestrian-friendly public realm. These details are further discussed in the Landscape (Chapter 10), Site Design (Chapter 11) and Community Space (Chapter 13) sections of this Staff Report. Pedestrian safety will be further ensured by requiring clearly demarcated crosswalks and additional raised sidewalks where pedestrians are likely to cross the street (desire lines). An intersection control device, along with a 10-foot wide Shared Use Route, will create a pedestrian-friendly frontage for Newport Way. Surface parking areas that are elevated and driveways that are flushed with the sidewalks signal to cars that they are entering pedestrian zones.

[Conditions 14, 15, 16, 17, 18, 19, 20, 21, 22]

14 *Design the Primary Through Block Passage between buildings 9 and 11 to have the prominence of a street since there main entries are there, such as using an allee of trees, benches, and special paving.*

15 *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*

16 *Extend the sidewalk serving the parking area east of Building 3 to connect to the sidewalks serving Building 2. Provide a crosswalk along this alignment.*

17 *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.*

18 *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.*

19 *All pedestrian crossings shall be paved with a distinctive material, such as concrete, compared to the asphalt travel lanes to easily distinguish for motorists and pedestrians.*

20 *The proposed Shared Use Route shall connect to the existing sidewalks and bike lane on Newport Way.*

21 *To ensure a future Shared Use Route connection across I-90, a relocatable public access easement shall be provided*

22 *Include annuals at strategic locations such as the community center, the high-volume pedestrian paths and at building entries*

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

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

Chapters 7: Community Space Development Standards

Chapter 7 provides the standards to show how building design and Community Space are connected and related, that the site makes a positive contribution to the Public Realm, and that significant Community Space is located within or adjacent to the District. Detailed analysis of project compliance to Chapter 7 can be found in the Design Checklist.

Green Necklace (Section 7.2)

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

- The provision of land for a future neighborhood park on the southern portion of the site
- A Shared Use Route that connects the existing bike lane along Newport Way to a new bike/pedestrian bridge over Tibbetts Creek
- The large recreational open spaces at the community center and between buildings 4 and 5, for active recreation and social gathering
- Primary Through Block Passages bisecting the site, designed with picnic areas and green pedestrian/bike paths that connect the main outdoor community spaces on site
- Sidewalk connections around and through the site
- The enhancement of the wetlands at the perimeter of the site
- The integration and enhancement of the Schneider Creek buffer
- The lush landscape treatment of the site along I-90, consistent with the Mountains-to-Sound Greenway vision for the area

Required Community Spaces (Section 7.3)

Residential developments are required to provide at a minimum, 48 square feet of private usable outdoor space as either individual private community space, common private common space or as on-site amenity. The Gateway Apartments is providing this in both outdoor gathering spaces, private patios of the ground floor residential units, and resident recreation facilities in the community center (clubhouse).

Residential projects having 22 or more units are required to provide at least one on-site amenity such as a recreation room of 400 or more square feet. With 400 dwelling units, 19,200 square feet of private community space is required. The project exceeds the requirement by providing 34,704 square feet of private Community Space.

Table 1. Table of Private Community Spaces

Proposed Element	Community Space Category (Section 7.3.A.2)	Total Sq.ft.
Residential patios	Individual Private	2304 s.f.
Central green space between Building 4 and Building 5	Common private	9600 sq. ft.
Social room and Fitness/Yoga room above, in the community center	On-site amenity	6451 SF
Outdoor area of community center	Common private	19,649
TOTAL AREA REQUIRED:		19,200 sq. ft.
TOTAL AREA PROVIDED:		38,004

Please note: The table in sheet SDP 04 for the breakdown of community space calculations has been updated to more accurately reflect resident amenities within the community center and distinguish these areas from the leasing and management office areas. Table 1 is the correct calculation for the community spaces.

Significant Community Space (Section 7.4)

Significant Community Spaces are public community spaces required for certain areas of Central Issaquah. The Central Issaquah Conceptual Green Necklace plan (Figure 7A) and the Central Issaquah Significant Community Spaces (Figure 7B) designate a proposed Neighborhood Park (shown as a circle) between the I-90 freeway to the north and Newport Way to the south, in the vicinity of Schneider Creek (blue line in Figure 7A and Figure 7B). The figures are shown below:

FIGURE 7A

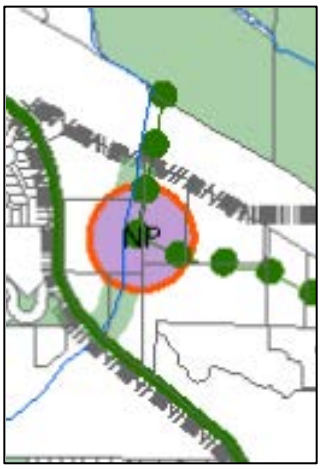


FIGURE 7B

In addition to a Neighborhood Park, a Shared Use Route is required in the project area. The location and route of the Shared Use Route is conceptual in these figures, and has been refined by Staff during the pre-application review of this project. In section 7.4.A.1, the CIDDS clarifies that where an Applicant is required to provide two Significant Community Spaces, the Director will decide which of the two Community Spaces will be most beneficial to the larger community. After consultation with the Department of Parks and Recreation, the Director has determined that the Shared Use Route is more

beneficial to the community because it will immediately provide a more direct and alternative route for pedestrians and bicyclists to Gilman Blvd and its services.

Shared Use Route:

A Shared Use Route through the site is identified in Exhibit 4 of the Central Issaquah Plan, *Nonmotorized Routes and Parks Map* (see Figure 9). A Shared Use Route is a non-motorized circulation facility for bicycle and pedestrian access. The Shared Use Route is specified to provide a corridor with a minimum width of 14 feet that includes a walkway 10 ft wide and 2 ft of landscaping along each side. Lighting is also required.

The Shared Use Route is a part of the "Green Necklace", contributing to a comprehensive trail system. Figure 9 is a conceptual alignment of the Shared Use Route through the project site as depicted in Figure 7A, *Central Issaquah Conceptual Green Necklace Map.* The Map shows a required Shared Use Route (solid green line) through the project site connecting from the Rowley properties east of the project to I-90 in a northerly direction. The intent of the proposed alignment is to provide a bike route on a future I-90 bridge that will connect the Western Gateway District of Central Issaquah to Sammamish State Park and other public green spaces of the Green Necklace, including a future Neighborhood Park (circle).

[Condition 23] *A relocatable access easement along the northwestern edge of the property shall be provided for a potential Shared Use Route connection to I-90.*

Proposed Shared Use Route Alignment

The proposed alignment of the Shared Use Route was modified to connect southward to Newport Way. The final location of the I-90 bridge has not been determined. Since this project is moving ahead of the I-90 bridge planning, there was a need to find a practical route for the shared use route. Connecting the shared use route back to Newport Way was determined to be the best option at this time because it provides a continuous bike route that connects to the Mountains-to-Sound Greenway bike lane on Newport Way. Should the I-90 bridge be located north of the Issaquah Gateway Apartments, provisions will be made to accommodate a new shared use route through the western edge of the property.

[Conditions 24,25]

24 A 14-foot wide access easement shall be provided for a future pedestrian/bike connection to connect the neighboring property across Schneider Creek to the Neighborhood Park and the Shared Use Route.

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

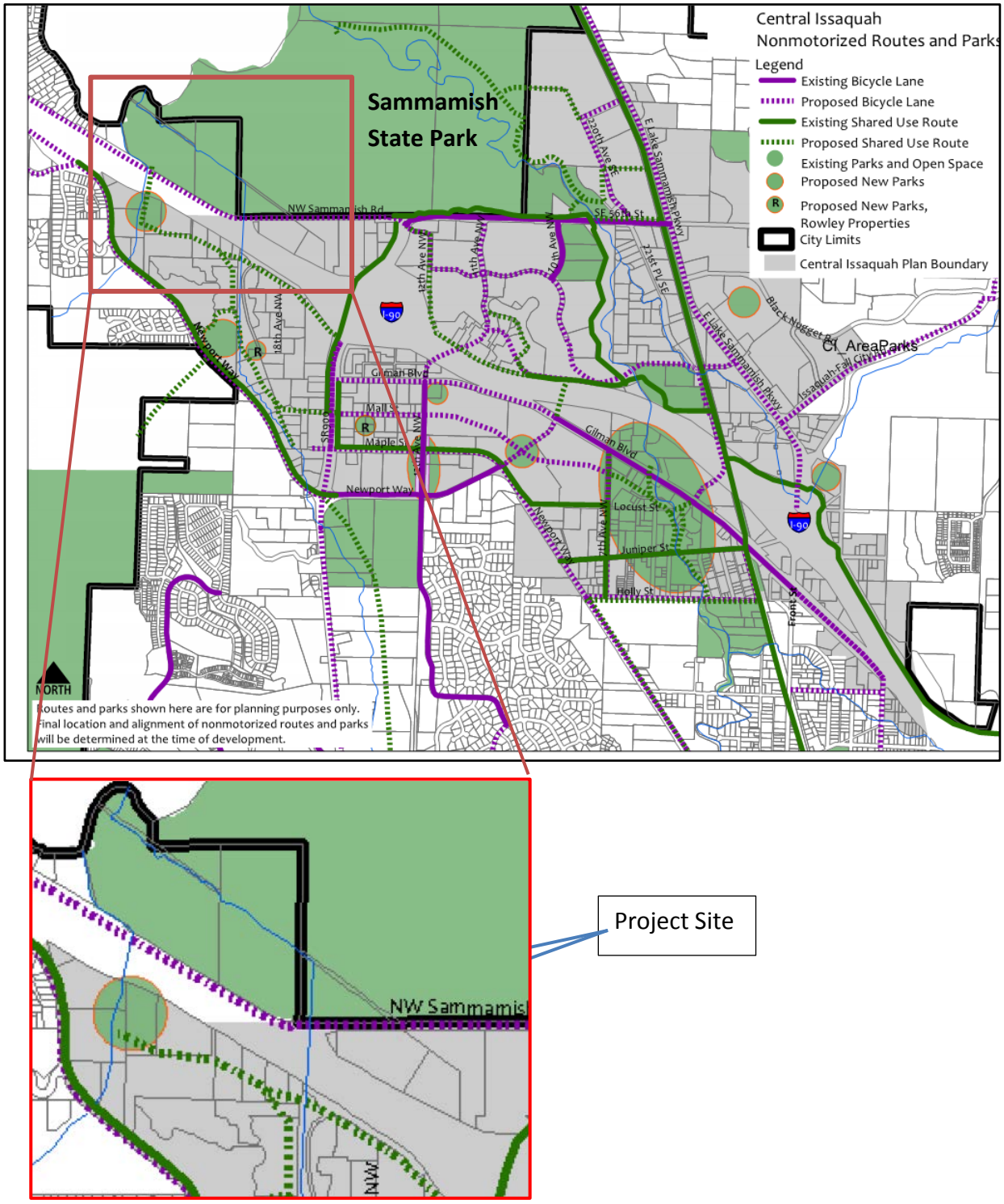
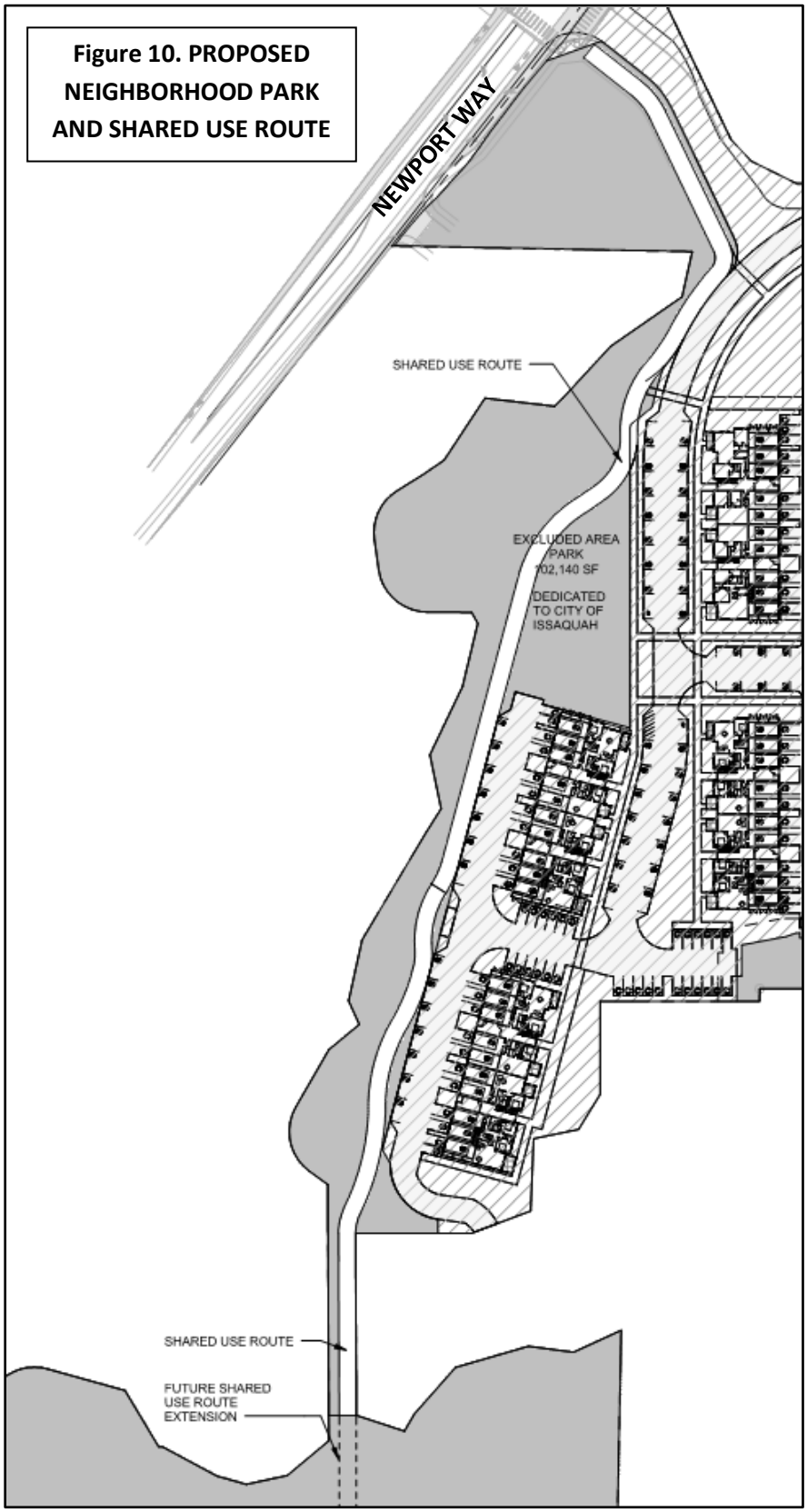


Figure 9. The Shared Use Route is shown as a dashed line through the project site on the Nonmotorized Routes and Parks Map.

Figure 10. PROPOSED NEIGHBORHOOD PARK AND SHARED USE ROUTE



Neighborhood Park:

A Neighborhood Park is proposed at the southern edge of the property to meet the requirement as depicted in Figure 7A and 7B of the Central Issaquah Plan (see Figure ___, *Proposed Neighborhood Park And Shared Use Route*). Eight parking spaces for park users will also be provided on the adjacent street.

Neighborhood Parks need to include design elements integrating pedestrian connections, visual and recreation variety to engage all age groups, have features that are usable year-round (such as pergola, gazebo, and pavilion). The proposed Neighborhood Park will become a destination point for the Western Gateway community, served by a new Shared Use Route that connects the Neighborhood Park to the existing neighborhoods on Newport Way and to the future Tibbetts Creek Greenway (The Tibbetts Creek Greenway is part of the Green Necklace). As mentioned earlier, the Director has selected the Shared Use Route as the Significant Community Space that provides a greater benefit to the City. The applicant is providing land for the Neighborhood Park as well, but is not improving the Neighborhood Park to the full CIDDS level of improvements. The applicant will prepare the land for the Department of Parks and Recreation to plan and program for the neighborhood needs. The improvements to be provided by the applicant are limited to grading, including the installation of retaining walls, as shown in Schematic Plan, Phase 1 (see sheet L1.18) as well as others necessary to establish basic usable areas, stabilizing the area by establishing lawn, providing some basic infrastructure such as on-street parking for the park and a stub to serve a future bathroom facility. For the triangular area, the grading shown in the Schematic Plan Phase 1 and the Park Concept version are not identical. The applicant will need to further demonstrate that the grading provided in Phase 1 will be able to accommodate a comparable amount and variety of activities as shown in the Park Concept. When the Neighborhood Park is dedicated to the City, the Department of Parks and Recreation will develop the park through a separate public process.

> [Condition 26] *The Final Certificate of Occupancy shall not be issued until the City has accepted all the Neighborhood Park improvements and the Applicant have dedicated the Neighborhood Park to the City.*

The area proposed for a Neighborhood Park is sloped (see Figure 11 below). The irregular shape of the site and the slopes do not make this part of the project an ideal area for a building site; hence, the area might be considered as “leftover green spaces” unless it is improved as a park. CIDDS 11.3.D.8.d. prohibits “leftover green spaces” for Community Space. The applicant will improve the grading to create areas that are relatively flat and useable for recreational activities.

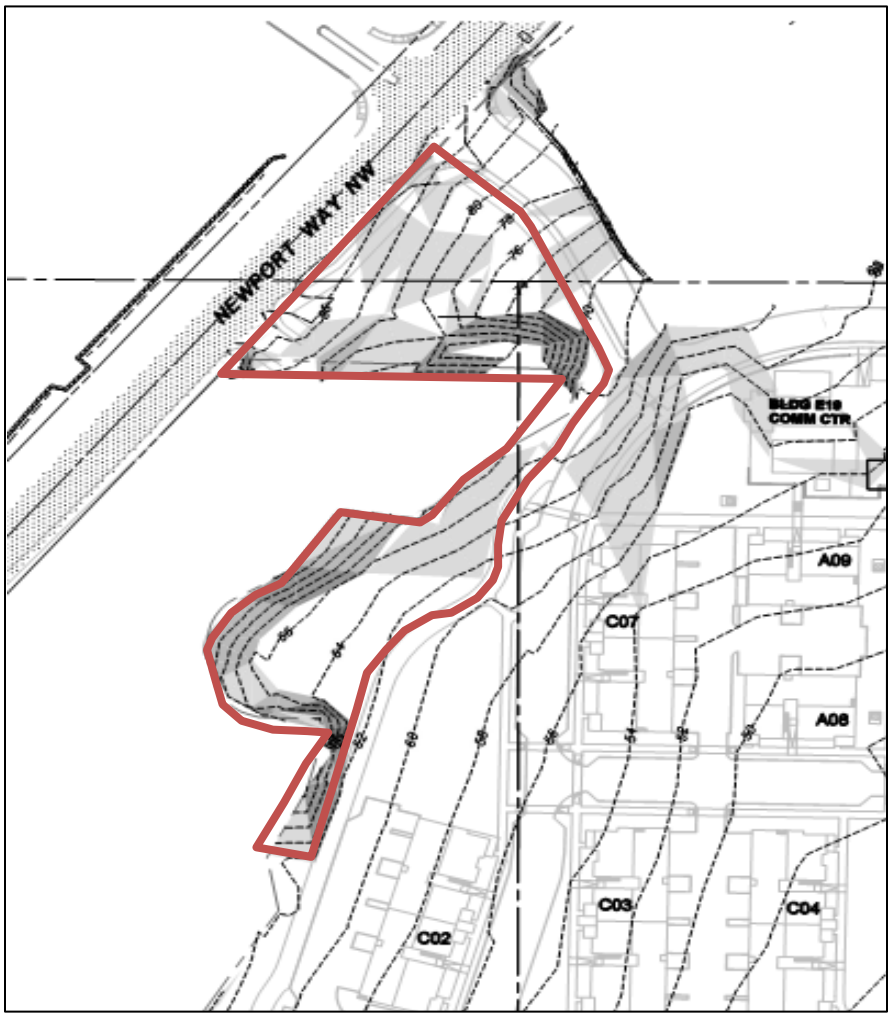


Figure 11. Slope analysis for Neighborhood Park (darker area means steeper slopes)

[Conditions 27, 28, 29, 30]

27 *The applicant will improve the 2.3 acres of dedicated land with walls, grading, and lawn as shown in Phase 1 Schematic Plan (dated July 20, 2015) plus additional walls to create useable pads, with the addition of any approval conditions included with SDP15-00002, as well as bathroom water and sewer stub at a location to be determined during construction permit review.*

28 *The grading for the triangular area shall be further refined to reasonably accommodate multiple "outdoor rooms" similar to the Park Concept schematic plan.*

29 *Improvements shall be completed and accepted by the City prior to issuance of the Temporary Certificate of Occupancy. Eight parking spaces shall be also provided as part of the park land dedication, or as otherwise accepted by the City. The park improvements shall be completed after all other construction activities related to the circulation facilities and the adjacent buildings have been constructed, so that park improvements are not damaged by adjacent construction activity or equipment.*

30 *Park impact Fee credits will be given for the Shared Use Route and for those other portions of the 2.3 acres of land dedicated to the City that expand park capacity by being usable rather than 'leftover'.*

Parks and Recreation Mitigation and Credit (Section 7.5)

The project applicant purchased the old Mull Farm property, composed of several parcels. The applicant is developing the property in two phases, with two land use permits; however they requested that park impact fee credits for the dedication of the neighborhood park land and the shared use route be applied to the total property rather than separately with each phases. The adjacent property, at 2450 SE Newport Way, is also zoned VR, Village Residential.

1. The directors of Parks and Recreation and Development Services have agreed to allow the applicant to consolidate the park impact fee credits from the two projects, for the following reasons: Both properties are being developed by the same property owner and could have been developed as a single project.
2. The adjacent property is scheduled to be developed in the next two years.

The methodology for assessing the value of the Neighborhood Park is still being worked out with City Staff. The applicant is dedicating approximately 2.3 acres to the City. This reduces the developable area for the project and allows the applicant to meet the minimum Floor Area Ratio for the Village Residential zone, applied to properties of 3 acres or greater.

The Administration is still evaluating how much of the 2.3 acres can be deemed as park land. The purpose of collecting Park Impact Fees is to increase the capacity of park facilities in response to new development. Some of the areas in the 2.3 acres are steep and narrow. Grading the site can create useable, flat areas for multi-purpose recreational activities; however there are narrow areas that will most likely be too constrained by retaining walls (see Schematic Plan Phase 1 drawing) or available land to be useable for park programming, and therefore do not increase capacity. The triangular area adjacent to Newport Way also has predominantly steep slopes. Grading to create relatively flat "outdoor rooms" for recreational activities, such as those represented in the Schematic Plan Park Concept, may make the area useable park land, and therefore be appropriate for consideration as a credit toward Park Impact Fees. The amenities shown on the Park Concept plan are illustrative only and used to demonstrate how the green spaces can be used for multi-generational recreation activities.

Per CIDDS 7.4.A.1, if two Significant Community Spaces are shown on a piece of property, the Director must select which amenity provides the most public benefit. The Director has selected the Shared Use Route; however, the applicant is providing the Park land as well, but is not improving the Neighborhood Park to the full CIDDS level of improvements. The applicant will prepare the land for the Department of Parks and Recreation to plan and program for the neighborhood needs. The improvements to be provided by the applicant are limited to grading, including the installation of retaining walls, as shown in Schematic Plan, Phase 1, stabilizing the area by establishing lawn, providing some basic infrastructure such as on-street parking for the park and a stub to serve a future bathroom facility. For the triangular area, the grading shown in the Schematic Plan Phase 1 and the Park Concept version are not identical. The applicant will need to further demonstrate that the grading provided in Phase 1 will be able to accommodate a comparable amount and variety of activities as shown in the Park Concept.

[Conditions 31, 32, 33, 34, 35]

31 *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, 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 this property with credits for the park impact fees associated with the Shared Use Route and Neighborhood Park associated with SDP15-00002.*

32 *The applicant will improve the 2.3 acres of dedicated land with walls, grading, and lawn as shown in Phase 1 Schematic Plan (dated July 20, 2015) with the addition of any approval conditions included with SDP15-00002, as well as bathroom water and sewer stub at a location to be determined during construction permit review.*

33 *The grading for the triangular area shall be further refined to reasonably accommodate multiple "outdoor rooms" similar to the Park Concept schematic plan.*

34 *Improvements shall be completed and accepted by the City prior to issuance of the Temporary Certificate of Occupancy. Eight parking spaces shall be provided as part of the park land dedication. The park improvements shall be completed after all other construction activities related to the circulation facilities and the adjacent buildings have been constructed, so that park improvements are not damaged by adjacent construction activity or equipment.*

35 *Park impact Fee credits will be given for the Shared Use Route and for those other portions of the 2.3 acres of land dedicated to the City that expand park capacity by being usable rather than 'leftover'.*

Chapter 13: Community Space Design Standards

The purpose of the Community Space Design Standards is to interrelate buildings and community spaces, have the site positively contribute to the Public Realm, and provide recreational variety. Generally the site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 13 can be found in the Design Checklist.

General, Variety (Section 13.2.A)

The site has a variety of Community Spaces, both public and private, communal and individually-assigned (see Table ___. Table of Private Community Spaces). The Community Spaces range from facilities for active recreation, such as the Shared Use Route and the swimming pool and fitness center in the community center (clubhouse) to more passive ones, such as the picnic areas along the Through Block Passages and the outdoor seating in the community center. There is also a large multi-use central green space between Building 4 and Building 5. While the Neighborhood Park will not be constructed with this development, it will be programmed by the Department of Parks and Recreation to provide recreational amenities for all ages and will be accessible for residents of the Western Gateway district, not just the Gateway Apartments. The applicant will prepare the site for a future Neighborhood Park.

General, Integration (Section 13.2.B)

Instead of a central community space, several significant community spaces are distributed and integrated throughout the site. All the community spaces have well-defined boundaries and are accessible from the sidewalks and Through Block Passages (see sheet SDP 02). Natural topography serves as the southern boundary of the Neighborhood Park while buildings frame the central green space at the eastern end of the development. The clubhouse is defined by two Through Block Passages and the loop road.

Generally the Community Spaces have been located away from parking lots except for the Shared Use Route section across Building 1 ad 2. The Shared Use Route meanders in and out of the Neighborhood Park. The route is intended to work with the change in grade, and sometimes, to serve as a transition for grade changes and different activities on both sides of the route.

[Conditions 36, 37. 38]

36 *A landscape planter strip with a minimum width of 4 feet shall be provided between the parallel parking and the Shared Use Route across Building 1 and Building 2. A hedge shall be planted to screen the Shared Use Route from the private garages and parking for these two buildings. 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. (condition 16.2.L)*

37 *Provide a 3-foot ornamental fence to screen the parking areas of buildings that are visible from the Through Block Passages, Shared Use Route and the Neighborhood Park. The fence shall be designed as a civic edge to the Community Spaces. Consider creating a themed wall art series on these fences as part of the wayfinding plan for the development.*

38 *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.*

The Community Spaces also have various orientations, providing multiple opportunities for sun and shade. The Community Spaces have been appropriately scaled for the project. Through the design of the various types of Community Spaces, there will be a variety of landscape treatments and planting materials that will appeal to the senses. Furniture, pedestrian-scale lighting and ornamental fences will

help define the functions and character of each type of community space. The selection of site furniture and design of fences will be finalized during permit development.

Connect with Nature (Section 13.3)

The Neighborhood Park is connected to the natural buffer areas of Tibbetts Creek and Schneider Creek through the network of sidewalks, Through Block Passages and the Shared Use Route that serve the site. Visual cues, such as the 10-foot wide sidewalk/bike connections, park furniture and signage visible from Newport Way, can help the public and the community-at-large know that there are other sections of the park in the interior of the site. Access to nature is not only through the landscaped open spaces in the project. Visual access to hillsides and the Issaquah Alps from the open spaces within the site are also provided.

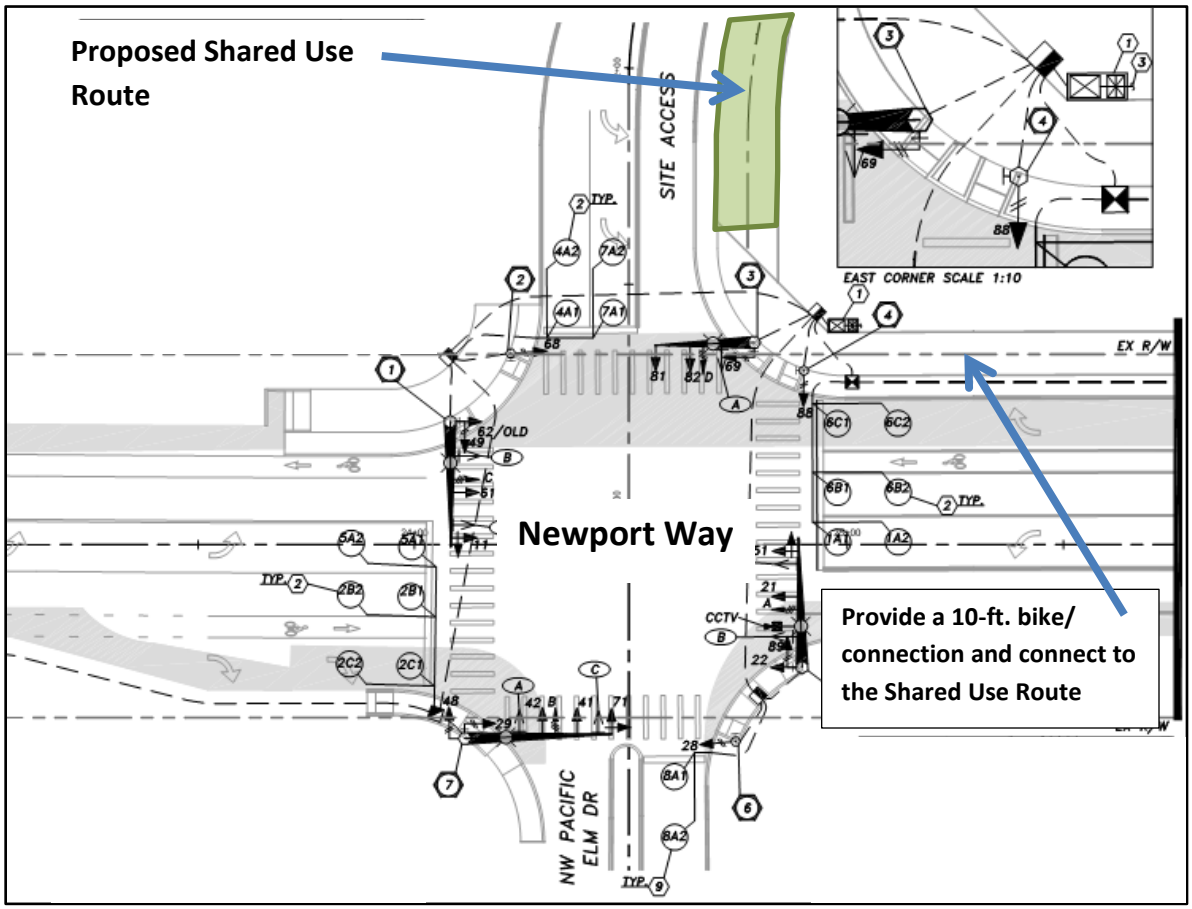


Figure 12. A 10-foot bike/pedestrian connection should be provided on Newport Way

[Condition 39]*Provide a 10-foot wide pedestrian/bike connection along the Newport Way frontage to the sidewalk of the loop road to connect the proposed Neighborhood Park to the existing King County trail east of the project site and the Mountains-to-Sound Greenway*

[Condition 40] *Connect the central greenspace between Building 4 and Building 5 to the Shared Use Route by extending the north-south sidewalk along Building 2.*

Pet Amenity (Sec. 13.7 A – D)

This multi-family residential development will most likely have tenants with pets, including dogs. Typically, residents with pets will require a facility or area that is conducive for dog walking, such as a park or a trail. With dog walking come certain maintenance issues such as the availability of areas where dogs can perform their "bodily functions" without degrading the community open spaces for the enjoyment of other residents, and the degradation of the critical areas. There is no requirement in the CIDDS for a multi-family development to provide a dog run for its resident, but given the large number of units in this development, it will be a benefit to the apartment residents to have a designated dog walking area. A possible location for this is along the I-90 edge of the property.

[Conditions 41, 42]

41 If the apartment community will rent out to people with dogs, a fenced dog run, designed to industry standards, shall be provided on the property, as an amenity for the residents.

42 Community Spaces shall be designed to clearly indicate areas where pet bodily functions are allowed and provided with receptacles for pet waste.

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

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

Chapter 8: Parking Development Standards

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. Detailed analysis of project compliance to Chapter 8 can be found in the Design Checklist.

Required parking for multifamily, as prescribed in Table 8.10-1. Table of Vehicular Parking Spaces is:

Unit Type	**Apts.**	**Minimum Stalls Required**	**Maximum Stalls Allowed**
1-Bedroom:	193	1.00 per unit = 193 stalls	1.25 per unit = 241.25 stalls
2-Bedroom:	159	1.00 per unit = 159 stalls	2.00 per unit = 318 stalls
3 -Bedroom	48	1.00 per unit = 48 stalls	2.00 per unit= 96 stalls
TOTAL:	400	400 parking stalls	655 parking stalls

The project proposes to provide a total of 692 parking stalls within garages and as surface spaces. The maximum parking applies only to surface parking. The project has 401 surface parking spaces.

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

364	Standard sized stalls	52.60%
327	Compact sized stalls	47.25%
1	Micro sized stalls:	less than 1%
692	Total Parking Provided	

Dimensions and back up maneuvering space of parking stalls in 90 degree layout is as follows:
Standard size stalls: 18.5’ x 9’ with 24’ back up maneuvering space.
Compact sized stalls: 16’ x 8’ with 22’ back up maneuvering space in the 5-story garage; 17’ x 8’ for the 3-story building tandem stalls
Micro sized stalls: 12’ x 7’ with 18’ back up maneuvering space

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

The drive aisles are typically 24 feet wide where standard stalls are oriented at 90-degrees to the drive aisles, and 22 feet wide for compact stalls. Drive aisles for on-street parallel parking are 20 feet wide, the minimum required for fire truck access.

Required bicycle parking for this project:

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

Required motorcycles parking for this project is:

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

Tools and Flexibility (Section 8.13)

The intent of the Parking Tools are to provide methods, incentives, techniques that will enable each Development or Parking District to decrease the reliance on the automobile, diminish the percentage of land dedicated to parking, and reduce the amount of parking needed to support the Project's uses while providing adequate parking for the District's uses and users.

On-Street Parking Credit (Sec. 8.13.5)

On-street parking credit is granted for this development based on staff's interpretation of the intent of this standard. This tool, which is provided for non-residential uses and is silent for residential, is being applied to this project because:

- There are no other uses that will compete with the residential use or require the use of the on-street parking within the project.
- The minimum required parking spaces are all provided in off-street facilities. The minimum required is 400 spaces. There are more than 400 parking spaces provided in the garages.
- The on-street parking contributes to the pedestrian-friendly streetscape by slowing traffic and providing an extra layer of buffer between the pedestrian and moving vehicles.
- On-street parallel parking is a required element for the Neighborhood Street as prescribed in the CIDDS Circulation Facilities standards. The project will have to provide the parallel parking to comply with the CIDDS and it will be inefficient to restrict their use to visitor parking only.

The only spot where there may be competing uses for parking is near the neighborhood park. On-street parking for the neighborhood park will be signed and clearly designated for public use only (See conditions for Neighborhood Park).

Tandem Parking (Sec. 8.13.9)

Tandem parking is one of the parking tools and flexibility provided in the CIDDS (Sec. 8.13.9). Section 8.13.9.b.(3) (b) states that the Director may allow a combination of standard and compact stall for tandem parking. Up to 50% of total parking requirement can be met with tandem stalls. The tandem stalls provided exceed the max. allowed by 28 spaces, based on the following analysis:

Min. parking required: 400 spaces; max. 655.
Proposed 123 pairs of tandem stalls or 246 total spaces.
Parking provided is 692 (See sheet SDP 00 for parking info).
Allowed tandem parking is 50% of required = 346. Provided tandem is 64 + 123 x 2 = 374. 374 - 346 = 28 tandem in excess of the 50% max.

Interpretation: Ratio of tandem stalls to single stalls (Sec. 8.13.9)

Staff has determined that the proposed ratio of tandem stalls complies with the CIDDS based on the following Interpretation:
Required parking equals parking provided, as long as the provided parking falls between the minimum required and the maximum allowed per CIDDS Chap 8. Since the 28 tandem are in pairs, only half of them are disallowed as being over the 50% max. As the project is significantly beyond the minimum parking, the disallowing of these 14 stalls doesn't impact their ability to meet parking requirements. Note: By identifying them as disallowed, it is only that they may not count to parking requirements, not that they must be removed. The project has adequate single stalls to count towards meeting their required minimum parking requirements.

The tandem stalls are proposed to be used in both the 3-story buildings and the 5-story buildings.

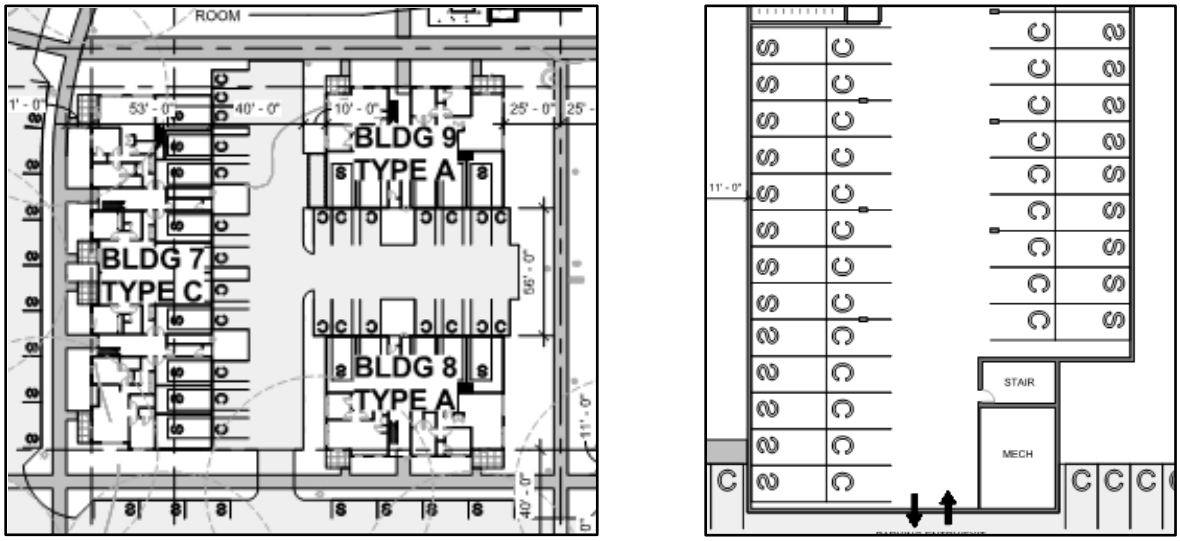


Figure 13. Typical tandem stall configurations for the 3-story building (left) and the 5-story building (right)

The tandem spaces are a combination of a standard stall and a compact stall, with the standard stall in a garage and the compact stall serving as the "driveway apron" to the garage. The CIDDS 8.18.B.3 prohibits compact stalls to located next to a fire lane unless it is a standard sized stall. The requirement is meant to prevent large vehicles from parking in the compact stall and blocking the passage of fire trucks and emergency vehicles. The tandem parking for the 3-story buildings back into fire lanes in many cases.

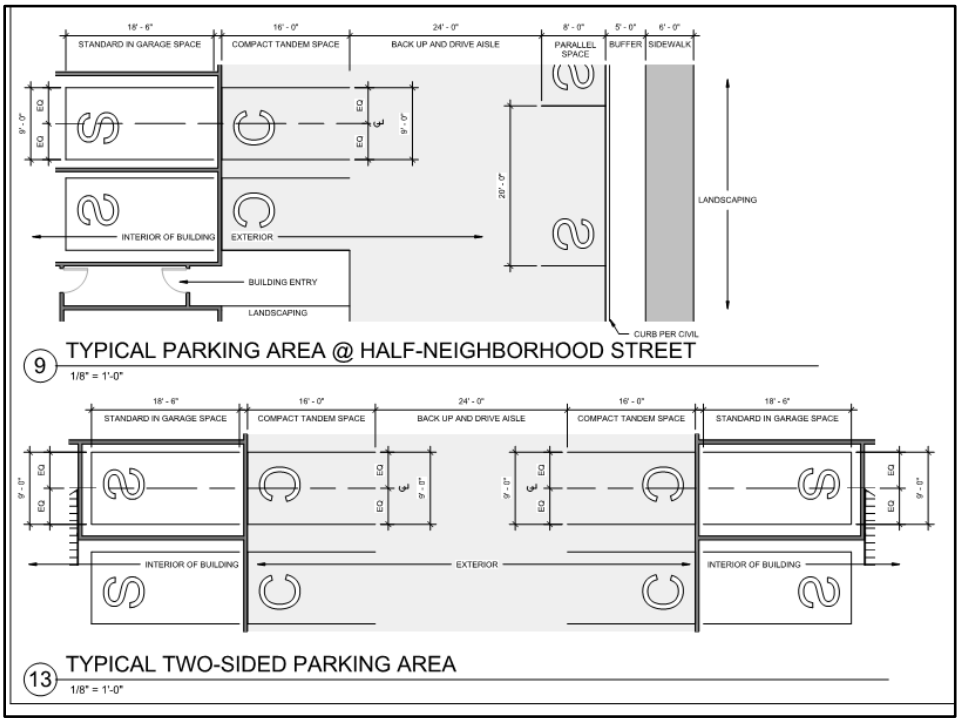


Figure 14. Tandem stall dimensions for parking in the 3-story buildings

Tandem parking in 3-story buildings: The tandem stalls for the 3-story buildings are not designed like conventional tandem stalls. The proposed tandem stalls are separated by a garage door (see Figure 14). The stall outside of the garage is 9' x 17'. The interior space ranges from 18.5 to 20' in length. The proposed tandem stalls in the shared structured parking include a standard stall measuring 9' x 18.5' and a compact stall at 9' x 16'. The typical drive aisle for double-loaded tandem stalls is 24 feet. The drive aisles in the 5-story garages provide adequate room for large vehicles to overhang into the aisle space without causing any obstruction for circulation and the contiguous parking spaces allow adequate space for 2 standard vehicles to squeeze into the two spaces, if necessary.

Ingress and egress for the tandem parking does not appear to be a hazard or obstacle for circulation; however; additional review of the circulation in the 5-story garage buildings will be required at building permit review. The fire marshal has reviewed the preliminary plans and has not identified any major issues with the configuration of the tandem stalls that back into the emergency and fire truck lanes.

Interpretation: Size of Tandem Parking

A. **Tandem parking in the 3-story buildings:** Staff determined that the proposed combination of standard and compact stall for the tandem parking in the 3–story buildings is acceptable because:
   1) The total length of the interior and exterior spaces equal or exceed the 37.5 feet length.
   2) The drive aisles are wider than what is required for fire truck access. The 24-foot wide drive aisles for the double-loaded parking areas of the 3-story buildings provide adequate space for safe fire truck access even if a large vehicle is parked on the outside parking space, since the min. required fire truck lane is 20 feet. For single-loaded drive aisles, the same analysis holds, since the drive aisles are 23 feet. (see sheets SDP 02 and SDP 15)

3) The tandem parking spaces are designated to each residential unit, and adequate single, on-street parking supplement the parking supply for the entire development.
4) The applicant has provided extra length for both the interior standard stall and the exterior compact stall to compensate for the garage door segment to the two spaces.

[Condition 43] *Tandem stalls separated by a garage door shall provide extra length as shown in the application.*

Loading Spaces (Sec. 8.16)

Required loading spaces for the project are:

COMPUTATION OF REQUIRED LOADING SPACES per Table 8.16-1		
Type of Use	**Loading Space required**	**Loading spaces provided**
More than 40 apartments: Type 'A' Loading Space	2 spaces required	2 Type A spaces provided at the parking area of the 5-story buildings

Type 'A' loading spaces are required to be at least 25 feet in depth and 10 feet in width. Loading spaces cannot interfere with the public use of streets or sidewalks. However, in consideration of the needs of residents during move-in and move-out, the loading spaces for moving trucks should be close to the service elevators of the 5-story buildings. The project shows one of the loading spaces located in the parking lots west of Building 17 and a second space is located east of Building 18. There are no loading spaces provided for moving trucks in the 3-story buildings.

[Condition 44] *Provide loading spaces for 3-story buildings to serve residents move-in and move-out needs. Using one of the parallel parking close to the building entries is acceptable.*

Chapter 15: Parking Design Standards

The purpose of the Parking Design Standards is to use a more urban approach to parking to support a pedestrian friendly, small scale, mixed use environment and contribute to the Public Realm. Generally the site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 15 can be found in the Design Checklist.

Proposed Parking Design:
The parking is designed to be as unobtrusive as possible and in the case of on-street parking, even adds to the pedestrian-friendly environment by providing a buffer between moving vehicles and pedestrians. The surface parking areas are "tucked" behind the buildings.

The 3-story buildings have a unique parking configuration consisting of a garage (structured parking) and a surface stall assigned to a residential unit. Additional spaces are accommodated at the ends of the row of parking, and through parallel parking on the Neighborhood Street. The parking spaces are conveniently accessible to the units through a back entry to the building. The on-street parallel parking provides convenient and safe parking for residents also.

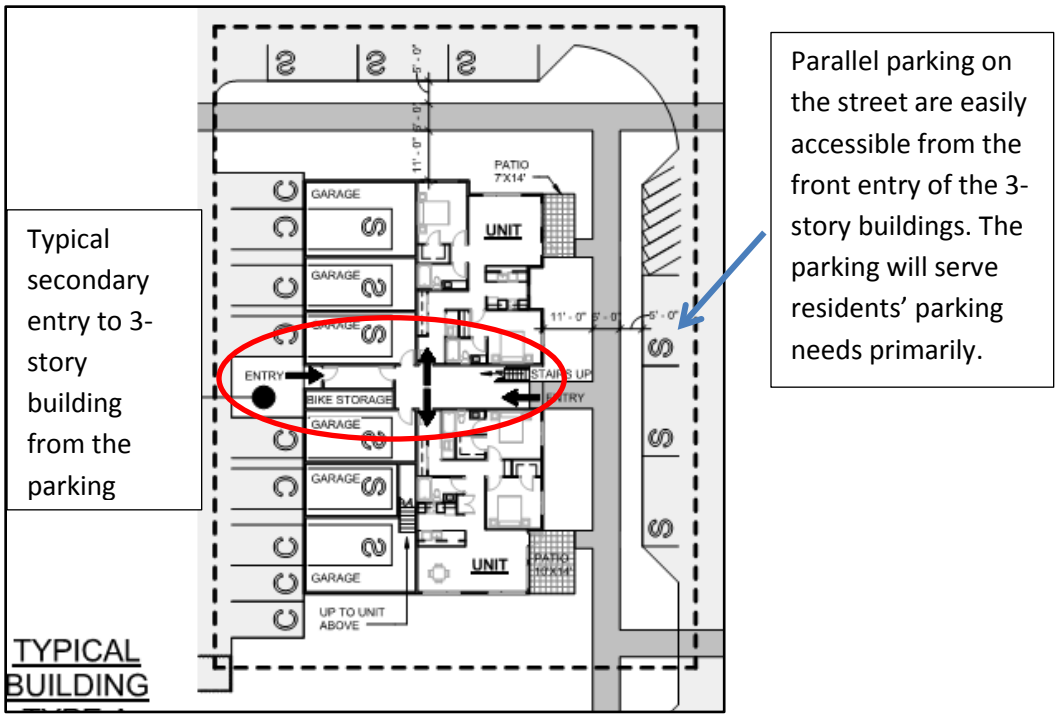


Figure 15. The parking spaces for the 3-story buildings are accessible from the main entry and a secondary entry from the parking area behind the buildings.

Minimize Parking Appearance (15.2.B)

Generally complies. Parking areas for multiple buildings are consolidated as much as possible and served by a single driveway, to reduce the amount of area used for vehicles see sheet L1.01, Overall Landscape Plan). To break up the large expanse of impervious areas, the majority of surface parking is softened with landscape planter areas and trees (see sheet L1.01). The parking areas of the 3-story buildings are screened from the Circulation Facilities by the buildings. Within the parking areas of the 3-story

buildings, trees are planted intermittently and trellises will be provided over the garage door openings (see Figure 18) to mitigate the view of the parking area from the residential units above.
The single driveway, with the narrow width of the parking perpendicular to the loop road, also minimizes the view of the parking from the street (see below).

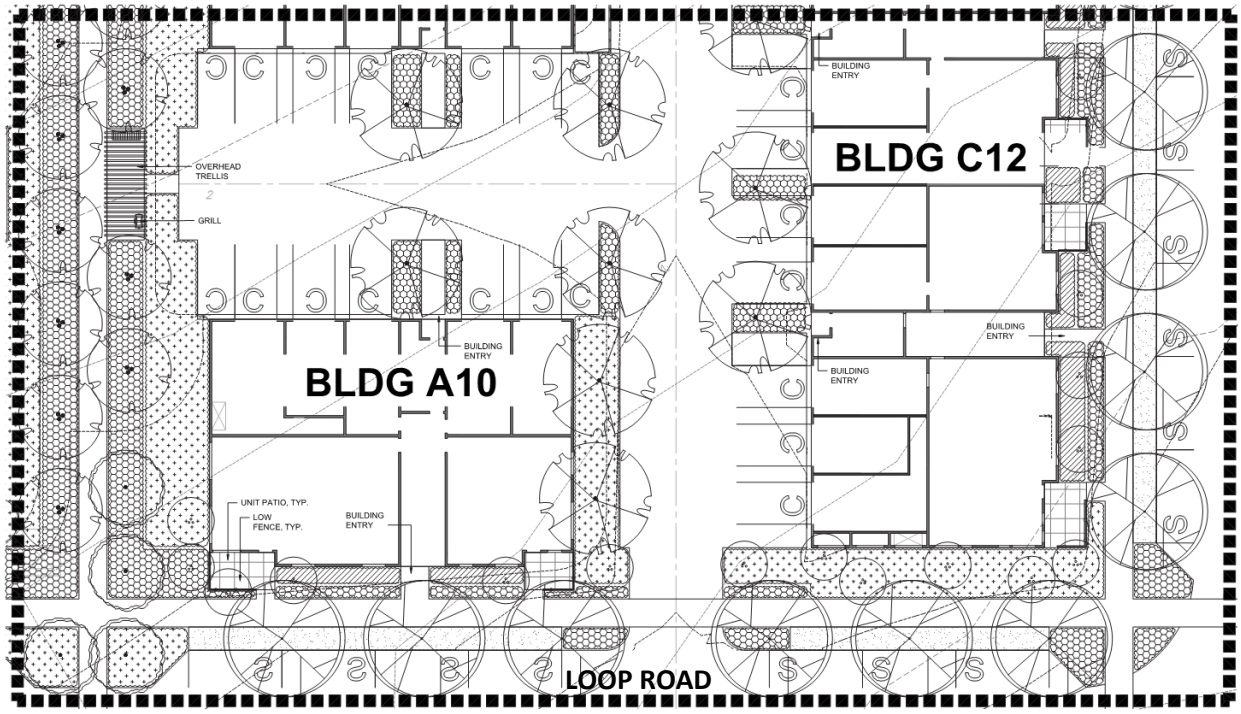
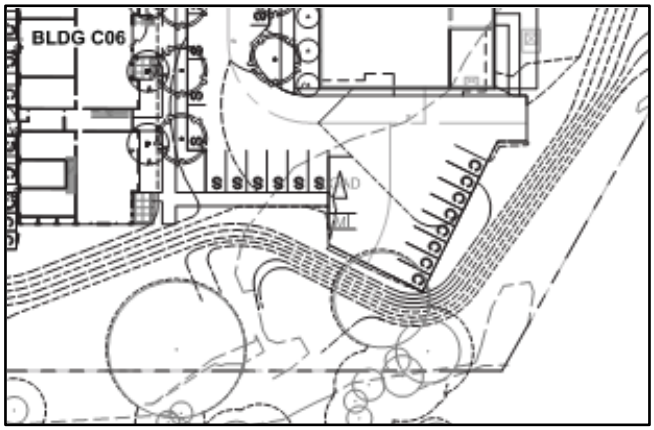


Figure 16. Parking area screening

Where the short end of the parking area abuts a Circulation Facility, these areas will be required to be screened with vegetation and ornamental fences. [Conditions 45] *Where parking areas abut pedestrian circulation or areas, such as the Shared Use Route, Through Block Passages and the termini of the parking area drive aisles at the 3-story buildings, edge landscape at least 3 feet deep or alternative, measured from the curb, shall be provided.*



At the northeast corner of the property, across from Building 6, there appears to be an excessive amount of pavement for the surface parking lot. The landscape plan, (sheet L1.01), shows this area without any parking lot trees or landscape islands.

Figure 17. Northeast Corner Parking Lot

[Condition 46]*The small parking lot at the northeast corner of the property shall be provided with trees, and the parking and fire truck back-up configuration shall be further evaluated to reduce the amount of pavement, or use the pavement for informal gathering.*

[Condition 47] *Trees shall be provided in the parking lot at the northeast corner of the site. The required ratio of 1 tree/6 stalls shall be provided. (condition 10.4.A.2.a)*

[Condition 48] *Provide trees at the perimeter of the parking area at the northeast corner of the development, east of Building 18. Select trees that are appropriate as enhancements to the wetland buffer along I-90.* See condition in 15.3.C to provide architectural elements at the western walls of the garages of buildings 17 and 18. See condition 6.2.B for trees to be planted in the Schneider Creek buffer.

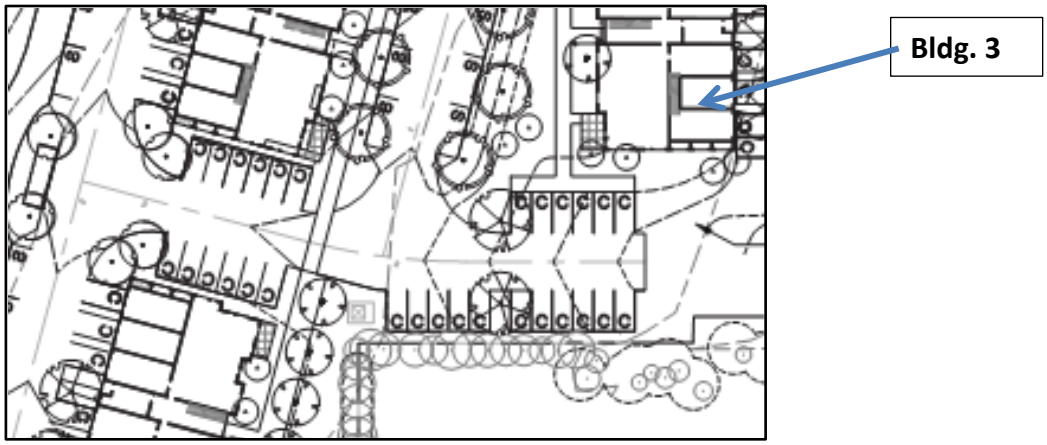
The parking areas are also provided with trees and trellis elements to screen the views from the residential units above, as shown in the typical elevation for a 3-story building below.

Figure 18. Rear Elevation of 3-story building showing trellises over garage doors

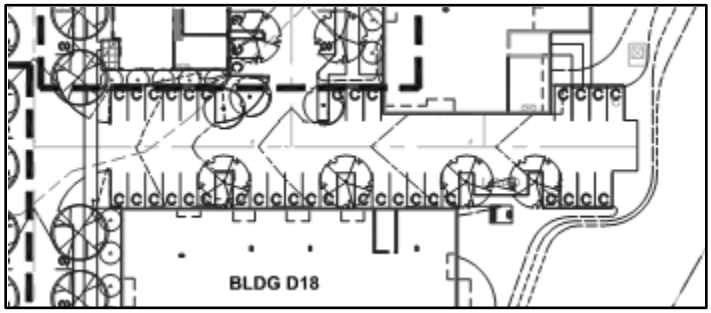
Pedestrian Priority Design (Sec.15.2.D)

To ensure pedestrian friendliness, the entry to the parking areas are designed as driveways with the sidewalk at a continuous and level walking path; the ramp from the street to the sidewalk will occur in the width of the planting strip. The driveways to these parking areas are also designed with the smallest width for fire truck access. The majority of parking spaces are connected to a sidewalk or walkway. Generally complies but there are isolated areas where walkways are not provided in the parking areas:

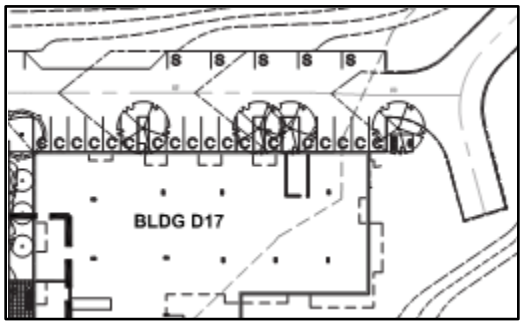
a) At the northeast parking lot, adjacent to Building 18 (see Figure 17)
b) East of Building 3



c) The parking adjacent to the two 5-story buildings



d) The western half of the Neighborhood Street abutting the Schneider Creek wetland and stream buffer (see AAS in the main staff report)



Staff considered requiring grade-separated sidewalks for the northeast and northwest parking areas. The potential location of these sidewalks would not be consistent with pedestrian "desire" paths, since the drivers and passengers would want to walk towards the building entries, which are in the opposite direction of where these sidewalks would be located. As an alternative, staff is recommending that the parking areas adjacent to the 5-story buildings be designed as pedestrian plazas that allow cars (a.k.a. woonerfs). Details for special paving and landscaping to create these pedestrian plazas can be worked out during construction review.

[Condition 49] *Design the parking areas adjacent to the 5-story buildings as pedestrian plazas that accommodate parking through the use of special paving, landscaping and pedestrian light fixtures. These parking lots should be designed as an extension of the I-90 landscaped area of the property.*

The garages are not concealed above or below the street level (see sheet SDP 14 and Figure 20 below). A berm is proposed along the street side (south elevation) to partially hide the full height of the garage. The berm has a dual purpose of providing screening of the garage walls and raising the first floor residential units above the street level for added privacy. However, the 3 other sides of the garage have no treatment to provide interest for pedestrians. No screening is provided for them either.

[Conditions 50,51]

50 *The walls of the garage shall be designed to integrate with the residential facade of the building. The ground floor of the 5-story buildings should not read as a garage. A) Provide green walls or other architectural treatments for the western walls where rows of head-in parking abut the walls. B) Provide a low seat wall at the back of the sidewalk to create a more defined edge to the berm. See condition 14.4.B.4 also.*

51 *In addition to conditions cited in 15.3.C, use spandrel glass, decorative metal grills, or louvers to articulate the blank walls of the garages.*

Figure 20. North and South elevations of the 5-story buildings

Bicycle Parking (Section 15.5): Bicycle parking has been distributed around the site in both covered and open, visible locations (see sheet L1.12). Short-term bicycle parking is provided at the main gathering spaces: the community center and the central greenspace between buildings 4 and 5. Providing short term parking in the other open spaces would not only benefit the residents, but would also help with activating the open spaces. Areas to consider for additional short term parking include the entry plaza of the two 5-story buildings, the Through Block Passages and along the Shared Use Route. Further review of bicycle parking facilities will occur with construction permits.

[Condition 52] *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. The no. of bike racks per location shall be worked out with DSD staff during construction review.*

Chapter 9: Signs

Chapter 9 provides the standards for signs. This SDP application does not include a sign permit request for project signage or for building addressing or directional signs. The applicant has indicated that a monument sign will be located at the community center for the name of the apartment complex. Other monument signs will be located along the Neighborhood Street for wayfinding to direct pedestrians to the front doors of buildings accessed from the Through Block Passages and for Building 17, since the front door of these buildings are not readily visible from the Neighborhood Streets. A comprehensive sign package for all exterior signage including addressing will need to be submitted prior to (Temporary) Certificate of Occupancy of the apartments.

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

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

Chapter 10: Landscape Development Standards

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

Trees are used as the main landscape feature for the Gateway Apartments (see sheet L1.01) The type of trees used define the character of Neighborhood Streets, circulation corridors, gathering spaces, parking areas, the critical areas and the I-90 edge of the site. Trees that are most visible in the public realm have vibrant fall colors and highly-varied foliage. Columnar trees along the Through Block Passages are selected to balance solar access with shade. Trees planted along I-90, when mature, will provide a green edge to I-90. The largest canopy trees will be planted at the main drive, to enhance the sense of arrival and provide a natural gateway to the apartment complex.

Circulation Elements and Community Space (Sec. 10.3)

Street Trees

The circulation element of the landscaping chapter requires street trees for shade, as a visual amenity and for a buffer between pedestrian/bicyclist and motor movement. The Applicant will plant street trees along all the Circulation Facilities (see sheets L1.07 and L1.08). The photos of the tree varieties provide a general idea of the size, shape and texture of the trees and how each type will define the public realm. In general, the loop road trees will have full canopies and provide a variety of color to the street.

Parking Areas

The chapter requires that parking lots provide one tree for every six stall and provide edge landscaping. Generally, parking lots are provided with one tree for every 6 stalls (see sheet L1.01). The parking lots require 10% interior landscaping. The Applicant is providing approximately 12% landscaping in the interior of the parking lots.

Edge landscaping is required when parking lots abut public rights-of-way, Community Spaces, or Circulation Facilities. Edge landscaping, as prescribed, has a minimum width of 3 feet or substituted with fencing or a wall that is at least 75% opaque. Edge landscaping appears to be missing in many areas where a parking area abuts a Through Block Passage. However, it may be that the Applicant has not fully developed the landscape plan to this level of detail since sheets L1.03 to L1.05 show greater level of details for focused areas that are not shown on the Overall Landscape Plan.

> [Condition 53] *Where parking areas abut pedestrian circulation or areas, such as the Shared Use Route, Through Block Passages and the termini of the parking area drive aisles at the 3-story buildings, edge landscape at least 3 feet deep or alternative, measured from the curb, shall be provided.*

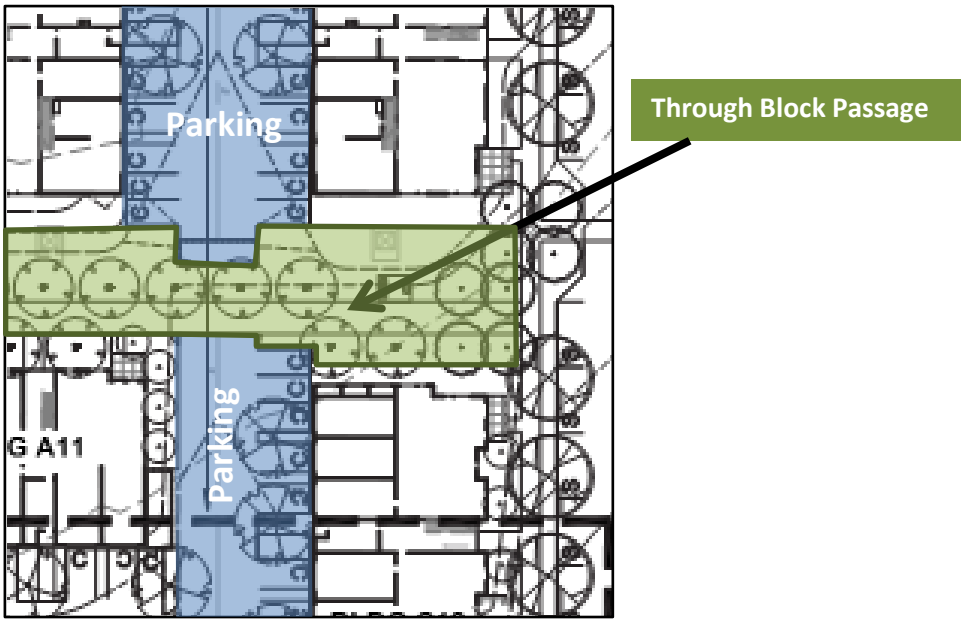


Figure 21. Parking areas abut Through Block Passages

Another area where edge landscaping would be critical is along the Shared Use Route and the Neighborhood Park. The parking area for Building 2 is visible from two public spaces: the Shared Use Route and the Neighborhood Park (see Fig. 22). The parking area for buildings 1 and 2 are entirely visible from the Shared Use Route. Moreover, the Shared Use Route is tucked between the Sammamish Condominiums, retaining walls, and the parking area for the entire length of buildings 1 and 2. Additional clearance is required for the parallel parking as a Shared Use Route only requires 2 ft of landscape along the edge. Locating the parallel spaces next to the Shared Use Route is not safe without additional separation because the car doors will open unto the travel path of pedestrians and bicyclists. There should also be a clear transition between the Shared Use Route as a public facility and the parallel parking spaces that are meant to serve only the residents of the Gateway Apartments.

> [Condition 54] *Provide at least a 4 feet wide landscape buffer between the parallel parking behind buildings 1 and 2 and the shared use route. 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 (condition 16.2.L)*

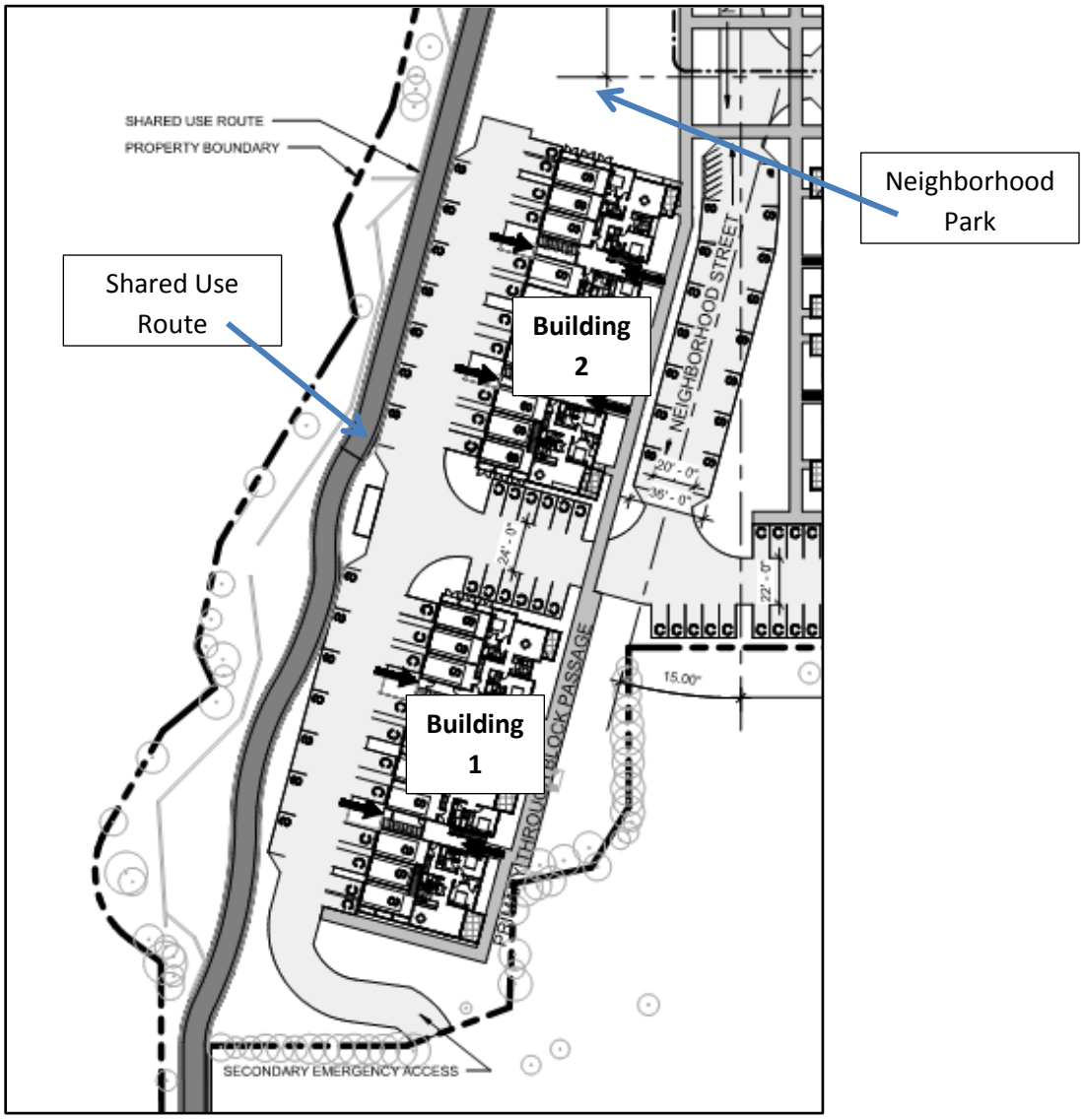


Figure 22. Parking areas visible from the Shared Use Route and Neighborhood Park

Landscape Requirements for Fences, Hedges, Waste Enclosures and Mechanical Equipment (Sec. 10.8)

Low fences are provided at the patios of some of the groundlevel units of the 3-story buildings. Four-foot high fences will also be required to screen the parking areas from the Through Block Passages and the Neighborhood Streets. The side of the fence exposed to the Neighborhood Streets and the Through Block Passages will be required to be designed as a decorative garden wall, and integrated into the landscaping. A split rail fence will likely be required along the outer edges of the wetland buffers to protect the sensitive natural habitat from foot traffic and pets. A specially-designed fence will also be required to visually screen the parking areas of buildings 1 and 2 from the Shared Use Route and the Neighborhood Park. A hedge will be required for the side of the fence visible from the Shared Use Route so that the green character of the public community spaces is extended to the Tibbetts Creek wetland.

[Condition 55] *Provide a 3-foot ornamental fence to screen the parking areas of buildings that are visible from the Through Block Passages, Shared Use Route and the Neighborhood Park. The fence shall be designed as a civic edge to the Community Spaces. Consider creating a themed wall art series on these fences as part of the wayfinding plan for the development. (condition 13.2.B.3)*

Waste enclosures proposed for the 3-story buildings are located at the end of the parking areas. They are consolidated for every two buildings. Due to the requirement for Through Block Passages to break up the large blocks and the parking area configuration of the 3-story buildings, the only area that is available for the trash enclosure is at the interior end of the parking area. This often puts the waste enclosures along the edge of the Through Block Passages, which are intended to be circulation green corridors for social gathering. To mitigate the visual impacts of these enclosures, the Applicant will be required to design them as ornamental garden structures when visible from the Through Block Passages. If a fence is also required to screen the parking areas from the Through Block Passages, the fence and the waste enclosure will be designed as one architectural element. Waste enclosures for the 5-story buildings will be located inside the garages. Full detailing of this along with a design of the enclosure will be necessary with the construction permits.

[Condition 56] *The waste enclosures placed next to Through Block Passages shall be designed so that the side facing the Through Block Passage enhances the pedestrian experience along the Through Block Passage, such as a garden wall (as opposed to utilitarian element).*

Rooftop mechanical equipment proposed for the 5-story buildings will be screened by enclosing them within the roof. Ground-mounted utility equipment has not been identified. Any ground-mounted utility equipment will need to be screened with landscaping or fencing. The screening of ground-mounted equipment will be finalized during the construction permit review.

[Condition 57] *All equipment must be shown on site work permits and landscape plans. Any locations identified in permits that impair the ability of achieving the project vision and CIDDS must be relocated to comply. Equipment not shown on permits and installed may be required to be relocated (condition 11.3.K).*

[Condition 58] *Ground-mounted utility equipment and fire appurtenances, or service/storage areas shall not be located adjacent to the Through Block Passages, the private outdoor open spaces, and required public community spaces (condition 11.3.K).*

Minimum Tree Density/Tree Removal/Tree Retention (Sec 10.10)

This section requires a minimum tree density retained and replanted in the Developable Site Area at a ratio of 4 significant trees, or their equivalent per code, per 5,000 square feet. The Developable site area is 544,319 square feet requiring a minimum of 860 trees. The project will save 132 existing significant trees and plant 728 new trees. Street trees planted on Newport Way do not count towards the site's required mitigation.

Total number of onsite trees	209
Total number of non-viable trees	60
Total number of significant onsite trees	144
Total number of Landmark trees	5
Total number of significant trees proposed for removal	23
Total number of Landmark trees proposed for removal	2
25% required retention (144 X .25)	36
Proposed retention	132
CIDDS 10.10 Min density 4 significant trees/5000 sq. ft.	860
Mitigation	728

Tree Retention Requirements (10.13)

Tree retention requires that 25% of the tree caliper be retained. The tree preservation plan (sheets L1.09 to L1.13) indicates that there is 428 caliper inches of existing significant trees and that 330 inches will be retained (77%). The plan meets the required tree caliper retention. The majority of those trees to be retained are located along the southern boundary that the project shares with the Sammamish Pointe Condominiums.

Zoning Designation:	**Retention Required:**
Commercial and multifamily development	25% of the total caliper (DBH) of all significant trees in developable site area
Total DBH of all **viable** trees (140 trees)	428
Required 25%	107
Proposed retention	330
Proposed rate of retention	77%

Chapter 16: Landscape: General standards and Guidelines

The purpose of the Landscape Design Standards is to provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary. Generally the site complies with the design standards. Detailed analysis of project compliance to Chapter 16 can be found in the Design Checklist. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

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

Key Elements (Sec. 16.2.D)

Trees are used as key landscape elements throughout the project and below is a description of some of the places key elements will occur.

- **Gateway trees**
  Special trees along the entry road into the project will provide delineation of the roadway. These trees will be large trees and provide a full canopy and have bright red color in the fall.
- **Loop Street Trees**
  The Loop Street trees will have full dense canopies and be different from surrounding trees and emphasize the main circulation through the project. The trees along the Loop Road will have a dense canopy, and leaf texture to provide interest and fall color.
- **Through Block Passages**
  Columnar trees will be used to reinforce the Through Block Passages and maintain the sun exposure and visibility. Flowing columnar trees will be used to mark the entrances and transition points along the Through Block Passage.
- **Accent Trees**
  Multi-branching, smaller, flowering trees will provide texture, character and contrast in key locations throughout the site. The accent trees will emphasize outdoor space, screen private courtyards and emphasize entrances.
- **Enhanced landscape areas**
  Enhanced landscape will be provided around the community gathering spaces. This will occur around the clubhouse and neighborhood green. The clubhouse will use raised planters with lush landscaping. The planters will be used to provide seating and to separate spaces. The entry to the clubhouse will include small accent trees, planters and containers filled with annual color to emphasize the entrance.

Green Edge of Issaquah (Sec. 16.2.E.)

The frontage along I-90 will be landscaped according to the Issaquah Design Standards. This area includes a linear wetland that runs along the highway. In the wetland buffer where grading will occur there will be full buffer restoration. In the remaining buffer, native trees will be planted and will include both conifers and smaller deciduous trees such as vine maples. Closer to the buildings accent trees, shrubs and groundcovers will be planted.

Accent Plantings (Sec. 16.2.F)

See 16.2.D above for details. Accent plantings will be provided throughout the development in key locations. Accent plantings will occur at the entrances to buildings, at the project entry, at community gathering spaces, and along the Shared Use Route.

Site Furnishings (Sec. 16.2.O)

Site furnishings can be used to create a strong identity for the development, while enhancing the public realm. The style of site furnishings should complement the architectural style of the buildings and enhance the pedestrian experience at the street level and the Community Spaces. Careful location of site furnishings can help activate Circulation Facilities. Several types of benches, waste receptacles, bike racks and pedestrian lighting are to be provided along the Through Block Passages, picnic areas and other outdoor open spaces throughout the site (see sheet L1.12). Benches provided at the barbecue grill site are not the appropriate type for these gathering spaces. Picnic tables and benches, such as the one shown on sheet L1.13 as furniture for gathering spaces, is the appropriate furniture for the picnic/barbecue grill areas.

[Conditions 59, 60]

59 *Activate the entry plaza of the two 5-story buildings, along the Through Block Passage and along the walkways of the green space between buildings 4 and 5 by providing additional benches or seating.*

60 *Waste containers shall be provided along the Through Block Passage and should be provided with heavy solid lids to keep wildlife out and for weather protection.*

Chapter 11: Site Design

Chapter 11 establishes site design standards that orient development so that it defines the Public Realm and improves the pedestrian experience. Pedestrian and bicycle circulation needs are raised to a priority with motorized circulation priorities while ensuring that the design does function for motorized transportation. Detailed analysis of project compliance to Chapter 11 can be found in the Design Checklist.

11.2 General

Projects are required to create a strong identity for itself and the Western Gateway district of Central Issaquah. This project meets the general standards, as discussed in the CIDDS checklist staff analysis. Site design features, which are listed below, are discussed in greater detail throughout the staff report.

A. Integrating the development into the Green Necklace through the creation of new parkland and multi-use trails linked to the regional Mountains-to-Sound Greenway,
B. Circulation Priorities: Supports pedestrian and bicycle use by providing attractive pedestrian and bike facilities such as the Through Block Passages, the Shared Use Route, bike storage in every building, and multiple pedestrian routes to the Community Spaces.
C. Sense of Place: The architecture of the buildings and trees are primary elements used to define the public realm; the I-90 edge of the property is designed to have lush landscaping consistent with the Western Gateway vision and the Mountains-to-Sound Greenway. The part of the site visible from Newport Way needs to be designed to create a stronger sense of place (see Figure 23 below).

Figure 23. The architecture and trees are used to define the public realm

Figure 24. View of future Gateway Apartments heading east on I-90

Figure 25. Site concept for the area of the site visible from Newport Way

D. Sustainable Site Design: Sustainable site practices include the incorporation of multi-modal transportation facilities, the grid circulation system that encourages walking, avoiding urban heat island effect by minimizing impervious surfaces, orienting buildings for solar access, and the use of native and drought-resistant plants for landscaping. In addition, the critical area buffers are being enhanced, which will provide improved habitat for wildlife, including salmon, while providing an open space amenity.

E. Sense of Arrival: Providing a parklike gateway to the development from Newport Way will help define the entry to the site. Currently, the community center provides the first noticeable structure that indicates there is something special on this site; however, the community center is not visible to motorists and pedestrians on Newport Way. The more intense uses of the Neighborhood Park are also not evident from Newport Way.

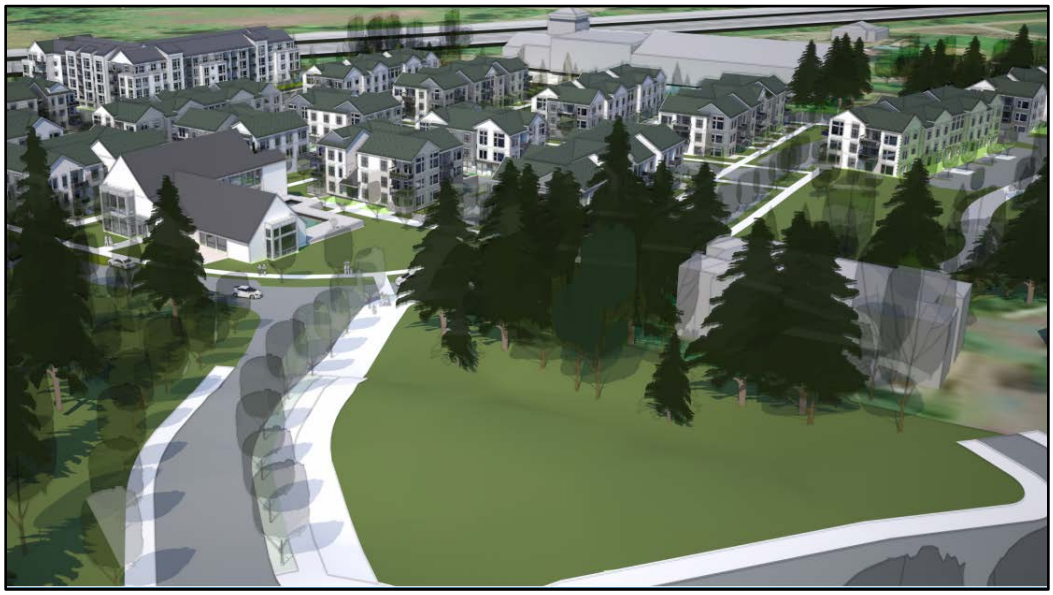


Figure 26. Aerial perspective showing the site features visible from Newport Way

There are other CIDDS standards that support the creation of a well-defined entry for the Newport Way area of the development. Section 13.2.B.1, *Enclosure*, requires a strong edge to define the boundaries of community spaces. Since the Applicant is proposing to provide this land as part of the Neighborhood Park, the area needs to have a strong enclosure. Sections 11.3.F – G and 14.2.D require a continuous street wall using buildings or other architectural elements to define the corners and street edge. Section 11.3. H requires a minimum of 60 ft of building at corners. Furthermore, 11.3.D.7.h recommends the use of low walls, raised planters or parked cars to provide separation from vehicular traffic and 13.4.A requires measures to protect children from vehicular traffic such as low fencing or landscape to form a physical barrier. In the case of Newport Way, on-street parking is not provided.

A vertical architectural feature(s) of substance shall be provided at the corner of 7th and Gilman and extend at least 60 ft. along each street to establish a streetwall. It must located to comply with the Build-to requirements of the standards. The feature shall be related to the architecture and building materials of the Building A. Features such as a paved plaza, benches, art and trellis may be added as a components of the street intersection but will not suffice as an accepted vertical architectural feature of substance to meet the requirements.

[Conditions 61, 62, 63]

61 *The corner of the triangle area at the project's entry drive on Newport Way shall be designed to meet the requirement for a continuous building frontage at a minimum distance of 60 feet from the corner in both directions*

62 *Provide a streetwall treatment along Newport Way and entry road, to be worked out with City staff during construction permit phase. The streetwall shall consist of a combination of architectural elements that provide enclosure and barrier from vehicular traffic for the green space, integrated signage and vegetation. The design of the streetwall should take into consideration the location of street trees and pedestrian lighting along Newport Way.*

63 *In combination with conditions related to continuous street wall (CIDDS 14.2.D) and enclosure required for the Newport Way frontage of the property, provide architectural and landscape elements that create a clear sense for pedestrians and motorists that this is a gateway to a pedestrian-friendly community in the interior of the lot that is representative of the Western Gateway vision for Central Issaquah.*

F. Existing Features and Context: The 5-story buildings are located at the lowest part of the property to minimize view impacts to existing developments across Newport Way. Schneider Creek and Tibbetts Creek, will be converted into assets for environmental and recreational purposes.

[Condition 64] *Consider providing rooftop gardens for the two taller buildings where residents can access views of Lake Sammamish and the Issaquah Alps.*

G. Views and Vistas: External views of Lake Sammamish and the Issaquah Alps from various locations on site have been taken into consideration in the orientation of buildings. Streets and Through Block Passages will terminate with views to hillsides and/or critical areas. Pedestrian experience at the street level is also enhanced by green corridors throughout the site, such as the Through Block Passages, the Shared Use Route, tree-lined Neighborhood Streets, and the trail connections within the buffers of Schneider Creek and Tibbetts Creek.

H. Intuitive Wayfinding: Orienting building entries to sidewalks and providing walkways for "desire lines" provide convenient and intuitive circulation routes for pedestrians.

[Condition 65] *Design the site to assist with intuitive wayfinding such as paving materials and patterns, street furniture, landscape materials.*

I. Multi-functionality: Designing the parking areas of the 5-story buildings as pedestrian plazas and providing garden walls as screening for parking areas

[Condition 66] *Design the hammerhead for the fire truck turnaround to integrate into the overall project, such as a paved plaza/ informal gathering space, in conjunction with the wetland buffer enhancements required for the edges of the site.*

[Condition 67] *Design the parking areas adjacent to the 5-story buildings as pedestrian plazas that accommodate parking through the use of special paving, landscaping and pedestrian light fixtures. These parking lots should be designed as an extension of the I-90 landscaped area of the property.*

J. Special Paving Material: The 5-story building entry plazas and outdoor seating at the community center (clubhouse) will have special paving. The Shared Use Route will be provided with special paving, as well as street crossings, to distinguish pedestrian paths from vehicular traffic. The Applicant also intends to enhance the parking areas adjacent to the 5-story buildings with stamped concrete, or similar paving, to create a pedestrian-friendly parking area.

[Condition 68] *Use special pavers to create an intuitive and welcoming entry to the residential buildings. Examples of special pavers include stone pavers, pervious pavers or stamped concrete with a brick pattern.*

11.3 Standards for all Uses

Pedestrian connections to surrounding circulation facilities and properties are being provided with the Shared Use Route, sidewalks on both sides of the streets, the Through Block Passages, walkways following “desire lines” that cut through open spaces and ones that serve the surface parking areas. Interconnected streets with Through Block (pedestrian) Passages provide a finer grid comparable to traditional city block sizes. The CIDDS require parallel pedestrian facilities to be located no further than 250 feet from each other when a block length exceed 300 feet. Pedestrian Through Block Passages are provided for the central block since this block is 385 feet by 492 feet (see sheet SDP 03). Parallel pedestrian facilities are no more than 200 feet from each other in the central block. This is the farthest distance between pedestrian facilities in the whole development.

Lush green landscaping is emphasized and used to define public spaces. Broad spreading canopy trees are planned for the entry drive from Newport Way and for the Neighborhood Streets. An alleè of trees provide linear definition to the Through Block Passage. The proposed project will provide generous amounts of pervious areas, including canopies of trees on streets and community spaces, shrubs and perennials along the street façade of buildings, within surface parking areas, and within the enhanced buffers of the wetlands and creeks.The perimeter of the site will also be defined by more natural green areas. The existing wetland and stream buffers will be enhanced. There is also an existing WSDOT conservation area at the southwestern boundary of the site that will remain natural (see sheet W1.1).

Community Spaces, both public and private, are distributed throughout the site so residents can access them from various parts of the development (See SDP 01 and SDP 04).

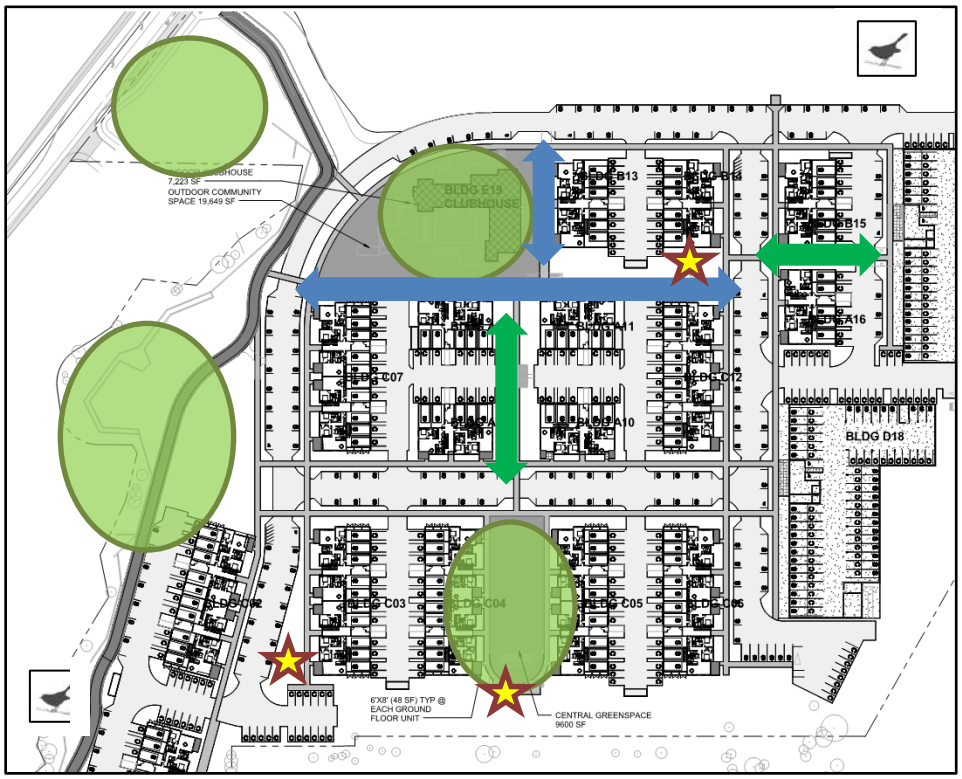


Figure 27. This diagram shows how all the main entries of the residential buildings are provided pedestrian linkages to the community spaces.

Figure 27 above shows the various types, sizes and locations of community spaces at the Gateway Apartments. The round green areas represent areas for active recreation such as casual sports activities, tot lots and playgrounds, and community events. The blue arrows represent the Through Block Passages that are designed as linear parks. The green arrows show additional linear passages that are required by the CIDDS, but aren't required to be Primary Through Block Passages. They provide the necessary pedestrian linkages between the residential buildings and the community open spaces, as well as provide the appropriate frequency of pedestrian connections. The grey line at the south edge of the site (left side of the drawing above) is the Shared Use Route.

Informal gathering spaces are provided along the Through Block Passages and smaller open spaces throughout the development. Smaller picnic areas with grills, represented by a star, are provided along the Through Block Passages, at the northern end of the two taller buildings, and at the small open space across Building 1 (see Sheet L1.12 for details). There are also going to be places for stopping and viewing wildlife, represented by the bird icon, at two trails to be provided in the Schneider Creek and the Tibbetts Creek buffer areas.

Building Frontage and Streetwall/Build-to-Line (11.3.F to 11.3.J)

A distinguishing feature that differentiates urban from suburban development is the use of buildings to define the street edge, or streetwall. The requirements for building frontage in sections 11.3.F to 11.3.J help create this urban street edge. The Build-to-Line requirements necessitate buildings to be located towards the Circulation Facilities and Community Spaces. The residential buildings are oriented so that their main entrances face a Circulation Facility. The landscape treatment along the loop road further define the streetwall with a double –tiered layer of vegetation consisting of an evergreen hedge close to the ground-floor residential windows, and more ornamental plants closer to the sidewalk. The landscape areas between the buildings and the sidewalks are designed to provide a green transition between the sidewalk (public) and the patios of the ground floor units (private) and the ground floor windows. Street trees, also used to scale the buildings and frame the streets, will have full, dense canopies in a variety of colors (see Sheet L1.07).

No streetwall is provided at the Newport Way frontage of the property (see sheet L1.18, Schematic Plan Phase 1 of the Neighborhood Park). The full length of the residential buildings sits at the "Build-to-Line" zone, within the allowed 0 to 15 feet, measured from the back of the sidewalk (see sheet SDP 02 for dimensions). The 3-story buildings are located between 5 feet to 10 feet of the back of the sidewalk. The 5-story buildings sit 11 feet from the back of the sidewalks. The community center, however, is recessed beyond the 15 feet maximum "Build-to-Line" and will need to be adjusted. Given the curved configuration of the area where the community center is located, the building was designed to follow the curvature of the street. The shortest distance between the sidewalk and the building face, at the building entry, is approximately 20 feet (please see sheet SDP 02 for site dimensions). In the VR, Village Residential Zone, the required minimum length of the building that should sit on the Build-to-Line is 60%. The community center is designed with most of its street frontage consisting of an outdoor terrace with a low masonry wall and landscaping. It is not clear how the building meets the minimum 60% street frontage requirement. A portion of the outdoor terrace may count towards the 20% building frontage and 10% for a community space such as the outdoor dining area shown.

[Condition 69] *The clubhouse or community center building shall meet the streetwall provisions for the Village Residential zone.*

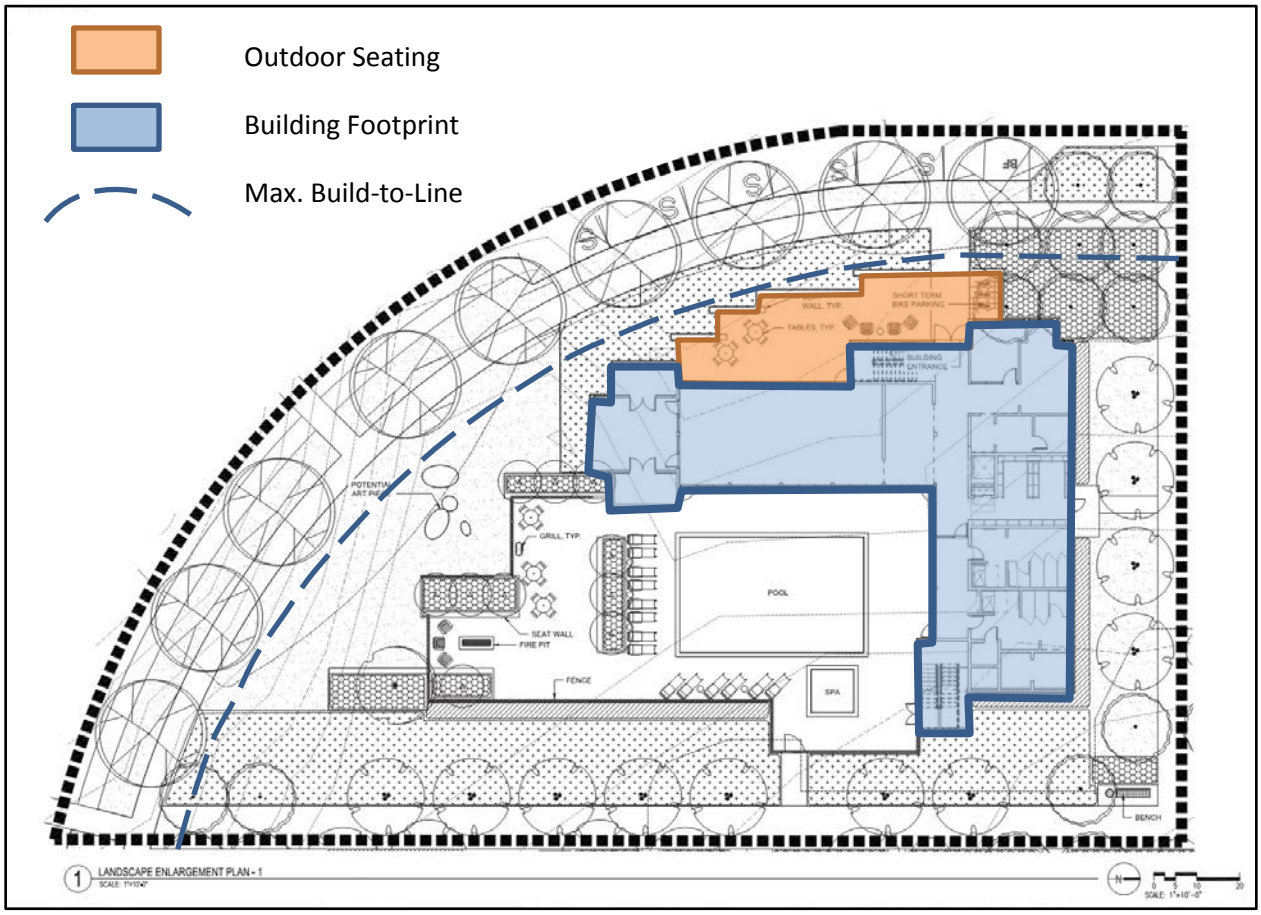


Figure 28. Detail plan of the clubhouse showing its relative location to the maximum Build-to-Line (dash line) and outdoor seating visible from the street.

Above-ground Utilities (11.3.K)

The location of above-ground utilities are not shown at this time. Since mechanical and utility equipment were not shown on the SDP, it is assumed that they are located within buildings or in locations that do not impact achieving the vision for the project and compliance with CIDDS, such as within parking areas. See also the CIDDS checklist sections 10.8 and 11.5.F for additional discussion on above-ground utilities.

[Condition 70] *All equipment must be shown on site work permits and landscape plans. Any locations identified in permits that impair the ability of achieving the project vision and CIDDS must be relocated to comply. Equipment not shown on permits and installed may be required to be relocated.*

[Condition 71] *Ground-mounted utility equipment and fire appurtenances, or service/storage areas shall not be located adjacent to the Through Block Passages, the private outdoor open spaces, and required public community spaces.*

[Condition 72] *Utility equipment shall be clustered into one location and screened with an architectural enclosure or landscape hedge.*

Service, Loading and Waste Enclosures (Sec. 11.5)

***Location*.**

Loading areas for the two 5-story buildings are provided across from the garage entries, and the solid waste storage areas are located inside the respective garages (see Figure 30B and sheet SDP 05). No loading areas are provided for the 3-story buildings and waste enclosures are consolidated for the 3-story buildings consistent with the dispersion requirements for waste enclosures per other city standards.

The waste enclosures are located within the parking areas of the 3-story buildings, in lieu of alleys (see Figure 29 below). The location of the enclosures will need to be evaluated further to ensure they don't block pedestrian or vehicular circulation. The waste enclosures for, buildings 15 and 16 may need to be relocated since it appears they will block pedestrian and vehicular traffic (see Figure 30A and 30B below). The waste enclosure for buildings 15 and 16 opens into the sidewalk and will require the dumpster truck to park in the drive aisle of the neighborhood street serving Building 17 and will block the garages of Building 15.

[Condition 73] *Relocate the waste collection/trash enclosure for buildings 15 and 16.*

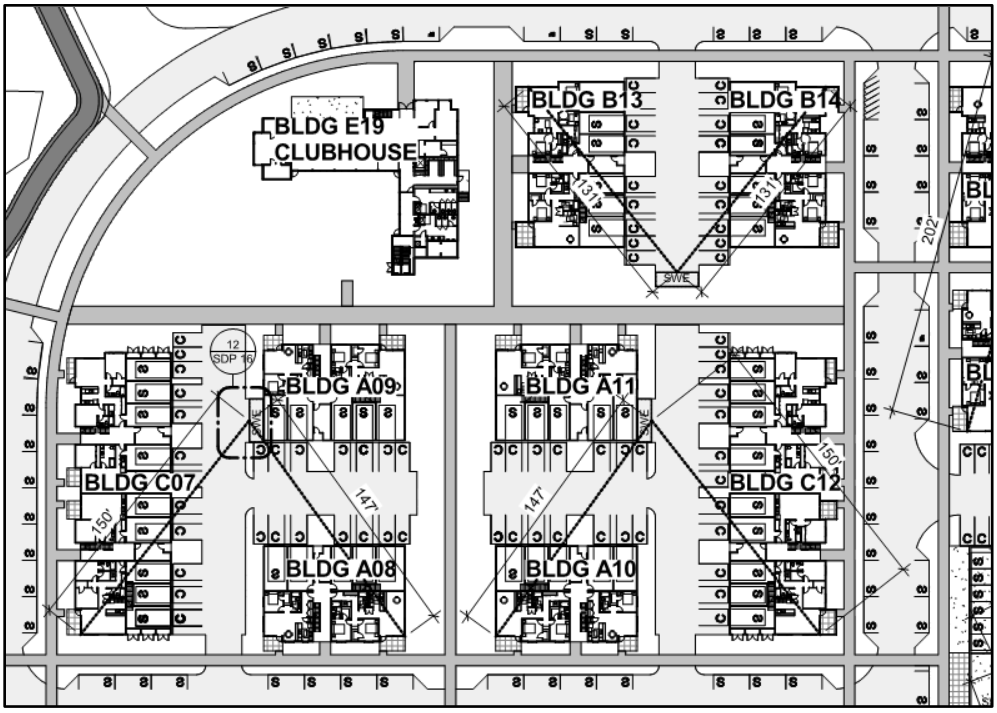


Figure 29. Typical locations of trash enclosures in the 3-story buildings (see sheet SDP 05)

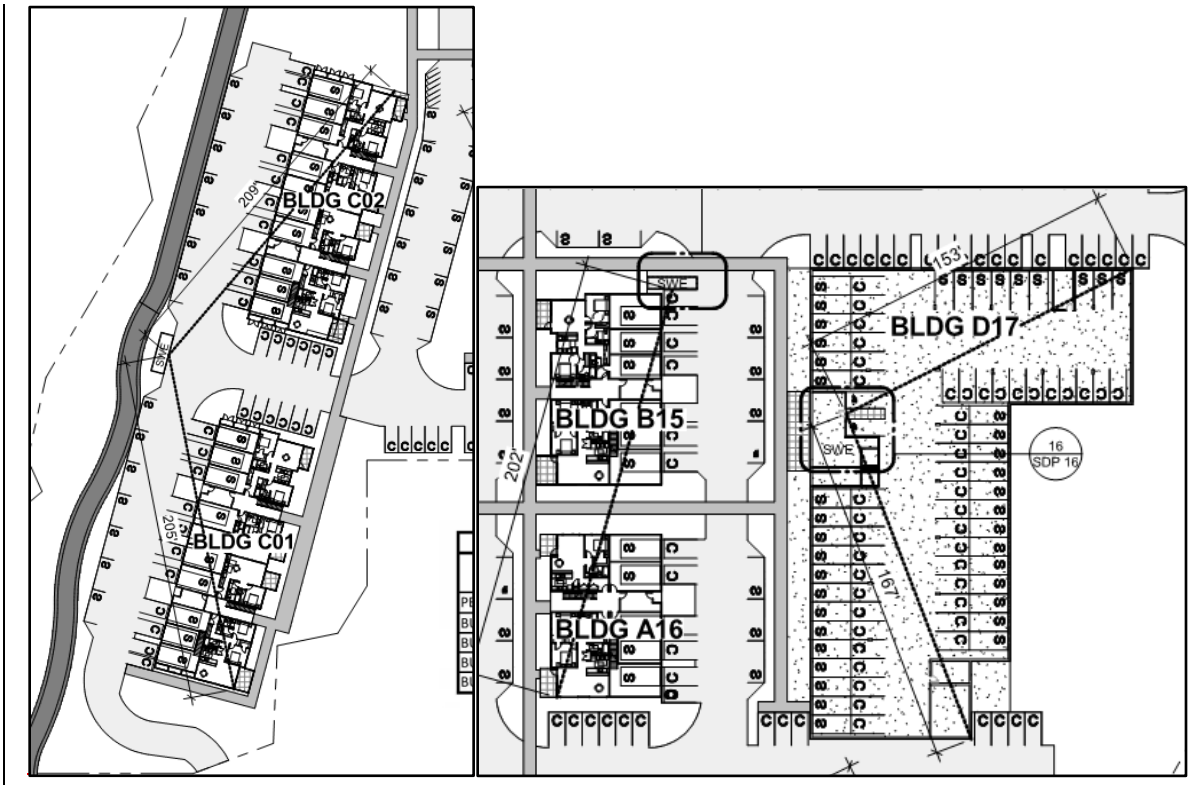


Figure 30A, left, shows the location of the trash enclosure for buildings 1 and 2. Figure 30B, shows the location of the trash enclosures for buildings 15, 16 and 17.

Screening the trash enclosures and service/loading areas Section 11.5.F

CIDDS 11.5.B direct Applicants to locate service, loading and waste collection areas in inconspicuous areas such as within buildings if possible, or alleys. If this is not possible, screening of the loading and waste collection areas are required, both at the street level and from aerial view. Some of the waste enclosures are also visible from Community Spaces that are meant to be parklike circulation facilities. The waste enclosure for buildings 1 & 2 are visible from the Shared Use Route. The waste enclosure for buildings 13 and 14 is visible from the north-south Through Block Passage (See Figure 29 above). It is also not clear whether the trash enclosures will be provided with a roof covering.

[Condition 74] *Where a trash enclosure is located at the visual termini of Community Facilities and Community Spaces, provide treatment of the visible waste enclosure wall(s) such as hedges, green walls, architectural elements, etc., with adequate space for planting. If a hedge is used, it shall be of a height prescribed in CIDDS 10.8.B.*

[Condition 75] *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.*

[Condition 76] *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.*

***Enclosure Design*.**

Waste enclosures depicted in sheet L1.15 show two possible designs, both using horizontal wood pieces. The first version shows small profile slats (1" x 2") topped with a 1" x 6" board. The second version shows 1" x 6" boards laid in a "running bond" pattern. The first version does not comply with this standard since it does not provide a solid wall (100% screening of the waste containers). The second version, or some other design with solid walls, is acceptable. The trash enclosures will have swing doors that are manually operated. It is not clear what the height, proposed color and type of wood for the dumpster enclosures will be (see sheet L1.13). The trash cans shown on sheet L1.13, which are open to the elements, are inappropriate for outdoor use.

Chapter 14: Buildings

Chapter 14 establishes building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm. Detailed analysis of project compliance to Chapter 14 can be found in the Design Checklist (see Attachment 2).

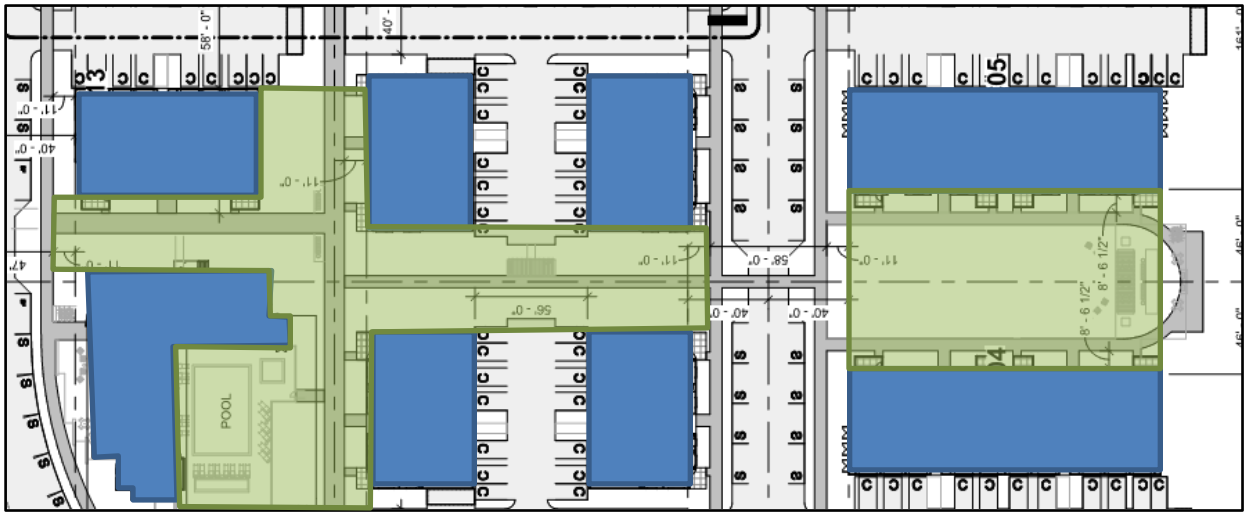


Figure 31. Buildings frame community spaces

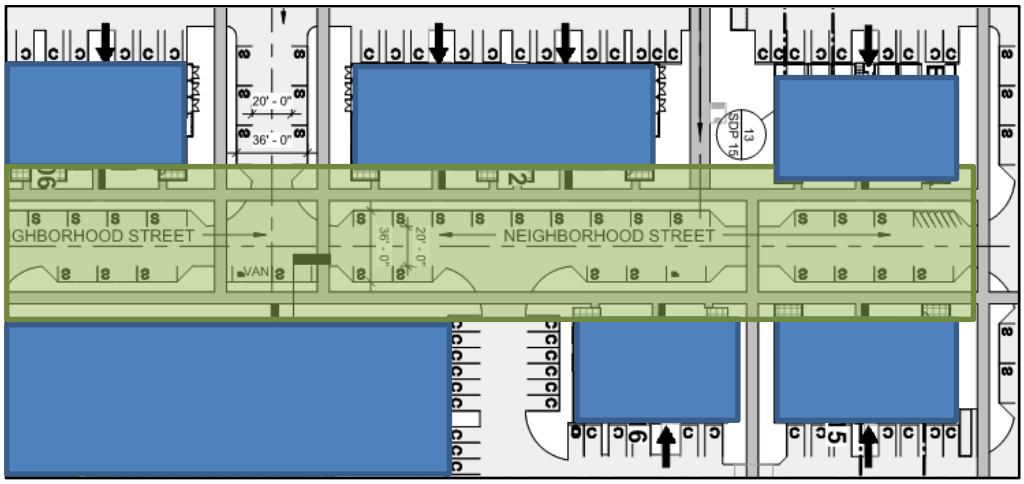
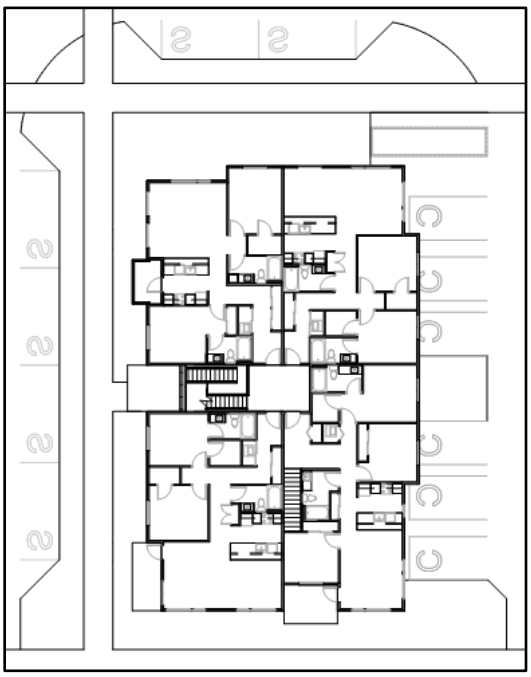


Figure 32. Buildings frame streets

The Gateway Apartment buildings frame two types of open spaces: green spaces (Figure 31) and streets (Figure 32). Most residential units have internal views of open spaces and external views of the Cougar Mountain or Lake Sammamish (see sheet SDP 18). All buildings are located at a reasonable distance from each other to allow solar access as well as views. The 5-story buildings are oriented so that the community spaces are on the south side.



Most of the residential units have views of streets or community open spaces (see sheet SDP 02) However, the middle units of Building 3, 4, 5 and 6 have living spaces that look out to other residential units and the garages on the ground level. The distance from building face to building face between opposite units is 56 to 58 feet (see sheet SDP 02). This separation is adequate to provide privacy for units facing each other. The garages are provided with trellis elements to screen the views of the parking and drive aisles, from the residential units above the ground level (see elevation drawings, SDP 11 to SDP13. Note that the floor plans and site plans do not show the trellises but the applicant has indicated that horizontal screening elements in the parking areas will be provided.) Windows along the sides of the buildings will also afford views of green spaces for the end units (See Figure 33A, Typical Floor Plan above the ground floor).

Figure 33A, left. Typical Floor Plan above the ground floor

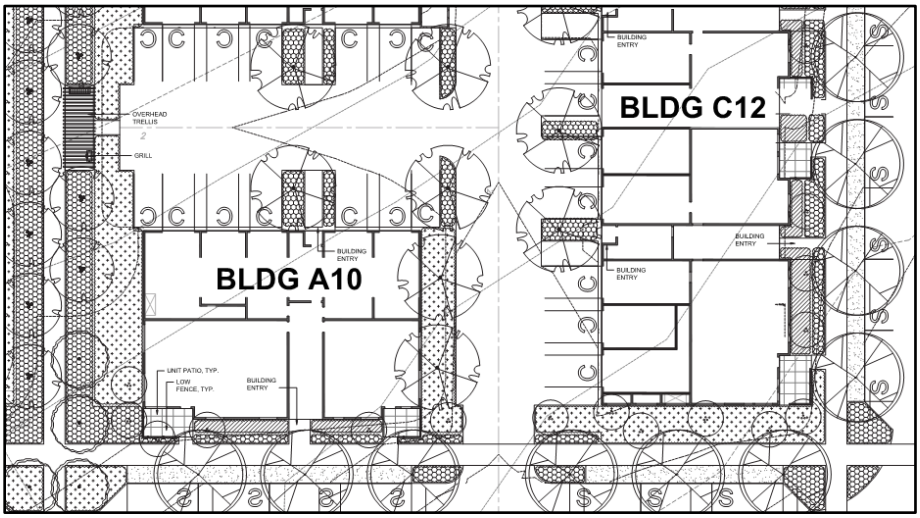


Figure 33B. Residential units facing parking areas will have views of trees. End units will be provided with windows to provide views of green spaces.

[Condition 77] *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.*

Building Mass and Design (Sec. 14.3)

Building mass and design are meant to reinforce Pedestrian-Friendly public spaces through the modulation of height and massing, as well as use of architectural details to further provide interest at the street level. Surface relief, depth and shadows are provided for all buildings by recessing some bays and inserting balconies, and ensuring that no more than two bays are along the same vertical plane (see sheets SDP 11 to SDP 13 for all elevations).The design of the buildings meets the standards for

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

Tripartite articulation is often used to scale down tall structures by creating horizontal bands of similar architectural elements. To create the right proportion, the middle is often three or more times the height of the base and the top. Tripartite articulation is not ideal for 3-story buildings because this treatment produces squat, horizontal buildings.

Figure 34. Typical modulation for 3-story buildings

The façade of the 5-story buildings facing the I-90 freeway also do not show a strong tripartite articulation (see Figure 35A). However, the façade facing the Neighborhood Street shows a change of building materials and modulation, especially at the Neighborhood Street façade (see Figure 35B). Modulation occurs both vertically and horizontally with the receding top floor and the extended bay for the entry.

> [Condition 78] *The five-story buildings shall be further refined during construction permit review to employ a tripartite articulation of the façade.*

Figure 35A. Façade of 5-story buildings facing the I-90 Freeway

Figure 35B. Façade of 5-story buildings facing the Neighborhood Streets

Administrative Adjustment of Standards for Building Setback

Setbacks for buildings over 3 stories are required to maintain a human scale to the building from the street level. The 5-story buildings are setback at the fifth floor. The Director has determined that the fifth floor setback complies with the standards and has met the criteria for an Administrative Adjustment of Standards (see sheet SDP 14).

Sec.14.3.A.1 requires that buildings over 3 stories set back the floors above the third floor through a combination of architectural materials, modulation and articulation. The 5-story buildings are setback at the fifth floor. A strict interpretation of this standard would have meant setting back the fourth floor of the building.

1. Vision: One of the guiding principles in the Central Issaquah Plan is Sense of Community, with the intent of promoting, among other things, improving architectural design. Urban Community Policy A7 also states "Encourage pedestrian scale and architectural interest through a variety of building heights and forms, modulation and articulation and diverse rooflines that break down the scale of buildings." Taking these two into consideration, setting back the fifth floor is a better design than following the prescribed setback requirements of sec. 14.3.A.1. The requirement for tripartite articulation for buildings should also be taken into consideration when determining the right level for setting back a floor of this building. Tripartite articulation is based on the classical organization of architectural facades, which consists of a base, middle and top. The height of the middle section is usually three or more times the base and the top. When applied to the 5-story buildings, this means the middle should be at least 3 floors, with the base consisting of the building lobby and the garage, and the top consisting of the top floor and the pitched roof. If the building is required to be setback after the fourth level, which would be the third floor of the residential units, the façade will not be successful in creating an elegant tripartite articulation because it will appear to be cut off at the middle.

2. Access: Setting back the fifth floor of the building instead of the fourth floor will not create any significant adverse impacts to abutting properties or rights-of-way.

3. Compatibility: By meeting all the design standards of the CIDDS, the 5-story buildings will be compatible to the future character of the Western Gateway district of Central Issaquah.

4. Intent: The intent of the setback requirement for the upper floors of buildings over 3 stories is to ensure that the mass and height of buildings are consistent with a pedestrian-scale public realm. The other intent is to encourage an urban architecture consistent with the higher density and

mixed-use vision for Central Issaquah. The setback is at the appropriate level since the building elevation reads as 4-story residential structures sitting atop an elevated ground, as experienced by pedestrians along the neighborhood streets, or the garage level, when viewed from I-90 (see sheet SDP 14).

5. Safety: The proposed deviation from the standards will not negatively impact public safety and operation. In addition, the building design will still be required to meet the International Building Code.

6. Services: Setting back the fifth floor of the buildings will not adversely impact the delivery of public services, including fire and emergency services, because this adjustment of standards does not alter the height of the building for ladder trucks or the demand for additional water and power supply.

Buildings are required to be designed to create a strong street wall and corners where two Circulation Facilities intersect or the building is next to a Community Space and a Circulation Facility. All buildings located at the intersection of two circulation facilities are oriented only to one circulation facility. The corner units of the 3 story buildings have patios that can be further developed to engage the other circulation facility.

[Condition 79] *Design the patios and side façade of the ground floor residential units of buildings 3, 4, 5, 6, 7, 12, 13, 14, 15 and 17 to engage the Circulation Facility that intersects the one where the building entrances face. See related conditions in 11.3.H, 14.2.B and 16.3.E.*

[Condition 80] *For buildings 7 and 12, provide special treatment of building corners in addition to the required blank wall mitigation condition in 14.2.B. Provide an architectural screen for the parking spaces that are visible from the Through Block Passages. If possible, integrate the design of the waste enclosure, the parking screen and the corner treatment for buildings 7 and 12.*

The southwest corner of Building 2 facing the Neighborhood Park and Shared Use Route does not have any special treatments. A hedge is proposed to provide privacy for the residential units and the accessory parking from the public community spaces. Special treatment of this corner is not provided. Similarly, buildings 7 and 12 have exposed corners to the north-south Through Block Passage.

Along with the streetwall or Build-to-Line standards in Chapter 11, there are several standards for buildings to provide a higher level of detailing to engage the pedestrian at the street level. No enlarged plans and elevation details are provided at this time so staff analysis is based on the elevations provided for the entries of the buildings.

[Condition 81] *Provide additional architectural treatment for the southwest corner of Building 2 and provide setback treatment similar to the front facade of buildings facing Neighborhood Streets and the Through Block Passages. If possible, integrate a parking lot screen wall to the west exterior wall of Building 2. See related condition in 13.2.B.3. Apply standard in 14.4.B.2 in designing this transition area between the Neighborhood Park and Building 2.*

[Condition 82] *Design the patios and side façade of the ground floor residential units of buildings 3, 4, 5, 6, 7, 12, 13, 14, 15 and 17 to engage the Circulation Facility that intersects the one where the building entrances face. See related conditions in 11.3.H, 14.2.B and 16.3.E*

Architecture and landscaping features are required to enhance pedestrian entry experiences with clearly visible doorways, enhanced landscaping, special paving, pedestrian scaled lighting and/or boards and weatherproof roof coverings. The shed roof of the 3-story building entries does not provide a strong entry element because the direction of the roof slope towards the pedestrian inadvertently creates a confined entry, instead of opening into a welcoming, light-filled space (see sheets SDP 12 and 13). The weak definition of the building entry is exacerbated by openings for the stairwells above the entrances that is a void and is out of character with the architectural style and fenestration of the residential façade (see Sheets SDP 12 and 13).

Figure 36. The 3-story buildings do not have a distinctive entry

The 3-story building entries shall be made prominent by designing a light-filled, airy and inviting entry through a combination of techniques such as: a) reversing the slope of the shed roof so that it opens up to the sidewalk b) using decorative wall-mounted lighting at the entries that complements the entry canopy and entry doors and serve as an architectural accent to the ground-level face; AND c) using decorative pavers for the walkways leading to the entries from the sidewalks.

[Condition 83] The building entries for the 3-story buildings shall be redesigned to create a more prominent entry. For example, for Building Type A and B, the shed roof shall be replaced with a roof that extends further out into the walkway. Provide a continuous plane for the second and third floor space above the entrance using horizontal wood slats or glazing, so that the upper floors read as part of the entry. For Building Type C, use the same entry composition used for the 5-story buildings (Type D), which consist of 100% glazing, a horizontal canopy and clerestory window.

[Condition 84] For Building Types A and B, stairwell openings shall be designed to look like the residential bays, with openings that look like windows with mullions.

The 5-story buildings have only one entrance and the berm that serves as the base of the building does not encourage active uses at the ground level (see Figure __. Façade of 5-story buildings facing the Neighborhood Streets). The only section that is activated is at an entry plaza, provided with a bench and a planter. (Note: The elevation drawing on Sheet SDP 14, drawing 4, Bldg. D – West inaccurately shows a berm at this southwest corner of the building. The site plan shows a row of parking abutting this wall of the building, with no landscape area separating the parking from the building wall.) The length of the building facades warrants additional entries to activate the street. There are 4 balconies provided at the first level units (see sheet SDP 08, floor plan for Typical Buidling Type D.) The residential units are

elevated from the street due to the partially submerged garages. Similar to the 3-story buildings, patios can be provided for the ground floor units. The grade separation allows for privacy to the units so this site feature should be capitalized to provide front door steps in the berm area to enhance the pedestrian experience along the ground level of the 5-story buildings.

[Condition 85] Provide additional pedestrian entrances to the 5-story buildings to provide convenient access to the residential units from the Neighborhood Street.

[Condition 86] Activate the ground floors of the 5-story buildings by adding low seat walls integrated into the berms and expanding the plaza area to provide additional gathering spaces for residents. See Figure 37 in the staff report for an example of an integrated seating in a berm.

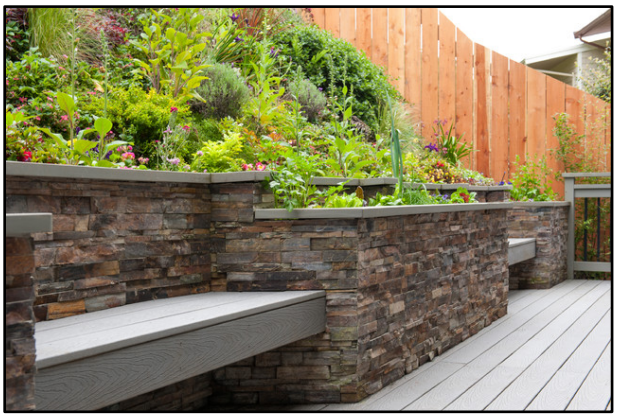


Figure 37. Example of a more urban "berm" for the 5-story buildings made of planters and seating incorporated into the low wall.

The residential buildings do not have a back side; all elevations are provided with generous windows. However, there are blank walls along the sides where the garages are located. Many of these blank walls are visible from the Through Block Passages and the Neighborhood Streets (see sheets SDP 12 and SDP 13). The northern garage blank walls of the two 5-story buildings are also visible from I-90.

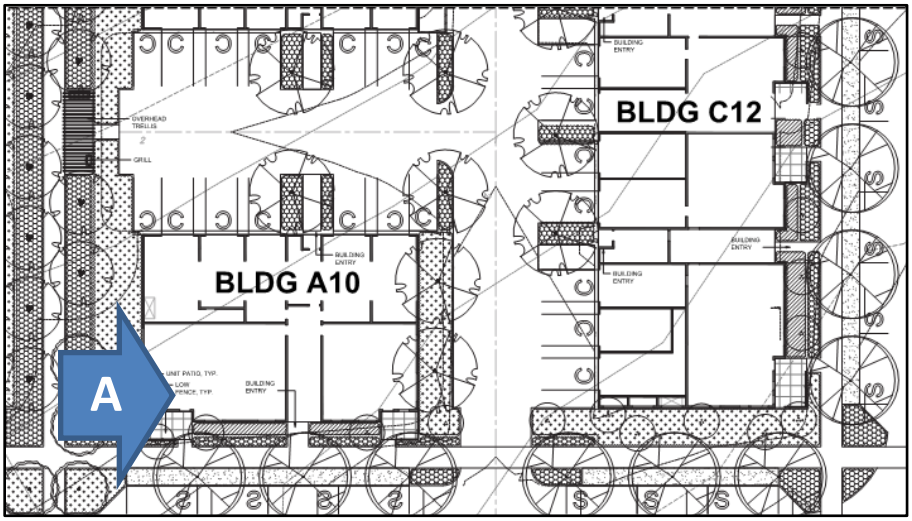


Figure 37. Blank walls along the side of the buildings adjacent to Community Spaces (A) and Circulation Facilities (B)

[Condition 87] The garage blank walls of the two 5-story buildings facing I-90 shall be mitigated, with consideration of what is visible from high-speed vehicular traffic along I-90.

[Condition 88] Blank wall mitigation for the garages visible from I-90 shall be mitigated. Options include:

a) *Align the garage opening rhythm with the fenestration pattern of the residential floors above and introduce vertical architectural elements (i.e, pilasters, large-scale reveals) to break the horizontality of the garage wall and to create a harmonious composition for the base, middle and top of the building (see condition 15.3.A also)*
b) *Use decorative grills for the garage openings and concrete forms with artistic patterns where concrete walls are proposed. Consider artistic patterns similar to what WSDOT uses for sound walls and elevated freeway walls.*

[Condition 89] Blank walls for the 3-story residential buildings shall be mitigated by using wall treatments that engage the pedestrian, such as murals, metal or ceramic art work, sculptural metal work, or windows. Consider art that also serves as an additional wayfinding aid. For example, using one theme for buildings 12, 13 and 14 that helps pedestrians find the front door to Building 11.

Chapter 17: Lighting

Chapter 17 provides the standards for lighting. The Lighting Plan shows a lighting scheme that consists primarily of:

- pole light fixtures for the streets, sidewalks and Through Block Passages;
- wall fixtures for building entries
- bollards in some walkways

The scheme shows that the selection of lighting type and exterior locations is intuitive (see sheet L1.12. It should be emphasized that exterior light fixtures should not just be functional and utilitarian but used as an element in creating the urban public realm. The Applicant has not selected the style of the street lights but has shown two options. One option, the gooseneck style, is encouraged by the CIDDS because of its inherent decorative aspect. The other style, with a streamlined disk, could also work with the architectural style of the development. However, the gooseneck style is more in character with the architecture of the community center (clubhouse). The bollards proposed for the walkways do not meet section 17.7.A, which requires light fixtures to illuminate the full height of a person walking on a trail or in a park. The correct light fixture will be required as part of the construction permit approval.

The lighting plan generally complies but several CIDDS standards are more appropriately reviewed at the construction permit review phase. The lighting fixtures proposed will need to be confirmed with a photometric plan that they are sized appropriately for activities without overlapping illumination patterns. All lighting fixtures will need to be specified to comply with BUG ratings.

VII. Additional Review: Departments, Others, Public Comments

Department Review

Mitigation and Impact Fees:

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

General:

This permit has been reviewed and recommended for approval based on the following information provided by the applicant:

- Fire ingress/egress - from NW Poplar Way (private) using an existing easement;
- Utilities along NW Poplar Way (private) based on a coordinated effort with adjacent property owners;
- Maintain access for customers during construction to Issaquah RV (or other current tenants) and Arena Sports based on a coordinated effort with adjacent property owners;

Easement - small landing for pedestrian/bike bridge on Hyla Crossing side (near 1730 & 1760 19th Ave NW buildings) required for the shared use route to connect to 19th based on coordinated discussions with adjacent property owners

Utilities

Storm:

The City has adopted the 2009 King County Surface Water Drainage Manual together with the City of Issaquah 2011 Addendum, both of which together identify the requirements for the storm water conveyance, detention, and treatment systems. Preliminary plans and reports indicate that the project will comply with the above standards and requirements.

Sewer:

The City of Issaquah 2005 Sewer Standards identify the requirements for the sewer collection and conveyance systems. Currently the Developer is working with adjacent property owners to increase the capacity of the existing sewer system in order to serve the project.

[Condition 90] The offsite sewer main must be upsized to provide sufficient capacity for the project and maintain the capacity reserved for the offsite properties benefitting from the existing system.

Water:

The City of Issaquah 2013 Water Standards identify the required for the sewer collection and conveyance systems. Currently the Developer is working with adjacent property owners to increase the capacity of the existing water system in order to serve the project. The offsite water main must be upsized to provide sufficient capacity for the project.

[Condition 91] In addition to the proposed system connections, the water main shall be looped thru proposed Gateway Senior Housing project and out to NW Newport Way.

Review comments received from other City departments, listed below, have been incorporated into the Staff Report or the Construction Conditions, Attachment 4.

- Eastside Fire & Rescue
- Public Works Engineering
- Parks and Recreation Dept.
- Building Division of DSD

VIII. Proposed Motion

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

Approve the Site Development Permit for the project known as Gateway Apartments, File No. SDP15-00002, subject to the terms and conditions of the Staff Report dated July 31, 2015, Attachments 1 thru 9, and the following conditions:

General Conditions

A1. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by the Decision shall be resolved by the Director or designee, utilizing the Staff Report, and in consultation with the Applicant, at the time of the future applications (e.g. Building, Site Work, Sign permits).

A2. In the event the project is phased, the Director or designee has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Central Issaquah Plan, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization.

A3. Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Development and Design Standards which are in conflict with the elements of the SDP plan or application. Modification of the development or design standards requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allows under Chapter 1.0.E (Administrative Adjustment of Standards Flexibility).

A4. An approved Lot Line Adjustment shall be required prior to issuance of the Site Work Permit.

A5. No signs are approved with the permit. A sign permit for signage including addressing, consistent with Chapter 9.0 of the Central Issaquah Plan shall be required to be submitted and approved prior to (Temporary) Certificate of Occupancy.

A6. Any above ground and at-grade utilities will need to be located to eliminate their visual impact in buildings or underground. Locations shall be shown on the first Site Work permit (such as for roads, paving, utilities, not clearing and grading). Some options for screening may be acceptable with architecture and/or landscaping and shall be worked out prior to approval of the final landscaping plans.

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1 *The applicant shall comply with and provide all the Mitigation Measures set forth by the SEPA Mitigated Determination of Nonsignificance for the Gateway Apartments, SDP15-00002.*

2 As with any application, especially one of this size and complexity, there are some inconsistencies, conflicts, and incomplete information. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this permit's Notice of Decision shall be resolved by the

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

3 *The 5-story buildings shall be designed with a flat roof to meet the height limit, or otherwise be revised to comply with height restrictions, unless the City Council approves an amendment to the definition of "building height" as currently provided in the IMC, to allow the buildings to be built at these locations with the pitched roofs as proposed.*

4 *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 multi-use regional trail facility along the Newport Way NW frontage in lieu of the required sidewalk. Transitions to the existing facilities shall commence outside the frontage boundaries.*

5 *The intersection of the project's new entry road, NW Pacific Elm Drive, and Newport Way NW shall be designed consistent with City's determination of appropriate intersection control method.*

6 *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.*

7 *Future developments to the west may benefit from the TIA improvements. The consolidation of access points to limit the number of driveways is a significant element of the Parkway standard. Consistent with the connectivity principle, easements shall be provided to allow for connections to the westerly properties which abut this project.*

8 *The fencing for residential patios fronting Primary Through Block Passages shall be limited to a maximum height of 3 feet.*

9 *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.*

10 *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.*

11 *A continuous tree planter strip shall be provided between the Neighborhood Streets and the Shared Use Route where the access drive connects to the Neighborhood Street abutting the Neighborhood Park.*

12 *Use garage doors that resemble carriage house doors and architectural treatments such as trellises (or other designs) to camouflage the garages for buildings 15 and 16.*

13 *Adjustments shall be made to the site plan during construction permit review should any element of the Half Neighborhood Street design be found to substandard by the Fire Marshall.*

14 *Design the Primary through block passage between buildings 9 and 11 to have the prominence of a street since there main entries are there, such as using an allee of trees, benches, and special paving.*

15 *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*

16 *Extend the sidewalk serving the parking area east of Building 3 to connect to the sidewalks serving Building 2. Provide a crosswalk along this alignment.*

17 *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.*

18 *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.*

19 *All pedestrian crossings shall be paved with a distinctive material, such as concrete, compared to the asphalt travel lanes to easily distinguish for motorists and pedestrians.*

20 *The proposed shared use route shall connect to the existing sidewalks and bike lane on Newport Way.*

21 *To ensure a future shared use route connection across I-90, a relocatable public access easement shall be provided*

22 *Include annuals at strategic locations such as the community center, the high-volume pedestrian paths and at building entries*

23 *A relocatable access easement along the northwestern edge of the property shall be provided for a potential Shared Use Route connection to I-90.*

24 *A 14-foot wide access easement shall be provided for a future pedestrian/bike connection to connect the neighboring property across Schneider Creek to the Neighborhood Park and the Shared Use Route.*

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

26 The Final Certificate of Occupancy shall not be issued until the City has accepted all the Neighborhood Park improvements and the Applicant have dedicated the Neighborhood Park to the City.

27 The applicant will improve the 2.3 acres of dedicated land with walls, grading, and lawn as shown in Phase 1 Schematic Plan (dated July 20, 2015) plus additional walls to create useable pads, with the addition of any approval conditions included with SDP15-00002, as well as bathroom water and sewer stub at a location to be determined during construction permit review.

28 The grading for the triangular area shall be further refined to reasonably accommodate multiple "outdoor rooms" similar to the Park Concept schematic plan.

29 Improvements shall be completed and accepted by the City prior to issuance of the Temporary Certificate of Occupancy. Eight parking spaces shall be also provided as part of the park land dedication, or as otherwise accepted by the City. The park improvements shall be completed after all other construction activities related to the circulation facilities and the adjacent buildings have been constructed, so that park improvements are not damaged by adjacent construction activity or equipment.

30 Park impact Fee credits will be given for the Shared Use Route and for those other portions of the 2.3 acres of land dedicated to the City that expand park capacity by being usable rather than 'leftover'.

31 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, 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 this property with credits for the park impact fees associated with the Shared Use Route and Neighborhood Park associated with SDP15-00002.

32 The applicant will improve the 2.3 acres of dedicated land with walls, grading, and lawn as shown in Phase 1 Schematic Plan (dated July 20, 2015) with the addition of any approval conditions included with SDP15-00002, as well as bathroom water and sewer stub at a location to be determined during construction permit review.

33 The grading for the triangular area shall be further refined to reasonably accommodate multiple "outdoor rooms" similar to the Park Concept schematic plan.

34 Improvements shall be completed and accepted by the City prior to issuance of the Temporary Certificate of Occupancy. Eight parking spaces shall be provided as part of the park land

dedication. The park improvements shall be completed after all other construction activities related to the circulation facilities and the adjacent buildings have been constructed, so that park improvements are not damaged by adjacent construction activity or equipment.

35 *Park impact Fee credits will be given for the Shared Use Route and for those other portions of the 2.3 acres of land dedicated to the City that expand park capacity by being usable rather than 'leftover'.*

36 *A landscape planter strip with a minimum width of 4 feet shall be provided between the parallel parking and the Shared Use Route across Building 1 and Building 2. A hedge shall be planted to screen the Shared Use Route from the private garages and parking for these two buildings. 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. (condition 16.2.L)*

37 *Provide a 3-foot ornamental fence to screen the parking areas of buildings that are visible from the Through Block Passages, Shared Use Route and the Neighborhood Park. The fence shall be designed as a civic edge to the Community Spaces. Consider creating a themed wall art series on these fences as part of the wayfinding plan for the development.*

38 *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.*

39 *Provide a 10-foot wide pedestrian/bike connection along the Newport Way frontage to the sidewalk of the loop road to connect the proposed Neighborhood Park to the existing King County trail east of the project site and the Mountains-to-Sound Greenway*

40 *Connect the central greenspace between Building 4 and Building 5 to the Shared Use Route by extending the north-south sidewalk along Building 2.*

41 *If the apartment community will rent out to people with dogs, a fenced dog run, designed to industry standards, shall be provided on the property, as an amenity for the residents.*

42 *Community Spaces shall be designed to clearly indicate areas where pet bodily functions are allowed and provided with receptacles for pet waste.*

43 *Tandem stalls separated by a garage door shall provide extra length as shown in the application.*

44 *Loading spaces for the 5-story buildings should be moved closer to the service elevators.*

45 *Where parking areas abut pedestrian circulation or areas, such as the Shared Use Route, Through Block Passages and the termini of the parking area drive aisles at the 3-story buildings, edge landscape at least 3 feet deep or alternative, measured from the curb, shall be provided.*

46 The small parking lot at the northeast corner of the property shall be provided with trees, and the parking and fire truck back-up configuration shall be further evaluated to reduce the amount of pavement, or use the pavement for informal gathering.

47 Trees shall be provided in the parking lot at the northeast corner of the site. The required ratio of 1 tree/6 stalls shall be provided. (condition 10.4.A.2.a)

48 Provide trees at the perimeter of the parking area at the northeast corner of the development, east of Building 18. Select trees that are appropriate as enhancements to the wetland buffer along I-90.

49 Design the parking areas adjacent to the 5-story buildings as pedestrian plazas that accommodate parking through the use of special paving, landscaping and pedestrian light fixtures. These parking lots should be designed as an extension of the I-90 landscaped area of the property.

50 The walls of the garage shall be designed to integrate with the residential facade of the building. The ground floor of the 5-story buildings should not read as a garage. A) Provide green walls or other architectural treatments for the western walls where rows of head-in parking abut the walls. B) Provide a low seat wall at the back of the sidewalk to create a more defined edge to the berm. See condition 14.4.B.4 also.

51 In addition to conditions cited in 15.3.C, use spandrel glass, decorative metal grills, or louvers to articulate the blank walls of the garages.

52 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. The no. of bike racks per location shall be worked out with DSD staff during construction review.

53 Where parking areas abut pedestrian circulation or areas, such as the Shared Use Route, Through Block Passages and the termini of the parking area drive aisles at the 3-story buildings, edge landscape at least 3 feet deep or alternative, measured from the curb, shall be provided.

54 Provide at least a 4 feet wide landscape buffer between the parallel parking behind buildings 1 and 2 and the shared use route. 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 (condition 16.2.L)

55 Provide a 3-foot ornamental fence to screen the parking areas of buildings that are visible from the Through Block Passages, Shared Use Route and the Neighborhood Park. The fence shall be designed as a civic edge to the Community Spaces. Consider creating a themed wall art series on these fences as part of the wayfinding plan for the development. (condition 13.2.B.3)

56 *The waste enclosures placed next to Through Block Passages shall be designed so that the side facing the Through Block Passage enhances the pedestrian experience along the Through Block Passage, such as a garden wall (as opposed to utilitarian element).*

57 *All equipment must be shown on site work permits and landscape plans. Any locations identified in permits that impair the ability of achieving the project vision and CIDDS must be relocated to comply. Equipment not shown on permits and installed may be required to be relocated (condition 11.3.K).*

58 *Ground-mounted utility equipment and fire appurtenances, or service/storage areas shall not be located adjacent to the Through Block Passages, the private outdoor open spaces, and required public community spaces (condition 11.3.K).*

59 *Activate the entry plaza of the two 5-story buildings, along the Through Block Passage and along the walkways of the green space between buildings 4 and 5 by providing additional benches or seating.*

60 *Trash containers shall be provided along the Through Block Passage and should be provided with heavy solid lids to keep wildlife out and for weather protection.*

61 *The corner of the triangle area at the project's entry drive on Newport Way shall be designed to meet the requirement for a continuous building frontage at a minimum distance of 60 feet from the corner in both directions*

62 *Provide a streetwall treatment along Newport Way and entry road, to be worked out with City staff during construction permit phase. The streetwall shall consist of a combination of architectural elements that provide enclosure and barrier from vehicular traffic for the green space, integrated signage and vegetation. The design of the streetwall should take into consideration the location of street trees and pedestrian lighting along Newport Way.*

63 *In combination with conditions related to continuous street wall (CIDDS 14.2.D) and enclosure required for the Newport Way frontage of the property, provide architectural and landscape elements that create a clear sense for pedestrians and motorists that this is a gateway to a pedestrian-friendly community in the interior of the lot that is representative of the Western Gateway vision for Central Issaquah.*

64 *Consider providing rooftop gardens for the two taller buildings where residents can access views of Lake Sammamish and the Issaquah Alps.*

65 *Design the site to assist with intuitive wayfinding such as paving materials and patterns, street furniture, landscape materials.*

66 *Design the hammerhead for the fire truck turnaround to integrate into the overall project, such as a paved plaza/ informal gathering space, in conjunction with the wetland buffer enhancements required for the edges of the site.*

67 *Design the parking areas adjacent to the 5-story buildings as pedestrian plazas that accommodate parking through the use of special paving, landscaping and pedestrian light fixtures. These parking lots should be designed as an extension of the I-90 landscaped area of the property.*

68 *Use special pavers to create an intuitive and welcoming entry to the residential buildings. Examples of special pavers include stone pavers, pervious pavers or stamped concrete with a brick pattern.*

69 *The clubhouse or community center building shall meet the streetwall provisions for the Village Residential zone.*

70 *All equipment must be shown on site work permits and landscape plans. Any locations identified in permits that impair the ability of achieving the project vision and CIDDS must be relocated to comply. Equipment not shown on permits and installed may be required to be relocated.*

71 *Ground-mounted utility equipment and fire appurtenances, or service/storage areas shall not be located adjacent to the Through Block Passages, the private outdoor open spaces, and required public community spaces.*

72 *Ground-mounted utility equipment and fire appurtenances, or service/storage areas shall not be located adjacent to the Through Block Passages, the private outdoor open spaces, and required public community spaces.*

73 *Relocate the waste collection/trash enclosure for buildings 15 and 16.*

74 Where a trash enclosure is located at the visual termini of Community Facilities and Community Spaces, provide treatment of the visible waste enclosure wall(s) such as hedges, green walls, architectural elements, etc., with adequate space for planting. If a hedge is used, it shall be of a height prescribed in CIDDS 10.8.B.

75 *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.*

76 *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.*

77 *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.*

78 The five-story buildings shall be further refined during construction permit review to employ a tripartite articulation of the façade.

79 Design the patios and side façade of the ground floor residential units of buildings 3, 4, 5, 6, 7, 12, 13, 14, 15 and 17 to engage the Circulation Facility that intersects the one where the building entrances face. See related conditions in 11.3.H, 14.2.B and 16.3.E.

80 For buildings 7 and 12, provide special treatment of building corners in addition to the required blank wall mitigation condition in 14.2.B. Provide an architectural screen for the parking spaces that are visible from the Through Block Passages. If possible, integrate the design of the waste enclosure, the parking screen and the corner treatment for buildings 7 and 12.

81 Provide additional architectural treatment for the southwest corner of Building 2 and provide setback treatment similar to the front facade of buildings facing Neighborhood Streets and the Through Block Passages. If possible, integrate a parking lot screen wall to the west exterior wall of Building 2. See related condition in 13.2.B.3. Apply standard in 14.4.B.2 in designing this transition area between the Neighborhood Park and Building 2.

82 Design the patios and side façade of the ground floor residential units of buildings 3, 4, 5, 6, 7, 12, 13, 14, 15 and 17 to engage the Circulation Facility that intersects the one where the building entrances face. See related conditions in 11.3.H, 14.2.B and 16.3.E

83 The building entries for the 3-story buildings shall be redesigned to create a more prominent entry. For example, for Building Type A and B, the shed roof shall be replaced with a roof that extends further out into the walkway. Provide a continuous plane for the second and third floor space above the entrance using horizontal wood slats or glazing, so that the upper floors read as part of the entry. For Building Type C, use the same entry composition used for the 5-story buildings (Type D), which consist of 100% glazing, a horizontal canopy and clerestory window.

84 For Building Types A and B, stairwell openings shall be designed to look like the residential bays, with openings that look like windows with mullions.

85 Provide additional pedestrian entrances to the 5-story buildings to provide convenient access to the residential units from the Neighborhood Street.

86 Activate the ground floors of the 5-story buildings by adding low seat walls integrated into the berms and expanding the plaza area to provide additional gathering spaces for residents. See Figure 37 in the staff report for an example of an integrated seating in a berm.

87 The garage blank walls of the two 5-story buildings facing I-90 shall be mitigated, with consideration of what is visible from high-speed vehicular traffic along I-90.

88 Blank wall mitigation for the garages visible from I-90 shall be mitigated. Options include:

a) Align the garage opening rhythm with the fenestration pattern of the residential floors above and introduce vertical architectural elements (i.e, pilasters, large-scale reveals) to break the

horizontality of the garage wall and to create a harmonious composition for the base, middle and top of the building (see condition 15.3.A also)

b) *Use decorative grills for the garage openings and concrete forms with artistic patterns where concrete walls are proposed. Consider artistic patterns similar to what WSDOT uses for sound walls and elevated freeway walls.*

89 *Blank walls for the 3-story residential buildings shall be mitigated by using wall treatments that engage the pedestrian, such as murals, metal or ceramic art work, sculptural metal work, or windows. Consider art that also serves as an additional wayfinding aid. For example, using one theme for buildings 12, 13 and 14 that helps pedestrians find the front door to Building 11.*

90 *The offsite sewer main must be upsized to provide sufficient capacity for the project and maintain the capacity reserved for the offsite properties benefitting from the existing system.*

91 *In addition to the proposed system connections, the water main shall be looped thru proposed Gateway Senior Housing project and out to NW Newport Way.*

XI. Attachments

1 Vicinity Map

2 CIDDS Checklist with staff analysis for Gateway Apartments

3 SEPA Mitigated Determination of Nonsignificance, Issued July 30, 2015 and SEPA Checklist

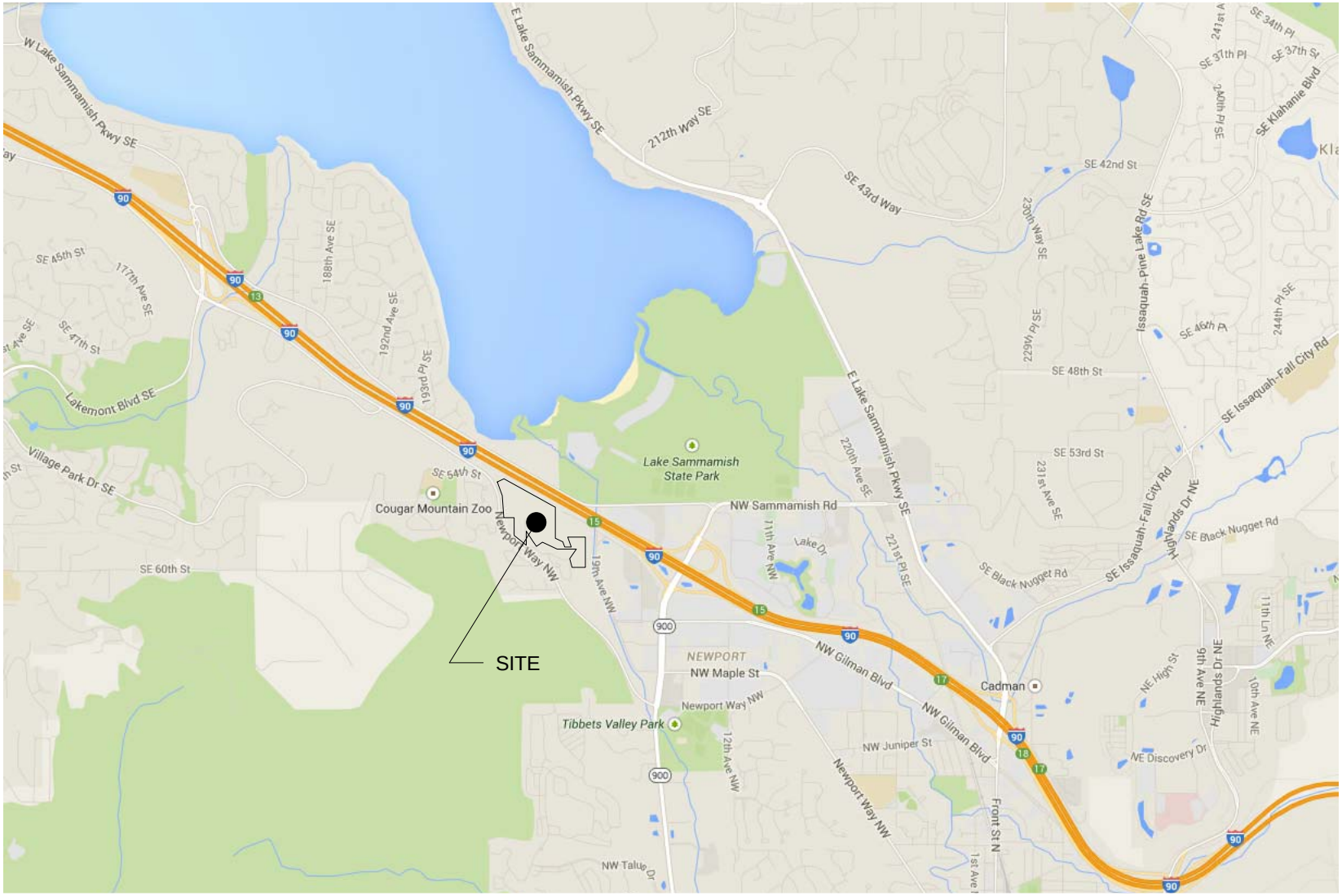
4 Construction conditions

5 Public comments and staff response

6 Site Development Permit Application, SDP 15-00002

7 Applicant Project Narrative and Requested Interpretations

8 SDP15-00002 Project Drawings



ATTACHMENT 1

GATEWAY APARTMENTS: VICINITY MAP

VIA Architecture
1809 Seventh Ave, Ste 800
Seattle, WA 98101

URBAN EVOLUTION

OWNER
THE WOLFF COMPANY

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
Note: This checklist should be read in conjunction with the staff report for the Gateway Apartments, SDP15-00002							
Chap 01	**PURPOSE AND APPLICABILITY**						
1.1.C	Applicability						
1.1.D	Interpretations					Ratio of tandem stalls, Size of tandem stalls, Park impact fee credits, on-street parking credit (see staff report for full discussion of each)	
1.1.E	Adjustments					Parkway standards for Newport Way, Neighborhood Street #1, Neighborhood Street #2, PRimary Through Block Passage for Building 4 and 5, Building top floor setbacks(see staff report for full discussion of each)	
Chap 02	**DEFINITIONS**						
2.0							
Chap 03	**PROCEDURES**						
3.2	Levels of Review					Site Development Permit - Level 3; Lot Line Adjustment – Level 1	
Chap 04	**ZONING, USES,**						
4.2 table	Intent of Zoning Districts		X			VR, Village Residential – intent is to establish and preserve areas for moderate density residential uses and compatible commercial uses	
4.3.A table	Levels of Review		X			Site Development Permit - Level 3; Lot Line Adjustment – Level 1	
4.3.B table	Permitted Uses		X			Multi-family is a permitted use in the VR	
	Footnotes	X					
4.4 table	FAR		X			Min. F.A.R. required is 0.75; proposed F.A.R. 0.787 (See sheet SDP 01 for F.A.R. calculation)	
	Height			X	X	Max. Height allowed with parking under the building: 54 feet. Proposed building height (sheet SDP 17) will be accepted with the condition that	The 5-story buildings shall be designed with a flat roof to meet the height limit unless the City

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						the City Council adopts an amendment to the Issaquah Land Use Code for a new definition or method for measuring building height. Please see main body of staff report for a detailed discussion on building height, and the advantages/disadvantages of a flat roof.	Council approves an amendment to the definition of "building height"as currently provided in the IMC, to allow the buildings to built at these locations with the pitched roofs as proposed.
	Setbacks		X			Max. setback allowed is 15 feet, measured from the back of the sidewalk Proposed building setbacks are typically between 9.5 feet to 11 feet. Building 1 has a 5-foot setback from the sidewalk.	
	Build-to-line		X			Generally complies except for the community center, which is approximately 20 feet back from the back of the sidewalk. See comments in 11.3.F.and G.	See condition in 11.3.G for community center.
	Impervious		X			Max. Impervious Area allowed: 80%; Proposed impervious area, approx. 40%	
	Footnotes	X				[see especially 5 & 8]	
Chap 05	**DENSITY BONUS**						
5.4	Public Benefit Req. – Mandatory and Elective	X				This project chose not to avail of bonus density.	
5.5	Public Benefit Req. Affordable Housing	X					
5.6	Public Benefit Req. Open Space	X					
5.7	Density Bonus Fee	X					
Chap 06	**CIRCULATION**						
6.2.A	Block length		X			Through-block connections provided where blocks are greater than 300 feet.	
6.2.B	Existing & New Circ Facilities – Fig.6A		X			See Sheet SDP 03 for circulation facility types. Most of the new Circulation Facilities are designed according to the Circulation Facility Standards. The Neighborhood Street at the western edge of	• Plant trees on the western side of the Neighborhood Street in the Schneider Creek buffer area and adja-

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						the property and the access drive from Newport Way are missing sidewalks and street trees. An Administrative Adjustment of Standards has been determined to be appropriate for this Neighborhood Street. Please see main Staff Report for discussion on the AAS determination nunder Neighborhood Street Adjustment #1.	cent to the WSDOT conservation area at a consistent alignment and distance to match the street trees on the opposite side of the street. • Provide a 10-to-12 foot wide sidewalk at the eastern side of the Neighborhood Street serving the buildings 13, 14 and 15, and the community center. • Design the patios and side façade of the ground floor residential units of buildings 13, 14, and 15 to engage the Circulation Facility that intersects the one where the building entrances face. (Apply CIDDS 11.3.H, 14.4.A.7, 14.2.B, 16.3.E) • A continuous tree planter strip shall be provided between the Neighborhood Streets and the Shared Use Route where the access drive connects to the Neighborhood Street abutting the Neighborhood Park.
6.2.C	Priorities		X			Generally complies. The access drive off of Newport Way and the Neighborhood Street that runs along the western edge of the property are missing sidewalks and street trees. These streets will be reviewed through Administrative Adjustment of Standards. (see staff report section on Administrative Design Standards for details)	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
6.2.D	Overpass/ Tunnel	X					
6.2.E	Add'l facilities		X		X	1) A 10-foot wide pedestrian/bike trail is proposed by the adjoining property to connect the Neighborhood Park on the site to the adjacent property across Schneider Creek. (see sheet L1.14)	A 14-foot wide relocatable access easement shall be provided for a future pedestrian/bike connection to connect the neighboring property across Schneider Creek to the Neighborhood Park and the Shared Use Route.
6.2.F	Non-motorized routes					See comments in 6.4 A - D	
6.2.G	No cul-de-sacs		X				
6.2.H&I	R.O.W. Dedication		X			Right-of-way dedication for Newport Way frontage improvements will be required to accommodate the intersection improvements, additional turn lane and Shared Use Route on the north side of Newport Way.	
6.2 J	In-lieu-of Payments instead of dedication of R.O.W.	X					
6.3	AAS		X			Half Neighborhood Streets, Walkway Width of Primary Through Block Passage serving Building 4 and Building 5 See staff report discussion	
6.4A	Circulation Facilities: Shared Use Route		X			A 14-foot wide shared use route, per the CIDDS specified dimensions, is provided along the southern edge of the project, connecting the site to Newport Way and to the Rowley Properties east. (See sheet L1.14)	
6.4B	2ndary Through Block Passage		X			A secondary through block passage are proposed to break up the central block consisting of buildings 8, 9, 10 and 11.	
6.4C	Primary Through Block Passage		X			Primary through block passages are provided to break up the big blocks.. The main entries to 3 residential buildings, buildings 9, 11, and 13, face the Primary Through Block Passages since	

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						these buildings do not face any of the Neighborhood Street.	
6.4D	Pedestrian Priority Street	X				None used for this project	
6.4E	Neighborhood Street		X			Majority of buildings are served by neighborhood streets (See sheet SDP 03). See 6.2.B.	
6.4F	Core Streets	X					
6.4G	Boulevards	X					
6.4H	Parkways		X			Please see the main body of the staff report for the discussion on Newport Way frontage improvements and how the proposed improvements meet the criteria for an AAS.	
6.4I	Alleys	X					
6.4J	Fire Turnaround		X		X	Generally complies but will be further reviewed at construction permit phase.	
Chap 12	**CIRCULATION DESIGN**						
12.2.A	Multiple Routes			X		There is only one vehicular access to the residential development from Newport Way. The limited street frontage of the property precludes a second vehicular access point for the project; however, the streets in this project are designed so that future connections to adjacent properties can be easily attained. There are multiple pedestrian and bike routes provided inside the development, and multiple connections to neighboring properties (see sheet L1.14). See additional comments in 12.4.A.	
12.2.B	Universal Design				X	The project shall comply with the International Building Code and the City's Streets Standards.	
12.2.C	Visual Cues				X	Additional information is required to evaluate whether the circulation facilities have adequate features that provide visual cues. The primary through block passages should be landscaped and provided with street-like features that can help visitors find the main entries to buildings 9,	• Design the Primary through block passage between buildings 9 and 11 to have the prominence of a street since there main entries are there, such as using an allee of

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						11 and 13. The half neighborhood street serving Building 17 should also be designed to feel like a neighborhood street. The row of garages opposite the sidewalk of Building 17 makes the street feel like an alley or a parking lot. Adding architectural details to the garages to enhance the pedestrian space can help mitigate the experience of walking in a parking lot. (See related comments in 6.2.E)	trees, benches, and special paving. • Where the Neighborhood Street turns into a Half Neighborhood Street serving Building 17, the travel lane, curb line and tree planters should be designed to intuitively direct cars into the Half Neighborhood Street and not to the parking lot west of Building 17.
12.2.D	Public & Private Facilities – no distinction		X			All the new streets proposed are private streets but are designed according to the CIDDS circulation facilities standards and will be required to comply with the City's Streets Standards.	
12.2.E	Multi-functionality		X			The circulation facilities provide multi-modal access to the public and private community spaces, allow for connectivity of the site to adjacent properties, to the rest of the city through Newport Way, and to the regional Mountains-to-Sound Greenway through the shared use route that connects to the existing bike lane on Newport Way.	See related condition in 11.2.J
12.3	Motorized Facility						
12.3.A	Motorized Facility Design		X			The motorized facilities are designed to be pedestrian-friendly by providing street trees on continuous planters and on-street parallel parking that separates the pedestrian from motorized traffic. The surface parking lots are reduced to a minimum area and tucked away from the main pedestrian areas.	
12.3.B	Minimize Pavement		X			Along Newport Way, the travel lane widths will be 10 feet instead of 11 feet. See discussion of the	

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						AAS for Newport Way in the main body of the staff report.	
12.3.C	Pedestrian Safety Measures				X	Pedestrian crossing safety details are not provided. Pedestrian crossings will meet ADA standards. The parking areas adjacent to Building 17 and Building 18 are not provided with grade-separated sidewalks or walkways. Staff considered walk paths from the cars to the buildings. For the northeast corner parking lot, if a sidewalk was provided for the row of compact cars abutting the wetland buffer area, the sidewalk will likely not be used since people will be walking towards the building entrances, in the opposite direction from the sidewalks. Given the small amount of parking spaces that are not served by a sidewalk, staff concluded that sidewalks are not appropriate. For the parking area between buildings 17 and 18, sidewalks will need to serve the rows of parking. For the double loaded parking west of Building 17, a sidewalk is also required.	
12.3.D	Minimize Driveways		X			Typical driveway entrances to the 3-story building garages is 16 feet (see sheet SDP15 drawing detail no. 16)	
12.3.E	Street Intersection				X	To be reviewed at construction permit phase	
12.4	Nonmotorized Facility Standards						
12.4.A	General		X			Sidewalks, through block passages and the Shared Use Route provide multiple ways for pedestrians and bicyclists to access the community spaces and travel through the site.	
12.4.B	Pedestrian Friendliness		X			A traffic signal will be provided at the Newport Way entry to the site. Parallel parking, street trees and planter strips are provided for all the internal motorized facilities to provide a comfort-	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						able and safe route for pedestrians.~~.~~ (see sheets L1.14 and SDP 03)	
12.4.C	Wider Sidewalks		X			10-foot wide sidewalks are provided for the primary through block passages that serve the community center and several residential buildings. A 10-foot wide paved path for the Shared Use Route is provided to connect the new Neighborhood Park to Newport Way and to the Rowley Properties.	
12.4.D	Pedestrian Routes		X			Sidewalks provided are coordinated with the circulation facility type (see sheet SDP 03). Overall, pedestrian connections are continuous except for the parking areas serving buildings 17 and 18 and buildings 2 and 3. No trail fences are shown; however, a trail will likely be provided at the Schneider Creek buffer.	Extend the sidewalk serving the parking area east of Building 3 to connect to the sidewalks serving Building 2. Provide a crosswalk along this alignment. See also conditions under Pedestrian Safety, 12.3.C.
12.4.E	Pedestrian Crossings				X	Not enough detail provided for the treatment of crosswalks.	• Provide a pedestrian table at the pedestrian crossing connecting the N-S primary through block passage to the shared use route. • 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. • All pedestrian crossings shall be paved with a distinctive material, such as concrete, than the travel lanes to easily distinguish for motorists and pedestrians.

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12.4.F	Transit Support	X				No transit facilities exist in the vicinity of the project though they could be added on Newport in the future.	
12.4.G	Tree Wells	X				Planter strips are provided throughout the project, where street trees are required.	
12.4.H	Bike Circulation		X			The CIDDS Significant Community Spaces map, Figure 7B, shows the proposed shared use route connecting to the north side of I-90. This portion of the shared use route is currently not proposed to be constructed as part of this project due to the uncertainty of the funding for a connecting over I-90 and beyond.	See condition for public access easement in 12.5.B.
12.4.I	Bike Rails	X					
12.5	Connectivity and Block Structure						
12.5.A	Ped Connections					See comments for 6.2.A	
12.5.B	Connections to Surrounding Circ. Fac.					1) The primary existing circulation facility adjacent to the site is Newport Way. The project is accessed at Newport Way through a proposed drive. 2) A 10 ft Shared Use Route is proposed to connect this project to the adjacent Rowley properties 3) A 10-foot wide pedestrian/bike trail is proposed to connect the neighborhood park on the site to the adjacent property across Schneider Creek. This adjacent property will be developed with its own internal circulation facility. (see sheet L1.14) 4)	• The proposed shared use route shall connect to the existing sidewalks and bike lane on Newport Way. • To ensure a future shared use route connection across I-90, a relocatable public access easement shall be provided • See recommended condition for 12.2.A
12.5.C	Circ. Facility Types					See comments for 6.2 and 6.4	
12.5.D	Private Street Design		X			See comments for 12.2.D	
12.5.E	Pedestrian Curbs		X		X	Generally complies but full compliance will be ensured at construction permit review (see sheet SDP 15)	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
12.5.F	Walkway Separation		X				
12.5.G	ROW Dedication					See comments for 6.2.H, I	
12.5.H	Maintenance by private property		X		X?		
12.6.	Landscaping of Circulation Elements						
12.6.A	Planting areas		X		X	Generally complies.	
12.6.B	Planter width and design per Sec. 6.4		X			Generally complies: 5-foot tree planter strips are provided for the neighborhood streets, 5-foot wide planters provided on both sides of a primary through block passage (see sheet SDP 03), and 2-foot landscape area on both sides of shared use route per CIDDS standards.	
12.6.C	Planter strips and tree wells sized appropriately		X			Generally complies; see 6.2.B for streets missing street trees.	
12.6.D	Integrate landscape to context: circulation facilities, buildings, public space, setbacks		X		X	Landscape is integrated into the circulation facilities, including the provision of trees in the parking areas that serve the 3-story buildings (See landscape plans, L sheets). The perimeter of the site has landscaped critical area buffers (see W sheets)	
12.6.E	Landscape w/in and adjacent to circulation facilities – safety and visibility		X		X	Generally complies but additional detailed review at construction permit will be required to ensure full compliance. (See sheets L1.02 to L1.05)	
12.6.F	Pruning	X					
12.6.G	Circulation corridor plantings				X		
12.6.H	Hardy landscapes next to parallel parking				X	Planter strips adjacent to parallel parking are proposed to be sodded (lawn, see sheets L1.03 and L1.05). Plant selection for the tree planters adjacent to parallel parking will be determined at construction permit review.	
12.6.I	Incorporate annual and colorful plantings		X		X	A variety of colors and textures of planting materials are proposed; however, no annuals are pro-	Include annuals at the community center, the high-volume pedes-

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						vided. (See sheets L1.02 to L1.05)	trian paths and at building entries.
12.6.J	Use Landscape to moderate building scale and create pedestrian scale		X				
12.6.K	Green streets	X					
12.6.L	Third party landscape services for R.O.W.	TBD					
Chap 07	**COMMUNITY SPACES**					**(Please refer to sheet SDP 02)**	
7.2 & Fig. 7A	Green Necklace		X			The project meets the intent for a Green Necklace. Please see main body of staff report for discussion.	
7.2.B	General Standards						
7.2.B.1	Design for pedestrians		X			By meeting the Site, Circulation, Parking and Building Design standards, this project will have pedestrian-friendly streets and public realm.	
7.2.B.2	Pedestrian and Vehicle Connections to break blocks		X			The site is too small for multiple streets but Through Block Connections and multiple pedestrian and bike connections (10-foot wide bike-pedestrian paths) are provided within the site. The proposed shared use route provides non-motorized alternative connection to adjacent properties and to the regional Mountains-to-Sound Greenway bike route.	
7.2.B.3	Integrate natural and built environment		X			Native riparian landscape will be used at the perimeter of the site, where there are existing stream buffer areas and wetlands. Riparian landscape is not appropriate for the interior of the site, since most of the landscape serves as foundation landscaping for the buildings, or to soften the surface parking lot. Riparian landscape is also not appropriate for the active open spaces,	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						including the neighborhood park and the shared use route, proposed for this project.	
7.2.B.4	Build non-motorized routes and green spaces to support future residen-tial development		X			The project will provide the neighborhood park and shared use route identified in Figure 7B. The proposal also includes other green spaces for the residents such as between buildings 4 and 5, and by the clubhouse.	
7.3	Required Community Spaces					These standards only apply to the required neighborhood park and shared use route. The community center, courtyard between buildings 4 and 5 and the outdoor picnic areas in the devel-opment are not subject to these design stand-ards.	
7.3.A	Residential					Please see calculations for 7.3 required private community spaces on sheet SDP 04	
7.3.A.1	Private Community Space – required; publicly accessible community space not required of resid'l devt.	X				While residential development customarily does not have to provide publicly accessible community space, this site has been identified for a publicly-accessible neighborhood park and a shared use route.	
7.3.A.2	48 sq. ft. (min sq.ft./unit)		X			The project requires at least 19,200 s.f. of private community space. The project proposes 34, 704 s.f. of private community space.	
7.3.A.2.a	Individual Private Com-munity Space - min. 6 ft. by 8 ft. for private outdoor space		X		X		
7.3.A.2.b	Common Private Com-munity Space		X			A community center (clubhouse) is provided as an indoor common private community space.	
7.3.A.2.c	On-site Amenity reqd. of resid'l projects w/ 22 units or more; min. 400 s.f. rec. room or others		X			A community center (clubhouse) is proposed with a recreational room and a swimming pool.	
7.3.A.3	Private owner shall main-		X		X		

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	tain community space						
7.3.B	Nonresidential and Mixed Use required	X				This requirement applies to commercial or mixed-use projects	
7.3.B.1	Community space must be publicly accessible, comfortable, secure and useable during all hours & seasons,	X				This requirement applies to non-residential and mixed use projects.	
7.4	Significant Community Space per Fig.7B						
7.4A	General Provisions		X				
7.4.B	Neighborhood Park					See Sheet L1.18 Neighborhood Park Schematic Phase 1.	
7.4.B	Neighborhood Park		X		X	The applicant is required to provide both a Neighborhood Park and a Shared Use Route. Under Section 7.4.A.1, the Planning Director can select the significant community open space that offers the most benefit to the City. For this project, it was determined that the Shared Use Route provides more benefits to the community at large. See additional discussion in the main body of the staff report. City's Department of Parks and Recreation staff will take the lead in developing the park plan and finding funding to develop the park.The neighborhood park has to be vetted to the general public so the specific programs and design will not be determined until later. However, the applicant has provided an illustrative plan of how the spaces can be improved into a multi-purpose recreational facility that serves different age groups of the population (see Schematic Plan in sheet L1.18 The applicant will prepare the land for future park improvements by grading the site to create usable	See main body of report for conditions related to the Neighborhood Park and Park Impact Fees.

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						flat areas. All site work related to grading, including the installation or retaining walls and at the minimum, sodding, will be provided as part of this project (see Phase 1 in sheet L1.18 The site grading shown on Phase 1 schematic plan and the Park Concept schematic plan do not match. A Park Concept schematic plan ((see sheet L1.19) is an illustrative plan to show the potential range of multi-generational activities that can be accommodated in the Neighborhood Park. The triangular area is shown to have many more retaining walls to accommodate the "outdoor rooms" and park shelter. See Interpretation of Park Impact Fee Credits in the main body of the staff report.	
7.4.C	Significant Public Plaza	X				Not required for this site	
7.4.D & Fig. 7B	Shared Use Routes		X			A shared use route is shown on Fig. 7B to go through this site. The location shown on Fig. 7B is for planning purposes only. The final alignment and location are expected to be determined at the time of development. Please refer to the main staff report for a discussion on the location of the Shared Use Route	
7.4.D.1 (a) – (g)	Location and Size		X			The proposed shared use route meets the intended purpose and location. The shared use route will be 14 feet wide, with a 10-foot pedestrian/bike path and 2 feet of landscaping on both sides. It will also connect to a Shared Use Route to be built on the north side of Newport Way as part of the Mountains to Sound Greenway route and as prescribed by the CIDDS. The shared use route will connect the new Neighborhood Park with the ~~existing~~ Mountains-to-Sound Greenway multi-use trail on Newport Way, and adjacent properties east (Rowley	See conditions associated with the AAS for Parkway standards in the main body of the staff report

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						Properties) The Mountains to Sound route exist currently but isn't in the correct location with the new Parkway road section and isn't in the materials required by CIDDS.	
7.4.D.2 (a) – (f)	Design Elements		X		X	Generally meets the standard. Design elements provided include seating areas, picnic areas and pedestrian scale lighting. Additional street furniture will be required, if necessary, at construction review of the project. In the future, the shared use route will include additional play areas that will be built as part of the Neighborhood Park.	
7.4.D.3	Public Access, 24 hours		X				
7.4.E	Legal Agreements		X				
7.5	Parks and Recreation Mitigations & Credits		X			Park impact fee credits apply. Please see discussion in the main body of the staff report for details.	
Chap 13	**COMMUNITY SPACES (Please refer to sheet SDP 02)**						
13.2.A	Variety		X			The proposed neighborhood park will be programmed to meet the recreational needs of the larger Western Gateway community. The Department of Parks and Recreation will take the lead in engaging the community at large in determining the appropriate types of activities and the design for the park.	
13.2.B	Integration		X			The neighborhood park takes up the majority of the Newport Way street frontage of the project. The park has an irregular shape and extends to the interior of the site.	
13.2.B.1	Enclosure					The Newport Way frontage of the property is not well-defined by a strong edge, as depicted in the Schematic Plan Phase 1 (see Attachment X)	See condition 14.2.D
13.2.B.2	Integrate with nonmotorized circulation; separate from vehicular uses		X		X	The shared use route meanders in and out of the neighborhood park. The route is intended to work with the change in grade, and sometimes, to serve	The selection of paving material, light fixtures and landscaping used for the Shared Use Route

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						as a transition for grade changes and different activities on both sides of the route.	shall take into consideration the character of the Neighborhood Park and the various activities adjacent to the Shared Use Route.
13.2.B.3	Locate away from parking lots but balance with solar access		X			There are no large parking lots adjacent to the neighborhood park. The parking for Building 2 and Building 3 abuts the eastern half of the Shared Use Route and the Neighborhood Park: parallel parking abut the Shared Use Route. Two rows of garages front the edge of the Shared Use Route.The parking of buildings 7 and 12 abuts the Through Block Passages.	Provide a 3-foot ornamental fence to screen the parking areas of buildings that are visible from the Through Block Passages, Shared Use Route and the Neighborhood Park. The fence shall be designed as a civic edge to the Community Spaces. Consider creating a themed wall art series on these fences as part of the wayfinding plan for the development.
13.2.B.4	Scale		X				
13.2.B.5	View corridors, connect with nature		X			The shared use route will connect the neighborhood park to the Tibbetts Creek riparian buffer area. 10-foot wide walkways adjacent to the community center also connect the shared use route and neighborhood park to Schneider Creek's riparian buffer.	
13.2.B.6	Appeal to the senses; variety of experiences				X	To be addressed through the park design	
13.2.B.7	Amenities to define community space: comfortable, functional, safe				X	To be addressed through the park design	
13.2.B.7	Provide water & electrical outlets				X		
13.2.B.8 and B.9	Weather protection; Lighting to extend hours	X				This applies to more urban settings, such as plazas adjacent to retail spaces.	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	of use						
13.2.B.10	Variety of seating				X	To be addressed through the park design	
13.2.B.11	Temporary structures: food trucks, kiosks				X	To be addressed through the park design	
13.2.B.12	Intuitive wayfinding to connect the Green Necklace		X		X	Visual cues, such as the 10-foot wide sidewalk/bike connections, park furniture and signage, visible from Newport Way, can help the public and the community-at-large know that there are other sections of the park in the interior of the site. Pedestrian connections are generally provided where pedestrians will likely walk. However, there are some areas where additional pedestrian connections are warranted. At the Newport Way frontage, the adjacent Sammamish Pointe Condominium community has an access easement for its entry drive at the eastern end of the project property. As depicted on sheet 1 of 5 of the engineering plans, a new sidewalk will be installed at this end. Intuitively, people walking from the eastern end of Newport Way will cut through the site to get down to the Neighborhood Park (Further east of the project site is the King County trail). Another likely "desire line" for pedestrians is at the park edge of Building 2. Connections from the private Community Spaces to the Shared Use Route are inconsistent. While the Community Center has multiple connections to the Shared Use Route, the "central greenspace" between buildings 4 and 5 is not connected to the Shared Use Route (see sheet SDP 04). The north-south sidewalk serving the "central greenspace" ends at the sidewalk of the Neighborhood Park street edge. This sidewalk is the most direct route from the central greenspace to the Shared Use Route and should be extend-	• Provide a 10-foot wide walkway along the Newport Way frontage to the sidewalk of the loop road to connect the proposed Neighborhood Park to the existing King County trail east of the project site and the Mountains-to-Sound Greenway. • Connect the central greenspace between Building 4 and Building 5 to the Shared Use Route by extending the north-south sidewalk along Building 2.

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						ed to connect to the Shared Use Route.	
13.3	Connect with Nature		X			The neighborhood park can be directly accessed from Newport Way. It is also connected to the natural buffer areas of Tibbetts Creek and Schneider Creek through the network of side-walks, Through Block Passages and the Shared Use Route that serve the site. (Please see main staff report for description of buffer enhancements on Schneider Creek and how it is integrated with the site development.)	
13.4	Playscape				X	The Newport Way frontage of the Neighborhood Park may require a security barrier for children depending on the types of activities programmed for this space. However due to street wall re-quirements it should be addressed at this time.	
13.5.A-H	Plaza	X				Not required for this site.	
13.6.A-H	Community Garden	X				Not required for this site.	
13.7.A-D	Pet Amenity				X	At the Rivers and Streams Board meeting for this project, Board members recommended that facili-ties for dog owners be provided on site, including receptacles for dog waste in the trails, and a des-ignated “dog park” so critical areas on site are not adversely impacted by pets and people.	• If the apartment community will rent out to people with dogs, a fenced dog run, de-signed to industry standards, shall be provided on the prop-erty, as an amenity for the residents.. • Community Spaces shall be designed to clearly indicate areas where pet bodily func-tions are allowed and provid-ed with receptacles for pet waste.
Chap 08	**PARKING**						
8.4	CTR/TMAP	X					

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
8.5	Use of Req'd Pkg				X		
8.8-9	Computation, Unspecified uses	X					
Table 8.10-1	Table of Vehicular Parking Spaces		X			See staff report for parking analysis(see sheet SDP 00 Parking Data and Parking Requirements tables)	
8.11	Bicycle parking		X			The required bicycle parking spaces is 0.15 space per bedroom. For this project, the total no. of bedrooms is 655, for a total of 98.25 spaces to be provided (see sheet SDP 00 Parking Data and Parking Requirements tables). This project is providing 276 bike parking spaces.	
8.12	Motorcycle parking		X			Required: 1/36 required vehicular parking, which results in a requirement of 11.11 motorcycle parking spaces. The project is providing 12 motorcycle parking spaces.	
8.13	Tools & Flexibility						
8.13.B.1	Transit Access	X					
8.13.B.2	Enhanced Pedestrian Routes to Issaquah Transit Center	X					
8.13.B.3	Small Business Waiver	X					
8.13.B.4	Retail in MXD Bldg.	X					
8.13.B.5	On-Street Parking Credit					On-street parking credit is applied to this project. Please see the main body of the Staff Report for a discussion on the code Interpretation for allowing a residential project to count on-street parking to meet its required parking.	
8.13.B.6	Off-site Parking	X					
8.13.B.7	Shared Parking	X					
8.13.B.8	TDM study	X					
8.13.B.9	Tandem Parking		X			See main staff report for calculations.	Garages shall not be used for

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
							storage of personal items or for any activity other than parking of vehicles. Garage doors shall be provided with glazing that provides easy monitoring of the interior of garages from the drive aisles. And the applicant shall prepare a monitoring report annually which demonstrates that the rental rates are set appropriately to ensure at least 85% usage. If the usage rate is not met, rental rates will be adjusted until such time as the rate is achieved.
8.13.B.9.a	Purpose					Tandem parking allows for more efficient use of land. In the case of the proposed project, it allows for the project to meet its market-driven parking demand.	
8.13.B.9.b	Approval Criteria for Res'l						
	1) Each resid'l unit – only one tandem allowed		X			Tandem stalls are assigned to individual units.	
	2) Ingress/egress safe and functional		X			Ingress and egress for the tandem parking does not appear to be a hazard or obstacle for circulation; however; additional review of the circulation in the 5-story garage buildings will be required at building permit review.	
	3) Shared Res'l Structured or Surface Parking Design Standards						
	3.a) Size equals 2 standard stalls (9' x 37.5')			X		See comments below. The requirement for 2 standard stalls is meant to ensure that 2 large vehicles can easily fit in the spaces, and the length of the stalls provide ample room for accommodating large vehicles on the outer space without blocking emergency access lanes and	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						drive aisles.	
	3.b.) Standard and compact combo may be allowed by Director		X			Please see the main staff report for a detail analysis of the Interpretations of standards for tandem parking of the 3-story buildings and the 5-story buildings.	Tandem stalls separated by a garage door shall demonstrate that two standard vehicles can be parked in each parking space without vehicles overhanging in the emergency and fire truck access.
8.13.B.10	Delay and Reserved Parking	X					
8.13.B.11	Electric Vehicle	X				Not proposed.	
8.13.B.12	Shuttle	X					
8.13.B.13	Valet	X					
8.13.B.14	Other Parking Measures	X					
8.13.B.15	Administrative Adjustment of Parking Standards		X				
8.14	Parking District	X					
8.15	Barrier-free				X	To be reviewed with site work and building permit review.	
8.16	Loading spaces						
Table 8.16-1	Required Loading Spaces		X			For multi-family developments with more than 40 units, a total of 2 loading spaces is required. The project provides one loading space for each of the 5-story buildings (see sheet SDP 03) No loading spaces are provided for the 3-story buildings. The Applicant has not explained where tenants will park moving trucks when loading and unloading at the 3-story buildings.	See condition 11.5.E
8.17	Drive Thru Stacking Spaces	X					
8.18	Structured & Surface Parking Standards						
8.18.B	General Design & Con-						

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	struction Standards						
8.18.B.1	See Table 8.20-1				X	Required standard stalls: 18.5' by 9', provided: 18.5' by 9 min. Required compact stalls: 16' x 8', provided: 17' x 9' for 3-story buildings, 8' x 16' for 5-story garage stand-alone compact stalls and 9' x 16' for tandem parking in 5-story garages. Required micro stall: 12' x 7', provided: 12' X 7'	
8.18.B.2	Mix of stall sizes		X			Up to 60% of total required parking can be compact stalls. The project is proposing 227 compact stalls or approx. 35% of the total required parking. See main staff report for discussion on compact stalls provided.	
8.18.B.3	Location for compact & micro stalls		X			The proposed compact stalls and fire lane dimension for single-loaded parking is 40 feet and for double-loaded parking is 58 feet (see sheet SDP 02). See comments in subsection 8.13.B.9.b (3)(b) tandem parking with compact and standard stalls.	
8.18.B.4	Drive aisle width		X		X	The minimum required drive aisle widths are generally provided.	
8.18.B.5	Surface Lot Materials				X	To be reviewed at site work permit.	
8.18.B.6	Marking		X		X	Generally complies. To be reviewed at site work permit.	
8.18.B.7	Driveways				X	Driveway openings to the parking areas seem to be wide. The driveway openings will be further reviewed at construction permit review.	
8.18.B.8	Wheelstops	X				Not proposed.	
8.18.B.9	Stall Length in Surface Pkg./Non-parallel Pkg.	X					
8.18.B.10	Inner circulation		X				
8.19	Administrative Adjustmt. Of Standards	X?					
8.20	Stall/Aisle Dimension						
	A. Stall sizes		X			See comments in 18.8.B.1	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	B. Bumper Overhang	X					
	C. Drive aisles not used for backing from parking spaces		X		X	The drive aisles for the neighborhood street, where parallel parking is provided and no backing is required, is 20 feet wide, as prescribed by the CIDDS Neighborhood Street standards. Other drive aisles not used for backing of parked cars include the driveway entrances to the surface parking lots and the portion of the loop road around the community center. Drive aisle widths will be further reviewed at construction permit and will be adjusted to meet fire truck access, if necessary.	
Chap 15	**PARKING DESIGN**						
15.2	General Standards						
15.2.A	Location		X		X	Generally complies. The parking areas for the 3-story buildings are tucked behind double rows of buildings, and will be accessed off of the main loop road through driveways; however, the parking areas are visible from the circulation facilities, including the Through Block Passages, which are meant primarily for pedestrian and bike circulation. See 10.4.A.3 for more discussion.	
15.2.B	Minimize Parking Appearance		X		X	Generally complies. Parking areas for multiple buildings are consolidated as much as possible and served by a single driveway, to reduce the amount of area used for vehicles. The single driveway, with the narrow width of the parking perpendicular to the loop road, also minimizes the view of the parking from the street. Within the parking areas of the 3-story buildings, trees are planted intermittently and trellises provided over the garage door openings to mitigate the view of the parking area from the residential units above.	The small parking lot at the northeast corner of the property shall be provided with trees, and the parking and fire truck back-up configuration shall be further evaluated to reduce the amount of pavement, or use the pavement for informal gathering.

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
						At the northeast corner of the property, there appears to be an excessive amount of pavement for the surface parking lot. The landscape plan, sheet L1.01, shows this area without any new trees or landscape islands.	
15.2.C	Driveway Access		X			Access drives to small parking areas and garage entries throughout the development are connected to the main circulation facility, the neighborhood street. There are no alternative circulation facilities for these access drives to connect to.	
15.2.D	Pedestrian Priority		X			Generally complies but there are isolated areas where walkways are not provided in the parking areas: a) At the northeast parking lot, adjacent to Building 18 b) East of Building 3, immediately south of the wetland area along the eastern edge of the site c) The middle parking area adjacent to the two 5-story buildings d) The western half of the Neighborhood Street abutting the Schneider Creek wetland and stream buffer (see AAS in the main staff report)	• Design the parking areas adjacent to the 5-story buildings as pedestrian plazas that accommodate parking through the use of special paving, landscaping and pedestrian light fixtures. These parking lots should be designed as an extension of the I-90 landscaped area of the property. • Provide sidewalks to serve the row of parking abutting the rockery east of Building 3. • For the parking adjacent to the two 5-story buildings, please see condition in 12.3.C
15.2.E	Pedestrian Friendly					See comments in 12.2.C., 12.3.A – C, 12.4.A – E, 12.6.I, 15.2.A and 8.13.B5-B7	See conditions in 12.2.C., 12.3.A – C, 12.4.A – E, 12.6.I, 15.2.A and 8.13.B5-B7
15.2.F	Multi-Functional	X					
15.2.G	Natural Ventilation & Lighting		X			The parking garages of the 5-story buildings are provided with rows of openings along the northern wall (facing I-90) and additional openings at the east and west ends of the garage.	
15.3	Structured Parking					See comments in 10.4.B	

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15.3.A	Location - concealed			X		The garages are not concealed above or below the street level. A berm is proposed along the street side to partially hide the full height of the garage. The berm has a dual purpose of providing screening of the garage walls and raising the first floor residential units above the street level for added privacy.	See condition for 15.3.C
15.3.B	Wrap with Commercial	X					
15.3.C	Building Design			X		The garages of the 5-story buildings are not designed in the same architectural style as the residential units above. The exterior materials are concrete and metal, while the exterior of the residential units are primarily fiber cement board. No modulation of bays or articulation using architectural details are applied to the garages to break up the horizontality of the exterior walls.	The walls of the garage shall be designed to integrate with the residential facade of the building. The ground floor of the 5-story buildings should not read as a garage. A) Provide green walls or other architectural treatments for the western walls where rows of head-in parking abut the walls. B) Provide a low seat wall at the back of the sidewalk to create a more defined edge to the berm. See condition 14.4.B.4 also.
15.3.D	Vehicle Driveways				X	Generally complies but will be reviewed in greater detail during construction permit. See comments in 8.18.B.7	
15.3.E	Pedestrian Entrances	X				This standard is intended for commercial garages that serve multiple buildings. The structured parking for the two 5-story buildings are accessed directly from the lobbies. Minor entries to the buildings, at the east and west ends are provided primarily as emergency exit doors.	
15.3.F	Signage and Lighting				X	To be reviewed at Building Permit phase.	
15.3.G	Perimeter Screening					The 3 sides of the garages, except for the side visible from the neighborhood street, are not screened. See comments in 15.3.C.	In addition to conditions cited in 15.3.C, use spandrel glass, decorative metal grills, or louvers to

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
							articulate the blank walls of the garages.
15.3.H	Rooftop Uses and Screening	X				Consider providing rooftop gardens for the two taller buildings where residents can access views of Lake Sammamish and the Issaquah Alps.	
15.4	Surface Parking						
15.4.A	Internal Circulation to replicate character of public street and connect to surrounding vehicular circulation	X				Internal circulation resembling a public street is not appropriate for the surface lots at the 5-story buildings.	
15.4.B	Break up Large Lots	X				Nothing that would be considered a 'large lot' is proposed as part of this project.	
15.4.C	Pedestrian Connections		X			Generally complies except for the small parking areas east of Building 3, and the surface lots serving buildings 17 and 18, where no pedestrian paths are provided.	See related conditions in 12.3.C and 15.2.B.
15.4.D	Buffer Pedestrian Routes		X			Generally, pedestrian routes are buffered from moving traffic by tree planters and on-street parallel parking.	
15.4.E	Shade Pavement			X		Generally, one tree is provided for every 6 parking spaces; however, not all surface parking areas are provided with trees, such as the parking area east of Building 18 and along the parallel parking abutting the wetland and stream buffer of Schneider Creek.	Provide trees at the perimeter of the parking area at the northeast corner of the development, east of Building 18. Select trees that are appropriate as enhancements to the wetland buffer along I-90. See condition in 15.3.C to provide trellises at the western walls of the garages of buildings 17 and 18. See condition 12.6.C for trees to be planted in the Schneider Creek buffer.
15.4.F	Landscape Screening		X			Landscape screening, in the form of evergreen	

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						shrubs, are proposed at the driveway entries to the parking areas.	
15.4.G	Sustainability			X	X	Details not provided at this time. Consider using pervious pavers for the plaza entries to the 5-story buildings. Also consider integrating a rainwater harvesting function to the art piece at the community center entry (see Figure B, "Beckoning Cistern", at the end of this checklist) and at the entry plazas of the 5-story buildings as part of the landscape design to create a sense of place and pedestrian-friendly entry to the development. To be reviewed at construction permit phase.	
15.5	Bike Parking						
15.5.A	General		X		X	Short term bike parking is provided at the barbecue/picnic area between buildings 4 and 5 and at the community center. Covered bike parking is provided in each building for residents, at the building entry/lobby area. The bike parking between buildings 4 and 5 is not easily surveilled from the neighborhood street or the residential units facing the courtyard. The limited number of bike parking does not encourage residents to ride their bikes. Adding bike parking to the entry plaza of the 5-story buildings and the Through Block Passages would encourage more bike riding throughout the site.	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. The no. of bike racks per location shall be worked out with DSD staff during construction review.
15.5.B	Location – w/in 50 ft. of building entrance; covered; grouped in multi-building development		X			A majority of the bike parking are inside the residential building lobbies. Consider providing short term bike parking at the entry plazas of the two 5-story buildings.	
15.5.C	Secured parking/lockers		X			The lobbies of the residential buildings provide secured bike parking.	
15.5.D	Accessible racks				X	To be reviewed at construction permit phase.	
15.5.E	Decorative bike parking				X	This is optional, but may help with creating a sense of place and serving as intuitive wayfinding	

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						elements.	
15.5.F	Anchor bike racks to ground or wall				X	To be reviewed at construction permit phase.	
15.5.F	Supporting facilities: showers, maintenance equipment	X					
Chap 09	**SIGNS**						
9.0					X	To be reviewed during construction permit. Currently, locations of monument signs for the name of the development and the addresses of the buildings are shown on sheet L1.12.	
Chap 10	**LANDSCAPE**						
10.2	General						
10.3	Circulation Elements & Community Space						
10.3.A	Street Trees					A variety of trees are proposed to be planted along the neighborhood street, the Newport Way driveway entry and along Newport Way.	
10.3.A.1	Trees under utility lines	X					
10.3.A.2	Required for R.O.W. and other circulatn. facilities					Most trees proposed provide a variety of fall colors and shade. Trees proposed for the shared use route have smaller canopies to provide shade while keeping the walkway open to the sky.	
10.3.A.3	30-feet o.c.		X			Street trees are to be planted at 30-feet on-center.	
10.3.A.4	Root barrier req'd; silva cells, other measures to ensure healthy trees				X	Details to be reviewed with Landscape Permit.	
10.3.A.5	Tree wells 4 ft. by 6 ft. min.	X			X	There are no tree wells proposed but some of the tree planters in the surface parking areas abutting the west garage walls of the two 5-story buildings	

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						function like tree wells. These planter areas are not provided with dimension but they appear to be larger than 4 ft. by 6 ft. Trees at the entry plaza of building 17appear to be planted on concrete, without tree wells.	
10.3.A.6	Raised planters alternative	X					
10.3.A.7	Removal of Plants and Trees in city property or r.o.w. requires permit	X					
10.3.B	Community Spaces		X			The required community spaces consist of the neighborhood park and the shared use route. The applicant is not responsible for providing landscaping for the neighborhood park. Vegetation and landscape materials will be determined after the City's Dept. of Parks and Recreation has vetted the park programming and plans with the public. This planning process is not part of this review and will be determined sometime in the future.	
10.4	Parking Areas						
10.4.A	Parking Lots						
10.4.A.1	Small Parking Lots	X				There are no small parking lots on this project.	
10.4.A.2	Interior Landscape						
10.4.A.2.a	1 tree/6 stalls		X	X		Surface parking areas are provided with 1 tree/6 stalls, except for the northeast corner of the site, east of Building 18.	Trees shall be provided in the parking lot at the northeast corner of the site. The required ratio of 1 tree/6 stalls shall be provided.
10.4.A.2.b	Min.10% of parking lot should be landscaped		X		X	The parking area will be provided with 12% landscaped area – see sheet L1.01	
10.4.A.2.c	100% coverage of evergreen in 3 years				X	To be reviewed at construction permit phase.	
10.4.A.2.d	Landscape area reqd. at end of aisles				X	To be reviewed at construction permit phase.	See condition 10.4.A.3.
10.4.A.2.e	Clustering permitted	X					

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10.4.A.2.f	Min. width of landscape islands. With trees, min. of 5 ft. between curbs		X		X	Landscape islands appear to meet the minimum width but will be confirmed at construction review phase.	
10.4.A.3	Edge Landscape – 3 feet hedge or fence,100% groundcoverage					The landscape plan shows shrubs to be planted along the length of the parking spaces visible from the Neighborhood Streets (see sheet L1.03) and the Through Block Passages (see sheet L1.05). However, there are no detailed plans to show how the end section of the parking for the 3-story buildings are treated, especially when they abut a Community Space or Shared Use Route.	Where parking areas abut pe-destrian circulation or are-as,such as the Shared Use Route, Through Block Passages and the termini of the parking area drive aisles at the 3-story buildings, edge landscape at least 3 feet deep or alternative, measured from the curb,shall be provided.
10.4.A.4	Alternatives to Parking Lot Landscaping	X					
10.4.B	Parking Structures						
10.4.B.1	Perimeter Landscaping	X				Only applicable if structured parking is visible from a community open space or circulation facility. See discussion about screening of surface parking of buildings 1 and 2 adjacent to Shared Use Route and Neighborhood Park.	
10.4.B.2	Rooftop Requirements	X					
10.6	Outdoor storage, sales, display	X					
10.7	Vegetation adjacent to Critical Areas				X	Generally complies but will be reviewed at con-struction permit (see sheets W1.1, W2 and W3	
10.8	Fences, Waste Enclo-sures, Mechanical Equipment						
10.8.A	Fencing – planting reqd. on side with greatest public use				X	This requirement shall apply to all the fences used for screening parking areas, above-ground utilities and other site items that need screening. To be reviewed at construction permit or Landscape	

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						Permit phase.	
10.8.B	Hedges – min. 1 ft. above area to be screened				X	To be reviewed at construction permit or Landscape Permit phase.	
10.8.C	Waste Enclosures: min. 6 ft. and 1 ft. above container; 100% sight obscuring; softened with landscaping				X	Trash and recycling dumpsters are located along the Through Block Passages, at the termini of drive aisles of parking areas for the 3-story buildings. These are conceptually shown to be provided with an enclosure. No details of the trash enclosure design are provided at this time.	The waste enclosures placed next to Through Block Passages shall be designed so that the side facing the Through Block Passage enhances the pedestrian experience along the Through Block Passage, such as a garden wall (as opposed to utilitarian element).
10.8.D	Mechanical Equipment				X	Location of ground-mounted mechanical and utility equipment not provided at this time. To be reviewed at construction permit phase.	• For small utility equipment that are not clustered, use commercially available landscape covers that blend with the landscape (see Figure C at the end of this checklist) • If ground-mounted utility equipment are located adjacent to Through Block Passages, the Shared Use Route and other Circulation Facilities, they shall be screened with a vertical enclosure consistent in architectural character and harmonious in material and color with the landscape elements in the surroundings. .
10.9	Blank & Retaining Walls						
10.9.A	Blank Walls					See comments in Chap.14 and Chap. 16	
10.9.B	Retaining Walls above 4 ft.				X		

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10.10	Min. Tree Density				X	Min. tree density required: 4 trees/5000 s.f. Based on a total developable area of 544,344 s.f., the total number of trees required is 435. The min. tree density will be further reviewed at construction permit review and will be insured at landscape inspection.	
10.11-12	Tree Removal	X				Tree removal permit is not apply to redevelopment of a site. Instead, this project is required to meet the tree retention and tree density requirements.	
10.13	Tree Retention		X			Sheet L1.09 shows the Tree Count Summary Table for trees to be retained. Please see main section of the staff report for a discussion of how the project meets the Tree Retention and Replacement requirements.	
10.14	Replacement Trees	X				A total of 377 replacement trees is required to meet the minimum tree density requirement.	
10.15	Tree Maintenance				X		
10.16	Maintenance, Bond				X		
10.17	Req'ments, Specs		X		X	Plant spacing generally complies. Further review for compliance at construction permit	
Chap 16	**LANDSCAPE**						
16.2.A	Integrate with Nature and Surroundings		X				
16.2.B	Context		X		X	The height and type of trees, shrubs and groundcover are selected to complement the various functions of the site. Smaller trees are planned for the Through Block Passages while taller trees with larger spreading canopies are focused for the neighborhood streets. A layering of shrubs to be planted at the base of buildings closest to the windows provide privacy and perennials at the edge closer to the sidewalks, provide pedestrians an inviting experience with the variety of color and textures of the ornamental	

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						plants.	
16.2.C	Soften Development		X			Generally complies. The streets and sidewalk pavements are softened by planter strips and street trees. The parking area pavements between the 3-story buildings are softened by trees and small planter areas. (see sheet L1.01) Along I-90, the 5-story buildings will be enhanced with a lush landscape edge that varies in depth from 80 feet to 130 feet from the freeway (see 16.2.E). The garage walls of the two 5-story buildings that are visible from the Neighborhood Streets are softened by landscape berms; however the east and west exterior walls and abutting parking areas lack landscaping. The 5-story building's parking lots lack Interior landscaping to soften the impervious areas. Ground-mounted mechanical equipment and trash enclosures will be screened with both architectural fences and evergreen shrubs.	See conditions in 10.4.A.2
16.2.D	Key Landscape Elements		X		X	Key landscape elements proposed include the street trees and enhanced hardscape, outdoor furniture and softscape at the major community gathering spaces (see main staff report for description of street trees). Street tree varieties are selected for their color and canopy to create the intended character of the street and outdoor gathering spaces.	
16.2.E	Green Edge along I-90					The frontage along I-90 will be landscaped according to the Issaquah Design Standards. This area includes a linear wetland that runs along the highway. In the wetland buffer where grading will occur there will be full buffer restoration. In the remaining buffer, native trees will be planted and will include both conifers and smaller deciduous trees such as vine maples. Closer	

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						to the buildings accent trees, shrubs and groundcovers will be planted. (see sheet L1.01)	
16.2.F	Use Accent Plantings - sense of place				X	Accent plantings will be provided throughout the development in key locations. Accent plantings will occur at the entrances to buildings, at the project entry, at community gathering spaces, and along the Shared Use Route.	
16.2.G	Wildlife Habitat near critical areas		X			Salmon-friendly wetland and stream mitigation planting will be required for this project.	
16.2.H	Design Unity: repetition of plant varieties and other materials		X		X	Street trees along the loop road will be of one variety, and the other neighborhood streets may be of a different specimen but planted at a consistent spacing and rhythm on both sides of the street. A consistent edge of shrubs will be planted at the base of the buildings as part of a layering scheme with an ornamental layer of perennials and grasses in the foreground, closest to the sidewalk edge. A formal allee of trees will be planted along the Through Block Passage.	
16.2.I	Green Walls				X	Consider installing greenwalls along the garage walls, where no tree planters or landscaping are provided, and along waste enclosures when visible from pedestrian circulation.	
16.2.J	Trees on Site		X			Trees are located at parking lots, along sidewalks, and at the entry plazas of the two 5-story buildings for shade and as additional elements to modulate the scale of buildings. Trees planted in the wetland buffers are appropriate for riparian habitats. The largest canopy trees will be planted along the entry drive to provide a dramatic canopy at the entrance to the development. A variety of trees, from conifers and vine maples, to accent trees and shrubs will be planted along the I-90 edge of the property.	
16.2.K	Setback Treatment		X			For the 3-story buildings, the setback treatment	

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						consists of a layer of perennials, grasses and groundcovers adjacent to sidewalks, with a layer of shrubs behind to provide privacy to the ground floor residential units. Residential patios with low fences extend out to the setback at intervals. Benches, planters, pedestrian-scale lighting and pavers are incorporated into the entry plaza for the two 5-story buildings. A low seat wall, ornamental grasses and outdoor seating area are incorporated at the community center setback.	
16.2.L	Pedestrian Buffer		X			Generally complies except for the Shared Use Route abutting the parallel parking behind buildings 1 and 2. A buffer area between the parallel parking and the Shared Use Route is needed to ensure that car doors do not swing open into the circulation path of the Shared Use Route. The two-foot landscape strip normally required for the Shared Use Route is not adequate to ensure that there is clear separation of public circulation and private parking. A minimum 4-foot planter strip typically used for streets with parallel parking is more appropriate for this location.	• A landscape planter strip with a minimum width of 4 feet shall be provided between the parallel parking and the Shared Use Route across Building 1 and Building 2. A hedge shall be planted to screen the Shared Use Route from the private garages and parking for these two buildings. • 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.
16.2.M	Native Plants				X	This can be accommodated and reviewed at construction permit review.	
16.2.N	Right Plant, Right Place		X			See comments 16.2.B and 16.2.J.	
16.2.O	Site Furnishings				X	Several types of benches, trash receptacles, bike racks and pedestrian lighting are to be provided along the Through Block Passages, picnic areas and other outdoor open spaces throughout the site (see sheet L1.12). Benches provided at the	Activate the entry plaza of the two 5-story buildings, along the Through Block Passage and along the walkways of the green space between buildings 4 and 5

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						barbecue grill site are not the appropriate type for these gathering spaces. Picnic tables and benches, such as the one shown on sheet L1.13 as furniture for gathering spaces, is the appropriate furniture for the picnic/barbecue grill areas. See construction conditions.	by providing additional benches or seating Trash containers shall be provided along the Through Block Passage and should be provided with heavy solid lids to keep wildlife out and for weather protection.
16.2.P	Circulation					See comments in Chaps.6, 10 and 12	
16.2.Q	Surface Parking					See comments in Chap.10 and Chap.15	
16.2.R	Parking Structures					See comments in Chap.10 and Chap.15	
16.2.S	Integrate Stormwater Facilities and Critical Areas		X				
16.3	Fences						
16.3.A	Appropriate Fence design				X	Fences proposed have a contemporary, streamlined look. Fences for patios of individual residential units use horizontal wood slats spaced evenly. It is not clear what the proposed color for the fences will be.	
16.3.B	Fence height				X	Final height of fences shall be reviewed at construction permit.	
16.3.C	Avoid canyon effect	X				No area has two fences flanking walkways.	
16.3.D	Visual relief from bulk and size	X				No long fences are proposed or will be required.	
16.3.E	Articulation and artwork			X		Please see comments and conditions for blank walls in 14.2.B.	
16.3.F	Preferred Materials		X				
16.3.G	Chain Link fences				X	No chain link fences are proposed.	
16.3.H	Compliance with IMC 18.07.120						

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
Chap 11	**SITE DESIGN**						
11.2.A	Integrate with Nature					See comment in 7.2.B.3	
11.2.B	Circulation Priorities					See comments in Circulation Facilities	
11.2.C	Sense of Place					This site is not the first property visible upon entering the Western Gateway. However, the I-90 side of the property is part of the edge of the Western Gateway that will help establish the district's identify along the I-90 corridor. Large canopy trees with dramatic fall colors are planned for the driveway entry from Newport Way. These trees will provide a natural gateway to the development.	
11.2.D	Sustainable Site Design						
11.2.E	Sense of Arrival					The first building that is visible upon entering the site is the community center. The building character has the typical features of a clubhouse found in most multi-family development. Frontage treatment of Newport Way will need to be designed to help orient people to the Neighborhood Park in the interior of the lot.	In combination with conditions related to continuous street wall (CIDDS 14.2.D) and enclosure (CIDDS 13.2.B.1) required for the Newport Way frontage of the property, provide architectural and landscape elements that create a clear sense for pedestrians and motorists that this is a gateway to a pedestrian-friendly community in the interior of the lot that is representative of the Western Gateway vision for Central Issaquah.
11.2.F	Existing Features & Context					The site slopes down to I-90 so the tallest buildings were located at the lowest point of the site to minimize its visual impact to properties across Newport Way (Viewshed analyses from properties across Newport Way to the site are provided in the SEPA checklist.). The perimeter of the site, except for the south, has wetlands. The site design capitalizes on the wetlands as green buffers	Consider providing rooftop gardens for the two taller buildings where residents can access views of Lake Sammamish and the Issaquah Alps.

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						for the residential development. The tallest buildings were located closest to I-90 to serve as a noise buffer for the rest of the project. The residential units for the 5-story buildings will be provided with adequate sound insulation.	
11.2.G	Views & Vistas					The development also has a well-distributed system of community spaces, both public and private, that provides views of the Issaquah Alps. Open spaces within the site affords views of the Cascades, Cougar Mountain (see sheet SDP 18) and Schneider Creek (west facing units of Building 17). North facing top floor units of the 5-story buildings will have views of Lake Sammamish.	
11.2.H	Intuitive Wayfinding				X	There is only one road that loops around the development and serves all the units. The residential buildings are oriented to either frame the main loop road or a community open space. Continuous sidewalks lead pedestrians from the street to various destinations. Trees and landscape elements reinforce the pedestrian areas (see sheet L1.07 and L1.08).	Design the site to assist with intuitive wayfinding such as paving materials and patterns, street furniture, landscape materials. 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 Half Neighborhood Street and not to the parking lot west of Building 17.
11.2.I	Universal Design				X	To be reviewed during site work and building permit review.	
11.2.J	Multi-functionality					There are many opportunities for site elements to be designed to be multi-functional. The hammerhead for fire truck turnaround at Building D as currently proposed is a paved area that is only to be used for emergency reponse vehicles and is encroaching into the is not integrated into the	Design the hammerhead for the fire truck turnaround to integrate into the overall project, such as a paved plaza/ informal gathering space, in conjunction with the wetland buffer enhance-

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						adjacent wetland buffer and green edge of I-90.	ments required for the edges of the site.
11.2.K	Site Amenities & Street Furniture		X			Site amenities for the apartment residents include a swimming pool, outdoor seating with a fire pit and a grill, and recreational room in the community center (clubhouse) and a lawn area between buildings 4 and 5 with outdoor seating, barbecue grills, and picnic tables and chairs. (see Sheet L1.12)	
11.2.L	Special Paving				X	The 5-story building entry plazas and outdoor seating at the community center (clubhouse) will have special paving. Special paving will be required to elevate the importance of pedestrian facilities, such as the Shared Use Route and street crossings.Special paving can also help create visual interest to the front entries of the buildings.	• Use special pavers to create an intuitive and welcoming entry to the residential buildings. Examples of special pavers include stone pavers, pervious pavers or stamped concrete with a brick pattern. • See condition for parking areas next to the 5-story buildings in 11.2.J.
11.3	Standards for all Uses						
11.3.A	Pedestrian Connections		X			ISee comments in 6.2.A and/or 12.5.A	
11.3.B	Connections to surrounding...					See comments in 12.5.B	
11.3.C	Emphasize Landscaping					See comments in chapters 10 and 16, Landscape	
11.3.D	Community Space and Site Design		X			Informal gathering spaces are provided along the Through Block Passages and smaller open spaces throughout the development. Smaller picnic areas with grills are provided along the Through Block Passages, at the northern end of the two taller buildings, and at the small open space across Building 1 (see Sheet L1.12). See comments in 11.2.F, 11.2.K, 13.7, Pet Amenity	See conditions in 11.2.F and 13.7
11.3.D.7	Recommended Design Elements		X			Seat walls are provided at the community center outdoor seating area (see sheet L1.02). Benches	See conditions in 11.2.E, 13.2.B.1 and 14.2.D

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						and picnic tables are provided throughout the site, along the Through Block Passages and outdoor gathering spaces (see sheet L1.12). A large courtyard is provided between buildings 4 and 5. 10-foot wide walkways are provided to connect community spaces and residential buildings, in all four directions (see sheet L1.14). While the treatment of the park edge along Newport Way has not been provided at this time, architectural and landscape elements will be required to provide a sense of separation between the park and vehicular traffic along Newport Way (11.3.D.7.h).	
11.3.D.8	Prohibited			X		The irregular shape of the Neighborhood Park site and the steep slopes do not make this part of the project an ideal area for a building site; hence, the area might be considered as "leftover green spaces". The applicant will improve the grading to create areas that are relatively flat and useable for recreational activities.The I-90 edge of the property is currently not provided with landscaping and appears to be "leftover" green space (see sheet L1.01).	
11.3.E	Parking, Drive-thru - minimize visual impacts by location & screening			X	X	The driveway widths to access the parking areas of the 3-story buildings are not provided. The parking areas of the 3-story buildings are not adequately screened from the main loop road and the Through Block Passages. Landscape planters are proposed as a buffer between the sidewalk and the parking spaces (see sheets L1.01, L1.0, L1.04 and L1.05). See comments and conditions in 12.3.D and 8.18.B.7	
11.3.F	Streetwall			X	X	Buildings are all oriented so that their main entrances face a Circulation Facility. The landscape treatment for the street wall along the loop road will be designed to provide a green transition	See condition in 14.2.D.

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						between the sidewalk (public) and the patios of the ground floor units (private). Street trees for the loop road will have full, dense canopies in a variety of colors (see Sheet L1.07). No streetwall is provided at the Newport Way frontage of the property.	
11.3.F.1	Build-to-Line variation		X			See comments in 4.4 "Build-to-Line"	
11.3.G	Min. Bldg. Frontage		X			The entire length of building frontages sit at the Build-to-Line required location except for the community center. See condition in 4.4. "Build-to-Line"	At least 60% of the Community Center building face shall sit at the Build-to-Line required set-back.
11.3.H	Corner Bldg. Frontage		X			The required treatment of building corners adjacent to Community Spaces, along with this requirement, will help emphasize the more publicly-visible corner, including buildings 3, 6, 7, 12, 14 and 15.	The corner of the triangle area at the project's entry drive on Newport Way shall be designed to meet the requirement for a continuous building frontage at a minimum distance of 60 feet from the corner in both directions.
11.3.I	Community Space as building frontage	X					
11.3.J	Alternative Bldg Frontage				X	Community center could use this flexibility to meet the Build-to-Line requirement.	
11.3.K	Above-ground Utilities				X	Location of above-groundutilities are not shown at this time. Since mechanical and utility equipment were not shown on the SDP, it is assumed that they are located within buildings or in locations that do not impact achieving the vision for the project and compliance with CIDDS, such as within parking areas. See also 10.8 and 11.5.F	• All equipment must be shown on site work permits and landscape plans. Any locations identified in permits that impair the ability of achieving the project vision and CIDDS must be relocated to comply. Equipment not shown on permits and installed may be required to be relocated. • Ground-mounted utility equipment and fire appurtenances, or service/storage ar-

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							eas shall not be located adjacent to the Through Block Passages, the private outdoor open spaces, and required public community spaces. • Utility equipment shall be clustered into one location and screened with an architectural enclosure or landscape hedge
11.3.M	Res'l Front Door Orientation		X				
11.3.N	Res'l Garage Setbacks and Max. width	X				This standard is meant to address residential garages accessed off the right-of-way or street.	
11.4	Environmentally Critical Areas						
11.4.A	Minimize Impacts to Critical Areas		X			See staff report discussion on critical areas and mitigation requirements.	
11.4.B	Bldg. Orientation to natural areas		X				
11.5	Service, Loading, Waste						
11.5.A	Consolidate Facilities	X				Loading area for the two taller buildings are provided across the garage entries. Trash enclosures are consolidated for the 3-story buildings (see sheet SDP 05) consistent with the dispersion requirements for waste enclosures per other city standards..	
11.5.B	Locate within buildings or use roof cover				X	Solid waste storage areas for the taller buildings are located inside the respective garages (see sheet SDP 05).	Trash enclosures for the 3-story buildings shall be provided with "roof" elements to screen from aerial views of the second and third floor apartments and to control wildlife access.
11.5.C	Waste enclosures and receptacles, keep wildlife				X	The trash cans shown on sheet L1.13, which are open to the elements, are inappropriate for out-	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	out					door use.	
11.5.D	Integrate screening with overall landscape and architectural design				X	No screening is provided for loading spaces located at the surface parking areas of the 5-story buildings.	• Provide architectural screening to the loading areas or integrate into the mass of the 5-story buildings. • 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.
11.5.E	Location and Size.		X		X	The trash enclosures that serve buildings 15 and 16, and buildings 1 and 2 requires the dumpster truck to park in the drive aisles and will block the parking spaces and through traffic. A loading area is shown on the east end of each of the two 5-story buildings, tucked away within the parking area (see sheet SDP 05). The loading areas are located at a considerable distance from the building entries. If these loading areas are to be used for moving trucks, the proposed locations will require residents to traverse through a parking lot and half the length of the 5-story buildings with their furniture and possessions.	• Provide loading spaces for 3-story buildings to serve residents move-in and move-out needs. Using one of the parallel parking close to the building entries is acceptable • Loading spaces for the 5-story buildings should be moved closer to the service elevators.
	Sized per IMC18.07.130				X	Generally complies but sizes will be further re-	

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						viewed during construction permit.	
11.5.F	Screening				X	The trash enclosures will have swing doors that are manually operated. It is not clear what the proposed color and type of wood will be for the dumpster enclosures (see sheet L1.13). No screening is provided for the loading areas (see sheet SDP 05).	Where a trash enclosure is located at the visual termini, provide a hedge behind the trash enclosure, with adequate space for planting based on the mature size of the hedge material. The hedge shall be of a height prescribed in CIDDS 10.8.B.
11.5.F.1	Arch'l solid walls, landscaping/fencing: 6 feet		X		X	Trash enclosures show two possible designs, both using horizontal wood pieces. The first version shows small profile slats (1" x 2") topped with a 1" x 6" board. The second version shows 1" x 6" boards laid in a "running bond" pattern. The first version does not comply with this standard since it does not provide a solid wall (100% screening of the waste containers). The second version, or some other design with solid walls, is acceptable. The height of the enclosures is not provided. See conditions in 11.5.F.3.	
11.5.F.2	Screening effective in winter and summer				X		
11.5.F.3	Materials compatible with overall development				X	The proposed architectural material for the trash enclosure screening is wood while the main residential structures are proposed to be clad in fiber-cement board siding..	All screening elements located within the landscape areas or parking lots shall be designed using architectural materials and colors that enhance or complement the community spaces and public realm. The enclosures should serve as a garden wall and backdrop to the vegetation surrounding it. Screens or coverings for

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							ground-mounted utility equipment shall blend with the landscape.
11.5.F.4	Place in alleys		X			There are no alleys on this project; however, the dumpsters are located within the parking areas of the 3-story buildings which effectively function as alleys. (see Sheet SDP 05)	
11.5.F.5	Do not locate on the same face as residential uses		X				
11.5.F.6	Delivery and garbage trucks must not block pedestrian or vehicular traffic on-site or adjacent circulation facilities		X			Generally complies except for the waste collection/trash enclosures for buildings 1 and 2, and buildings 15 and 16, located at the entrance to the neighborhood street serving Building 17 (see SDP 05). The trash enclosure for buildings 1 and 2 will require the dumpster truck to park at the drive aisle to the garages of buildings 1 and 2. The trash enclosure for buildings 15 and 16 opens into the sidewalk and will require the dumpster truck to park in the drive aisle of the neighborhood street serving Building 17 and will block the garages of Building 15.	Relocate the waste collection/trash enclosures for buildings 15 and 16.
Chap 14	**BUILDINGS**						
14.2	General Standards						
14.2.A	Building design to accommodate change of use in future	X					
14.2.B	Avoid blank walls; Buildings no “back side”					The elevation drawing on Sheet SDP 14, drawing 4, Bldg. D – West inaccurately shows a berm at this southwest corner of the building. The site plan shows a row of parking abutting this wall of the building, with no landscape area separating	The garage blank walls of the two 5-story buildings facing I-90 shall be mitigated, with consideration of what is visible from high-speed vehicular traffic

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						the parking from the building wall. The northern garage blank walls of the two 5-story buildings are visible from I-90. The residential buildings do not have a back side; all elevations are provided with generous windows. However, there are blank walls along the sides where the garages are located. Many of these blank walls are visible from the Through Block Passages and the Neighborhood Streets (see sheets SDP 12 and SDP 13). Also supported by 10.9.A and 14.4.A.7 See related standards, 16.3.E, Articulation and Artwork	along I-90. • Blank wall mitigation for the garages visible from I-90 shall be mitigated. Options include: a) Align the garage opening rhythm with the fenestration pattern of the residential floors above and introduce vertical architectural elements (i.e, pilasters, large-scale reveals) to break the horizontality of the garage wall and to create a harmonious composition for the base, middle and top of the building (see condition 15.3.A also) b) Use decorative grills for the garage openings and concrete forms with artistic patterns where concrete walls are proposed. Consider artistic patterns similar to what WSDOT uses for sound walls and elevated freeway walls. • Blank walls for the 3-story residential buildings shall be mitigated by using wall treatments that engage the pedestrian, such as murals, metal or ceramic art work, sculptural metal work, or windows. Consider art that also serves as an additional wayfinding aid. For ex-

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							ample, using one theme for buildings 12, 13 and 14 that helps pedestrians find the front door to Building 11.
14.2.C	Consider internal and external views, solar access with taller buildings		X?			Most of the residential units have views of streets or community open spaces. However, the middle units of Building 3, 4, 5 and 6 have living spaces that look out to other residential units and the garages on the ground level. The distance from building face to building face between opposite units is 58 feet (see sheet SDP 02). This separation is adequate to provide privacy for units facing each other. The garages are provided with trellis elements to screen the views of large asphalt pavement and vehicles from the residential units above the ground level (see elevation drawings, SDP 11 to SDP13. Note that the floor plans and site plans do not show the trellises but the applicant has indicated that horizontal screening elements in the parking areas will be provided.)	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.
14.2.C.1	Sunlight at street level		X			The width from building face to building face between the 5-story buildings and the 3-story buildings is 70 feet. The 5-story buildings have a maximum height of 54 feet. The width between the buildings will provide adequate solar access to the residential units in the 3-story buildings (see sheet SDP 02).	
	Maximize sunlight on sidewalks by shaping bldg. hts. on south side of streets.		X			The orientation of the 5-story buildings and their location at the northern end of the property also ensures that long shadows cast from the east, west and south do not shade the streets (see any site plans).	
14.2.C.2	Building shade a required community space, bet. 10 a.m. to 3 p.m.	X					

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14.2.D	Continuous streetwall along Circulation Facilities and Community Spaces		X			No streetwall is provided for Newport Way. See comments in 11.3.F, 13.2.B.1 and 13.4.A.	Provide a streetwall treatment along Newport Way, to be worked out with City staff during construction permit phase. The streetwall shall consist of a combination of architectural elements that provide enclosure and barrier from vehicular traffic for the green space, integrated signage and vegetation. The design of the streetwall should take into consideration the location of street trees and pedestrian lighting along Newport Way.
14.2.E	Incorporate informal gathering spaces		X			See comments in 11.3.D	
14.2.F	Buildings to encroach into ROW and enhance pedestrian experience	X					
14.2.G	Green buildings	X			X	Green buildings are not proposed but will be further discussed and reviewed with the applicant during construction permit review.	
14.3	Building Mass and Design						
14.3.A	Standards for all Uses						
14.3.A.1	Setback buildings above the third story: change in bldg. materials, articulation and modulation	X	X			AAS: The 5-story buildings are setback at the fifth floor. The setback is at the appropriate level since the building elevation reads as 4-story residential structure sitting atop a 1-story podium or base (see sheet SDP 14).	
14.3.A.2	Break up larger buildings; provide 13 ft. separation for Secondary Through Pathway	X				The two 5-story buildings are separated by 43 feet of parking area (see sheet SDP 02). See also comments in 14.3.A.4.	

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14.3.A.3	Provide surface relief, depth and shadows		X			Surface relief, depth and shadows are provided for all buildings by recessing some bays and inserting balconies, and ensuring that no more than two bays are along the same vertical plane (see sheet SDP 13	
14.3.A.4	Bldgs. > 45,000 s.f. shall be broken into 2 or more buildings	X				The approximate footprints of the two larger buildings are 21,200 s.f. each (see sheet SDP 01)	
14.3.A.5	Setbacks for commercial and retail uses	X					
14.3.A.6	Windows: divided light, operable, trimmed; recessed or projecting from building facade				X	Not enough details other than divided lights shown for windows. Trims and depth of recesses and projections will be further reviewed at the building permit phase (see sheets SDP 11 to SDP 14)	
14.3.A.7	Tripartite articulation of facade		X			Tripartite articulation is often used to scale down tall structures by creating horizontal bands of similar architectural elements. To create the right proportion, the middle is often three or more times the height of the base and the top. Tripartite articulation is not ideal for 3-story buildings because this treatment produces squat, horizontal buildings. Please refer to the main body of the staff report for the determination for an administrative adjustment of standards for the 3-story building elevations. The 5-story buildings also do not employ the tripartite articulation.	The five-story buildings shall be further refined to employ a tripartite articulation of the north façade.
14.3.A.8	Preserve views of forested hillsides of Issaquah Alps if building high-rise	X				High rise buildings are defined as being 10 or more stories.	
14.3.A.9	Special treatment of building corners adjacent to Public Spaces			X		The southwest corner of Building 2 facing the Neighborhood Park and Shared Use Route does not have any special treatments. A hedge is proposed to provide privacy for the residential units and the accessory parking from the public com-	Provide additional architectural treatment for the southwest corner of Building 2 and provide setback treatment similar to the front facade of buildings facing

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						munity spaces. Special treatment of this corner is not provided .Similarly, buildings 7 and 12 have exposed corners to the north-south Through Block Passage.	Neighborhood Streets and the Through Block Passages. If possible, integrate a parking lot screen wall to the west exterior wall of Building 2. See related condition in 13.2.B.3. Apply standard in 14.4.B.2 in designing this transition area between the Neighborhood Park and Building 2. For buildings 7 and 12, provide special treatment of building corners in addition to the required blank wall mitigation condition in 14.2.B. Provide an architectural screen for the parking spaces that are visible from the Through Block Passages. If possible, integrate the design of the trash enclosure, the parking screen and the corner treatment for buildings 7 and 12.
14.3.A.10	Other techniques to enhance building design and break up mass					The openings for the stairwells above the entrances of the 3-story buildings create a void that is out of character with the architectural style and fenestration of the residential façade (see Sheets SDP 12 and 13).	For Building Types A and B, stairwell openings shall be designed to look like the residential bays, with openings that look like windows with mullions.
14.4	Ground Level Details						
14.4.A	Standards for All Uses						
14.4.A.1	Retail windows facing Circulation facilities – clear view of activity within; large windows	X					
14.4.A.2	Delineate semi-public				X	Fence height for ground floor patios are not pro-	

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	and semi-private space from public areas with railings or fences no more than 3 ft. tall; planters and/or overhead elements					vided at this time. The fence height shall be required to meet this standard.	
14.4.A.3	Active ground floor uses that are visible from Circulation facilities; if office uses on ground floor – use landscaping, low walls to create layers and semi-transparency		3-story Bldg.	5-story Bldg		The ground floors of the 3-story buildings are provided with ground floor patios at the corners, while the community center has a low seat wall and outdoor seating along the edge most visible from the neighborhood street. The 5-story buildings are provided with residential balconies at the first level, which is elevated from the street and separated by a berm. The only section that is activated is at an entry plaza, provided with a bench and a planter. (see Sheet L 1.02 for community center and Sheet L1.03 to L1.05 for the 3-story buildings). Activating the green spaces along I-90 for the two taller buildings would provide informal surveillance at all times of the day, consistent with CPTED principles.	Activate the ground floors of the 5-story buildings by adding low seat walls integrated into the berms and expanding the plaza area to provide additional gathering spaces for residents. See Figure A at the end of this checklist for an example of an integrated seating in a berm.
14.4.A.4	Numerous and separated entrances; Entrances reinforced with traditional "main street" design elements		3-story Bldg.	5-story Bldg,		The 5-story buildings have one main entrance and the berm that serves as the base of the building does not reflect a "main street" character. The length of the building facades warrant additional entries to activate the street. There are 4 balconies provided at the first level units (see sheet SDP 08, floor plan for Typical Buidling Type D.) The residential units are elevated from the street due to the partially submerged garages. Similar to the 3-story buildings, patios can be provided for the ground floor units. The grade separation allows for privacy to the units so this site feature should be capitalized to provide front door steps in the berm area to enhance the pe-	Provide additional pedestrian entrances to the 5-story buildings to provide convenient access to the residential units from the Neighborhood Street. See condition requiring seat walls incorporated into the berm in 14.4.A.12.

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						destrian experience along the ground level of the 5-story buildings. See related standard, 14.4.B.1	
14.4.A.5	Primary bldg. entrances shall be accessible and visible from Circulation Facilities		X				
14.4.A.6	Primary bldg. entrance visually more prominent than secondary entrances; emphasize through arch'l modulation and articulation, lighting, weather protection			3-story Bldg.		The shed roof of the 3-story building entries does not provide a strong entry element because the direction of the roof slope towards the pedestrian inadvertently creates a confined entry, instead of opening into a welcoming, light-filled space. (see Sheets SDP 12 and 13). The 5-story buildings have only one entrance. See related comments in 17.9	The 3-story building entries shall be made prominent by designing a light-filled, airy and inviting entry through a combination of techniques such as: a) reversing the slope of the shed roof so that it opens up to the sidewalk b) using decorative wall-mounted lighting at the entries that complements the entry canopy and entry doors and serve as an architectural accent to the ground-level face; AND c) using decorative pavers for the walkways leading to the entries from the sidewalks. See related condition in 17.2.G
14.4.A.7	For Bldg. with multiple frontage along a Circulation Facility – each frontage shall be designed to complement the Circulation Facility abutting it		X		X	All buildings located at the intersection of two circulation facilities are oriented only to one circulation facility. The corner units of the 3 story buildings have patios that can be further developed to engage the other circulation facility.	Design the patios and side façade of the ground floor residential units of buildings 3, 4, 5, 6, 7, 12, 13, 14, 15 and 17 to engage the Circulation Facility that intersects the one where the building entrances face. See related conditions in 11.3.H, 14.2.B and 16.3.E
14.4.A.8	50% of building frontage shall be windows; 75% of window area shall use		X				

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	clear glazing						
14.4.A.9	Mirrored or Reflective Glass not allowed		X				
14.4.A.10	Ground level retail and entrance lobby located on a Pedestrian Oriented Circulation Facility shall have a first floor height of at least 15 feet				X	The height of the building entries are not provided. This standard, when met, will also help create prominent entries for the 3-story buildings. See comments and conditions in 14.4.A.6.	
14.4.A.11	Landscaping as transition between property line and building face; plantings may be at grade or in planters, window boxes, containers, trellises, etc. Where building is at property line, plantings may be located in recessed bays or extend into the r.o.w. as determined by Director				X	Generally complies. Instead of the property line, the back of the sidewalk is used as the baseline for applying this standard. The landscape treatment will be reviewed at the Landscape Permit phase.	
14.4.A.12	Elements to enhance ground floor: clerestories over storefront windows, projecting window sills, medallions, benches and seat walls along 25% of façade; decorative masonry				X		Provide seat walls incorporated into the berm of the 5-story buildings to substantially activate the Neighborhood Street. See example seat wall at bottom of this checklist, Figure A.
14.4.B	Ground Level Residential Uses						
14.4.B.1	Design ground level resi-		X			Ground level residential units are provided with	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	dential to relate to the street while maintaining privacy for residents					patio entrances that relate to the street and the Through Block Passages. See comments and conditions in 14.4.A.4.	
14.4.B.2	Balance street activation with privacy using stoops, private front yards, common gardens or elevated first floor units		X			Ground level residential patios are provided with a low fence and a layering of evergreen shrubs and ornamental or perennial plantings provide a separation for the residential windows and the sidewalks (see sheet L1.03 for typical landscaping at the street façade).	
14.4.B.3	Orient Primary entries of buildings or residential units to Circulation Facility		X				
14.4.B.4	Use architecture details and landscape features to further enhance and emphasize pedestrian entry from Circulation Facility: special paving, pedestrian-scaled lighting, roof covering at least 6 ft. deep by 4 ft. wide				X	The 5-story buildings are provided with two-story high glazed entries, a generous plaza, a bench with a planter, and pedestrian lighting. An allee of trees also provide a strong linear view corridor to lead pedestrians to the entrance of Building 17 from the loop road. The treatment of the entry for Building 17 is inconsistent for the landscape sheets and the SDP site plans. L1.05 shows a patterned area for the building entry but does not identify the material or surface treatment. The trees shown in the plaza entry appears to be planted on impervious area (see sheet L1.05). The 3-story buildings do not have any special architectural treatment or landscape features (see sheets SDP 12, SDP 13, L1.03 and L1.04).	The building entries for the 3-story buildings shall be redesigned to create a more prominent entry. For example for Building Type A and B, the shed roof shall be replaced with a roof that extends further out into the walkway. Provide a continuous plane for the second and third floor space above the entrance using horizontal wood slats or glazing, so that the upper floors read as part of the entry . For Building Type C, use the same entry composition used for the 5-story buildings (Type D), which consist of 100% glazing, a horizontal canopy and clerestory window.
14.4.B.5	Secondary entrances may be from parking are-		X			Secondary entrances are provided for the 3-story buildings but not the 5-story buildings (see sheet SDP 03).	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	as						
14.5	Weather Protection						
14.5.A	Standards for All Uses						
14.5.A.1	When building is located at property line or the development extends the sidewalk on to site and against a building, weather protection shall be required over entrances and 75% of the building façade length	X				None of the buildings sit next to the sidewalks, so full weather protection is not necessary except for over building entrances.	
14.5.A.2	Height of Weather protection must be coordinated with other site features; priority is to provide protection for pedestrians				X	Height generally complies but will be reviewed in greater detail at the Building Permit phase to ensure that the weather protection area is adequate.	
14.5.A.3	Weather protection for non-residential buildings				X	The size weather protection over the entry of the community center (clubhouse/leasing office) is not provided but will be reviewed in greater detail at the Building Permit phase.	
14.5.A.3	Weather protection materials for non-residential bldgs.	X				[the only reason this wouldn't be NA is to apply it to the clubhouse. Do you think we should?]	
14.5.B	For residential building entrances, min. 4 ft. X 4 ft.		X				
14.6	Roofs & Parapets						
14.6.A.1	Rooftops as active amenities, when feasible				X	The rooftops of the 5-story buildings are not provided with amenities for residents. This is a lost opportunity given the views of Lake Sammamish and the Issaquah Alps that can be enjoyed at these vantage points.	If the proposed amendment to the definition of "building height" is not approved and the applicant proposes a flat roof for the 5-story buildings, or chooses a

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
							flat roof for other reasons, provide a rooftop recreation amenity such as a pea patch and outdoor seating for residents to take advantage of the scenic views of the Cascades and the Issaquah Alps from this high vantage point.
14.6.A.2	Alternatives to active amenities: green roofs, solar panels	X				Not proposed at this time but strongly encouraged	
14.6.A.3	Consider public access of rooftops	X				It is impractical to provide public access to rooftops of the residential buildings.	
14.6.A.4	Nonresidential buildings shall have parapets and projecting cornices to create a prominent edge; Sloping roof elements may be approved by Director.		X			The community center's architectural character does not lend itself to parapets and cornices. The dramatic sloping roofs provide the same effect intended by this standard (see sheets SDP 11).	
	Residential uses may use parapets and projecting cornices or sloping roofs consistent with the building design.		X			Gabled roofs are provided for all buildings (see sheets SDP 11 to SDP 14).	
14.6.A.5	False parapets prohibited. Cannot be excessively tall and dominant		X				
14.6.A.6	Parapets shall not exceed 25% of the height of the supporting wall and shall not exceed 8 feet.	X					

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
14.6.A.7	When roof shape and penthouse functions are integrated into overall building design				X		
14.6.A.8	Sloped roofs min. pitch of 4:12. Roofs longer than 60 ft. shall have a change in form to break up mass		X			The roofs have a 4:12 pitch. The rooflines are well-modulated by changing the heights and direction of the gable ends (see sheets SDP 11 to SDP 14)	
14.6.A.9	Roof surfaces shall use a "white roof" with a Solar Reflectance Index of 78 or greater			X		Dark colored asphalt shingles is proposed for all the buildings.Please see	
14.6.A.10	Rooftop mechanical, electrical, telecommunications, and other utility equipment shall be screened from view at the ground level, surrounding streets and buildings. Screens must be architectural integrated with the main building.				X	The rooftop mechanical equipment for the 5-story buildings are intended to be enclosed in the pitched roofs.	See bottom of this checklist for example of a utility wrap. See also conditions 10.8.D and 11.3.K.
14.6.A.11	Cellphone towers and related equipmt. on top of buildings must be located at center of the roof and minimize visibility from ground level and surrounding streets as much as possible. The Director may require structure design or screening.	X?				No telecommunication equipment proposed at this time.	No telecommunication equipment shall be allowed to be installed on the rooftops of the 5-story buildings unless it can be completely screened from I-90.

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
14.6.A.12	In rooftop terrace or garden, screen top and all sides of large rooftop equipmt, with architectural elements and/or landscaping. Plant screening at maturity shall be at least the height of the equipmt. being screened.	X				Not proposed.	
Chap 17	**LIGHTING**						
17.2	General				X	To be reviewed for compliance at construction permit phase	
17.2.A	Safety at night				X		
17.2.B	Intuitive		X			The scheme shows that the selection of lighting type and exterior locations are intuitive. The Lighting Plan shows a lighting scheme that consists of: pole light fixtures for the streets, sidewalks and Through Block Passages; wall fixtures for building entries bollards in some walkways	
17.2.C	Sustainable					Consider using LED light fixtures. Care should be taken to select a spectrum that is pleasant for outdoor lighting.	
17.2.D	Contribute to the public realm		X			The style of lightings shall be compatible to the style of architecture . Of the two sample light fixtures that were shown, the gooseneck industrial style is more consistent with the “barn” architecture of the community center and the style of fence used in the patios.	
17.2.E	Dark sky elements				X	Full cut offs will be required of pole light fixtures	
17.2.F	Appropriate for type of ac-				X	Lighting for building entries should be bright enough to ensure that building numbers can be	

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
	tivities					seen from the street.	
17.2.G	Use as architectural elements				X	There are no sample design of exterior wall fixtures provided at this time. Wall fixtures shall be of a style that creates a prominent building entry and contribute to the pedestrian-level detailing of the building.	
17.2.H	Volume of Space				X		
17.2.I	Illumination levels				X		
17.3	BUG				X		
17.4 A-E	Design and Fixture Standards				X	On sheet L1.12, light poles are shown to be between 12 – 16 ft. The max. height shall be 15 feet per 17.4.A	
17.5.	Circulation Standards: Streets				X	Generally complies but will be further reviewed at construction permit phase.	
17.6	Circulation Standards: Pedestrian, Bicycle and Trail				X	Generally complies but will be further reviewed at construction permit phase. No lighting information is provided for the critical area buffers.	
17.7	Community Space Standards						
17.7.A	Lighting for walkways min. of 6 feet height			X	X	Proposed lighting for walkways are bollards. Based on the illustrative sample shown on sheet L1.13, the bollards are approximately 2 to 3 feet high.	Provide alternative lighting for walkways that has a minimum lighting height of 6 feet (fixture will be greater than 6 feet to meet this requirement).
17.7B	Contributes to urban character					It is not clear how the lighting scheme contributes to the urban character.	
17.7.C	Festive or special lighting	X					
17.7.D	Varying levels					Generally complies but will be further reviewed at construction permit phase.	
17.7.E	Children's play area	X					
17.7.F	Recreation areas		X			Generally complies but will be further reviewed at construction permit phase.	
17.8	Parking				X		

CIDDS Standard #	Name	Not Appl.	Meets Standard? Yes	Meets Standard? No	Review At Constn.	Staff Analysis	Conditions of Approval
17.9	Building Design: Entry				X	See related comments in 14.4.A.6. 17.2.G, 17.9.B and C do not apply.	
17.10	Landscape Standards				X		

Other: Examples

Figure A, below. Stone-clad retaining wall with niche for seating.
Figure B, right. "Beckoning Cistern" in Belltown.

Figure C, bottom right. Decorative wrap for ground-mounted electrical boxes.

ATTACHMENT 3 SDP15-00002, Gateway Apartments

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construction of a 400-unit multi-family residential development on a 30 acre site. The proposal includes two 80-unit five-story buildings over a single level of partially below-grade parking, and sixteen 10 and 20-unit three-story buildings, 692 total parking spaces with 419 surface parking spaces, an internal street network, a clubhouse building, a public neighborhood park, and associated utility improvements.

Schneider Creek, a Class 2 stream with salmonids, flows south to north along the west side of the site. The proposal would encroach approximately 4,650 SF into the stream buffer and 4.807 SF of buffer replacement area is proposed. The minimum stream buffer width would be 77 feet and the reduced buffer would be enhanced with native riparian plants. The proposal includes a pedestrian/bicycle bridge over Schneider Creek, connecting to the adjacent property on the west.

There are 2 off-site Category III wetlands and the wetland buffers extend onto the subject site. Wetland A is located along the east property boundary. The proposal would encroach approximately 1,056 SF into the buffer and provide an equal replacement buffer area. Wetland B is located in the I-90 right-of-way along the north property boundary. The proposal would encroach approximately 354 SF into the buffer and provides an equal replacement buffer area. The wetland buffers would be enhanced with native buffer plantings.

The site would be accessed from a drive off Newport Way NW. The driveway access is proposed to be signalized. An emergency access would be provided at the southeast corner of the site, connecting to the Arena Sports Club parking lot off NW Poplar Way.

Proponent:

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The Wolff Company
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Matt Corsi
Urban Evolution
911 East Pike St, Ste 310
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Permit Number: SDP15-00002 – Gateway Apartments

Location of Proposal: 2290 Newport Way NW
Site is bounded to the north by I-90, to the south and west by Newport Way NW,

Lead Agency: City of Issaquah

Determination: The lead agency has determined this proposal would not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comment/Appeal Period: This Mitigated Determination of Nonsignificance is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii, and is based on the proposal being conditioned as indicated below. There is a 21-day combined comment/appeal period for this determination, between **July 30, 2015 and August 20, 2015.** Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Notes:

1. This threshold determination is based on review of the Plan Set including civil, landscape and architectural plans received July 6, 2015; Critical Areas Study and Detailed Conceptual Mitigation Plan (Talasaea Consultants) received July 13, 2015; Traffic Assessment (TENW) dated April 24, 2015 with supplemental information provided on June 25, 2015; Geotechnical Report (GeoEngineers) dated December 2, 2014; Introductory Drainage Report (Triad Associates) dated November 25, 2014 and revised April 22, 2015; Preliminary Habitat/Species Assessment and Archaeological and Historic/Cultural Resource Review (SoundEarth Strategies) dated November 21, 2012; Wetland Review Memo (Cooke Scientific) dated July 9, 2015; SEPA environmental checklist dated April 28, 2015 and revised July 9, 2015; and other documents in the file.

2) Issuance of this threshold determination does not constitute approval of the project proposal. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Central Issaquah Plan, Critical Area Regulations, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. Land Use: The site is zoned Village Residential (VR). It is located within the Central Issaquah Plan area, the plan was adopted by the City Council in April 2013. The goal of the plan is to transition the Central Issaquah area to a higher density, mixed-use, pedestrian-oriented area. The proposed multi-family development is generally consistent with the Central Issaquah Plan vision and the VR zoning. The proposal will be evaluated in detail for compliance with the Central Issaquah Plan policies and standards under the Site Development Permit.

2. Wetlands: The site has been maintained in agricultural use, as a hay field annually mowed. An extensive system of agricultural drain tiles has been maintained and has effectively modified the wetland hydrology. Soils on the site are mapped as hydric and the 1981 National Wetland Inventory (NWI) maps show most of the site as wetland. Talasaea Consultants have reviewed the site for wetlands for the past 15 years, monitoring groundwater for wetland hydrology, and have concluded wetland indicators (soils, plants, hydrology) are not currently present (Talasaea Consultants). The City conducted an outside peer review of the site for potential wetlands (Cooke Scientific) and the review concurred with Talasaea's Critical Area Report for wetland boundary mapping, characterization and the wetland ratings.

   There are 2 off-site Category III wetlands and the 50-foot wetland buffers extend onto the subject site. Wetland A is located along the east property boundary. Wetland A is a palustrine forested/scrub-shrub wetland (Cowardin et al.), approximately 3,720 SF in total size with 281 SF extending onto the subject property. It's associated with a drainage ditch for the Arena Sports Club property. The proposal would encroach approximately 1,056 SF into the buffer and the proposal includes an equal replacement buffer area. Wetland B is a palustrine scrub-shrub emergent wetland (Cowardin et al.), located in the I-90 right-of-way along the north property boundary. Approximately 275 SF of Wetland B extends onto the site. The proposal would encroach approximately 354 SF into the buffer and an equal buffer replacement area is proposed. The proposed plans indicate there would be temporary construction impacts in the outer wetland buffers due to utility installation and connections and grading. The wetland buffers are proposed to be enhanced with native tree and shrub species. The inner 35 feet of the buffer shall be planted consistent with the planting densities specified in the King County Critical Areas Mitigation Guidelines. The outer 15-feet of the wetland buffer shall be planted at a minimum of 60% of the planting density as a transition to the developed

part of the site. The existing conditions of the on-site wetland buffer areas are pasture grass and the wetland buffer enhancement would significantly improve buffer functions over the existing conditions.

The development could impact existing wetland hydrology by directing surface flows into the stormwater system. In order to maintain hydrology to the wetland, the applicant shall prepare a wetland hydrology analysis to demonstrate pre-development hydrology to the wetland would be maintained. Stormwater recharging the wetland shall be treated for water quality or come from non-pollution generating surfaces. This shall be approved by the City prior to issuing construction permits.

There is a wetland associated with Tibbetts Creek, located to the southeast of the project development area. It is part of the applicant's property but located on a parcel separated from the development area by the existing Arena Sports Club. The wetland is approximately 165,000 SF (150,000 SF on-site), and is classified as a palustrine emergent/scrub-shrub wetland. According to the Critical Area Report, the Tibbetts Creek wetland is a Category III wetland requiring a 50-foot buffer. The City has designated a regional shared-use trail crossing the Tibbetts Creek wetland, to provide a future trail connection between the Mountains to Sound Greenway trail along Newport Way and a trail along Tibbetts Creek. The applicant will construct the regional shared-use trail along the south edge of the development site, associated with a public neighborhood park, and will construct an elevated boardwalk across the Tibbetts Creek wetland. The boardwalk will be constructed using pin pile foundations to avoid direct wetland fill impacts. The boardwalk would have approximately 4,000 SF of indirect shade impacts to the wetland and 1,000 SF of indirect shade impacts to the wetland buffer. The applicant proposes to mitigate the indirect impacts of the boardwalk by enhancing the wetland and wetland buffer at a 4:1 ratio (16,000 SF of wetland enhancement and 4,000 SF of buffer enhancement). The emergent portion of the wetland is currently dominated by reed canarygrass and the scrub-shrub area with willow species. The buffer is dominated by Himalayan blackberry. The applicant will also construct a pedestrian/bicycle bridge over Tibbetts Creek, connecting to the east side of the creek. The bridge will be constructed under a separate permit.

3. Schneider Creek: A Critical Areas Study (Talasaea Consultants, July 13, 2015) provides the following information on Schneider Creek. Schneider Creek is a Class 2 stream with salmonids and it flows from south to north along the west side of the site. The stream originates on Cougar Mountain in unincorporated King County approximately 3,000 feet to the east of Newport Way NW and enters the site though a 2.5 foot diameter culvert under Newport Way NW. The outfall of the culvert is perched approximately 2 feet and poses a barrier to fish migration upstream of the site. Approximately 900 linear feet of Schneider Creek flows through the project site, 480 feet of the channel is located within an existing native growth protection easement (NGPE), the NGPE was created for wetland mitigation by the Washington State Department of Transportation (WSDOT). Schneider Creek exits the property and flows parallel to I-90 before going through a 3.5-foot diameter culvert under I-90 and West Lake Sammamish Parkway, and then flows approximately 650 feet into Lake Sammamish. The width of the channel on-site averages approximately 6 feet, the streambed consists predominantly of gravel and sand, and the channel lacks large woody debris (LWD).

   According to the Critical Areas Report, fish usage studies have identified cutthroat trout and coho salmon fry in Schneider Creek. A King County study of Lake Sammamish kokanee (*Blueprint for the Restoration and Enhancement of Lake Sammamish Kokanee Tributaries, 2014*) found that Schneider Creek does not support significant numbers of kokanee spawners. The lower reach from the lake has a very low gradient and fine substrates and therefore does not currently provide kokanee spawning habitat. Some spawning activity was observed on the stream segment flowing parallel to

West Lake Sammamish Parkway. The Critical Area Report concludes that the segment of Schneider Creek on the subject site doesn't support spawning, winter rearing or refugia habitat for anadromous fish because of the gradient of the stream, the current channel morphology and lack of pools.

Schneider Creek, a Class 2 stream with salmonids, requires a 100-foot buffer width and a 15-foot building setback from the edge of the buffer. The proposal would encroach approximately 4,650 SF into the stream buffer and 4.807 SF of buffer replacement area is proposed. The minimum stream buffer width would be 77 feet and the reduced buffer would be enhanced with native riparian plants. The plans indicate approximately 50,900 SF of the Schneider Creek buffer would be enhanced. To ensure the stream buffer is densely planted with native riparian species needed to support fish and wildlife habitat, the inner 50 feet of the stream buffer shall be densely planted consistent with the planting densities specified in the King County Critical Areas Mitigation Guidelines. The outer stream buffer shall be planted at a minimum of 60% of the planting density to allow for visibility to the stream buffer trail (see below) and to transition to the developed part of the site.

The on-site stream buffer is currently pasture grass, there is no woody vegetation outside the WSDOT NGPE. Enhancement of the stream buffer with native tree and shrub species would improve fish and wildlife habitat on the site; by providing shade/cover to maintain cool water temperatures, increase plant species diversity and structure, provide organic inputs to support macroinvertebrates and insects, and eventually to supply wood recruitment to the stream. The stream buffer enhancement plans also include habitat features for wildlife such a snags, buried rootwads and stumps.

The proposal includes a 4-foot wide soft-surface trail in the outer buffer. An equal buffer replacement area (1,772 SF) is proposed for the trail buffer encroachment. The proposal also includes a paved pedestrian/bicycle connection bridging Schneider Creek to the adjacent property to the west. The bridge or stream crossing will be reviewed under a separate permit. However, the paved pedestrian/bicycle connection leading to the stream crossing goes through the buffer and this encroachment also requires buffer averaging or a buffer replacement area.

The stream buffer enhancement plans include constructing an undulating 4-6 foot high berm composed of peat excavated from the site development area. The Critical Area Report states raising the existing grade along the creek would shorten the time for planted trees to shade the stream. The stream channel is currently confined and incised and the streambanks could be graded back to allow natural stream processes to create meanders within the buffer area. A final grading plan for the stream buffer and the proposed berm shall also address grading back the streambanks to allow natural stream processes to create meanders within the buffer area. The grading plan shall be approved with the final mitigation plans prior to issuance of construction permits.

4. Wildlife habitat – A preliminary habitat/species assessment was conducted for the site (SoundEarth Strategies) to review the Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) list and Priority Habitat Maps. The report concludes that there are no endangered species reported on or in the vicinity of site. However, the Marbled murrelet, a threatened species, has been detected in the section and the communal roosting area for the Townsend's big-eared bat is shown on the site, a candidate species on the WDFW Threatened and Endangered Species list. Priority habitat areas identified on the site include Schneider Creek and the palustrine wetlands. The proposal would enhance the stream buffer of Schneider Creek and the wetland buffers on the site, greatly improving the wildlife habitat over the existing site conditions, and effectively mitigating for wildlife habitat impacts.

5. Stormwater – A Drainage Report (Triad Associates) was prepared to identify potential problems upstream and downstream of the site, and the stormwater facility flow control and water quality

design. The project will be required to meet standards of the 2009 King County Surface Water Design Manual with the 2011 City of Issaquah Addendum. The standards require stormwater flows to mimic or even reduce the flow intensities of pre-developed conditions. It should be noted that the stormwater model for the development assumed the predevelopment condition of the site is forested and flat. Considering the actual site condition is mowed pasture and slightly sloped, the modeled predevelopment condition likely underestimates existing actual site runoff flow rates. Stormwater detention would be provided in a below-garage vault located on the north side of the site. Detained flows would be treated for water quality to meet the required Sensitive Lake Protection standards and then dispersed in the buffer of Schneider Creek, which is the natural low point of discharge from the site.

6. Noise – The site is adjacent to Interstate-90 (I-90) which generates noise from vehicles and is an existing noise source that may affect the project. The applicant proposes to engage an acoustic engineer to recommend strategies to incorporate into the 5-story buildings adjacent to I-90, to mitigate the I-90 noise impacts on future project residents. The applicant will also evaluate if planting trees in the wetland buffer adjacent to I-90 would provide a noise buffer. The larger 5-story buildings adjacent to I-90 would provide some noise buffering for the smaller internal buildings on the site.

7. Cultural and Historic Resources – The project development area has had numerous historic disturbances associated with logging, farming and grading and therefore may have low potential for in-situ pre-Euro American artifacts. A preliminary archaeological and historic/cultural resource review was prepared for the proposal (SoundEarth Strategies, November 2012). The property was reviewed for listings in the Washington Department of Archaeology and Historic Preservation's (DAHP) secure Washington Information System for Architectural and Archaeological Records Data (WISAARD) Database, the National Register of Historic Places, the Washington State Archaeological Site Inventory, and the Washington Heritage Register (WHR). There are no documented archaeological artifacts on the property. However, a review of DAHP's secured portion of WISAARD (which includes the archaeological data) indicates sections within the property that both "recommend" and "highly advise" an archaeological survey due to "moderate" and "high" risks. The Washington Department of Archaeology and Historic Preservation (DAHP) shall determine if an archaeological survey is needed prior to clearing/grading activity or if an Inadvertent Archaeological Discovery Plan, specifying required actions if cultural materials are found during ground disturbance activities, will be sufficient.

8. Traffic: A Traffic Assessment (TENW) was provided to document trip generation for the proposal and to evaluate the site access off Newport Way NW. The report estimates the proposal would result in 2,650 net new weekday daily trips; with 203 weekday AM peak hour trips (41 entering, 162 exiting) and 247 weekday PM peak hour trips (160 entering, 87 exiting).

   Under the City's new concurrency standards (adopted by Ordinance #2733, effective February 2, 2015), individual development applications are not required to evaluate their project traffic impacts on the local street system, provided a proposal is consistent with the City's planned growth that was assumed and previously evaluated in the traffic concurrency model. The City completed a system-wide transportation concurrency assessment for future planned growth and road improvements were identified to mitigate for the corresponding planned growth. According to the City's traffic model, adopted level of service (LOS) standards would be maintained and development projects would be concurrent provided the identified road improvements are constructed. A transportation impact fee was calculated to fund the road improvements identified in the concurrency model and on the City's

Transportation Improvement Program (TIP). Development proposals can therefore mitigate for their traffic impacts by payment of the traffic impact fee.

The subject development proposal is consistent with the growth assumptions included in the traffic concurrency model. Therefore, the proposed development can withdraw trips from the "trip bank" that was calculated for concurrency and can mitigate their traffic impacts by payment of the traffic impact fee.

However, the concurrency assessment doesn't address traffic operations and safety at the project site driveway access or at non-concurrency intersections. The main access into the proposed development would be from a drive off Newport Way NW at the intersection with NW Pacific Elm Dr. The traffic report included a site access evaluation and concluded the intersection would meet signal warrant standards. Therefore, the applicant is proposing a traffic signal at the intersection with channelization improvements (turn pockets, deceleration lanes) along the site frontage. According to the traffic report, the intersection would operate at LOS A in the AM peak hour and LOS B in the PM peak hour with a signalized intersection. The City is further evaluating whether the intersection should be signalized, unsignalized, or improved with a roundabout based on traffic operations and safety and for pedestrian access and safety. The site access and intersection improvements shall maintain the City's adopted level of service (LOS) standard "D."

The proposal also includes a secondary emergency vehicle access at the southeast corner of the site, connecting to the Arena Sports parking lot off NW Poplar Way.

9. Bicycle and Pedestrian Facilities – The *Nexus Study for Bicycle and Pedestrian Facilities Mitigation Fees* (Henderson Young & Company, December 10, 2014) was adopted by the City Council, Ordinance #2733, effective February 2, 2015. The study quantifies the direct impact of new development on the current system of bicycle and pedestrian facilities and the additional demands from future growth to maintain the adopted level of service. The report uses trip generation rates based on the different land use types to quantify the impacts of new development. It also identifies 16 specific bicycle and pedestrian projects that are needed to support the City's level of service standard. Payment of mitigation fees as determined in the study may satisfy a development's requirement to mitigate their project impacts on the level of service standard. If the developer doesn't voluntarily use the methodology and mitigation fees as determined in the report, the developer may choose other methods to quantify and mitigate their impact including conducting a study of its impacts and identifying alternate means of mitigating impacts to achieve the adopted standards. The regional shared-use trail that will be constructed by the applicant is not one of the 16 bicycle/pedestrian projects identified in the report and therefore the applicant does not receive credit for this mitigation fee. The mitigation fee is presently $462.75/apartment unit. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

10. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. The current mitigation fee is $78.56/multi-family unit for general government and $154.35/multi-family unit for the police mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual

cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the SEPA environmental checklist dated April 28, 2015 and revised July 9, 2015 and supplemental technical information and reports listed in the Notes. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. The Critical Area Regulations require the following measures:
    1) The outer extent of the critical area buffers shall be fenced in the field with installation of temporary erosion sedimentation control (TESC) measures, prior to beginning construction and maintained through the duration of construction activities.
    2) Permanent survey stakes using current survey standards shall be set to delineate the boundaries of the critical area buffers.
    3) Critical areas shall be fenced to limit encroachments from pedestrians and dogs, while also accommodating trail access. Fencing locations and details shall be shown on the final mitigation plans and subject to DSD approval. Critical area signs shall be installed along the fences to explain the type and value of the critical area.
    4) Critical areas and buffers shall be protected in perpetuity with a Native Growth Protection Easement (NGPE) recorded on the property title.
    5) A 5-year monitoring/maintenance period is required for the stream and wetland buffer enhancement. The applicant shall provide a bond amount equal to 50% of the cost of plants, labor and the 5-year monitoring/maintenance cost prior to building permit issuance.

2. Final stream and wetland buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Final plans shall include a grading plan, planting plan and a 5-year monitoring/maintenance plan with performance standards for monitoring success of the enhancement planting. The plans shall meet King County Critical Areas Mitigation Guidelines for monitoring performance standards.

3. The inner 35 feet of the wetland buffers shall be planted consistent with the planting densities specified in the King County Critical Areas Mitigation Guidelines. The outer 15-feet of the wetland buffer shall be planted at a minimum of 60% of the planting density standard, as a transition to the developed part of the site.

4. The inner 50 feet of the Schneider Creek stream buffer shall be planted consistent with the planting densities specified in the King County Critical Areas Mitigation Guidelines, to ensure the buffer is densely planted with native riparian species needed to support fish and wildlife habitat. The outer stream buffer shall be planted at a minimum of 60% of the planting density standard, to allow for visibility to the stream buffer trail and to transition to the developed part of the site.

5. The pedestrian/bicycle trail crossing Schneider Creek and connecting to the adjacent property to the west goes through the stream buffer and requires buffer averaging and buffer replacement area. This shall be shown on the final mitigation plans, to be approved prior to issuing construction permits. The bridge or stream crossing will be reviewed under a separate permit.

6. A final grading plan for the Schneider Creek buffer and the proposed berm shall also address grading back the streambank to allow natural stream processes to create meanders within the buffer area. The grading plan shall be approved with the final mitigation plans prior to issuance of construction permits.

7. The development could impact existing wetland hydrology by directing surface flows into the stormwater system. In order to maintain hydrology to the wetlands, the applicant shall prepare a wetland hydrology analysis to demonstrate pre-development hydrology to the wetlands would be maintained. Stormwater recharging the wetlands shall be treated for water quality or come from non-pollution generating surfaces. This shall be approved by the City prior to issuing construction permits.

8. The applicant shall provide an as-built plan of the stream and wetland buffer enhancement and the consulting biologist shall verify in writing that the planting has been installed per plan prior to the final approval of building permits.

9. The Washington Department of Archaeology and Historic Preservation (DAHP) shall determine if an archaeological survey is needed prior to clearing/grading activity or if an Inadvertent Archaeological Discovery Plan, specifying required actions if cultural materials are found during ground disturbance activities, would be sufficient.

10. The site access and intersection improvements shall maintain the City's adopted level of service (LOS) standard "D." The City is further evaluating whether the intersection should be signalized, unsignalized, or improved with a roundabout based on traffic operations and safety as well as pedestrian access and safety.

11. The applicant shall mitigate for potential impacts on public services and bicycle and pedestrian facilities. The City may approve a voluntary payment in lieu of other mitigation. The current mitigation fee is $78.56/multi-family unit for general government, $154.35/multi-family unit for the police mitigation fee, and $462.75/apartment unit for the bicycle/pedestrian mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual fee amount will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Responsible SEPA Official: Peter Rosen

Position/Title: Senior Environmental Planner

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094

Date: 7/30/2015 **Signature:** Peter Rosen

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
WSDOT, Ramin Pazooki
City of Bellevue, Michael Paine
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

SEPA ENVIRONMENTAL CHECKLIST
UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:** [help]

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background [help]

1. Name of proposed project, if applicable: [help]

Issaquah Farm.

2. Name of applicant: [help]

Matt Corsi

3. Address and phone number of applicant and contact person: [help]

Urban Evolution
911 East Pike Street, Suite 310
Seattle, WA 98122
206-890-1585
mcorsi@urban-evo.com

4. Date checklist prepared: [help]

April, 2015

5. Agency requesting checklist: [help]

City of Issaquah Department of Development Services.

6. Proposed timing or schedule (including phasing, if applicable): [help]

Begin construction July 2015; Phased occupancy starting July 2016.

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

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

- Phase 1 Environmental Site Assessment, Sound Earth Strategies, November 12, 2012
- Civil Engineering Due Diligence Report, July 8th, 2013, by WHPacific
- Preliminary Geotechnical Engineering Services, December 2, 2014, by GeoEngineers
- Trip Generation Memorandum/Concurrency Application, September 23, 2014, by TENW

- Critical Areas Study, November 24, 2014, by Talasaea Consultants
- Preliminary determination of cultural resources, 2014 by Tetra Tech.

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

No.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

- Demolition Permit
- Building Permits

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

The proposal is for a 400-unit multifamily community with parking for 692 vehicles (273 garage and 419 surface) on a 30-acre site. The community will consist of:

- Two 80-unit, five-story residential buildings (Type V-A) over a single level of partially below-grade parking.
- (8) 3-story, 10-unit woodframe buildings with tuck-under parking
- (8) 3-story, 20-unit woodframe buildings with tuck-under parking
- Clubhouse building: woodframe 1-story with mezzanine, 9839 sf
- New street network with an approximate total length of 2,250', street width of 20', and sidewalk widths of 6' or 10'.

6.5 acres of the site will be preserved as natural areas, and 2.3 acres will be contributed to the City of Issaquah for public park space.

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

The property is located at 2290 Newport Way NW in the City of Issaquah, Washington. The Site is bounded to the north by I-90, to the west by SE Newport Way, to the south by Newport Way NW, and to the east by Tibbetts Creek. SE Newport Way becomes Newport Way NW at its intersection with

Pinecone Drive. Adjacent properties to the west and east are developed as single-family residences, a veterinarian clinic is southwest of the Site, a multifamily residential development to the south, and an indoor sports club is northeast of the Site.

The property is an irregularly-shaped assemblage of seven parcels (King County APNs 2024069107, 2024069063, 2024069066, 2024069064, 2024069058, 2024069119, and 2024069030), as illustrated in **Figure 1.** The assemblage is approximately 40 acres in size, and was previously known as the “Mull Farm”.

The Public Land Survey System location of the property is the SW ¼ of Section 20, Township 24N, Range 6E, Willamette Meridian.

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth

a. General description of the site [help]
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

The site is generally flat and rolling, except in the southwest edges of the site along Newport Way where the grades are steeper. Existing site grades drop about 15 feet from southwest to northeast across the center of the site, ranging from approximate Elevation 57 feet in the southwest side of the site to approximate Elevation 42 feet in the northeast sideof the site. Grades become increasingly steeper on the west and south sides of the site, as they approach the base of Cougar Mountain. The slopes vary in height to maximum height of about 45 feet.

b. What is the steepest slope on the site (approximate percent slope)? [help]

Most of the site is relatively flat with slopes ranging from 1.5 to 3 percent. There is one relatively small portion of the site in the vicinity of the driveway on Newport Way where there are isolated area with steeper slopes up to a maximum slope of approximately 15 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

The mapped geologic unit within the project site consists of alluvium deposits, which generally consist of cobble gravel, pebbly sand, and sandy silt, moderately sorted. Three zones (Zones A, B, and C) have been identified within the site that present different surface soil conditions, as illustrated in **Figure 2.**

- Zone A: Generally organic silt and peat, overlying interbedded sands and silt/clay with variable silt, clay and gravel content. The organic silt and peat layer generally consists of very soft to soft organic silt (topsoil), underlain by peat with occasional interbeds of silty fine to medium sand. Below the organic silt and peat, there are interbedded sands and silts/clays with variable silt, clay and gravel content.

- Zone B: Generally organic silt and silty/clayey sand with interbedded peat, overlying interbedded sands and silt/clay with variable gravel content. The organic silt and clayey sand layer generally consists of very soft to soft organic silt (topsoil), underlain by silty/clayey sand with occasional thin peat interbeds. Below the organic silt and silty/clayey sand, there is interbedded sands and silt/clay with variable gravel content.

- Zone C: Generally a shallow topsoil layer, overlying sands with variable silt, clay and gravel content. The topsoil layer generally consists of loose silty fine to medium sand with organics (fine roots) and variable gravel content. Below the topsoil or organic silt layer, the explorations encountered sands with variable silt, clay and gravel content.

No agricultural soils or agricultural land of long-term commercial significance are present on the site.

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

The site has no surface indications or history of unstable soils.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

The proposed grading attempts to minimize and balance the cuts and fills onsite. The site will be gently graded to provide a pedestrian-friendly environment while providing functional building-to-roadway relationships. The design attempts to minimize the placement of additional fill above locations with underlying peat soils, while keeping the site above shallow groundwater, Schneider Creek and the I-90 ditch. Fill will consist of common borrow placed in a controlled manner.

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

No significant erosion expected. The site's existing and proposed grades are gentle, at about 1.5% to 3.0%, except for the slopes adjacent to Newport Way. The finished surfaces will consist of buildings, roadways and landscaping.

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

Based on the modified site development area of 555,892 SF, the percentage of impervious surface after construction will be 68%.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

Special care will be taken when grading in the steeper areas of the site, and the exposed slopes should be protected during inclimate weather. For the remainder of the site, a detailed Erosion Control Plan will be prepared, which will define limits of clearing, means of reducing the potential for erosion and means of trapping erosion so that it does not flow downstream. Staging construction and completing construction in a series of phases, will help reduce the exposure to potential erosion.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

During construction, there will be exhaust emissions from constuction equipment, includíng lifts, graders, and other heavy construction equipment, as well as fugitive dust emissions. Following completion of the project, exhaust from garage venting, common laundry and clothes dryers, unit venting of cooking ranges, and exhaust air from corridors and units will be venteed to the atmosphere.

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

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

Conventional dust suppression measures will be employed as necessary.

3. **Water**

a. Surface Water: [help]

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

There are two wetlands and one stream on the project site, as illustrated in **Figure 3.** These are:

- Wetland A – Category III ~ 6,402 sf (281 sf on site)
- Wetland B – Category III ~ 20,340 sf (275 sf on site)
- Schneider Creek – Class 2s (Type F)

After it leaves the site, Schneider Creek flows through a culvert under Interstate 90 and into Lake Sammamish.

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

Paved roadways and buildings will be built within 200 feet of Wetland A, Wetland B, and Schneider Creek, as illustrated in **Figure 4.**

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

None. No fill or dredge material will be placed in or removed from surface water or wetlands.

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

No. The proposed project will not require withdrawals or diversions of surface water.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

After construction of the new Tibbetts Creek culvert beneath I-90 was completed, frequent flooding along the south side of I-90 was reduced. A detailed flood plain analysis was revised, based upon the improved flow conditions. On June 13, 2007, FEMA issued a Letter of Map Revision (LOMR) as shown in **Figure 5,** removing any indication of a flood plain on the vast majority of the project property, including all of the site area that is to be redeveloped. There is a small area in the easternmost portion of the site adjacent to Tibbets Creek that overlaps with a 100-year flood plain, but that area is to be dedicated to critical areas preservation, as indicated in **Figure 6.**

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

No. There will be no discharges of waste materials into surface waters resulting from the proposed project.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

No. Drinking water or water for other purposes will be supplied by the local water district.

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

None. The proposed project will be required to tie into the regional sanitary sewer system. There will be no discharge of waste material into the ground resulting from the proposed project.

c. Water runoff (including stormwater):

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

Drainage into the Issaquah Gateway site is limited to onsite sources. Drainage from Cougar Mountain and Newport Way is directed into Schneider Creek, west of the proposed development. Drainage from the properties to the south and east is directed into the Tibbetts Creek basin, with a limited amount of drainage flowing into the I-90 right-of-way, near the northeast corner of the Issaquah Gateway site.

Onsite flows will be intercepted by a private, tight-lined storm drainage system. Roof drainage will be connected to the roadway storm drainage system. These combined flows will be directed into an onsite stormwater detention system.

Stormwater detention will be provided within below-garage vaults. The detained outflows will be filtered through two large water quality treatment structures, and then pumped and dispersed into Schneider Creek, the natural point of discharge. Stormwater Detention and Water Quality Treatment will be per the required standards to protect Schneider Creek and Lake Sammamish.

A uniform drainage path will be created, generally from south to north, providing safe overflow paths during high rainfall events.

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

During high rainfall events that create overflow conditions, under which runoff is bypassing the water quality treatment structures, runoff from the site could contain sediment; oil, grease and toxic chemicals from motor vehicles; pesticides and nutrients from lawns and gardens; and heavy metals from roof shingles, motor vehicles and other sources. These materials could be transmitted into Schneider Creek.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No. The proposed project will maintain existing drainage patterns, including discharging groundwater and treated stormwater to Schneider Creek.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

None. The proposed project will not significantly alter drainage patterns.

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help]

X deciduous tree: alder, maple
X evergreen tree: fir
X shrubs
X grass
X pasture
X crop: hay

X wet soil plants: cattail, buttercup

Upland vegetation on the site is currently maintained as pasture and is annually mowed for hay. Species present in the pasture include fescue grasses (*Festuca* sp.), bentgrasses (*Agrostis* sp.), bluegrasses (*Poa* sp.), orchard grass (*Dactylis glomerata*), and others. Reed canarygrass (*Phalaris arundinacea*) was the dominant grass along the north property boundary and was identified in scattered patches throughout the remainder of the site.

A mixture of deciduous and coniferous trees scattered across the site, and are abundant near the residences and long the northwest property boundary.

Wetland A is vegetated with willow species, lady fern, red alder, reed canarygrass, tall equisetum, and Himalayan blackberry. Wetland B consists primarily of reed canarygrass with small patches of Douglas' spirea, narrow-leaf cattail, and red alder.

b. What kind and amount of vegetation will be removed or altered? [help]

555,892 SF of the total 764,363 SF site will be modified for development and essentially all of the existing vegetation described above in 4a will be removed or altered, see site plan in **Figure 6.** In the remaining 208,471 SF that is excluded from development, the majority of existing vegetation will not be altered.

Significant trees that are to be retained or removed are illustrated in **Figure 7,** and listed in **Table 1.**

c. List threatened and endangered species known to be on or near the site. [help]

No threatened or endangered plants are listed on or in the vicinity of the Issaquah Farm property. However, the Natural Heritage GIS database does indicate that the Issaquah Farm site is within an historic range of tall bugbane (Actaea elata var. elata) and outside of an historic range for Nutall's waterweed (Elodea nuttallii). Tall bugbane (Federally listed as a species of concern and State-listed as a sensitive species) is typically found in or along the margins of forests. Elodea is an aquatic species that is currently listed by the State of Washington as R1, or review group 1. Review group 1 indicates a species of potential concern, but more work is required before it is ranked. The Issaquah Farm property currently does not provide suitable habitat for either rare plant species.

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

Large canopy street trees will adorn the main loop road, providing an inviting urban scale for residents and visitors. Accent columnar and flowering trees will emphasize the pedestrian through-block passages, providing year-round interest. All healthy trees in buffers and setbacks will be maintained.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan blackberry, evergreen blackberry, reed canarygrass, Scot's broom, hawkweed.

5. **Animals**

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: hawk, songbirds
mammals: deer, coyote, various rodents
fish: salmon trout

Red-tailed hawk have been sited perching in trees on the Issaquah Farm property. Additionally, several species of songbirds were identified (American robin, black-capped chickadee, song sparrow, tree sparrow, Lincoln's sparrow, etc.). The eastern portion of Issaquah Farm adjacent to Tibbett's Creek had common yellowthroat.

Deer were observed during a site visit. Evidence of coyote (scat) have been sited as well. The field likely provides habitat for various rodents, such as voles, although no evidence any rodents was seen during our site visits.

Schneider Creek satisfies the requirements for characterization as a "Class 2 Stream with Salmonids," and the presence of cutthroat trout, a salmonid, is presumed. Tibbett's Creek (which is adjacent to the property) is known to support runs of anadromous fish and likely has populations of native resident fish as well.

b. List any threatened and endangered species known to be on or near the site. [help]

Tibbetts Creek, which is adjacent to the site, contains populations of coho salmon (Oncorhynchus kisutch), sockeye and kokanee salmon (O. nerka), and steelhead trout (O. mykiss). Winter steelhead is listed by the Federal government as threatened, and is known to utilize Tibbett's Creek for spawning and migration. Coho salmon is listed as a Federal Species of Concern and a State Candidate for listing.

Tibbett's Creek flows south to north adjacent to the easternmost boundary of the Issaquah Farm property. This portion of the Issaquah Farms property will not be developed and is approximately 555 feet east of the area of development. The proposed development will have no effect on Federally-listed coho salmon or winter steelhead in Tibbetts Creek.

The Washington Department of Fish and Wildlife's (WDFW) Priority Habitat and Species (PHS) online mapping program shows the site is in the range of a Townsend's big-eared bat (Corynorhinus townsendii) communal roost area.Townsend's big-eared bat is a Federal Species of Concern and a State Candidate for listing. The PHS area for Townsend's big-eared bat is very large and encompasses a six square mile area including most of the City of Issaquah and the southern ½ of the City of Sammamish. The Issaquah Farm property provides no known roosting opportunities for Townsend's big-eared bat (caves or hollow trees). The existing buildings on the Issaquah Farm property should be inspected before demolition to ensure that Townsend's big-eared bat are not roosting within them.

According to WDFW's Bald Eagle Buffer Management Zone Map, there are no known bald eagle nesting sites or roosting areas on the Property. The nearest bald eagle nesting sites are located more than 1 mile north and northeast of the Property.
A WDFW Habitats and Species Map indicates that the entire property is designated as a marbled murrelet detection section; a detection section is defined as any section where a murrelet has been detected, regardless of status (occupancy or presence). The marbled murrelet is included on the WDFW threatened species list.

c. Is the site part of a migration route? If so, explain. [help]

The site is within the Pacific Flyway migration route.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The site currently provides little habitat for wildlife outside of small rodents (voles, mice, etc.). However, a strip of open space along the north property boundary will be maintained and will allow wildlife access from Schneider Creek to Wetland A. Additionally, no development will occur along Schneider Creek, which will allow wildlife access from the north property boundary to the WDOT Schneider Creek mitigation area at the south of the Issaquah Farms property.

e. List any invasive animal species known to be on or near the site.

None.

6. **Energy and natural resources**

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

Hot water and common and unit living areas will be heated with electricity.

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

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

None other than meeting the WA State energy code.

7. **Environmental health**

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

No.

1) Describe any known or possible contamination at the site from present or past uses.

The 2012 Phase 1 Environmental Assessment identified two potential sources of contamination:

1. Former use and storage of residential heating oil on the Property: No records of underground storage tank decommissioning permits for the Property were found. The past use and storage of residential heating oil at the Property is considered to be a recognized environmental condition with a moderate risk of impacts to the Property acknowledging the relatively shallow depth (3 to 16 feet below ground surface) of perched groundwater.

2. Potential past use of pesticides associated with historical agricultural activities. No information was found regarding what types of pesticides, if any, were historically used in farming activities at the Property. The potential past use of pesticides is considered to be a recognized environmental condition with a low to moderate risk for widespread impacts to the Property.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None known.

4) Describe special emergency services that might be required.

None required.

5) Proposed measures to reduce or control environmental health hazards, if any:

None required.

b. Noise

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

The site is adjacent to I-90, which generates noise from vehicles.

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

Short term - Construction noise will occur during normal weekday work hours.
Long term - Traffic and other mechanical noise emanating from the project shoujld be minimal.

3) Proposed measures to reduce or control noise impacts, if any: [help]

None required. The two large midrise closest to I-90 are set back 115 feet from the WSDOT property line along I-90, which helps reduce freeway noise impacts on residents in these buildings. The two large midrise closest to I-90 help form a sound barrier that reduces freeway noise impacts on the residences and open spaces generally to the southwest of the midrise buildings.

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

The 40-acre site is comprised of six parcels (A through F), as shown in **Figure 8.** Parcels D and E are partially developed with a single family residence and associated outbuildings. The remainder of Parcel E and all of the remaining parcels are undeveloped. Parcels A, B, C, D, the non-residential portion of Parcel E, and the western portion of Parcel F are maintained as pasture for growing hay. The eastern portion of Parcel F is unmaintained at present.

The proposal will not affect current land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to

other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

As noted above, the non-residential portion of Parcel E and the western portion of Parcel F are maintained as pasture for growing hay.

No agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, and no farmland or forest land tax status will be converted to nonfarm or nonforest use.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site. [help]

Unoccupied single family house at 2290 Newport Way, 1820 SF, woodframe, built in 1920, building quality rated "low/average."

Unoccupied single family house at 2450 SE Newport Way, 2390 SF, woodframe, built in 1922, building quality rated as "low cost."

Three low-value single-story outbuildings.

d. Will any structures be demolished? If so, what? [help]

All existings structures will be demolished.

e. What is the current zoning classification of the site? [help]

Village Residential (VR).

f. What is the current comprehensive plan designation of the site? [help]

Multifamily Residential.

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

None.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

As noted above in Section 3a, there are two wetlands and one stream on the project site that meet the standard definition of a Critical Area. As illustrated in **Figure 3,** these are:

- Wetland A – Category III ~ 6,402 sf (281 sf on site)
- Wetland B – Category III ~ 20,340 sf (275 sf on site)
- Schneider Creek – Class 2s (Type F)

i. Approximately how many people would reside or work in the completed project? [help]

920 residents (assuming Issaquah's average of 2.3 people per household).

j. Approximately how many people would the completed project displace? [help]

Zero.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

None necessary.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

The project will comply with all aspects of the Central Issaquah Plan (CIP), and has several features that support CIP goals. The project will make a and will make a 2.3-acre contribution to public parkland space, provide wetlands preservation, and create much-needed family friendly housing. A walkable, urban scale street network will be established to allow safe, convenient circulation by all modes and promote community interaction. The project will meet prescribed density levels while remaining seamlessly integrated into its ecologically sensitive surroundings.

Dimensions of the loop street, including pedestrian areas, planting, parking spaces, and drive lanes will comply with CIP requirements for neighborhood streets. Green through-block corridors that provide residents with direct, off-street connections through the site will comply with CIP requirements, providing a minimum twenty feet clear for plantings and a minimum ten-foot-wide pedestrian pathway while dividing each block into frontages no wider than 200 feet.

The project is adjacent to Newport Way, an important regional cycling route and part of the Mountains to Sound greenway trail network. A new shared-use regional path will provide pedestrian and bicycle access between Newport Way and the future Rowley Properties Hyla Crossing project to

the east, offering a low-traffic alternative to Newport Way for users navigating the Mountains to Sound Greenway.

The project's prominent location near I-90 presents a unique opportunity to create a gateway as drivers enter Issaquah from the west. To take advantage of this, two five-story residential buildings will front I-90, using distinctive architecture to create a sense of arrival and establish an urban scale for Central Issaquah.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None necessary.

9. **Housing**

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

Approx. 400 market-rate apartments, which generally fall under the category of middle-income housing.

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

Two single-family houses would be eliminated. These houses would most likely fall in the range of middle-income housing.

c. Proposed measures to reduce or control housing impacts, if any: [help]

None necessary.

10. **Aesthetics**

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

The tallest proposed structures are a pair of 80-unit, 5-story buildings located on the northern edge of the site, both with height of 54 feet to the midpoint of their pitched roofs.

The principle exterior building materials will include wood frame with fiber cement siding on concrete foundations.

b. What views in the immediate vicinity would be altered or obstructed? [help]

In general, views across the site will be obstructed by new buildings. This includes views to Lake Samammish and Cougar Mountain.

The two 5-story buildings located on the northern edge of the site would be prominently visible by people traveling in vehicles on I-90, eastbound traffic in particular. However, this visibility reflects City goals to establish a sense of arrival to Issaquah for motorists traveling east on I-90.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

The project's two five-story residential buildings were designed with a distinctive architecture and intentionally placed at the north edge of the site to create a sense of arrival and establish an urban scale for Central Issaquah, primarily for motorists traveling east on I-90.

11. **Light and glare**

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

Sun glare may occur from west-, south- or east-facing windows depending upon the time of day. Light will emit from the windows of residential units and from outdoor site lighting. Site lighting will be designed to provide light at sidewalk level only and will be selceted to mitigate light pollution to the street and adjacent properties.

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

I-90 is north of the site, limiting the times when the sun glare could potentially impact freeway traffic to only during mid-summer early and late in the day. Furthermore, there are existing large trees along the site's northern edge that will help block any potential sun glare onto I-90.

Light or glare from the finished project would not interfere with views.

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

Vehicle lights from I-90 will be visible from some locations on the site.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

None required.

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Recreational opportunities in the immediate vicinity of the site include Cougar Mountain Regional Wildland Park, Lake Sammamish State Park, Tibbets Valley Park, and the Mountains to Sound Greenway.

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

No.

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

The project will dedicate 8.8 acres of the site to public parkland, wetland, and natural areas. A "green necklace" at the site's periphery will leave habitat and sensitive natural areas intact, as well as offer opportunities for public park facilities and new neighborhood connections. A new shared-use regional path will provide pedestrian and bicycle access between Newport Way and the future Rowley Properties Hyla Crossing project to the east, offering a low-traffic alternative to Newport Way for users navigating the Mountains to Sound Greenway. Newport Way will be widened to add a bicycle lane along the property frontage.

13. **Historic and cultural preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

None on site. Both of the existing houses on site are over 45 years old (1920 and 1922). Both are standard woodframe construction in fair condition. Neither has been determined eligible for the National Register of Historic Places (NRHP).

The Hary Farmstead property, located near the SW corner of the project site was determined eligible for the NRHP in 2008. This property will not be directly impacted by project activities.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

The project area has undergone numerous disturbances associated with logging, farming, grading, recreation and long term human occupation. The Project Area has a low potential to hold in-situ pre-Euro American artifacts and or features due to known disturbances and results of nearby cultural resource surveys. Additionally the project area holds a low

potential to hold in-situ artifacts related to Euro-American settlement due to known disturbances and results of nearby cultural resource surveys. No archaeological sites have been identified within 1 mile of the Issaquah Farm Site project. These conclusions are based on a preliminary determination conducted in 2014 by Tetra Tech (included in submittal).

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

For their preliminary determination the developer's consultant, Tetra Tech, completed a review of the Washington Department of Archaeology and Historic Preservation (DAHP) website Washington Information System for Architectural and Archaeological Records Data (WISAARD) for known archaeological sites, National Register of Historic Places (NRHP) properties and completed cultural resource surveys located within ½ mile of the project area. Additionally Tetra Tech researched BLM GLO Cadastral Surveys to determine if any known archaeological resources may be found in or near the project area.

Tetra Tech identified on cultural resource survey located within the project area: Report # 1341117 was a Cultural Resources Clearance Survey for SR 900 and Wetland Mitigation. This project completed a survey of a proposed wetland mitigation site for the proposed expansion of State Route 900 located approximately ½ mile east of the project area. The survey completed 7 shovel test probes ranging in depth from 20 to 220 cm below surface. No archaeological materials were identified on the surface or in any of the shovel test probes. The report states that during an interview with a former adjacent landowner that "French drains are buried throughout the property." The report goes on to clarify that these French drains have been removed.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None required.

14. **Transportation**

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

The proposed development site is located between Newport Way and I-90, west of SR 900, in the vicinity of NW Pinecone Drive. Primary vehicle access to the site would be provided via a single access intersecting with NW Newport Way across from an existing apartment driveway, see **Figure 8.** Additional emergency access to the site will be provided by an emergency vehicle-only easement connecting to the Arena Sports parking lot.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The area is served by Sound Transit and King County Metro buses. The nearest transit stop to the site is the Issaquah Transit Center, located about 0.5 miles southeast of the site. The Transit Center is served by Sound Transit bus lines 554, 555, and 556, and by King County Metro lines 200, 208, 214, 269, and 271.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The proposed project will provide 699 parking stalls on site, corresponding to a ratio of 1.75 stalls per residential unit.

The site as it currently exists has a large unpaved area that could be used to provide parking for several cars, and this parking area would be eliminated by the new development.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

The proposed project includes a new network of private streets on the property, as illustrated in **Figure 9.** Street dimensions of the loop street, including pedestrian areas, planting, parking spaces, and drive lanes will comply with C.I.P. requirements for neighborhood streets. Secondary vehicle and pedestrian access between residential units and the loop street will occur via woonerf courts.

The project will include upgrades to Newport Way adjacent to the site's access new intersection, which will be aligned with the existing access driveway on the south side of the street. It is anticipated to be signalized and will include new crosswalks on all approaches to safely accommodate pedestrian movements and crossings with new push buttons and pedestrian signal heads. Newport Way will also be widened to add a turn lane and a bicycle lane along the property frontage.

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

No.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

The proposed project is estimated to generate 2,608 new weekday daily trips, with 205 new trips occurring during the weekday AM peak hour (41 entering, 164 exiting) and 243 new trips occurring during the weekday PM peak hour (158 entering, 85 exiting).

The trip generation estimate was based on the methodology included in the Institute of Transportation Engineers (ITE) Trip Generation Manual , 9th edition for Land Use Code (LUC) 220 (Apartments).

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

None expected.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

Measures proposed to mitigate transportation impacts include: (1) payment of the City's transportation impact fees which provide funding for area-wide improvements to the City's transportation system, (2) widening Newport Way at the site access location to provide turn lanes, (3) signalization of the site access intersection onto Newport Way, and (4) frontage improvements and ROW dedication consistent with the City's Central Plan that would include lane widening, new bicycle lane, and sidewalk along the property frontage.

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

The add¡tional residents of the community would require minimal additional public services.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

None.

16. **Utilities**

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

All of the listed utilities are available to the site, including cable TV / Internet. If the existing single-family residences are currently on a private well or septic system, those facilities will be properly decommissioned with the demolition of the existing houses.

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

Development of the Issaquah Gateway project will include extension of the following utilities to and throughout the site:

A private onsite stormwater collection, stormwater detention and water quality treatment system will be developed with the site. The design of these facilities will meet current City of Issaquah Stormwater Management standards.

A public City of Issaquah gravity sanitary sewer system will be extended to and throughout the site. This proposed onsite sewer will connect to an existing Metro manhole in Poplar Way, just east of Tibbetts Creek. The sewer will be constructed within existing utility easements along Poplar Way. And, public sewer easements will be granted for all new sewer construction.

A public City of Issaquah water system will be looped throughout the site, sized to provide adequate fire flow and domestic flow. Connections will be made to an existing water main south of the Arena Sports site; an existing water main that is stubbed to the northeast corner of the site; and to an existing water main within Newport Way. Public water easements will be granted for all new water construction.

Underground power (PSE), telephone, gas (PSE), cable TV and internet services will be extended throughout the property.

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

DEVELOPMENT SITE SURVEY

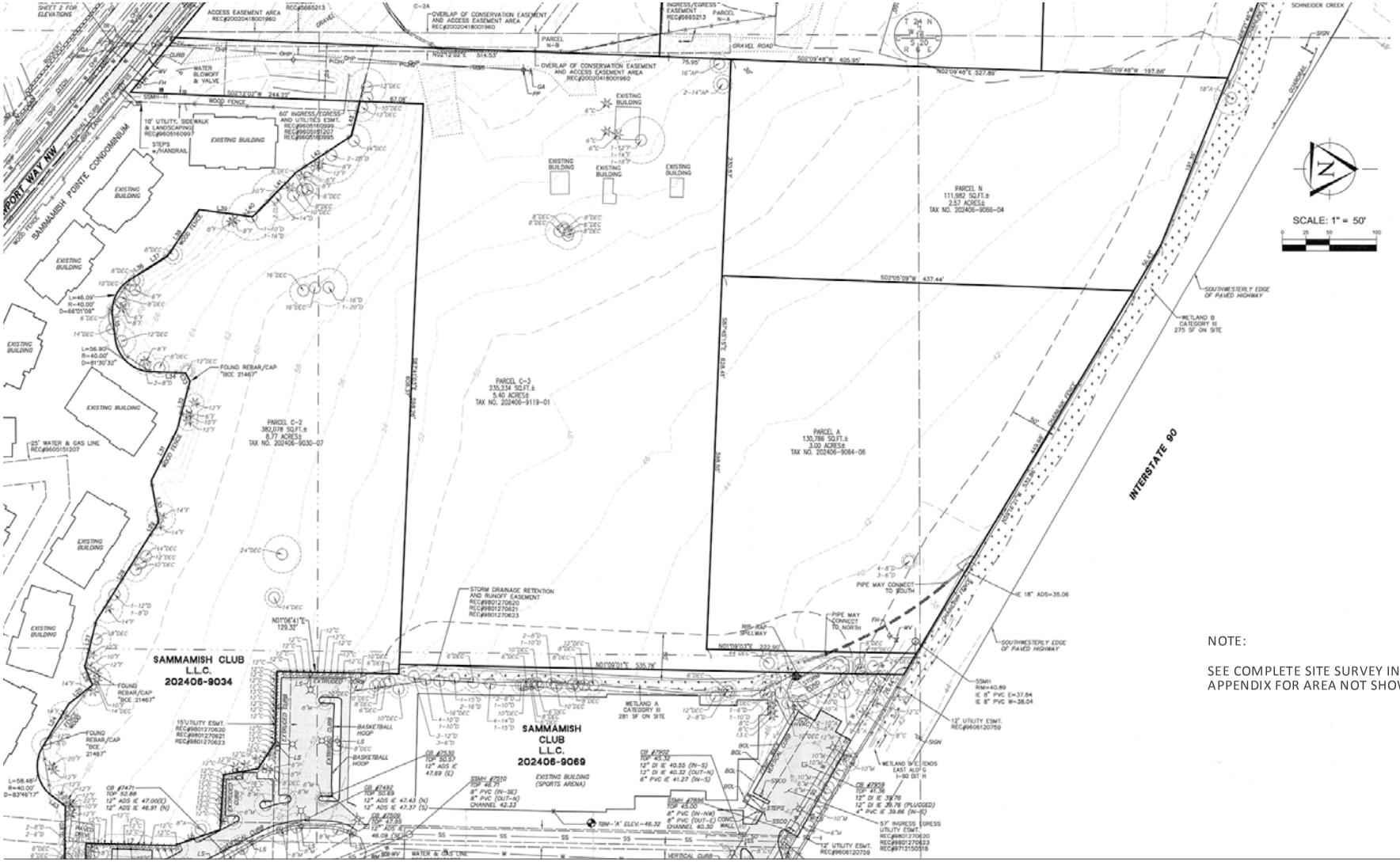

FIGURE 2

W:\REDMOND\PROJECTS\124060II\00\CAD\124060II00_F2.DWG\TAB:F2 MODIFIED BY SYI ON NOV 25, 2014 - 14:15

FIGURE 3

Z:\DRAWING\600-699\Tal634\Plans\TAL-634c WP_new.dwg
PLAN LEGEND
PROJECT SITE BOUNDARY
EXISTING WETLAND
APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
WETLAND BUFFER - STANDARD
STREAM BUFFER - STANDARD
STREAM ORDINARY HIGH WATER MARK (OHWM)
DIRECTION OF FLOW
EXISTING CONTOUR
WETLAND FLAG LOCATION
SOIL TEST PLOT LOCATION
EXISTING TREES
NOTES
1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 12112 115TH AVE. NE KIRKLAND, 425)-822-4446
2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101. (206) 287-1275
3. SOME DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
SCHNEIDER CREEK CLASS 25
SCHNEIDER CREEK CONTINUES THROUGH EASEMENT AREA (NOT SURVEYED)
CONSERVATION EASEMENT AREA REC#20020418001462
EX. FENCE
EXISTING 36" CULVERT
EXISTING 48" CULVERT
BACKWATER OF SCHNEIDER CREEK
WETLAND B CATEGORY III 275 SF ON SITE
WETLAND A CATEGORY III 281 SF ON SITE
HETLAND B EXTENDS EAST ALONG FAD DITCH
EXISTING STORM POND
EXISTING SPORTS ARENA
TIBBETTS CREEK WETLAND CATEGORY III 50' BUFFER 150/01 SF ON SITE (DELINEATED BY OTHERS)
TIBBETTS CREEK CLASS 25
NEWPORT WAY NW
I-90
EXISTING BUILDING (TYP.)
NOT A PART OF THIS SURVEY
NORTH
GRAPHIC SCALE (IN FEET)
0 50 100 200
SCALE: 1"=200'
TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast
Woodinville, Washington 98077
Bus (425)861-7550 – Fax (425)861-7549
FIGURE #9
EXISTING CONDITIONS
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON
DESIGN AO
DRAWN AD/AS
PROJECT 634C
SCALE NTS
DATE 11-24-2014
REVISED
© Copyright – Talasaea Consultants, Inc.

FIGURE 4

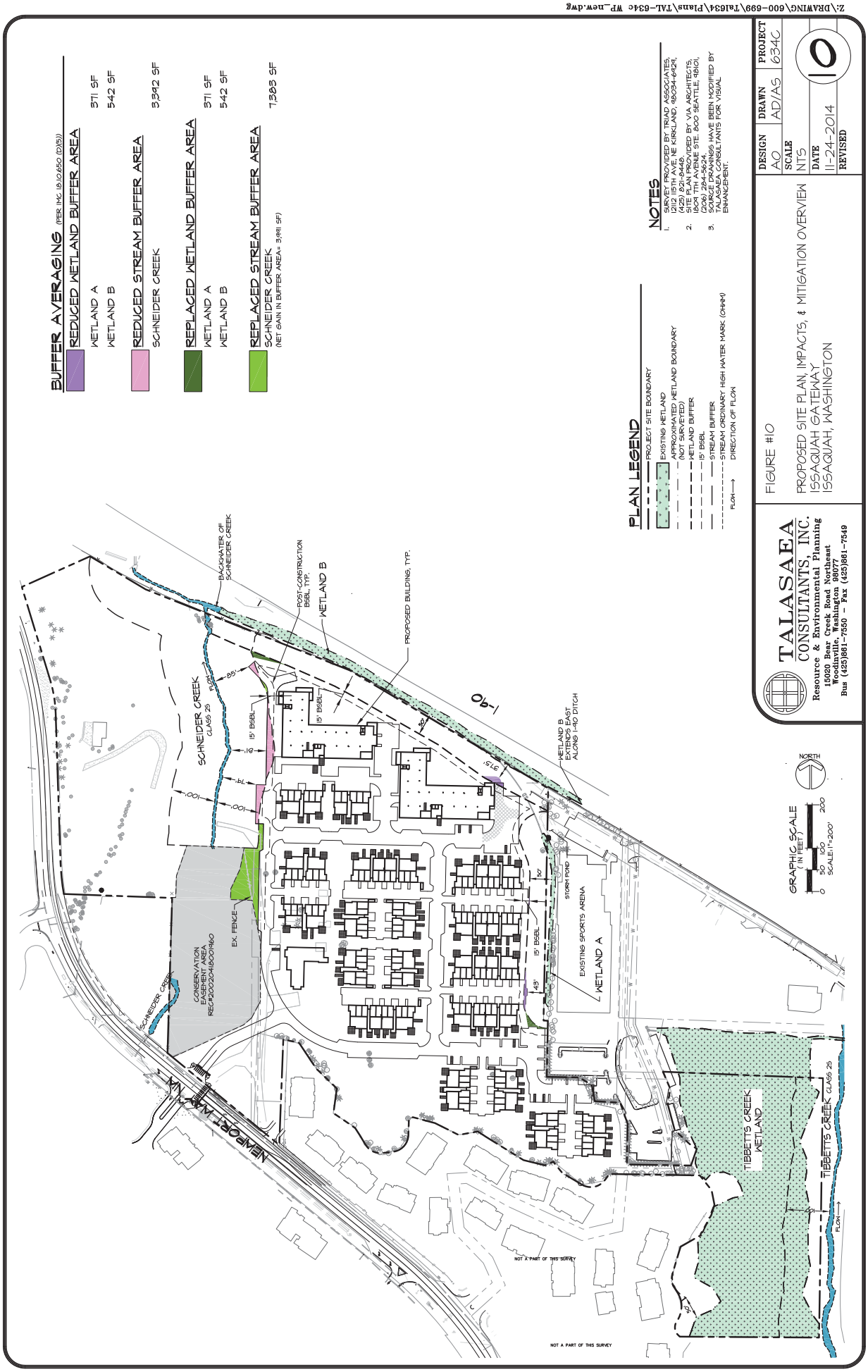
Z:\DRAWING\600-699\Tal634\Plans\TAL-634c WP_new.dwg
BUFFER AVERAGING (PER IMC 18.10.650 (D)(5))
REDUCED WETLAND BUFFER AREA
WETLAND A 371 SF
WETLAND B 542 SF
REDUCED STREAM BUFFER AREA
SCHNEIDER CREEK 3,392 SF
REPLACED WETLAND BUFFER AREA
WETLAND A 371 SF
WETLAND B 542 SF
REPLACED STREAM BUFFER AREA
SCHNEIDER CREEK 7,383 SF
(NET GAIN IN BUFFER AREA= 3,991 SF)
PLAN LEGEND
PROJECT SITE BOUNDARY
EXISTING WETLAND
APPROXIMATED / WETLAND BOUNDARY
(NOT SURVEYED)
WETLAND BUFFER
15' BSBL
STREAM BUFFER
STREAM ORDINARY HIGH WATER MARK (OHWM)
FLOW
DIRECTION OF FLOW
NOTES
1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 12112 115TH AVE. NE KIRKLAND, 425.894.6424, (425) 822-4446
2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101, (206) 284-5624
3. SCALE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
SCHNEIDER CREEK CLASS 2S
BACKWATER OF SCHNEIDER CREEK
POST-CONSTRUCTION BSBL TYP.
WETLAND B
PROPOSED BUILDING, TYP.
WETLAND B EXTENDS EAST ALONG I-140 DITCH
EXISTING SPORTS ARENA
STORM POND
WETLAND A
CONSERVATION EASEMENT AREA REC#200204180019460
EX. FENCE
SCHNEIDER CREEK
NEWPORT WAY NW
TIBBETTS CREEK WETLAND
TIBBETTS CREEK CLASS 2S
FLOW
NOT A PART OF THIS SURVEY
NORTH
GRAPHIC SCALE (IN FEET)
0 50 100 200
SCALE: 1"=200'
TALASAEA
CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast
Woodinville, Washington 98077
Bus (425)861-7550 – Fax (425)861-7549
FIGURE #10
PROPOSED SITE PLAN, IMPACTS, & MITIGATION OVERVIEW
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON
DESIGN AO
DRAWN AD/AS
PROJECT 634C
SCALE NTS
DATE 11-24-2014
REVISED
10
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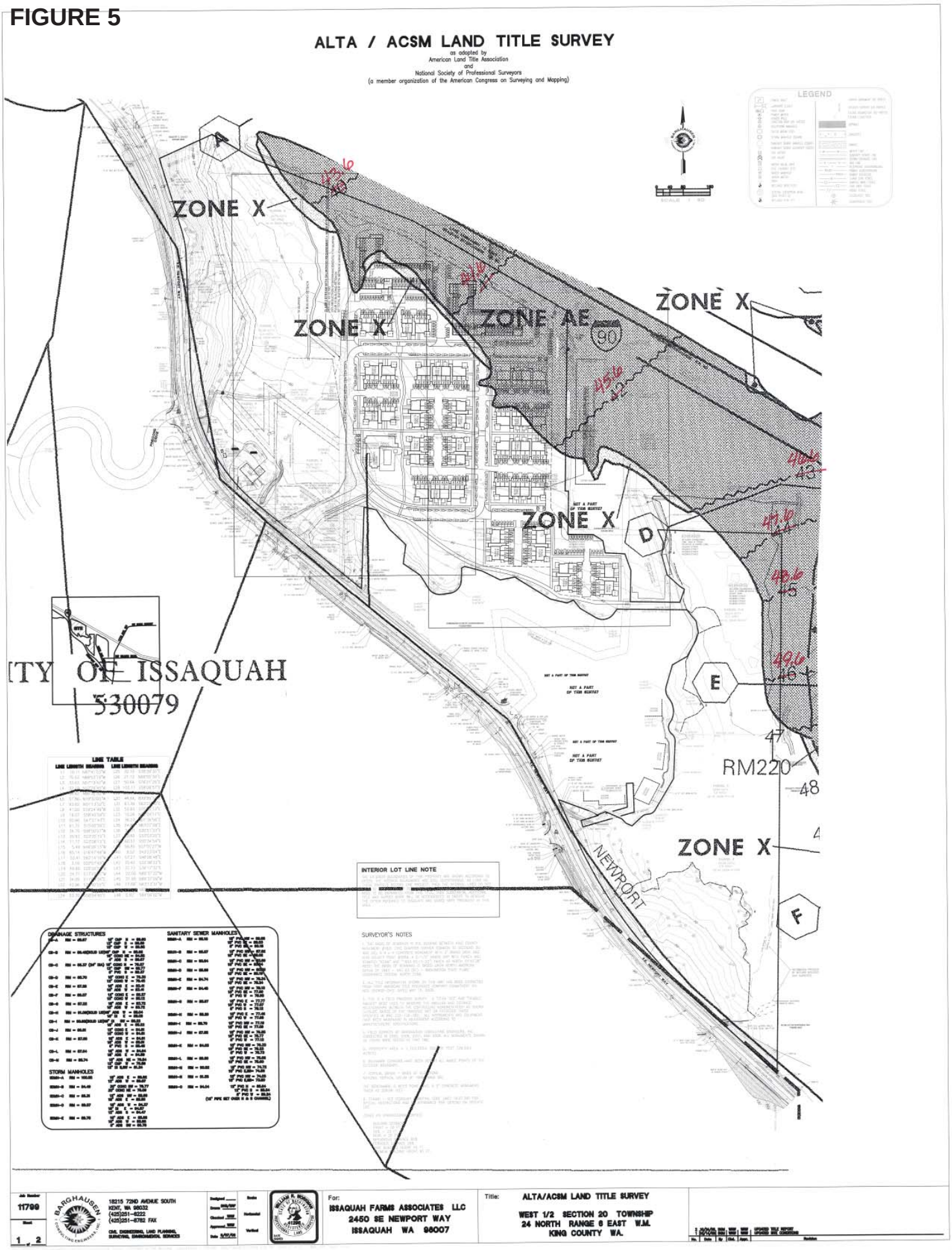
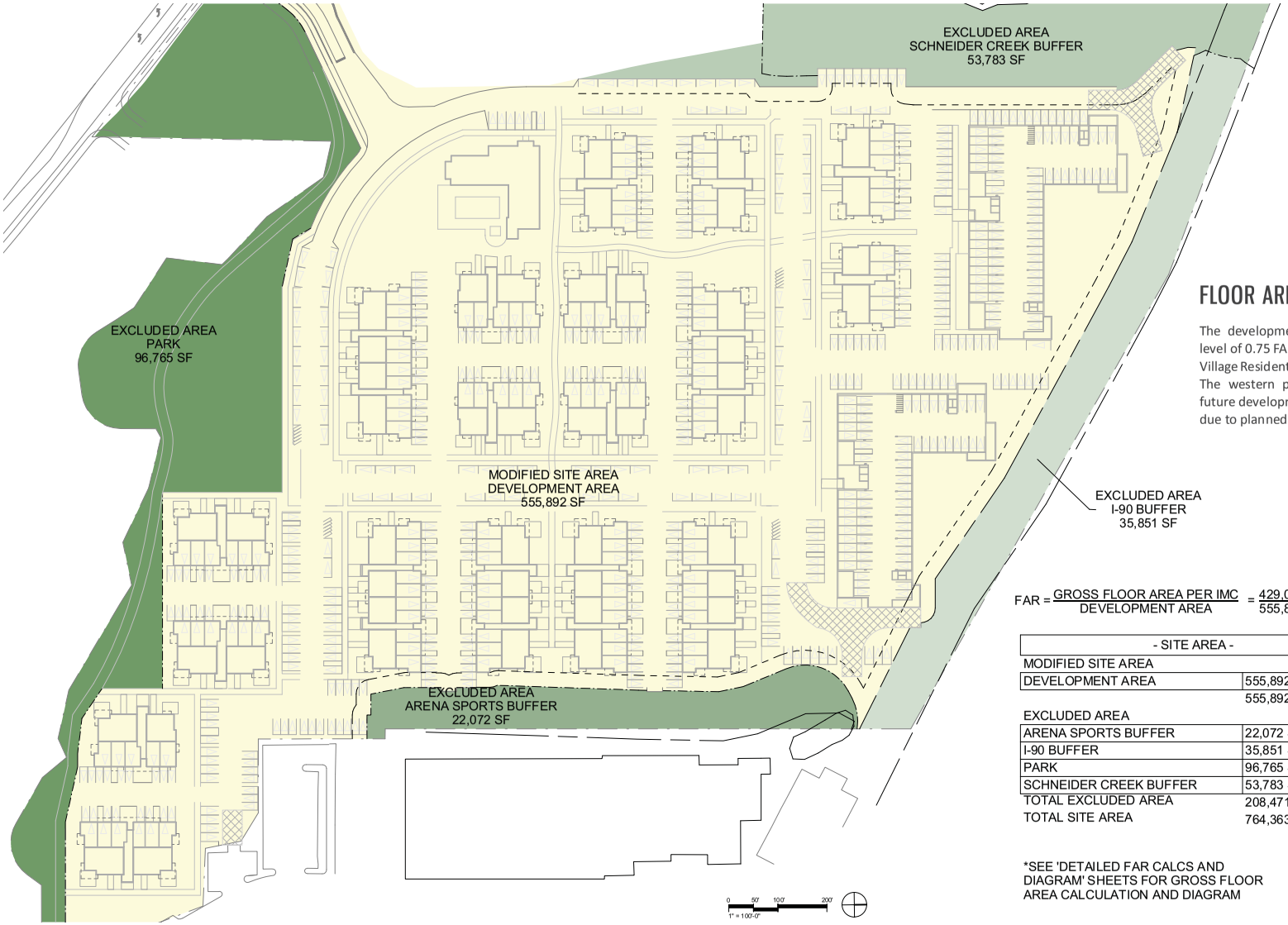
FIGURE 5


ALTA / ACSM LAND TITLE SURVEY
as adopted by
American Land Title Association
and
National Society of Professional Surveyors
(a member organization of the American Congress on Surveying and Mapping)
LEGEND
ZONE X
ZONE X
ZONE AE
ZONE X
ZONE X
ZONE X
D
E
F
90
NEWPORT
RM220
TY OF ISSAQUAH
530079
LINE TABLE
INTERIOR LOT LINE NOTE
SURVEYOR'S NOTES
DRAINAGE STRUCTURES
SANITARY SEWER MANHOLES
STORM MANHOLES
11799
1 , 2
BARGHAUSEN
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES
For:
ISSAQUAH FARMS ASSOCIATES LLC
2450 SE NEWPORT WAY
ISSAQUAH WA 98007
Title:
ALTA/ACSM LAND TITLE SURVEY
WEST 1/2 SECTION 20 TOWNSHIP
24 NORTH RANGE 6 EAST W.M.
KING COUNTY WA.



FLOOR AREA RATIO

The development will meet the prescribed density level of 0.75 FAR as outlined in C.I.P. section 4.4D2 for Village Residential sites totaling more than three acres. The western portion of the property reserved for future development is not included in FAR calculations due to planned lot boundary line adjustment.

$$FAR = \frac{\text{GROSS FLOOR AREA PER IMC}}{\text{DEVELOPMENT AREA}} = \frac{429{,}045\ SF}{555{,}892\ SF} = .772$$

- SITE AREA -	
MODIFIED SITE AREA	
DEVELOPMENT AREA	555,892 SF
	555,892 SF
EXCLUDED AREA	
ARENA SPORTS BUFFER	22,072 SF
I-90 BUFFER	35,851 SF
PARK	96,765 SF
SCHNEIDER CREEK BUFFER	53,783 SF
TOTAL EXCLUDED AREA	208,471 SF
TOTAL SITE AREA	764,363 SF

*SEE 'DETAILED FAR CALCS AND DIAGRAM' SHEETS FOR GROSS FLOOR AREA CALCULATION AND DIAGRAM

FIGURE 7

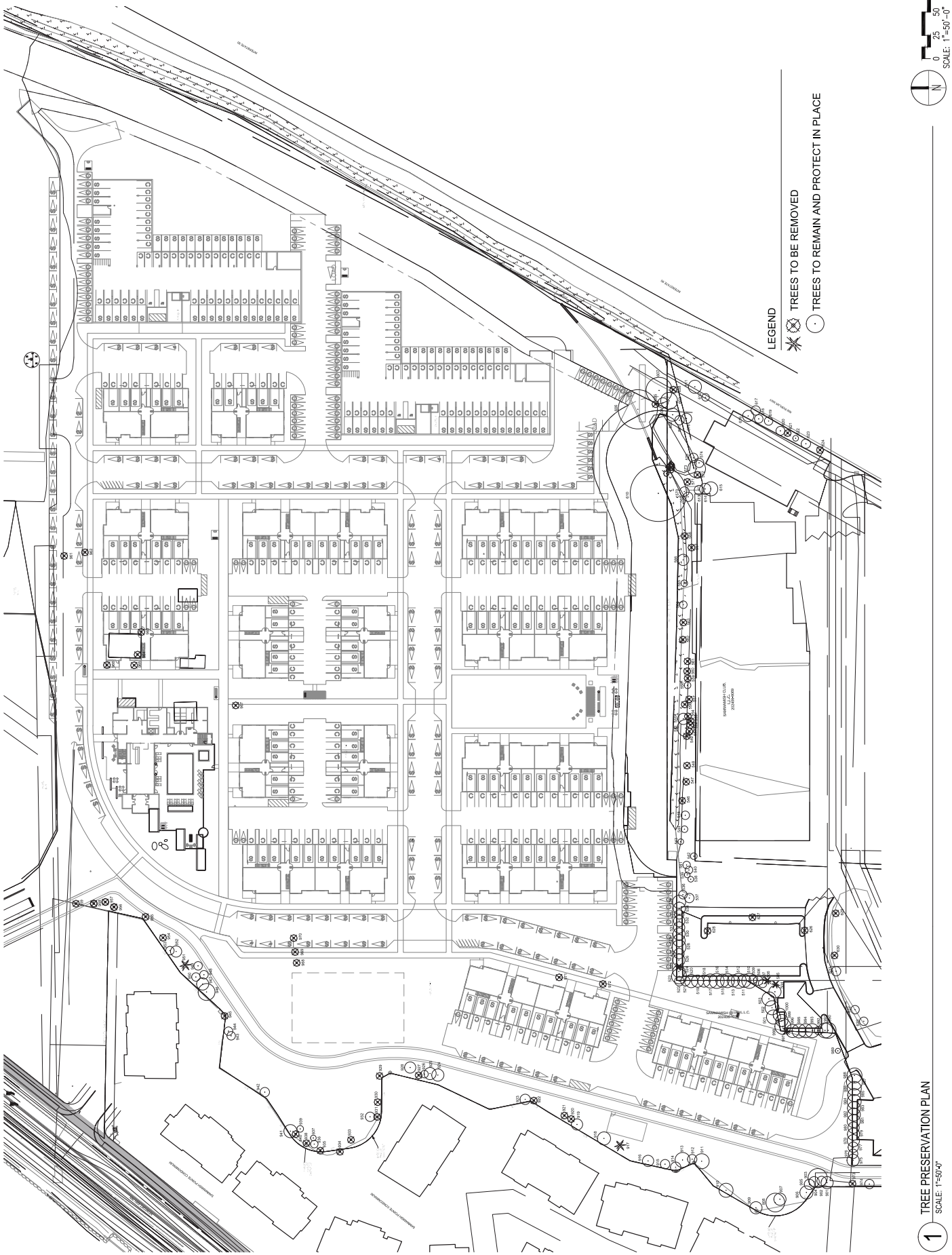
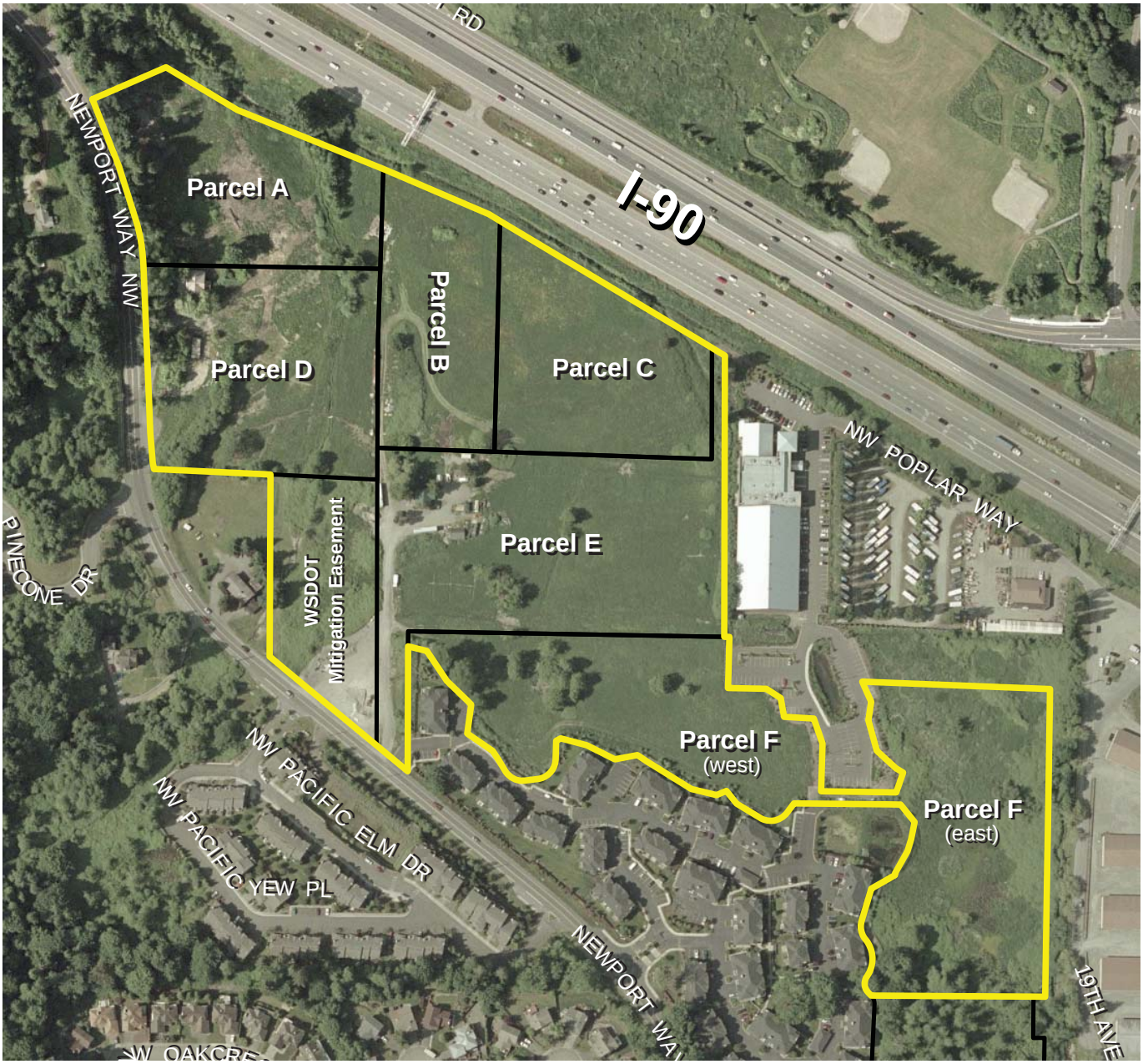

LEGEND
TREES TO BE REMOVED
TREES TO REMAIN AND PROTECT IN PLACE
SCALE: 1"=50'-0"
0
25
50
100
N
1
TREE PRESERVATION PLAN
SCALE: 1"=50'-0"

FIGURE 8



Reference: GIS Stream, parcel, and road data from King County GIS, 2010.
Aerial image 2006 from Earth Explorer.

TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast
Woodinville, Washington 98077
Bus (425)861-7550 - Fax (425)861-7549

FIGURE 2
PARCEL MAP

ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

DESIGN	DRAWN	PROJECT
	DRT	634c

SCALE: 1 in : 300 ft
DATE: 24 NOV 2014
REVISED:

2

FIGURE 9

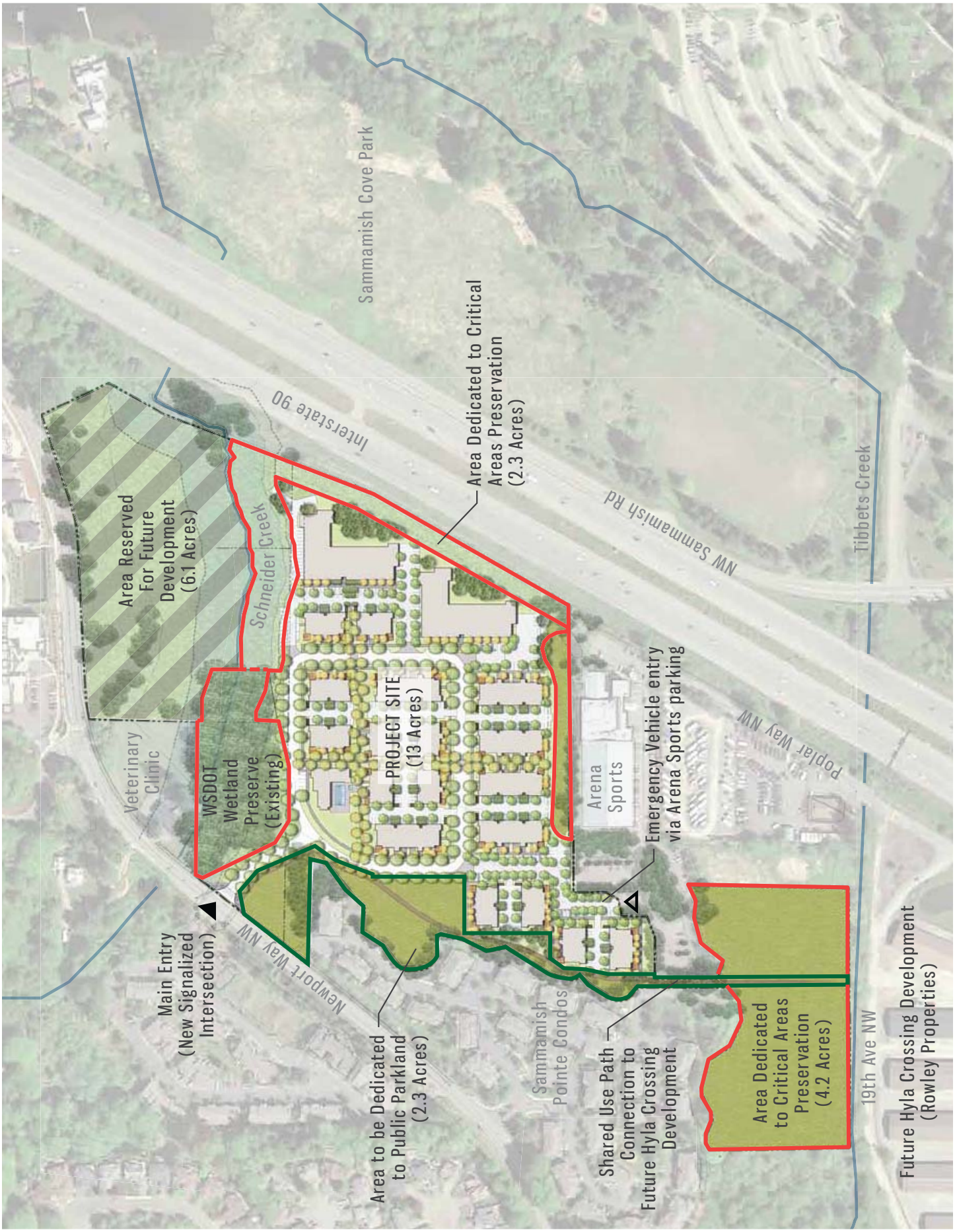

Sammamish Cove Park
Interstate 90
Area Dedicated to Critical Areas Preservation (2.3 Acres)
NW Sammamish Rd
Tibbets Creek
Area Reserved For Future Development (6.1 Acres)
Schneider Creek
PROJECT SITE (13 Acres)
Arena Sports
Emergency Vehicle entry via Arena Sports parking
Poplar Way NW
Veterinary Clinic
WSDOT Wetland Preserve (Existing)
Main Entry (New Signalized Intersection)
Newport Way NW
Area to be Dedicated to Public Parkland (2.3 Acres)
Sammamish Pointe Condos
Shared Use Path Connection to Future Hyla Crossing Development
Area Dedicated to Critical Areas Preservation (4.2 Acres)
19th Ave NW
Future Hyla Crossing Development (Rowley Properties)

FIGURE 10


SCHNEIDER CREEK
POTENTIAL TRAIL CONNECTION TO FUTURE DEVELOPMENT
COMMUNITY CENTER
NTS
MAIN ENTRY
NEWPORT WAY NW
EMERGENCY VEHICLE ENTRY
CONNECTION TO 19TH AVE NW
TRAILHEAD / OVERLOOK
VARIES, 15' TYP.
6'
5'
36'
5'
6'
VARIES, 15' TYP.
NEIGHBORHOOD STREET
VARIES, 20' MIN.
THROUGH-BLOCK PASSAGE

TABLE 1 - PART 1

Issaquah Gateway

1	2	3		4	5	6	7	8	9			10				11
									Proposed Action			CRZ/TPZ/LOD Radius in feet				
#	Tree Tag #	Species ID		DBH inches	Adj. DBH inches	Dripline Radius feet	Heath	Defects/Comments	Viable & Retained	Non-viable	Viable tree removed for development	N	W	E	S	Value
1	901	Douglas fir	*Pseudotsuga menziesii*	13	13	18	Excelent	Poor pruning lead to decay, epicormic branch formation	1							
2	902	Douglas fir	*Pseudotsuga menziesii*	10	10	12	Good	suppressed canopy, broken branches, stress blisters, hangers	1							
3	903	Cottonwood	*Populus trichocarpa*	20.5	20.5	18	Fair	Self-corrected lean to south, typical of species	1							
4	904	Douglas fir	*Pseudotsuga menziesii*	11	11	18	OK	Dead wood, self-corrected lean, epicormic branch formation, suppressed canopy, hanger	1							
5	905	Douglas fir	*Pseudotsuga menziesii*	11	11	14	OK	Dead wood, broken branches	1							
6	906	Douglas fir	*Pseudotsuga menziesii*	14	14	15	Good	Dead wood	1							
7	907	Douglas fir	*Pseudotsuga menziesii*	13	13	15	Good	dead wood, epicormic branch formation, typical of species	1							
8	908	Cottonwood	*Populus trichocarpa*	20	20	22	OK	typical of species, dead wood	1							
9	909	Cottonwood	*Populus trichocarpa*	12/13/8	19	20	OK	typical of species	1							
10	910	Douglas fir	*Pseudotsuga menziesii*	15	15	15	OK	Dead wood, epicormic branch formation, sap	1							
11	911	Douglas fir	*Pseudotsuga menziesii*	16	16	12	Good	Ivey, dead wood	1							
12	912	Douglas fir	*Pseudotsuga menziesii*	10	10	12	OK	suppressed canopy, dead wood, asymmetric canopy	1							
13	913	Cottonwood	*Populus trichocarpa*	16	16	12	OK	Typical of species. Previous top loss, aphids, column of decay	1							
14	914	Douglas fir	*Pseudotsuga menziesii*	11	11	15	Good	dead wood, asymmetric canopy, typical of species	1							
15	915	Douglas fir	*Pseudotsuga menziesii*	10	10	12	Good	dead wood, asymmetric canopy, typical of species	1							
16	916	Douglas fir	*Pseudotsuga menziesii*	12	12	15	Good	dead wood, asymmetric canopy, typical of species, exposed roots	1							
17	917	Cottonwood	*Populus trichocarpa*	20	20	15	Poor	Previous top loss, dead wood, column of decay, cavities of decay		1						
18	918	Douglas fir	*Pseudotsuga menziesii*	14	14	12	Good	Dead wood, asymmetric canopy	1							
19	919	Cottonwood	*Populus trichocarpa*	12/9	15	16	OK	co-dominant leaders with included bark, typical of species, un corrected lean to south	1							
20	920	Cottonwood	*Populus trichocarpa*	20	20	12	Poor	Large cavity of decay, previous top failure, hanger		1						
21	921	Cottonwood	*Populus trichocarpa*	18	18	18	Poor	Co-dominant leaders with included bark, previous top loss X2, typical of species		1						
22	922	Cottonwood	*Populus trichocarpa*	24	24	15	Poor	Previous top loss, dead scaffolds, self-corrected lean, exposed roots		1						
23	923	Douglas fir	*Pseudotsuga menziesii*	11	11	12	Good	Dead wood, coning, dense abnormal branching	1							
24	924	Douglas fir	*Pseudotsuga menziesii*	13	13	12	Good	typical of species	1							
25	925	Douglas fir	*Pseudotsuga menziesii*	13	13	10	Good	dead wood, asymmetric canopy, typical of species	1							
26	926	Douglas fir	*Pseudotsuga menziesii*	8	8	10	Good	Dead wood, self-corrected lean, epicormic branch formation, suppressed canopy, hanger	1							
27	927	Cottonwood	*Populus trichocarpa*	8	8	14	Poor	non-corrected lean, exposed roots, dead wood		1						
28	928	Douglas fir	*Pseudotsuga menziesii*	12	12	13	Good	Dead wood, typical of species	1							
29	929	Cottonwood	*Populus trichocarpa*	12/8	14	12	Poor	Previous top loss, dead scaffolds, hanger, typical of species		1						
30	930	Douglas fir	*Pseudotsuga menziesii*	12	12	15	Fair	Typical of species, previous top loss, dead wood, dead scaffolds.		1						
31	931	Cottonwood	*Populus trichocarpa*	8/10/6	20	18	Poor	Typical of species, co-dominant leads, with included bark		1						
32	932	Douglas fir	*Pseudotsuga menziesii*	10	10	12	Good	dead wood, self-corrected lean, epicormic branch formation, typical of species	1							
33	933	Cottonwood	*Populus trichocarpa*	16	16	20	Poor	Dead wood, dead scaffold, hanger, Cavity of decay		1						
34	934	Cottonwood	*Populus trichocarpa*	20	20	24	Poor	Dead wood, dead scaffold, column of decay		1						
35	935	Cottonwood	*Populus trichocarpa*	6	14	14	Poor	non-self-corrected lean, dead wood, broken branches		1						
36	936	Douglas fir	*Pseudotsuga menziesii*	8	8	12	Good	Dead wood, coning, typical of species	1							
37	937	Douglas fir	*Pseudotsuga menziesii*	6	14	12	OK	Self-corrected lean, suppressed canopy, coning, thin canopy	1							
38	938	Cottonwood	*Populus trichocarpa*	9	9	15	Fair	Dead wood, dead scaffold, non-self-corrected lean		1						
39	939	Douglas fir	*Pseudotsuga menziesii*	7	7	10	OK	Dead wood, asymmetric canopy, broken branches, suppressed canopy	1							
40	940	Cottonwood	*Populus trichocarpa*	16	16	15	Fair	Dead wood, typical of species, decay, previous top loss		1						
41	941	Cottonwood	*Populus trichocarpa*	14	14	16	OK	Dead wood, dead scaffold, column of decay	1							
42	942	Cottonwood	*Populus trichocarpa*	10	10	16	OK	non-self-corrected lean, dead wood, broken branches	1							
43	943	Douglas fir	*Pseudotsuga menziesii*	9	9	14	OK	Dead wood, self corrected lean, broken branches, coning	1							
44	944	Douglas fir	*Pseudotsuga menziesii*	9	9	14	OK	non-self-corrected lean, dead wood	1							
45	945	Cottonwood	*Populus trichocarpa*	40	40	30	Fair	Column of decay, co-dominant leaders with included bark X5, decay at root crown, dead scaffold, previous top loss, dead wood		1						
46	946	Cottonwood	*Populus trichocarpa*	18/18	25	24	OK	Co-dominant leaders, dead wood, dead scaffold, hanger	1							
47	947	Douglas fir	*Pseudotsuga menziesii*	13	13	14	Good	Un healed wound, early Red ring rot, asymmetric canopy, dead wood	1							
48	948	Cottonwood	*Populus trichocarpa*	9	9	16	OK	self-corrected lean to north, Dead wood	1							
49	949	Cottonwood	*Populus trichocarpa*	8/6/9/6/19	24	20	Good	Typical of species, dead wood	1							
50	950	Douglas fir	*Pseudotsuga menziesii*	9	9	12	OK	Dead wood, asymmetric canopy, some sap, typical of species	1							
51	951	Douglas fir	*Pseudotsuga menziesii*	6	6	8	Fair	Dead wood		1						
52	952	Douglas fir	*Pseudotsuga menziesii*	12	12	12	OK	Dead wood, epicormic branch formation, asymmetric canopy, self-corrected lean	1							
53	953	Douglas fir	*Pseudotsuga menziesii*	9	9	10	OK	suppressed canopy, dead wood, asymmetric canopy	1							
54	954	Cottonwood	*Populus trichocarpa*	40/38	39	28	Fair	column of decay, dead wood, dead scaffold, decay @root crown		1						
55	955	Cottonwood	*Populus trichocarpa*	15	15	17	Poor	strangled in blackberries, dead wood, dead scaffold		1						
56	956	Cottonwood	*Populus trichocarpa*	16	16	17	Fair	typical of species, column of decay, cavity @ 10 ' exposed roots		1						
57	957	Cottonwood	*Populus trichocarpa*	18	18	16	OK	typical of species, dead wood, dead scaffold, column of decay	1							
58	958	Cottonwood	*Populus trichocarpa*	13	13	12	Poor	Dead scaffold X 4		1						
59	959	Cottonwood	*Populus trichocarpa*	16	16	22	Poor	Topped, dead wood		1						
60	960	Red alder	*Alnus rubra*	16	16	16	Good	Typical of species	1							
61	961	Apple	*Malus domestica*	16	16	12	Fair	Typical of species, decay in main scaffolds		1						
62	962	Apple	*Malus domestica*	16/15	15.5	13	Poor	Major decay in both scaffolds		1						
63	963	Douglas fir	*Pseudotsuga menziesii*	16/22/18	18	21	Good	Co-dominant leaders with included bark, broken branch's, epicormic branch formation, exposed roots, coning	1							

TABLE 1 - PART 2

64	**964**	Hinoki cypress	*Gracillis hinoki*	6	5	6	OK	Typical of species	1								
65	**965**	Yew	*Taxus baccata*	6	5	6	Good	Typical of species	1								
66	**966**	Yew	*Taxus baccata*	6	5	6	Good	Typical of species	1								
67	**967**	Yellow willow	*Salix lasiandra*	9/8/9/8/10/5/6	8	15	OK	Typical of species	1								
68	**968**	River birch	*Betula negra*	17/18	17'18	14	OK	Co-dominant leaders with included bark , fused trunk and branches, dead wood, typical of species	1								
69	**969**	River birch	*Betula negra*	19	19	16	OK	Column of decay, poor pruning with decay @ 4', typical of species, dead wood, column of decay	1								
70	**970**	River birch	*Betula negra*	18	18	16	Poor	Large column of decay @ 4-7', dead scaffold		1							
71	**971**	River birch	*Betula negra*	27	27	21	Good	Typical of species, dead wood, sun scald, broken branched, column of decay	1								
72	**972**	River birch	*Betula negra*	16	16	16	Poor	Large column of decay, co-dominant leader with included bark, pervious failure		1							
73	**973**	Cottonwood	*Populus trichocarpa*	18	18	12	Poor	Topped, water spouts		1							
74	**974**	Cottonwood	*Populus trichocarpa*	10	10	12	Good	Typical of species	1								
75	**975**	Leylandii cypress	*Cupressus x leylandii*	13	13	17	Good	Typical of species	1								
76	**976**	Leylandii cypress	*Cupressus x leylandii*	20	20	17	Good	Typical of species	1								
77	**977**	Leylandii cypress	*Cupressus x leylandii*	11	11	17	Good	Typical of species	1								
78	**978**	Leylandii cypress	*Cupressus x leylandii*	6/13	9.5	17	Good	Typical of species, some dead wood	1								
79	**979**	Leylandii cypress	*Cupressus x leylandii*	13	13	17	Good	Typical of species, some dead branches	1								
80	**980**	Leylandii cypress	*Cupressus x leylandii*	12	12	17	Good	Typical of species, some dead branches	1								
81	**981**	Leylandii cypress	*Cupressus x leylandii*	14/4	9	17	Good	Typical of species	1								
82	**982**	Leylandii cypress	*Cupressus x leylandii*	14	14	17	Good	Typical of species	1								
83	**983**	Leylandii cypress	*Cupressus x leylandii*	9/14	11.5	17	Good	Typical of species, co-dominant leader with included bark	1								
84	**984**	Leylandii cypress	*Cupressus x leylandii*	15	15	17	Good	Typical of species	1								
85	**985**	Leylandii cypress	*Cupressus x leylandii*	14	14	17	Good	Typical of species	1								
86	**986**	Leylandii cypress	*Cupressus x leylandii*	15	15	17	Good	Typical of species	1								
87	**987**	Leylandii cypress	*Cupressus x leylandii*	17	17	17	Good	Typical of species	1								
88	**988**	Leylandii cypress	*Cupressus x leylandii*	5/5/16	13	17	Good	Typical of species	1								
89	**989**	Jacquemontii birch	*Betula jacquemontii*	4/6/5	7.5	8	Good	Typical of species, aphids, co-dominant leaders with included bark, buried in blackberries, exposed roots	1								
90	**990**	Leylandii cypress	*Cupressus x leylandii*	17/6	11.5	17	OK	girdled by plastic wire, now imbedded in bark; lean to the NE, by about 5 degrees, self corrected lean		1							
91	**991**	Leylandii cypress	*Cupressus x leylandii*	16	16	17	Good	Typical of species	1								
92	**992**	Red Red maple		9	9	10	Good	Typical of species	1								
93	**993**	Leylandii cypress	*Cupressus x leylandii*	15/8	11.5	12	Good	Typical of species dead wood, dead wood from poor pruning	1								
94	**994**	Leylandii cypress	*Cupressus x leylandii*	15	15	13	Fair	Self-corrected lean to NE, girdled with tape# 3'		1							
95	**995**	Leylandii cypress	*Cupressus x leylandii*	15	15	13	Fair	Multiple limbs with poor attachment, exposed rood, column of decay		1							
96	**996**	Leylandii cypress	*Cupressus x leylandii*	14/7	19.5	13	OK	Poor pruning with decay at branch collars	1								
97	**997**	Leylandii cypress	*Cupressus x leylandii*	14	14	8	Poor	Multi-stemmed clump, abnormal structure		1							
98	**998**	Leylandii cypress	*Cupressus x leylandii*	17	17	15	OK	dead wood, spur typical of species	1								
99	**999**	Leylandii cypress	*Cupressus x leylandii*	13	13	10	Good	Typical of species	1								
100	**1000**	Leylandii cypress	*Cupressus x leylandii*	14	14	12	OK	girdled with plastic tape, decay at branch collars from poor pruning	1								
101	**501**	Western red cedar	*Thuja plicata*	15	15	14	Good	Typical of species	1								
102	**502**	Leylandii cypress	*Cupressus x leylandii*	15	15	12	OK	Typical of species, suppressed, asymmetric canopy	1								
103	**503**	Leylandii cypress	*Cupressus x leylandii*	15	15	12	Good	Typical of species	1								
104	**504**	Leylandii cypress	*Cupressus x leylandii*	13	13	12	OK	Co-dominant leaders with included bark @ 6 ft., exposed roots	1								
105	**505**	Lodgepole pine	*Pinus contorta*	8	8	8	Poor	Crack and lean at 45° to east, sap at crack		1							
106	**506**	Lodgepole pine	*Pinus contorta*	8	8	10	Poor	Poor pruning, with multiple attachments @ 10', sap		1							
107	**507**	Sweet gum	*Liquidambar styraciflua*	9	9	10	OK	Decay @ tree crotch, typical f species	1								
108	**508**	Red maple	*Acer rubrum*	10	10	15	OK	Decay from flush cut pruning, typical of species	1								
137	**537**	Red alder	*Alnus rubra*	10	10	14	Good	typical of species, self-corrected lean, poor pruning with decay	1								
138	**538**	Red alder	*Alnus rubra*	6	6	14	Good	Typical of species	1								
139	**539**	Red alder	*Alnus rubra*	6/3	6/3	14	Good	Heavy Himalayan blackberries, typical of species, codominant leaders with included bark	1								
140	**540**	Red alder	*Alnus rubra*	8	8	14	Good	Typical of species, heavy Himalayan blackberries	1								
141	**541**	Red alder	*Alnus rubra*	8	8	14	Good	Typical of species	1								
142	**542**	Red alder	*Alnus rubra*	7	7	14	Good	Typical of species, asymmetric canopy	1								
143	**543**	Red alder	*Alnus rubra*	6	6	14	Good	Typical of species	1								
144	**544**	Red alder	*Alnus rubra*	7/4/3	7	14	OK	Himalayan blackberries, typical of species	1								
145	**545**	Red alder	*Alnus rubra*	9	9	14	Good	Typical of species	1								
146	**546**	Red alder	*Alnus rubra*	11/7/9/10	19	14	Poor	Decay throughout, carpenter ants,		1							
147	**547**	Red alder	*Alnus rubra*	10/10/11	15.5	14	Poor	Decay @ root crown, dead branches, dead-scaffold, cracks		1							
148	**548**	Red alder	*Alnus rubra*	16	16	14	Poor	Unhealed wound @5', column of decay @ 10' self-corrected lean		1							
149	**549**	Red alder	*Alnus rubra*	16	16	14	Poor	Decay, mostly dead		1							
150	**550**	Red alder	*Alnus rubra*	18	18	22	Fair	Dead scaffold, dead wood, decay		1							
151	**551**	Red alder	*Alnus rubra*	18	18	22	OK	Typical of species, dead wood	1								
152	**552**	Red alder	*Alnus rubra*	6	5	12	Fair	Dead wood, self corrected lean, broken branches, coning		1							
153	**553**	Red alder	*Alnus rubra*	16/18/18/15	17	20	Poor	Conk with decay		1							
154	**554**	Red alder	*Alnus rubra*	10/8	9	12	Poor	Conk, co-dominant leaders with included bark, decay		1							
155	**555**	Red alder	*Alnus rubra*	12	12	15	Good	Dead wood, hanger, typical of species, sapsucker damage	1								
156	**556**	Red alder	*Alnus rubra*	6	5	10	Poor	Decay		1							
157	**557**	Red alder	*Alnus rubra*	8	8	12	Poor	Decay		1							
158	**558**	Red alder	*Alnus rubra*	7	7	14	Good	Typical of species	1								
159	**559**	Red alder	*Alnus rubra*	9	9	14	Poor	Typical of species, self corrected lean, dead wood, column of decay		1							
160	**560**	Red alder	*Alnus rubra*	9/8/6/8	17	16	Fair	Decay, co-dominant leaders with included bark, typical of species		1							
161	**561**	Red alder	*Alnus rubra*	10	10	16	Fair	Typical of species, decay		1							
162	**562**	Cottonwood	*Populus trichocarpa*	8	8	14	Poor	typical of species, dead wood, pollution in the nearby creek		1							
163	**563**	Cottonwood	*Populus trichocarpa*	9	9	14	Fair	Typical of species, dead wood, hanger		1							
164	**564**	Cottonwood	*Populus trichocarpa*	8	8	14	OK	Typical of species, decay	1								
165	**565**	Cottonwood	*Populus trichocarpa*	7	7	14	OK	Typical of species, dead wood	1								
166	**566**	Cottonwood	*Populus trichocarpa*	12	12	14	OK	Typical of species	1								
167	**567**	Red alder	*Alnus rubra*	6/6/4	6/6/4	14	Poor	Co-dominant leaders with included bark, column of decay		1							
168	**568**	Red alder	*Alnus rubra*	10/9	10/9	12	Fair	Failing to the west		1							
169	**539**	Cottonwood	*Populus trichocarpa*	10	10	18	Good	Typical of species	1								
170	**570**	Cottonwood	*Populus trichocarpa*	10/7	10/7	12	Good	co-dominant lead with included bark, typical of species	1								

Attachment 4: SDP15-00002 Issaquah Gateway Construction Conditions

The following conditions apply to constructions permits for the Gateway Apartments, file number SDP15-00002, which include but are not limited to the clearing and grading, utility, including roads, landscape and building permits. All of the conditions listed below are meant to assist the applicant through the transition from the land use permit to construction permits. In addition to land use permit condition compliance, each phase of this development will have these conditions applied to applicable, associated construction permits. Note that while the assembly of these conditions is meant to assist both the City and Applicant with the transition from land use to construction permit, this list is not meant to be exhaustive. The Applicant is required to meet all standards in the Central Issaquah Development and Design Standards checklist for this project that has an "X" in the "Review at Construction" column, regardless of no mention of the requirements in this list.

The Applicant will also be required to comply with other relevant codes, regulations, and agreements.

General

1. The Applicant shall submit an application for a Lot Line Adjustment to consolidate the multiple parcels. The Lot Line Adjustment shall be approved prior to issuance of the first building permit.

Critical Areas, Clearing and Grading

2. Look for opportunities to reuse construction materials and to purchase locally-produced products.
3. Appropriate measures, as determined by the Director, shall be taken to ensure that construction operations do not result in erosion and sedimentation impacts on water quality and on nearby drainage courses. In addition, the applicant shall comply with the City's TESC construction requirements.
4. The applicant shall minimize impacts to existing roads and residents during clearing and grading activities. Prior to issuance of grading permits that would require the import or export of soils, the applicant shall be required to submit a grading worksheet demonstrating that the import/export of soil will be minimized through on-site reuse and a haul plan to minimize impacts to the existing residents and the local road network. This information shall be considered by the City prior to approval of associated permits.

5. Provide a summary, on the face of the plans, of each net grading impacts of each Utility Permit. Each permit must balance cut and fill or provide SEPA analysis and mitigate any non-balanced grading activities

6. The applicant shall provide geotechnical analyses prior to any grading activities demonstrating soils are compatible for the proposed development. Information from geotechnical analyses shall be considered and incorporated, as determined by the Director, into related permits.

7. The applicant will monitor wetland buffers and common edges of forested open space for tree blow downs following clearing for 3 years. Should it be found that these areas have been impacted from blow downs, the applicant will plant evergreen trees at a ratio consistent with the City's Tree Replacement Code (IMC 18.12.1390), subject to approval by the property owner.

8. Any cleared land that sits idle for 6 months shall be revegetated, consistent with the phasing plan; however at no time shall situations exist which might contribute erosion or off-site sedimentation. Any revegetated areas shall be maintained for 3 years.

9. Critical Areas Boundaries:

   a. Temporary Marking: The location of the outer extent of the critical area buffer and building setback line pursuant to an approved Development or Land Use Permit shall be marked in the field with orange construction fencing and/or other appropriate apparatus, as determined by the Director during critical area review. The location and presence of such markings in the field shall be approved by the Director, prior to the commencement of permitted activities. Such field markings shall be maintained throughout the duration of the construction activities.

   b. Survey Markers: Permanent survey stakes using iron or cement markers as established by current survey standards shall be set delineating the boundaries between adjoining properties and the critical areas tracts.

   c. Signs: Boundaries between critical area tracts and/or areas with conservation easements and adjacent lands shall be identified using permanent signs explaining the type and value of the critical area, except the portions, if any, of a critical area that are adjacent to natural or wild areas. Whenever a trail enters a critical area buffer, the boundary shall be identified using permanent signs explaining the type and value of the critical area. The number of signs required by the Director will be dependent upon the size of the critical areas and the use of the property.

Neighborhoods, Site and Building Design

10. All exterior staircases and walkways shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc..., except in those portions of the sidewalk where the standard is greater than 5 ft; then the width will be equal that of the standard. Where narrow planter beds are adjacent to walkways, plants shall be selected whose mature size will not impact the walkway width.

11. Weather protection shall be at least 8 ft above the sidewalk and extend at least 6 ft over the sidewalk and no more than 12 ft above the sidewalk and extends at least 8 ft over the sidewalk. For heights in between 8 ft and 12 ft, the minimum extension over the sidewalk shall be extrapolated between 6 ft and 8 ft of extension over the sidewalk. It does not have to be attached to the building.

12. Retaining walls shall be keystone, stone, or other appropriate materials, not rockeries unless they aren't visible.

13. Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities (including grease traps and oil/water separators) unless this would significantly compromise the function of the utilities. Service areas and mechanical equipment shall be located away from sidewalks and public areas. On all subsequent permits, utilities and their necessary easements shall be shown.

14. Selection and placement of elements, especially landscape material, between the buildings and plazas and the trails shall maintain good sightlines to trail users. Where sightlines cannot be maintained, provide elements to improve the pedestrian safety and experience such as trail lighting, emergency call boxes, etc.

15. Minimize reflectivity from glass surfaces.

16. Locations of above-ground utility boxes, mechanical equipment and fire department appurtenances must be identified on site work permit plans. No utility boxes, mechanical equipment and other appurtenances, other than what is shown on approved Site Work Permits shall be installed on site.

Streets

17. The light fixture between building 2 and 3 should be staggered along the street, consistent with the way light fixtures are located throughout the site.

18. All public or private roads must be computer modeled for fire ladder truck access/fire lanes.

19. Construction plans shall show the locations of proposed fire hydrants.

20. Provide wildlife crossing signs where new roads abut critical areas and open space.

21. Use techniques during road design that will slow vehicles, facilitate pedestrian friendliness, and encourage vehicles to make appropriate choices. These might include installing curb bulbs at intersections, driveways, and other entrances, as well as at hydrants and other "no parking" locations.

22. Markings for crosswalks shall not be allowed. Crosswalks shall be distinguishable from drive lanes by using a different surface material such as concrete.

23. If raised pedestrian crossings are used they must be designed in conjunction with the limitations of EF&R vehicles, e.g. will not high center the vehicles, while also drawing drivers' attention to pedestrian facilities and slowing traffic. Designated pedestrian paths and trails which cross vehicular routes, drives, access routes, etc… shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc… Raised crosswalks shall not be installed on designated emergency vehicle routes unless they are designed in a way that will not "high center" the emergency vehicles.

24. Street trees will match the type (genus, species) planted on both sides of the street. Street tree installation (tree wells or parking strips) will generally match that on the opposite side of the street, except in special circumstances such as if there is a plaza on one side. Street trees shall closely follow the spacing and alignment used on the opposite side of the street. Spacing and installation will generally be 30 ft on center. Street trees planting locations should only be skipped due to entry drives.

25. Prior to the issuance of any construction permit, existing trees to be retained shall be protected throughout construction by erecting temporary fencing. See attachment A for instructions on tree fencing location and prohibited activities within protected zones.

26. All curbs must be vertical, unless otherwise approved by the Director, such as for fire access or some other unique circumstance. No extruded curbs are allowed.

27. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes, and whether the crosswalk is striped or implied) and generally point toward the curb ramp on the opposing side.

28. Driveway widths shall be reduced to the minimum for fire truck and dumpster truck access. Use mountable curbs to accommodate required turning radii where feasible.

29. Where stairs must be used in the sidewalks or the path system, the Applicant shall avoid single steps and all steps should be level and of even height per the International Building Code.

30. Private roads shown shall have access easements to the City for public access (vehicular and pedestrian), emergency service, and public utilities.

Buildings

31. A vertical clearance of 98 inches (2490 mm) minimum shall be provided at the following locations inside the parking garages:
    a. Parking spaces for vans.
    b. The access aisles serving parking spaces for vans.
    c. The vehicular routes serving parking spaces for vans.

32. An accessible route of travel must be provided to all portions of the building, to accessible building entrances, and connecting the building to the public way per WA State Code 1104, 2012 IBC.

33. Where pedestrian walkways are within 3 feet of a 2 ½ foot drop near the retaining walls being constructed for the planted swale, fall protection shall be provided.

34. The roof colors shall be a light color with a Solar Reflective Index (SRI) of 78 or greater.

35. Fence color of the residential patios shall be compatible to the architectural palette of the main structures.

Utilities

36. The applicant shall minimize slope and surface disturbances for the construction of any necessary discharge pipes for stormwater. Project Stormwater improvements shall be permitted or in place prior to approval of land use permits.

37. Show all critical area boundaries and building setback lines on the plans and include, on the face of the plans, an attestation by a Registered Surveyor or Engineer that all Critical Area Boundaries are accurately shown on the plans.

38. Provide a summary, on the face of the plans, of the utility capacity impacts of each Utility Permit including, impervious area, Q_2, Q_{10}, Q_{100}, Max day Demand, Average Day Demand, Peak Wet Weather Flow, and Average Dry Weather Flow.

39. The applicant shall incorporate the use of Low Impact Development (LID) techniques to reduce the quantity of site stormwater runoff and minimize dependence on the publicly-engineered stormwater facilities.

Parking

40. In parking areas, two-way drive aisles , will not exceed 20 ft wide, where cars will not be backing out. In the event that a driveway is approved to be wider than the minimum, it shall be designed to reduce private vehicular speeds while maintaining necessary and safe functioning.
41. All vehicular entries into garages, parking lots, and under building parking shall be designed as driveway cuts rather than as a street with curbs and curb ramps. All grade transition for the vehicular entries shall occur in the planter strip area (which may be hardscape) and outside of the sidewalk area. The sidewalk shall be continuous across the parking entry, with no grade change. Driveway cuts shall be limited to the minimum width allowed by CIDDS (20 ft), unless additional information indicates increased width is necessary for adequate function.
42. Parking stalls which have low landscape or additional hardscape at the head of the stall, may reduce the paved portion of the stall length by 2 ft as long as the car can hang into the landscape or hardscape by 2 ft without impacting pedestrian walkways or the proposed landscape. Overhangs shall be indicated on all plans for parking lot construction or landscape. The overhang should be clearly shown on drawings to ensure the reviewer is clear where this technique is being used.
43. In parking facilities (surface lots, garages, under buildings), direct pedestrian connections, a minimum of 5 ft wide and in concrete or similar material (not asphalt), will be provided to and through the lots and parking floors, in locations where pedestrian routes are likely to occur.
44. Reduce the drive aisle width to the minimum required or replace the compact stalls to standard stalls where the total length of the drive aisle and parking stall exceeds the min. required.
45. Pedestrian tables or curb ramps, with or without wings as allowed, will be provided at all intersections with vehicular drive aisles and include truncated domes. The design of the vehicular entries/exits will discourage pedestrians from exiting/entering via the vehicular drive or will provide pedestrian facilities adjacent to but separate from the pedestrian ones. When walkways are combined with parking entry/exits or where pedestrians are likely to

use the vehicular entry/exits to access surrounding sidewalks or tails, the walkways will be vertically separated from driving surfaces by vertical curbs and will be separated from adjacent moving vehicular traffic by landscape at least 4 ft wide, if in a parking lot. Provide landscape along these pedestrian routes through parking lots.

46. Where pedestrians are in proximity to the walls of the garages of the 5-story buildings, the Applicant shall provide materials that are pedestrian friendly. This performance standard will be met through using materials that are visually and texturally interesting at a pedestrian scale. Long unbroken use of a single material will not meet this standard, unless supplemented with architectural relief, artwork, or additional plant materials etc.... The decorative architectural screens and/or green screen trellises shall provide 50% coverage of each non-vehicular opening.

47. Vertical clearances for the fire truck bucket shall be maintained within the parking spaces abutting the fire lanes. Trellises and other architectural projections of the buildings shall be sized appropriately and trees planted in the parking areas of the 3-story buildings shall be at a height, and spaced appropriately to prevent obstructing the fire truck extensions.

48. Handicapped parking is required per Table 1106.1 2003 IBC. One of every 6 accessible spaces or fraction thereof must be van accessible, per Section 1106.5 2012 IBC and requires an 8' stall with an 8' access aisle. The slope of both the stall and the aisle may not exceed 2% and must be paved to provide a hard, stable surface. A van accessible parking sign is required and must be mounted at 60" minimum to the bottom of the sign.

Landscape, Trails and Parks

49. No Temporary Certificate of Occupancy shall be issued for any structure prior to approval of the Landscape Permit.

50. No Final Certificate of Occupancy shall be issued prior to inspection and acceptance of the landscape installation for the entire site, and provision of a Performance Bond.

51. Trees at the entry plaza of Building 17 shall be planted in tree wells with a min. size of 4' by 6'.

52. Landscape construction permit plans shall identify which trees are provided as replacement trees. These trees shall meet the requirements per CIDDS 10.14

53. Evergreen shrubs shall be planted around the waste and utility equipment enclosures for additional screening. Evergreen shrubs shall be of a size at planting and a variety that will achieve a 100% sight obscuring functions within 3 years or prior to the release of the landscape maintenance bond.

54. The street trees to be planted on Newport Way will be determined by the City. The actual variety to be planted will be determined at construction permit review.

55. Provide a minimum or 12" of topsoil to planted areas (e.g. streetscapes, private parks, private yards) to facilitate localized infiltration.

56. Any tree located within 8 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving or public utilities must have at least 10 lineal feet of root barrier placed adjacent to pavement.

57. Drought-resistant shrubs and hardy groundcover shall be used for the tree planter areas, the landscaping along the building foundations, and the surface parking areas.

58. Trails need to include borders and border plantings that are compatible with adjacent landscaping.

59. The paving, light fixtures and landscaping used for the Shared Use Route should take into consideration the character of the neighborhood park and the various activities adjacent to the shared use route.

60. In the community spaces, provide seating that meets ADA standards.

61. Plants should be selected and spaced based on their mature size. To facilitate review, plants will be shown on landscape plans at 85% maturity.

62. All proposed groundcover for parking lot landscapes shall be evergreen and drought-resistant (shall be of a type that will survive the heat from surrounding impervious surfaces) and planted at distances that will allow 100% coverage in 3 years.

63. Any lighting provided with trails shall be designed in a manner that does not negatively affect the surrounding uses.

64. Pedestrian-scale lighting shall be located with consideration of tree canopies at maturity. Tree foliage should not block the light.

65. The TESC or site clearing and grading permit plans shall show the tree to be retained and the tree protection fencing locations. Fencing location shall follow the City of Issaquah's standards. Prohibited activities within the tree protection area shall be followed at all times during construction.

Sustainability

66. All structures shall incorporate green building/sustainability components.

67. Select plants that do not require irrigation following establishment and which reduce the heating and cooling needs of buildings. Also select plants that enhance wildlife.

68. Select low water use plants and employ low water use technologies in all landscape design.

69. Way finding signage to facilitate use of the biking and walking, and on-line tools.

70. Consider using LED lamps for exterior light fixtures.

71. All street lights and walkway lights shall use full cut-off light fixtures.

Service areas

72. Location and design of waste enclosures shall require review and approval by Recology/Cleanscapes during construction permit review.

73. The dumpster enclosures' structural frame shall be designed with a foundation or anchored to the ground. The frame shall be a solid metal that does not corrode easily. Doors shall be designed to automatically close and hinges shall be industrial grade.

74. Dumpster enclosures shall be of a durable material such as masonry, cement fiber board or metal that is not easily dented.

ATTACHMENT 5, SDP15-00002, Gateway Apartments

Responses to Public Comments for Gateway

Pubic comments submitted by:

Matt Johnson
Michele Cennotto
Jon R. Sanford
Mary Lynch
Dale Takato
Hart Sugarman
Kristi Tripple on behalf of Rowley Properties
Jim Lippincott

Copies of public comments correspondences received can be found after the summary and staff responses

Public Comment Summary and Staff Responses:

Public notice was provided as required. A Notice of Application was mailed out to surrounding property owners within 300 feet of the project site on May 18, 2015. The City received 8 emails and letters of correspondence from 7 citizens (some wrote more than once). The comments are summarized below.

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

1. **Concern:** Increase in traffic on Newport Way due to 400 units of new residential development. It will be too hard to get in and out of project across Newport. A traffic light may help for access but not the overall traffic volumes on Newport. There's no ability to expand Newport. Can I see the traffic study? Can the traffic speed be lowered? Will there be enough queuing length for westbound traffic to not back up into the intersection? Turn lanes and slip lanes should allow safe flow of traffic. Slope and camber are not designed to current street standards. This has caused black ice and dangerous driving conditions in the past.

   Staff response: *The City and applicant are evaluating options including a signal and a roundabout for operational and safety benefits to determine the validity and appropriateness of the options. These will provide appropriate access to the project entry road, Newport Way, and Pacific Elm road. There will be increased traffic on Newport Way and it is consistent with the capacity of the roadway. The applicant's traffic study is available at the Development Services Department at City Hall Northwest. If you are interested in seeing it we urge you to make an appointment so we can better serve you. At the City Open House on July 27, 2015, Mayor Butler said that the Administration will be sending an ordinance forward in September to reduce the speeds on Newport Way. All queuing lengths are being evaluated to ensure sufficient lengths are provided.*

   System-wide impacts have been considered during the development of the Central Issaquah Plan and the City's 2015 Simplified Transportation Concurrency study. The Concurrency modeling accounted for the anticipated growth in Central Issaquah in the analysis of the Level of Service for streets and identified system-wide improvements. The applicant will be required to pay their fair share of Traffic Impact Fees to mitigate for the anticipated increased traffic on Newport Way.

2. **Concerns:** Traffic signal could potentially block access of existing residents to Newport Way from the adjacent Sammamish Point Condominiums and the Spyglass Hill development. Can the entrance be further to the west? Why can't this project use Poplar Way to access the property? Will the access for the Senior Housing be consolidated with this project? Why doesn't this project exit through the Senior Housing project also being built by this developer?

   Staff response: *The traffic signal, or other intersection control method, will take into account the existing roads and driveways. It is possible that the western entry/exit to Sammamish Point Condominiums may be limited to right in/right out; this is currently in review. Poplar Way is a private road and the property owner would have to allow the use of their road, which they have not chosen to allow. The senior housing project is on a separate piece of property, also owned by this developer. The City has had preliminary discussions with them. Currently the projects have separate entrances/exits. Though a small pedestrian/bike only connection is proposed, a full scale road is unlikely because it would have to cross Schneider Creek.*

3. **Concern:** Will my view be impacted by the 5-story buildings? Why not have a low slung office park? This could impact my property values.

   Staff response: *The uses and heights proposed with this project were reviewed and allowed when the Central Issaquah plan was adopted. The applicant has placed the taller buildings at the lowest part of the site. For further information, see the view analysis submitted by the applicant.*

4. **Concern**: Noise due to more traffic.

   Staff response: *Comment duly noted.*

5. **Concern:** Will the Sammamish Condominiums new fence be impacted by the Newport Way road improvements?

   Staff response: *If the fence is out of the right-of-way, it should not be impacted. If it is in the right-of-way, it may be. Further review will occur with construction permits once the exact details of construction are known.*

6. **Question**: How is the project protecting wildlife – several types have been seen on site.

   Staff response*: The use of the site was allowed by the approval of Central Issaquah; however, Central Issaquah also considers the value of the streams, wetlands, and other greenways for both people and wildlife. These corridors are being protected and enhanced with additional native landscape.*

7. **Concern**: Applicant needs to coordinate the utilities connection and installation of the pedestrian/bike crossing over Tibbetts Creek with the Rowley Properties, owners of the adjacent properties

   Staff response: *DSD Staff has facilitated an initial meeting between the Applicant and Rowley Properties to coordinate the design and timing of construction of the pedestrian/bike crossing over Tibbetts Creek. Staff has been made aware that the Applicant has continued to work with Rowley Properties over the utilities connection and emergency vehicle easement in the latter's property that is needed for the Gateway*

8. **Comment:** Sidewalks should be provided on both sides of Newport Way. Provide safe pedestrian access to the new Neighborhood Park from Newport Way

   Staff response: *The project is required to provide half-street improvements in front of the property being developed, therefore we can only require improvements on the north side of*

Newport Way. In addition to the pedestrian facility along Newport Way, there will sidewalks along the project's entry road connecting to the Neighborhood Park. Finally, pedestrian crossings will also be provided at this intersection.

9. **Question:** "Does this development match up the Issaquah Cougar Mountain subarea plan development at the time of the annexation of this land and approval of the surrounding developments"

   Staff response: The Tibbetts/Cougar Mountain Subarea Plan was a county plan that was eventually replaced with the new Central Issaquah Plan after this area was annexed to the City. New information, community priorities, as well as regional mandates of the Growth Management Act are incorporated into the Central Issaquah Plan.

10. **Concern:** Current Newport Way conditions that are not safe:

    Staff response: *Staff has reviewed preliminary plans for Newport Way frontage improvements and the traffic report provided by the Applicant.* The City is further evaluating the appropriate type of intersection control method based on traffic operations and safety and for pedestrian access and safety. *Staff will take into consideration these comments as the appropriate intersection design is determined, which will affect the design of the turn lanes and slip lanes.*

11. **Concern:** Neighborhood Park must provide play areas for younger and older children; basketball court for older children; protect children from oncoming traffic; Neighborhood Park operation funding must be in place

    Staff response: *The Central Issaquah Development and Design Standards have several standards that require park spaces to be designed for a variety of users, and to be done to protect park users from adjacent traffic. The developer is not required to provide the play spaces; however, the project is required to provide elements along Newport Way to provide a safe area. (This comment has been forwarded to the Department of Parks and Recreation, who will be developing the plan for the Neighborhood Park).*

12. **Comment:** Need more than just dog litter collection stations along walking paths; must provide off-leash dog parks

    Staff response: *Applicant is amenable to providing a dog run for their residents and Staff has noted this in the Staff Report. The CIDDS does not have a requirement for a dog park for development so this is being provided by the Applicant voluntarily.*

13. **Comment:** Provide school bus "pull offs" or traffic calming device to stop traffic in both directions. Future Metro transit stop area must be included in the design

    Staff response: *Currently, this area is not served by transit. Appropriate school bus and Metro bus stops may or may not be associated with this project; these are more related to the entire corridor rather than this specific project. These uses will be considered as part of the design for the street frontage improvements and the intersection control evaluation, and if appropriate incorporated into the design. Consideration will also be given to provide flexibility for future uses and changes.*

14. **Comment:** Construction activities should be managed so as not to impact the Sammamish Pointe Condominiums and Newport Way: provide screen buffer; flaggers should be used during peak flow, police should be onsite to ensure traffic flows, construction staging and delivery vehicle parking should not be allowed on Newport Way except in emergencies.

    Staff response: *City construction standards include requirements to protect abutting residential developments from dust, traffic and noise impacts of construction activities. City inspectors also monitor construction activities on a daily basis during construction.*

15. **Comment:** *Delivery trucks and waste collection vehicles should not block fire lanes.*

    Staff response: *This is a requirement for all developments by the Central Issaquah Development and Design Standards and staff has conducted a preliminary review of the site plan. Staff has determined that the project generally complies with this requirement with conditions.*

Greater City of Issaquah issues beyond the scope of this project were forwarded to the different Department managers for consideration:

- Implementation of the Mountains-to-Sound regional bike trail by the City
- Implementation of the regional multi-use trail, including design and funding, of the connection over I-90 to Sammamish State Park; work with adjacent developer (commentor did not specify which property) to have an agreement in place
- City needs to complete the Wildlife Corridor Studies for the southside and uphill area of Cougar Mountain
- City must actively work with Metro to have a regional bus service and intercity transit service along Newport Way
- City should collaborate with the Issaquah School District and Metro to provide a joint intercity bus service to and from the western area.

From: Amy Tarce
To: "Matt Johnson"
Cc: Doug Schlepp; Lucy Sloman; Dave Favour; Peter Rosen; Sheldon Lynne
Subject: RE: Gateway Apartments project on Newport Way NW
Date: Thursday, May 28, 2015 11:02:05 AM

Mr. Johnson,
Thank you for submitting your comments. I am copying other city staff who should be aware of your concerns. We are in the early stages of review and will be reviewing the impacts of the proposed development to the existing traffic on Newport Way. A comprehensive assessment of the impact of the development is also part of the environmental review through the provisions of the State Environmental Policy Act (SEPA).

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

From: Matt Johnson [mailto:mjjohnson@hotmail.com]
Sent: Saturday, May 23, 2015 4:29 PM
To: Amy Tarce
Subject: Gateway Apartments project on Newport Way NW

Amy,

I received a Notice of Application this week regarding the proposed Gateway Apartments project at 2290 Newport Way NW in Issaquah. As the Notice stated that comments from the public were now being accepted, I thought I would submit my concerns about a project of this size in what already feels like a fairly congested neighborhood.

I live in the Spyglass Hill townhome community, directly across the street from the proposed project site. I fear that cramming 400 residential units and several multi-story buildings on the proposed project site would add much increased traffic to Newport Way NW. In addition, there does not appear to be enough available land to expand Newport Way NW beyond its existing two lanes, as adding additional lanes would cut into the property of homeowners and the townhome communities that are near the proposed project site.

I'm also concerned about how the construction a project of this size would impact the quality of life for those who call this neighborhood home, including the noise and potential traffic delays.

Thank for you taking my comments into consideration. I would be happy to answer any questions you might have.

Sincerely,

Matt Johnson
2137 NW Pacific Elm Dr.
Issaquah, WA 98027
425-603-1598

From:	Amy Tarce
To:	"Michele Cenotto"
Cc:	Peter Rosen; Sheldon Lynne; Doug Schlepp; Lucy Sloman
Subject:	RE: Gateway Apartments
Date:	Thursday, May 28, 2015 11:18:16 AM

Ms. Cenotto,
Thank you very much for submitting your comments and expressing your concerns about the proposed multi-family development across your property. We are in the very early stages of review of this proposal and appreciate hearing from the neighborhood about their concerns. We will be reviewing the environmental impacts of this development, which includes the traffic impacts on Newport Way, so your comments are timely.

I am copying other City staff who should be aware of your concerns.

As a property owner within 300 feet of the proposed project, we will continue to send you written notices for additional opportunities to comment on this project, as required by the Issaquah Land Use Code. This includes a public hearing with the Development Commission that is yet to be scheduled. However, you are more than welcome to send me additional comments anytime which I will submit as part of the record for the Development Commission to consider during the public hearing.

Sincerely,

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

From: Michele Cenotto [mailto:michelecc2@gmail.com]
Sent: Sunday, May 24, 2015 3:55 PM
To: Amy Tarce
Subject: Gateway Apartments

First of all, I wish to thank you very much for actually mailing me notice of this project. I have seen stories of other projects elsewhere where people affected were expected to read the public notices in the newspaper or constantly check some website on the offchance something might happen. I appreciate it.

I am horrified at the idea of a 400 unit residential development being built across Newport directly across from the only westbound egress from my development. Newport is already quite heavily traveled, with people besides the actual residents using it to bypass I-90 going from 17th to Lakemont/W Lk Sammamish. This would bring an easy estimate of 800 additional vehicles per day, usually at least twice a day. Then there are the additional UPS trucks, FedEx, moving trucks, etc. that go along with that. Probably a lot of moving trucks, as apartment dwellers tend to be more transient. That is too much. And it's hard enough to get out of my development sometimes with the morning traffic. A traffic light could solve that problem, but not the sheer volume on the road. And road maintenance costs. And really, would you want a traffic light coming right out of your fairly pastoral neighborhood? Yuk!

I'm not happy either about the 5-story buildings. I cherish my small view of Lake Sammamish. It was probably the reason I bought here in the first place.

I'm quite afraid that this project will negatively affect my property value, in this city that I have lived in and loved for 7-1/2 years.

I believe in property rights for whoever owns the property, but with limits. How about a low slung office park?

I would appreciate being kept informed.

Michele Cenotto
2109 NW Pacific Elm Dr
Issaquah, WA 98027
michelecc2@gmail.com

JON R. SANFORD
Attorney at Law
2272 Newport Way NW
Issaquah, WA 98027

Attorney – Practicing Since 1970

Phone: 479-970-5400
jrsanford@suddenlinkmail.com

June 29, 2015

Amy Tarce, Senior Planner
City of Issaquah
Development Services Department
P. O. Box 1307
Issaquah, WA 98027

RE: Gateway Apartments Proposal

We are homeowners at 2272 Newport Way NW, just southwest of the southern boundary line of the proposed project.

We have been here for approximately 15 years. During that time the intense urbanization of parts of Issaquah have transformed the town, making possible great increases in population, rendering unsightly what was a beautiful semicircle of foothills, exacerbating traffic loads to the nearly unmanageable and making it far more difficult to navigate.

The acreage in question provides a combination of pasture/hayfield and contiguous borders of a mix of tree line and blackberries. From our windows, we have direct visual access to this land that provides a home for all manner of wildlife: We have seen rabbits and other ground dwellers, songbirds, red winged black birds, etc. Larger wildlife is represented as well: not long along we saw a bobcat making its way on a fence between this land and our place and we have also seen what appeared to be a cougar crossing the field. Raptors, including eagles, have been sees as well working the area for prey. When this haven is destroyed in favor of asphalt and buildings, these will be lost and will never return. This seems to be a major concern to those whose mission it is to protect this wildlife and their habitat.

Our other concern is traffic. A light is planned at the intersection of the proposed complex's access road and Newport Way. There is only 160 feet from the restraint line that will be placed to keep westbound traffic out of the intersection when the light is red for them. This means there is room to accommodate only 6 cars before they start interfering with the ability of condo dwellers to leave the condo complex and get into the flow of traffic on Newport Way. Yet there are times during the day (when we need/want most to get out) that the 6 car space will be filled up in seconds with many, many cars behind them waiting to take up the space behind them, all of them having the right of way over cars seeking to leave the condo. At certain high points in traffic count this same phenomenon will prevail even as far back as the main entrance to the condo complex thus leaving us with no available way to leave our complex.

It is not appropriate or fair that developers, none of whom live here nor will, most likely, be living in Gateway, should be imposing these changes, losses and inconveniences on others just so that they can make a profit. You may respond that that is just free enterprise and capitalism as work; but if that is so, what is your role in restraining these impulses for the protection of the innocent neighbors who will gain nothing from this effort?

Yours truly,

Jon R. Sanford

JRS:er

From: M Lynch
To: Amy Tarce
Cc: hartnewport@yahoo.com
Subject: Mull Gateway project
Date: Sunday, July 19, 2015 11:18:20 AM

Amy

Initial concerns and requests for study

Please make sure the following concerns are address in the project study and build out.

Speed, geography, and traffic on access roads to the development make it mandatory that Issaquah Safe Street Codes be closely followed for street design and pedestrian access to this location.

EMT and Fire access is also needed. Since no street parking in the area and no close transit lines run near by must have adequate parking for visitors.

Side walks up to the dev must be reviewed for safe use by workers and residence going to the transit station locate a ways await from the site at all times of day and night.

Please review and follow recommendations for Newport way in attached CAR request it be part of public comment for this project .

Side walks added to both side of Newport way to provide access to safe crossing for neighbors visiting neighbors of all ages.

This entrance is once again on blind corners. landscaping, signage and monuments at entrance should not block site line.
Safe access for delivery and moving trucks thru the dev and loading area provided so EMT and fire lanes are not blocked at any time

Safe School bus transit stops must be provide for loading and unloading in both directions on Newport Way.

Traffic studies need to include Newport Way NW local and thru traffic separately and impact of new development on local traffic.
Also current traffic accidents study along 2.3 miles and at least other street located in close that would impact overall traffic flow thur S900 intersection.

During Construction work zones along Newport way must be designed to slow down construction vehicles accessing the site. Exist Ped and Cycle paths of Newport need to be looked at to insure safety of all during construction.

Flaggers must be on site during peak traffic hours and when construction vehicle access the site

Onsite safe construction break areas must be provided for workers since no close public facility around
Site hours show be set considering close proximate to current residents.

More to come

Please let me know if you have any questions to the above requests

Mary Lynch

From: M Lynch <melynchwa@yahoo.com>
To: Amy Tarce <AmyT@issaquahwa.gov>
Sent: Thursday, July 9, 2015 7:22 PM
Subject: Re: Request to be added to project update and meetings dates and community hearings

Thank for the new name. You also might want to have someone update the City website with the project list to reflect new name too.

Looking forward to learning more about these project in the near future.

Mary

From: Amy Tarce <AmyT@issaquahwa.gov>
To: 'M Lynch' <melynchwa@yahoo.com>
Sent: Thursday, July 9, 2015 5:42 PM
Subject: RE: Request to be added to project update and meetings dates and community hearings

Ms. Lynch,

Thank you for submitting your contact information.
I will add you to the mailing list for the parties of record for both the Mull Property Senior Housing and the Mull Gateway. By the way, the official land use permit project name and file number for the Mull Gateway is SDP15-00002, Issaquah Gateway Apartments.

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

From: M Lynch [mailto:melynchwa@yahoo.com]
Sent: Thursday, July 09, 2015 4:31 PM
To: Amy Tarce
Subject: Request to be added to project update and meetings dates and community hearings

MULL PROPERTY SENIOR HOUSING project
MULL PROPERTY - GATEWAY Project

Thank you in advance for you quick response

Mary Lynch
2690 NW Oakcrest Dr

CITIZEN ACTION REQUEST (CAR)

CITY OF ISSAQUAH

P.O. Box 1307
Issaquah, WA 98027-1307
Phone: (425) 837-3000

Date: 7/6/15 **Citizen Name:** Hart Sugarman

Home Address: 2550 NW Oakcrest Drive, Issaquah,WA 98027

Phone Numbers: 425-466-4989 **E-mail Address:** hartsugarman@comcast.net

Alternate Contact Information: Daytime phone: 206-298-5129

If Form Not Completed by Citizen, Staff Name:

Location of Concern:

Stretch of road: Newport Way NW from NW Oakcrest Drive to SE 54th Street

Detailed Description of Concern:

On 6/26/2015 a pedestrian (4 year old Haochen Xu) was struck by a vehicle while in the crosswalk, accompanied by his mother. He died the next day in Harborview Hospital. We have raised concerns, for many years, that the speed in this area of Newport Way is too high (40mph) for the road conditions and the Pedestrian Crossing is not safe for crossing this busy, high volume street.

Specific Action Requested:

1. Reduce speed limit along this portion of Newport Way NW from 40mph to 25mph.
2. Install ALL-WAY STOP SIGNS at the following three intersections, that share the same poor conditions:
   - Newport Way and NW Oakcrest Drive
   - Newport Way and NW Pinecone Drive
   - Newport Way and SE 54th Street

Response Preferred: ☐ *Phone Call (should always be followed up with a letter)* **or** ☐ *Letter* or ☑ *Email*

** * * Area Below Is For City Use Only * * **

Initial department response to citizen by: _____ **(Name)** **On:** _____ **(Date)** **Letter / Phone / Email? (Circle one)**

Forwarded to: _____ **Department:** _____ **on** _____ **(Date)** **to**

draft a response for Mayor's review/signature by: _____ **(Date)**.

Assigned to: _____ **on** _____ **for completion by** _____.

Final department response to citizen by: _____ **(Name)** **DATE:** _____ **LETTER / PHONE / EMAIL? (Circle one)**

(Due in ten (10) business days unless solution is lengthy and citizen has been notified of final response delay.)

If final solution was handled by phone call to citizen, fully describe solution below then *always respond by follow up letter, attach copy*:

RETURN COMPLETED CITIZEN ACTION REQUEST WITH COPY OF STAFF'S RESPONSE TO:

Amy Tarce

From: M Lynch <melynchwa@yahoo.com>
Sent: Friday, July 24, 2015 11:31 AM
To: Amy Tarce
Subject: Mull Gateway Apartments public concerns
Attachments: Mull Gateway Apartments M Lynch concerns and quesitions as of 23Jul 2015 final.doc

Amy

Here are additional questions and concerns. I apologize in advance for any typos for I attempting to review without much notice and very little available personal time. This project is going to have a very big impact on our local neighborhood. I hope it is a positive one and the City will do a better job reviewing and working with the developer to make certain that City Code is closely followed during the construction and final signoff than they have done the current projects located on long Newport Way NW

Please let me know if there is something you do not understand and I will attempt to clarify.
Please send me your responses. I would appreciate some advance notice of upcoming City review meetings for this project.
Thank you for your time
Mary Lynch
2690 NW Oakcrest Dr

1. Speed limit must be lowered to 20 preferred or most 25 before this development happens . I would hope before another accident of any kind happens now would be the best time and only take 6 signs being replaced.
2. Does this development match up the Issaquah Cougar Mountain subarea plan development at the time of the annexation of this land and approval of the surrounding developments?
3. Concerned that all the traffic from this development is being funneled on to any already busy neighbor street in between two blind curves. Need reconsider using Poplar as a second entrance for it will lead more directly to I90 and Gilman.
4. The City must insure that any intra development agreement are in place for the emergency access road at the I90 side are completed

5. Concerned that there is no contract in place and or commitment on when the multi modal trail connections will happen. City needs to work with Developer to provide a safe to code alternative pathway off the property that safely connects up with other multimodal trails so residences have safe passage to other parts of the neighborhood including regional bus transit and walking and cycling paths.
6. These paths need to be lighted for winter and night time use so commuters can use them to get to work in Issaquah or to regional transit per Central area plan.
7. if development project is to move forward the City must identify the design and short term fund of a multi modal path way over this portions of I90 connecting the "this Gateway Project with Sammamish Park and the north side of I90 as identify as part of the emerald necklace and requirement of higher density for this site.
8. The City must move forward with the neighboring developer to get an agreement in place for the planned regional multimodal trail connection is complete sooner than later to assist this developer in moving forward and completing the goals of the Central Area Plan. This should be done only once

and rebuilt someplace later wasting capital funds. Density of the project also dictates more that one safe passage / connection into Issaquah.

9. The City also must have the design and immediate funding to complete the multimodal safe MTS greenway trail for this Stretch of Newport Way and west to site the City Limits as identify as part of the emerald necklace and requirement of higher density for this.
10. Since the City made the density higher than the surrounding neighborhood and against neighbors input as part of the Central Area Plan then the City must make sure this neighbor does not have negative impact on public safety and traffic and livability in allowing this development to go forward
11. If this development does provide a neighborhood park as part of the agreement. The City must provide at the sametime funding to make safe pedestrian access to this park from both side of Newport Way developments which currently does not exist in design or funding plan for the next 20 years. Also have the operation funding in place if the becomes City responsibility
12. In addition to an open public park area needs at least one if not two fenced in play area for younger children to run free out of harm's way of moving vehicles and safe paths to this area elsewhere in the development with safe access paths to them. Remember Talus and they at least had some front yards and sidewalk this for children to play on near their front doors (expect for the low income who have to go across a busy street for a playground which in not fence in.
13. Need basketball and similar play courts and equipment of older children out of harm's way of moving vehicles
14. Need fenced off leach dog parks not just dog litter collection stations along walking path
15. School bus pull offs or traffic calming device to stop traffic in both directions since on will be in between curves and plenty of bus loading and unloading waiting area in the zone out of harm's way of moving vehicles for 50 – 150 childern or move at various times or move for at k-5 elementary, middle and high school buses 50 -80 students per bus) plus activity bus Need to have clearly marked and safe walking bus paths from all units to the bus stop zones. Work with the ISD to determine if students for the surrounding development will also be using this same zone and provide safe to code ped paths from the development to the zone from both sides of Newport Way and City must then insure the traffic is stopped in order to cross student in between two curves at 40mph plus traffic speed. Note also this must be well light area to allow for pick up and drop off during winter hours and adverse conditions.
16. Current road slope and camber along this stretch exist from the original road design and are not to current street standards. Thus during early morning black ice and winter conditions this stretch of road over the years has proved to be very dangerous and cars have spun out and slide off the road at a very high rate. Not many of these minor mishaps result in reportable accidents most minor damage goes unreported and or answer by 911 due to police responding to the top priority emergencies.
17. Future metro transit stop area must be included in the design as part of the Central Area Plans concept. The City must also be actively working with Metro to have regional bus service along this street as well as provide intercity transit service
18. This would be a great project for the City to begin to engage their plan to work collaborative with ISD and Metro to provide some joint intercity bus service to and from the western area. One route could loop Newport Way to pick up students and other need to connect at the transit center and then continue on down Newport Way to the High School . When complete the middles school even. Other need to go to the library could stay on as the bus loops back to Newport way and during mid day loop to Gilman or other side of I90. The then could reverse in the late afternoon to take students and riders from the Transit center home.
19. Newport Way must have entrance turn lanes and slip lanes for entering and existing with curves on either end, close proximately to other complex entrance on both side of the road with current 40mph speed limits. Would request that the City design to current safe street Standards and reduce Newport speed to 20 to 25 mph. Due to heavy traffic volumes still need the turn lanes to allow for safe flow of traffic

20. Would request that this stretch of road needs to be study for current road camber and may need to be redone to prevent vehicle from spinning out or slipping off the road way when wet, black ice which occurs often along this stretch as well as snow.
21. Would request the City with Spyglass community and neighbor on the south side of Newport Way and City public works to identify the current status of Schneider Creek and the surrounding wetland. Currently (before this last dry stretch) Spyglass has encountered continuous flow of ground water thru their development road way and down their west entrance. At time the water has flowed over the road way creating potential road hazards in the winter.
22. Would request the City identify future plans for Schneider Creek enhancement base on the Central area plan goals so that the developer can incorporate the enhancement in their planning. Culvert and Project to widen and build Newport Way to safe street standards also need to be included so that the City does not waste valuable City tax dollars to have to come back and redo work completed by this development because preliminary design of Newport Way redesign had not been completed for this stretch of street. Note both of these creeks have stream water and rocks over the road during heavy rains and flooding
23. The City needs to complete wildlife Corridors studies for the Southside and uphill area of Cougar Mountain so that the Developer can base their wildlife corridors enhancements into their design as part of the Central Area Plan guidelines to enhance wildlife.
24. Screen buffer must be provided for the existing Sammamish Point residences and extra during site construction to minimized the impact of construction on their quality of life during the construction phase.
25. Attempt to have all the construction traffic to enter via that entrance to minimize heavy construction traffic on Newport Way
26. Parking of or staging of construction and delivery vehicles along the sides of Newport Way shall not be allowed except in emergency cases. Flaggers and during peak flow police should to be onsite to access with traffic flow.
27. Stream corridors must be protected so as not encouraging residence to use them for play or dog running areas. Ongoing maintenance of these corridors must be build into the development agreement and check in balance included with any new owners.
28. Road ways within the development must be designed and constructed to allow for moving and delivery vans to park without blocking fire lanes.
29. CleenScape trucks must be able to safely enter and back without encounter the walking pathways.

Original email and concerns below to be addressed

Speed, geography, and traffic on access roads to the development make it mandatory that Issaquah Safe Street Codes be closely followed for street design and pedestrian access to this location.

Traffic coming and going will be as much as retail for visitors come and go all day. EMT access is also need for emergency and transporting residences to and from medical appointments and emergency rooms. Since no street parking in the area and no close transit lines run near by must have adequate parking for visitors.

Side walks up to the dev must be reviewed for safe use by workers and residence going to the transit station locate a ways await from the site**at all times of day and night minimum wage many works can not afford to live in Issaquah and do not have vehicles to drive**.

Please review and follow recommendations for Newport way in attached CAR request it be part of public comment for this project.

Side walks added to both side of Newport way to provide access to safe crossing for neighbors visiting neighbors of all ages.

This entrance is once again on blind corners. landscaping, signage and monuments at entrance should not block site line.
Safe access for delivery and moving trucks thru the dev and loading area provided so EMT and fire lanes are not blocked at any time

Safe transit stops must be provide for loading and unloading in both directions on Newport Way with and if that ever happens.

Traffic studies need to include Newport Way NW local and thru traffic separately and impact of new development on local traffic.
Also current traffic accidents study along 2.3 miles and at least other street located in close that would impact overall traffic flow thur S900 intersection.

During Construction work zones along Newport way must be designed to slow down construction vehicles accessing the site. Existing Ped and Cycle paths of Newport need to be looked at to insure safety of all during construction.

Flaggers must be on site during peak traffic hours and when construction vehicle access the site

Onsite safe construction break areas must be provided for workers since no close public facility around
Site hour's should be set so as not to negatively impact current residents.

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Site hour's should be set so as not to negatively impact current residents.

From: Dale Takato
To: Amy Tarce
Subject: Concerns About Issaquah Gateway Apartments
Date: Sunday, July 26, 2015 1:28:18 PM

To Members of the Development Commission:

We are very concerned about the expected increase in traffic on Newport Way NW and the impact to our condominium complex (Sammamish Pointe). The entrance to the proposed Issaquah Gateway Apartments encroaches on our West entrance and will cause problems with entering and exiting our complex. The Gateway entrance is just too close to our entrance. There already is a lot of traffic in the area and adding another 400 units will be too much for this section of the road. Has there been any consideration to relocating the entrance further west on Newport Way NW? There are Senior apartments being proposed for the property to the west of the Gateway property, couldn't you relocate the main entrance to that area?

Thank you.
Dale Takato & Alina Arnett
Property Owners, Sammamish Pointe

From:	Amy Tarce
To:	Amy Tarce
Subject:	Sugarman Public comment for SDP15-00002
Date:	Monday, July 27, 2015 11:13:23 AM

From: Hart Sugarman [mailto:hartsugarman@comcast.net]
Sent: Friday, July 24, 2015 5:27 AM
To: Amy Tarce
Subject: Mull Gateway Concerns

Hello Amy
Please find attached Word Document with my concern about the Mull Gateway Project.
Primary concern is traffic.

Also, attached map (JPEG file) with proposed roadway to support this project, along the northern boundary of the project.
Keeping the traffic flow as far away from Newport Way as possible.

I'll drop off a hard copy of these documents to your office today.
I have a meeting with Emily Moon at 11:00am.

Thank you for your consideration.
Regards
Hart Sugarman
2550 NW Oakcrest Drive
Issaquah, WA 98027

Hart Sugarman
2550 NW Oakcrest Drive • ISSAQUAH, WA • 98027
Daytime Phone: 206-298-5129 Cellphone: 425-466-4989
e-mail: hartsugarman@comcast.net

Friday, July 24, 2015

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

Dear Amy,

This letter is regarding the proposed development of land between Newport Way and Inter-state 90 known as the Mull / Gateway Apartments.

This topic came up a number of years ago, and I attended a community meeting at that time, where I raised my concerns about traffic and vehicle flow.

My primary concern is traffic, and the increased number of vehicles that will travel along Newport Way.

This is a very large project. I believe the best route for vehicles is to use the "frontage" road that runs parallel to I-90, along the north end of the property. There is an existing street named NW Poplar Way. This street joins NW Gilman Road, which is a main arterial road, with existing 4 lanes and traffic signals at SR-900 (17th Avenue NW). This route provides ideal access to I-90 and surrounding roads, in all directions.

Newport Way is a two-lane road with limited sight lines, in a residential area. NW Poplar Way is in a commercial area with no residential properties, therefore no residential traffic concerns.

Please see attached map with proposed road. Consider Poplar as the primary access to the site, as this is the shortest route to Gilman and SR-900, and alleviates congestion on Newport Way and SR-900 (at Maple, and Mall, etc.)

Thank you very much

Sincerely,

Hart Sugarman

From:	Kristi Tripple
To:	Amy Tarce
Cc:	Doug Schlepp; Lucy Sloman; Support Services
Subject:	Issaquah Gateway Apartments - Notice of Public Hearing/Party of Record Request
Date:	Monday, July 27, 2015 9:23:56 AM
Attachments:	image002.png image003.png image004.png

Greetings Amy – I received the notice of public hearing for this project - #SDP15-00002. I am requesting that Rowley Properties be added as a Party of Record as an adjacent neighbor and given Wolff will need to:

- Coordinate utilities (water/sewer/other) work with Rowley Properties for the project through Poplar (a private road);
- The installation of a pedestrian/bike crossing through the Tibbetts Creek Greenway; and,
- Any corresponding potential impact on the Hyla Crossing neighborhood and access to Arena Sports.

We have been working with the developer and as per their correspondence last week, expect to have a meeting with their team to discuss details and expectations associated with the above towards the end of this week. We will communicate with the City regarding the outcome(s) and expect the same in return from the City to ensure we are all working in partnership towards a successful end product once construction ensues.

Respectfully,

ROWLEY PROPERTIES

Kristi Tripple
VP for Community Development
Office | 425.392.6407
Direct | 425.395.9583

www.rowleyproperties.com
Please consider the environment before printing this email

From: Jim Lippincott
To: Amy Tarce
Cc: Christopher Wright; jlippincott3@gmail.com
Subject: FW: Gateway Project
Date: Wednesday, July 29, 2015 10:07:01 AM

Good Morning Amy,
Regarding the Gateway Project, when might be a good time to come in and speak with either you or Chris?
My questions on the project are:

1) I'm looking for confirmation that all improvements to Newport Way protects Sammamish Point and its new privacy fence as it now stands.
2) I see another traffic study is being done, and the results of the most recent study aren't online... is this a study being done by the city of Issaquah? Can I see the findings?
3) I realize a neighborhood child lost his life at the crosswalk just east of the main entrance to Sammamish Point. Does Issaquah intend to keep the 40MPH speed limit? Would the city consider keeping the 25 mph speed limit from 900 to just beyond the entrance proposed for the Gateway project? If 25 mph, can the turn lane, deceleration lane be shorter on Newport Way?
4) Since there's a proposed Senior Housing development in the planning stages for the other portion of the property, are all automobile traffic proposed to enter both complexes at the Gateway entrance? Or will a second light be added for the Senior Housing development?

If I can come in this morning, I'd love to talk more on this.

Looking forward to hearing from you.

Jim Lippincott
2258 Newport Way NW
Issaquah, WA 98027
(509)0493-8310
Jlippincott3@gmail.com

From: Christopher Wright [mailto:ChrisW@issaquahwa.gov]
Sent: Thursday, May 28, 2015 12:03 PM
To: 'jlippincott3@gmail.com'
Cc: Amy Tarce
Subject: FW: Gateway Project

Hi Jim-

Immediately following your email on the 12th, and the issuance of the Notice of Application, I made sure the Active Projects List was updated to include the notice and the latest plans. Hopefully, you saw that was updated, but I'm sorry I didn't let you know.

Just let Amy or I know when you would like to come in and review the plans and studies, and we will make sure they are set aside for you.

Christopher J. Wright
Project Oversight Manager
Development Services Department
(425) 837-3093

From: Jim Lippincott [mailto:jlippincott3@gmail.com]
Sent: Wednesday, May 27, 2015 11:39 AM
To: Amy Tarce
Subject: Re: Gateway Project

Amy,
I hope you're having a good day... It's Jim...
I'm coming down to view the project at city hall at noon... I realize you'll most likely be out for lunch. I'm really interested in reading the traffic study, seeing its findings.
If there may be a time later in the day that you might have time to say hello, I can come then... Let me know...
As a sidebar... Your request for Christopher to get back to me fell on deaf ears, as he never contacted me... Please pass along how inadequate and disrespectful I find that... He really should be chastised for not following up...

Jim Lippincott
2258 Newport Way NW
Issaquah, WA. 98027
509-538-2203
jlippincott3@gmail.com

Sent from my iPhone

On May 12, 2015, at 4:40 PM, Amy Tarce <AmyT@issaquahwa.gov> wrote:

> Christopher,
> Do you want to answer this one? I am preparing the Notice of Application right now. They still have some outstanding items that they are supposed to submit in the next few weeks. Do we post the NOA even if they don't have all the items submitted?
> **Amy Tarce**, AICP, Assoc. AIA
> Senior Planner
> City of Issaquah
> 425.837.3097 direct
>
> ---
>
> **From:** Jim Lippincott [mailto:jlippincott3@gmail.com]
> **Sent:** Tuesday, May 12, 2015 3:54 PM
> **To:** Amy Tarce
> **Cc:** jlippincott3@gmail.com

Subject: Gateway Project

Amy,
I understand the Hull development has turned over their final proposal, yet I'm not seeing it online here two weeks later.
Can we either update the project list, or better yet, sent directly to myself to review as well?
I am a resident at Sammamish Point Condominiums, and would like to stay abreast of the development in as real time as possible.
Thank you for your help here.

Jim Lippincott
2258 Newport Way NW
Issaquah, WA 98027
Jlippincott3@gmail.com
541-490-8310

ATTACHMENT 6 SDP15-00002

CITY OF ISSAQUAH

Land Use Application #252292 - Gateway Apartments

Applicant

First Name	Last Name	Company Name
Bethany	Madsen	VIA Architecture

Number	Street	Apartment or Suite Number	E-mail Address
1809	7th Ave	Ste 800	bmadsen@via-architecture.com

City	State	Zip	Phone Number	Extension
Seattle	WA	98101	(206) 995-8872	

Contractor

Company Name: Owner

Number	Street	Apartment or Suite Number

City	State	Zip	Phone Number	Extension

State License Number	License Expiration Date	UBI #	E-mail Address

Project Location

Number	Street	Floor Number	Suite or Room Number

City	Zip Code	County Parcel Number

Associated Building Permit Number	Tenant Name

Additional Information (i.e. equipment location or special instructions).

Work Location: 2024069119

Property Owner

First Name	Last Name or Company Name

Number	Street	Apartment or Suite Number

City	State	Zip

Certification Statement - The applicant states:

I certify that I am the owner of this property or the owner's authorized agent. If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such application. I have furnished true and correct information. I will comply with all provisions of law and ordinance governing this type of application. If the scope of work requires a licensed contractor to perform the work, the information will be provided prior to permit issuance.

Date Submitted: 4/28/2015 **Submitted By:** Bethany Madsen

Land Use Application #252292 - Gateway Apartments

Project Contact

Company Name: The Wolff Company
Name: Greg Van Patten **Email:** gvanpatten@awolff.com
Address: 911 East Pike St Ste 310 **Phone #:** (480) 261-6193
Seattle WA 98122

Project Type	Activity Type	Scope of Work
Any Project Type	Project or Site Plan Approval	Site Development Permit

Project Name: Gateway Apartments

Description of Work: 400 units of multifamly housing in 18 separate buildings and one common community center building. The redevelopment area is limited to the central 13 acre portion of the property. The most western and eastern reaches of the overall 38.17 acre property will not be included as part of this project. Delineated wetland areas will remain with required buffers. Approximately 2 acres of land will be dedicated to the City of Issaquah as public park.

Project Details

Project Information	
Use (s) - proposed	Multi-Family Residential
Use - existing	Mull Property - single family residential
Critical Area Information	
Wetland	
Clearing and Grading Information	
Square feet of new impervious surface	375,923
Square feet of replaced impervious surface	1
Square feet of total impervious surface	375,923
Quantity and Size Specifications	
Maximum proposed building height	54
Number of buildings	19
Number of proposed new residential units	400
Number of proposed parking spaces	505

DESIGN NARRATIVE

Gateway
Apartments

04/28/15

SITE
DEVELOPMENT
PERMIT

THE WOLFF
COMPANY

The Issaquah Gateway project intends to fully meet the goals outlined in the Central Issaquah Plan (C.I.P.) by making a commitment to public parkland and wetlands preservation while providing much-needed family friendly housing. A walkable, urban scale street network will be established to allow safe, convenient circulation by all modes and promote community interaction. The project will meet prescribed density levels while remaining seamlessly integrated into its ecologically sensitive surroundings.

The project is situated on a gently sloping site bordered by I-5 to the north, Newport way to the south, and the Rowley Properties planned Hyla Center to the east, with views north to Lake Sammamish. Neighbors to the project include Arena sports, a veterinary clinic, and the Sammamish Point condos. The approximately 30-acre site is bounded at north and east edges by Class II wetlands and bisected by Schneider Creek. The development will preserve approximately 6.5 acres of the site as natural areas enabling the future potential naturalization of Tibbets creek, and will dedicate land greater than 2-acres to a Neighborhood Park.

The project's prominent location near I-90 presents a unique opportunity to create a gateway as drivers enter Issaquah from the west. To take advantage of this, two five-story residential buildings will front I-90, using distinctive architecture to create a sense of arrival and establish an urban scale for Central Issaquah. The project is also adjacent to Newport Way, an important regional cycling route and part of the Mountains to Sound greenway trail network. The project has the potential to improve access between Central Issaquah and Newport way by creating a portion of the Shared Use Trail connection between Newport way and the future Hyla Crossing development site.

To facilitate community connections and provide eyes on the street, entrances to all ground level residential units will open directly to a through-block corridor, a neighborhood park street, or a sidewalk. Upper level units in ten and twenty unit buildings will share a common entrance also facing a main pedestrian circulation route. Both the clubhouse and outdoor community space are located at the intersection of the site's green through-block corridors, providing safe vehicle-free access to all units and further encouraging neighbor interaction.

At the site's northern edge, a pair of five story, eighty unit buildings abuts I-90 establishing a gateway that marks the entrance to Issaquah from the freeway's eastbound lanes. The eighty unit buildings' northern locations provide a visual and acoustic barrier from the freeway for the rest of the site and preserve solar access for lower

tel 206 284.5624 VIA Architecture 1809 Seventh Avenue Suite 800 Seattle WA 98101
fax 206 624.5624 via-architecture.com info@via-architecture.com

ten and twenty unit buildings located to the south. Each building will share a single grade level entry, with shared parking visually screened from sidewalk grade. Secure shared bicycle parking for eighty unit buildings will be located at the garage level. Plantings will screen the parking areas while plantings on the north side of each building inside the 'L' shape present an opportunity for additional landscaping and/or natural area dedication.

Smaller scale three story ten and twenty unit buildings provide a mix of unit types and sizes allowing a dense, multifamily housing typology conducive to families and larger household sizes. At-grade units in these buildings are planned to have ground related exterior entrances and upper units accessed in a walk-up style by a shared stair. Tuck under garage parking with an associated outdoor tandem stall minimize the amount of surface lot required while providing an appropriate parking ratio for larger units.

All residential units will share access to an iconic clubhouse located in front of the main entry lane to establish a sense of arrival and place for residents and visitors. The community clubhouse supports the family-friendly mission of the project by serving as a social hub and activity center for residents and their children. All mailboxes will be centrally located at the clubhouse, encouraging daily social interaction. A community room will be available for resident gatherings and workout rooms as well as an outdoor pool will create opportunities for recreation and play. Outdoor community space surrounding the clubhouse will provide a semi-private recreation area for residents, while allowing resident recreation to spill over to the adjacent parkland across the neighborhood loop street.

Of the project site's 30 acres, approximately 13 acres will be developed to provide 400 residential units across eighteen buildings in 10-unit, 20-unit, and 80-unit configurations. Residential density in developed areas will reach 30 units per acre, allowing the preservation of 8.8 acres to public parkland, wetland, and natural areas while providing the community with much needed family-oriented housing. A green necklace at the site's periphery will leave habitat and sensitive natural areas intact, as well as offer opportunities for public park facilities and new neighborhood connections.

A new shared-use regional path will provide pedestrian and bicycle access between Newport Way and the future Rowley Properties Hyla Crossing project to the east, offering a low-traffic alternative to Newport Way for users navigating the Mountains to Sound Greenway. Vehicular access to the site will be provided from Newport Way and will be aligned with the current driveway location with a new signalized intersection consisting of full crosswalks will provide pedestrians and bicyclists a safe crossing of Newport Way to connect with the new parkland and shared use path.

The Wolff Company will be pursuing a lot boundary adjustment that will divide the property along Schneider Creek, minimizing impacts to the creek and preserving the western corner of the site for future development. The development will comply with all required setbacks, will avoid disturbance of wetland areas, and will establish a habitat friendly buffer at the periphery of the project.

Emergency access to the site will be provided at two locations, via both the main entry at Newport Way as well as through an emergency-vehicle-only easement connecting to the Arena Sports parking lot. Fire code compliant hammerhead turnarounds are located at the northeast and northwest corners of the site, allowing full fire truck access from the site's circulation network to the perimeter of both eighty-unit buildings abutting I-90 as well as all smaller buildings.

At the center of the site, a legible neighborhood park street loop encircles an urban scale grid of alley courts, woonerf courts, and through-block corridors. Street dimensions of the loop street, including pedestrian areas, planting, parking spaces, and drive lanes will comply with C.I.P. requirements for neighborhood streets. Secondary vehicle and pedestrian access between residential units and the loop street will occur via secondary circulation elements. At the heart of the site, green through-block corridors will provide residents with direct, off-street connections to the community clubhouse amenity, as well as to the green necklace areas at the periphery of the project. These corridors will comply with C.I.P. requirements, providing a minimum twenty feet clear for plantings and a minimum ten-foot-wide pedestrian pathway while dividing each block into frontages no wider than 200 feet.

Resident parking will be located to the rear of each building in a common pedestrian scaled parking area. To activate neighborhood streets and parking areas, access between parking spaces and residential units will be provided via open-air passageways connecting through each building from the street front to the parking area behind. Parking areas are designed with pedestrian-scaled materials and plantings to slow vehicle speeds and to allow for flexible active uses as well as vehicle parking. For two- and three-bedroom units, a tandem-parking configuration may be provided which will maximize space efficiency while providing residents with adequate parking. Parking for one-bedroom units and guests will be located along in parking areas and along the neighborhood street loop. Space for secure bicycle parking in ten and twenty-unit buildings will be provided in the individual garages and at the common building entry.

MEMORANDUM

TO	Amy Tarce, Senior Planner City of Issaquah
FROM	Bethany Madsen, VIA Architecture
DATE	May 7, 2015
SUBJECT	Issaqauh Gateway – Interpretation Requests from DSD for SDP submittal

The list below represents interpretations and clarifications needed by DSD staff. The first line is the CIDDS reference with the design team response in blue as submitted with the SDP response documents. The last line is a clarification of the interpretation needed.

We are requesting interpretations from the City of Issaquah on the following:

4.4 Table Height

04/28/15: Requesting building height be measured from grade of proposed roadway. No roads currently exist on site, this interpretation is understood to be a forthcoming code amendment.

Height to be measured from proposed street elevation if no streets exist on site.

7.4 General Provisions

04/28/15: Per discussions with City of Issaquah staff, the Neighborhood Park and Shared Use Route will be constructed according to the combined amount of the park fees for the Gateway project and the adjacent Senior's site project minus the value of the land dedicated to the City.

Combine park fees from the two development projects, Gateway Apartments and Gateway Senior Housing, to construct the Shared Use Route and Neighborhood Park, less the value of the land dedicated to the City of Issaquah.

8.13 Tools & Flexibility

04/28/15: Internal streets are private and guest parking has been allotted to park. Total parking stalls is 505 which would allow a maximum of 252 to be tandem. Tandem provided is 187, this is less than the maximum.

As discussed with City staff, creating a standard stall length behind the standard stall at the walkup buildings (A,B, and C) is in conflict with other stated goals of reducing visual impact of parking courts and minimizing impervious area. Standard stall backup length has been provided and fire lanes are not impacted. Vehicle sizes will be managed by property management. As stated in CIDDS 8.13.9.b.3.b Tandem may be allowed with standard stall and compact stall length (9x35) by the director.

Request interpretation regarding tandem stall length per code reference indicating that it can be allowed by the director and it is in keeping with the other project goals stated above in the CIDDS response.

12.5.C Private Street Design

04/28/15: see SDP submittal. Circulation facilities have been laid out per discussions with City staff.

As noted on the Site Development Permit drawings, we are using a non-standard street typology referred to as a 'Half Neighborhood Street'. This was deemed appropriate through ongoing discussions with City of Issaquah DSD staff and falls under the allowed 'Additional Circulation Facilities'. The code reference listed in 6.2.E states that 'additional circulation facilities may be required to meet the…desired character, type and scale of adjacent uses, context in which the facility is located, the type of pedestrian and bicycle access necessary and the need for vehicular access…'

tel 206 284.5624 VIA Architecture 1809 Seventh Avenue Suite 800 Seattle WA 98101
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14.4.B Ground Level Residential Uses *04/28/15: This comment is unclear - see SDP submittal. Design team to review with City staff*

We interpret the intent of this standard to be enhancement of the pedestrian environment. The SDP submittal indicates the garage level of the elevator buildings lowered as much as possible given the high ground water on the site. The road and sidewalk elevation have been raised half the garage level height to avoid an entire story of blank wall or parking façade at the pedestrian level. The proposed berm and planting is to screen the parking façade and provide a pleasant pedestrian experience. We believe the intent of this standard is met given the particular conditions of the site.

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VIA

OWNER

THE WOLFF COMPANY
Since 1949

ISSAQUAH GATEWAY

2290 NEWPORT WAY NW ISSAQUAH,
WA 98027

DRAWING SET DESCRIPTION

SITE DEVELOPMENT PERMIT-REV1

ISSUE DATE

07/07/2015

VICINITY MAP

PROJECT SUMMARY:

PROPOSED USE:	MULTI-FAMILY RESIDENTIAL
ZONING:	VILLAGE RESIDENTIAL PER CIP
SEE SURVEY FOR LEGAL DESCRIPTION AND TAX PARCEL NUMBERS	
CONSTRUCTION TYPE:	TYPE V AND TYPE V OVER TYPE I
OCCUPANCY:	R-2 MULTI-FAMILY RESIDENTIAL
PROPOSED DWELLING UNITS:	400 (655 BEDROOMS)
SITE AREA:	29.85 ACRES
FLOOR AREA RATIO:	0.78
PERCENTAGE IMPERVIOUS SURFACE:	42.6% (80% MAX IMPERVIOUS PER CIDDS)
PROPOSED PARKING ON SITE:	503 STALLS (690 VEHICLES) - SEE PARKING PROVIDED TABLE
GROSS SITE AREA THIS PERMIT:	946,972 SF
DEVELOPABLE SITE AREA:	544,565 SF
GROSS FLOOR AREA:	425,618 SF
IMPERVIOUS AREA (PER CIVIL):	9.26 ACRES (403,156 SF)
COMMUNITY SPACE:	38,776 SF PROVIDED - SEE DIAGRAM
BUILDING SETBACK PER CIDDS TABLE 4.4:	0'-15'
BUILDING HEIGHT PER CIDDS TABLE 4.4 FOOTNOTE 3:	54'

DESIGN TEAM

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sprince202@aol.com

UNIT DATA

UNIT COUNT AND MIX					
BUILDING TYPE A		**1 BDRM**	**2 BDRM**	**3 BDRM**	TOTAL
BUILDING NUMBERS: 8, 9, 10, 11, 16					
FLOOR 1		1	1	0	
FLOOR 2		2	1	1	
FLOOR 3		2	1	1	
TOTAL UNITS PER BLDG		5	3	2	10
NUMBER OF TYPE A BUILDINGS	5	25	15	10	50
BUILDING TYPE B		**1 BDRM**	**2 BDRM**	**3 BDRM**	
BUILDING NUMBERS: 13, 14, 15					
FLOOR 1		0	2	0	
FLOOR 2		0	3	1	
FLOOR 3		0	3	1	
TOTAL UNITS PER BLDG		0	8	2	10
NUMBER OF TYPE B BUILDINGS	3	0	24	6	30
BUILDING TYPE C		**1 BDRM**	**2 BDRM**	**3 BDRM**	
BUILDING NUMBERS: 1, 2, 3, 4, 5, 6, 7, 12					
FLOOR 1		2	2	0	
FLOOR 2		4	2	2	
FLOOR 3		4	2	2	
TOTAL UNITS PER BLDG		10	6	4	20
NUMBER OF TYPE C BUILDINGS	8	80	48	32	160
BUILDING TYPE D		**1 BDRM**	**2 BDRM**	**3 BDRM**	
BUILDING NUMBERS: 17, 18					
FLOOR 1		0	0	0	
FLOOR 2		11	9	0	
FLOOR 3		11	9	0	
FLOOR 4		11	9	0	
FLOOR 5		11	9	0	
TOTAL UNITS PER BLDG		44	36	0	80
NUMBER OF TYPE D BUILDINGS	2	88	72	0	160
TOTAL RESIDENTIAL BUILDINGS:	18				
TOTAL NUMBER OF UNITS:		193	159	48	**400**
		48%	40%	12%	100%
TOTAL NUMBER OF BEDROOMS:		193	318	144 =	**655**

PARKING DATA

PARKING PROVIDED:		
LOADING	2	NOT INCLUDED IN TOTAL
MOTORCYCLE	12	NOT INCLUDED IN TOTAL
PARKING - STANDARD PARALLEL SURFACE FOR PARK	7	
PARKING - ADA PARALLEL SURFACE FOR PARK	1	
ADA	10	*
MICRO STALLS	1	
COMPACT STALLS - GARAGE	22	
COMPACT STALLS - SURFACE	118	
STANDARD STALLS - GARAGE	18	
STANDARD STALLS - SURFACE	139	
TANDEM STALLS - BOTH VEHICLES IN GARAGE	64	**
TANDEM STALLS - ONE STANDARD GARAGE AND ONE SURFACE COMPACT	123	**
TOTAL STALLS:	**503**	
TOTAL VEHICLES ACCOMODATED ON SITE:	**690**	

*INCLUSIVE OF (2) ADA VAN STALLS

**ONE TANDEM STALL ACCOMODATES 2 VEHICLES ONE STANDARD STALL AND ONE COMPACT (LENGTH) STALL - SEE PARKING LEGEND

PARKING REQUIREMENTS

AUTOMOBILE PARKING REQUIREMENTS				
UNIT TYPES	QUANITITY	MIN (1 SPACE PER UNIT)	MAX (1.25 SPACES PER UNIT)*	MAX (2 SPACES PER UNIT)*
1 BED UNITS	193	193	241.25	N/A
2 & 3 BED UNITS	207	207	N/A	414
		400	**655.25**	

*MAXIMUM APPLIES TO SURFACE PARKING ONLY

MOTORCYCLE PARKING REQUIREMENTS PER CIP 8.12	
AUTMOBILE SPACES REQUIRED (MIN)	MIN (1 SPACE PER 36 AUTOMOBILE SPACES)
400	**11.11**

BIKE PARKING REQUIREMENTS PER CIP 8.11			
BUILDING TYPES	# OF BED5	MIN (0.15 SPACES PER BED)	PROVIDED*
TYPE A	17	2.55	**3**
TYPE B	16	2.4	**3**
TYPE C	34	5.1	**6**
TYPE D	116	17.4	**18**
TOTAL ON SITE	655	98.25	**276**

*ADDITIONAL BIKE PARKING PROVIDED IN PRIVATE GARAGES

LOADING SPACE REQUIREMENTS PER CIP 8.16	
REQUIRED	2

BARRIER FREE PARKING REQUIREMENTS		
TOTAL STALLS	BF SPACES (2%)	VAN SPACES (1 PER 6)
505	**10.1**	**1.68**

ISSAQUAH GATEWAY

SITE DEVELOPMENT PERMIT SHEET LIST:

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tel 206 284 5624 fax 206 624 5624

CONSULTANT

PROJECT
ISSAQUAH GATEWAY

2290 NEWPORT WAY NW ISSAQUAH, WA 98027

76314

OWNER

THE WOLFF COMPANY
Since 1949

URBAN EVOLUTION

PROFESSIONAL SEAL

DESIGN TEAM: AH
PRINCIPAL: BM
PROJECT MANAGER: BM
PROJECT ARCHITECT:
DRAWN BY:
CHECKED BY:

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT-REV1

REVISIONS

No.	DATE	DESCRIPTION

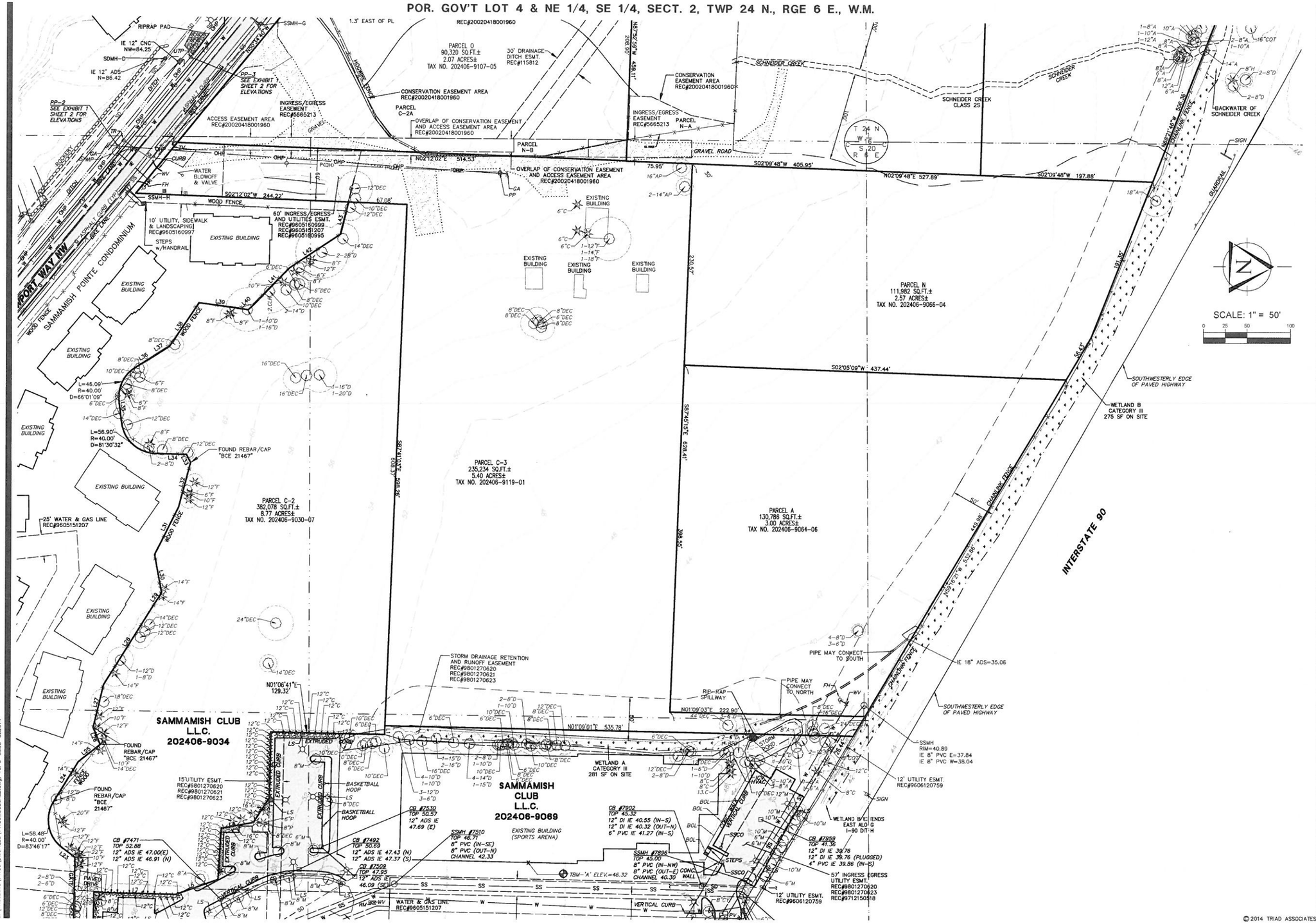
SHEET TITLE
GENERAL INFORMATION

NORTH

SHEET NUMBER
SDP 00

ISSUE DATE
07/07/2015

POR. GOV'T LOT 4 & NE 1/4, SE 1/4, SECT. 2, TWP 24 N., RGE 6 E., W.M.



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TOPOGRAPHIC SURVEY FOR
WOLFF ENTERPRISES II, LLC

ISSAQUAH GATEWAY

CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK

ROY E. LEWIS JR., PE
PROJECT MANAGER
MARY H. MCDOWELL, PLS
PROJECT SURVEYOR
PROJECT ENGINEER
PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE: 10-06-14
SCALE: HORIZ.: 1" = 50' VERT.:

STATE OF WASHINGTON
36805
REGISTERED PROFESSIONAL LAND SURVEYOR

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JOB NO. 14-133

SHEET NO. 1 OF 4

14133_50SCALE.dwg, TOPO-50SC-082614, Site Survey 117997A02_TRIAD EDIT-50SCALE 634c_critical areas base 10-3-14-50SCALE 634c_Watershed Co. 2005 Mit. Concept.jpg
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POR. GOV'T LOT 4 & NE 1/4, SE 1/4, SECT. 2, TWP 24 N., RGE 6 E., W.M.

LEGEND

- POWER VAULT
- LUMINAIRE (LUM.)
- YARD LIGHT
- POWER METER
- POWER POLE
- JUNCTION BOX (AS NOTED)
- TELEPHONE MANHOLE
- CATCH BASIN (CB)
- STORM MANHOLE (SDMH)
- SANITARY SEWER MANHOLE (SSMH)
- SANITARY SEWER CLEANOUT (SSCO)
- GAS METER
- GAS VALVE
- WATER VALVE (WV)
- FIRE HYDRANT (FH)
- WATER MANHOLE
- WATER METER
- SIGN
- WETLAND DATA PLOT
- FOUND REBAR/CAP (AS NOTED)
- FOUND LEAD/TACK
- ASPHALT
- WATER LINE
- SANITARY SEWER LINE
- STORM DRAINAGE LINE
- GAS LINE
- TELEPHONE UNDERGROUND
- POWER UNDERGROUND
- POWER OVERHEAD
- CHAIN LINK FENCE
- BARBED WIRE FENCE
- HOG WIRE FENCE
- WOOD FENCE
- DECIDUOUS TREE
- CONIFEROUS TREE

LINE TABLE

LINE	LENGTH	BEARING	LINE	LENGTH	BEARING
L1	10.11	N87°41'03"W	L25	32.10	S38°39'30"E
L2	75.53	N88°53'19"W	L26	21.12	N66°55'30"E
L3	33.63	N57°13'47"W	L27	50.64	S76°21'25"E
L4	37.19	N10°26'45"W	L28	102.11	S58°08'57"E
L5	58.82	N86°32'02"W	L29	22.45	S56°30'31"E
L6	51.86	N19°30'05"W	L30	44.84	N79°29'13"E
L7	93.62	N01°13'52"E	L31	61.39	S63°21'40"E
L8	41.00	S19°24'49"W	L32	52.83	S75°13'13"E
L9	16.07	S58°42'59"E	L33	10.26	N62°04'11"E
L10	50.60	S47°31'43"E	L34	36.23	N01°36'56"E
L11	61.72	S15°00'59"E	L35	24.80	N83°07'28"E
L12	36.75	S08°50'07"W	L36	24.71	S30°51'23"E
L13	30.93	S23°35'15"E	L37	20.82	S33°03'25"E
L14	11.77	S23°06'12"E	L38	60.57	S55°34'54"E
L15	5.40	N46°26'13"W	L39	56.85	S07°55'27"W
L16	65.14	S16°47'48"W	L40	9.52	S43°23'04"E
L17	53.41	S60°14'16"W	L41	57.27	S46°08'48"E
L18	3.16	S00°57'49"W	L42	70.42	S33°38'33"E
L19	49.90	S29°20'58"W	L43	37.73	S76°17'32"E
L20	24.77	S17°10'31"W	L44	22.00	N89°37'22"W
L21	34.09	S11°04'24"E	L45	21.99	N89°37'09"W
L22	43.96	S38°42'01"E	L46	17.69'	N43°13'31"W
L23	18.28	N37°18'58"E	L47	20.09'	N65°04'18"W
L24	53.70	S58°54'45"E	L48	5.92'	S84°06'02"W

DRAINAGE STRUCTURES

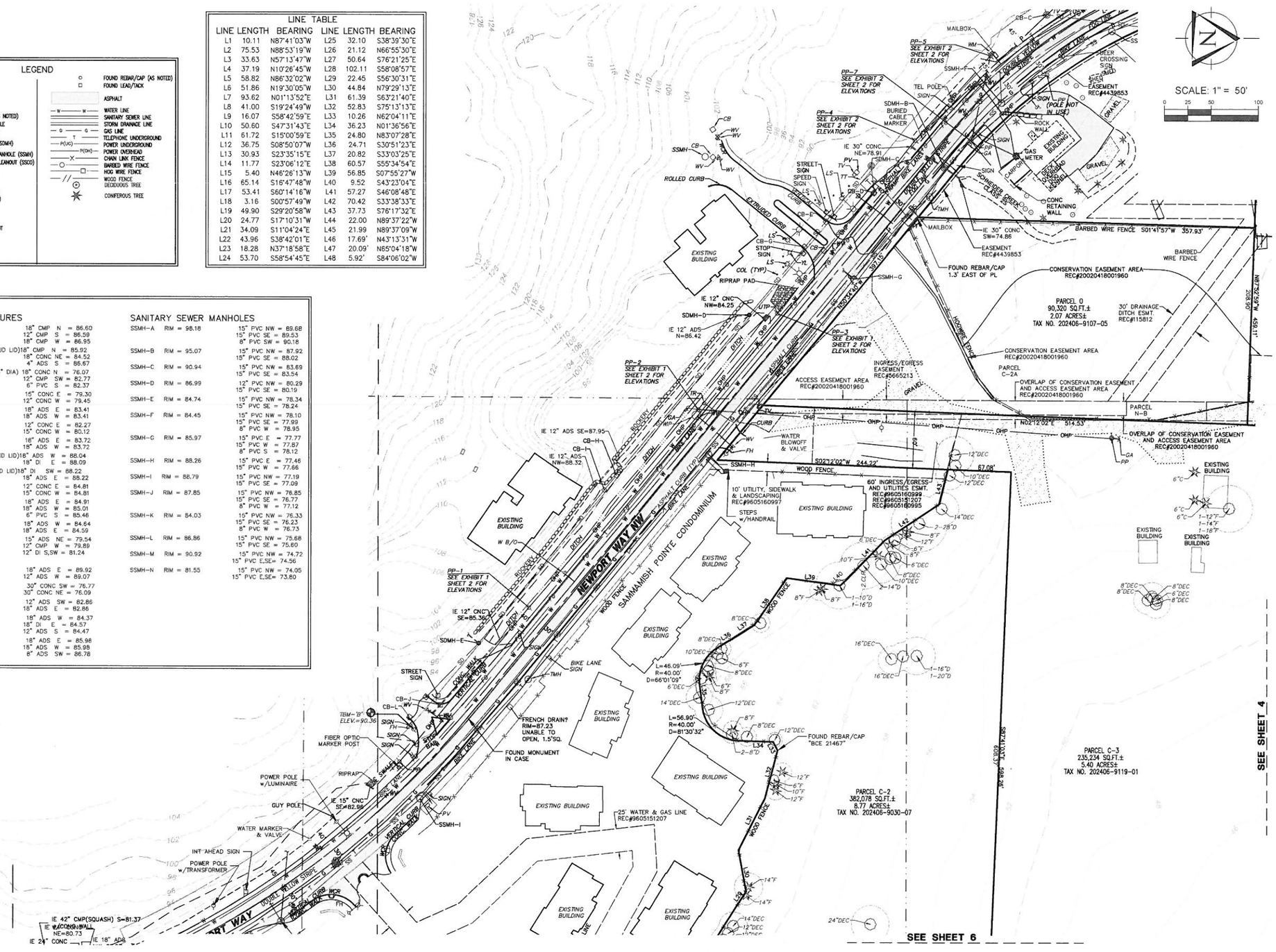
CB–A	RIM = 89.67	18" CMP N	= 86.60
		12" CMP S	= 86.59
		18" CMP W	= 86.95
CB–B	RIM = 89.42(SOLID LID)	18" CMP N	= 85.92
		12" CONC NE	= 84.52
		4" ADS S	= 86.67
CB–C	RIM = 86.37 (24" DIA)	18" CONC N	= 76.07
		12" CMP SW	= 82.77
		6" PVC S	= 82.37
CB–D	RIM = 85.70	15" CONC E	= 79.30
		12" CONC W	= 79.45
CB–E	RIM = 87.26	18" ADS E	= 83.41
		18" ADS W	= 83.41
CB–F	RIM = 86.07	12" CONC E	= 82.27
		15" CONC W	= 80.12
CB–G	RIM = 87.22	18" ADS E	= 83.72
		18" ADS W	= 83.72
CB–H	RIM = 91.09(SOLID LID)	18" ADS W	= 88.04
		18" DI E	= 88.09
CB–I	RIM = 90.62(SOLID LID)	18" DI SW	= 88.22
		18" ADS E	= 88.22
CB–J	RIM = 86.81	12" CONC E	= 84.81
		15" CONC W	= 84.81
CB–K	RIM = 87.66	18" ADS E	= 84.91
		18" ADS W	= 85.01
		6" PVC S	= 85.46
CB–L	RIM = 87.64	18" ADS W	= 84.64
		18" ADS E	= 84.59
CB–M	RIM = 85.74	15" ADS NE	= 79.54
		12" CMP W	= 79.89
		12" DI S,SW	= 81.24

STORM MANHOLES

SDMH–A	RIM = 100.52	18" ADS E	= 89.92
		12" ADS W	= 89.07
SDMH–B	RIM = 84.49	30" CONC SW	= 76.77
		30" CONC NE	= 76.09
SDMH–C	RIM = 86.31	12" ADS SW	= 82.86
		18" ADS E	= 82.86
SDMH–D	RIM = 89.57	18" ADS W	= 84.37
		18" DI E	= 84.57
		12" ADS S	= 84.47
SDMH–E	RIM = 89.78	18" ADS E	= 85.98
		18" ADS W	= 85.98
		8" ADS SW	= 86.78

SANITARY SEWER MANHOLES

SSMH–A	RIM = 98.18	15" PVC NW	= 89.68
		15" PVC SE	= 89.53
		8" PVC SW	= 90.18
SSMH–B	RIM = 95.07	15" PVC NW	= 87.92
		15" PVC SE	= 88.02
SSMH–C	RIM = 90.94	15" PVC NW	= 83.69
		15" PVC SE	= 83.54
SSMH–D	RIM = 86.99	12" PVC NW	= 80.29
		15" PVC SE	= 80.19
SSMH–E	RIM = 84.74	15" PVC NW	= 78.34
		15" PVC SE	= 78.24
SSMH–F	RIM = 84.45	15" PVC NW	= 78.10
		15" PVC SE	= 77.99
		8" PVC W	= 78.95
SSMH–G	RIM = 85.97	15" PVC E	= 77.77
		15" PVC W	= 77.87
		8" PVC S	= 78.12
SSMH–H	RIM = 88.26	15" PVC E	= 77.46
		15" PVC W	= 77.66
SSMH–I	RIM = 88.79	15" PVC NW	= 77.19
		15" PVC SE	= 77.09
SSMH–J	RIM = 87.85	15" PVC NW	= 76.85
		15" PVC SE	= 76.77
		8" PVC W	= 77.12
SSMH–K	RIM = 84.03	15" PVC NW	= 76.33
		15" PVC SE	= 76.23
		8" PVC W	= 76.73
SSMH–L	RIM = 86.86	15" PVC NW	= 75.68
		15" PVC SE	= 75.60
SSMH–M	RIM = 90.92	15" PVC NW	= 74.72
		15" PVC E,SE	= 74.56
SSMH–N	RIM = 81.55	15" PVC NW	= 74.05
		15" PVC E,SE	= 73.80



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TOPOGRAPHIC SURVEY FOR
WOLFF ENTERPRISES II, LLC
ISSAQUAH GATEWAY
CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION

ROY E. LEWIS JR., PE
PROJECT MANAGER
MARY H. MCDOWELL, PLS
PROJECT SURVEYOR
PROJECT ENGINEER
PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE: 10-06-14
SCALE: HORZ.: 1" = 50' VERT.:

STATE OF WASHINGTON
36805
REGISTERED PROFESSIONAL LAND SURVEYOR

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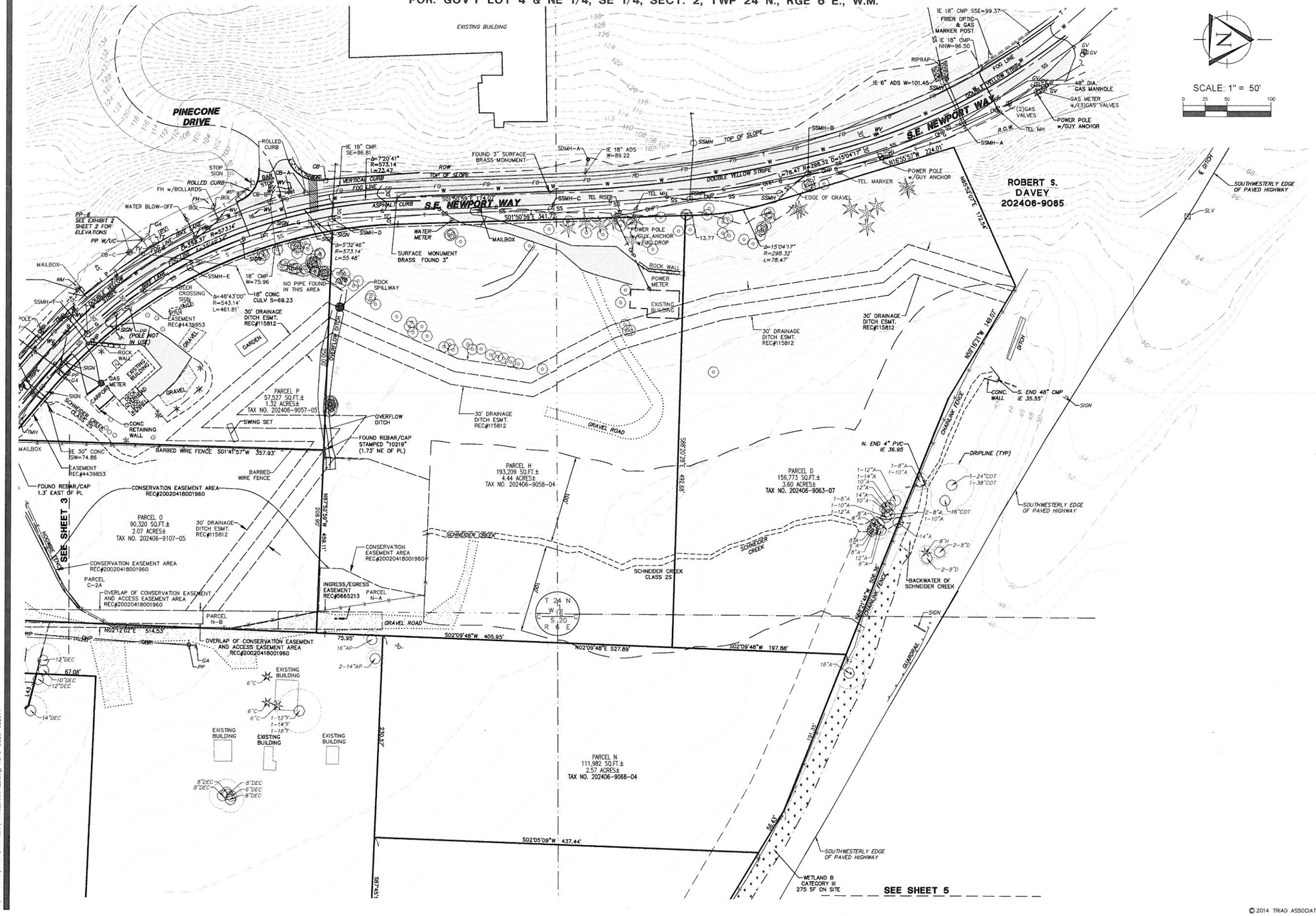
SHEET NO. 3 OF 9

POR. GOV'T LOT 4 & NE 1/4, SE 1/4, SECT. 2, TWP 24 N., RGE 6 E., W.M.



SCALE: 1" = 50'

0 25 50 100

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Call before you dig: 811 or 1-800-424-5555

TOPOGRAPHIC SURVEY FOR

WOLFF ENTERPRISES II, LLC

ISSAQUAH GATEWAY

CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK

ROY E. LEWIS JR., PE
PROJECT MANAGER

MARY H. MCDOWELL, PLS
PROJECT SURVEYOR

PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

FIRST SUBMITTAL DATE: 10-06-14

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14133_50SCALE.dwg, TOPO-50SC-082614, Site Survey 117997A02_TRIAD EDIT-50SCALE 634c_critical areas base 10-3-14-50SCALE, 634c_Watershed Co. 2005 Mtl. Concept.jpg
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POR. GOV'T LOT 4 & NE 1/4, SE 1/4, SECT. 2, TWP 24 N., RGE 6 E., W.M.

SEE SHEET 4

SEE SHEET 6

PARCEL C-3
235,234 SQ.FT.±
5.40 ACRES±
TAX NO. 202406-9119-01

PARCEL N
111,982 SQ.FT.±
2.57 ACRES±
TAX NO. 202406-9066-04

PARCEL A
130,786 SQ.FT.±
3.00 ACRES±
TAX NO. 202406-9064-06

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

S02°05'09"W 437.44'

S87°45'15"E 638.41'

S87°40'12"E 638.38'

250.57'

308.55'

SOUTHWESTERLY EDGE OF PAVED HIGHWAY

WETLAND B
CATEGORY III
275 SF ON SITE

INTERSTATE 90

CHAINLINK FENCE

449.88'

N55°16'21"W 532.66'

55.43'

50'

4-8"D
3-6"D
PIPE MAY CONNECT TO SOUTH

IE 18" ADS=35.06

PIPE MAY CONNECT TO NORTH

RIP-RAP SPILLWAY

N01°09'03"E 222.90'

N01°09'01"E 535.78'

SSMH
RIM=40.89
IE 8" PVC E=37.84
IE 8" PVC W=38.04

12' UTILITY ESMT.
REC#9606120759

SIGN

WETLAND A
CATEGORY III
281 SF ON SITE

SAMMAMISH CLUB L.L.C.
202406-9069

EXISTING BUILDING
(SPORTS ARENA)

CB #7530
TOP 50.57
12" ADS IE
47.69 (E)

SSMH #7510
TOP 46.71
8" PVC (IN-SE)
8" PVC (OUT-N)
CHANNEL 42.33

CB #7902
TOP 45.32
12" DI IE 40.55 (IN-S)
12" DI IE 40.32 (OUT-N)
6" PVC IE 41.27 (IN-S)

SSMH #7896
TOP 45.00
8" PVC (IN-NW)
8" PVC (OUT-E)
CHANNEL 40.30

CONC. WALL

TBM-"A" ELEV.=46.32

CB #7952
TOP 41.36
12" DI IE 39.76
12" DI IE 39.76 (PLUGGED)
4" PVC IE 39.86 (IN-S)

57' INGRESS EGRESS UTILITY ESMT.
REC#9801270620
REC#9801270623
REC#9712150518

12' UTILITY ESMT.
REC#9606120759

WATER & GAS LINE
REC#9605151207

20' EMERGENCY ACCESS AND UTILITY ESMT.
REC#9801270620
REC#9801270621
REC#9801270623

5' SEWER ESMT.
REC#9606120759

SSMH #7895
TOP 48.45
8" PVC (IN-S)
8" PVC (IN-W)
8" PVC (OUT-E)
CHANNEL 40.26

25' WATER & GAS LINE
REC#9605151207

CB RIM=48.31

CB(48") TYPE 2=48.73
IE 18" ADS E=45.58

IE 18" ADS
W=46.00

20' STORM DRAINAGE ESMT.
REC#9605160996

STORM STRUCTURE

NW ROPLAR WAY

24' ROADWAY & UTILITIES ESMT.
REC#7710270770
REC#9605151208

CB #7805
TOP 44.78
8" CONC IE
42.07 (IN-E)
8" CONC IE
42.36 (OUT-W)

STORM DRAINAGE RETENTION AND RUNOFF EASEMENT
REC#9801270620
REC#9801270621
REC#9801270623

SCALE: 1" = 50'
0 25 50 100

TRIAD ASSOCIATES
12112 115th Ave. NE
Kirkland, WA 98034-6929
425.821.8448
425.821.3481 fax
800.488.0786 toll free
www.triadassociates.net

TOPOGRAPHIC SURVEY
FOR
WOLFF ENTERPRISES II, LLC

ISSAQUAH GATEWAY

CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK

ROY E. LEWIS JR., PE
PROJECT MANAGER
MARY H. MCDOWELL, PLS
PROJECT SURVEYOR
PROJECT ENGINEER
PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE: 10-06-14
SCALE: HORZ.: 1" = 50' VERT.:

STATE OF WASHINGTON
36805
REGISTERED PROFESSIONAL ENGINEER
ROY E. LEWIS JR.

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NO. 14-133

SHEET NO. 5 OF 9

14133_50SCALE.dwg, TOPO-50SC-082614, Site Survey 117997A02_TRIAD EDIT-50SCALE 634c_critical areas base 10-3-14-50SCALE, 634C_Watershed Co. 2005 Mit. Concept.jpg
mmcdowell, Jun 30, 2015 - 8:36am
S:\PROJECTS\14133\DWG\FILES\14133_50SCALE.dwg, TOPO-50SC-082614

POR. GOV'T LOT 4 & NE 1/4, SE 1/4, SECT. 2, TWP 24 N., RGE 6 E., W.M.

SEE SHEET 3

SEE SHEET 5

SCALE: 1" = 50'

S.E. NEWPORT WAY

SAMMAMISH POINTE CONDOMINIUM

SAMMAMISH CLUB L.L.C. 202406-9034

SAMMAMISH CLUB L.L.C. 202406-9069

EXISTING BUILDING (SPORTS ARENA)

GATEWAY-SMALLWOOD LLC

PARCEL S
365309 SQ.FT.±
8.39 ACRES±
TAX NO. 202406-9115-05

PARCEL C-2
382,078 SQ.FT.±
8.77 ACRES±
TAX NO. 202406-9030-07

CITY OF ISSAQUAH
202406-9116

ROWLEY PROPERTIES
356000-0140

19TH AVE NW

NW POPLAR WAY

INTERSTATE 90

TIBBETTS CREEK WETLAND CATEGORY I
130,071 SF ON SITE

WETLAND A
CATEGORY III
281 SF ON SITE

WETLANDS ENHANCEMENT EASMT AREA & STORM RETENTION & RUNOFF EASMT. REC#9801270620 REC#9801270621 REC#9801270622 REC#9801270623

STORM DRAINAGE RETENTION AND RUNOFF EASEMENT REC#9801270620 REC#9801270621 REC#9801270623

20' EMERGENCY ACCESS AND UTILITY ESMT. REC#9801270620 REC#9801270621 REC#9801270623

5' SEWER ESMT. REC#9606120759

20' STORM DRAINAGE ESMT. REC#9605160996

24' ROADWAY & UTILITIES ESMT. REC#7710270770 REC#9605151208

15'UTILITY ESMT. REC#9801270620 REC#9801270621 REC#9801270623

20' SANITARY SEWER ESMT. REC# 9605160996

WATER & GAS LINE REC#9605151207

25' WATER & GAS LINE REC#9605151207

APPROXIMATE 20' SANITARY SEWER

TRIAD ASSOCIATES
12112 115th Ave. NE
Kirkland, WA 98034-6929
425.821.8448
425.821.3481 fax
800.488.0756 toll free
www.triadassociates.net

TOPOGRAPHIC SURVEY FOR
WOLFF ENTERPRISES II, LLC
ISSAQUAH GATEWAY
CITY OF ISSAQUAH, WASHINGTON

BY | CK | NO. | DATE | REVISION

ROY E. LEWIS JR., PE
PROJECT MANAGER
MARY H. MCDOWELL, PLS
PROJECT SURVEYOR
PROJECT ENGINEER
PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE: 10-06-14
SCALE: HORZ.: 1" = 50' VERT.:

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NO. 14-133

SHEET NO. 6 OF 9

14133_50SCALE.dwg, TOPO-50SC-082614, Site Survey, 117997A02_TRIAD EDIT-50SCALE 634c_critical areas base 10-3-14-50SCALE, 634C_Watershed Co. 2005 MR. Concept.jpg
mmcdowell Jun 30, 2015 - 4:57pm
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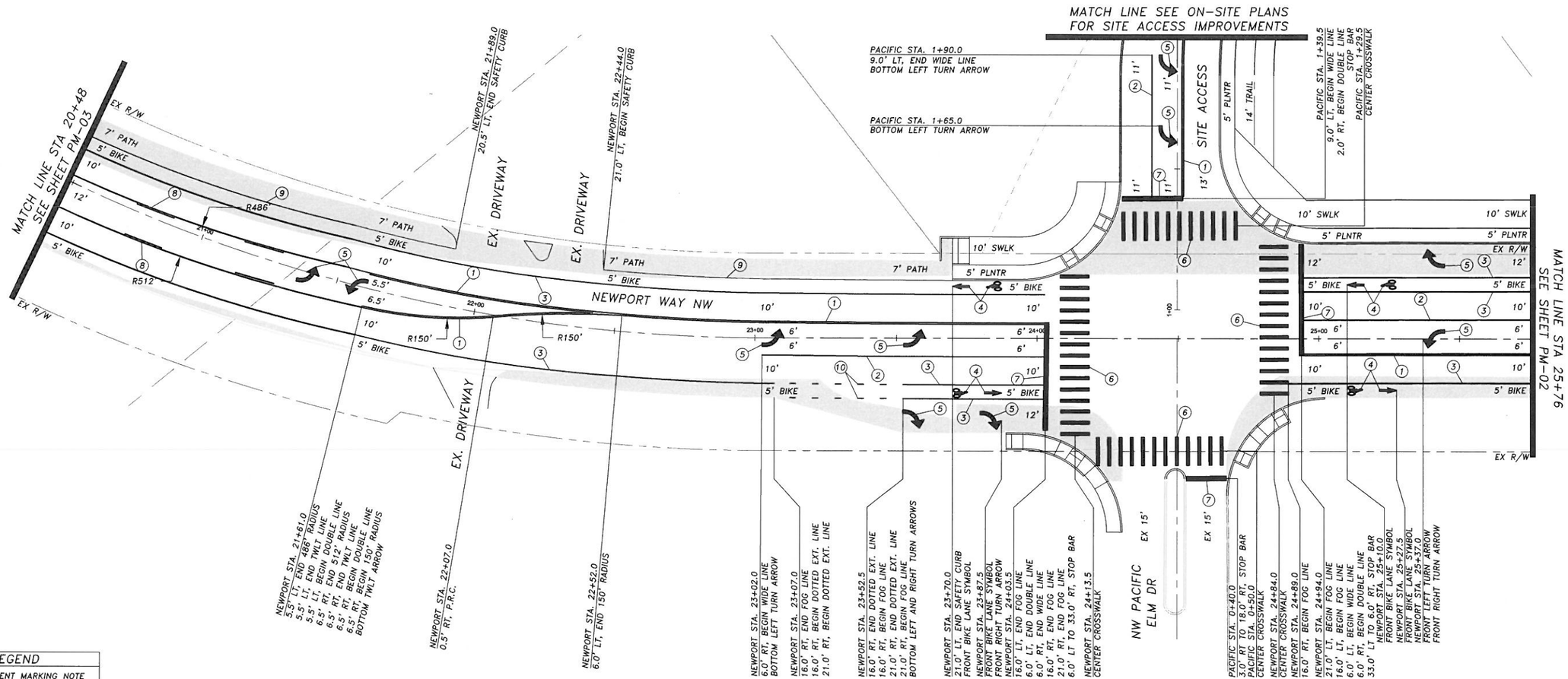
SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 E., W.M.



LEGEND	
○	PAVEMENT MARKING NOTE
	APPROXIMATE PAVEMENT WIDENING LIMITS

PAVEMENT MARKING & SIGNING GENERAL NOTES

1. REMOVE EXISTING CONFLICTING STRIPING AS NECESSARY TO ACCOMMODATE NEW STRIPING. CONTRACTOR SHALL COORDINATE STRIPING REMOVE WITH ASPHALT RESTORATION WORK.
2. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL SIGNS AND CHANNELIZATION PER CITY OF ISSAQUAH STANDARDS. CONTRACTOR SHALL LAYOUT OUT ALL SIGNS AND CHANNELIZATION, AND THEN CONTACT THE APPROPRIATE CITY INSPECTOR 48-HOURS IN ADVANCE OF INSTALLATION TO VERIFY LAYOUT.
3. INSTALL ALL SIGNS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-44 AND T-45.
4. CONTRACTOR SHALL PRUNE ALL VEGETATION IN CONFLICT WITH SIGNS TO ENSURE UNOBSTRUCTED VISIBILITY TO DRIVERS AND PEDESTRIANS.
5. UNLESS OTHERWISE NOTED, INSTALL ALL SIGNS AT 7' ABOVE FINISHED GRADE, AS MEASURED TO THE BOTTOM OF SIGN. ON THE SAME POST, THE LOWEST SIGN SHALL BE 7' ABOVE FINISHED GRADE, AS MEASURED TO THE BOTTOM OF THE SIGN.

PAVEMENT MARKING CONSTRUCTION NOTES

1. INSTALL YELLOW PAINTED DOUBLE LINE WITH RAISED PAVEMENT MARKERS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-19.
2. INSTALL WHITE PAINTED WIDE SOLID LINE WITH RAISED PAVEMENT MARKERS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-19.
3. INSTALL 6" WHITE METHYL METHACRYLATE FOG LINE PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-23.
4. INSTALL WHITE METHYL METHACRYLATE BICYCLE LANE MARKINGS PER CITY OF ISSAQUAH STANDARD DETAIL NO.'S T-24 AND T-27.
5. INSTALL WHITE METHYL METHACRYLATE PAVEMENT ARROWS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-35.
6. INSTALL WHITE METHYL METHACRYLATE CROSSWALK PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-36.
7. INSTALL 18" WHITE METHYL METHACRYLATE STOP BAR PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-36.
8. INSTALL WHITE PAINTED TWO-WAY LEFT TURN LINE WITH RAISED PAVEMENT MARKERS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-19.
9. INSTALL SAFETY CURB/CURB STOP.
10. INSTALL WHITE PAINTED DOTTED EXTENSION LINE PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-18.

N

0 10 20 40 60
SCALE IN FEET

△	REVISION	DATE	BY

DESIGNED BY:	TTT/EMH
DRAWN BY:	TTT/EMH
APPROVED BY:	CTB
ISSUE DATE:	07-02-2015
JOB NO.:	TENW #4917
DRAWING FILE NO.:	

CHRISTOPHER T. BICKEL STATE OF WASHINGTON 35633 REGISTERED PROFESSIONAL ENGINEER 07-02-15

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Project Contact: Elyse Hanson, P.E.
Phone: 425-250-5004

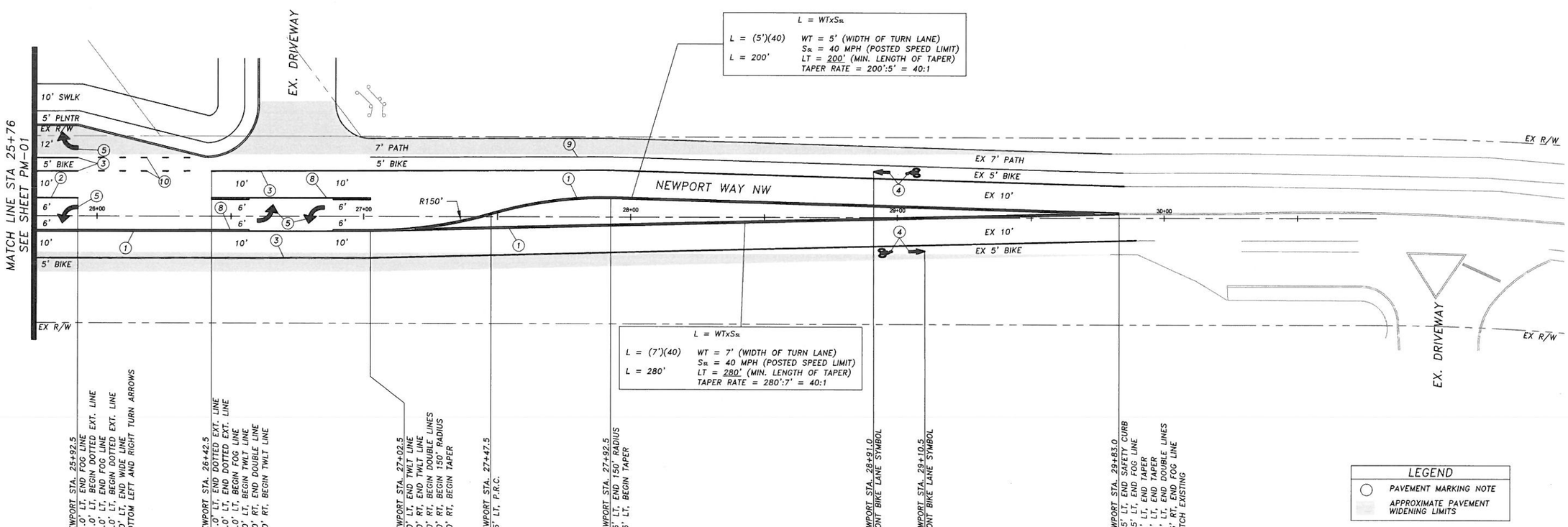
ISSAQUAH GATEWAY APARTMENTS

FRONTAGE IMPROVEMENT PLAN

DRAWING NO.: PM-01

SHEET NO.: 1 OF 9 SHEETS

SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 E., W.M.



PAVEMENT MARKING & SIGNING GENERAL NOTES

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(1) INSTALL YELLOW PAINTED DOUBLE LINE WITH RAISED PAVEMENT MARKERS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-19.

(2) INSTALL WHITE PAINTED WIDE SOLID LINE WITH RAISED PAVEMENT MARKERS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-19.

(3) INSTALL 6" WHITE METHYL METHACRYLATE FOG LINE PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-23.

(4) INSTALL WHITE METHYL METHACRYLATE BICYCLE LANE MARKINGS PER CITY OF ISSAQUAH STANDARD DETAIL NO.'S T-24 AND T-27.

(5) INSTALL WHITE METHYL METHACRYLATE PAVEMENT ARROWS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-35.

(6) INSTALL WHITE METHYL METHACRYLATE CROSSWALK PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-36.

(7) INSTALL 18" WHITE METHYL METHACRYLATE STOP BAR PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-36.

(8) INSTALL WHITE PAINTED TWO-WAY LEFT TURN LINE WITH RAISED PAVEMENT MARKERS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-19.

(9) INSTALL SAFETY CURB/CURB STOP.

(10) INSTALL WHITE PAINTED DOTTED EXTENSION LINE PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-18.

LEGEND

- PAVEMENT MARKING NOTE
- APPROXIMATE PAVEMENT WIDENING LIMITS

10 40
0 20 60
SCALE IN FEET

△	REVISION	DATE	BY

DESIGNED BY: TTT/EMH
DRAWN BY: TTT/EMH
APPROVED BY: CTB
ISSUE DATE: 07-02-2015
JOB NO.: TENW #4917
DRAWING FILE NO.:

CHRISTOPHER T. BIGHEM — STATE OF WASHINGTON — 22888 — REGISTERED PROFESSIONAL ENGINEER — 07/2015

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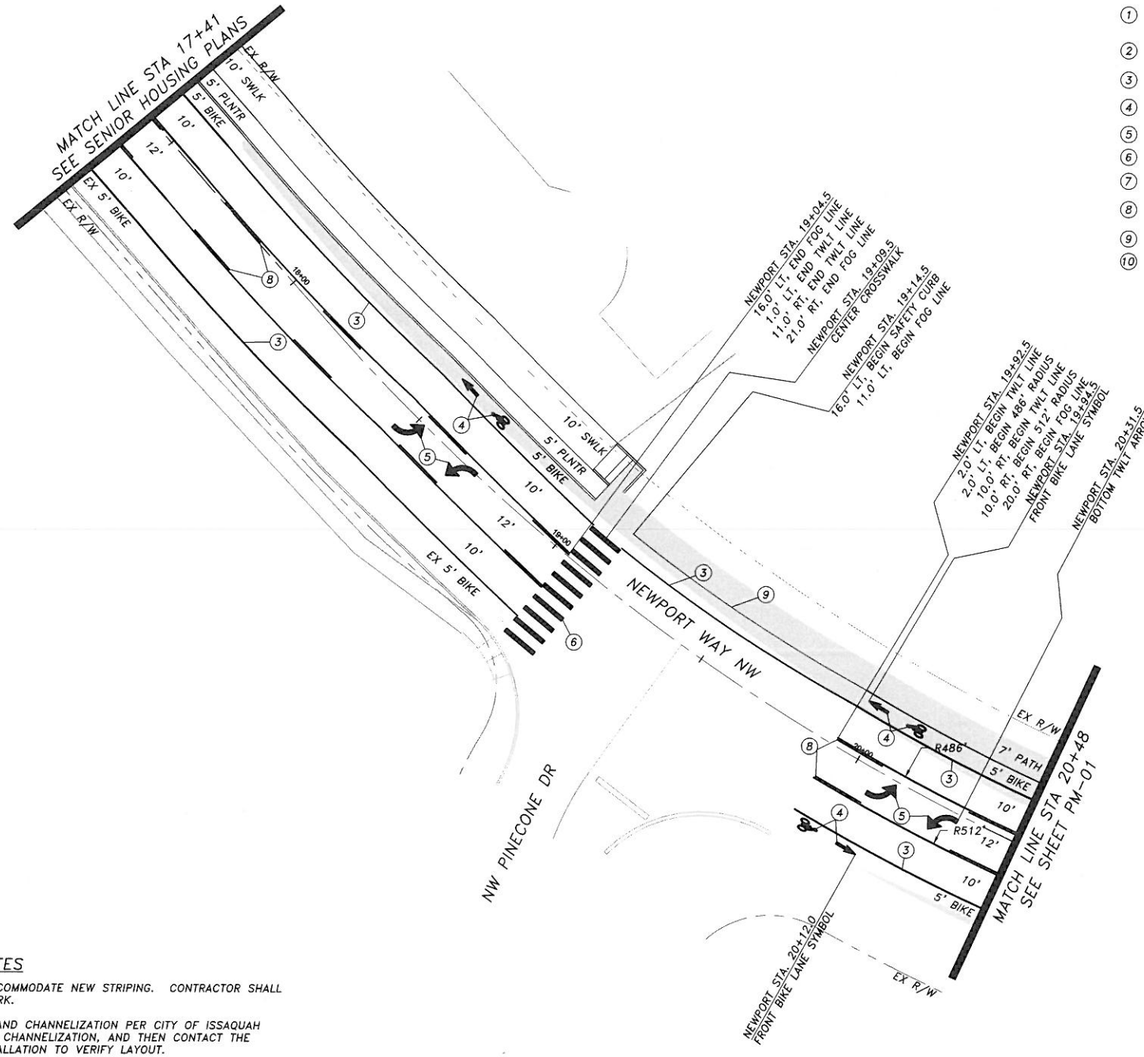
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004
Office (425) 889-6747
Project Contact: Elyse Hanson, P.E.
Phone: 425-250-5004

ISSAQUAH GATEWAY APARTMENTS

FRONTAGE IMPROVEMENT PLAN

DRAWING NO.: PM-02
SHEET NO.: 2 OF 9 SHEETS

SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 E., W.M.



PAVEMENT MARKING CONSTRUCTION NOTES

1. INSTALL YELLOW PAINTED DOUBLE LINE WITH RAISED PAVEMENT MARKERS PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-19.
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9. INSTALL SAFETY CURB/CURB STOP.
10. INSTALL WHITE PAINTED DOTTED EXTENSION LINE PER CITY OF ISSAQUAH STANDARD DETAIL NO. T-18.

LEGEND

- PAVEMENT MARKING NOTE
- APPROXIMATE PAVEMENT WIDENING LIMITS

PAVEMENT MARKING & SIGNING GENERAL NOTES

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10 0 20 40 60
SCALE IN FEET

△	REVISION	DATE	BY

DESIGNED BY:	TTT/EMH
DRAWN BY:	TTT/EMH
APPROVED BY:	CTB
ISSUE DATE:	07-02-2015
JOB NO.:	TENW #4917
DRAWING FILE NO.:	

CHRISTOPHER T. BIGKO — STATE OF WASHINGTON — 35636 — REGISTERED PROFESSIONAL ENGINEER — 07-02-15

TENW
Transportation Engineering NorthWest
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11400 SE 8th Street, Suite 200, Bellevue, WA 98004
Office (425) 889-6747
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Phone: 425-250-5004

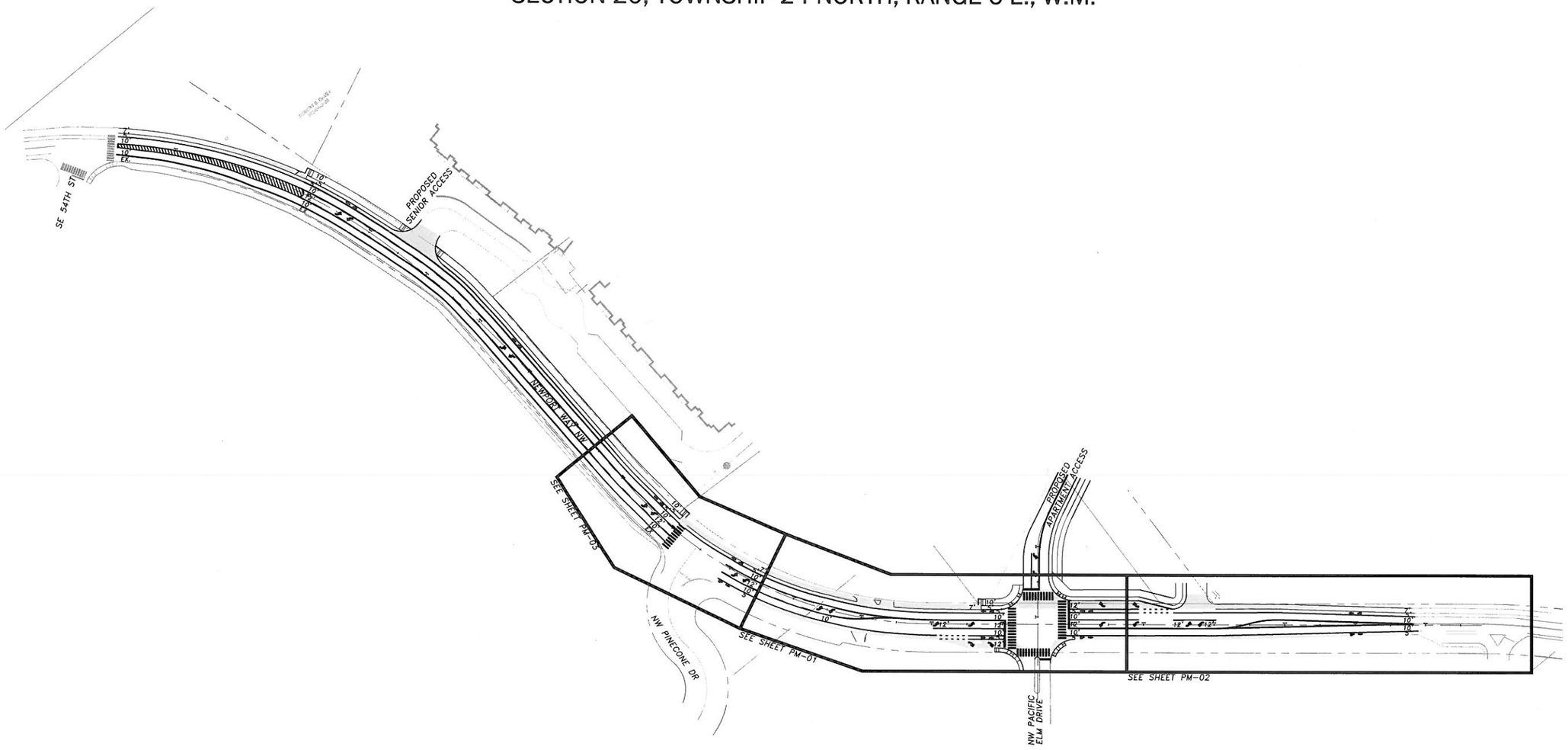
ISSAQUAH GATEWAY APARTMENTS

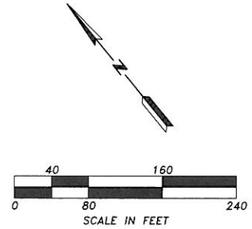
FRONTAGE IMPROVEMENT PLAN

DRAWING NO.: PM-03

SHEET NO.: 3 OF 9 SHEETS

SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 E., W.M.





△	REVISION	DATE	BY

DESIGNED BY:	TTT/EMH
DRAWN BY:	TTT/EMH
APPROVED BY:	CTB
ISSUE DATE:	07-02-2015
JOB NO.:	TENW #4917
DRAWING FILE NO.:	

CHRISTOPHER T. BIGHAM — STATE OF WASHINGTON — 22555 — REGISTERED PROFESSIONAL ENGINEER — 07-02-15

TENW
Transportation Engineering NorthWest
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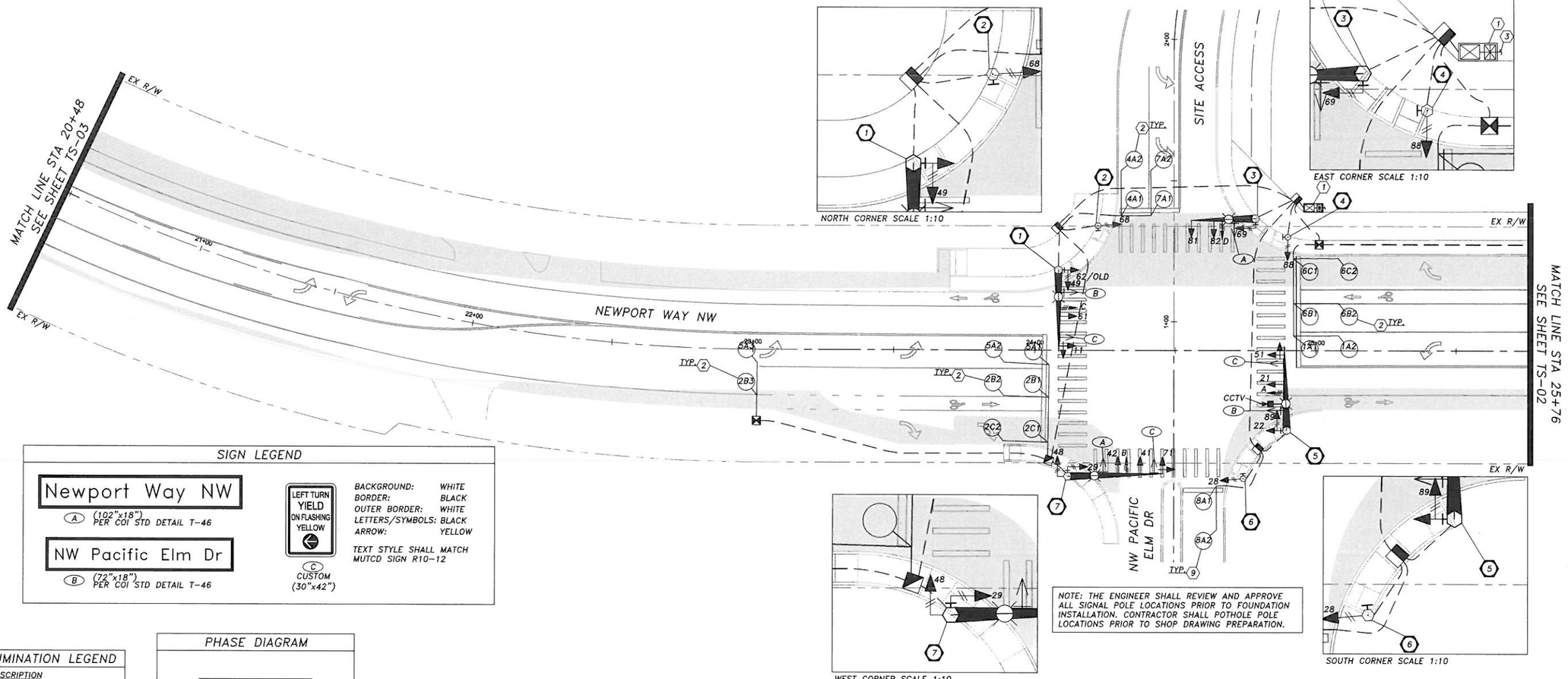
ISSAQUAH GATEWAY APARTMENTS

NEWPORT WAY NW
CHANNELIZATION LAYOUT

DRAWING NO.: PM-04

SHEET NO.: 4 OF 9 SHEETS

SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 E., W.M.



SIGN LEGEND

Newport Way NW
(A) (102"x18") PER COI STD DETAIL T-46

NW Pacific Elm Dr
(B) (72"x18") PER COI STD DETAIL T-46

LEFT TURN YIELD ON FLASHING YELLOW
(C) CUSTOM (30"x42")

BACKGROUND:	WHITE
BORDER:	BLACK
OUTER BORDER:	WHITE
LETTERS/SYMBOLS:	BLACK
ARROW:	YELLOW

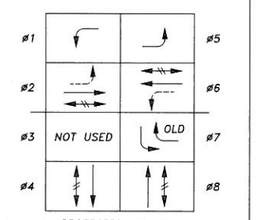
TEXT STYLE SHALL MATCH MUTCD SIGN R10-12

NOTE: THE ENGINEER SHALL REVIEW AND APPROVE ALL SIGNAL POLE LOCATIONS PRIOR TO FOUNDATION INSTALLATION. CONTRACTOR SHALL POTHOLE POLE LOCATIONS PRIOR TO SHOP DRAWING PREPARATION.

SIGNAL AND ILLUMINATION LEGEND

EX	NEW	DESCRIPTION
		JUNCTION BOX TYPE 1,2,8
		VEHICLE SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		CCTV CAMERA
		LUMINAIRE POLE
		SIGNAL POLE TYPE III
		TYPE PS POLE
		PPB
		MAST ARM MOUNTED SIGN
		EMERGENCY PRE-EMPTION DETECTOR
		CONDUIT/CONDUCTOR
		ELECTRICAL SERVICE CABINET
		CONTROLLER CABINET
		CONSTRUCTION NOTE
		SIGNAL AND LUMINAIRE POLE NUMBER/CONSTRUCTION NOTE
		SIGN NOTE

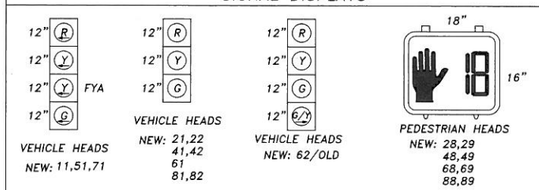
PHASE DIAGRAM



PROTECTED VEHICLE MOVEMENT
PERMISSIVE VEHICLE MOVEMENT
PEDESTRIAN MOVEMENT

PRE-EMPT
EVP A = ø2 & ø5
EVP B = ø4 & ø7
EVP C = ø1 & ø6
EVP D = ø8

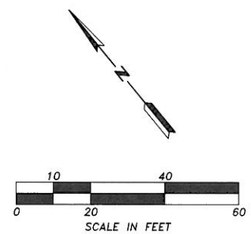
SIGNAL DISPLAYS



ALL VEHICLE AND PEDESTRIAN DISPLAYS SHALL BE LED.

ALL VEHICLE HEADS SHALL HAVE 12" LENSES AND TYPE M MOUNTS (CONNECTED BETWEEN THE RED AND YELLOW SIGNAL FACES).

ALL PEDESTRIAN HEADS ON TYPE III POLES SHALL USE TYPE E CLAMSHELL MOUNTS. PEDESTRIAN HEADS ON TYPE PS POLES SHALL USE TYPE C TOP MOUNT.



△	REVISION	DATE	BY

DESIGNED BY: TTT/EMH
DRAWN BY: TTT/EMH
APPROVED BY: CTB
ISSUE DATE: 07-02-2015
JOB NO.: TENW #4917
DRAWING FILE NO.:

CHRISTOPHER T. BICKET — STATE OF WASHINGTON — 35635 — REGISTERED PROFESSIONAL ENGINEER — 07-02-15

TENW
Transportation Engineering NorthWest
Transportation Planning | Design | Traffic Impact & Operations
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Office (425) 889-6747
Project Contact: Elyse Hanson, P.E.
Phone: 425-250-5004

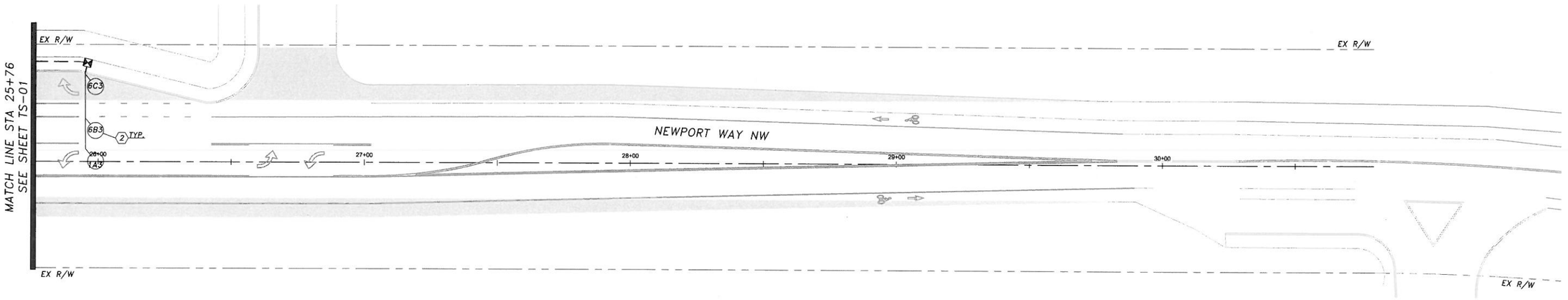
ISSAQUAH GATEWAY APARTMENTS

TRAFFIC SIGNAL AND ILLUMINATION PLAN

DRAWING NO.: TS-01
SHEET NO.: 5 OF 9 SHEETS

SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 E., W.M.

FOR FUTURE USE



SIGNAL AND ILLUMINATION LEGEND

EX	NEW	DESCRIPTION
		JUNCTION BOX TYPE 1,2,8
		VEHICLE SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		CCTV CAMERA
		LUMINAIRE POLE
		SIGNAL POLE TYPE III
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		PPB
		MAST ARM MOUNTED SIGN
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		CONDUIT/CONDUCTOR
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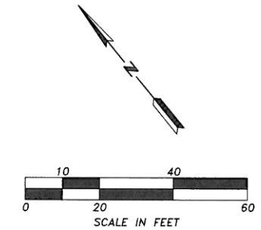
		CONTROLLER CABINET
		CONSTRUCTION NOTE
		SIGNAL AND LUMINAIRE POLE NUMBER/CONSTRUCTION NOTE
		SIGN NOTE



△	REVISION	DATE	BY

DESIGNED BY: TTT/EMH
DRAWN BY: TTT/EMH
APPROVED BY: CTB
ISSUE DATE: 07-02-2015
JOB NO.: TENW #4917
DRAWING FILE NO.:

CHRISTOPHER T. BICKET — STATE OF WASHINGTON — 35635 — REGISTERED PROFESSIONAL ENGINEER — 07-02-15

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Transportation Planning | Design | Traffic Impact & Operations
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Office (425) 889-6747
Project Contact: Elyse Hanson, P.E.
Phone: 425-250-5004

ISSAQUAH GATEWAY APARTMENTS

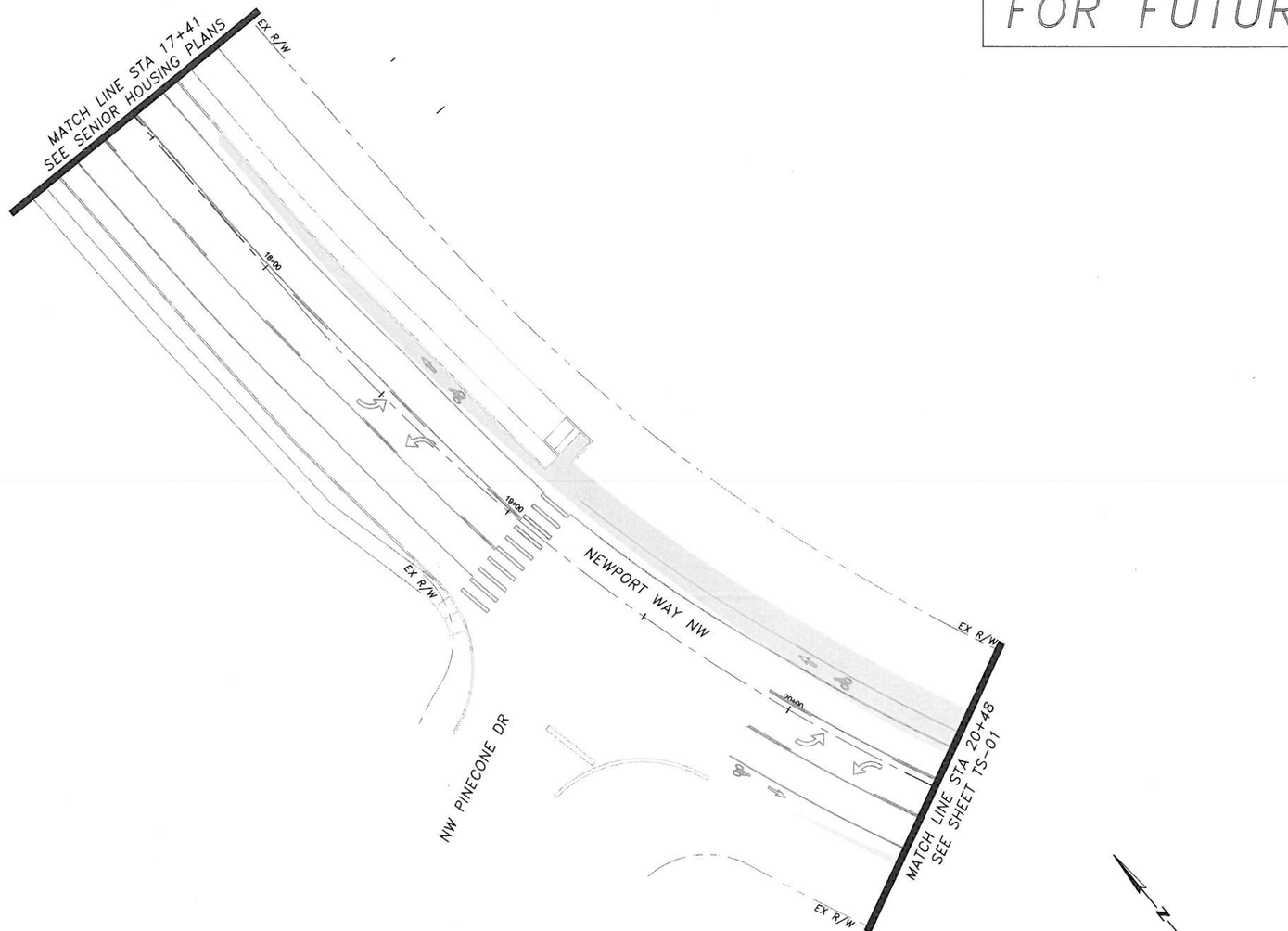
TRAFFIC SIGNAL AND ILLUMINATION PLAN

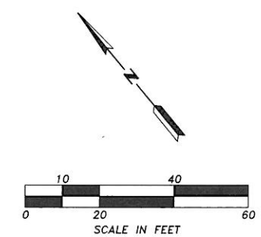
DRAWING NO.: TS-02

SHEET NO.: 6 OF 9 SHEETS

SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 E., W.M.

FOR FUTURE USE





SIGNAL AND ILLUMINATION LEGEND

EX	NEW	DESCRIPTION
		JUNCTION BOX TYPE 1,2,8
		VEHICLE SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		CCTV CAMERA
		LUMINAIRE POLE
		SIGNAL POLE TYPE III
		TYPE PS POLE
		PPB
		MAST ARM MOUNTED SIGN
		EMERGENCY PRE-EMPTION DETECTOR
		CONDUIT/CONDUCTOR
		ELECTRICAL SERVICE CABINET
		CONTROLLER CABINET
		CONSTRUCTION NOTE
		SIGNAL AND LUMINAIRE POLE NUMBER/CONSTRUCTION NOTE
		SIGN NOTE

△	REVISION	DATE	BY

DESIGNED BY: TTT/EMH
DRAWN BY: TTT/EMH
APPROVED BY: CTB
ISSUE DATE: 07-02-2015
JOB NO.: TENW #4917
DRAWING FILE NO.:

CHRISTOPHER T. BIRKEY — STATE OF WASHINGTON — 35635 — REGISTERED PROFESSIONAL ENGINEER — 07-02-15

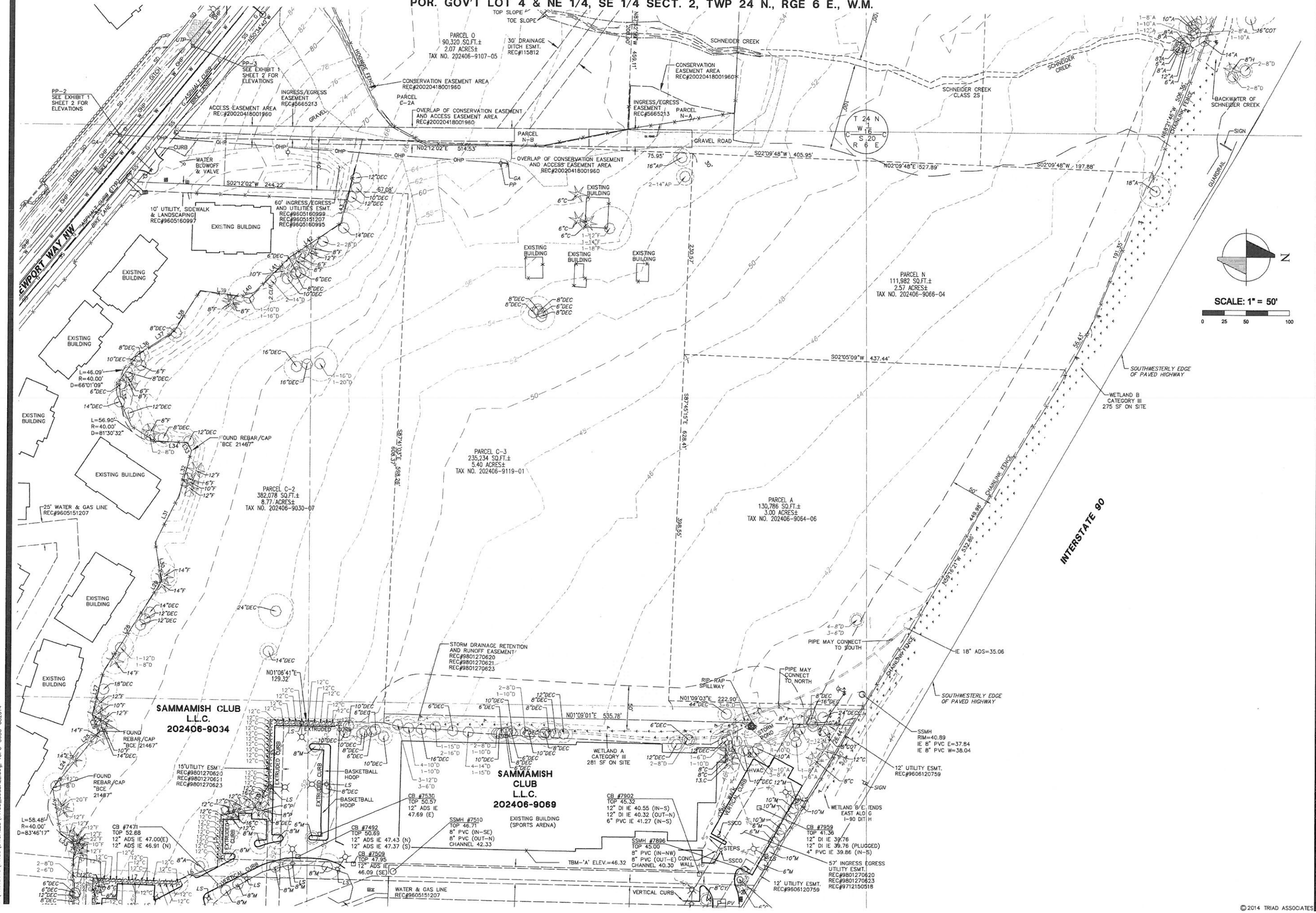
TENW
Transportation Engineering NorthWest
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004
Office (425) 889-6747
Project Contact: Elyse Hanson, P.E.
Phone: 425-250-5004

ISSAQUAH GATEWAY APARTMENTS

TRAFFIC SIGNAL AND ILLUMINATION PLAN

DRAWING NO.: TS-03
SHEET NO.: 7 OF 9 SHEETS

POR. GOV'T LOT 4 & NE 1/4, SE 1/4 SECT. 2, TWP 24 N., RGE 6 E., W.M.



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TOPOGRAPHY SURVEY FOR

THE WOLFF COMPANY

ISSAQUAH GATEWAY

CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK
	7/17/15	ADD'L TOPO-SCHNEIDER CRK & BOARDWALK	CPC	MHM
	7/28/15	REVISE TITLEBLOCK	CPC	MHM

ROY E. LEWIS JR., PE
PROJECT MANAGER

MARY H. MCDOWELL, PLS
PROJECT SURVEYOR

PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

FIRST SUBMITTAL DATE: 10-06-14

SCALE: HORIZ.: 1" = 50' VERT.:

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NO. 14-133

SHEET NO. C1 OF 6

NE 1/4, SE 1/4, SEC. 2, TWP. 24 N., RGE 6 E, W.M.

NEWPORT WAY NW

BLOCK WALL (TYP)

CONSERVATION EASEMENT AREA

SCHNEIDER CREEK

75' SCHNEIDER CREEK STREAM BUFFER 15' BSBL

BLDG E19 COMM CTR

POOL DECK = 60.50

B13 B14 B15 A09 A11 A16 C07 C12 A08 A10 C03 C04 C05 C06 C02 C01

D17 GARAGE EL. 44.50

D18 GARAGE EL. 44.50

ENTRY 44.50

ENTRY 48.50

INTERSTATE 90

50' WETLAND BUFFER

15' BSBL

CONCRETE WALL (TYP)

(ARENA SPORTS)

LOAD

N

SCALE: 1" = 50'

0 25 50 100

GRADING AND DRAINAGE

The proposed grading attempts to minimize and balance the cuts and fills onsite. The site will be gently graded to provide pedestrian-friendly environment, while providing functional building-to-roadway relationships. The design attempts to minimize the placement of additional fill above locations with underlying peat soils, while keeping the site above shallow groundwater, Schneider Creek and the I-90 ditch.

For drainage, a uniform drainage path will be created, generally from south to north, providing safe overflow paths during high rainfall events. Stormwater detention will be provided within a below-garage vault. The detained outflows will be filtered through one large water quality treatment structure and then pumped and dispersed into Schneider Creek, the natural point of discharge. Stormwater Detention and Water Quality Treatment will be per the required standards to protect Schneider Creek and Lake Sammamish.

LEGEND

PROPOSED FEATURES

- BOUNDARY
- 420 — 10' PROPOSED CONTOURS
- 422 — 2' PROPOSED CONTOURS
- RETAINING WALL
- ROCKERY

EXISTING FEATURES

- 40 — 10' EXISTING CONTOURS
- 42 — 2' EXISTING CONTOURS
- EXISTING TREE DRIPLINE
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

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GRADING PLAN

THE WOLFF COMPANY

ISSAQUAH GATEWAY

SITE DEVELOPMENT PERMIT

CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK

DATE:

REVIEWED BY:

ROY E. LEWIS, JR., PE
PROJECT MANAGER

MARY H. MCDOWELL, PLS
PROJECT SURVEYOR

BEAU J. WILLERT, EIT
PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

FIRST SUBMITTAL DATE: 7/6/15

SCALE: HORZ.: 1"=50' VERT.: 1"=2'

ROY E. LEWIS STATE OF WASHINGTON 19116 REGISTERED PROFESSIONAL ENGINEER
6-30-15

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NUMBER 14-133

SHEET NUMBER C2 OF 6

NE 1/4, SE 1/4, SEC. 2, TWP. 24 N., RGE 6 E, W.M.

NEWPORT WAY NW

12" WATER TO CONNECT TO EXISTING WATER

FIRE HYDRANT (TYP)

12" WATER

12" STORM

ROOF DRAIN CONNECTION (TYP)

FDC & PIV (TYP)

BLDG E19 COMM CTR

B13

B14

B15

D17

A09

A11

A16

C07

C12

A08

A10

D18

C02

C03

C04

C05

C06

C01

6" SIDE-SEWER CONNECTION (TYP)

8" SEWER (TYP)

8" WATER

15" STORM

SCHNEIDER CREEK

12" WATER SERVICE FOR THE SENIOR HOUSING SITE

8" SEWER SERVICE FOR THE SENIOR HOUSING SITE

TREATED STORMWATER TO DISPERSE TO SCHNEIDER CREEK

6" STORM FORCEMAIN

TRIPLEX STORM PUMP

STORMFILTER VAULTS

CONTROL STRUCTURE OVERFLOW

PUMP OVERFLOW

CONTROL STRUCTURE

UNDER GARAGE STORMWATER DETENTION VAULT, SEE SHEET 3 FOR DETAILS

INTERSTATE 90

LOAD

18" STORM

12" SEWER

POWER VAULT (TYP)

ROOF DRAIN CONNECTION (TYP)

(ARENA SPORTS)

12" SEWER TO CONNECT WITH METRO MANHOLE, SEE SHEET 3 FOR PLAN & PROFILE

12" WATER TO CONNECT TO EXISTING WATER

N

SCALE: 1" = 50'

0 25 50 100

LEGEND

PROPOSED FEATURES

- BOUNDARY
- RIGHT-OF-WAY
- RETAINING WALL
- ROCKERY

PROPOSED STORM DRAINAGE

- STORM DRAIN PIPE
- ROOF & FOOTING DRAIN
- CULVERT END
- STORM CLEANOUT
- YARD DRAIN
- CATCH BASIN, TYPE I
- CATCH BASIN, TYPE II
- PIPE FLOW

PROPOSED SANITARY SEWER AND WATER

- SEWER MAIN
- SEWER FORCE MAIN
- SEWER SERVICE
- WATER MAIN
- SEWER MANHOLE
- PIPE FLOW
- SEWER CLEANOUT
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION (FDC)
- POST INDICATOR VALVE (PIV)
- AIR/VAC RELEASE VALVE
- BLOW OFF
- GATE VALVE
- TEE
- BEND
- REDUCER
- CONCRETE BLOCKING

WATER AND SEWER

Water for fireflow and domestic use will be acquired from the existing City of Issaquah water system. A robust, looped water system will be developed onsite and will connect at three locations to the existing perimeter water system. Proposed connections points are at the main entry from Newport Way, the northwest corner of Arena Sports facility; and, the southwest parking area of Area Sports facility. Water mains will be sized to provide adequate fireflow to the site. Fire sprinkler systems will be incorporated into the building designs.

Public sewers will be constructed throughout the site to serve each building. A main line sewer will be extended to the east, along NW Poplar Way, to connect to an existing Metro sewer manhole just east of Tibbetts Creek.

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UTILITY PLAN

THE WOLFF COMPANY

ISSAQUAH GATEWAY

SITE DEVELOPMENT PERMIT

CITY OF ISSAQUAH, WASHINGTON

NO.	REVISION	DATE	BY	CK

REVIEWED BY:

DATE:

ROY E. LEWIS, JR., PE
PROJECT MANAGER

MARY H. MCDOWELL, PLS
PROJECT SURVEYOR

BEAU J. MILLERT, EIT
PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

FIRST SUBMITTAL DATE: 7/6/15

SCALE: HORZ.: 1"=50' VERT.: 1"=2'

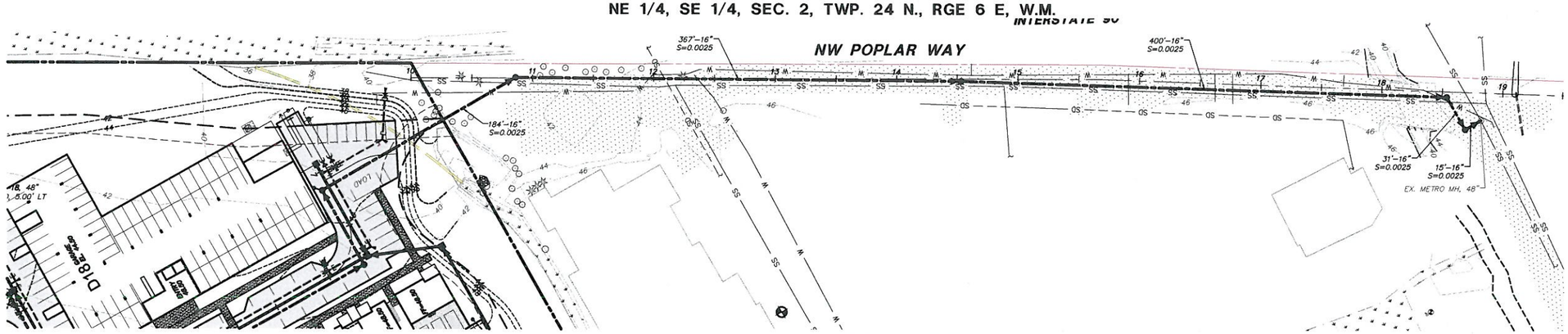
ROY E. LEWIS JR. STATE OF WASHINGTON 19918 REGISTERED PROFESSIONAL ENGINEER
6/30/15

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NUMBER 14-133

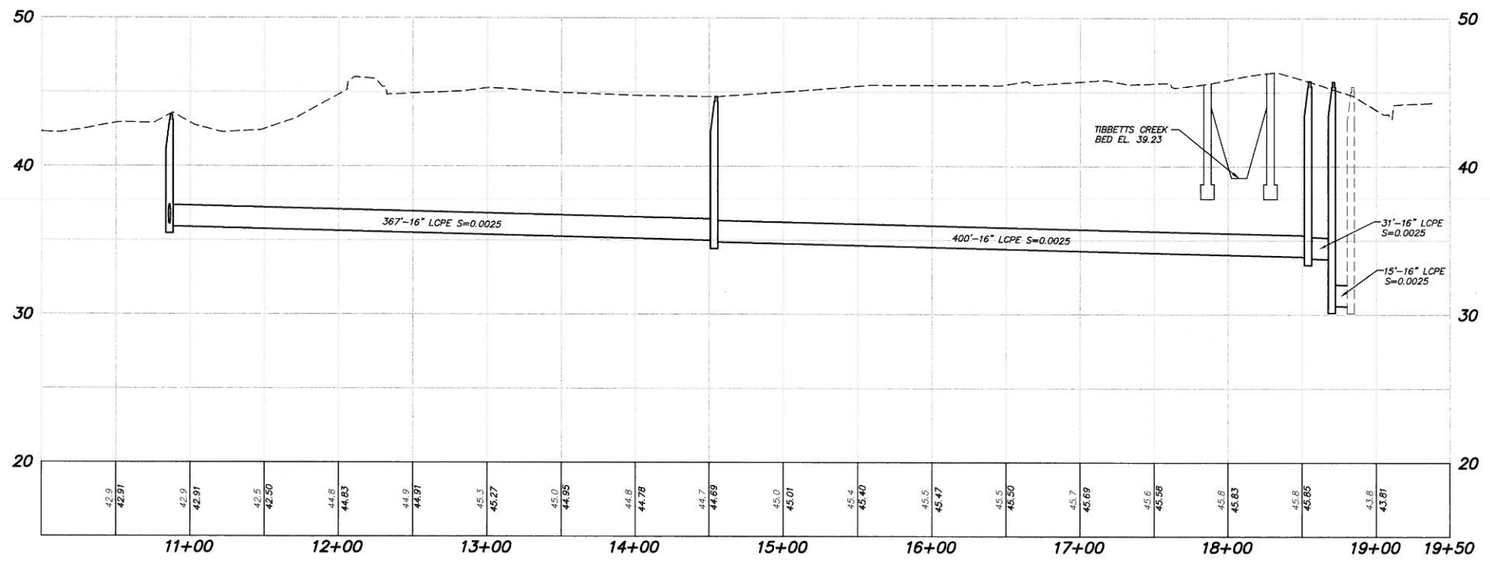
SHEET NUMBER C3 OF 6

NE 1/4, SE 1/4, SEC. 2, TWP. 24 N., RGE 6 E, W.M.



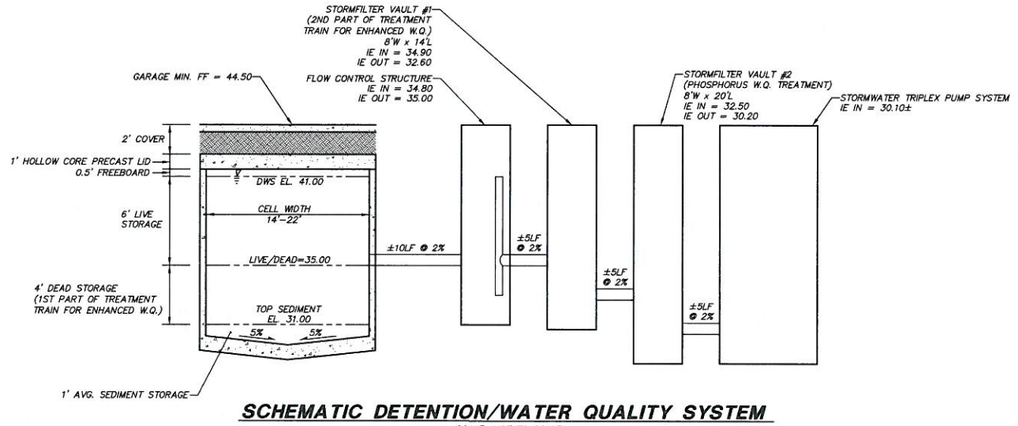
METRO SEWER CONNECTION PLAN

SCALE: 1"=50'



POPLAR WAY

SCALE: 1"=50' HORIZ, 1"=5' VERT



SCHEMATIC DETENTION/WATER QUALITY SYSTEM

SCALE: NOT TO SCALE

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UTILITY PLAN

THE WOLFF COMPANY

ISSAQUAH GATEWAY

SITE DEVELOPMENT PERMIT

CITY OF ISSAQUAH, WASHINGTON

NO.	REVISION	DATE	BY	CK

DATE:

REVIEWED BY:

ROY E. LEWIS, JR., PE
PROJECT MANAGER

MARY H. MCDOWELL, PLS
PROJECT SURVEYOR

BEAU J. WILLERT, EIT
PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

FIRST SUBMITTAL DATE: 7/6/15

SCALE: HORZ.: 1"=50' VERT.: 1"=2'

ROY E. LEWIS JR. STATE OF WASHINGTON 13918 REGISTERED PROFESSIONAL ENGINEER

6-30-15

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JOB NUMBER 14-133

SHEET NUMBER C4 OF 6

NE 1/4, SE 1/4, SEC. 2, TWP. 24 N., RGE 6 E, W.M.

N

SCALE: 1" = 80'

0 40 80 160

Slopes Table				
Number	Minimum Slope	Maximum Slope	Area	Color
1	0.00%	10.00%	918945.89	
2	10.00%	20.00%	54221.45	
3	20.00%	30.00%	12072.68	
4	30.00%	40.00%	7517.42	
5	40.00%	>40.00%	3819.38	

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SLOPE ANAYSIS
THE WOLFF COMPANY
ISSAQUAH GATEWAY
SITE DEVELOPMENT PERMIT
CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK

REVIEWED BY:
DATE:

ROY E. LEWIS, JR., PE
PROJECT MANAGER
MARY H. MCDOWELL, PLS
PROJECT SURVEYOR
BEAU J. WILLERT, EIT
PROJECT ENGINEER
PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE: 7/6/15
SCALE: HORZ.: 1"=80' VERT.: 1"=2'

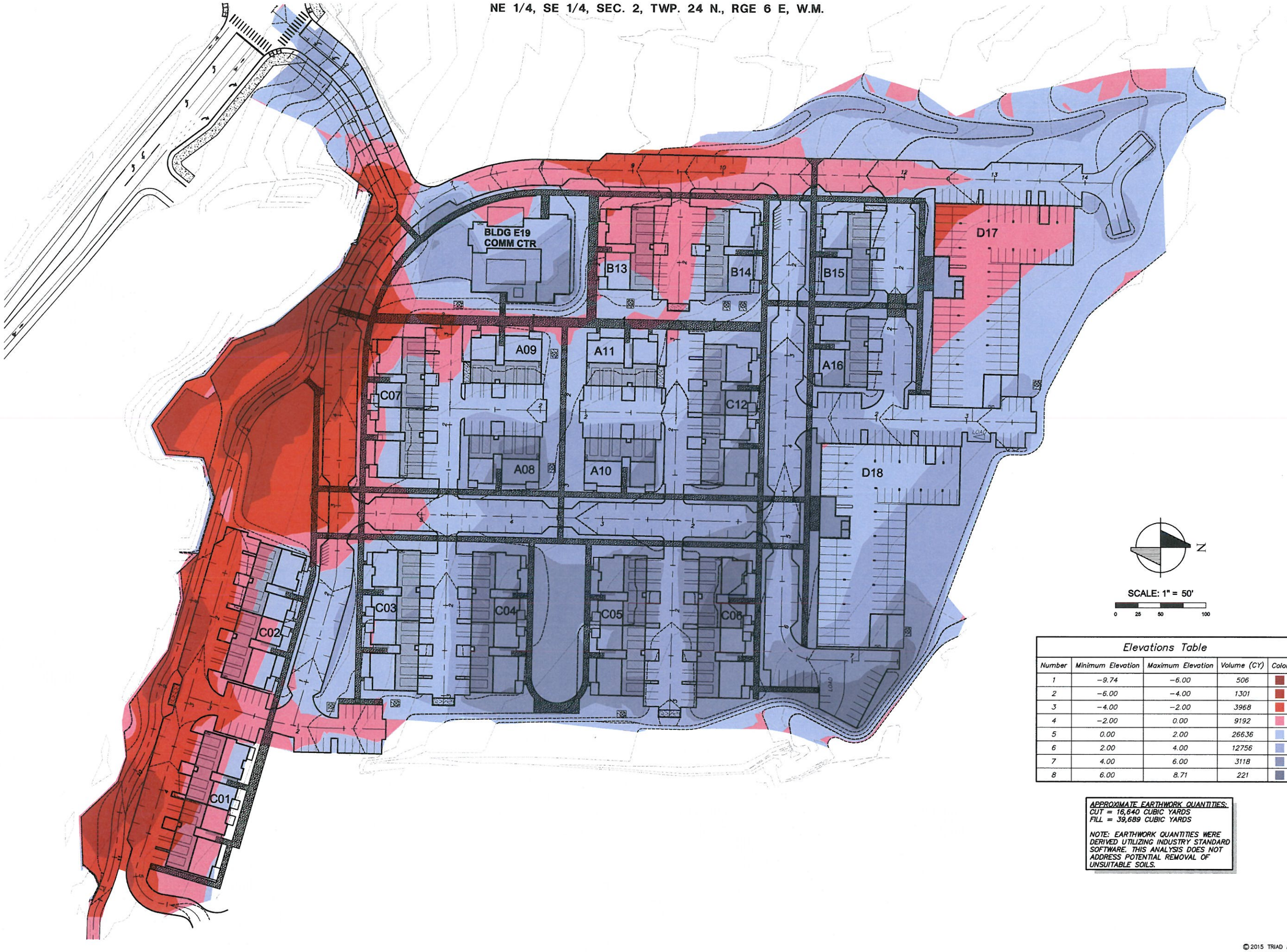
ROY E. LEWIS JR. STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER
6-30-15

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NUMBER 14-133

SHEET NUMBER C5 OF 6

NE 1/4, SE 1/4, SEC. 2, TWP. 24 N., RGE 6 E, W.M.



N

SCALE: 1" = 50'

0 25 50 100

Elevations Table

Number	Minimum Elevation	Maximum Elevation	Volume (CY)	Color
1	−9.74	−6.00	506	
2	−6.00	−4.00	1301	
3	−4.00	−2.00	3968	
4	−2.00	0.00	9192	
5	0.00	2.00	26636	
6	2.00	4.00	12756	
7	4.00	6.00	3118	
8	6.00	8.71	221	

APPROXIMATE EARTHWORK QUANTITIES:
CUT = 16,640 CUBIC YARDS
FILL = 39,689 CUBIC YARDS

NOTE: EARTHWORK QUANTITIES WERE DERIVED UTILIZING INDUSTRY STANDARD SOFTWARE. THIS ANALYSIS DOES NOT ADDRESS POTENTIAL REMOVAL OF UNSUITABLE SOILS.

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EARTHWORK ANALYSIS

THE WOLFF COMPANY

ISSAQUAH GATEWAY

SITE DEVELOPMENT PERMIT

CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK

REVIEWED BY:
DATE:

ROY E. LEWIS, JR., PE
PROJECT MANAGER
MARY H. MCDOWELL, PLS
PROJECT SURVEYOR
BEAU J. WILLERT, EIT
PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE: 7/6/15
SCALE: HORZ.: 1"=50' VERT.: 1"=2'

ROY E. LEWIS JR. STATE OF WASHINGTON 19918 REGISTERED PROFESSIONAL ENGINEER
6/30/15

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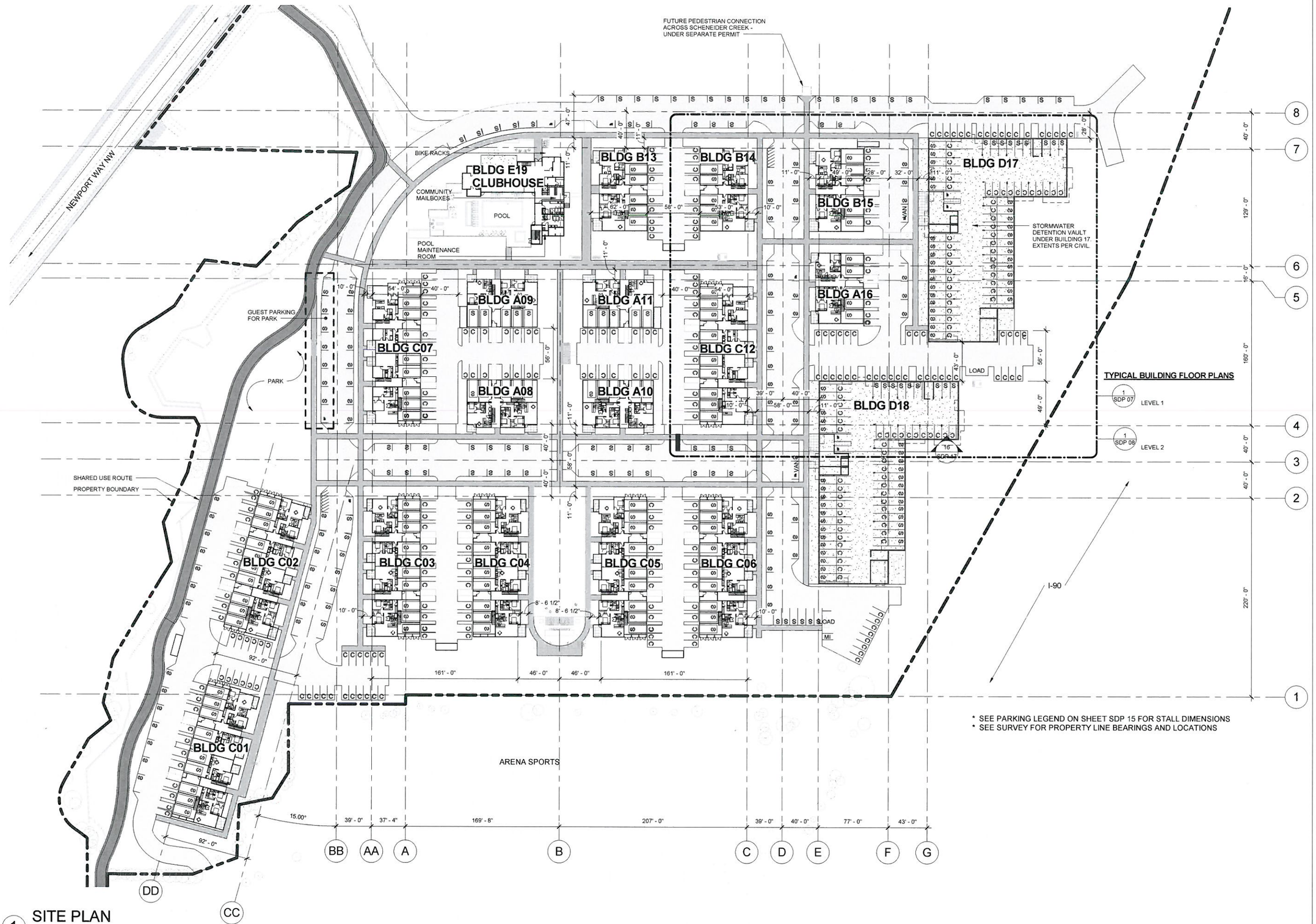
JOB NUMBER 14-133

SHEET NUMBER C6 OF 6



1 SITE PLAN
1" = 50'-0"

VIA Architecture | www.via-architecture.com
1809 7th Avenue Ste. 800 Seattle WA 98101
tel 206 284 5624 fax 206 624 5624

CONSULTANT

PROJECT
ISSAQUAH GATEWAY

2290 NEWPORT WAY NW ISSAQUAH, WA 98027

76314

OWNER
THE WOLFF COMPANY
Since 1949
URBAN EVOLUTION

PROFESSIONAL SEAL

DESIGN TEAM:
AH
PRINCIPAL
BM
PROJECT MANAGER
BM
PROJECT ARCHITECT
DRAWN BY
CHECKED BY

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT-REV1

REVISIONS

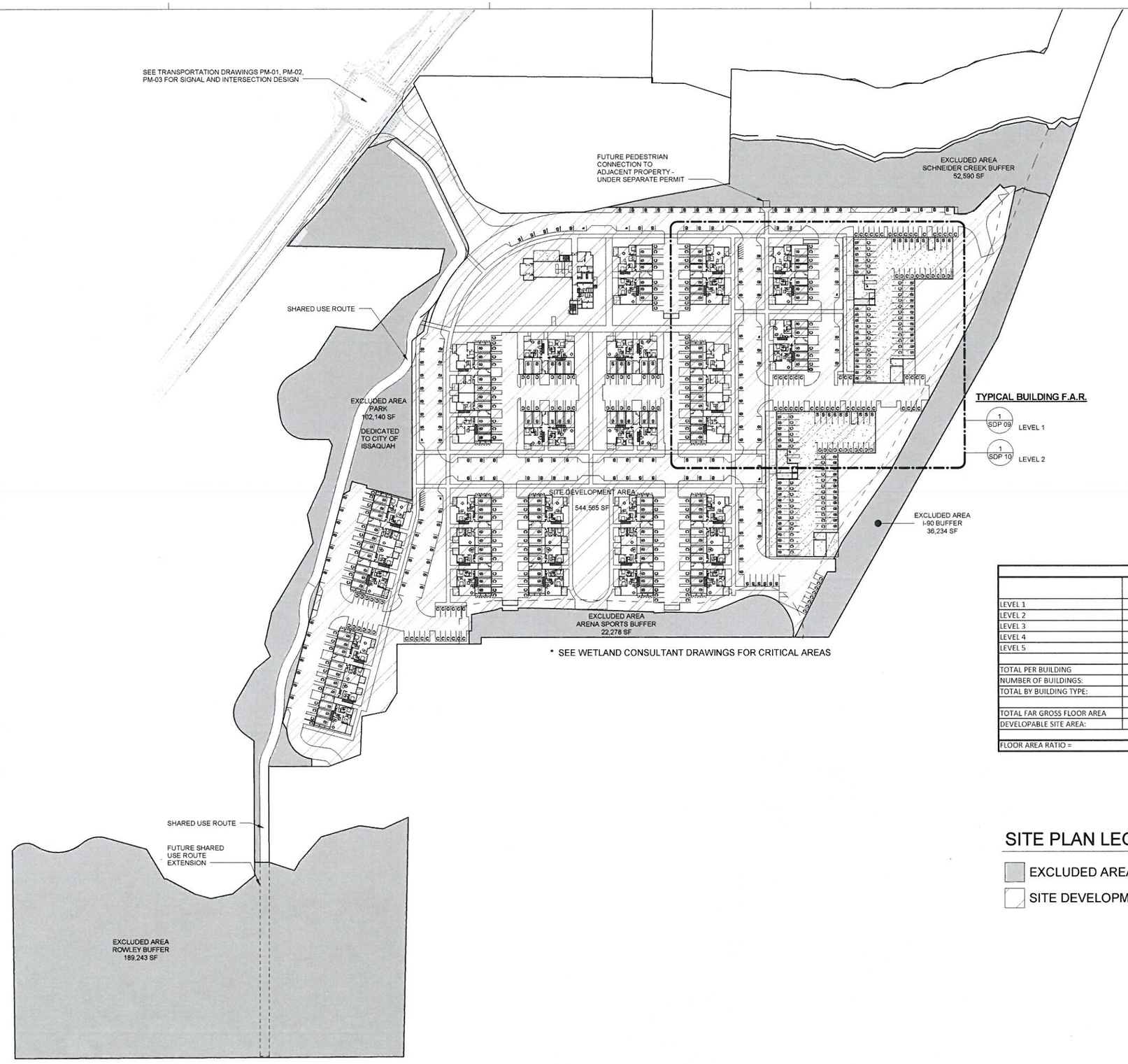
No.	DATE	DESCRIPTION

SHEET TITLE
SITE PLAN

NORTH

SHEET NUMBER
SDP 01

ISSUE DATE
07/07/2015



* SEE WETLAND CONSULTANT DRAWINGS FOR CRITICAL AREAS

TYPICAL BUILDING F.A.R.

1 SDP 09 LEVEL 1

1 SDP 10 LEVEL 2

FAR CALCULATION

	CLUBHOUSE	BLDG A	BLDG B	BLDG C	BLDG D
LEVEL 1	4,965	2,219	2,540	4,389	1,880
LEVEL 2	2,258	3,962	4,659	7,887	21,119
LEVEL 3		3,962	4,659	7,887	21,119
LEVEL 4					21,119
LEVEL 5					20,164
TOTAL PER BUILDING	**7,223**	**10,143**	**11,858**	**20,163**	**85,401**
NUMBER OF BUILDINGS:	1	5	3	8	2
TOTAL BY BUILDING TYPE:	7,223	50,715	35,574	161,304	170,802
TOTAL FAR GROSS FLOOR AREA		**425,618**			
DEVELOPABLE SITE AREA:		544,565			
FLOOR AREA RATIO =					**0.782**

SITE PLAN LEGEND

EXCLUDED AREA

SITE DEVELOPMENT AREA

1 FLOOR AREA RATIO - SITE

1" = 80'-0"

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CONSULTANT

PROJECT

ISSAQUAH GATEWAY

2290 NEWPORT WAY NW ISSAQUAH, WA 98027

76314

OWNER

THE WOLFF COMPANY
Since 1949

URBAN EVOLUTION

PROFESSIONAL SEAL

DESIGN TEAM:

AH

PRINCIPAL

BM

PROJECT MANAGER

BM

PROJECT ARCHITECT

DRAWN BY

CHECKED BY

DRAWING SET DESCRIPTION

SITE DEVELOPMENT PERMIT-REV1

REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE

F.A.R. CALCULATION

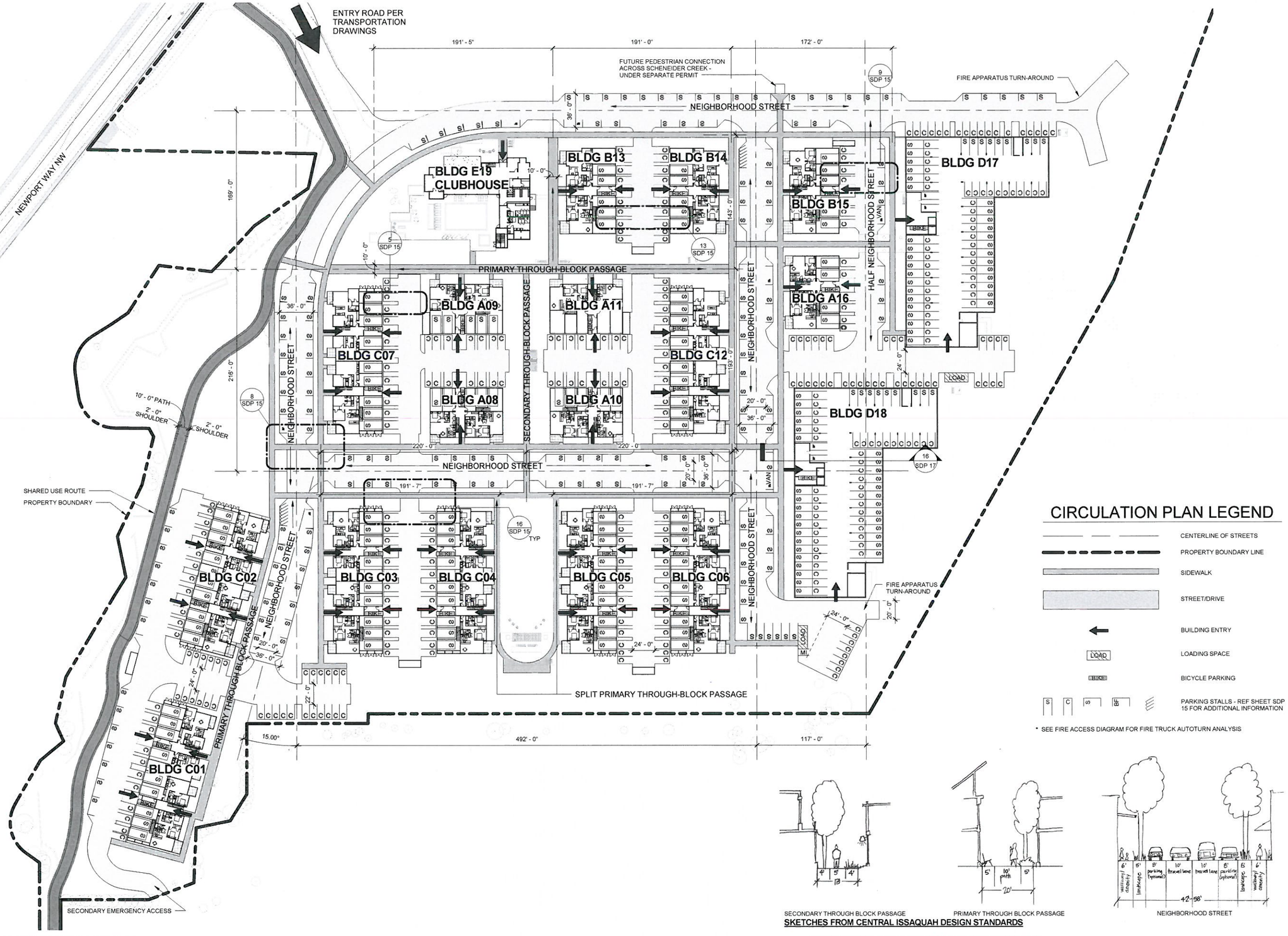
NORTH

SHEET NUMBER

SDP 02

ISSUE DATE

07/07/2015



1 CIRCULATION PLAN
1" = 50'-0"

CIRCULATION PLAN LEGEND

- CENTERLINE OF STREETS
- PROPERTY BOUNDARY LINE
- SIDEWALK
- STREET/DRIVE
- BUILDING ENTRY
- LOADING SPACE
- BICYCLE PARKING
- PARKING STALLS - REF SHEET SDP 15 FOR ADDITIONAL INFORMATION

* SEE FIRE ACCESS DIAGRAM FOR FIRE TRUCK AUTOTURN ANALYSIS

SKETCHES FROM CENTRAL ISSAQUAH DESIGN STANDARDS

2 STREET SECTION VIGNETTES
12" = 1'-0"

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CONSULTANT

PROJECT
ISSAQUAH GATEWAY

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DESIGN TEAM:
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PRINCIPAL
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PROJECT MANAGER
BM
PROJECT ARCHITECT
DRAWN BY
CHECKED BY

DRAWING SET DESCRIPTION
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REVISIONS

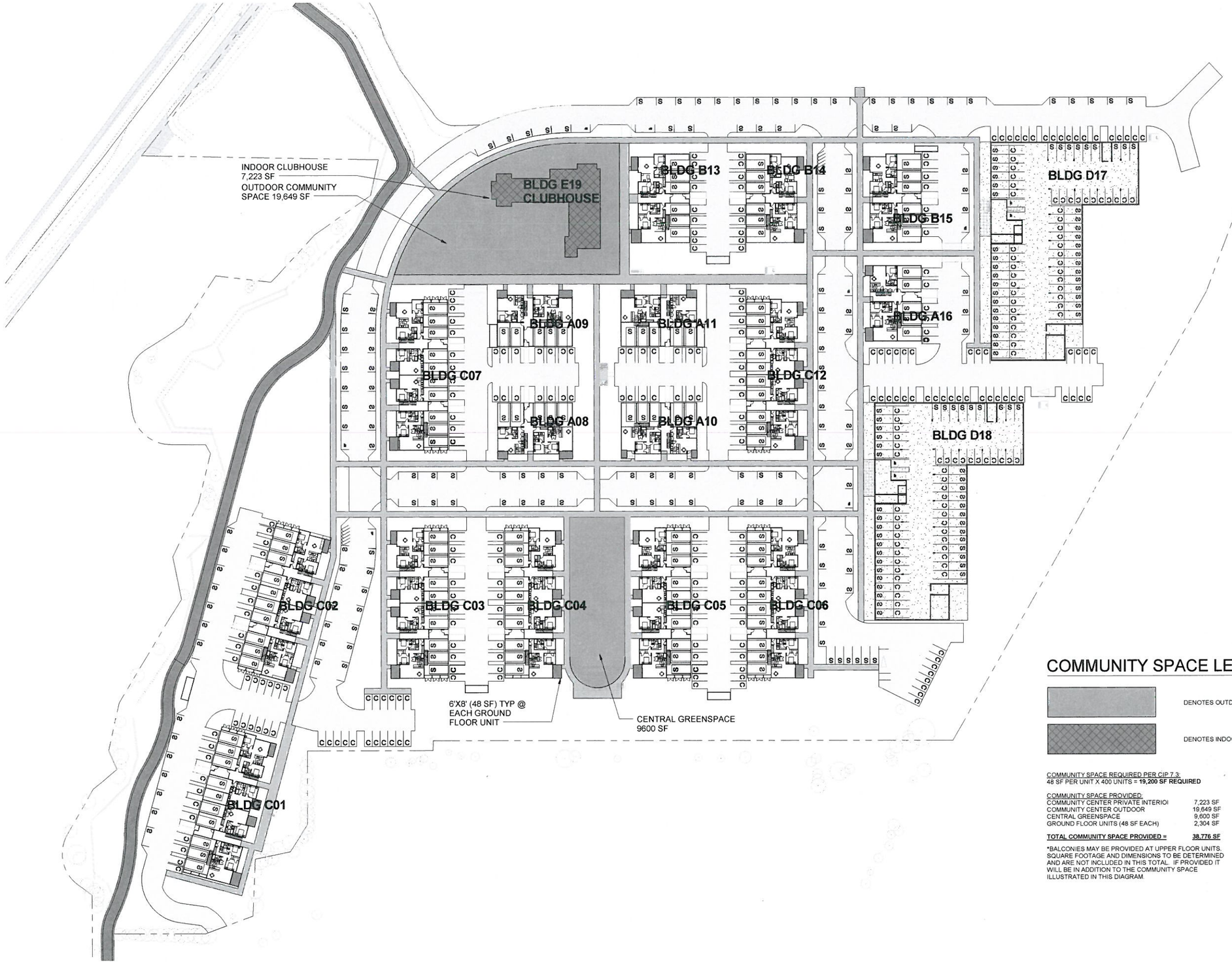
No.	DATE	DESCRIPTION

SHEET TITLE
CIRCULATION PLAN

NORTH

SHEET NUMBER
SDP 03

ISSUE DATE
07/13/2015



COMMUNITY SPACE LEGEND

DENOTES OUTDOOR COMMUNITY SPACE

DENOTES INDOOR OR PRIVATE COMMUNITY SPACE

COMMUNITY SPACE REQUIRED PER CIP 7-3:
48 SF PER UNIT X 400 UNITS = **19,200 SF REQUIRED**

COMMUNITY SPACE PROVIDED:

COMMUNITY CENTER PRIVATE INTERIOI	7,223 SF
COMMUNITY CENTER OUTDOOR	19,649 SF
CENTRAL GREENSPACE	9,600 SF
GROUND FLOOR UNITS (48 SF EACH)	2,304 SF
TOTAL COMMUNITY SPACE PROVIDED =	**38,776 SF**

*BALCONIES MAY BE PROVIDED AT UPPER FLOOR UNITS. SQUARE FOOTAGE AND DIMENSIONS TO BE DETERMINED AND ARE NOT INCLUDED IN THIS TOTAL. IF PROVIDED IT WILL BE IN ADDITION TO THE COMMUNITY SPACE ILLUSTRATED IN THIS DIAGRAM.

1 COMMUNITY SPACE DIAGRAM
1" = 50'-0"

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ISSAQUAH GATEWAY

2290 NEWPORT WAY NW ISSAQUAH, WA 98027

76314

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THE WOLFF COMPANY
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URBAN EVOLUTION

PROFESSIONAL SEAL

DESIGN TEAM:
AH
PRINCIPAL
BM
PROJECT MANAGER
BM
PROJECT ARCHITECT
DRAWN BY
CHECKED BY

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT-REV1

REVISIONS

No.	DATE	DESCRIPTION

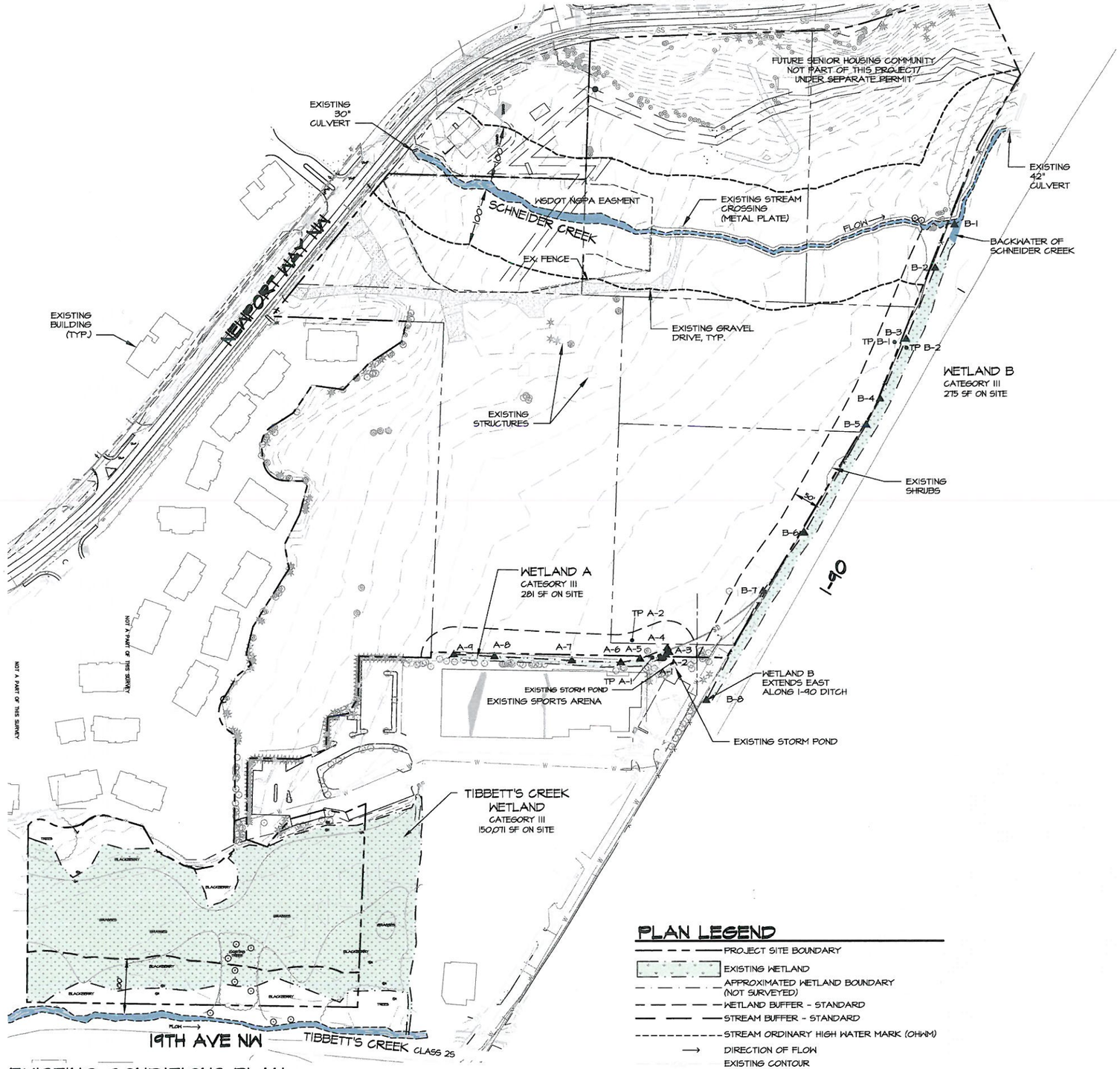
SHEET TITLE
COMMUNITY SPACE DIAGRAM

NORTH

SHEET NUMBER
SDP 04

ISSUE DATE
07/07/2015

W 1/2, SECTION 20, TOWNSHIP 24 N, RANGE 6E, W.M.



EXISTING CONDITIONS PLAN

GRAPHIC SCALE
(IN FEET)
0 50 100 200
SCALE: 1"=100'

NORTH

PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- WETLAND BUFFER - STANDARD
- STREAM BUFFER - STANDARD
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- DIRECTION OF FLOW
- EXISTING CONTOUR
- ▲A-# WETLAND FLAG LOCATION
- ●TP-# SOIL TEST PLOT LOCATION
- EXISTING TREES (CONIFER, DECIDUOUS)
- EXISTING VEGETATION (TREE CANOPY, BLACKBERRY)

VICINITY MAP

NTS

SOURCE: GOOGLE MAPS; WWW.MAPS.GOOGLE.COM
(ACCESSED 9/29/2014)

NORTH

CONTACTS

APPLICANT/OWNER

NAME:	THE WOLFF COMPANY
ADDRESS:	6710 EAST CAMELBACK RD, STE 100 SCOTTSDALE, AZ 85251
PHONE:	(480) 315-9545
CONTACT:	GREG VAN PATTEN

ARCHITECT

NAME:	VIA ARCHITECTS
ADDRESS:	1809 7TH AVENUE, STE. 800 SEATTLE, WA 98101
PHONE:	(206) 284-5624
CONTACT:	MATT ROEHE, AIA, LEED AP

SURVEYOR/ENGINEER

NAME:	TRIAD ASSOCIATES
ADDRESS:	20300 WOODINVILLE-SNOHOMISH ROAD NE, STE. A WOODINVILLE, WA 98072
PHONE:	(425) 821-8448
CONTACT:	ROY LEWIS, P.E.

ENVIRONMENTAL CONSULTANT

NAME:	TALASAEA CONSULTANTS, INC.
ADDRESS:	15020 BEAR CREEK RD. NE WOODINVILLE, WA 98077
PHONE:	(425) 861-7550
CONTACT:	ANN OLSEN, RLA, SENIOR PROJECT MANAGER DAVID TEESDALE, PWS, SENIOR WETLAND ECOLOGIST

SHEET INDEX

NOT FOR CONSTRUCTION

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NOTES

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2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101, (206) 284-5624.
3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
4. THESE PLANS ARE ATTACHED TO THE CRITICAL AREAS STUDY & DETAILED CONCEPTUAL MITIGATION PLAN DATED JULY 2015.

TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast - Woodinville, Washington 98077
Fax (425) 861-7666 - Tel (425) 861-7550

DETAILED CONCEPTUAL MITIGATION PLAN
EXISTING CONDITIONS PLAN
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
CITY COMMENTS	7-14-2015	AS
CITY COMMENTS	7-28-2015	AS

Date 4-28-2015
Scale AS SHOWN
Designed AO
Drawn ABS
Checked AO
Approved BS

Project # 634C

Sheet # W1.0

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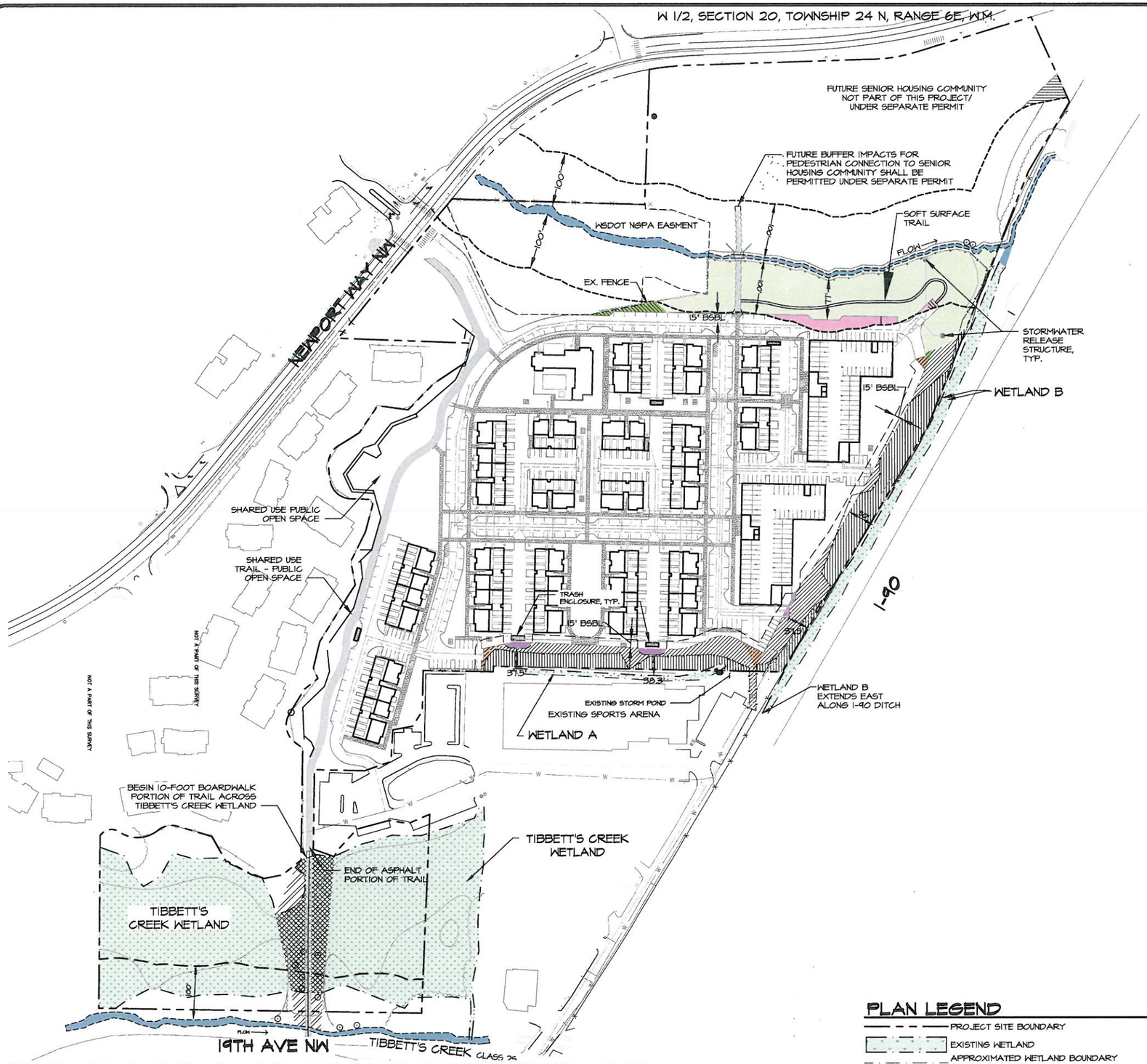

PROPOSED SITE PLAN & IMPACTS & MITIGATION OVERVIEW PLAN

GRAPHIC SCALE (IN FEET)
0 50 100 200
SCALE: 1"=100'

NORTH

BUFFER AVERAGING LEGEND

WETLAND BUFFER

REDUCED WETLAND BUFFER AREA		
	WETLAND A BUFFER	1,056 SF
	WETLAND B BUFFER	354 SF
	TOTAL:	1,410 SF
REPLACED WETLAND BUFFER AREA		
	WETLAND A BUFFER	1,056 SF
	WETLAND B BUFFER	354 SF
	TOTAL:	1,410 SF

SCHNEIDER CREEK BUFFER

REDUCED SCHNEIDER CREEK 100-FOOT BUFFER	4,650 SF
REPLACED SCHNEIDER CREEK 100-FOOT BUFFER AREA	4,807 SF
REDUCED BUFFER AREA FOR SOFT-SURFACE TRAIL	1,772 SF
REPLACED BUFFER AREA FOR SOFT-SURFACE TRAIL	1,772 SF

BUFFER IMPACTS LEGEND

TEMPORARY CONSTRUCTION RELATED IMPACTS (GRADING/UTILITIES)	29,028 SF

BUFFER MITIGATION LEGEND

WETLAND AND STREAM BUFFER RESTORATION FROM TEMPORARY CONSTRUCTION IMPACTS	29,028 SF
SCHNEIDER CREEK BUFFER ENHANCEMENT	50,905 SF
WETLAND BUFFER ENHANCEMENT	33,931 SF

SHARED-USE PUBLIC TRAIL MITIGATION

BOARDWALK - INDIRECT CRITICAL AREA IMPACTS

INDIRECT WETLAND IMPACTS	4,000 SF
INDIRECT BUFFER IMPACTS	1,000 SF
WETLAND ENHANCEMENT (FOR INDIRECT IMPACTS FROM BOARDWALK) 4:1 (4,000 X 4 = 16,000 SF)	16,000 SF
BUFFER ENHANCEMENT (FOR INDIRECT IMPACTS FROM BOARDWALK) 4:1 (1,000 SF X 4 = 4,000 SF)	4,000 SF

PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- POST CONSTRUCTION WETLAND BUFFER
- 15' BSBL
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW → DIRECTION OF FLOW
- CLEARING & GRADING LIMITS/SILT FENCE

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DETAILED CONCEPTUAL MITIGATION PLAN
PROPOSED SITE PLAN, IMPACTS & MITIGATION OVERVIEW PLAN
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
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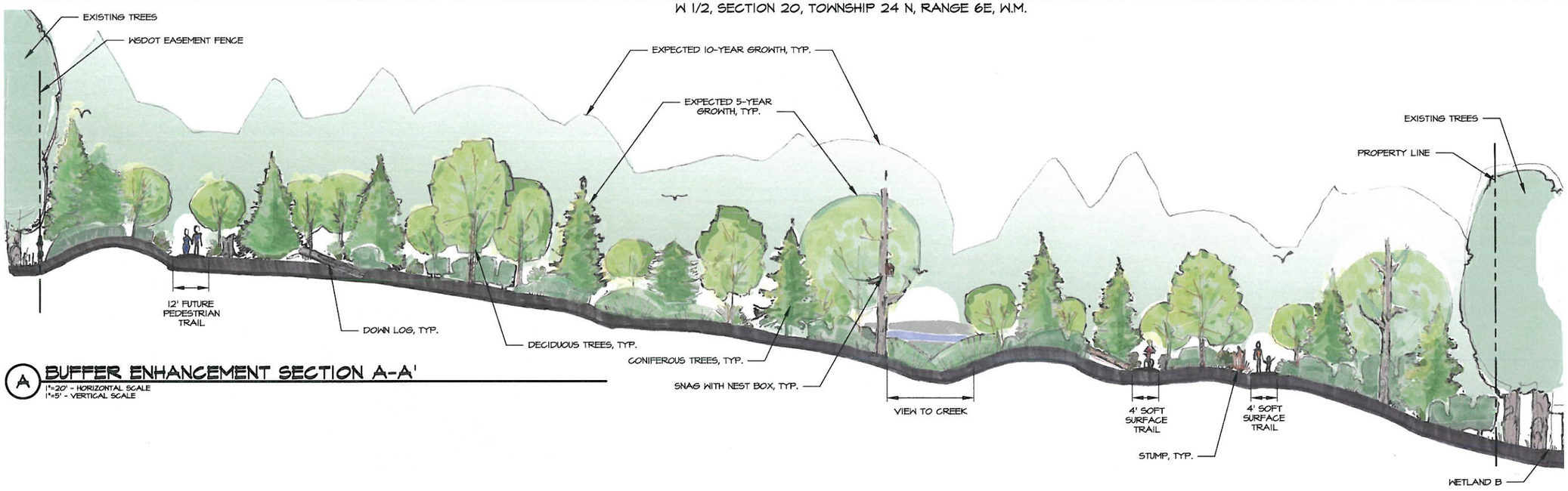
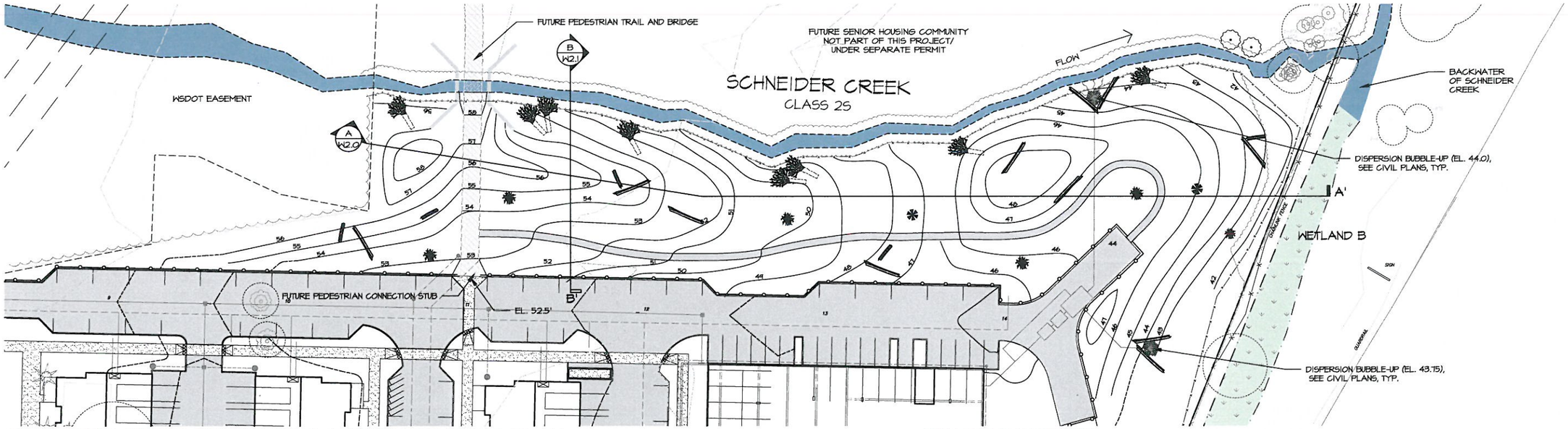
W 1/2, SECTION 20, TOWNSHIP 24 N, RANGE 6E, W.M.



A BUFFER ENHANCEMENT SECTION A-A'

1"=20' - HORIZONTAL SCALE
1"=5' - VERTICAL SCALE



SCHNEIDER CREEK BUFFER PRELIMINARY GRADING PLAN

GRAPHIC SCALE (IN FEET) 0 15 30 60
SCALE: 1"=30'
NORTH

PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- POST CONSTRUCTION BUFFER/SPLIT RAIL FENCE (3 W2.1)
- 15' BSBL
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW → DIRECTION OF FLOW

GRADING LEGEND

- WETLAND BOUNDARY
- CLEARING LIMITS / SILT FENCE
- 50 PROPOSED CONTOUR
- WOODY DEBRIS
- STUMP (3 W2.1)
- BURIED ROOTWAD

NOT FOR CONSTRUCTION

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DETAILED CONCEPTUAL MITIGATION PLAN
PRELIMINARY GRADING PLAN & SECTION
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
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Date 4-28-2015
Scale AS SHOWN
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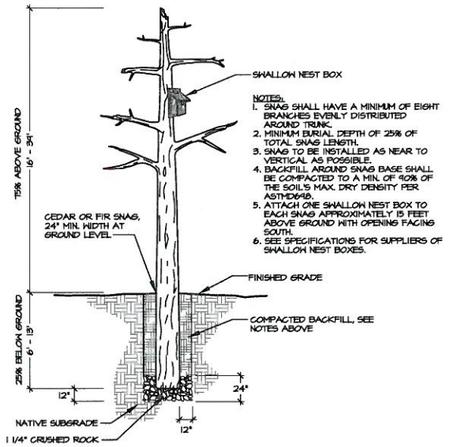
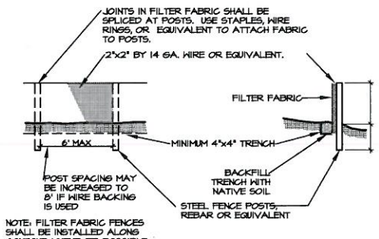
Approved BS

Project # 6346

Sheet # W2.0



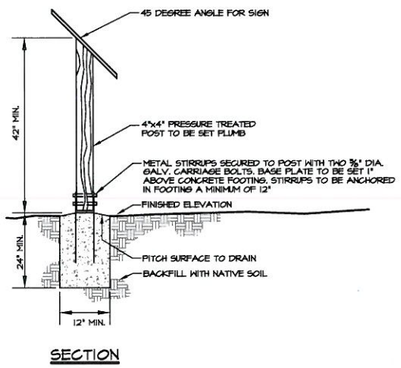
1 SNAG WITH NEST BOX DETAIL
SCALE: NTS



SILT FENCE MAINTENANCE STANDARDS

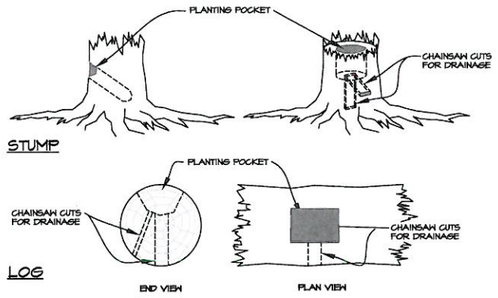
1. SILT FENCE SHALL BE REPAIRED IMMEDIATELY.
2. IF CONCENTRATED FLOWS ARE EVIDENT UPSLOPE OF THE FENCE, THEY MUST BE INTERCEPTED AND CONVEYED TO A SEDIMENT POND.
3. CONTRACTOR SHALL CHECK THE UPSLOPE SIDE OF THE FENCE FOR SIGNS OF CLOGGING AND SUBSEQUENT CHANNELIZATION OF FLOWS PARALLEL TO THE FENCE. IF THIS OCCURS, REPLACE THE FENCE AND/OR REMOVE THE TRAPPED SEDIMENT.
4. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION EXCEEDS 6" IN DEPTH.

5 SILT FENCE DETAIL TYP.
SCALE: NTS

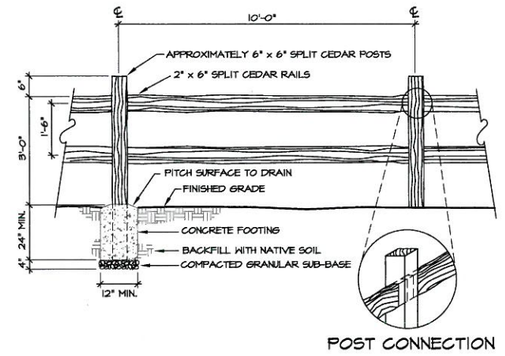


SECTION

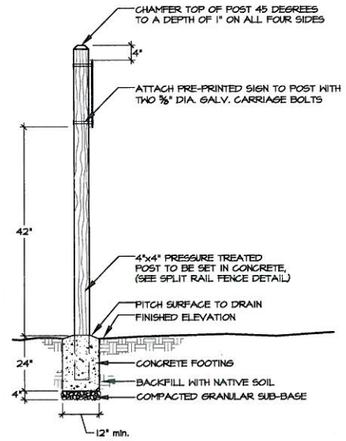
6 INTERPRETIVE SIGN DETAIL
N.T.S.



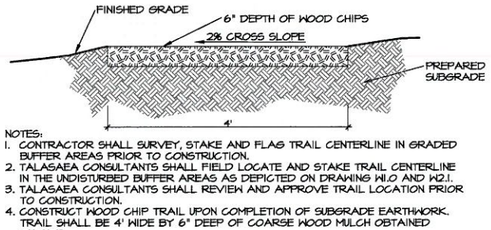
2 STUMP WITH PLANTING POCKETS DETAIL
1"=1'



3 SPLIT 2-RAIL FENCE DETAIL
N.T.S.

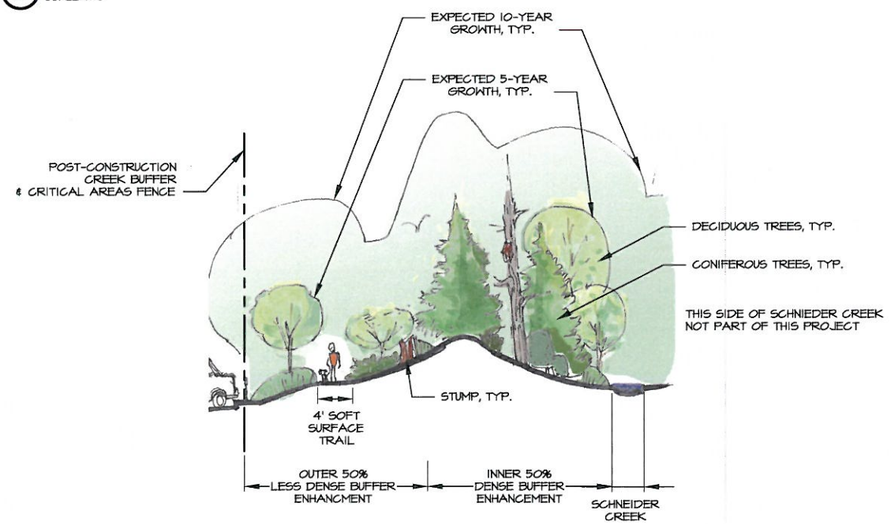


4 NSPA SIGN DETAIL TYP.
N.T.S.



NOTES:
1. CONTRACTOR SHALL SURVEY, STAKE AND FLAG TRAIL CENTERLINE IN GRADED BUFFER AREAS PRIOR TO CONSTRUCTION.
2. TALASAEA CONSULTANTS SHALL FIELD LOCATE AND STAKE TRAIL CENTERLINE IN THE UNDISTURBED BUFFER AREAS AS DEPICTED ON DRAWING W1.0 AND W2.1.
3. TALASAEA CONSULTANTS SHALL REVIEW AND APPROVE TRAIL LOCATION PRIOR TO CONSTRUCTION.
4. CONSTRUCT WOOD CHIP TRAIL UPON COMPLETION OF SUBGRADE EARTHWORK. TRAIL SHALL BE 4' WIDE BY 6" DEEP OF COARSE WOOD MULCH OBTAINED ON-SITE.

7 WOOD CHIP TRAIL DETAIL TYP.
N.T.S.



B BUFFER ENHANCEMENT SECTION B-B'
1"=20' - HORIZONTAL SCALE
1"=5' - VERTICAL SCALE

MITIGATION CONSTRUCTION SEQUENCE

THE FOLLOWING PROVIDES THE GENERAL SEQUENCE OF ACTIVITIES ANTICIPATED TO BE NECESSARY TO COMPLETE THIS MITIGATION PROJECT. SOME OF THESE ACTIVITIES MAY BE CONDUCTED CONCURRENTLY AS THE PROJECT PROGRESSES.

1. CONDUCT A SITE MEETING BETWEEN THE CONTRACTOR, TALASAEA CONSULTANTS, AND THE OWNER'S REPRESENTATIVE TO REVIEW THE PROJECT PLANS, STAGING/STOCKPILE AREAS, AND MATERIAL DISPOSAL AREAS.
2. SURVEY CLEARING LIMITS.
3. INSTALL SILT FENCE AND ANY OTHER EROSION AND SEDIMENTATION CONTROL BMPS NECESSARY FOR WORK IN THE PROJECT AREAS.
4. CLEAR AND GRUB EARTHWORK AREAS.
5. SURVEY EARTHWORK AREAS AND SET GRADE STAKES AS REQUIRED.
6. STRIP AND STOCKPILE ACCEPTABLE TOPSOIL FROM EXCAVATION AND FILL AREAS.
7. COMPLETE THE MITIGATION AREAS TO ROUGH GRADE, USING ACCEPTABLE CLEAN FILL MATERIALS FROM THESE EXCAVATIONS TO CONCURRENTLY CONSTRUCT ANY EARTHEN BERMS SHOWN ON THE PLANS.
8. GRUB INVASIVE SPECIES BY HAND FROM ENHANCED EXISTING VEGETATED BUFFER AREAS.
9. INSTALL SNAGS & BURIED ROOTWADS
10. PLACE TOPSOIL.
11. PLACE HABITAT FEATURES, INCLUDING DOWN LOGS AND ROOTWADS.
12. MULCH ALL GRADED BUFFER AREAS.
13. COMPLETE SITE CLEANUP AND INSTALL PLANT MATERIAL AS INDICATED ON THE MITIGATION PLANS (SEE PLANTING SPECIFICATIONS).
14. INSTALL TEMPORARY IRRIGATION
15. INSTALL FENCING AND CRITICAL AREA PROTECTION SIGNS.

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DETAILED CONCEPTUAL MITIGATION PLAN
DETAILS
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
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PRELIMINARY GRADING SPECIFICATIONS

PART 1: GENERAL

1.1 SEQUENCING

A. GENERAL CONSTRUCTION:
1. CONTRACTOR SHALL GIVE TALASAEA CONSULTANTS A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO BEGINNING CONSTRUCTION.
2. NO CONSTRUCTION WORK SHALL COMMENCE UNTIL THERE IS A MEETING BETWEEN THE CLIENT, TALASAEA CONSULTANTS, GENERAL, CLEARING, AND/OR EARTHWORK CONTRACTORS, AND THE LANDSCAPE CONTRACTOR. THE APPROVED PLANS AND SPECIFICATIONS SHALL BE REVIEWED TO ENSURE THAT ALL PARTIES INVOLVED UNDERSTAND THE INTENT AND THE SPECIFIC DETAILS RELATED TO THE CONSTRUCTION DOCUMENTS, SPECIFICATIONS AND SITE CONSTRAINTS.
3. LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO: (1) INDEPENDENTLY VERIFY THE ACCURACY OF UTILITY LOCATIONS AND (2) DISCOVER AND AVOID ANY UTILITIES WITHIN THE MITIGATION PLAN AREA(S) THAT ARE NOT SHOWN, BUT WHICH MAY BE AFFECTED BY IMPLEMENTATION OF THE PLAN. SUCH AREA(S) ARE TO BE CLEARLY MARKED IN THE FIELD. TALASAEA CONSULTANTS SHALL REVIEW ANY CONFLICTS WITH THE APPROVED GRADING PLAN PRIOR TO START OF CONSTRUCTION.
4. A COPY OF THE APPROVED PLANS MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS, AND SHALL REMAIN ON SITE UNTIL PROJECT COMPLETION.
5. CONSTRUCTION MUST BE PERFORMED IN ACCORDANCE WITH ALL AGENCY STANDARDS, RULES, CODES, PERMIT CONDITIONS, AND/OR OTHER APPLICABLE ORDINANCES AND POLICIES.
6. THE PROJECT OWNER/APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER RELATED OR REQUIRED PERMITS PRIOR TO THE START OF CONSTRUCTION.
7. A QUALIFIED WETLAND CONSULTANT SHALL BE ON SITE, AS NECESSARY, TO MONITOR CONSTRUCTION AND APPROVE MINOR REVISIONS TO THE PLAN.
8. TOPOGRAPHIC ELEVATIONS REPRESENTED ON MITIGATION PLANS ARE BASED UPON TOPOGRAPHIC MAPS SUPPLIED BY THE SURVEYOR. FINAL ELEVATIONS MAY VARY DEPENDING ON SITE-SPECIFIC CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY PRE-CONSTRUCTION TOPOGRAPHIC ELEVATIONS FOR ACCURACY PRIOR TO GRADING. CONTRACTOR SHALL NOTIFY TALASAEA CONSULTANTS IMMEDIATELY IF ANY MODIFICATIONS TO THE PLANS MAY BE NECESSARY DUE TO INACCURACIES OF THE ORIGINAL SURVEY.
9. DURING CONSTRUCTION, THE CONTRACTOR MUST USE MATERIALS AND CONSTRUCTION METHODS THAT PREVENT TOXIC SUBSTANCES AND OTHER POLLUTANTS FROM ENTERING MITIGATION AREAS OR OTHER NATURAL WATERS OF THE STATE.
10. PREVENTATIVE MEASURES SHALL BE USED TO PROTECT EXISTING STORM DRAINAGE SYSTEMS, EXISTING UTILITIES, AND ROADS.
11. THE CONTRACTOR SHALL PROVIDE SEDIMENT AND EROSION CONTROLS AROUND THE PROJECT AREA PRIOR TO SOIL DISTURBANCE FROM CONSTRUCTION ACTIVITY.

B. MITIGATION CONSTRUCTION: THE FOLLOWING PROVIDES THE GENERAL SEQUENCE OF ACTIVITIES ANTICIPATED TO BE NECESSARY TO COMPLETE THIS MITIGATION PROJECT. SOME OF THESE ACTIVITIES MAY BE CONDUCTED CONCURRENTLY AS THE PROJECT PROGRESSES.
1. CONDUCT A SITE MEETING BETWEEN THE CONTRACTOR, TALASAEA CONSULTANTS, AND THE OWNER'S REPRESENTATIVE TO REVIEW THE PROJECT PLANS, STAGING/STOCKPILE AREAS, AND MATERIAL DISPOSAL AREAS.
2. SURVEY CLEARING LIMITS.
3. INSTALL SILT FENCE AND ANY OTHER EROSION AND SEDIMENTATION CONTROL BMPS NECESSARY FOR WORK IN THE PROJECT AREAS.
4. CLEAR AND GRUB EARTHWORK AREAS.
5. SURVEY EARTHWORK AREAS AND SET GRADE STAKES AS REQUIRED.
6. STRIP AND STOCKPILE ACCEPTABLE TOPSOIL FROM EXCAVATION AND FILL AREAS.
7. COMPLETE THE MITIGATION AREAS TO ROUGH GRADE, USING ACCEPTABLE CLEAN FILL MATERIALS FROM THESE EXCAVATIONS TO CONCURRENTLY CONSTRUCT ANY EARTHEN BERMS SHOWN ON THE PLANS.
8. GRUB INVASIVE SPECIES BY HAND FROM ENHANCED EXISTING VEGETATED BUFFER AREAS.
9. INSTALL SNAGS & BURIED ROOTWADS
10. PLACE TOPSOIL.
11. PLACE HABITAT FEATURES, INCLUDING DOWN LOGS AND ROOTWADS.
12. MULCH ALL GRADED BUFFER AREAS.
13. COMPLETE SITE CLEANUP AND INSTALL PLANT MATERIAL AS INDICATED ON THE MITIGATION PLANS (SEE PLANTING SPECIFICATIONS).
14. INSTALL TEMPORARY IRRIGATION
15. INSTALL FENCING AND CRITICAL AREA PROTECTION SIGNS.

1.2 PROJECT CONDITIONS

A. PROTECTION AND MAINTENANCE OF OFF-SITE AREAS: CONTRACTOR SHALL ENSURE THAT CONSTRUCTION RELATED ACTIVITIES DO NOT DAMAGE OFF-SITE FEATURES OR ADJACENT VEGETATION. TALASAEA CONSULTANTS SHALL BE NOTIFIED IMMEDIATELY IF ACCIDENTAL DAMAGE OCCURS. CONTRACTOR SHALL ENSURE THAT ADJACENT ROADS ARE MAINTAINED AND KEPT CLEAR OF SOIL AND/OR OTHER DEBRIS AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR SHALL COMPLY WITH THE GOVERNING JURISDICTION'S CODES REGARDING STREET MAINTENANCE/CLEANING DURING CONSTRUCTION.

B. PLAN CHANGES AND MODIFICATIONS: ANY CHANGES OR MODIFICATIONS TO THE MITIGATION PLANS OR SPECIFICATIONS MUST RECEIVE PRIOR APPROVAL FROM THE OWNER'S REPRESENTATIVE, TALASAEA CONSULTANTS, AND APPLICABLE AGENCIES.

1.3 WARRANTY

A. WARRANTY TERMS AND CONDITIONS: A CONTRACTOR-PROVIDED WARRANTY SHALL EXTEND FOR A PERIOD OF ONE YEAR FROM THE DATE OF PHYSICAL COMPLETION. PHYSICAL COMPLETION FOR THE WORK OF THIS SECTION IS THE DATE WHEN ALL GRADING, PLANTING, IRRIGATION, AND RELATED PHASES OF SUCH WORK HAVE BEEN COMPLETED AND ARE ACCEPTED BY THE OWNER'S REPRESENTATIVE, TALASAEA CONSULTANTS, AND APPLICABLE AGENCIES. CONTRACTOR'S WARRANTY SHALL INCLUDE GRADING CORRECTIONS.

PART 2: PRODUCTS AND MATERIALS

2.1 HABITAT FEATURES

A. SWALLOW NESTING BOXES
1. SWALLOW NESTING BOXES AND BOXES SHALL BE CONSTRUCTED OF CEDAR OR CYPRESS.
2. CONTRACTOR MAY PURCHASE SWALLOW NESTING BOXES AT:
   a. TALASAEA CONSULTANTS, (425) 861-7550 OR,
   b. SEATTLE AUDUBON SOCIETY, (206) 523-4483 OR,
   c. WILD BIRDS UNLIMITED, (206) 575-4001

B. SNAGS: SNAGS SHALL BE CEDAR OR FIR SPECIES, 24-53 FEET LONG, WITH A MINIMUM OF EIGHT MAIN BRANCHES, AND A MINIMUM DIAMETER OF 20 INCHES AT GROUND LEVEL AFTER INSTALLATION.

C. DOWN LOGS: DOWN LOGS SHALL BE CEDAR OR FIR SPECIES, HAVE A 20 FOOT MINIMUM LENGTH, WITH OR WITHOUT ROOTS, AND A MINIMUM DIAMETER OF 18 INCHES. BARK SHALL BE KEPT INTACT. ENDS THAT HAVE BEEN CUT SHALL BE DISTRESSED AND NOT BLUNT.

D. ROOTWADS: ROOTWADS SHALL HAVE TEN FEET OF TRUNK WITH ROOTS.

E. STUMPS: STUMPS SHALL BE EITHER PART-DECAYED, RELOCATED STUMPS, OR CUT LIVE ROOTWADS WITH A MINIMUM OF THREE FEET OF TRUNK 20 INCHES IN DIAMETER MINIMUM. ENDS THAT HAVE BEEN CUT SHALL BE DISTRESSED AND NOT BLUNT.

F. BOULDERS:
1. USE BOULDERS UNCOVERED FROM ON-SITE GRADING OPERATIONS, IF AVAILABLE.
2. ONE OR TWO-PERSON MINIMUM SIZE WITH TWELVE INCHES MINIMUM DIAMETER.

2.2 SOFT-SURFACE PATH

A. TRAIL SURFACING SHALL BE CLEAN WOOD CHIPS PRODUCED FROM CONIFEROUS TREE SPECIES. WOOD CHIPS SHALL NOT EXCEED A MAX. SIZE OF 1.5 INCHES IN ANY DIMENSION. WOOD CHIPS SHALL NOT CONTAIN AN EXCESS OF SMALL TWIG AND BRANCH MATERIAL OR GREEN MATERIAL SUCH AS NEEDLES OR LEAVES, AND SHALL BE COMPLETELY FREE OF DIRT, TRASH, ROCKS, OR OTHER NON-WOODY DEBRIS.

2.3 TOPSOIL

A. TOPSOIL: TOPSOIL THAT HAS BEEN STOCKPILED ON-SITE FOR REUSE IN PROJECT AREA(S) OR IMPORTED FROM OFF-SITE SOURCES SHALL BE FERTILE, FRIABLE, SANDY LOAM SURFACE SOIL FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS, ROOTS, STUMPS, STONES LARGER THAN 1 INCH IN ANY DIMENSION, LITTER, OR ANY OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.

B. ORGANIC CONTENT: IMPORTED TOPSOIL SHALL CONSIST OF ORGANIC MATERIALS AMENDED AS NECESSARY TO PRODUCE A BULK ORGANIC CONTENT OF AT LEAST 10 PERCENT AND NOT GREATER THAN 20 PERCENT, AS DETERMINED BY AASHTO-T-194.

2.4 MULCH

A. BARK OR WOODCHIP MULCH SHALL BE DERIVED FROM DOUGLAS FIR, PINE, OR HEMLOCK SPECIES. THE MULCH SHALL NOT CONTAIN RESIN, TANNIN, OR OTHER COMPOUNDS IN QUANTITIES THAT WOULD BE DETRIMENTAL TO ANIMAL, PLANT LIFE, OR WATER QUALITY. SAWDUST SHALL NOT BE USED AS MULCH.

B. MULCH SHALL BE MEDIUM-COARSE GROUND WITH AN APPROXIMATELY 3-INCH MINUS PARTICLE SIZE. FINE PARTICLES SHALL BE MINIMIZED SO THAT NOT MORE THAN 30%, BY LOOSE VOLUME, WILL PASS THROUGH A US NO. 4 SIEVE.

2.5 SEED MIX FOR WETLANDS

A. SEEDS FOR WETLAND MIX SHALL HAVE BEEN HARVESTED A MAXIMUM OF ONE YEAR PRIOR TO DATE OF SEED APPLICATION, AND STRATIFIED OR OTHERWISE PROCESSED TO ENSURE OPTIMAL GERMINATION RATE. INITIAL SEEDING MUST OCCUR BY SEPTEMBER 1ST.

PART 3: EXECUTION

A. SURVEY/STAKE/FLAG LIMITS OF CLEARING:
1. PRIOR TO ANY CONSTRUCTION, A LICENSED SURVEYOR SHALL SURVEY, STAKE, AND FLAG CLEARING LIMITS. CLEARING LIMITS ARE DEPICTED ON THE MITIGATION PLANS. TALASAEA CONSULTANTS SHALL REVIEW AND APPROVE FLAGGING OF CLEARING LIMITS PRIOR TO ANY VEGETATION REMOVAL. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL LOCATIONS OF VEGETATION TO BE SAVED AND REQUEST THAT TALASAEA CONSULTANTS MODIFY THE GRADING PLAN AS NECESSARY TO AVOID ALL SIGNIFICANT NATIVE VEGETATION.

B. FLAG AND PROTECT EXISTING VEGETATION TO REMAIN:
1. CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDING DISTURBANCE TO EXISTING VEGETATION LOCATED OUTSIDE THE CLEARING LIMITS. NO REMOVAL OF ANY VEGETATION SHALL OCCUR WITHOUT PRIOR APPROVAL BY TALASAEA CONSULTANTS.
2. TALASAEA CONSULTANTS SHALL FLAG EXISTING VEGETATION TO REMAIN LOCATED WITHIN THE PROJECT AREA(S). PRIOR TO GRADING, CONTRACTOR SHALL INSTALL ORANGE BARRIER FENCING 2 FEET BEYOND THE DRIPLINE OF FLAGGED EXISTING VEGETATION. FLAGGED VEGETATION SHALL NOT BE DISTURBED, UNLESS APPROVED IN WRITING BY TALASAEA CONSULTANTS. FENCING SHALL REMAIN IN PLACE UNTIL THE COMPLETION OF EARTHWORK.
3. CONTRACTOR SHALL EXERCISE CARE TO PREVENT INJURY TO THE TRUNK, ROOTS, AND BRANCHES OF TREES AND SHRUBS TO REMAIN. ANY WOODY PLANT TO REMAIN THAT IS DAMAGED DURING CONSTRUCTION SHALL BE TREATED IMMEDIATELY AFTER DAMAGE OCCURS, AND TALASAEA CONSULTANTS SHALL BE NOTIFIED OF INCIDENT. DAMAGE TREATMENT SHALL INCLUDE EVENLY CUTTING BROKEN BRANCHES, BROKEN ROOTS, AND DAMAGED TREE BARK. INJURED PLANTS SHALL BE THOROUGHLY WATERED AND ADDITIONAL MEASURES SHALL BE TAKEN, AS APPROPRIATE, TO AID IN PLANT SURVIVAL.

C. FLAG VEGETATION & WOODY MATERIAL FOR FUTURE USE AS HABITAT FEATURES:
1. TALASAEA CONSULTANTS SHALL FLAG EXISTING VEGETATION AND WOODY MATERIAL (SNAGS, STUMPS, DOWN LOGS, AND BOULDERS), IF AVAILABLE, TO BE RELOCATED BY THE CONTRACTOR FROM WITHIN THE DEVELOPMENT FOOTPRINT FOR USE AS HABITAT FEATURES IN THE MITIGATION AREA(S). WHENEVER POSSIBLE, HABITAT FEATURES SHALL BE MOVED DIRECTLY TO PERMANENT LOCATIONS. IF NECESSARY, HABITAT FEATURES SHALL BE PLACED IN STOCKPILE AREAS AS NEAR TO PERMANENT LOCATIONS AS POSSIBLE. TALASAEA CONSULTANTS SHALL DESIGNATE STOCKPILE AREAS.
2. CONTRACTOR SHALL EXERCISE CARE WHEN MOVING HABITAT FEATURES TO AVOID BREAKING BRANCHES, SCUFFING BARK, OR BREAKING ROOTS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BREAK PIECES INTO USABLE SIZES.
3. IF HABITAT FEATURES ARE NOT AVAILABLE FROM ANY PORTION OF THE DEVELOPMENT FOOTPRINT, THEN FEATURES SHALL BE PROVIDED BY THE CONTRACTOR.

D. PLACE EROSION CONTROL MEASURES:
1. CONTRACTOR SHALL INSTALL SILT FENCING DOWNSLOPE OF THE CLEARING LIMITS DEPICTED ON THE MITIGATION GRADING PLANS PRIOR TO ANY CONSTRUCTION ACTIVITY. CONTRACTOR SHALL MAINTAIN EROSION CONTROL FACILITIES UNTIL COMPLETION OF CONSTRUCTION. TALASAEA CONSULTANTS SHALL VERIFY AND APPROVE LOCATIONS OF EROSION CONTROL MEASURES PRIOR TO SITE GRADING.
2. SITE AREAS EXPOSED DURING GRADING AND CONSTRUCTION MUST BE COVERED WITH STRAW (MAXIMUM DEPTH 3 INCHES), EROSION CONTROL NETTING, PLASTIC SHEETING, OR PERMANENT EROSION CONTROL WITHIN 48 HOURS OF DISTURBANCE, OR AS REQUIRED FOR NPDES OR LOCAL JURISDICTION COMPLIANCE.
3. CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES FOR THE DURATION OF THE PROJECT. THESE MEASURES SHALL REMAIN IN PLACE UNTIL AUTHORIZATION IS GIVEN BY TALASAEA CONSULTANTS FOR REMOVAL OR LOCATION ADJUSTMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL EROSION CONTROL MEASURES ADJACENT TO SENSITIVE AREAS WHEN AUTHORIZED BY TALASAEA CONSULTANTS.
4. AS CONSTRUCTION PROGRESSES AND SEASONAL CONDITIONS DICTATE, EROSION CONTROL FACILITIES SHALL BE MAINTAINED AND/OR ALTERED AS REQUIRED BY TALASAEA CONSULTANTS TO ENSURE CONTINUED EROSION/SEDIMENTATION CONTROL.
5. WHERE POSSIBLE, NATURAL GROUND COVER VEGETATION SHALL BE MAINTAINED FOR SILT CONTROL.

E. CLEAR AND GRUB SITE:
1. CONTRACTOR SHALL CLEAR AND GRUB AREAS WITHIN THE CLEARING LIMITS SHOWN ON THE MITIGATION PLANS, WITH THE EXCEPTION OF FLAGGED EXISTING VEGETATION TO REMAIN. IN AREAS OF EXISTING VEGETATION, CONTRACTOR SHALL REMOVE BLACKBERRY AND OTHER INVASIVE SPECIES BY HAND, WITH MINIMAL DISTURBANCE TO THE EXISTING VEGETATION. CLEARED AND GRUBBED VEGETATION SHALL BE EXPORTED FROM THE SITE. INVASIVE/EXOTIC PLANT SPECIES TO BE REMOVED AND TREATED IN THE MITIGATION AREA(S) INCLUDE: SCOT'S BROOM, ENGLISH IVY, HIMALAYAN AND EVERGREEN BLACKBERRY, REED CANARYGRASS, PURPLE LOOSESTRIFE, HEDGE BINDWEED (MORNING GLORY), JAPANESE KNOTWEED, THISTLE, AND CREEPING NIGHTSHADE. FOR REED CANARYGRASS, ROOTS SHALL BE REMOVED DOWN TO A MINIMUM DEPTH OF 12 INCHES.
2. TALASAEA CONSULTANTS SHALL DESIGNATE ANY ADDITIONAL PLANT SPECIES TO BE REMOVED PRIOR TO CONSTRUCTION.

F. SURVEY/STAKE/FLAG PROPOSED GRADES: A LICENSED SURVEYOR SHALL SURVEY, STAKE, AND FLAG PROPOSED GRADES WITHIN THE MITIGATION AREA(S). GRADES SHALL BE STAKED AND FLAGGED AT 25' INTERVALS AND AT ALL HIGH AND LOW POINTS. TALASAEA CONSULTANTS SHALL APPROVE GRADE STAKING PRIOR TO EXCAVATION AND SHALL MONITOR DURING CONSTRUCTION.

G. STOCKPILE TOPSOIL:
1. CONTRACTOR SHALL SALVAGE AND STOCKPILE TOPSOIL AT APPROPRIATE LOCATIONS ADJACENT TO MITIGATION AREAS.
2. IF TOPSOIL CONTAINS DEBRIS, OR IS DETERMINED UNSUITABLE BY TALASAEA CONSULTANTS, CONTRACTOR SHALL DISPOSE OF MATERIAL OFF SITE AND IMPORT SUITABLE MATERIAL.

H. EXCAVATE MITIGATION AREAS:
1. CONTRACTOR SHALL EXCAVATE GRADED AREAS PER GRADING PLAN WITHOUT REMOVING GRADE STAKES. TALASAEA CONSULTANTS TO MAKE MINOR FIELD ADJUSTMENTS TO GRADING PLAN, AS NECESSARY, TO ENSURE PROPER FUNCTION OF THE MITIGATION AREA(S).
2. FILL SOILS PROPOSED FOR USE WITHIN THE MITIGATION AREA(S) SHALL BE SUBMITTED TO THE GEOTECHNICAL ENGINEER FOR ANALYSIS AND APPROVAL PRIOR TO USE, AND SHALL MEET ALL APPLICABLE SPECIFICATIONS FOR FILL SOILS PER THE PROJECT GEOTECHNICAL ENGINEER. IN AREAS OF FILL PLACEMENT, CONTRACTOR SHALL COMPACT SOIL IN LIFTS ACCORDING TO GEOTECHNICAL ENGINEERING SPECIFICATIONS. GEOTECHNICAL ENGINEER SHALL APPROVE ALL AREAS OF FILL PLACEMENT TO ENSURE ADEQUACY OF COMPACTION. CONTRACTOR SHALL BE NOTIFIED BY THE GENERAL CONTRACTOR AS TO WHO THE GEOTECHNICAL ENGINEER WILL BE.
3. UPON COMPLETION OF EXCAVATION, TALASAEA CONSULTANTS SHALL REVIEW AND APPROVE SUBGRADE IN RELATION TO ORIGINAL GRADE STAKES. IF GRADE STAKES ARE REMOVED PRIOR TO APPROVAL BY TALASAEA CONSULTANTS, AN AS-BUILT SURVEY WILL BE REQUIRED. THE AS-BUILT SURVEY, BY A LICENSED SURVEYOR, WILL INCLUDE ONE-FOOT CONTOUR INTERVALS WITH SPOT ELEVATIONS OF HIGH AND LOW POINTS, POND SURFACE ELEVATIONS, AND THE CREATED WETLAND BOUNDARIES.
4. AFTER SUBGRADE APPROVAL, THE CONTRACTOR SHALL REMOVE GRADE STAKES AND PROCEED WITH TOPSOIL AND HABITAT FEATURE PLACEMENT.

I. INSTALL SNAGS:
1. INSTALL SNAGS UPON COMPLETION OF SUBGRADE EARTHWORK AT LOCATIONS DEPICTED ON MITIGATION PLANS. SNAGS SHALL BE ANCHORED INTO SUBGRADE A MINIMUM OF 25 PERCENT OF THE TOTAL LENGTH, AS DEPICTED IN THE PLAN DETAIL. TALASAEA CONSULTANTS SHALL APPROVE SNAG LOCATIONS PRIOR TO INSTALLATION.

K. HABITAT FEATURES: PLACE HABITAT FEATURES UPON COMPLETION OF TOPSOIL PLACEMENT, AS DEPICTED ON THE MITIGATION PLANS AND DETAILS. TALASAEA CONSULTANTS SHALL APPROVE LOCATIONS PRIOR TO PLACEMENT.
10. SWALLOW NESTING BOXES: ATTACH ONE NESTING BOX TO EACH INSTALLED SNAG A MINIMUM OF 15 FEET OFF THE GROUND ON THE SOUTHEAST SIDE OF THE SNAG.
11. DOWN LOGS: TO CUT/BREAK DOWN LOGS, FIRST SCORE THE LOG AT THE DESIRED LENGTH BY MECHANICAL MEANS, THEN SNAP THE LOG AT THE SCORED LOCATION TO CREATE A NATURAL LOOK TO THE BREAK. TWIST BROKEN ENDS TO DISGUISE SAW CUTS. HABITAT FEATURES THAT HAVE BEEN CUT SHALL HAVE NO BLUNT ENDS.
12. ROOTWADS: TALASAEA CONSULTANTS SHALL APPROVE LOCATIONS PRIOR TO INSTALLATION.
13. STUMPS: STUMPS SHALL BE SET UPRIGHT.
14. BOULDERS: IF AVAILABLE, BOULDERS SHALL BE PLACED IN PILES AT LEAST 2 ROCKS DEEP (5 ROCK MIN. PER PILE), IN A MANNER THAT PROVIDES BOTH PHYSICAL STABILITY AND LARGE INTERNAL VOIDS.

L. MULCH GRADED BUFFERS: TALASAEA CONSULTANTS SHALL BE PROVIDED A MULCH SAMPLE PRIOR TO IT BEING DELIVERED TO THE SITE. NO BUFFER AREAS SHALL BE SEEDED.
1. CONTRACTOR SHALL SPREAD MULCH OVER ALL GRADED BUFFER AREAS TO ACHIEVE A UNIFORM DEPTH OF 3 INCHES. NOTE: 3-INCH DEPTH IS THE MINIMUM AFTER SETTLING. IF MULCH IS INSTALLED BY BLOWER TRUCK IT SHALL BE INSTALLED AT A 4-INCH DEPTH TO ENSURE A MINIMUM 3-INCH DEPTH AFTER SETTLING.

M. GRADING INSPECTIONS: PRIOR TO PLANT INSTALLATION, TALASAEA CONSULTANTS SHALL APPROVE ALL GRADING WORK, AND ALL STRUCTURE AND HABITAT FEATURE PLACEMENT. IF ITEMS ARE TO BE CORRECTED, A PUNCH LIST SHALL BE PREPARED BY TALASAEA CONSULTANTS AND SUBMITTED TO THE CONTRACTOR FOR COMPLETION. AFTER PUNCH LIST ITEMS HAVE BEEN COMPLETED, TALASAEA CONSULTANTS SHALL REVIEW THE PROJECT FOR FINAL INTERNAL ACCEPTANCE OF GRADING PLAN IMPLEMENTATION, AND PLANTING MAY THEN PROCEED.

N. SOIL STABILIZATION: IF THERE IS A DELAY IN CONSTRUCTION FOR ANY REASON, CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF EROSION CONTROL MEASURES, DRAINAGE, AND TEMPORARY IRRIGATION DURING CONSTRUCTION DELAY PERIOD, UNLESS OTHERWISE STATED IN WRITING.

NOT FOR CONSTRUCTION

THESE PLANS HAVE BEEN SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. UNTIL APPROVED, THESE PLANS ARE:

SUBJECT TO REVISION

811 Know what's below. Call before you dig.

NOTES

1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 20300 WOODINVILLE SNOHOMISH ROAD NE, STE. A WOODINVILLE, WA 98072, (425) 821-8448.
2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101, (206) 284-5624.
3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
4. THESE PLANS ARE ATTACHED TO THE CRITICAL AREAS STUDY & DETAILED CONCEPTUAL MITIGATION PLAN DATED JULY 2015.

TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
10220 Bear Creek Road Northeast - Woodinville, Washington 98077
Fax (425) 861-7666

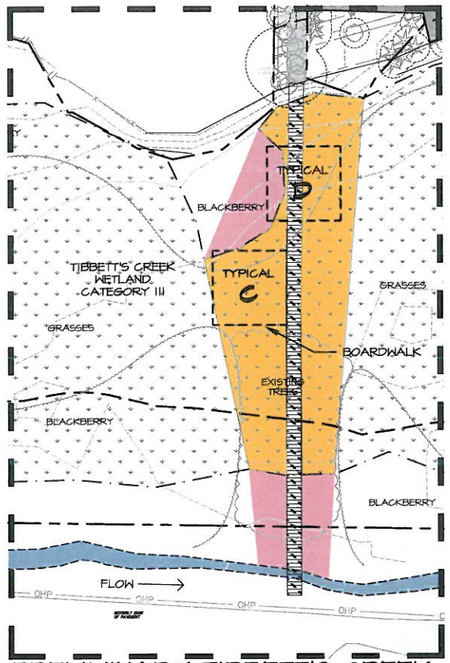
DETAILED CONCEPTUAL MITIGATION PLAN
SCHNIEDER CREEK PRELIMINARY GRADING SPECIFICATIONS
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
CITY COMMENTS	7-14-2015	AS
CITY COMMENTS	7-28-2015	AS

Date 4-28-2015
Scale AS NOTED
Designed AO
Drawn ABS
Checked AO
Approved BS

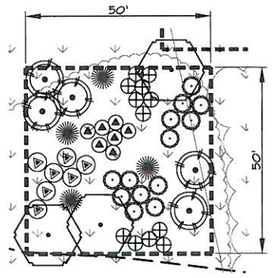
Project # 6346

Sheet # W2.2

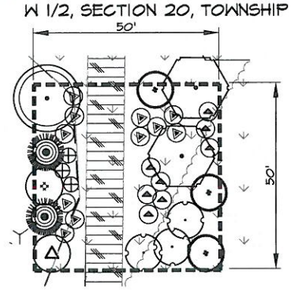


PRELIMINARY TIBBETT'S CREEK SHARED USED BOARDWALK PLAN

GRAPHIC SCALE (IN FEET)
0 25 50 100
SCALE: 1"=50'
NORTH



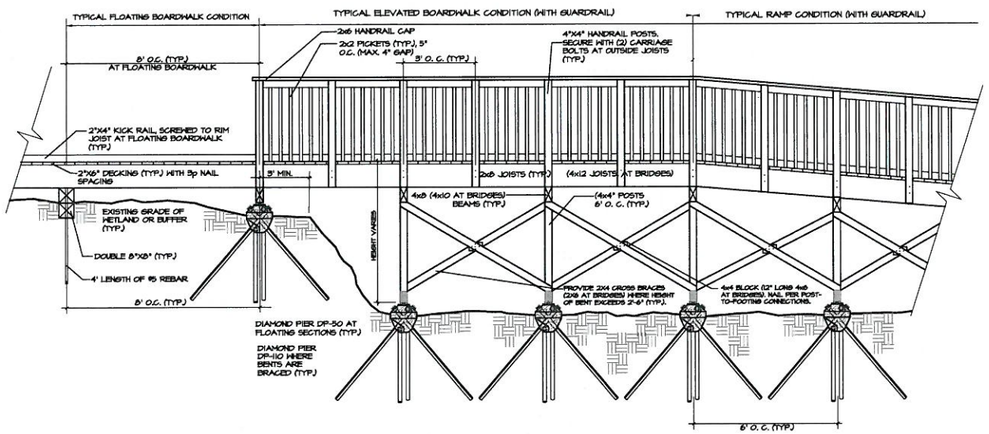
PLANTING TYPICAL C



PLANTING TYPICAL D

PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- POST CONSTRUCTION BUFFER/SPLIT RAIL FENCE (3 POST)
- 15' BSBL
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW → DIRECTION OF FLOW
- WETLAND ENHANCEMENT - SEE TYPICAL C
- BUFFER ENHANCEMENT - SEE TYPICAL D



1 EXAMPLE - ELEVATED BOARDWALK WITH RAILINGS ELEVATION
SCALE: NTS

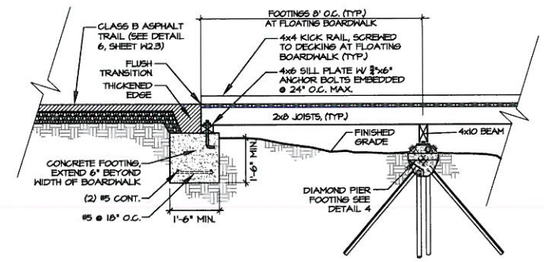
NOTE:

THESE DRAWINGS MUST BE STAMPED BY A LICENSED CIVIL/STRUCTURAL ENGINEER BEFORE APPROVED FOR CONSTRUCTION.

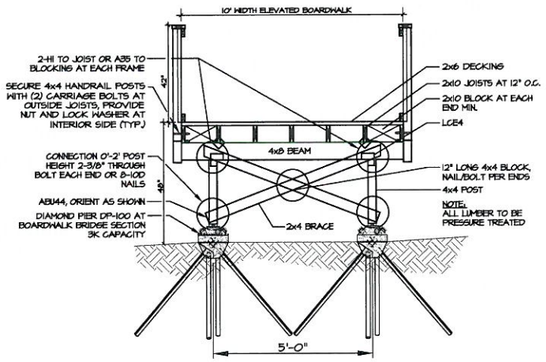
RAMP SLOPE NOT TO EXCEED 1:12 (8.33%), PROVIDE 5' LONG LANDINGS WITH 2% MAX SLOPE AT EACH 30" ELEVATION CHANGE, PER U.B.C. (A.D.A. DESIGN).

BOARDWALK GENERAL NOTES:

1. ALL WOOD SHALL BE ALKALINE COPPER QUAT - TYPE D (ACQ) AS ACCEPTED FOR A FULL RANGE OF FRESH WATER APPLICATIONS IN THE AMERICAN WOOD-PRESERVERS' ASSOCIATION (AWPA) BOOK OF STANDARDS. DECKING SHALL BE 2x6 ACQ OR RECYCLED PLASTIC COMPOSITE. ALL WOOD SHALL BE FREE OF CHECKS AND SPLITS. CONTRACTOR SHALL FOLLOW THE GUIDANCE IN THE ACQ-TREATED WOOD MATERIAL SAFETY DATA SHEETS (MSDS) AND HAZARD LABELS AS REQUIRED BY THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA).
2. ALL FASTENERS SHALL BE CORROSION RESISTANT AND ASTM APPROVED. DESIGNS TO BE ATTACHED USING (2) 3" GALVANIZED BOX HEAD NAILS AT EACH CONNECTION POINT.
3. STRUCTURAL ENGINEER SHALL VERIFY FINAL BOARDWALK DESIGN PRIOR TO CONSTRUCTION.
4. FIELD LAYOUT OF BOARDWALK ALIGNMENT SHALL BE VERIFIED BY LANDSCAPE ARCHITECT AND OR CITY OF ISSAQUAH.
5. LOW IMPACT PIN FOOTINGS (DIAMOND PIER FOOTINGS BY PIN FOUNDATIONS, OR EQUAL) WILL BE USED FOR FOOTINGS. TWO SIZES, PER STRUCTURAL ENGINEER REVIEW, AS SHOWN. PIN FOUNDATIONS, INC. (253) 858-8804. ALTERNATIVE FOOTING (STACKED 8x8) DETAIL MAY BE USED FOR FLOATING BOARDWALK ONLY.
6. PER STRUCTURAL ENGINEER'S DESIGN, BOARDWALK HEIGHT SHALL NOT EXCEED 8' EXCEPT FOR ONE AREA THAT IS 10' HIGH. THE ONE AREA THAT IS 10' HIGH SHALL HAVE 4X6 POSTS AND 2X6 CROSS BRACES, SECURED WITH 8-10d HS NAILS. IF BOLTS ARE DESIRED, 5/8" DIA. BOLTS CAN BE SUBSTITUTED FOR NAILED CONNECTIONS. FOR 10' HEIGHT BOARDWALK AREAS, PILES SHALL REQUIRE 4.2" PINS.
7. PROVIDE HANDRAILS MEETING ICC A117.1-2003 FOR RAMPS EXCEEDING 1:20.
8. PLANS AND DETAILS ARE PROVIDED FOR CONCEPTUAL USE ONLY. DO NOT SCALE PLANS OR DETAILS, USE LAYOUT NOTATION AND DIMENSIONS.
9. BUILDER TO ACQUIRE ALL PERMITS.



2 EXAMPLE - TRAIL CONNECTION TO BOARDWALK
SCALE: NTS



3 EXAMPLE - PIN PILING BOARDWALK WITH RAILING
SCALE: NTS

NOT FOR CONSTRUCTION

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NOTES

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TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
19220 Bear Creek Road Northeast - Woodinville, Washington 98077
Fax (425) 861-7666 - Tel (425) 861-7664

DETAILED CONCEPTUAL MITIGATION PLAN
TIBBETT'S CREEK PRELIMINARY BOARDWALK PLAN, PLANTING TYPICALS & DETAILS
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
CITY COMMENTS	7-14-2015	AS
CITY COMMENTS	7-28-2015	AS

Date 4-28-2015
Scale NTS
Designed AO
Drawn ABS
Checked AO
Approved BS

Project # 634C

Sheet # W3.0

PRELIMINARY PLANT COMMUNITIES PLAN

GRAPHIC SCALE
(IN FEET)
0 50 100 200
SCALE: 1"=100'

NORTH

PLANT COMMUNITIES LEGEND

- SCHNEIDER CREEK BUFFER ENHANCEMENT - SEE SHEET W4.1 FOR PLANTING TYPICAL
- WETLAND AND STREAM BUFFER RESTORATION & ENHANCEMENT - SEE SHEET W4.1 FOR PLANTING TYPICAL
- TIBBETT'S CREEK WETLAND & BUFFER ENHANCEMENT - SEE SHEET W3.0 FOR PLANTING TYPICALS
  - WETLAND ENHANCEMENT
  - BUFFER ENHANCEMENT

PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- POST CONSTRUCTION WETLAND BUFFER
- # PLANTING TYPICALS - SEE SHEET AS SHOWN

NOT FOR CONSTRUCTION

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TALASAEA CONSULTANTS, INC.
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18000 Bear Creek Road Northeast - Woodinville, Washington 98077
Fax (425) 861-7066 - Tel (425) 497-7866

DETAILED CONCEPTUAL MITIGATION PLAN
PRELIMINARY PLANT COMMUNITY PLAN
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
CITY COMMENTS	7-14-2015	AS
CITY COMMENTS	7-28-2015	AS

Date 4-28-2015
Scale AS SHOWN
Designed AO
Drawn ABS
Checked AO
Approved BS

Project # 6346

Sheet # W4.0

CANDIDATE PLANT LIST

LARGE TREES

SYMBOL	SCIENTIFIC NAME	COMMON NAME	WL STATUS	SIZE (MIN.)	NOTES
	ACER MACROPHYLLUM	BIG LEAF MAPLE	FACU	4-5' HT.	SINGLE TRUNK, WELL BRANCHED
	BETULA PAPYRIFERA	PAPER BIRCH	FAC	5-6' HT.	SINGLE TRUNK, WELL BRANCHED
	CORNUS NUTTALLII	PACIFIC DOGWOOD	FACU	4-5' HT.	SINGLE TRUNK, WELL BRANCHED
	FRANGULA (RHAMNUS) PURSHIANA	CASCARA	FAC	4-5' HT.	SINGLE TRUNK, WELL BRANCHED
	FRAXINUS LATIFOLIA	OREGON ASH	FACW	4-5' HT.	SINGLE TRUNK, WELL BRANCHED
	PICEA SITCHENSIS	SITKA SPRUCE	FAC	2-3' HT.	2 GAL., FULL & BUSHY
	PICEA SITCHENSIS	SITKA SPRUCE	FAC	4-5' HT.	B&B, FULL & BUSHY
	PINUS CONTORTA	SHORE PINE	FAC	4-5' HT.	B&B, FULL & BUSHY
	PRUNUS EMARGINATA	BITTERCHERRY	FACU	4-5' HT.	SINGLE TRUNK, WELL BRANCHED
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	FACU	2-3' HT.	2 GAL., FULL & BUSHY
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	FACU	4-5' HT.	B&B, FULL & BUSHY
	SALIX LASIANDRA	PACIFIC WILLOW	FACW	4' CUTTING	1/2" DIA. MIN., BARK INTACT
	THUJA PLICATA	WESTERN RED CEDAR	FAC	2-3' HT.	2 GAL., FULL & BUSHY
	THUJA PLICATA	WESTERN RED CEDAR	FAC	4-5' HT.	B&B, FULL & BUSHY
	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	FACU	2-3' HT.	2 GAL., FULL & BUSHY
	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	FACU	4-5' HT.	B&B, FULL & BUSHY

SMALL TREES & LARGE SHRUBS

SYMBOL	SCIENTIFIC NAME	COMMON NAME	WL STATUS	SIZE (MIN.)	NOTES
	ACER CIRCINATUM	VINE MAPLE	FAC	4' HT.	MULTI-STEM (3 MIN.)
	AMELANCHIER ALNIFOLIA	SERVICEBERRY	FACU	24" HT.	MULTI-CANE (3 MIN.)
	CORYLUS CORNUTA	WESTERN HAZELNUT	FACU	4' HT.	MULTI-STEM (3 MIN.)
	CRATAEGUS DOUGLASII	BLACK HAWTHORN	FAC	24" HT.	MULTI-CANE (3 MIN.)
	HOLODISCUS DISCOLOR	OCEAN SPRAY	FACU	24" HT.	MULTI-CANE (3 MIN.)
	OEMLERIA CERASIFORMIS	INDIAN PLUM	FACU	24" HT.	MULTI-CANE (3 MIN.)
	PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	FACW	24" HT.	MULTI-CANE (3 MIN.)
	PYRUS (MALUS) FUSCA	WESTERN CRABAPPLE	FACW	4' HT.	SINGLE TRUNK, WELL BRANCHED
	RIBES BRACTEOSUM	STINK CURRANT	FAC	24" HT.	MULTI-CANE (3 MIN.)
	RIBES SANGUINEUM	RED CURRANT	NL	24" HT.	MULTI-CANE (3 MIN.)
	SAMBUCUS RACEMOSA	RED ELDERBERRY	FACU	24" HT.	MULTI-CANE (3 MIN.)
	SORBUS SITCHENSIS	SITKA MOUNTAIN ASH	FAC	4' HT.	SINGLE TRUNK, WELL BRANCHED
	VIBURNUM EDULE	HIGH-BUSH CRANBERRY	FACW	24" HT.	MULTI-CANE (3 MIN.)

MASSING SHRUBS

SYMBOL	SCIENTIFIC NAME	COMMON NAME	WL STATUS	SIZE (MIN.)	NOTES
	CORNUS ALBA (SERICEA)	RED-OSIER DOGWOOD	FACW	18" HT.	MULTI-CANE (3 MIN.)
	LONICERA INVOLUCRATA	BLACK TWIN-BERRY	FAC	18" HT.	MULTI-CANE (3 MIN.)
	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	FACU	18" HT.	FULL & BUSHY
	ROSA GYMNOCARPA	BALDHIP ROSE	FACU	18" HT.	MULTI-CANE (3 MIN.)
	ROSA NUTKANA	NOOTKA ROSE	FAC	18" HT.	MULTI-CANE (3 MIN.)
	RUBUS PARVIFLORUS	THIMBLEBERRY	FACU	18" HT.	MULTI-CANE (3 MIN.)
	RUBUS SPECTABILIS	SALMONBERRY	FAC	18" HT.	MULTI-CANE (3 MIN.)
	SALIX SCOULERIANA	SCOULER WILLOW	FAC	4' CUTTING	1/2" DIA. MIN., BARK INTACT
	SALIX SITCHENSIS	SITKA WILLOW	FACW	4' CUTTING	1/2" DIA. MIN., BARK INTACT
	SYMPHORICARPOS ALBUS	COMMON SNOWBERRY	FACU	18" HT.	MULTI-CANE (3 MIN.)
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	FACU	1 GAL.	FULL & BUSHY

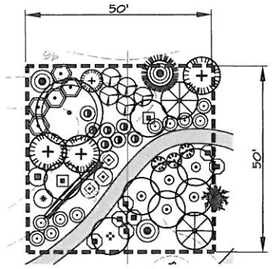
GROUNDCOVER*

SYMBOL	SCIENTIFIC NAME	COMMON NAME	WL STATUS	SPACING	SIZE (MIN.)	NOTES
	GAULTHERIA SHALLON	SALAL	FACU	24" O.C.	1 GAL.	FULL & BUSHY
	POLYSTICHUM MUNITUM	SWORD FERN	FACU	3' O.C.	1 GAL.	FULL & BUSHY

EMERGENTS*

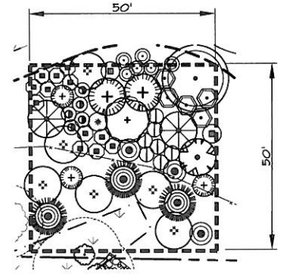
SYMBOL	SCIENTIFIC NAME	COMMON NAME	WL STATUS	SPACING	SIZE (MIN.)	NOTES
NO SYMBOL	CAREX OBNUPTA	SLOUGH SEDGE	OBL	18" O.C.	4" HT. CLUMP DIV.	FULL & BUSHY
NO SYMBOL	SCIRPUS MICROCARPUS	SMALL-FRUITED BULRUSH	OBL	18" O.C.	BARE-ROOT	FULL & BUSHY

* GROUNDCOVER AND EMERGENT SYMBOLS ARE NOT SHOWN ON PLANS - LOCATIONS TO BE DETERMINED ON FINAL MITIGATION PLANS



PLANTING TYPICAL A

SCALE: 1"=20'



PLANTING TYPICAL B

SCALE: 1"=20'

PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- POST CONSTRUCTION BUFFER/SPLIT RAIL FENCE (S to 201)
- 15' BSBL
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW → DIRECTION OF FLOW

GENERAL PLANT INSTALLATION NOTES

1. PLANT TREES AND/OR SHRUBS 1" HIGHER THAN DEPTH GROWN AT NURSERY.
2. FOR CONTAINER TREES AND/OR SHRUBS, SCORE FOUR SIDES OF ROOTBALL PRIOR TO PLANTING. BUTTERFLY ROOTBALL IF ROOT CIRCLING IS EVIDENT.
3. STAKE DECIDUOUS AND EVERGREEN TREES 4 FEET AND OVER IN HEIGHT WITH ONE (1) STAKE PER TREE. STAKE TREES IMMEDIATELY AFTER PLANTING. PLACE STAKE AT THE OUTER EDGE OF THE ROOTS OR ROOTBALL, IN LINE WITH THE PREVAILING WIND. STAKES SHALL BE LOOSELY ATTACHED USING CHAIN-LOCK TREE TIES TO ALLOW FOR SOME TRUNK MOVEMENT.
4. TREE STAKES TO BE VERTICAL, PARALLEL, EVEN-TOPPED, UNSCARRED AND DRIVEN INTO UNDISTURBED SUBGRADE. REMOVE AFTER ONE YEAR.
5. WATER PLANTS IMMEDIATELY UPON PLANTING, THEN PROVIDE MANUAL WATERING OR A TEMPORARY IRRIGATION SYSTEM (IF SPECIFIED IN THE PLANTING SPECIFICATIONS) TO PREVENT PLANT MORTALITY AND ENSURE PROPER PLANT ESTABLISHMENT. PLANTS SHALL RECEIVE A MINIMUM OF APPROXIMATELY ONE INCH OF WATER EVERY WEEK DURING THE DRY SEASON (GENERALLY JUNE 15TH - OCTOBER 15TH, OR EARLIER OR LATER IF CONDITIONS WARRANT) FOR THE FIRST SEASON AFTER PLANTING. IRRIGATION AMOUNTS MAY NEED TO BE INCREASED DURING PROLONGED PERIODS OF HOT, DRY WEATHER.
6. FERTILIZE ALL TREES AND SHRUBS WITH A SLOW-RELEASE GENERAL PURPOSE GRANULAR FERTILIZER OR SLOW-RELEASE TABLETS AT MANUFACTURER'S SPECIFIED RATE.

NOT FOR CONSTRUCTION

THESE PLANS HAVE BEEN SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. UNTIL APPROVED, THESE PLANS ARE:

SUBJECT TO REVISION

811 Know what's below. Call before you dig.

NOTES

1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 20300 WOODINVILLE SNOHOMISH ROAD NE, STE. A WOODINVILLE, WA 98072, (425) 821-8448.
2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101, (206) 284-5624.
3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
4. THESE PLANS ARE ATTACHED TO THE CRITICAL AREAS STUDY & DETAILED CONCEPTUAL MITIGATION PLAN DATED JULY 2015.

TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
18000 Bear Creek Road Northeast - Woodinville, Washington 98077
Tel (425) 861-1200 - Fax (425) 861-1944

DETAILED CONCEPTUAL MITIGATION PLAN
CANDIDATE PLANT LIST, PLANTING TYPICALS, NOTES & DETAILS
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

Revisions	Date	By
CITY COMMENTS	7-14-2015	AS
CITY COMMENTS	7-28-2015	AS

Date 4-28-2015
Scale NTS
Designed AO
Drawn ABS
Checked AO
Approved BS

Project # 6346

Sheet # W4.1

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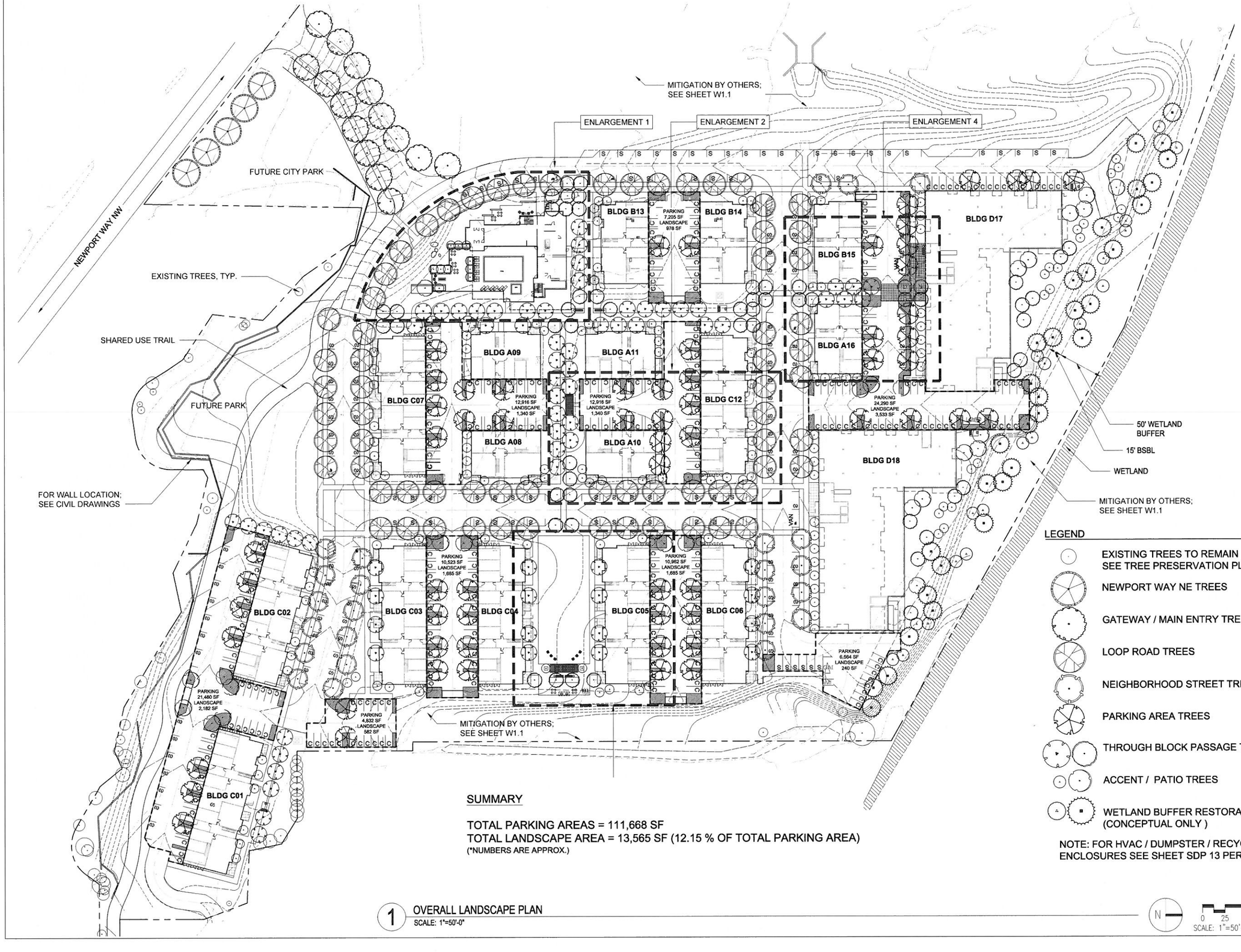

SUMMARY

TOTAL PARKING AREAS = 111,668 SF
TOTAL LANDSCAPE AREA = 13,565 SF (12.15 % OF TOTAL PARKING AREA)
(*NUMBERS ARE APPROX.)

LEGEND

- EXISTING TREES TO REMAIN SEE TREE PRESERVATION PLAN L1.09
- NEWPORT WAY NE TREES
- GATEWAY / MAIN ENTRY TREES
- LOOP ROAD TREES
- NEIGHBORHOOD STREET TREES
- PARKING AREA TREES
- THROUGH BLOCK PASSAGE TREES
- ACCENT / PATIO TREES
- WETLAND BUFFER RESTORATION TREES (CONCEPTUAL ONLY)

NOTE: FOR HVAC / DUMPSTER / RECYCLING ENCLOSURES SEE SHEET SDP 13 PER ARCH PLAN

1 OVERALL LANDSCAPE PLAN
SCALE: 1"=50'-0"

N
0 25 50 100
SCALE: 1"=50'-0"

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tel 206 284 5624 fax 206 624 5624

CONSULTANT
communita atelier ps
1402 3rd Ave Suite 1000
Seattle WA 98101
(206)327-9056

PROJECT
ISSAQUAH GATEWAY
2300 NEWPORT WAY ISSAQUAH, WA 98027
76314

OWNER
THE WOLFF COMPANY

PROFESSIONAL SEAL

DESIGN TEAM:
LF
PRINCIPAL
TF
PROJECT MANAGER
TF
PROJECT ARCHITECT
BG, MK
DRAWN BY
TF
CHECKED BY

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
OVERALL LANDSCAPE PLAN

SHEET NUMBER
L1.01

ISSUE DATE
05/27/2015

LEGEND

LOOP ROAD TREES

THROUGH-BLOCK PASSAGE TREES

NEIGHBORHOOD STREET TREES

PARKING AREA TREES

ACCENT / PATIO TREES

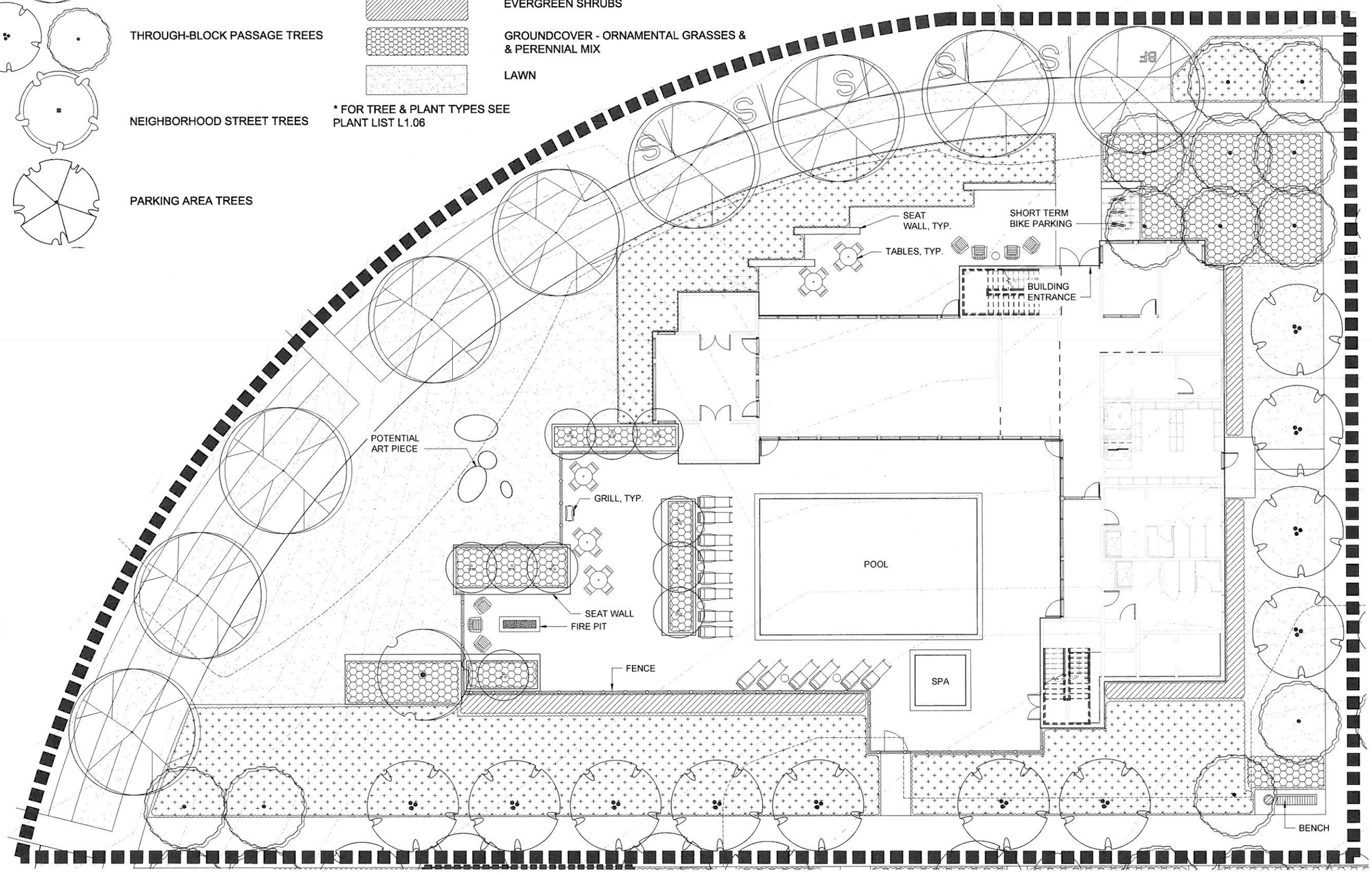
SHRUBS - ORNAMENTAL GRASSES & PERENNIAL MIX

EVERGREEN SHRUBS

GROUNDCOVER - ORNAMENTAL GRASSES & & PERENNIAL MIX

LAWN

* FOR TREE & PLANT TYPES SEE PLANT LIST L1.06



1 LANDSCAPE ENLARGEMENT PLAN - 1
SCALE: 1"=10'-0"

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SCALE: 1"=10'-0"

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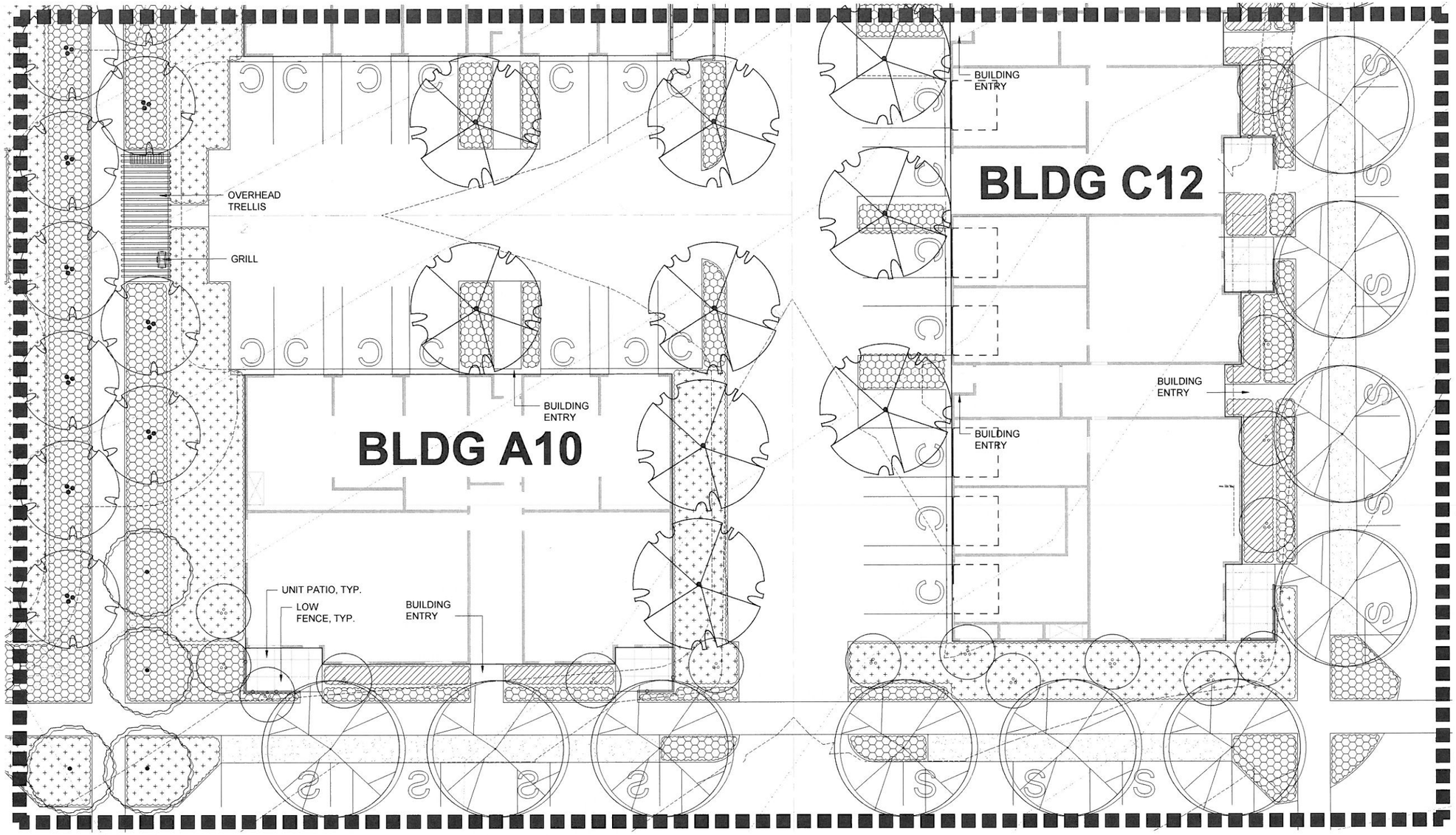
02	07/20/2015	

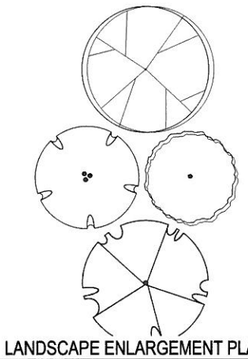
SHEET TITLE
LANDSCAPE ENLARGEMENT PLAN - 1

SHEET NUMBER
L1.02

ISSUE DATE
05/27/2015



LEGEND



LOOP ROAD TREES

THROUGH-BLOCK PASSAGE TREES

PARKING AREA TREES

1 LANDSCAPE ENLARGEMENT PLAN - 2
SCALE: 1"=10'-0"

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SCALE: 1"=10'-0"

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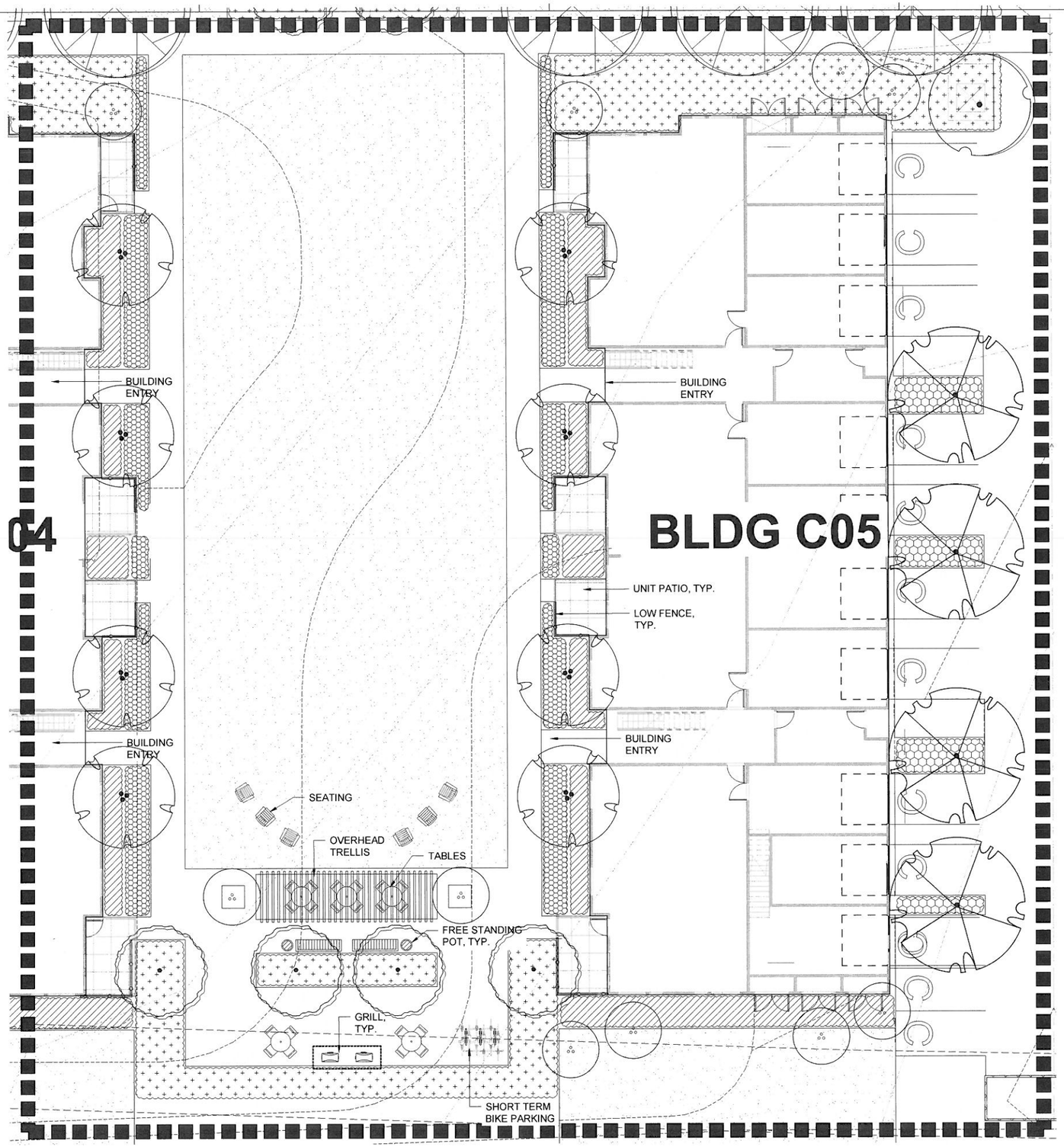
SHEET TITLE
LANDSCAPE ENLARGEMENT PLAN - 2

SHEET NUMBER
L1.03

ISSUE DATE
05/27/2015



1 LANDSCAPE ENLARGEMENT PLAN 3
SCALE: 1"=10'-0"

LEGEND

- LOOP ROAD TREES
- THROUGH-BLOCK PASSAGE TREES
- NEIGHBORHOOD STREET TREES
- PARKING AREA TREES
- ACCENT / PATIO TREES
- SHRUBS - ORNAMENTAL GRASSES & PERENNIAL MIX
- EVERGREEN SHRUBS
- GROUNDCOVER - ORNAMENTAL GRASSES & & PERENNIAL MIX
- LAWN

* FOR TREE & PLANT TYPES SEE PLANT LIST L1.06

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SCALE: 1"=10'-0"

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DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

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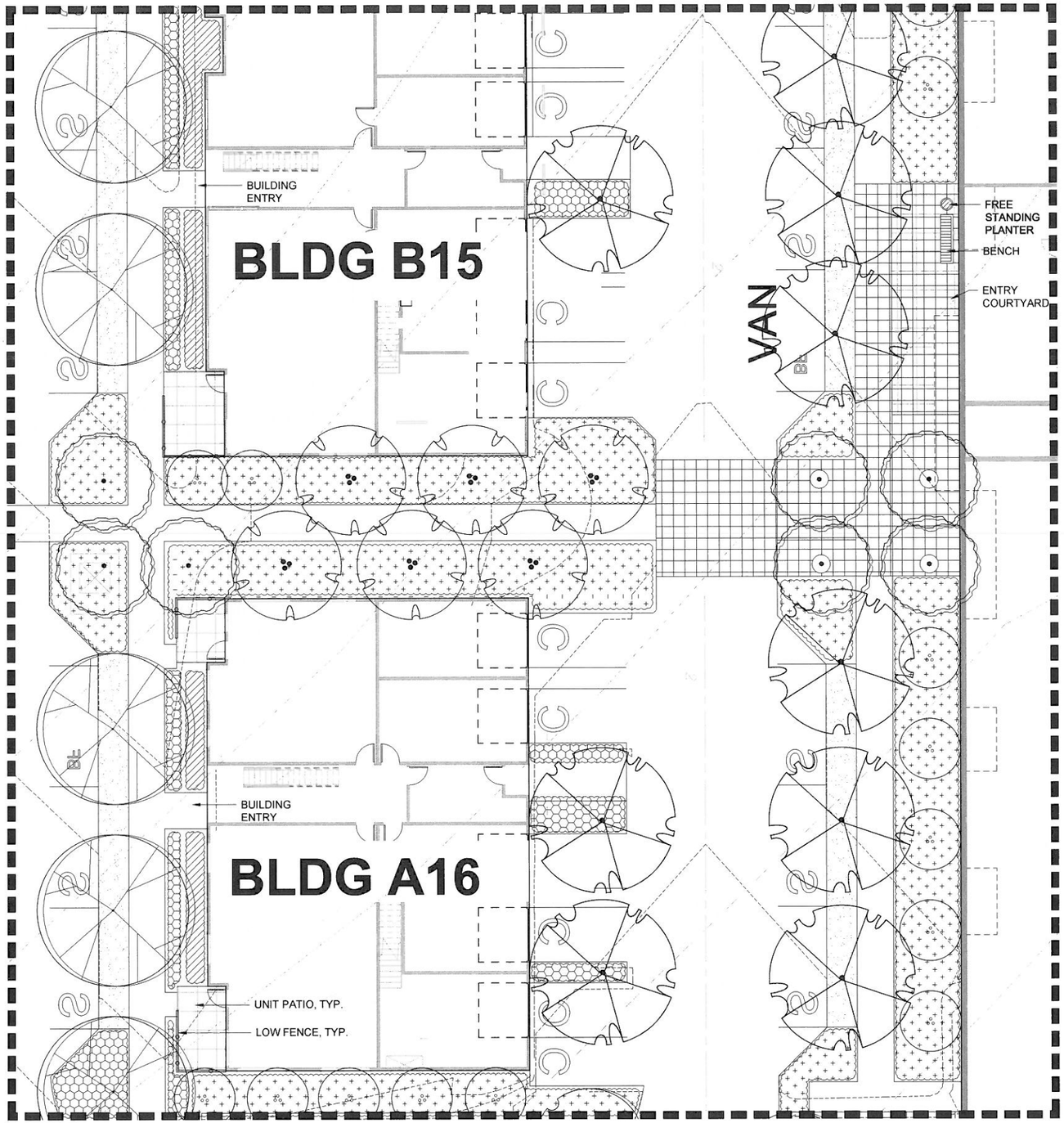
SHEET TITLE
LANDSCAPE ENLARGEMENT PLAN - 3

SHEET NUMBER
L1.04

ISSUE DATE
05/27/2015



LEGEND

- LOOP ROAD TREES
- THROUGH-BLOCK PASSAGE TREES
- NEIGHBORHOOD STREET TREES
- PARKING AREA TREES
- ACCENT / PATIO TREES
- SHRUBS - ORNAMENTAL GRASSES & PERENNIAL MIX
- EVERGREEN SHRUBS
- GROUNDCOVER - ORNAMENTAL GRASSES & & PERENNIAL MIX
- LAWN

* FOR TREE & PLANT TYPES SEE PLANT LIST L1.06

1 LANDSCAPE ENLARGEMENT PLAN - 4
SCALE: 1"=10'-0"

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SCALE: 1"=10'-0"

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REVISIONS

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02	07/20/2015	

SHEET TITLE
LANDSCAPE ENLARGEMENT PLAN - 4

SHEET NUMBER
L1.05

ISSUE DATE
05/27/2015

PLANT LIST - STREETSCAPE

	BOTANICAL NAME	COMMON NAME	SIZE	CONDITIONS	SPACING	COMMENTS
	GATEWAY | MAIN ENTRY STREET TREE					
	***General notes for all street trees**: Project requires 6-7' high limb clearance provided by Grownер, full even and matched branching structure and strong central leader.*					
	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2 1/2" cal.	B&B	35' o.c. or as shown	Orange, yellow, and red fall color. 50' tall x 35' wide, rapid grower.
	Liquidambar styraciflua 'Rotundiloba'	Rotundiloba Sweetgum	2 1/2" cal.	B&B	35' o.c. or as shown	Fruitless, 50' tall x 30' wide, nice red/burgundy fall color.
	NEWPORT WAY NW STREET TREE					
DT	Acer nigrum 'Green Column'	Green Column Black Sugar Maple	2 1/2" cal.	B&B	20' o.c.	Grows 50' tall x 15' wide. Yellow to orange fall color.
DT	Fraxinus americana 'Empire'	Empire Ash	2 1/2" cal.	B&B	30' o.c.	Grows 50' tall x 25' wide. Red fall color
	LOOP STREET TREE					
	Fraxinums pennsylvanica 'Urbanite'	Urbanite Ash	2 1/2" cal.	B&B	30' o.c. or as shown	Burgundy w/ yellow tinge fall color
DT	Quercus coccinea	Scarlet Oak	2 1/2" cal.	B&B	30' o.c. or as shown	Red fall color, best oak for fall color
	Zelkova serrata 'Greenvase'	Green Vase Zelkova	2 1/2" cal.	B&B	30' o.c.	Orange-red to purple fall color, attractive exfoliating bark.
	NEIGHBORHOOD STREET TREE					
	Fraxinus americana 'Autumn Applause'	Autumn Applause' White Ash	2 1/2" cal.	B&B	30' o.c. or as shown	Fast grower, deep red fall color, oval habit
	Tilia cordata 'Chancole'	Chancellor Linden	2 1/2" cal.	B&B	30' o.c. or as shown	Pyramidal habit, fragrant flowers early summer, gold fall color
DT	Acer campestre	Hedge Maple	2" cal.	B&B	as shown	Rounded habit, yellow fall color
	THROUGH-BLOCK PASSAGE TREES					
	Betula platyphylla 'Fargo'	Dakota Pinnacle Asian White Birch	2" cal.	B&B	12-15' o.c.	Grows 30' tall x 8' wide
	Fagus sylvatica 'Dawyck Purple'	Dawych Purple Beech	2" cal.	B&B	15' o.c.	Grows 40' tall x 12' wide, purple foliage year round
	Liriodendron tulipifera 'Fastigiatum'	Columnar Tulip Tree	2" cal.	B&B	20' o.c.	Grows 40' tall x 15' wide, yellow fall color
	Populus tremula 'Erecta'	Upright European Aspen	2" cal.	B&B	12-15' o.c.	Grows 30' tall x 8' wide
	Malus 'Adoirondack	Adirondack Crabapple	2" cal.	B&B	10-12' o.c.	Grows 12' tall x 6' wide, flowering
	Prunus sargentii 'Columnaris'	Columnar Sargent Cherry	2" cal.	B&B	20' o.c.	Grows 35' tall x 15' wide, cherry with best fall color, flowering
	Prunus x hillieri 'Spire'	Spire Hillier's Cherry	2" cal.	B&B	12-15' o.c.	Grows 20' tall x 8' wide, flowering
	PARKING AREA TREES					
	Betula jacquemontii	Jacquemontii Birch	2" cal.	B&B	as shown	Dynamic white bark, yellow fall color
	Nyssa sylvatica	Black Tupelo	2" cal.	B&B	as shown	Nice form, nice bark, beautiful mottled orange, red, purple fall color
DT	Sophora japonica 'Regent'	Sophora Pagodatree	2" cal.	B&B	as shown	Rapid growth, white flower, heat/drought resistant
	ACCENT | PATIO TREES					
DT, N	Acer circinatum	Vine Maple	6-8' ht.	B&B	as shown	Multistemmed clump, 3-stem min.
	Acer palmatum	Japanese Maple	2 1/2" cal.	B&B	as shown	Specimen form
DT	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	2" cal.	B&B	as shown	
	Cornus x 'Rutcan'	Constellation Dogwood	6-8' ht.	B&B	as shown	Std. trunk only, nursery trained, matched branching structure
	Stewartia obassia	Fragrant Snowbell	2" cal.	B&B	as shown	Std. trunk only, nursery trained, matched branching structure
	DECIDUOUS SHRUBS					
DT	Cornus sanguinea 'Cato'	Arctic Sun Dogwood	18" x 18"	container	36" o.c.	full and bushy, NO SUBSTITUTION
DT	Cornus sericea 'Kelseyi'	Kelseyi Redtwig Dogwood	12" x 12"	container	30" o.c.	full, bushy
DT	Cornus sericea 'Isanti'	Isanti Redtwig Dogwood	18" x 12"	container	4' o.c.	full, bushy
DT	Hydrangea quercifolia	Oakleaf Hydrangea	24" ht	container	as shown	full, bushy, accent plant in single qty per location
DT, N	Oemlaria cerasiformis	Indian Plum	5 gal	container	8' o.c.	full, bushy, natural edge location
DT, N	Physocarpus capitatus	Pacific Ninebark	3 gal	container	8' o.c.	full, bushy. natural edge location
DT, N	Ribes sanguineaum	Flowering Currant	3 gal	container	5. o.c.	full, bushy. 'White Icicle' variety in addition to standard species.
DT, N	Rosa nutkana	Nootka Rose	18" ht.	container	4. o.c.	full, bushy
DT, N	Symphoricarpos albus	Snowberry	3 gal	container	4. o.c.	full, bushy
DT	Viburnum carlesii	Koreanspice Viburnum	18" x 15"	container	4' o.c.	full, bushy, accent plant in single qty per location
	EVERGREEN SHRUBS					
DT	Abelia x grandiflora 'Rose Creek'	Rose Creek Abelia				
DT	Cistus hybridus	White Rockrose	3 gal	container	3' o.c.	full, bushy
DT, N	Gaultheria shallon	Salal	3 gal	container	3' o.c.	full, bushy
DT	Lonicera pileata	Privet Honeysuckle	15"x18"	container	30" o.c.	full, bushy
DT, N	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	21-24" ht.	container	4' o.c.	full, bushy
DT, N	Mahonia nervosa	Low Oregon Grape	3 gal	container	3' o.c.	full, bushy
DT, N	Myrica californica	Pacific Wax Myrtle	3 gal	container	6' o.c.	full, bushy
DT	Nandina domestica 'Golf Stream'	Golf Stream Heavenly Bamboo	3 gal	container	4' o.c.	full and bushy, may substitute for Moon Bay
DT	Nandina domestica 'Plum Passion'	Plum Passion Heavenly Bamboo	3 gal	container	4' o.c.	full, bushy
	Osmanthus delavayi	Delavay Osmanthus	24"x24"	container	as shown	full, bushy to ground
DT, N	Sarcoccoca hookeriana var. humilis	Sweet Box	2 gal	container	3' o.c.	full, bushy
DT	Sarcoccoca ruscifolia	Sweet Box	18" ht.	container	3' o.c.	full, bushy
DT, N	Vaccinium ovatum	Evergreen Huckleberry	15"x15"	container	4' o.c.	full, bushy
DT	Viburnum davidii	David Viburnum	3 gal	container	4' o.c.	full, bushy

	GROUNDCOVER and PERENNIALS					
DT	Acanthus mollis	Bear's Breeches	2 gal	container	36" o.c.	full
DT,N	Arctostaphylus uva-ursi	Kinnikinnick	1 gal	container	15" o.c.	full
N	Asarum caudatum	Wild Ginger	1 gal	container	12" o.c.	full, 5 leaves min.
	Asarum europeum	European Ginger	1 gal	container	12" o.c.	full, 5 leaves min.
DT,N	Blechnum spicant	Deer Fern	1 gal	container	12" o.c.	full, min. 7 fronds
DT	Carex 'Ice Dance'	Ice Dance Sedge	1 gal	container	30" o.c.	full
	Carex morrowii 'Aureo-Variegata'	Variegated Japanese Sedge	1 gal	container	24" o.c.	full
DT	Cares testacea	Orange Sedge	1 gal	container	24" o.c.	full
N	Cornus unalaschkensis	Bunchberry	1 gal	container	24" o.c.	full
DT,N	Deschampsia caespitosa	Tufted Hair Grass	1 gal	container	24" o.c.	full
DT,N	Dicentra formosa	Bleeding Heart	1 gal	container	accent	full
DT	Dicentra spectabilis	Old Fashioned Bleeding Heart	1 gal	container	accent	full, may also include 'Alba' variety
DT	Euphorbia amygdaloides var. robbiae	Mrs. Robb's Bonnet	1 gal	container	18" o.c.	full
DT	Festuca glauca 'Elijah Blue'	Blue Fescue	1 gal	container	15" o.c.	full
DT,N	Fragaria chiloensis	Strawberry	1 gal	container	30" o.c.	
DT	Hakonechloa macra 'Aureola'	Hakone Grass	1 gal	container	24" o.c.	full
DT	Helictotrichon sempervirens	Blue Oat Grass	1 gal	container	30" o.c.	full
N	Juncus effusus	Soft Rush	1 gal	container	30" o.c.	full
	Juncus patens 'Elk Blue'	California Gray Rush	1 gal	container	30" o.c.	full
DT	Liatris spicata	Spiked Gay Feather		bulb	as noted	or as 1 gal cortainer stock
DT	Liriope muscari 'Big Blue'	Big Blue Lilyturf	1 gal	container	18" o.c.	full
DT	Liriope spicata 'Kobold'	Lilyturf	1 gal	container	15" o.c.	full
	Ophiopogon planiscapus 'Nigrescens'	Black Mondo Grass	1 gal	container	15" o.c.	full
DT	Pachysandra terminalis	Japanese spurge	1 gal	container	18" o.c.	full
DT,N	Polystichum munitum	Sword Fern	1 gal	container	as shown	min. 5 fronds
DT	Rubus calycinoides 'Emerald Carpet'	Emerald Carpet Creeping Berry	4" pot	container	30" o.c.	full
DT	Sedum x 'Autumn Joy'	Autumn Joy Sedum	1 gal	container	24" o.c.	full, NO SUBSTITUTION
	VINES					
DT	Clematis x 'Jackmanii'	Jackmanii Clematis	1 gal	container	as shown	24" h. min.
DT	Hydrangea seemanii	Evergreen Climbing Hydrangea	1 gal	container	as shown	24" h. min.
DT	Lonicera x heckrottii 'Goldflame'	Goldflame Honeysuckle Vine	1 gal	container	as shown	24" h. min.
DT	Parthenocissus tricuspidata	Boston Ivy	1 gal	container	as shown	24" h. min.
DT	Passiflora caerulea	Passion Vine	1 gal	container	as shown	24" h. min.
DT	Trachelospermum jasminoides	Star Jasmine	1 gal	container	as shown	24" h. min.

DT = DROUGHT TOLERANT SPECIES

N = NATIVE SPECIES

NOTE: PLANT SPECIES TO DEMONSTRATE PLANTING CHARACTER. FINAL SPECIES SELECTION TO BE COMPLETED DURING CONTRACT DOCUMENTS BASED ON LOCAL NURSERY SUPPLY AND AVAILABILITY. REFERENCES: KING COUNTY NATIVE PLANT LIST, COS APPROVED STREET TREE LIST.

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PROJECT
ISSAQUAH GATEWAY

2300 NEWPORT WAY ISSAQUAH, WA 98027

76314

OWNER
THE WOLFF COMPANY

PROFESSIONAL SEAL

DESIGN TEAM:
LF
PRINCIPAL
TF
PROJECT MANAGER
TF
PROJECT ARCHITECT
BG, MK
DRAWN BY
TF
CHECKED BY

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
PLANT LIST

SHEET NUMBER
L1.06

ISSUE DATE
05/27/2015

LIQUIDAMBAR STRYR-ACICLUA ROTUNDILOBA

ACER SACCHARUM 'GREEN MOUNTAIN'

GATEWAY / MAIN ENTRY TREES

ACER NIGRUM 'GREEN COLUMN'

FRAXINUS AMERICANA 'EMPIRE'

NEWPORT WAY NE TREES

- Gateway and Newport Way trees have bright fall colors
- Round habits and high branching structure for clear / clean delineation of roadways
- Large trees with extensive canopy

ZELKOVA SERRATA 'GREEN VASE'

FRAXINUS PENNSYLVANICA URBANITE

QUERCUS COCCINEA

LOOP STREET TREES

- Variety of fall color; yellow, red, and purple
- Full, dense canopies emphasize Loop Road
- Diverse leaf textures add variety and interest
- Zelkova provides interest with beautifully exfoliating bark

STREET TYPOLOGY KEY MAP

ACER NIGRUM 'GREEN COLUMN'

BETULA PLATYPHYLLA 'FARGO'

FAGUS SYLVATICA 'DAWYCK PURPLE

LIRIODENDRON TULIPFERA 'FASTIGIATUM'

PRUNUS SARGENTII 'COLUMNARIS'

PRUNUS X HILLIERI 'SPIRE'

MALUS 'ADIRONDACK'

POPULUS TREMULA 'ERECTA'

- Columnar trees reinforce linear Through Block Passages while maximizing space and maintaining sun exposure and visibility
- Large variety provides interest and visual diversity
- Flowering columnar trees mark entrances and transition points

THROUGH-BLOCK PASSAGE TREES

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01	07/06/2015	
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SHEET TITLE
STREET TYPOLOGIES / TREE TYPES

SHEET NUMBER
L1.07

ISSUE DATE
05/27/2015

FRAXINUS AMERICANA 'AUTUMN APPLAUSE'

ACER CAMPESTRE

TILIA CORDATA 'CHANCOLE'

- Vibrant red and yellow fall color
- Medium to large trees front buildings and transition from Loop Street
- Dense leaf canopies and strong central leader

NEIGHBORHOOD STREET TREES

BETULA JACQUEMONTII

NYSSA SYLVATICA

SOPHORA JAPONICA 'REGENT'

- Contrasting leaf and bark colors
- Diverse leaf shape and overall habits
- Smaller scaled trees provide shade, beauty, and a sense of space to the Parking Areas
- Visibility within parking areas maintained by keeping trees limbed to maintain site-lines

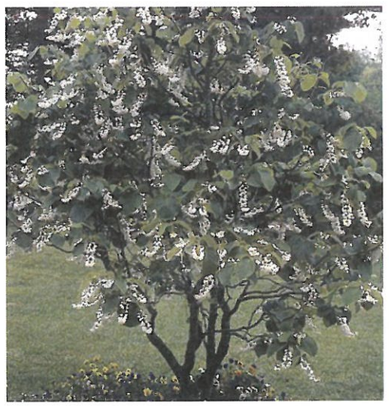
PARKING AREA TREES

ACER CIRCINATUM

ACER PALMATUM

AMELANCHIER X GRANDIFOLIA 'AUTUMN BRILLIANCE'

CORNUS X 'RUTCAN'



STYRAX OBASSIA

- Multileader branching provides texture, character, and contrast
- Seasonal blooms and leaf color add interest
- Smaller scaled trees emphasize outdoor space and screen private space.

ACCENT / PATIO TREES

STREET TYPOLOGY KEY MAP

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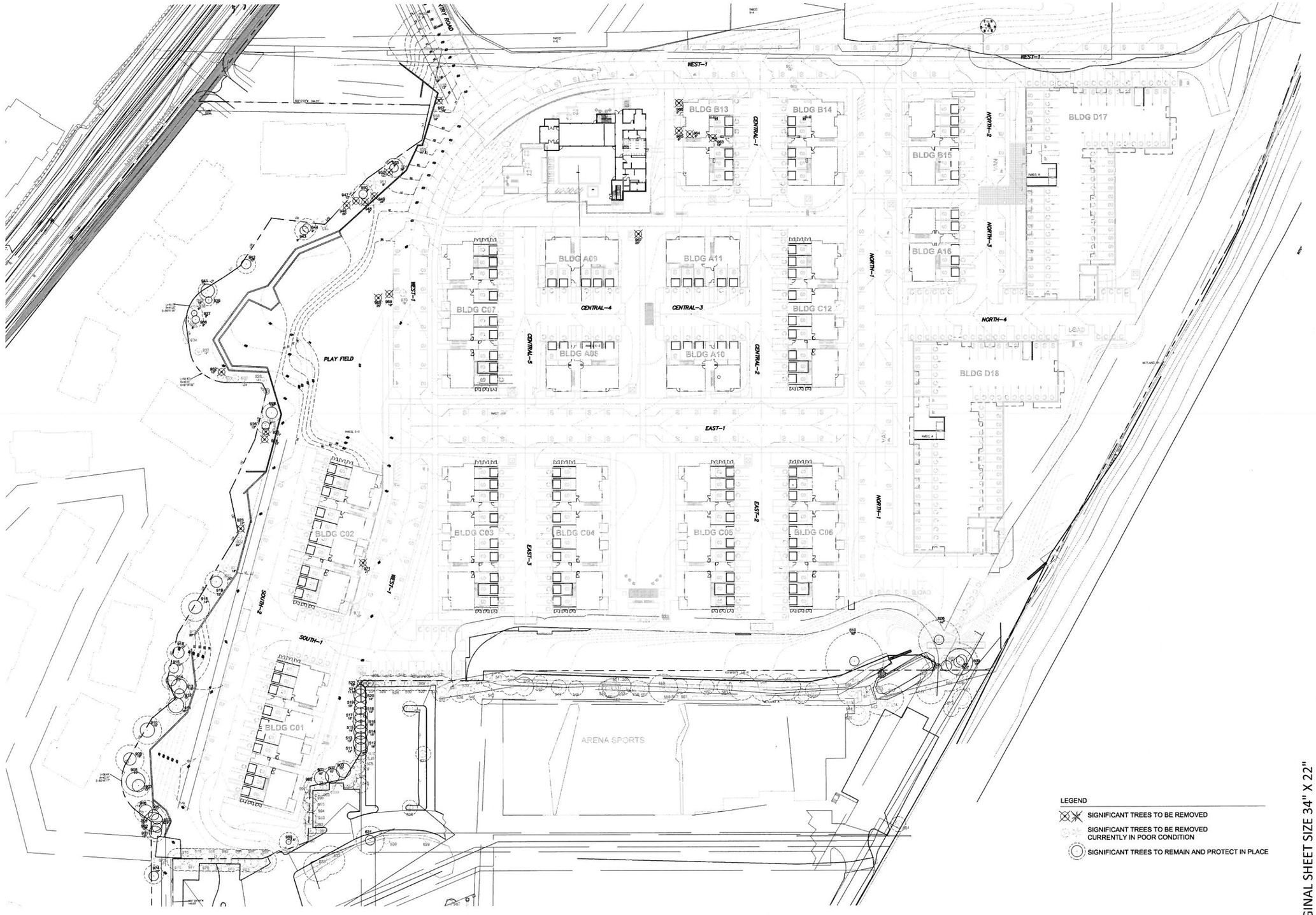
REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
STREET TYPOLOGIES / TREE TYPES

SHEET NUMBER
L1.08

ISSUE DATE
05/27/2015



LEGEND

- SIGNIFICANT TREES TO BE REMOVED
- SIGNIFICANT TREES TO BE REMOVED CURRENTLY IN POOR CONDITION
- SIGNIFICANT TREES TO REMAIN AND PROTECT IN PLACE

1 TREE PRESERVATION PLAN
SCALE: 1"=50'-0"

N 0 25 50 100

ORIGINAL SHEET SIZE 34" X 22"

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REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
TREE PRESERVATION OVERALL PLAN

SHEET NUMBER
L1.09

ISSUE DATE
05/27/2015

TREE COUNT TOTAL SUMMARY FOR RETENTION (CIDDS 10.13)	
TOTAL Significant Tree Caliper	1490 INCHES
Required Tree Retention	373 INCHES
Total Significant Tree Caliper Retained	866 INCHES
Percent Significant Tree Caliper Retained	25%
Actual percent retained	**58%**

TREE DENSITY REQUIREMENT (CIDDS 10.10)	
Total number of Significant trees	99
Total number of Landmark trees	3
Total number of Onsite trees	102
Required Tree Density	4 trees/5000 sq. ft.
Total number of developable area	544,344
Total number of required tree density	435
Total number of healthy retained trees	58
Mitigation	**377**

Discussion, Calculation and Conclusion:

The site interior has long been cleared of trees and replaced with pasture; the few remaining trees are landscape trees primarily surrounding farm houses. The southern side of the lot has native red alders and cottonwoods along with several Douglas fir trees. None have been maintained. Also many are in fair to poor condition; they do not pose a threat to nearby structures and can be retained in place, though should not be considered or counted as "viable trees".

Many of the trees along the eastern perimeter are Leylandii cypress planted in a tight hedge, in excellent condition.

There are a total of 1490 caliper inches of significant trees. Two hundred (262) caliper inches are proposed for removal; 385.5 caliper inches are not viable.
The City requires that 25% of the total caliper inches are retained 1490 * .25 = 373. The proposed site improvements will retain 866 or 58% of the original number of caliper inches.

There are several interior trees proposed to be removed that include two 6" DBH Yew's and one 6" DBH Hinoki cypress planted as foundation plantings around the farmhouse, two small diameter pioneer species (River birch and Yellow willow) and an 18" DBH Douglas fir.

There are thirteen (13) viable perimeter trees that will be removed for installation of the retaining wall on the south side of the property.

Per CIDDS 10.10 required tree density, 4 significant trees/5000 sq. ft.; the site has 544,319 developable sq. ft.; or developable area needs to contain a total of 435 trees. 58 are proposed to be retained, therefore 377 new trees must be provided.

Per CIDDS 10.13 (A) 1.a. Tree Retention Requirement for proposed project development, the site must retain 25% of the significant trees.

TREE COUNT TOTAL SUMMARY FOR RETENTION (CIDDS 10.13)	
TOTAL Significant Tree Caliper	1490 INCHES
Required Tree Retention	373 INCHES
Total Significant Tree Caliper Retained	866 INCHES
Percent Significant Tree Caliper Retained	25%
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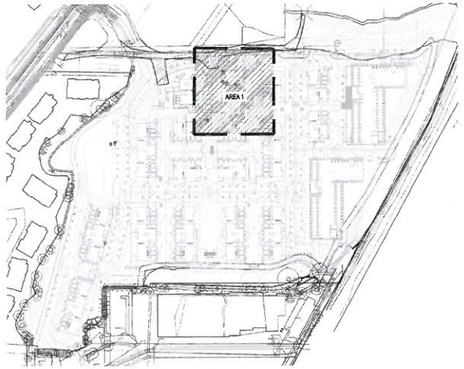
KEY MAP

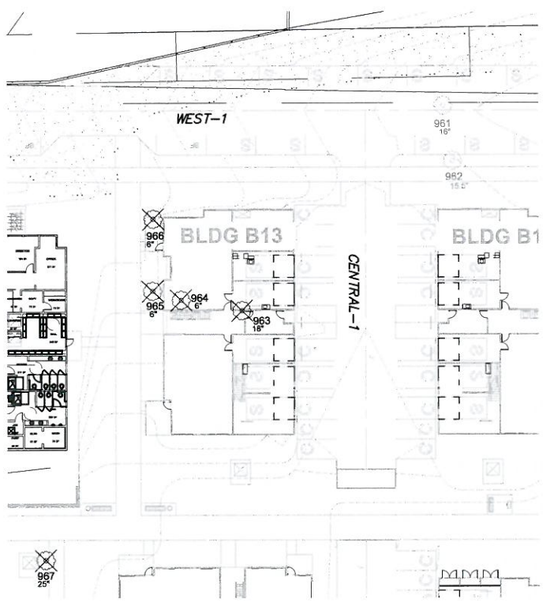


LEGEND

SIGNIFICANT TREES TO BE REMOVED

SIGNIFICANT TREES TO BE REMOVED CURRENTLY IN POOR CONDITION

SIGNIFICANT TREES TO REMAIN AND PROTECT IN PLACE



1 TREE PRESERVATION PLAN
SCALE: 1"=30'-0"

N 0 15 30 60

- Apple: *Malus sp.*
- American sycamore: *Plantanus occidentalis*
- Austrian pine: *Pinus nigra*
- Bigleaf maple: *Acer macrophyllum*
- Birch: *Betula nigra*
- Bitter Cherry: *Prunus emarginata*
- Blue atlas cedar: *Cedrus atlantica 'Glauca'*
- Cedar: *Thuja plicata*
- Cherry: *Prunus sp.*
- Dawn redwood: *Chamaecyparis nootkatensis*
- Deodora cedar: *Cedrus deodara*
- Colorado blue spruce: *Picea pungens*
- Cottonwood: *Populus trichocarpa*
- Dogwood: *Cornus nuttallii*
- Douglas fir: *Pseudotsuga menziesii*
- English laurel: *Prunus laurocerasus*
- Filbert: *Corylus avellana var.*
- Grand fir: *Abies grandis*
- Hemlock: *Tsuga hetrophylla*
- Holly: *Ilex aquifolium*
- Japanese maple: *Acer palmatum*
- Leylandii cypress: *Cupressocyparis leylandii*
- Lodgepole pine: *Pinus contorta*
- Mountain ash: *Sorbus americana*
- Mountain hemlock: *Tsuga mertensiana*
- Pear: *Pyrus sp.*
- Plum: *Prunus*
- Red Alder: *Alnus rubra*
- Red maple: *Acer rubrum*
- Walnut: *Juglans sp.*
- Western red cedar: *Thuja plicata*
- Weeping Alaska cedar: *Metasequoia glyptostrobides*
- White pine: *Pinus strobus*

Abbreviated legend – see report for greater detail

#1: Graph number
#2: Filed tag unique to each tree
#3: Tree species
#4: Trunk diameter measured 4.5 above ground
#5: Adjusted DBH is the measure of trunk totals or a multiple of the tree diameter (.5 in some municipalities for cottonwood or alder)
#6: Measure of branch length
#7: Current health rated Excellent, Good, OK, Fair, Poor or Dead
#8: More specific health observations about the tree
#9: Proposed action as a consequence tree health and location - viability: the determination that a specific significant tree is in good health with a low risk of failure due to structural defects, is relatively wind firm if isolated or as part of a grove.
#10: Critical root zone/ Tree protection zone/Limits of disturbance in each direction
#11: Measure of tree "value" may be determined by municipality formula or a direct measure of the trunk diameter to determine significance
#12: Any code reference

NOTE:
SEE ARBORIST REPORT FOR FULL PROTECTION PLAN INCLUDING TREE PROTECTION FENCING, ASSUMPTIONS, AND METHODOLOGY

TREES ONSITE / WITHIN PROPERTY BOUNDARY

#	Tree Tag #	Species ID		DBH inches	Adj. DBH inches	Dripline Radius feet	Health	Defects/Comments	Proposed Action			CRZ/TPZ/LOD Radius in feet				Value
		Common Name	*Botanical Name*						Retained	Non-viable	Remove for Improvements	N	W	E	S	
90	**963**	Douglas fir	*Pseudotsuga menziesii*	16/22/18	18	21	Good	Co-dominant leaders with included bark, broken branch's, epicormic branch formation, exposed roots, coning			18	21	21	21	21	
91	**964**	Hinoki cypress	*Gracillis hinoki*	6	6	6	OK	Typical of species			6	6	6	6	6	
92	**965**	Yew	*Taxus baccata*	6	6	6	Good	Typical of species			6	6	6	6	6	
93	**966**	Yew	*Taxus baccata*	6	6	6	Good	Typical of species			6	6	6	6	6	
94	**967**	Yellow willow	*Salix lasiandra*	9/8/9/8/10/5/6	8	15	OK	Typical of species			8	15	15	15	15	

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REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

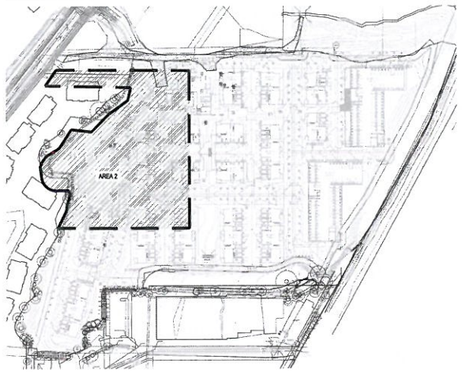
SHEET TITLE
TREE PRESERVATION PLAN GENERAL & AREA 1

SHEET NUMBER
L1.10

ISSUE DATE
05/27/2015

ORIGINAL SHEET SIZE 34" X 22"

KEY MAP



LEGEND

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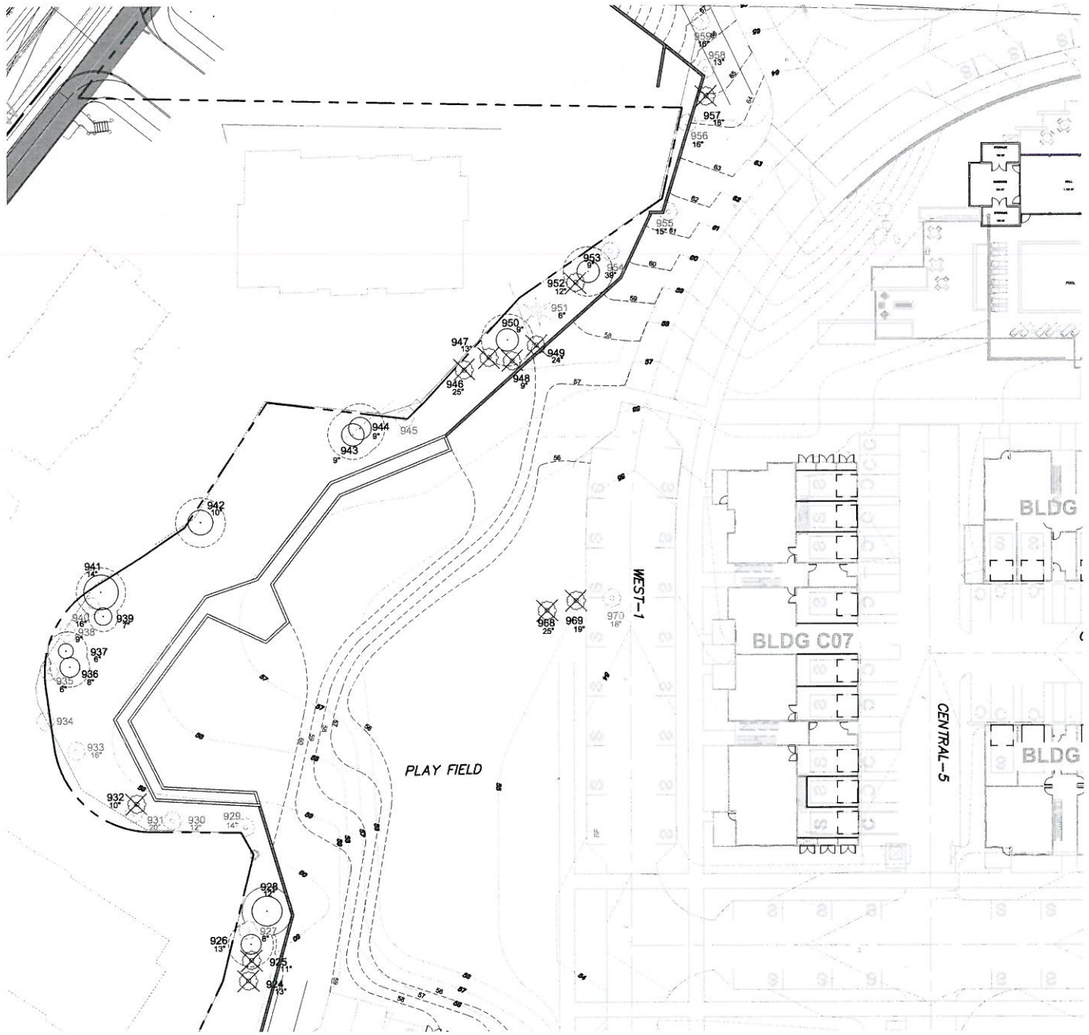

1 TREE PRESERVATION PLAN
SCALE: 1"=30'-0"

N 0 15 30 60

TREES ONSITE / WITHIN PROPERTY BOUNDARY

Issaquah Gateway

1	2	3		4	5	6	7	8	9			10				11
		Species ID							Proposed Action			CRZ/TPZ/LOD Radius in feet				
#	Tree Tag #	Common Name	Botanical Name	DBH inches	Adj. DBH inches	Dripline Radius feet	Health	Defects/Comments	Retained	Non-viable	Remove for Improvements	N	W	E	S	Value
53	**924**	Douglas fir	*Pseudotsuga menziesii*	13	13	12	Good	typical of species			13	6	12	12	12	
54	**925**	Douglas fir	*Pseudotsuga menziesii*	13	13	10	Good	dead wood, asymmetric canopy, typical of species			13	5	10	10	10	
55	**926**	Douglas fir	*Pseudotsuga menziesii*	8	8	10	Good	Dead wood, self-corrected lean, epicormic branch formation, suppressed canopy, hanger	8			10	10	10	10	
56	**927**	Cottonwood	*Populus trichocarpa*	8	8	14	Poor	non-corrected lean, exposed roots, dead wood		8		14	14	14	14	
57	**928**	Douglas fir	*Pseudotsuga menziesii*	12	12	13	Good	Dead wood, typical of species	12			13	13	13	13	
58	**929**	Cottonwood	*Populus trichocarpa*	12/8	14	12	Poor	Previous top loss, dead scaffolds, hanger, typical of species		14		12	12	12	12	
59	**930**	Douglas fir	*Pseudotsuga menziesii*	12	12	15	Fair	Typical of species, previous top loss, dead wood, dead scaffolds.		12		15	15	15	15	
60	**931**	Cottonwood	*Populus trichocarpa*	8/10/6	20	18	Poor	Typical of species, co-dominant leads with included bark		20		18	18	18	18	
61	**932**	Douglas fir	*Pseudotsuga menziesii*	10	10	12	Good	dead wood, self-corrected lean, epicormic branch formation, typical of species			10	12	12	12	12	
62	**933**	Cottonwood	*Populus trichocarpa*	16	16	20	Poor	Dead wood, dead scaffold, hanger, Cavity of decay		16		20	20	20	20	
63	**935**	Cottonwood	*Populus trichocarpa*	6	6	14	Poor	non-self-corrected lean, dead wood, broken branches		6		14	14	14	14	
64	**936**	Douglas fir	*Pseudotsuga menziesii*	8	8	12	Good	Dead wood, coning, typical of species	8			12	12	12	12	
65	**937**	Douglas fir	*Pseudotsuga menziesii*	6	6	12	OK	Self-corrected lean, suppressed canopy, coning, thin canopy	6			12	12	12	12	
66	**938**	Cottonwood	*Populus trichocarpa*	9	9	15	Fair	Dead wood, dead scaffold, non-self-corrected lean		9		15	15	15	15	
67	**939**	Douglas fir	*Pseudotsuga menziesii*	7	7	10	OK	Dead wood, asymmetric canopy, broken branches, suppressed canopy	7			10	10	10	10	
68	**940**	Cottonwood	*Populus trichocarpa*	16	16	15	Fair	Dead wood, typical of species, decay, previous top loss		16		15	15	15	15	
69	**941**	Cottonwood	*Populus trichocarpa*	14	14	16	OK	Dead wood, dead scaffold, column of decay	14			16	16	16	16	
70	**942**	Cottonwood	*Populus trichocarpa*	10	10	16	OK	non-self-corrected lean, dead wood, broken branches	10			16	16	16	16	
71	**943**	Douglas fir	*Pseudotsuga menziesii*	9	9	14	OK	Dead wood, self corrected lean, broken branches, coning	9			14	14	14	14	
72	**944**	Douglas fir	*Pseudotsuga menziesii*	9	9	14	OK	non-self-corrected lean, dead wood	9			14	14	14	14	
73	**946**	Cottonwood	*Populus trichocarpa*	18/18	25	24	OK	Co-dominant leaders, dead wood, dead scaffold, hanger			25	24	24	24	24	
74	**947**	Douglas fir	*Pseudotsuga menziesii*	13	13	8	Good	Un healed wound, early Red ring rot, asymmetric canopy, dead wood			13	8	8	8	8	
75	**948**	Cottonwood	*Populus trichocarpa*	9	9	16	OK	self-corrected lean to north, Dead wood			9	16	16	16	16	
76	**949**	Cottonwood	*Populus trichocarpa*	8/6/9/6/19	24	20	Good	Typical of species, dead wood			24	20	20	20	20	
77	**950**	Douglas fir	*Pseudotsuga menziesii*	9	9	6	OK	Dead wood, asymmetric canopy, some sap, typical of species	9			6	6	6	6	
78	**951**	Douglas fir	*Pseudotsuga menziesii*	6	6	8	Fair	Dead wood		6		8	8	8	8	
79	**952**	Douglas fir	*Pseudotsuga menziesii*	12	12	12	OK	Dead wood, epicormic branch formation, asymmetric canopy, self-corrected lean			12	12	12	12	12	
80	**953**	Douglas fir	*Pseudotsuga menziesii*	9	9	10	OK	suppressed canopy, dead wood, asymmetric canopy	9			10	10	10	10	
81	**954**	**Cottonwood**	***Populus trichocarpa***	**40/38**	**39**	**28**	**Fair**	**column of decay, dead wood, dead scaffold, decay @root crown**		**39**		**28**	**28**	**28**	**28**	**Land mark**
82	**955**	Cottonwood	*Populus trichocarpa*	15	15	17	Poor	strangled in blackberries, dead wood, dead scaffold		15		17	17	17	17	
83	**956**	Cottonwood	*Populus trichocarpa*	16	16	17	Fair	typical of species, column of decay, cavity @ 10 ' exposed roots		16		17	17	17	17	
84	**957**	Cottonwood	*Populus trichocarpa*	18	18	16	OK	typical of species, dead wood, dead scaffold, column of decay			18	16	16	16	16	
85	**958**	Cottonwood	*Populus trichocarpa*	13	13	12	Poor	Dead scaffold X 4		13		12	12	12	12	
86	**959**	Cottonwood	*Populus trichocarpa*	16	16	22	Poor	Topped, dead wood		16		22	22	22	22	
95	**968**	River birch	*Betula nigra*	17/18	25	14	OK	Co-dominant leaders with included bark , fused trunk and branches, dead wood, typical of species			25	14	14	14	14	
96	**969**	River birch	*Betula nigra*	19	19	16	OK	Column of decay, poor pruning with decay @ 4', typical of species, dead wood, column of decay			19	16	16	16	16	
97	**970**	River birch	*Betula nigra*	18	18	16	Poor	Large column of decay @ 4-7', dead scaffold		18		16	16	16	16	

ORIGINAL SHEET SIZE 34" X 22"

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(206)327-9056

PROJECT
ISSAQUAH GATEWAY

2300 NEWPORT WAY ISSAQUAH, WA 98027

76314

OWNER
THE WOLFF COMPANY

PROFESSIONAL SEAL

DESIGN TEAM:
LF
PRINCIPAL
TF
PROJECT MANAGER
TF
PROJECT ARCHITECT
BG, MK
DRAWN BY
TF
CHECKED BY

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

REVISIONS

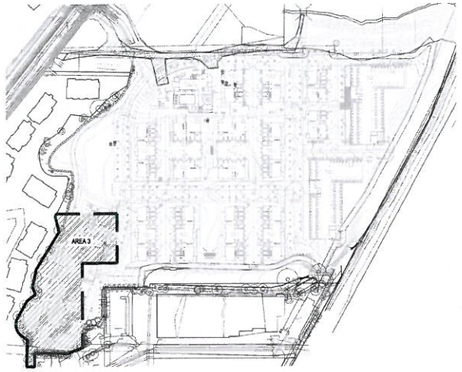
No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
TREE PRESERVATION PLAN AREA 2

SHEET NUMBER
L1.11

ISSUE DATE
05/27/2015

KEY MAP

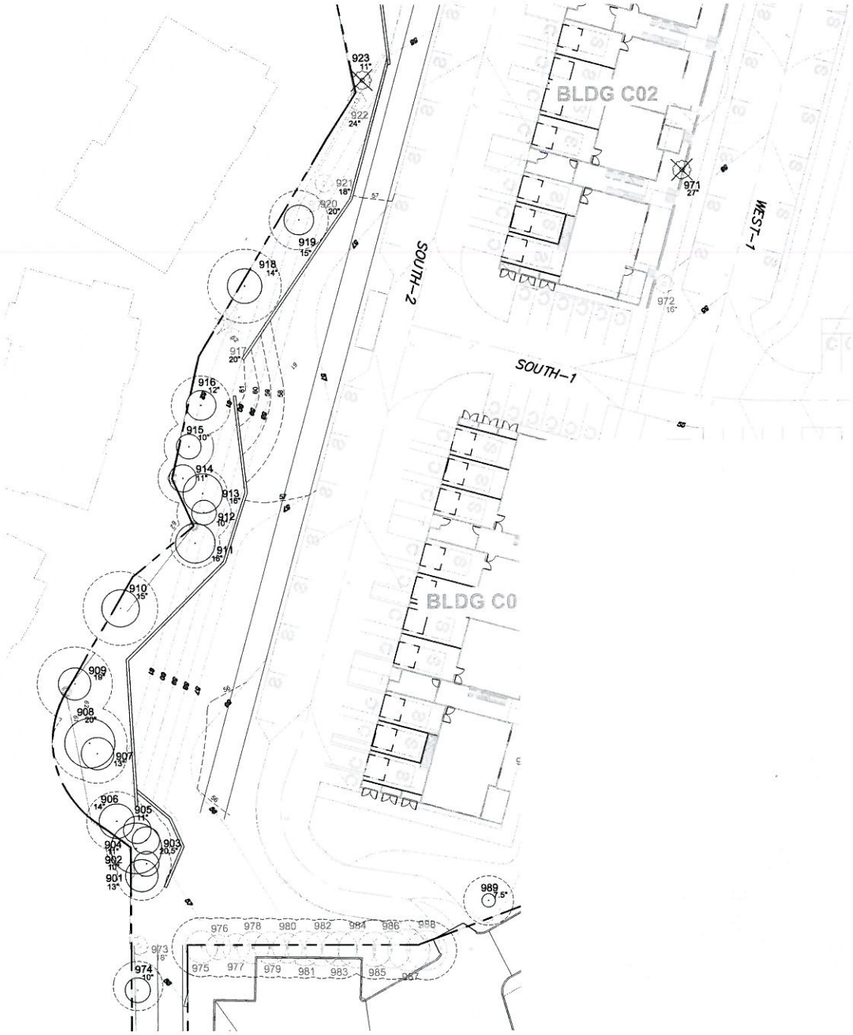


LEGEND

SIGNIFICANT TREES TO BE REMOVED

SIGNIFICANT TREES TO BE REMOVED CURRENTLY IN POOR CONDITION

SIGNIFICANT TREES TO REMAIN AND PROTECT IN PLACE



1 TREE PRESERVATION PLAN
SCALE: 1"=30'-0"

N 0 15 30 60

TREES ONSITE / WITHIN PROPERTY BOUNDARY

Issaquah Gateway

1	2	3		4	5	6	7	8	9			10				11
		Species ID							Proposed Action			CRZ/TPZ/LOD Radius in feet				
#	Tree Tag #	Common Name	*Botanical Name*	DBH inches	Adj. DBH inches	Dripline Radius feet	Health	Defects/Comments	Retained	Non-viable	Remove for Improvements	N	W	E	S	Value
30	**901**	Douglas fir	*Pseudotsuga menziesii*	13	13	18	Excellent	Poor pruning lead to decay, epicormic branch format on	13			18	18	18	18	
31	**902**	Douglas fir	*Pseudotsuga menziesii*	10	10	12	Good	suppressed canopy, broken branches, stress blisters, hangers	10			12	12	12	12	
32	**903**	Cottonwood	*Populus trichocarpa*	20.5	20.5	18	Fair	Self-corrected lean to south, typical of species	20.5			18	18	18	18	
33	**904**	Douglas fir	*Pseudotsuga menziesii*	11	11	18	OK	Dead wood, self-corrected lean, epicormic branch format on, suppressed canopy, hanger	11			18	18	18	18	
34	**905**	Douglas fir	*Pseudotsuga menziesii*	11	11	14	OK	Dead wood, broken branches	11			14	14	14	14	
35	**906**	Douglas fir	*Pseudotsuga menziesii*	14	14	15	Good	Dead wood	14			15	15	15	15	
36	**907**	Douglas fir	*Pseudotsuga menziesii*	13	13	15	Good	dead wood, epicormic branch formation, typical of species	13			15	15	15	15	
37	**908**	Cottonwood	*Populus trichocarpa*	20	20	22	OK	typical of species, dead wood	20			22	22	22	22	
38	**909**	Cottonwood	*Populus trichocarpa*	12/13/8	19	20	OK	typical of species	19			20	20	20	20	
39	**910**	Douglas fir	*Pseudotsuga menziesii*	15	15	15	OK	Dead wood, epicormic branch formation, sap	15			15	15	15	15	
40	**911**	Douglas fir	*Pseudotsuga menziesii*	16	16	10	Good	Ivey, dead wood	16			10	10	10	10	
41	**912**	Douglas fir	*Pseudotsuga menziesii*	10	10	11	OK	suppressed canopy, dead wood, asymmetric canopy	10			11	11	11	11	
42	**913**	Cottonwood	*Populus trichocarpa*	16	16	12	OK	Typical of species. Previous top loss, aphids, column of decay	16			12	12	12	12	
43	**914**	Douglas fir	*Pseudotsuga menziesii*	11	11	15	Good	dead wood, asymmetric canopy, typical of species	11			15	15	15	15	
44	**915**	Douglas fir	*Pseudotsuga menziesii*	10	10	12	Good	dead wood, asymmetric canopy, typical of species	10			12	12	12	12	
45	**916**	Douglas fir	*Pseudotsuga menziesii*	12	12	12	Good	dead wood, asymmetric canopy, typical of species, exposed roots	12			12	12	12	12	
46	**917**	Cottonwood	*Populus trichocarpa*	20	20	15	Poor	Previous top loss, dead wood, column of decay, cavities of decay		20		15	15	15	15	
47	**918**	Douglas fir	*Pseudotsuga menziesii*	14	14	12	Good	Dead wood, asymmetric canopy	14			12	12	12	12	
48	**919**	Cottonwood	*Populus trichocarpa*	12/9	15	14	OK	co-dominant leaders with included bark, typical of species, un corrected lean to south	15			14	14	14	14	
49	**920**	Cottonwood	*Populus trichocarpa*	20	20	12	Poor	Large cavity of decay, previous top failure, hanger		20		12	12	12	12	
50	**921**	Cottonwood	*Populus trichocarpa*	18	18	18	Poor	Co-dominant leaders with included bark, previous top loss X2, typical of species		18		18	18	18	18	
51	**922**	Cottonwood	*Populus trichocarpa*	24	24	15	Poor	Previous top loss, dead scaffolds, self-corrected lean, exposed roots		24		15	15	15	15	
52	**923**	Douglas fir	*Pseudotsuga menziesii*	11	11	6	Good	Dead wood, coning, dense abnormal branching			11	6	6	6	6	
98	**971**	River birch	*Betula nigra*	27	27	21	Good	Typical of species, dead wood, sun scald, broken branched, column of decay	27			21	21	21	21	
99	**972**	River birch	*Betula nigra*	16	16	16	Poor	Large column of decay, co-dominant leader with included bark, pervious failure		16		16	16	16	16	
100	**973**	Cottonwood	*Populus trichocarpa*	18	18	12	Poor	Topped, water spouts		18		12	12	12	12	
101	**974**	Cottonwood	*Populus trichocarpa*	10	10	12	Good	Typical of species	10			12	12	12	12	
102	**989**	Jacquemontii birch	*Betula jacquemontii*	4/6/5	7.5	8	Good	Typical of species, aphids, co-dominant leaders with included bark, buried in blackberries, exposed roots	7.5			8	8	8	8	

ADDITIONAL TREES OFFSITE / BEYOND PROPERTY BOUNDARY

#	Tree Tag #	Species ID		DBH inches	Adj. DBH inches	Drip-line Radius feet	Health	Defects/Comments	Proposed Action			CRZ/TPZ/LOD Radius in feet			
		Common Name	*Botanical Name*						Retained	Non-viable	Remove for Improvements	N	W	E	S
84	975	Leylandii cypress	*Cupressus x leylandii*	13	13	17	Good	Typical of species	13			17	17	17	17
85	976	Leylandii cypress	*Cupressus x leylandii*	10	10	17	Good	Typical of species	1			17	17	17	17
86	977	Leylandii cypress	*Cupressus x leylandii*	11	11	17	Good	Typical of species	11			17	17	17	17
87	978	Leylandii cypress	*Cupressus x leylandii*	6/13	9.5	17	Good	Typical of species, some dead wood	1			17	17	17	17
88	979	Leylandii cypress	*Cupressus x leylandii*	13	13	17	Good	Typical of species, some dead branches	1			17	17	17	17
89	980	Leylandii cypress	*Cupressus x leylandii*	12	12	17	Good	Typical of species, some dead branches	12			17	17	17	17
90	981	Leylandii cypress	*Cupressus x leylandii*	14/4	9	17	Good	Typical of species	1			17	17	17	17
91	982	Leylandii cypress	*Cupressus x leylandii*	14	14	17	Good	Typical of species	14			17	17	17	17
92	983	Leylandii cypress	*Cupressus x leylandii*	9/14	11.5	17	Good	Typical of species, co-dominant leader with included bark	1			17	17	17	17
93	984	Leylandii cypress	*Cupressus x leylandii*	15	15	17	Good	Typical of species	15			17	17	17	17
94	985	Leylandii cypress	*Cupressus x leylandii*	14	14	17	Good	Typical of species	1			17	17	17	17
95	986	Leylandii cypress	*Cupressus x leylandii*	15	15	17	Good	Typical of species	15			17	17	17	17
96	987	Leylandii cypress	*Cupressus x leylandii*	17	17	17	Good	Typical of species	1			17	17	17	17
97	988	Leylandii cypress	*Cupressus x leylandii*	5/5/16	13	17	Good	Typical of species	13			17	17	17	17

VIA

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tel 206 284 5624 fax 206 624 5624

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DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

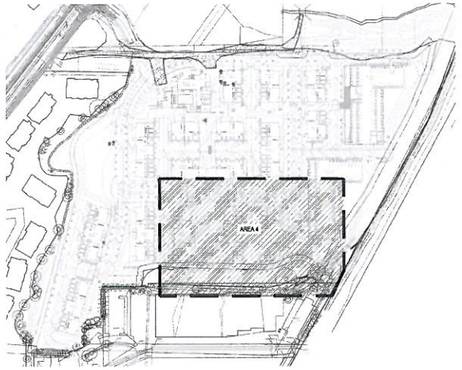
SHEET TITLE
TREE PRESERVATION PLAN AREA 3

SHEET NUMBER
L1.12

ISSUE DATE
05/27/2015

ORIGINAL SHEET SIZE 34" X 22"

KEY MAP

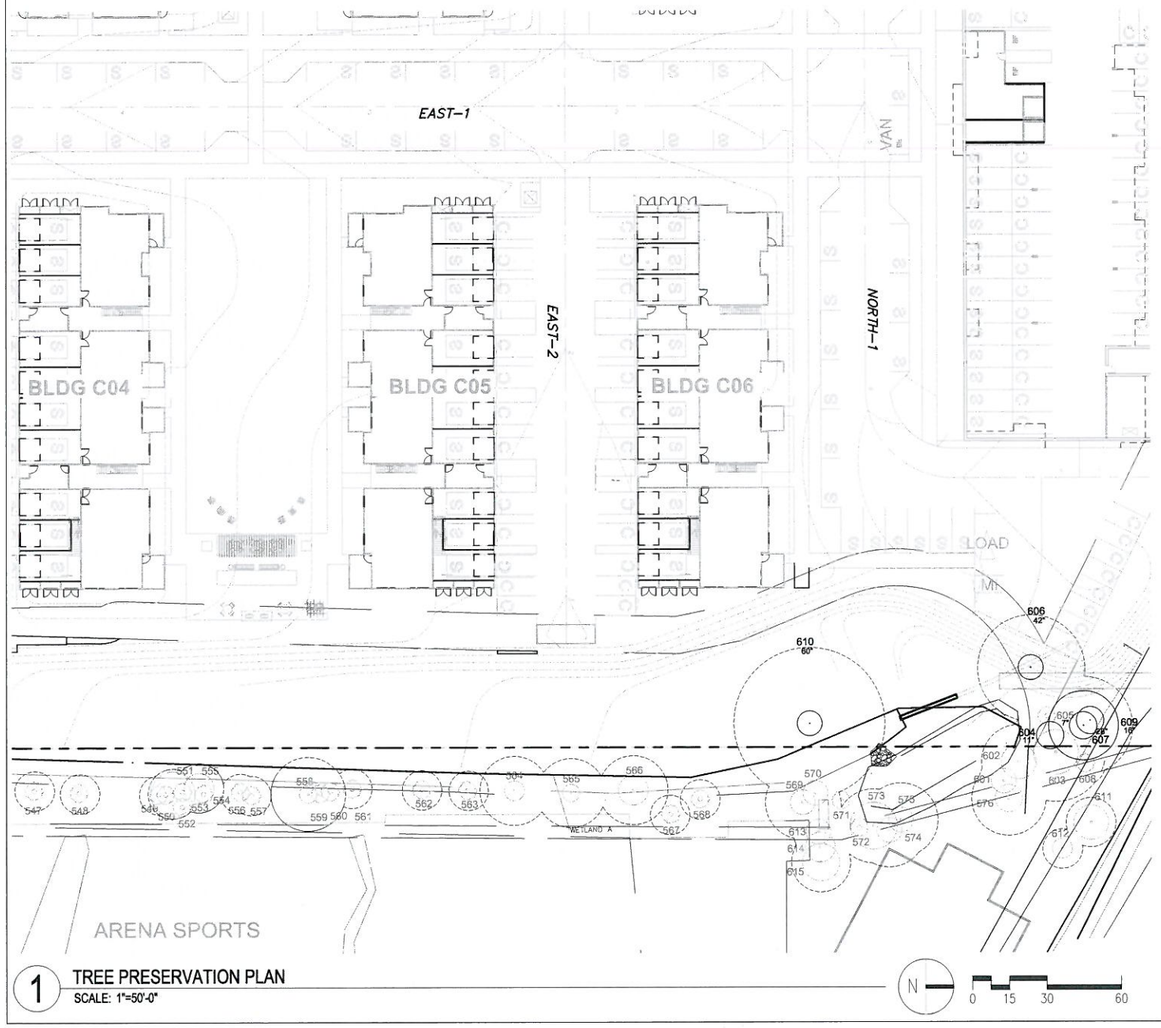


LEGEND

SIGNIFICANT TREES TO BE REMOVED

SIGNIFICANT TREES TO BE REMOVED CURRENTLY IN POOR CONDITION

SIGNIFICANT TREES TO REMAIN AND PROTECT IN PLACE



1 TREE PRESERVATION PLAN
SCALE: 1"=50'-0"

N 0 15 30 60

TREES ONSITE / WITHIN PROPERTY BOUNDARY

Issaquah Gateway

1	2	3		4	5	6	7	8	9			10				11
		Species ID							Proposed Action			CRZ/TPZ/LOD Radius in feet				
#	Tree Tag #	Common Name	*Botanical Name*	DBH inches	Adj. DBH inches	Dripline Radius feet	Health	Defects/Comments	Retained	Non-viable	Remove for Improvements	N	W	E	S	Value
19	**604**	Cottonwood	*Populus trichocarpa*	11	11	18	OK	Dead wood, typical of species, lean to southwest	11			18	18	18	18	
20	**605**	Cottonwood	*Populus trichocarpa*	7	7	3	Poor	Dead wood, column of decay		7		3	3	3	3	
21	**606**	**Lombardy poplar**	***Populus nigra***	**42**	**42**	**10**	**OK**	**Typical of species, dead wood, co-dominant leaders with included bark, decay @ root crown, decay @ crotch**	**42**			**10**	**10**	**10**	**10**	**Landmark**
22	**607**	Cottonwood	*Populus trichocarpa*	28	28	14	OK	Exposed roots, dead wood, co-dominant leaders @30, typical of species	28			14	14	14	14	
23	**609**	Native hawthorne Multistemed Clump	*Crataegus*	4*15	16	18	OK	Typical of species, dead wood	40			18	18	18	18	
24	**610**	**Lombardy poplar**	***Populus nigra***	**60**	**60**	**8**	**OK**	**Typical of species, decay throughout, dead wood, dead scaffold, hangers, typical of species**	**60**			**8**	**8**	**8**	**8**	**andmark**

ADDITIONAL TREES OFFSITE / BEYOND PROPERTY BOUNDARY

#	Tree Tag #	Species ID		DBH inches	Adj. DBH inches	Drip-line Radius feet	Health	Defects/Comments	Proposed Action			CRZ/TPZ/LOD Radius in feet			
		Common Name	*Botanical Name*						Retained	Non-viable	Remove for Improvements	N	W	E	S
28	547	Red alder	*Alnus rubra*	10/10/11	15.5	14	Poor	Decay @ root crown, dead branches, dead-scaffold, cracks		1		14	14	14	14
29	548	Red alder	*Alnus rubra*	16	16	14	Poor	Unhealed wound @5', column of decay @ 10' self-corrected lean		1		14	14	14	14
30	549	Red alder	*Alnus rubra*	16	16	14	Poor	Decay, mostly dead		1		14	14	14	14
31	550	Red alder	*Alnus rubra*	18	18	22	Fair	Dead scaffold, dead wood, decay		1		22	22	22	22
32	551	Red alder	*Alnus rubra*	18	18	22	OK	Typical of species, dead wood	1			22	22	22	22
33	552	Red alder	*Alnus rubra*	6	6	12	Fair	Dead wood, self corrected lean, broken branches, coning		1		12	12	12	12
34	553	Red alder	*Alnus rubra*	16/18/18/15	17	20	Poor	Conk with decay		1		20	20	20	20
35	554	Red alder	*Alnus rubra*	10/8	9	12	Poor	Conk, co-dominant leaders with included bark, decay		1		12	12	12	12
36	555	Red alder	*Alnus rubra*	12	12	15	Good	Dead wood, hanger, typical of species, sapsucker damage	1			15	15	15	15
37	556	Red alder	*Alnus rubra*	6	6	10	Poor	Decay		1		10	10	10	10
38	557	Red alder	*Alnus rubra*	8	8	12	Poor	Decay		1		12	12	12	12
39	558	Red alder	*Alnus rubra*	7	7	14	Good	Typical of species	1			14	14	14	14
40	559	Red alder	*Alnus rubra*	9	9	14	Poor	Typical of species, self corrected lean, dead wood, column of decay		1		14	14	14	14
41	560	Red alder	*Alnus rubra*	9/8/6/8	17	16	Fair	Decay, co-dominant leaders with included bark, typical of species		1		16	16	16	16
42	561	Red alder	*Alnus rubra*	10	10	16	Fair	Typical of species, decay		1		16	16	16	16
43	562	Cottonwood	*Populus trichocarpa*	8	8	14	Poor	typical of species, dead wood, pollution in the nearby creek		1		14	14	14	14
44	563	Cottonwood	*Populus trichocarpa*	9	9	14	Fair	Typical of species, dead wood, hanger		1		14	14	14	14
45	564	Cottonwood	*Populus trichocarpa*	8	8	14	OK	Typical of species, decay	1			14	14	14	14
46	565	Cottonwood	*Populus trichocarpa*	7	7	14	OK	Typical of species, dead wood	1			14	14	14	14
47	566	Cottonwood	*Populus trichocarpa*	12	12	14	OK	Typical of species	1			14	14	14	14
48	567	Red alder	*Alnus rubra*	6/6/4	9	14	Poor	Co-dominant leaders with included bark, column of decay		1		14	14	14	14
49	568	Red alder	*Alnus rubra*	10/9	13	12	Fair	Failing to the west		1		12	12	12	12
50	570	Cottonwood	*Populus trichocarpa*	10/7	12	12	Good	co-dominant lead with included bark, typical of species	1			12	12	12	12
51	571	Red alder	*Alnus rubra*	9/2/8	12	14	Fair	Co-dominant leaders with included bark, decay @ root crown, carpenter ants, exposed roots, typical of species		1		14	14	14	14
52	572	Cottonwood	*Populus trichocarpa*	10	10	8	Fair	Column of decay, exposed roots, sapsucker, fused trunks at root crown, carpenter ants, dead wood, dead scaffold		1		8	8	8	8
53	573	Cottonwood	*Populus trichocarpa*	19/10	21	14	Good	Co-dominant leaders with included bark, dead wood typical of species, exposed roots	1			14	14	14	14
54	574	Cottonwood	*Populus trichocarpa*	9/5/10	14	14	OK	Co-dominant leaders with included bark, column of decay @3' dead spur @2'	1			14	14	14	14
55	575	Cottonwood	*Populus trichocarpa*	10	10	14	Good	Exposed roots typical of species	1			14	14	14	14
56	576	Cottonwood	*Populus trichocarpa*	11/6	12	10	OK	Co-dominant leaders with included bark, exposed roots, dead wood, typical of species, column of decay	1			10	10	10	10
57	601	Cottonwood	*Populus trichocarpa*	10/4	11	10	Good	co-dominant leader with included bark, column of decay, typical of species	1			10	10	10	10
58	602	Cottonwood	*Populus trichocarpa*	14/4	15	15	OK	co-dominant leader with included bark, carpenter ants, sapsucker, column of decay, dead wood, moss	1			15	15	15	15
59	603	Cottonwood	*Populus trichocarpa*	18/14	23	18	OK	Co-dominant leader with included bark, exposed roots, decay @ root crown, girdled by rope @ 5 '	1			18	18	18	18
60	608	Cottonwood	*Populus trichocarpa*	9	9	4	Fair	Exposed roots, typical of species, suppressed canopy		1		4	4	4	4
61	611	Western red cedar	*Thuja plicata*	14	14	10	Good	Typical of species, exposed roots	1			10	10	10	10
62	612	Western red cedar	*Thuja plicata*	8	8	10	Good	typical of species, exposed roots	1			10	10	10	10
63	613	Leylandii cypress	*Cupressus x leylandii*	10	10	10	Good	Typical of species, exposed roots	10			10	10	10	10
64	614	Leylandii cypress	*Cupressus x leylandii*	12	12	10	Good	Self-corrected lean, exposed roots, dead wood	12			10	10	10	10
65	615	Leylandii cypress	*Cupressus x leylandii*	15	15	12	Good	self corrected lean, typical of species, exposed roots, exposed roots Exposed roots, poor pruning with decay, exposed roots	15			12	12	12	12

ORIGINAL SHEET SIZE 34" X 22"

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DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
TREE PRESERVATION PLAN AREA 4

SHEET NUMBER
L1.13

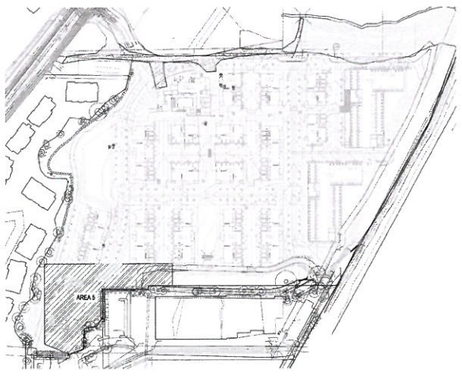
ISSUE DATE
05/27/2015

TREES ONSITE / WITHIN PROPERTY BOUNDARY

Issaquah Gateway

1	2	3		4	5	6	7	8	9			10				11
		Species ID							Proposed Action			CRZ/TPZ/LOD Radius in feet				
#	Tree Tag #	Common Name	*Botanical Name*	DBH inches	Adj. DBH inches	Dripline Radius feet	Health	Defects/Comments	Retained	Non-viable	Remove for Improvements	N	W	E	S	Value
1	**501**	Western red cedar	*Thuja plicata*	15	15	14	Good	Typical of species	15			14	14	14	14	
2	**502**	Leylandii cypress	*Cupressus x leylandii*	15	15	12	OK	Typical of species, suppressed, asymmetric canopy	15			12	12	12	12	
3	**503**	Leylandii cypress	*Cupressus x leylandii*	15	15	12	Good	Typical of species	15			12	12	12	12	
4	**510**	Leylandii cypress	*Cupressus x leylandii*	16	16	8	Good	Typical of species	16			8	8	8	8	
5	**511**	Leylandii cypress	*Cupressus x leylandii*	14	14	8	Good	Exposed roots, self-corrected lean, typical f species	14			8	8	8	8	
6	**512**	Leylandii cypress	*Cupressus x leylandii*	16	16	8	OK	Poor pruning lead to decay, typical species, some decay exposed roots	16			8	8	8	8	
7	**513**	Leylandii cypress	*Cupressus x leylandii*	13	13	8	OK	typical of species, poor pruning let to decay	13			8	8	8	8	
8	**514**	Leylandii cypress	*Cupressus x leylandii*	15	15	8	OK	self-corrected lean, broken branches, poor pruning, decay, sap exposed roots	15			8	8	8	8	
9	**515**	Leylandii cypress	*Cupressus x leylandii*	14	14	8	OK	poor pruning, exposed roots, typical of species, decay from poor pruning	14			8	8	8	8	
10	**516**	Leylandii cypress	*Cupressus x leylandii*	16	16	8	Good	self-corrected lean, decay from poor pruning	16			8	8	8	8	
11	**517**	Leylandii cypress	*Cupressus x leylandii*	15	15	8	OK	Decay from poor pruning	15			8	8	8	8	
12	**518**	Leylandii cypress	*Cupressus x leylandii*	13	13	8	OK	Decay from poor pruning	13			8	8	8	8	
13	**519**	Leylandii cypress	*Cupressus x leylandii*	13	13	8	OK	Self-corrected lean, poor pruning with decay typical of species	13			8	8	8	8	
14	**520**	Leylandii cypress	*Cupressus x leylandii*	14	14	8	Good	Poor pruning caused decay, typical of species	14			8	8	8	8	
15	**521**	Leylandii cypress	*Cupressus x leylandii*	10/7/6	11.5	8	Good	co-dominant leaders with included bark, poor pruning with decay	11.5			8	8	8	8	
16	**522**	Leylandii cypress	*Cupressus x leylandii*	10	10	8	OK	Poor pruning with decay, self corrected lean, exposed roots, asymmetric canopy			10	8	8	8	8	
17	**523**	Leylandii cypress	*Cupressus x leylandii*	16	16	8	Good	self corrected lean, typical of species			16	8	8	8	8	
18	**539**	Cottonwood	*Populus trichocarpa*	10	10	18	Good	Typical of species	10			18	18	18	18	
102	**989**	Jacquemontii birch	*Betula jacquemontii*	4/6/5	7.5	8	Good	Typical of species, aphids, co-dominant leaders with included bark, buried in blackberries, exposed roots	7.5			8	8	8	8	

KEY MAP



1 TREE PRESERVATION PLAN
SCALE: 1"=30'-0"

N 0 15 30 60

ADDITIONAL TREES OFFSITE / BEYOND PROPERTY BOUNDARY

#	Tree Tag #	Species ID		DBH inches	Adj. DBH inches	Drip-line Radius feet	Health	Defects/Comments	Proposed Action			CRZ/TPZ/LOD Radius in feet			
		Common Name	*Botanical Name*						Retained	Non-viable	Remove for Improvements	N	W	E	S
5	524	Leylandii cypress	*Cupressus x leylandii*	13	13	8	Good	Self-corrected lean, poor pruning with decay typical of species			1	8	8	8	8
6	525	Leylandii cypress	*Cupressus x leylandii*	13/4/3	10	8	Fair	co-dominant leader with included bark, column of decay, typical of species		1		8	8	8	8
7	526	Leylandii cypress	*Cupressus x leylandii*	13	13	8	Good	Poor pruning with decay, typical of species			1	8	8	8	8
8	527	Leylandii cypress	*Cupressus x leylandii*	11	11	8	OK	Exposed roots, poor pruning with decay			1	8	8	8	8
9	528	Leylandii cypress	*Cupressus x leylandii*	15	15	8	OK	Exposed roots, poor pruning with decay			1	8	8	8	8
10	529	Leylandii cypress	*Cupressus x leylandii*	13	13	8	Good	poor pruning with decay			1	8	8	8	8
11	530	Leylandii cypress	*Cupressus x leylandii*	13	13	8	Good	poor pruning with decay, exposed roots, typical of species			1	8	8	8	8
12	531	Leylandii cypress	*Cupressus x leylandii*	12	12	8	Good	Poor pruning with decay, typical of species			1	8	8	8	8
13	532	Leylandii cypress	*Cupressus x leylandii*	12	12	8	Good	Poor pruning with decay, exposed roots			1	8	8	8	8
14	533	Leylandii cypress	*Cupressus x leylandii*	5/10	11	8	Good	Poor pruning with decay, typical of species			1	8	8	8	8
15	534	Leylandii cypress	*Cupressus x leylandii*	13	13	8	Good	Exposed roots, poor pruning with decay			1	8	8	8	8
16	535	Leylandii cypress	*Cupressus x leylandii*	14	14	8	Good	Exposed roots, typical of species			1	8	8	8	8
17	536	Red alder	*Alnus rubra*	9	9	14	Good	Exposed roots, typical of species, self corrected lean			1	14	14	14	14
18	537	Red alder	*Alnus rubra*	10	10	14	Good	typical of species, self-corrected lean, poor pruning with decay	1			14	14	14	14
19	538	Red alder	*Alnus rubra*	6	6	14	Good	Typical of species	1			14	14	14	14
20	539	Red alder	*Alnus rubra*	6/3	7	14	Good	Heavy Himalayan blackberries, typical of species, codominant leaders with included bark	1			14	14	14	14
21	540	Red alder	*Alnus rubra*	8	8	14	Good	Typical of species, heavy Himalayan blackberries	1			14	14	14	14
22	541	Red alder	*Alnus rubra*	8	8	14	Good	Typical of species	1			14	14	14	14
23	542	Red alder	*Alnus rubra*	7	7	14	Good	Typical of species, asymmetric canopy	1			14	14	14	14
24	543	Red alder	*Alnus rubra*	6	6	14	Good	Typical of species	1			14	14	14	14
25	544	Red alder	*Alnus rubra*	7/4/3	7	14	OK	Himalayan blackberries, typical of species	1			14	14	14	14
26	545	Red alder	*Alnus rubra*	9	9	14	Good	Typical of species	1			14	14	14	14
27	546	Red alder	*Alnus rubra*	11/7/9/10	19	14	Poor	Decay throughout, carpenter ants,		1		14	14	14	14
74	626	Emerald green arborvitae	*Arborvitae 'Emerald Green'*	7	7	5	Fair	Poor pruning with decay, moss (indicating poor air circulations, exposed roots, broken roots		1		5	5	5	5
75	627	Red maple	*Acer rubrum*	9	9	12	Poor	Exposed roots, poor pruning with decay, moss indicating poor air circulation		1		12	12	12	12
76	628	Red maple	*Acer rubrum*	7	7	7	Fair	Poor pruning with decay, moss indicating low air circulation, dead wood		1		7	7	7	7
77	629	Red maple	*Acer rubrum*	8	8	10	Fair	Exposed roots, poor pruning with decay, dead wood		1		10	10	10	10
78	630	Red maple	*Acer rubrum*	9	9	12	Fair	Large column of decay, co-dominant leader with included bark, poor pruning with decay, dead wood		1		12	12	12	12
79	631	Red maple	*Acer rubrum*	10	10	15	OK	Poor pruning with decay, exposed roots, dead wood, moss indicating low air circulation, infested with scale	1			15	15	15	15
80	632	Red maple	*Acer rubrum*	9	9	15	OK	Exposed roots, co-dominant leaders with included bark @ 5', dead wood, poor pruning with decay, hanger	1			15	15	15	15
81	633	Red maple	*Acer rubrum*	9	9	12	OK	Poor pruning with decay, exposed roots, moss, dead wood	1			12	12	12	12
97	988	Leylandii cypress	*Cupressus x leylandii*	5/5/16	13	17	Good	Typical of species	13			17	17	17	17
98	990	Leylandii cypress	*Cupressus x leylandii*	17/6	11.5	17	OK	girdled by plastic wire, now imbedded in bark; lean to the NE, by about 5 degrees, self corrected lean		11.5		17	17	17	17
99	991	Leylandii cypress	*Cupressus x leylandii*	16	16	17	Good	Typical of species	1			17	17	17	17
100	992	Red maple	*Acer rubrum*	9	9	10	Good	Typical of species	1			10	10	10	10
101	993	Leylandii cypress	*Cupressus x leylandii*	15/8	11.5	12	Good	Typical of species dead wood, dead wood from poor pruning	1			12	12	12	12
102	994	Leylandii cypress	*Cupressus x leylandii*	15	15	13	Fair	Self-corrected lean to NE, girdled with tape# 3'		1		13	13	13	13
103	995	Leylandii cypress	*Cupressus x leylandii*	15	15	13	Fair	Multiple limbs with poor attachment, exposed rood, column of decay		1		13	13	13	13
104	996	Leylandii cypress	*Cupressus x leylandii*	14/7	10.5	13	OK	Poor pruning with decay at branch collars	1			13	13	13	13
105	997	Leylandii cypress	*Cupressus x leylandii*	14	14	8	Poor	Multi-stemmed clump, abnormal structure		1		8	8	8	8
106	998	Leylandii cypress	*Cupressus x leylandii*	17	17	15	OK	dead wood, spur typical of species	1			15	15	15	15
107	999	Leylandii cypress	*Cupressus x leylandii*	13	13	10	Good	Typical of species	1			10	10	10	10
108	1000	Leylandii cypress	*Cupressus x leylandii*	14	14	12	OK	girdled with plastic tape, decay at branch collars from poor pruning	1			12	12	12	12

LEGEND

- SIGNIFICANT TREES TO BE REMOVED
- SIGNIFICANT TREES TO BE REMOVED CURRENTLY IN POOR CONDITION
- SIGNIFICANT TREES TO REMAIN AND PROTECT IN PLACE

ORIGINAL SHEET SIZE 34" X 22"

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PROJECT
ISSAQUAH GATEWAY

2300 NEWPORT WAY ISSAQUAH, WA 98027

76314

OWNER
THE WOLFF COMPANY

PROFESSIONAL SEAL

DESIGN TEAM:
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TF
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DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
TREE PRESERVATION AREA 5

SHEET NUMBER
L1.14

ISSUE DATE
05/27/2015

SHORT TERM BIKE PARKING	CHAIR	WALL MOUNTED LIGHTS	**93** COUNT
FIRE PIT	TABLES W/ CHAIRS	STREET/POLE LIGHTS 12'-16'	**53** COUNT
BBQ GRILL	BENCH	PEDESTRIAN BOLLARD LIGHTS 18"-24"	**30** COUNT
GARBAGE CAN	FREE STANDING ENTRY SIGN *	UPLIGHTS AT ENTRY SIGN	**2** COUNT
	FREE STANDING ADDRESS SIGN *		

(TO COMPLY WITH CITY OF ISSAQUAH MONUMENT SIGN CODE 18.11.220, C2)

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REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE

OVERALL SITE PLAN
LIGHTING & AMENITIES

SHEET NUMBER

L1.15

ISSUE DATE
05/27/2015

ALL ELEMENTS SHOWN TO DESCRIBE THE PROPOSED CHARACTER OF FINAL DESIGN

STREET/POLE LIGHTS BOLLARD/STICK LIGHTS

LIGHTING

FURNITURE AT PARK AND GATHERING SPACES

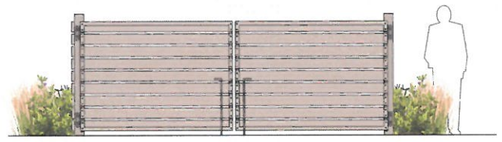
BICYCLE PARKING

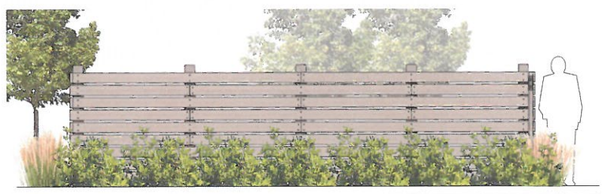
BENCHES

BBQ GRILL

FIRE BOWL AND FIRE TABLE

TRASH/RECYCLING ENCLOSURES





TRASH RECEPTACLES

FENCING AT RESIDENCES

SIGNAGE

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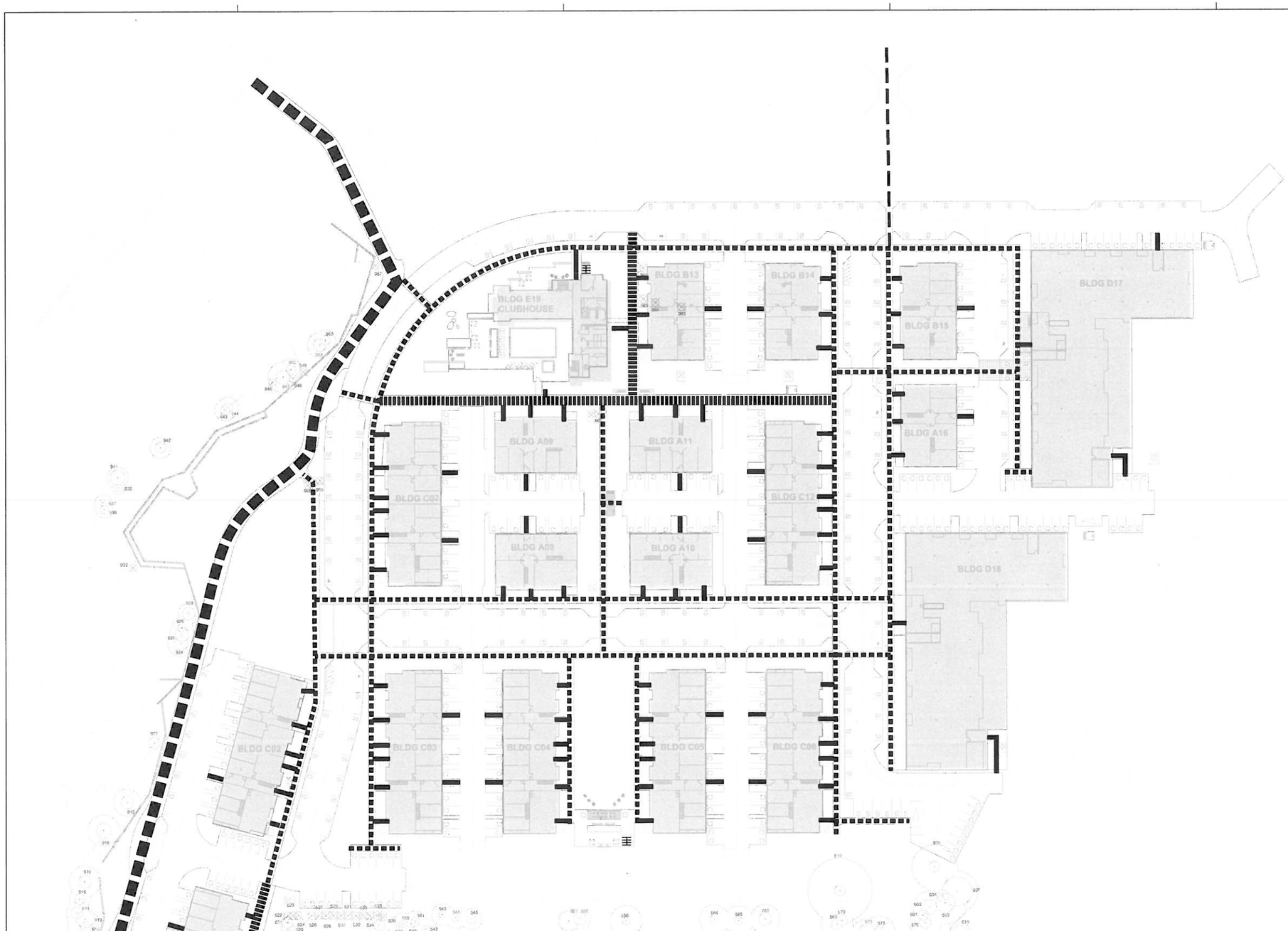
REVISIONS

No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
SITE AMENITIES

SHEET NUMBER
L1.16

ISSUE DATE
05/27/2015



SHORT TERM BIKE PARKING

CONNECTION FROM PARKING TO BUILDING ENTRANCE - CONCRETE PATHWAYS

10' SIDEWALKS - CONCRETE

6' SIDEWALKS - CONCRETE

10' PEDESTRIAN TRAIL ADJACENT PROPERTY - MATERIAL TBD

14' ROW, 10' PAVED - SHARED USE TRAIL - MATERIAL TO BE DETERMINED

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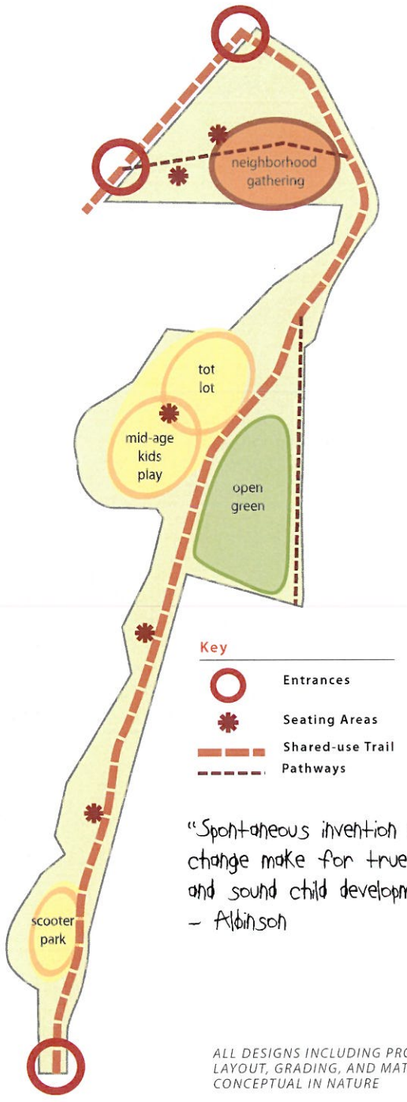
No.	DATE	DESCRIPTION
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
PEDESTRIAN CIRCULATION

SHEET NUMBER
L1.17

ISSUE DATE
05/27/2015

PARK PROGRAM



"Spontaneous invention and change make for true play and sound child development" – Atkinson

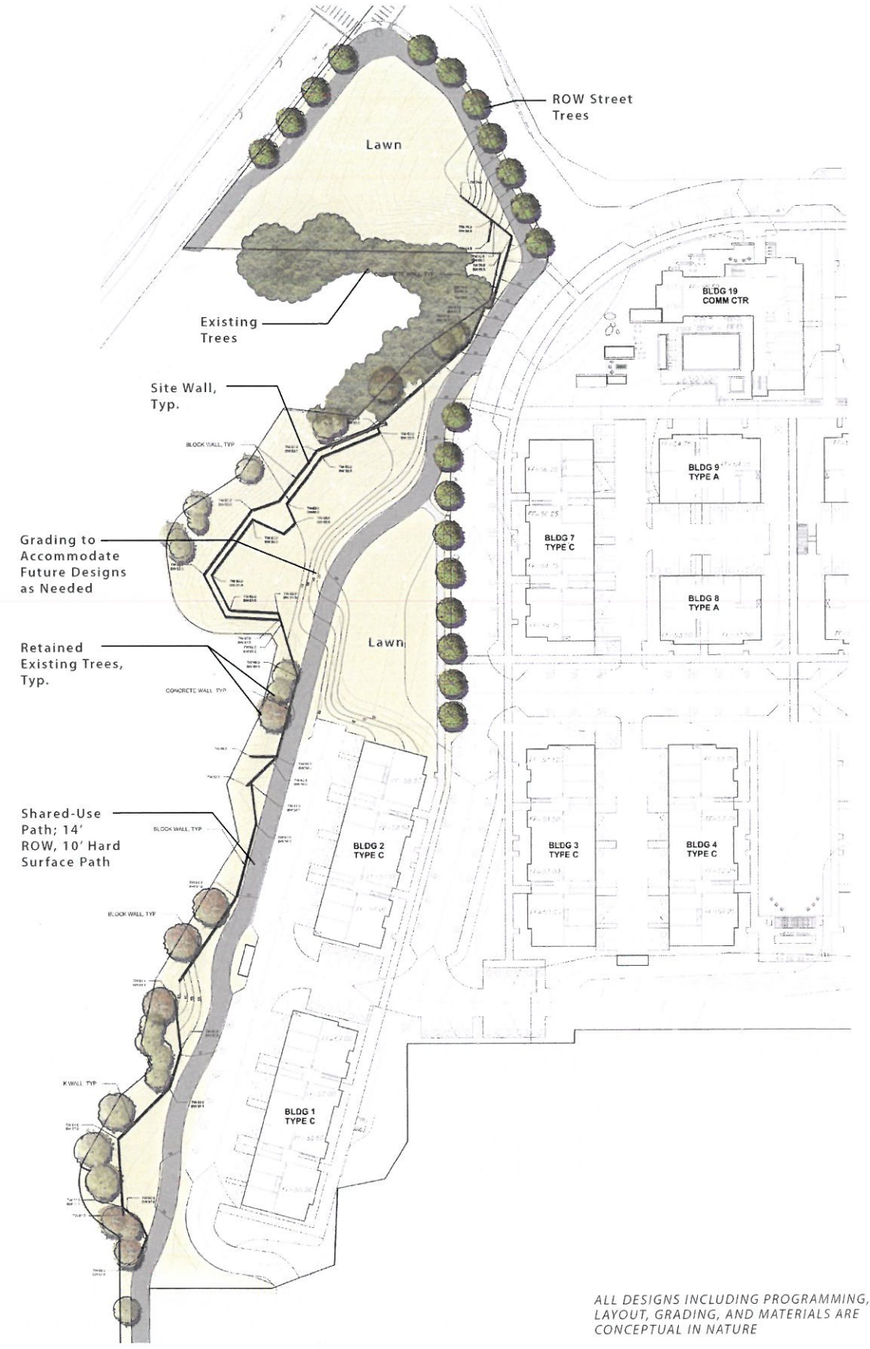
ALL DESIGNS INCLUDING PROGRAMMING, LAYOUT, GRADING, AND MATERIALS ARE CONCEPTUAL IN NATURE

SECTION A

Issaquah Gateway Community Park PARK CONCEPT

JULY 20th, 2015

PHASE 1 SCHEMATIC PLAN



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PHASE 1

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02	07/20/2015	

SHEET TITLE
PARK PROGRAM AND PHASE 1 SCHEMATIC PLAN

SHEET NUMBER
L1.18

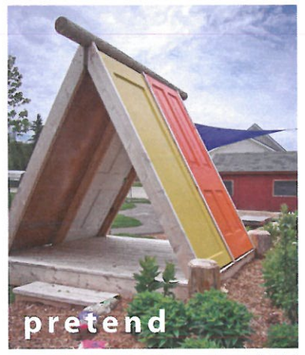
ISSUE DATE
05/27/2015

SCHEMATIC PLAN

When strangers start acting like neighbors... communities are reinvigorated. –Ralph Nader

1. Park Signage
2. Natural Play Area
3. Teepee Playhouse
4. Picnic Area
5. Shelter Area
6. Terrace
7. Seating Area
8. Restroom
9. Younger Children's Play Area
10. Older Children's Play Area
11. Separate Play Areas From Shared-use Path
12. Rolling Hill
13. Shared-use Path
14. Scooter Park
15. Interpretive Signage

PARK CONCEPT



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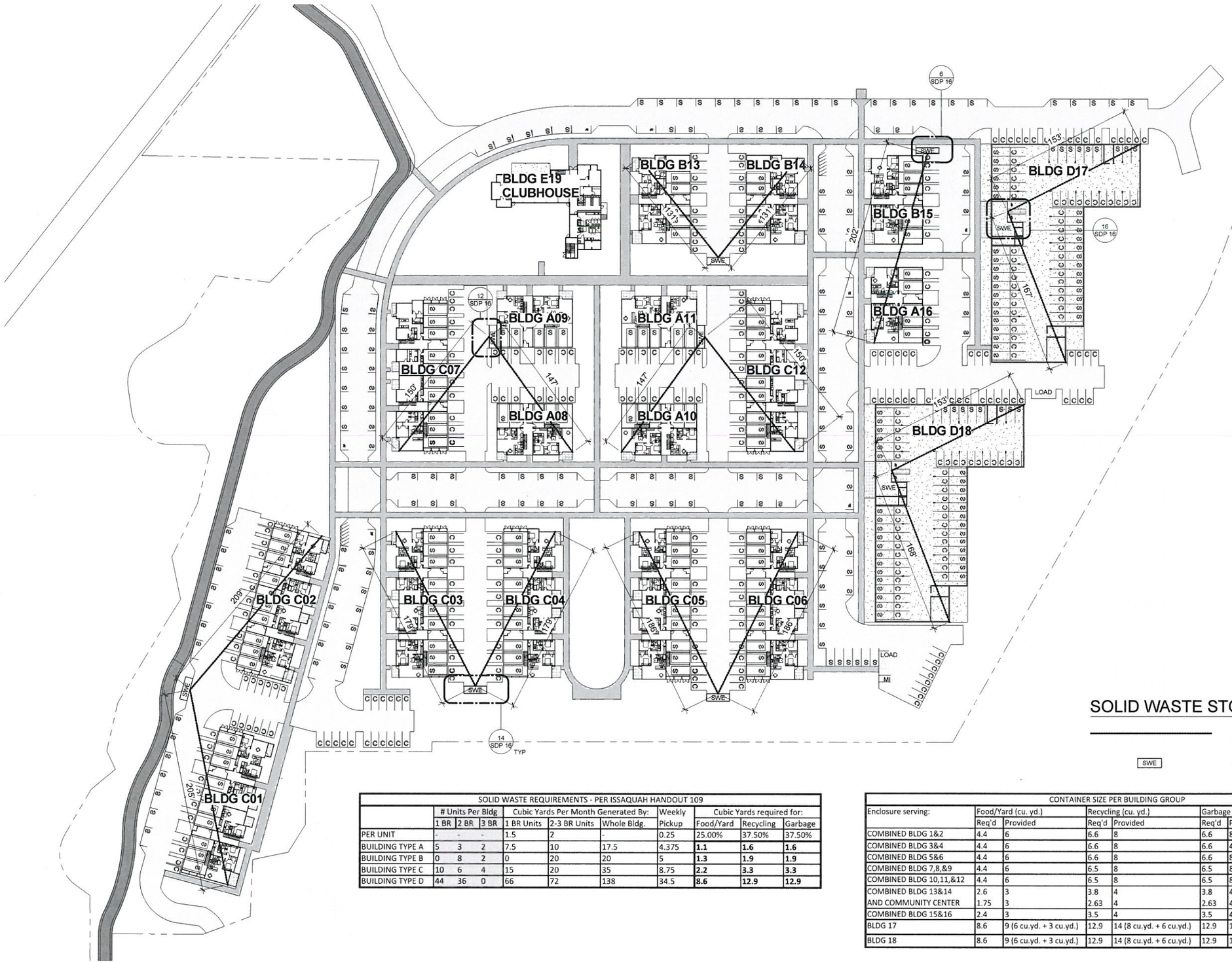
01	07/06/2015	
02	07/20/2015	

SHEET TITLE
SCHEMATIC PLAN

SHEET NUMBER
L1.19

ISSUE DATE
05/27/2015



1 SOLID WASTE DIAGRAM

1" = 50'-0"

SOLID WASTE REQUIREMENTS - PER ISSAQUAH HANDOUT 109										
	# Units Per Bldg			Cubic Yards Per Month Generated By:			Weekly	Cubic Yards required for:		
	1 BR	2 BR	3 BR	1 BR Units	2-3 BR Units	Whole Bldg.	Pickup	Food/Yard	Recycling	Garbage
PER UNIT	-	-	-	1.5	2	-	0.25	25.00%	37.50%	37.50%
BUILDING TYPE A	5	3	2	7.5	10	17.5	4.375	**1.1**	**1.6**	**1.6**
BUILDING TYPE B	0	8	2	0	20	20	5	**1.3**	**1.9**	**1.9**
BUILDING TYPE C	10	6	4	15	20	35	8.75	**2.2**	**3.3**	**3.3**
BUILDING TYPE D	44	36	0	66	72	138	34.5	**8.6**	**12.9**	**12.9**

SOLID WASTE STORAGE LEGEND

DISTANCE FROM UNIT TO SOLID WASTE ENCLOSURE. ENCLOSURES TO BE 250' MAX FROM ANY UNIT SERVED.

SWE — SOLID WASTE ENCLOSURE

CONTAINER SIZE PER BUILDING GROUP							
Enclosure serving:	Food/Yard (cu. yd.)		Recycling (cu. yd.)		Garbage (cu. yd.)		Enclosure Size
	Req'd	Provided	Req'd	Provided	Req'd	Provided	
COMBINED BLDG 1&2	4.4	6	6.6	8	6.6	8	24'x8'
COMBINED BLDG 3&4	4.4	6	6.6	8	6.6	4	24'x8'
COMBINED BLDG 5&6	4.4	6	6.6	8	6.6	8	24'x8'
COMBINED BLDG 7,8,&9	4.4	6	6.5	8	6.5	8	24'x8'
COMBINED BLDG 10,11,&12	4.4	6	6.5	8	6.5	8	24'x8'
COMBINED BLDG 13&14	2.6	3	3.8	4	3.8	4	24'x8'
AND COMMUNITY CENTER	1.75	3	2.63	4	2.63	4	COMBINED
COMBINED BLDG 15&16	2.4	3	3.5	4	3.5	4	24'x6'
BLDG 17	8.6	9 (6 cu.yd. + 3 cu.yd.)	12.9	14 (8 cu.yd. + 6 cu.yd.)	12.9	14 (8 cu.yd. + 6 cu.yd.)	REF SKETCH
BLDG 18	8.6	9 (6 cu.yd. + 3 cu.yd.)	12.9	14 (8 cu.yd. + 6 cu.yd.)	12.9	14 (8 cu.yd. + 6 cu.yd.)	REF SKETCH

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OWNER

THE WOLFF COMPANY
Since 1949

URBAN EVOLUTION

PROFESSIONAL SEAL

DESIGN TEAM:
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REVISIONS

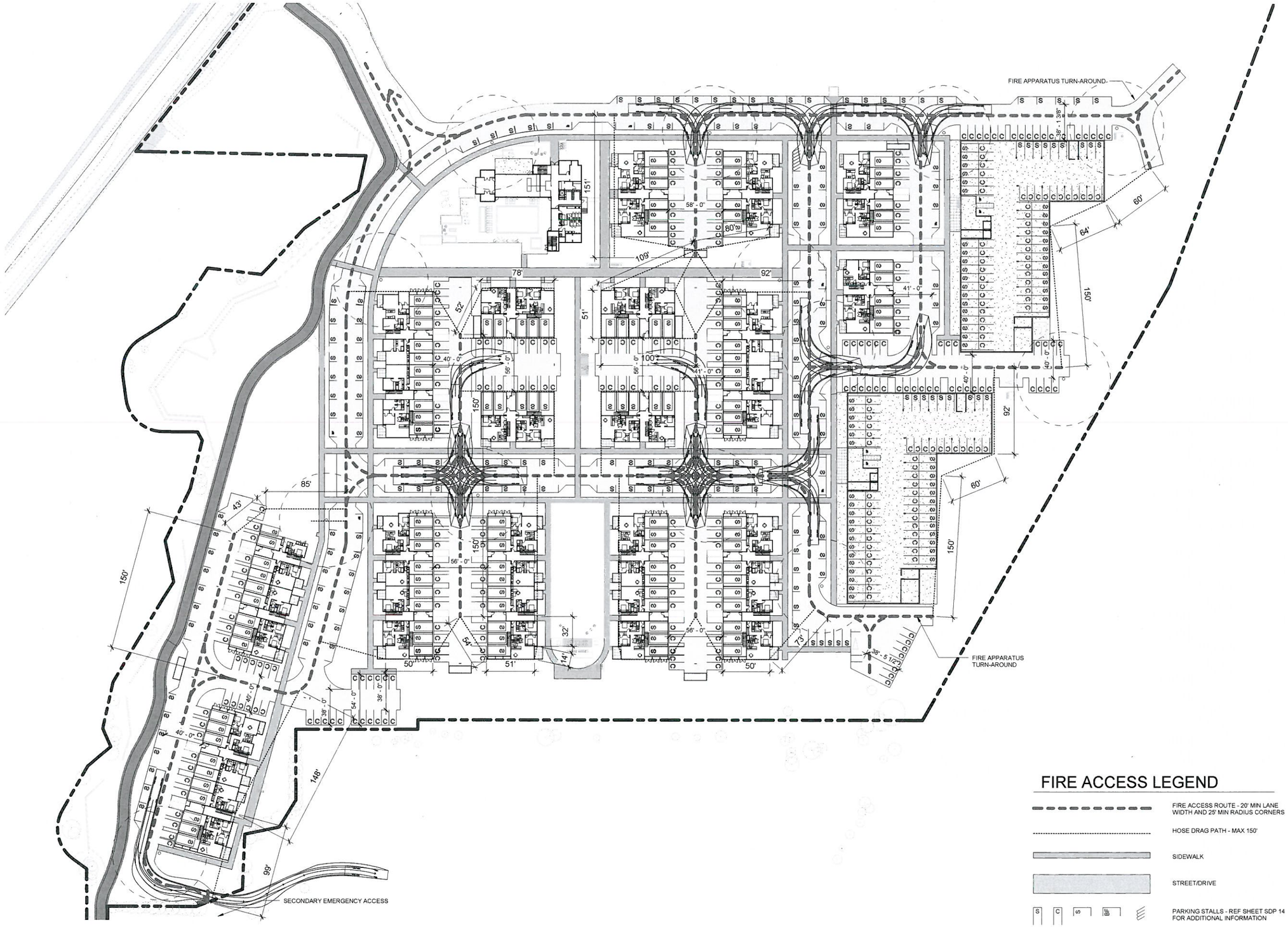
No.	DATE	DESCRIPTION

SHEET TITLE
SOLID WASTE DIAGRAM

NORTH

SHEET NUMBER
SDP 05

ISSUE DATE
07/07/2015



1 FIRE ACCESS DIAGRAM

1" = 50'-0"

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No.	DATE	DESCRIPTION

SHEET TITLE

FIRE ACCESS DIAGRAM

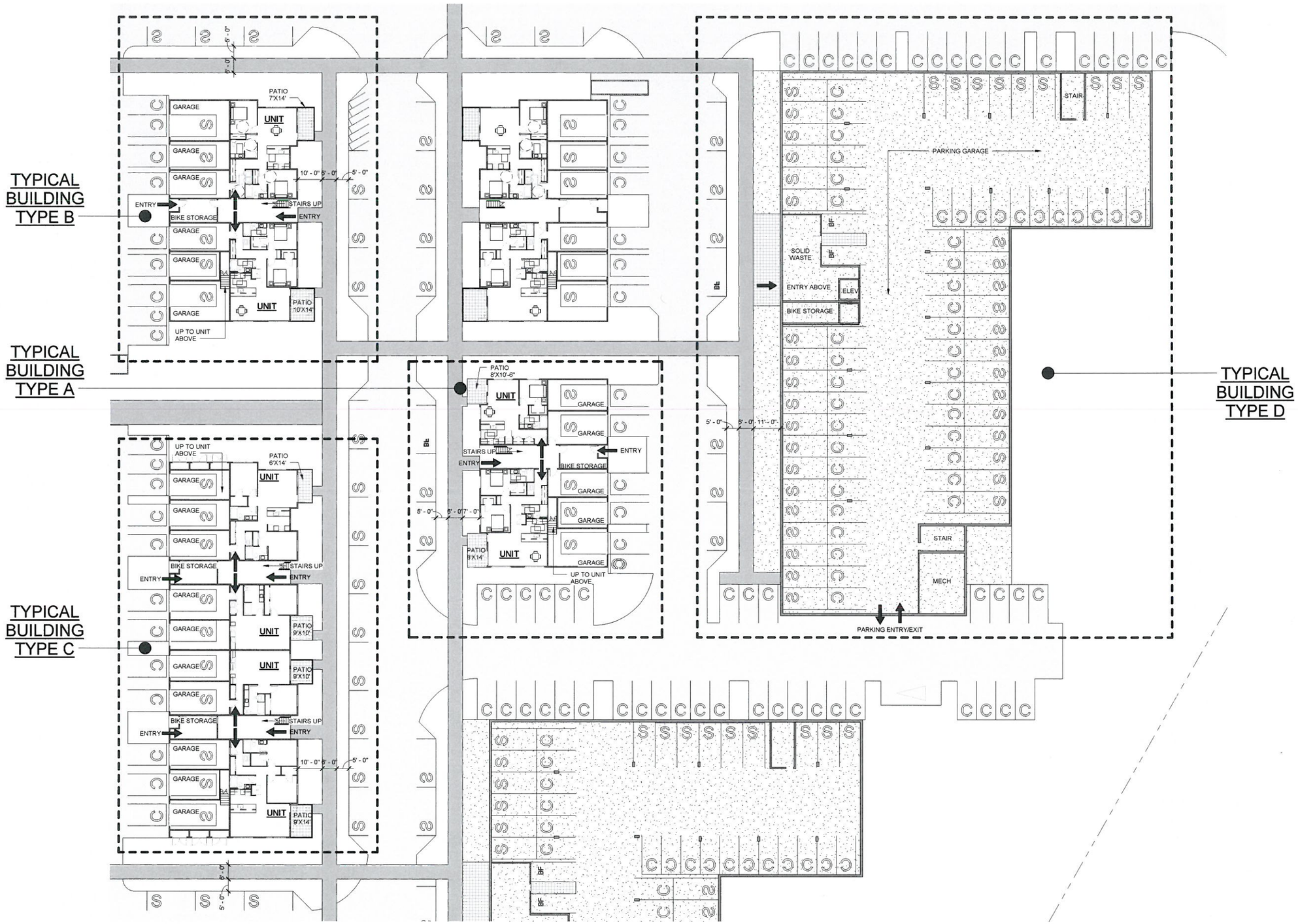
NORTH

SHEET NUMBER

SDP 06

ISSUE DATE

07/07/2015



1 TYP BLDG FLOOR PLAN - LEVEL 1

1" = 20'-0"

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No.	DATE	DESCRIPTION

SHEET TITLE

FLOOR PLANS - TYP LEVEL 1

NORTH

SHEET NUMBER

SDP 07

ISSUE DATE

07/07/2015

1 TYP BLDG FLOOR PLAN - LEVEL 2

1" = 20'-0"

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REVISIONS

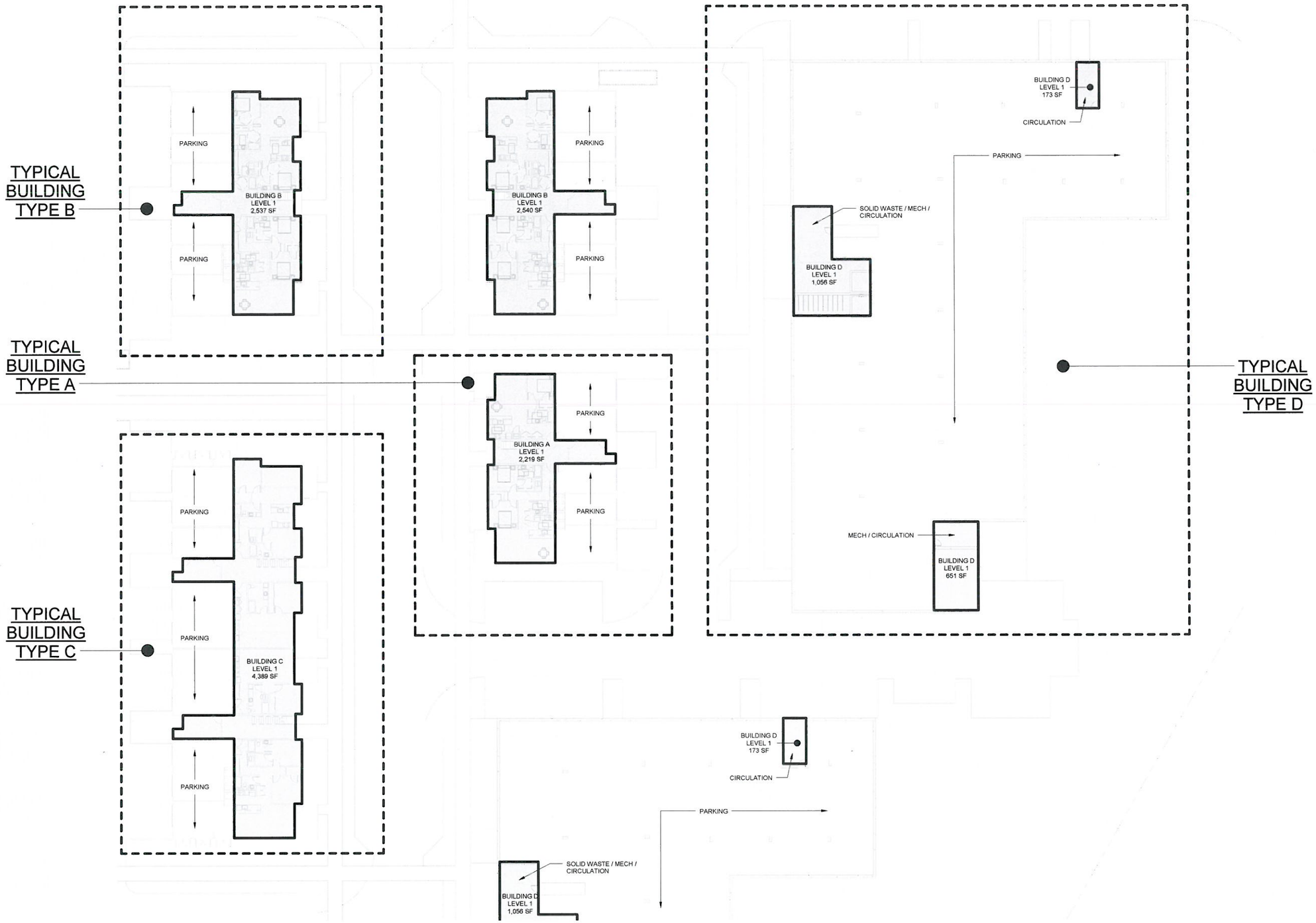
No.	DATE	DESCRIPTION

SHEET TITLE
FLOOR PLANS - TYP LEVEL 2

NORTH

SHEET NUMBER
SDP 08

ISSUE DATE
07/07/2015



1 TYP BLDG FAR - LEVEL 1

1" = 20'-0"

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REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE

FLOOR AREA RATIO - LEVEL 1 DIAGRAM

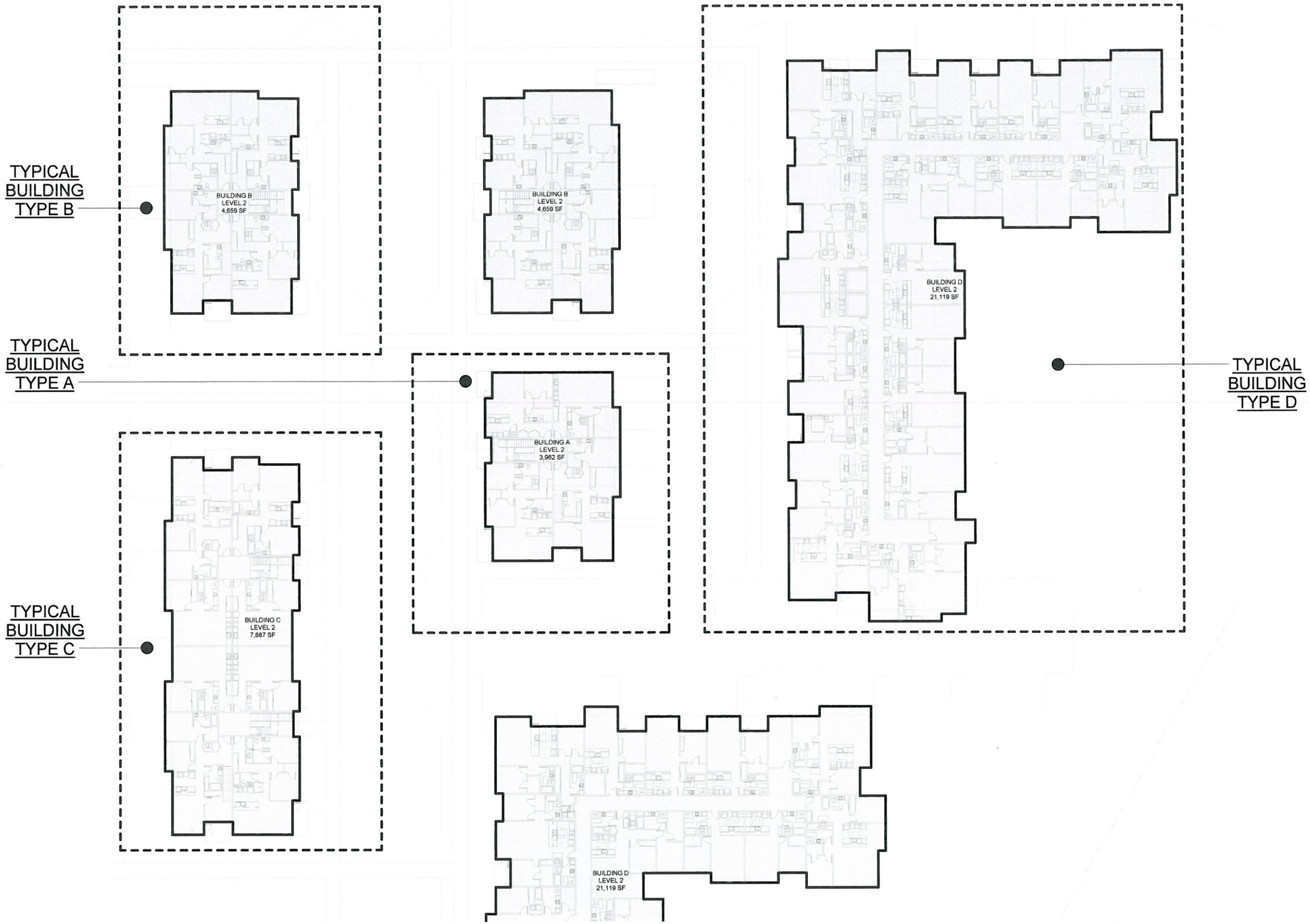
NORTH

SHEET NUMBER

SDP 09

ISSUE DATE

07/07/2015



1 TYP BLDG FAR - LEVEL 2
1" = 20'-0"

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Since 1949

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BM
PROJECT ARCHITECT
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CHECKED BY

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT-REV1

REVISIONS

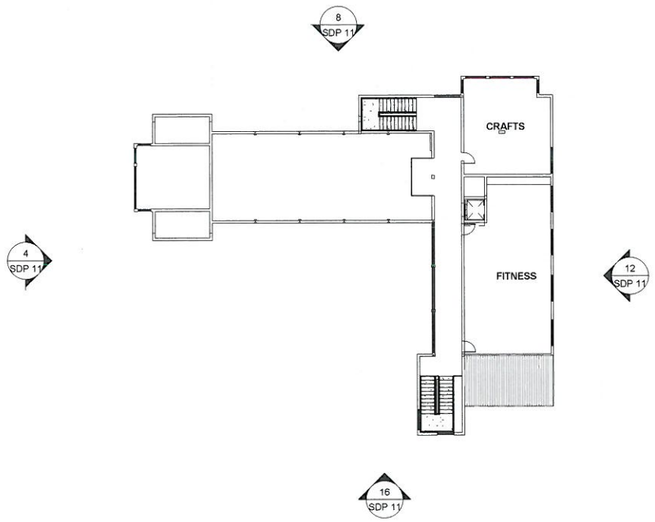
No.	DATE	DESCRIPTION

SHEET TITLE
FLOOR AREA RATIO - LEVEL 2 DIAGRAM

NORTH

SHEET NUMBER
SDP 10

ISSUE DATE
07/07/2015

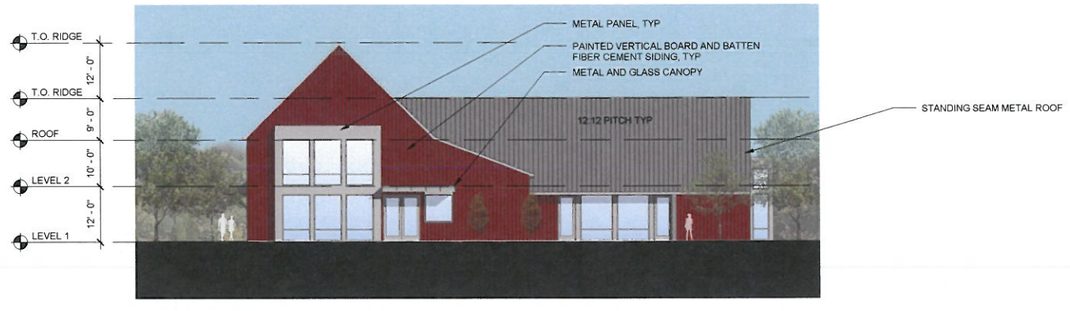


1 CLUBHOUSE - LEVEL 2

1" = 20'-0"

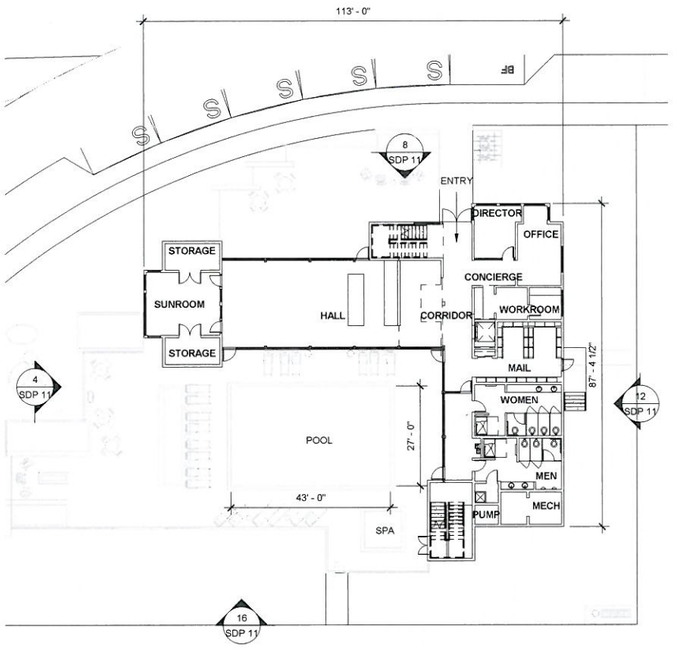
4 CLUBHOUSE - SOUTH

1/16" = 1'-0"



8 CLUBHOUSE - WEST

1/16" = 1'-0"

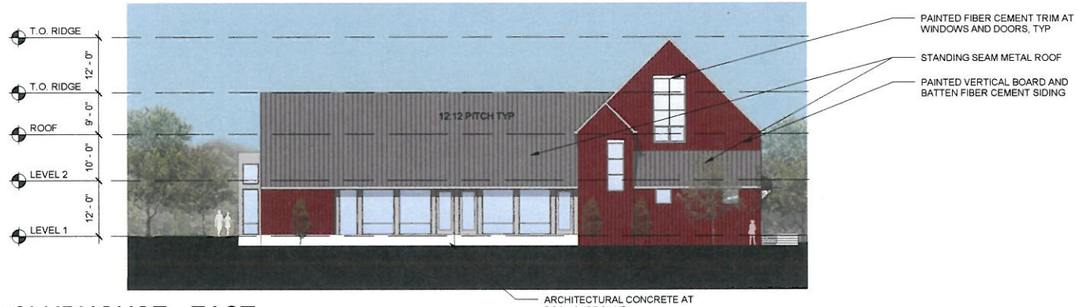


13 CLUBHOUSE - LEVEL 1

1" = 20'-0"

12 CLUBHOUSE - NORTH

1/16" = 1'-0"



16 CLUBHOUSE - EAST

1/16" = 1'-0"

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REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE

CLUBHOUSE - PLANS AND ELEVATIONS

NORTH

SHEET NUMBER

SDP 11

ISSUE DATE

07/07/2015

1 BLDG B - SOUTH

1/16" = 1'-0"

4 BLDG A - SOUTH

1/16" = 1'-0"

5 BLDG B - WEST

1/16" = 1'-0"

8 BLDG A - WEST

1/16" = 1'-0"

9 BLDG B - NORTH

1/16" = 1'-0"

12 BLDG A - NORTH

1/16" = 1'-0"

13 BLDG B - EAST

1/16" = 1'-0"

16 BLDG A - EAST

1/16" = 1'-0"

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REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE

EXTERIOR ELEVATIONS - TYP BLDGS A & B

NORTH

SHEET NUMBER

SDP 12

ISSUE DATE

07/07/2015

4 BLDG C - SOUTH

1/16" = 1'-0"

9 BLDG C - EAST

1/16" = 1'-0"

12 BLDG C - WEST

1/16" = 1'-0"

15 BLDG C - NORTH

1/16" = 1'-0"

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REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE
EXTERIOR ELEVATIONS - TYP BLDG C

NORTH

SHEET NUMBER
SDP 13

ISSUE DATE
07/07/2015

1 BLDG D - EAST

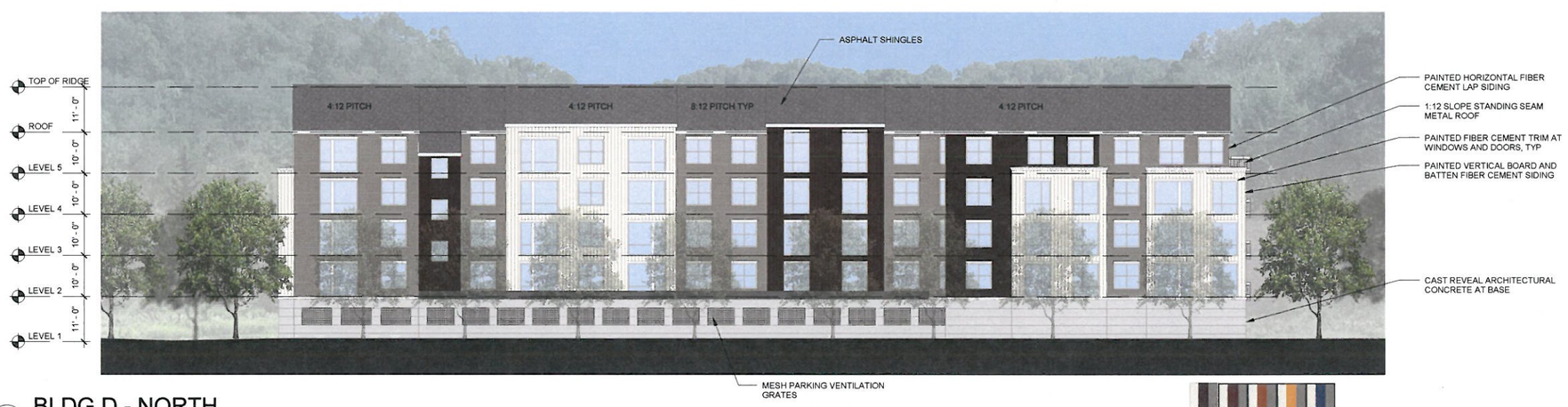
1/16" = 1'-0"

4 BLDG D - WEST

1/16" = 1'-0"

8 BLDG D - SOUTH

1/16" = 1'-0"



12 BLDG D - NORTH

1/16" = 1'-0"

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SITE DEVELOPMENT PERMIT-REV1

REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE

EXTERIOR ELEVATIONS - TYP BLDG D

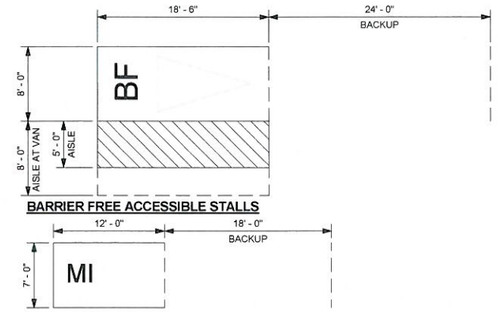
NORTH

SHEET NUMBER

SDP 14

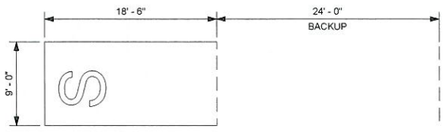
ISSUE DATE

07/07/2015

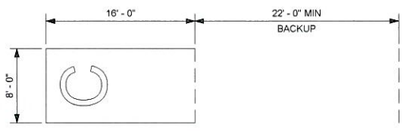


BARRIER FREE ACCESSIBLE STALLS

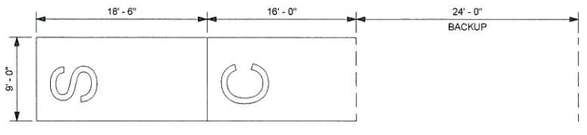
MICRO STALLS



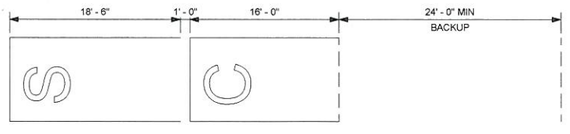
STANDARD STALLS



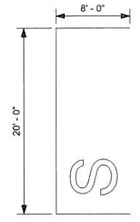
COMPACT STALLS



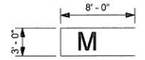
GARAGE TANDEM STALLS - 2 VEHICLES



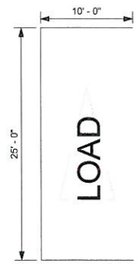
GARAGE AND SURFACE TANDEM STALLS - 2 VEHICLES



STANDARD PARALLEL STALLS



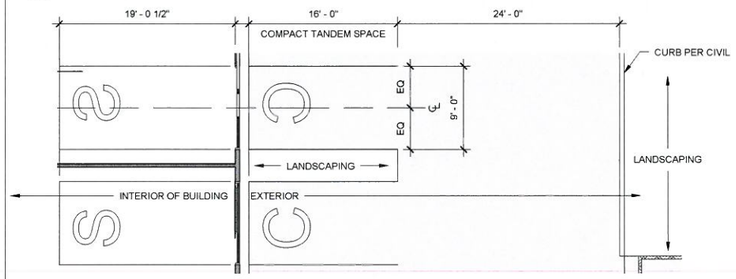
MOTORCYCLE STALLS



LOADING STALLS

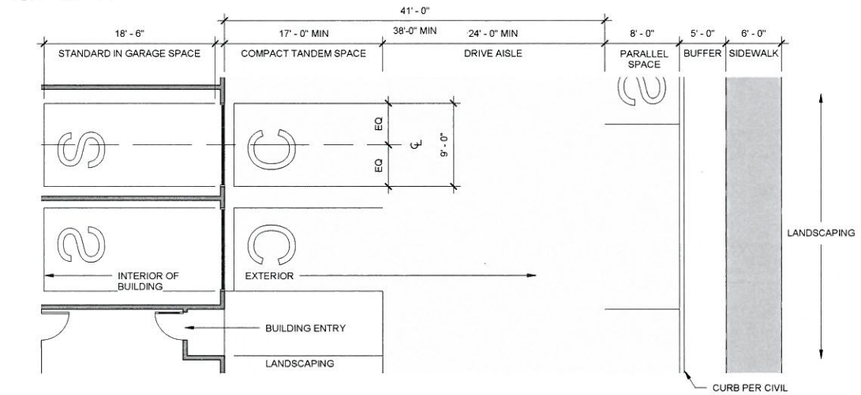
PARKING LEGEND

1/8" = 1'-0"



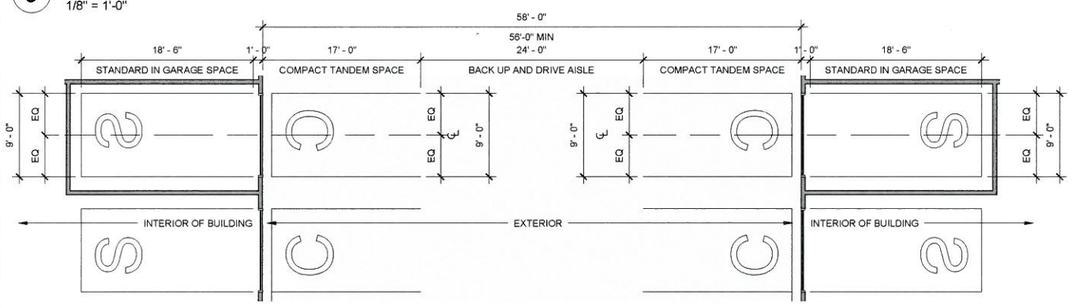
5 TYPICAL ONE-SIDED PARKING AREA

1/8" = 1'-0"



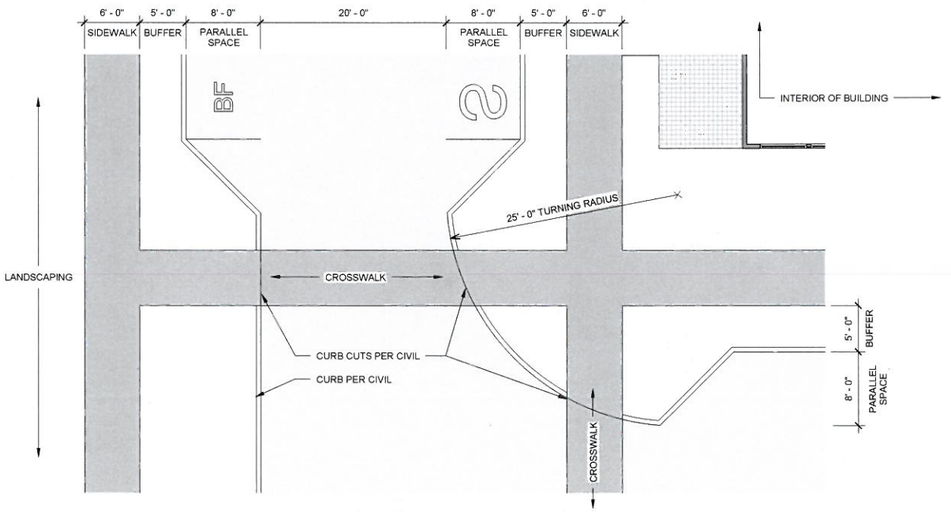
9 TYPICAL PARKING AREA @ HALF-NEIGHBORHOOD STREET

1/8" = 1'-0"



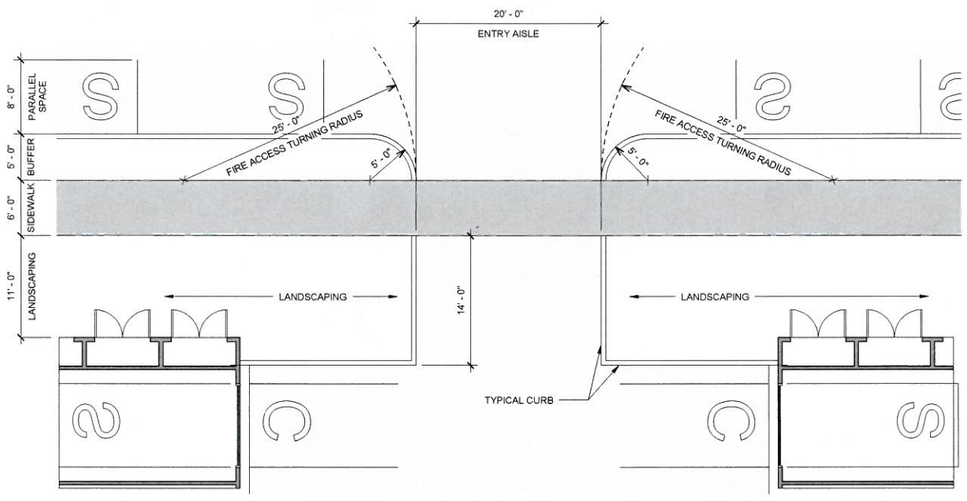
13 TYPICAL TWO-SIDED PARKING AREA

1/8" = 1'-0"



8 TYPICAL CORNER

1/8" = 1'-0"



16 TYPICAL PARKING ENTRANCE

1/8" = 1'-0"

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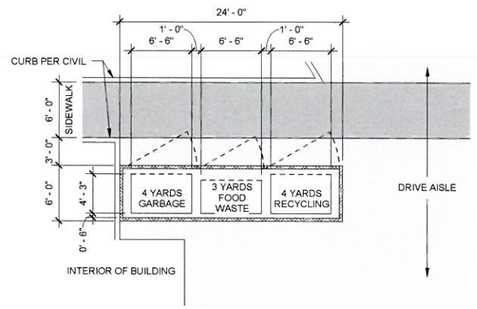
No.	DATE	DESCRIPTION

SHEET TITLE
CIRCULATION VIGNETTES

NORTH

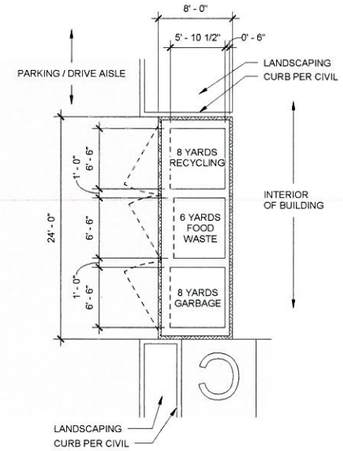
SHEET NUMBER
SDP 15

ISSUE DATE
07/07/2015



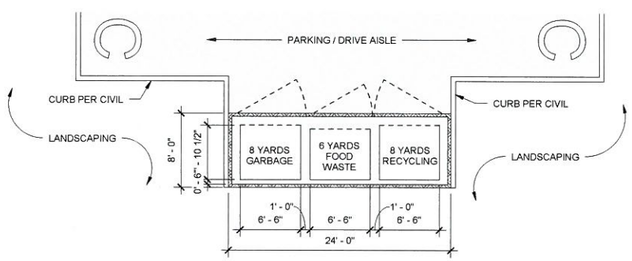
6 SWE @ SIDEWALK

1/8" = 1'-0"



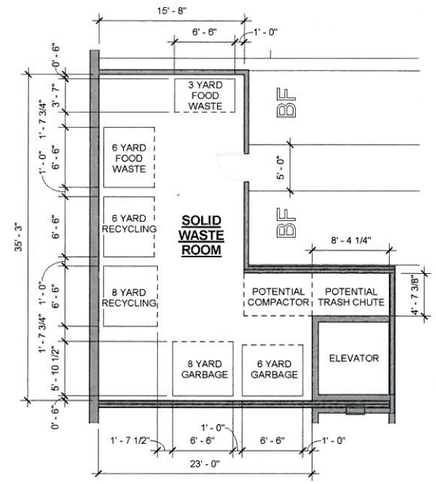
12 SWE @ BUILDING

1/8" = 1'-0"



14 SWE TYPICAL @ DRIVE AISLE

1/8" = 1'-0"



16 SWE @ BUILDING D

1/8" = 1'-0"

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No.	DATE	DESCRIPTION

SHEET TITLE

SOLID WASTE VIGNETTES

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SHEET NUMBER

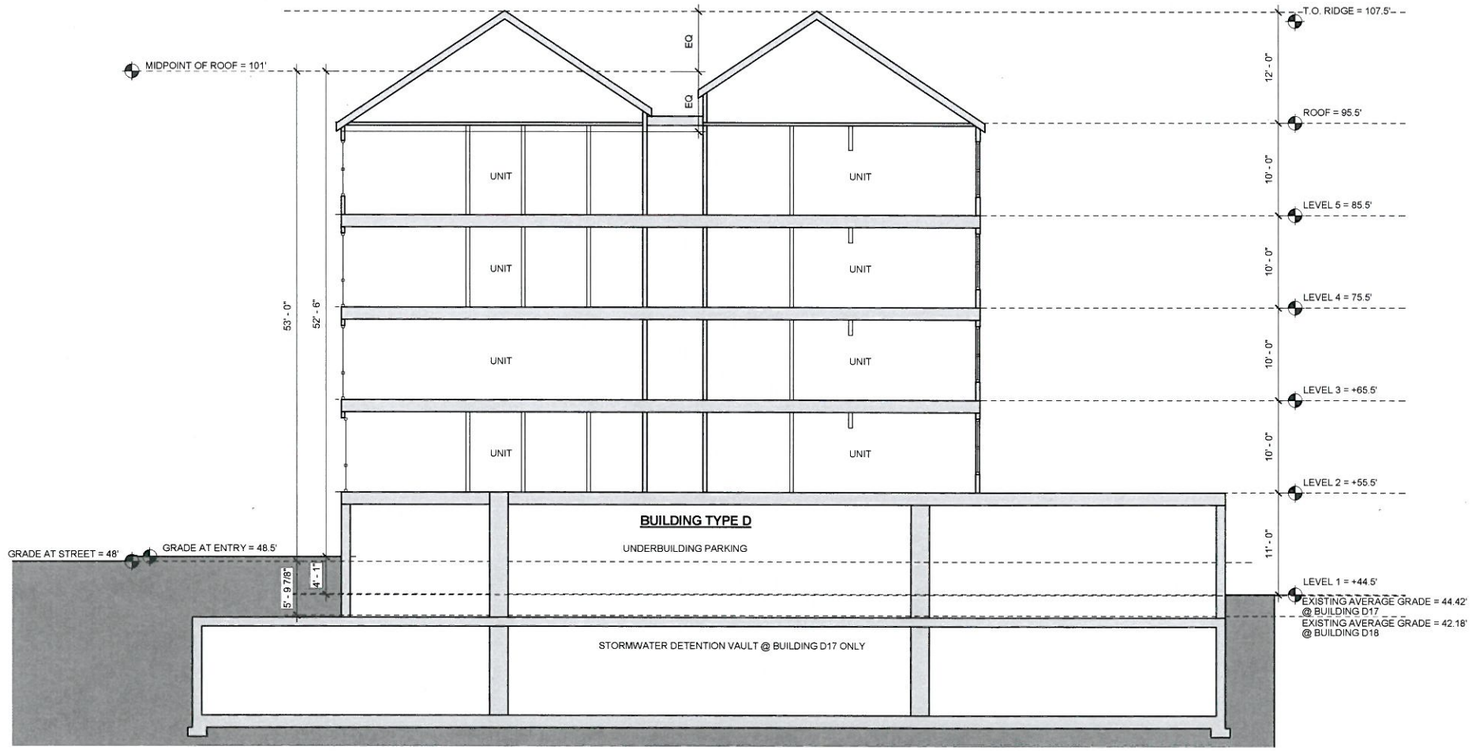
SDP 16

ISSUE DATE

07/07/2015

BUILDING HEIGHT INTERPRETATION

DUE TO GEOTECHNICAL GROUND CONDITIONS, POOR SOIL AND THE NEED TO ACCOMODATE STORMWATER MANAGEMENT AND STREET DESIGN, THE ENTIRE SITE WILL BE REGRADED PRIOR TO BUILDING CONSTRUCTION. THIS MEANS THE EXISTING GRADE WILL NOT BE EVIDENT OR RELEVANT AFTER THE SITE GRADING IS COMPLETE. AS A RESULT, BUILDING BASE HEIGHT IS MEASURED FROM FINISHED STREET GRADE AT THE BUILDING ENTRY WHEN CALCULATING THE HEIGHT LIMIT.



16 BUILDING SECTION @ BUILDING TYPE D

1/8" = 1'-0"

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DRAWING SET DESCRIPTION

SITE DEVELOPMENT PERMIT-REV1

REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE

BUILDING AND SITE SECTIONS

NORTH

SHEET NUMBER

SDP 17

ISSUE DATE

07/07/2015

VIEW FROM THROUGH-BLOCK
PASSAGE TO COUGAR MOUNTAIN

VIEW FROM COMMUNITY CENTER
TO COUGAR MOUNTAIN

VIEWS FROM BUILDING D
UNITS TO LAKE SAMMAMISH

VIEWS FROM SITE TO
CASCADE FOOTHILLS

1 SITE VIEW POTENTIAL
NOT TO SCALE

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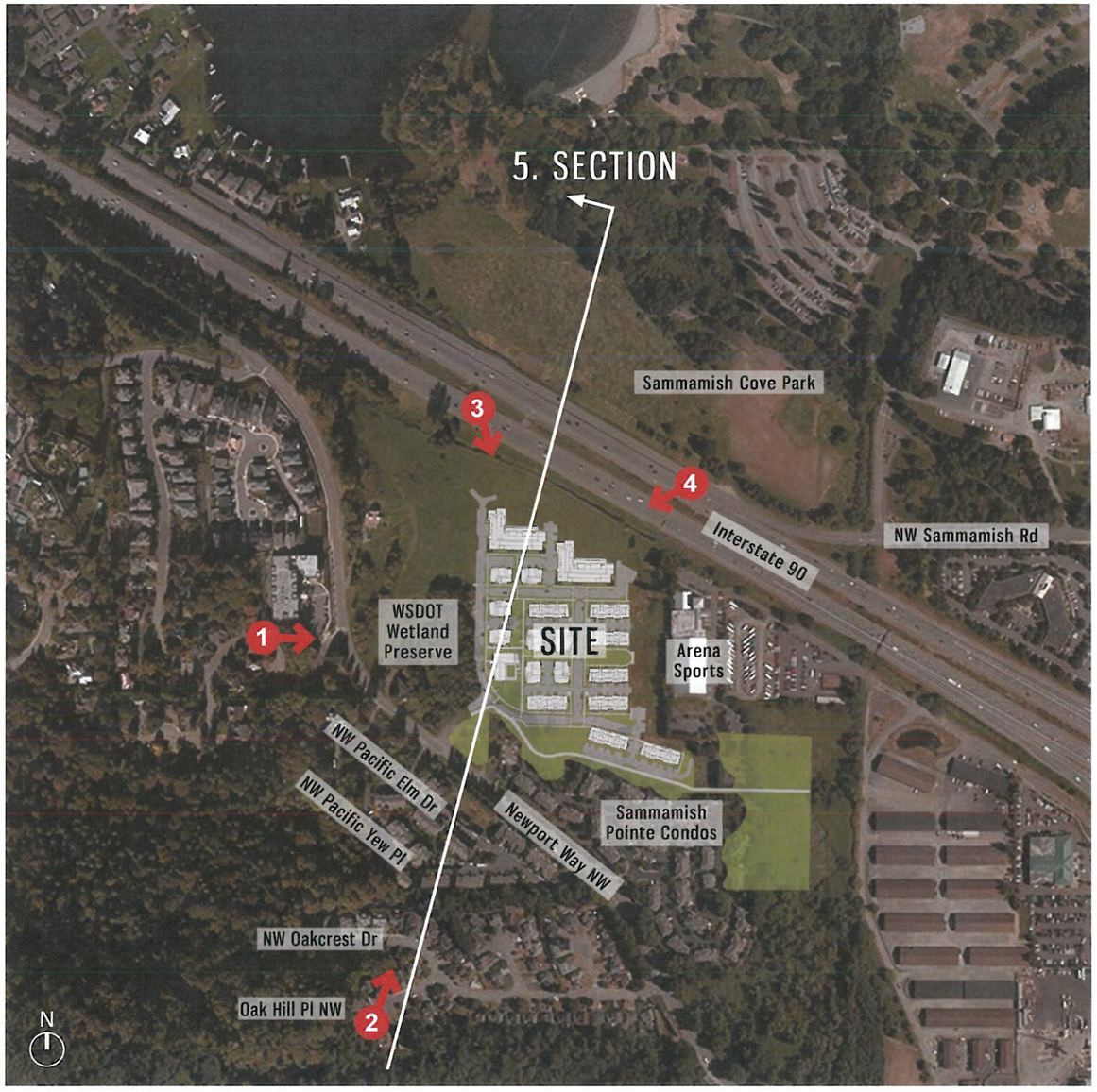
No.	DATE	DESCRIPTION

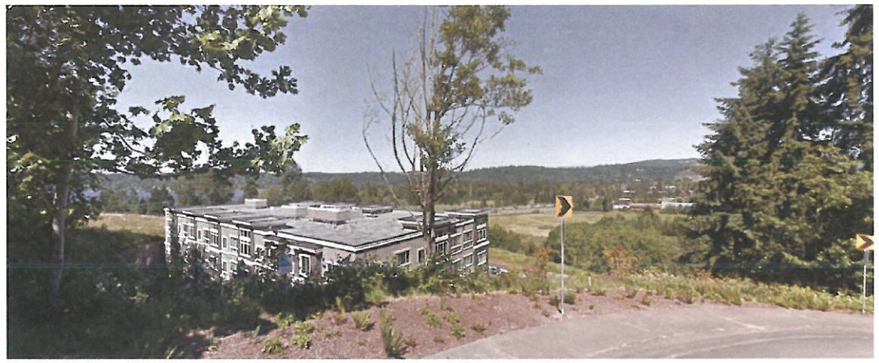
SHEET TITLE
INTERNAL VIEW STUDIES

NORTH

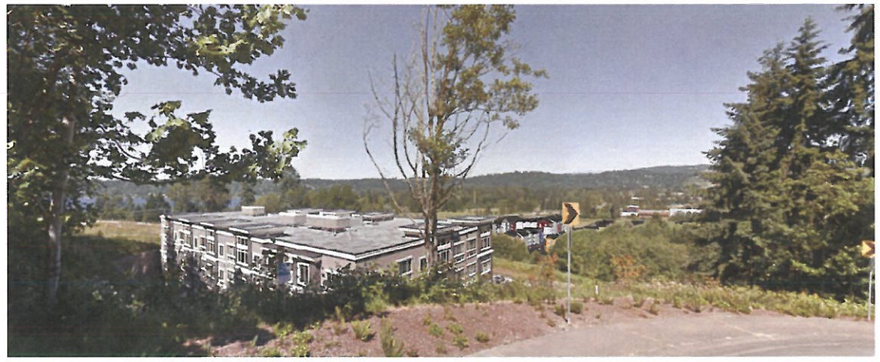
SHEET NUMBER
SDP 18

ISSUE DATE
07/07/2015





1. BEFORE - VIEW FROM PINE CONE DR NW - LOOKING EAST



1. AFTER - VIEW FROM PINE CONE DR NW - LOOKING EAST

2. VIEW FROM OAK RIDGE DR - LOOKING NORTH EAST

1 SEPA - PLAN | BEFORE/AFTER RENDERINGS
NOT TO SCALE

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REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE
SEPA PLAN, BEFORE AFTER RENDERINGS

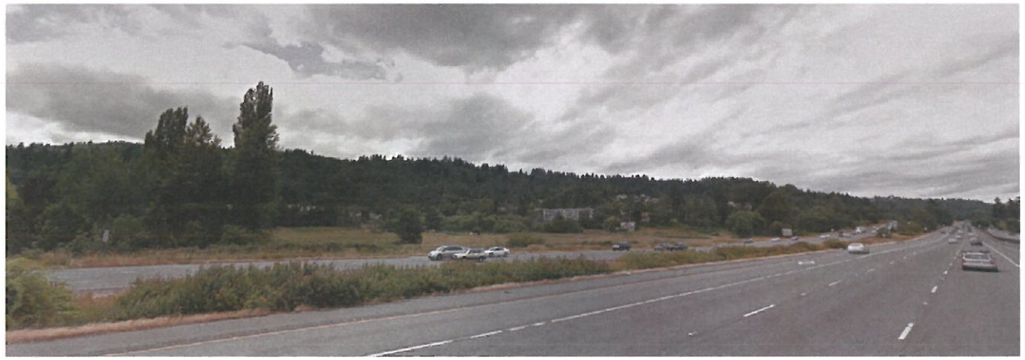
NORTH

SHEET NUMBER
SDP 19

ISSUE DATE
07/07/2015

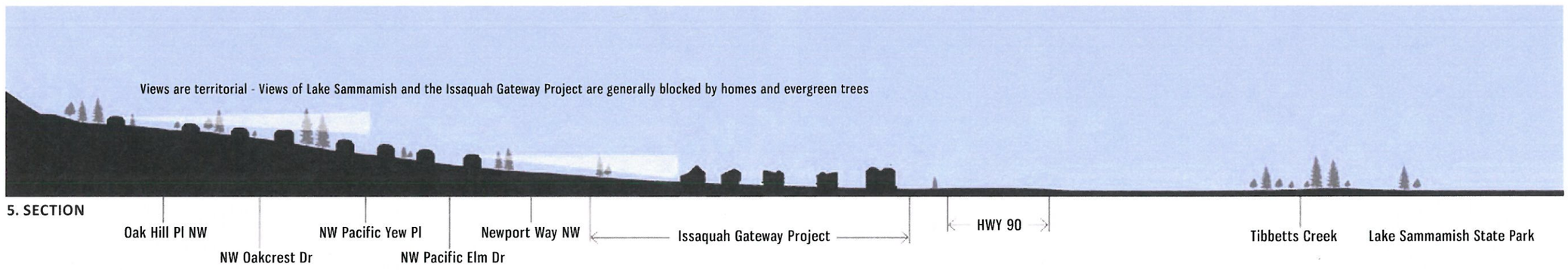
3. BEFORE - VIEW FROM HWY 90 - LOOKING SOUTH EAST

3. AFTER - VIEW FROM HWY 90 - LOOKING SOUTH EAST



4. BEFORE - VIEW FROM HWY 90 - LOOKING SOUTH WEST

1. AFTER - VIEW FROM HWY 90 - LOOKING SOUTH WEST



5. SECTION

1 SEPA - BEFORE/AFTER RENDERINGS | SECTION

NOT TO SCALE

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No.	DATE	DESCRIPTION

SHEET TITLE
SEPA BEFORE AFTER RENDERINGS, SECTION

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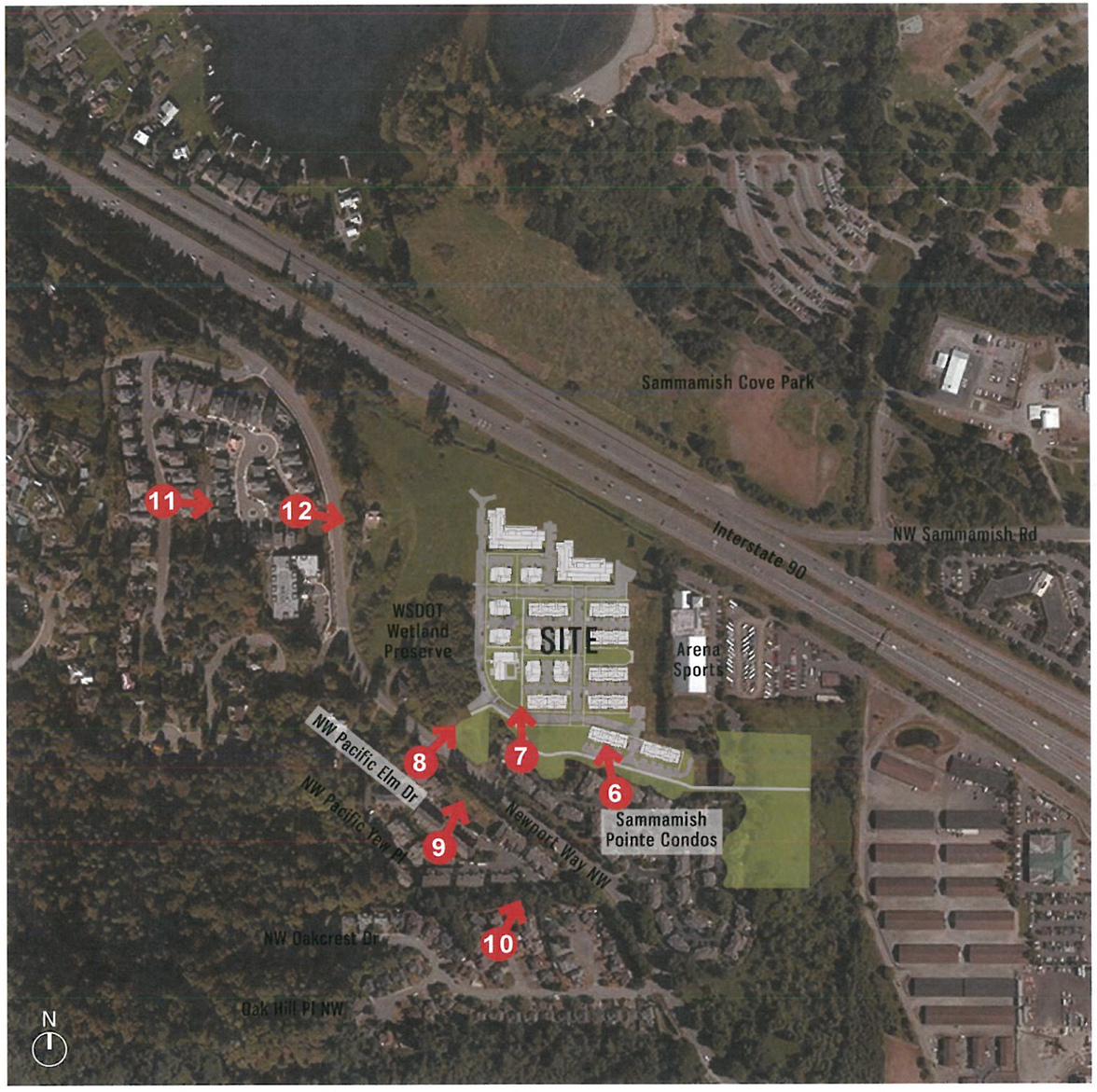
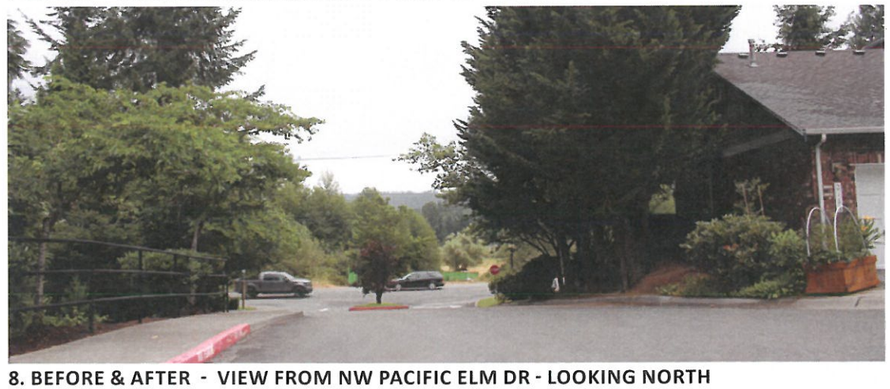
SDP 20

ISSUE DATE
07/07/2015



6. VIEW FROM SAMMAMISH POINTE CONDOS - LOOKING NORTH

7. AFTER - FROM SAMMAMISH POINTE CONDOS - LOOKING NORTH



8. BEFORE & AFTER - VIEW FROM NW PACIFIC ELM DR - LOOKING NORTH

1 SEPA - NEIGHBORHOOD VIEWS
NOT TO SCALE

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NORTH

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SDP 21

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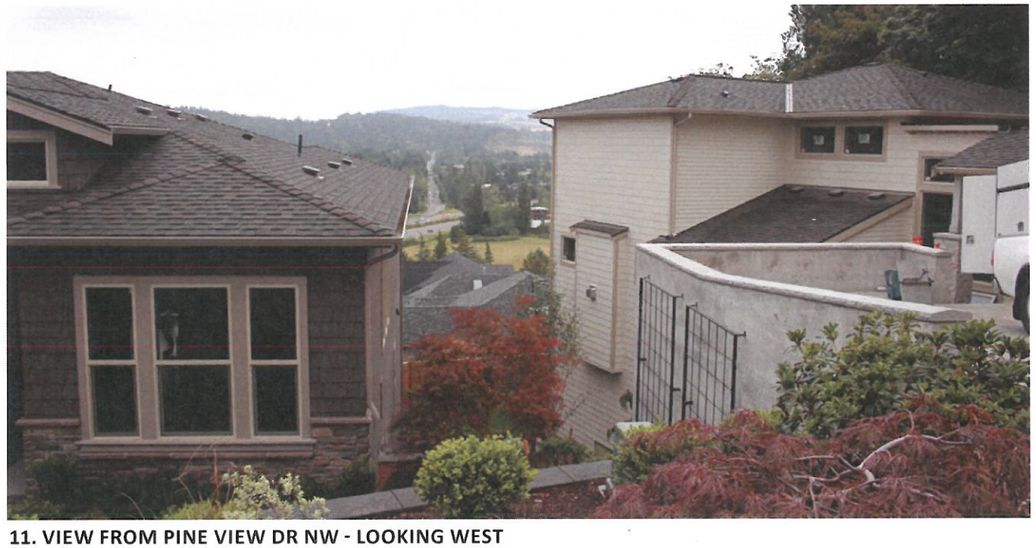
9. VIEW FROM NW PACIFIC YEW PL - LOOKING NORTH

10. VIEW FROM OAKWOOD PL NW - LOOKING NORTH



11. VIEW FROM PINE VIEW DR NW - LOOKING WEST

12. VIEW FROM NW PINE CONE PL - LOOKING WEST

1 SEPA - NEIGHBORHOOD VIEWS

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