CITY OF
ISSAQUAH
WASHINGTON

# ADMINISTRATIVE DECISION

TO: Greg Van Patten
The Wolff Company
911 East Pike Street, Ste. 310
Seattle, WA 98122

SUBJECT: Administrative Review of Parking Revision for Buildings 17 and 18 of the Gateway Apartments

FILE NUMBERS: PRJ14-00051, SDP15-00002, SW16-00041

DECISION DATE: August 15, 2016

LOCATION: 2044 and 2100 Newport Way NW (Project site address: 2900 Newport Way NW)

PROPOSAL: Minor revision to the site plan for the Gateway Apartments to remove some of the tandem stalls in the garages and relocate them to two surface parking lots along the north side of the property, abutting the I-90 wetland and wetland buffer. (See attached Staff Memo for details)

DECISION: The Director of Development Services approves the proposed revision to the parking for Buildings 17 and 18 of the Gateway Apartments, SDP15-00002, based on the staff analysis in the Notice of Administrative Decision and slide presentation to the Development Commission on June 8, 2016.

Attachments:

1. Approved SDP Site Plan and Landscape Plan
2. Approved and Revised Conceptual Wetland Mitigation Plan
3. I-90 Green Edge Illustrations: Approved and Revised
4. Public Comments from Connie Marsh and Mary Lynch

## I. STAFF ANALYSIS

A. The Gateway Apartments Site Development Permit was approved by the Development Commission on September 23, 2015 (Notice of Decision dated September 25, 2016.) The Applicant submitted a Site Work Permit for the Gateway Apartments with a proposed revision to the two 5-story buildings: remove some of the tandem stalls from within the garage and relocate the parking spaces to two single-loaded surface lots along the north side of the property, abutting the I-90 wetland and wetland buffer (See Attachments 1 - 3).

B. The subject property is in Central Issaquah; therefore, the Central Issaquah Development and Design Standards (CIDDS) is used to determine the criteria for this review.

C. The proposed revision to the parking lot is a Level 0 review as prescribed in the Issaquah Municipal Code, IMC 18.04.320.C.4.e. It is also categorized as a Level 0 Review per Table 3.2-1:Levels of Review, in CIDDS 3.2. The Table identifies "Amendments and Revisions to Approved Permits" as a Level 0 Review and references IMC 18.04.320. This change is not considered a "substantial change" because the amount of parking is not being significantly changed and with additional proposed screening the change will be consistent with previous on or off site views. The Director of Development Services is the decision-maker for Level 0 Reviews.

D. In the CIDDS, Level 0 Review require public notice posted on the city website at the discretion of the Director and notification of parties of record. While not required, the proposal was also brought before the Development Commission for courtesy notice and to allow for public input at the special meeting of the Development Commission held on June 8, 2016.

E. Two citizens provided written comments on the proposed minor revision. Staff presented the proposal to the Development Commission at the special meeting on June 8, 2016 as a courtesy. Staff listened and responded to the Commissioners and the public's comments and questions. Topics of concerns include the SEPA review requirement for a minor site revision that affects critical areas, stormwater impacts, building design, and ensuring adequate and timely notice to the public. Commissioners asked clarification about the purpose of the revision, SEPA review requirements and impacts to the impervious area on-site. Staff provided detailed calculations of the amount of wetland buffer that will be impacted and established that the additional 14 s.f. of buffer impacts is insignificant and will not require a SEPA amendment (see Section K below). Staff also informed the Development Commission and the public that the additional area of impervious surface (1% increase), and its resulting stormwater will be treated through the proposed stormwater detention vault underneath Building 17. The stormwater vault has been designed to absorb additional capacity of stormwater volume prior to the proposed parking revision, so no additional stormwater facility is required.

F. Development Standards: no impact or within required minimums and maximums (Applicable Zoning District: VR, Village Residential)

The proposed revision will not change the Floor Area Ratio and will slightly increase the Impervious Area but will still comply with the development standards.

| Development Standard | Approved Site Plan | Revised Site Plan |
|---|---|---|
| Floor Area Ratio (Min. Required = 0.75) | 0.78 | No change |
| Impervious Area (80% Max.) | 42.57% | 43.5% |
| Max. Height | No change | |
| Side and Rear Setback | Building setbacks will be equal to or less than previously approved. | |

G. Tree Retention Plan: No impact
No significant trees will be removed with the addition of the surface parking lots for Building 17 and Building 18.

H. Parking Standards (CIDDS Chap. 8 and Chap. 15): No impact
The proposed parking complies with the Parking standards, including stall and drive aisle sizes, amount of compact stalls, tandem parking and maximum surface parking. Parking design standards, including landscaping required for parking lots, is compliant.

| **Development Standard** | **Approved Site Plan** | **Revised Site Plan** |
|---|---|---|
| Max. Parking Spaces Provided | 692* | 692* |
| Surface Parking Provided | 401 | 419 |
| Compact Stalls Provided | 327 | 332 |
| Compact Stalls as % of Total Parking Spaces | 47.25% | 48% |
| Surface Parking: Standard Stalls | 139 | 158 |
| Surface Parking: Compact Stalls | 118 | 125 |
| Tandem Parking Spaces in the 5-story bldgs. | 64 | 34 |

*The approved Site Development Permit includes a total of 692 parking stalls within garages and as surface spaces. The maximum parking is 655 and applies only to surface parking. The revisions will add 23 standard parking spaces and 16 compact spaces for a total of 440 surface parking spaces. This is still below the maximum limit of 655 surface parking spaces for the project.

I. Wetland Buffer and Mitigation Areas: Minimal impact but complies with the Critical Areas standards (see Attachment 2)

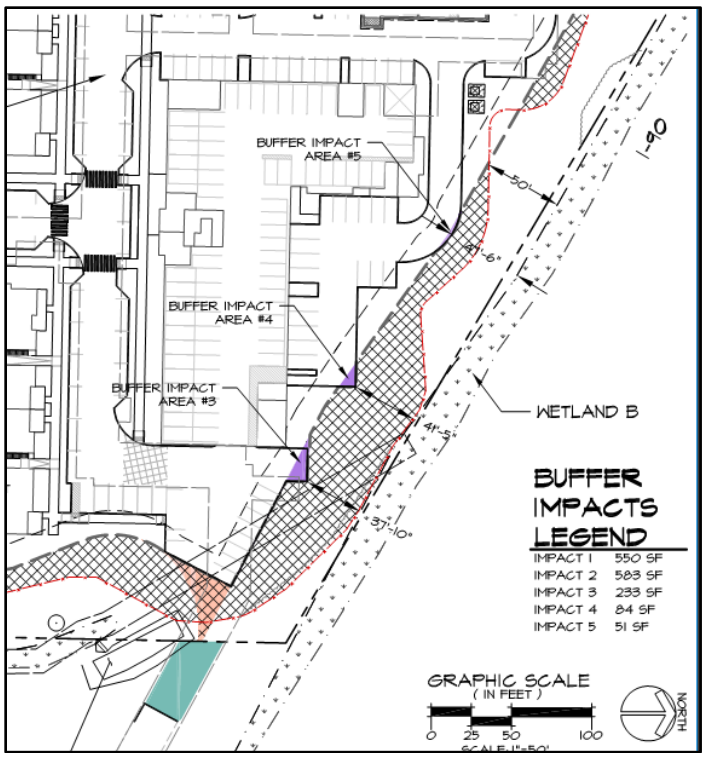


**Fig.1 Wetland Buffer Reduction at the proposed parking lot adjacent to Wetland B**

The surface parking areas for the 5-story buildings will have no impact on the western section of Wetland B and its associated buffer (parking for Building 17) and will increase the encroachment to the eastern half of Wetland B by 14 s.f. at Area #4 and #5 (see Attachment 2, Approved and Revised Conceptual Wetland Mitigation Plan for Buffer ). The change is primarily in the parking lot of Building D18. The full width of buffer required for Wetland B is 50 feet. Reduction of up to 25% or 12.5 feet is allowed by the IMC, and the minimum buffer width allowed is equivalent to 37.5 feet. Fig. 1 below shows that the wetland buffer reduction at Area #4 and #5 does not reach the maximum allowed reduction of 37.5 feet and the revision is consistent with the parameters used in the staff review of the Site Development Permit.

Additional replacement buffer area for Wetland B is provided and exceeds the required buffer replacement, as shown in the table below. There will be a net increase of wetland buffer area equivalent to 4 s.f.

The wetland buffer impacts due to the parking lot location and design is as follows:

| | Approved | Proposed Revision | Change |
|---|---|---|---|
| Wetland B Buffer Area Reduction | 354 s.f. | 368 s.f. | 14 s.f. increase |
| Replacement Buffer for Wetland B | 354 s.f. | 372 s.f. | 18 s.f. increase |

J. I-90 Green Edge: No impact. The proposed addition of surface parking along the I-90 side of the property will have no significant visual impact or reduction in the natural character of the I-90 Green Edge. The I-90 Green Edge character is maintained as shown in the attached illustrations (see Attachment 3).

## II. CONCLUSIONS

1. The proposal will be equal to, or superior in, its compliance and functionality, when compared to the previous design: The proposed revision to the parking for the two 5-story buildings associated with the Gateway Apartments Site Development Permit, SDP15-00002, complies with all applicable standards of the Central Issaquah Development and Design Standards. Furthermore, the reduction of tandem parking within the 5-story building garages will improve the functionality and access to that parking by making that parking available to more units and individuals than predominately tandem parking would have.

2. The proposed minor revision to the parking for the 5-story buildings of the Gateway Apartments is consistent with the Comprehensive Plan and the Central Issaquah Plan.

3. This proposed revision to the site plan associated with the Gateway Apartments Site Development Permit, SDP15-00002, remain substantially similar to the approved impervious area, critical area buffers, building design and circulation standards found in the Central Issaquah Development and Design Standards (CIDDS). The conditions of approval for the Site Development Permit ensures that the proposed changes to the parking configuration for the 5-story buildings is consistent with the CIDDS. Therefore, the proposed revision satisfies the applicable elements of the Development and Design Standards, as identified in Section II, Staff Analysis. No additional conditions of approval is required with the parking revisions.