



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

Date: Sept 16, 2015

To: Development Commission

CC: Greg Van Patten, Wolff Company

From: Amy Tarce, Senior Planner
Doug Schlepp, DSD Engineering Consultant
Lucy Sloman, Land Development Manager

Subject: Briefing Response Memo for Issaquah Gateway (Mull) Apartments
Site Development Permit: SDP13-00005

Attachments: 1. Final Recommended SDP conditions, Sept. 16, 2015 (Revised Original conditions)
2. Original SDP conditions, August 5, 2015 (with tracking of recommended action)
3. EF&R ladder truck access evaluation
4. New drawings of the buildings from Applicant
5. Additional public comment letters/emails since first Development Commission meeting
6. SEPA Final MDNS, stakeholder comments, City Staff responses
7. River & Streams meeting minutes

In response to the Development Commission's and the public's questions and comments at the August 5, 2015 Public Hearing, as well as comments received by Staff after the Staff Report was issued, Staff is providing the following information and responses:

1. Traffic and the access to the site:

Newport Way traffic volumes: There's already a lot of traffic on Newport Way, and this project will add more residences than already exist there. Will trip generations calculations shall be conducted to include all the proposed developments in the Newport Way Corridor and throughout the city to include new projects like the one a 7th Ave NW and NW Locust St. Consider the bottlenecks on the either side of the development. The road curves, sightlines, and speed are a problem for adding more dwelling units. This will all stress the existing road. The road is also a way for drivers to avoid I-90 and it already slows to a crawl. One lane each way on Newport isn't enough. Will there be turn lanes and slip lanes? Have there been traffic studies of this stretch of Newport Way? Does it take accidents into account? The Central Area Traffic Plan project doesn't identify work for Newport Way.

Project Access: Don't put the access to this project off Newport Way, put it off a frontage road along I-90 or add another ramp onto/off of I-90. Provide access from Poplar through the Rowley property. Why is there only one access point to the project, and not two? Is the second entry for emergency services only? Can you drive to Sports Arena to go to the gym? Is the access for the Wolfe Phase 2 (senior/multi-family housing) combined with this entry or separate?

Newport Way, Intersection Control: Is the intersection control at Newport Way a signal or a roundabout, isn't that settled? This project makes it even more difficult for existing residents to get onto and off of Newport Way, onto their side streets. If a signal, provide left turn storage length so the through traffic on Newport can move freely. Won't a signal give us a chance to get in and out, so there isn't a continuous flow of traffic? Won't a signal make it easier and safer for a pedestrian to cross the street?

Newport Way speeds: Can the speed be lowered?

Newport Way road design for vehicles: Will there be a center turn lane? 10 ft lane widths are below street standards. Give a clear picture of what the frontage will look like. Add painting on the roadway to indicate which areas need to be kept open for turning e.g. like the grids painted on the roads with ferry wait lines.

Newport Way road design for people walking and biking: Why is the sidewalk removed on one side of Newport Way? How are we ensuring the safety of cyclists and children? Consider continuous lighting on Newport Way before or conjunction with the developments, due to increase in people walking from all of these new developments on Newport Way. Provide a multi-modal path as an alternative way into Issaquah. Drivers use the bike lanes to negotiate the curves. Doesn't the project have to provide a bridge over I-90 like it was shown in the Central Issaquah plan?

Newport Way and noise: The increase in traffic has significantly increased noise.

Newport Way capital improvements: Is there any funding for capital projects on Newport Way to address increased traffic volumes due to this development or are some point in the foreseeable future?

City Staff and Applicant joint overview: In the project vicinity, Newport Way is currently a two-lane minor arterial road that carries about 10,000 vehicles per day. There are turn lanes provided at a few locations where there are intersections serving residential developments. The posted speed is 40 mph, but on September 8th the City approved lowering the speed limit to 30mph.

Development of the Gateway Project property is included in the City's long-term plans for development capacity in the *Central Issaquah* area, and was studied as part of the environmental review for the implementing this plan, and is consistent with the traffic model established for this corridor. The *Central Issaquah Development and Design Standards (CIDDS)* identifies this section of Newport Way as a "Parkway" that will include a center turn lane with bicycle lanes maintained on both sides.

The Gateway Project will mitigate its impact to the City's transportation system by constructing frontage improvements, constructing new intersection control at its site access location on

Newport Way, and paying the City's Traffic Impact and Bike/Pedestrian Mitigation Fees. Without the project it is not clear when this section of Newport Way would be improved.

Staff Response:

Volume: The volume of traffic along SE Newport Way and Newport Way NW has been reviewed by the City during the recent adoption of the new traffic concurrency program. This project is consistent with the traffic concurrency model and indicates that Newport Way has sufficient capacity to accommodate a project of this size in addition to future development along the corridor and throughout the City. In addition to frontage improvements, the developer will be mitigating its impacts to the city-wide transportation system by paying Traffic Impact and Bike/Pedestrian Mitigation Fees.

Speed: The speed limit on Newport Way NW is not a factor which the developer has control over. On September 8th, the Council adopted a 30mph speed limit for this segment of Newport Way.

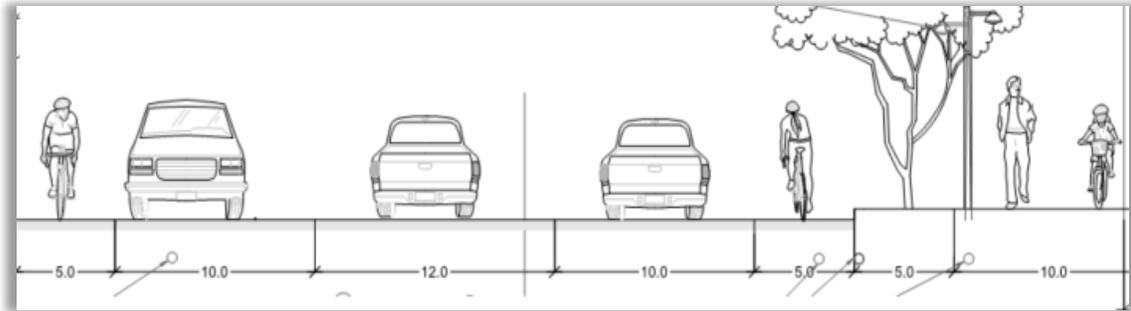
Sight Distance: The frontage improvements along Newport Way NW will be designed to meet current sight distance requirements for both pedestrians and vehicles.

Project Access: The location of the proposed access for Gateway Apartments is proposed on the north side of Newport Way NW directly across from an existing residential access for Spyglass Hill at NW Pacific Elm Drive. There currently is a short eastbound right-turn lane on Newport Way at this access location for traffic into Pacific Elm Drive. The only access available for this site is off Newport Way NW. NW Poplar Way is private and not available for general public use, though the road provides emergency access via a previous private agreement. Based upon the Traffic Impact Analysis prepared for the local frontage impacts, the developer will construct an intersection control method which will appropriately and safely mitigate the access to and from the site. Any design will address the impacts of left turning movements in and out of the proposed development and NW Pacific Elm. Based on Applicant studies, the recommended intersection control method will have minimal, if any, impact to the proposed site design of the development. Additionally, the City is currently conducting a pedestrian crossing study, through a separate process, which will review the proposed Gateway road improvements for Newport Way as well as other projects in the area to ensure they are appropriate for the entire Newport Way corridor.

Road Design: The intersection control method and frontage improvements are separate from the Issaquah Gateway site design. The Development Commission's responsibility is to review and approve the site design and does not include the Newport Way roadway improvements. As mentioned above, Newport Way is under review by the City and their consultant as part of the crossing study currently underway.

The Gateway Project will construct its frontage improvements for Newport Way identified in the *Central Issaquah Development and Design Standards* along the Gateway Project frontage. As currently proposed the road section for this project (shown on the next page) includes a Shared Use Route adjacent to the Gateway property, together with a landscape strip separating the trail from the on street bike and west-bound travel lanes. Where appropriate, a center turn lane will be used for separating turning traffic from through travel lanes. Where a center turn lane is not required, a landscape median would separate the east-bound cars from west-bound ones. 10-foot-wide travel lanes are proposed to

promote slower speeds along the corridor, together with 5-foot bike lanes. This requires widening Newport Way right-of-way along the property's frontage to accommodate all the necessary improvements.



Proposed Newport Way Roadway Section, with turn lanes (above)

Design for Bicyclists and Pedestrians: As part of constructing their required frontage improvements the Applicant is required to construct a grade-separated Shared Use Route which will provide safe route for pedestrians and the casual cyclist and an on- street bike lane will be constructed for the more experienced cyclist. In addition, the Applicant is constructing a public Shared Use Route that connects from Newport Way, through their project, across the Tibbetts Wetland. The intersection control at NW Pacific Elm Drive and Newport Way NW will incorporate pedestrian crosswalks which will meet City Standards. Lighting is required as part of the frontage improvements and intersection control. The developer is obligated by code to construct half street improvements abutting its project, and as such is not required to construct a sidewalk on the opposite side of the road. That would occur under a separate initiative.

Capital improvements: While, no capital funding is set aside for Newport Way yet, there are a number of developments planned for the section of Newport Way between SR900 and 54th, and these projects will be required to construct frontage improvements. In addition, various departments in the City have been discussing how to complete the segments of Newport Way between these anticipated projects.

Applicant Response:

Newport Way volumes: The addition of a center turn lane on Newport Way will provide about 40 percent additional capacity compared to a 2-lane road, as well as safer travel allowing turning vehicles a separate turn lane from through traffic. Other intersection control methods, if selected, would likewise increase the road capacity. The required frontage improvements are designed and will be constructed by the Gateway project to meet sight distance requirements.

Safety: Currently at the intersection of Pacific Elm Drive there is no marked crosswalk on Newport Way. Whatever intersection control method is constructed at the location of the proposed access for the Gateway Apartments project, adequate facilities meeting City road standards and design requirements will be included such as marked crosswalks on all 4 sides of the intersection. Bicycle lanes will continue to be provided along both sides of Newport Way.

Project Access: The location of the proposed access for Gateway Apartments is on the north side of Newport Way NW directly across from an existing residential access for Spyglass Hill at NW Pacific Elm Drive, which is standard for project access. This is the only viable access for this site. There is also an emergency vehicle access provided on the eastern edge of the site through the Rowley property. All other adjacent properties are private and not available for general public use.

A single access onto Newport Way is sufficient to accommodate the traffic generated by 400 apartments. A single controlled access tends to be safer than multiple accesses, particularly if multiple accesses are uncontrolled. Controlled intersections are much more predictable for pedestrians, bikes, and cars.

Newport Way road design: Unsignalized/uncontrolled vehicular turns onto Newport Way from the proposed Gateway access would operate at LOS D in the AM peak hour and LOS F in the PM peak hour. As a result, and consistent with City TIA Guidelines, the proposed project is required to mitigate the impact. The City is reviewing a number of intersection control methods to mitigate this intersection impact. Whichever method is selected, it will be constructed by the Applicant as part of the Gateway project.

Conclusion:

The Administrative Adjustment to Standards (AAS) regarding the Parkway was silent with respect to the sidewalk on the southerly side of Newport Way and it could be concluded that no sidewalk is required. Thus Staff recommends edits to the first paragraph of the AAS in Section 6.3.A as follows:

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. The roadway improvements to the south side of Newport Way, with regards to the sidewalk, landscape strip, curb and gutter, are unchanged. 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 northerly sidewalk and multi-use regional trail of a width no less than 10 feet. These are adjustments that Staff found meets the approval criteria for an AAS based on the following criteria: ...

Staff recommends no changes to proposed Approval Conditions.

2. **Services accessing the site (fire, transit, school bus):** Who has reviewed these plans (police, fire, school district, ...)? Is the City being proactive in contacting METRO and the School District regarding changes to service? How will emergency services access this project? There should be a secondary fire truck and emergency vehicle access to the site other than at Newport Way. Will the fire truck access through the Rowley property (Arena Sports) be accessible to cars also? Has the Rowley's agreed to this access? Will transit be increased along Newport Way? How are we coordinating with the school district? Will school buses come into the site? How about transit? Shouldn't Newport be designed so the school buses don't hold up traffic? Are the existing bus stops taken into account? Can fire trucks get into the site and access all the buildings? Is there only one fire turnaround in the project? What kind of additional EF&R review happens with construction permits? How will these services be protected during construction e.g. bus stops, pedestrian and bike routes?

Staff:

Who had reviewed the plans?: The Eastside Fire and Rescue (EF&R) Assistant Fire Marshall has reviewed the plans in coordination with the City's Development Services Planner and Engineer. The Issaquah School District Transportation Department has been contacted about this project and concerning the modifications to the roadway and future impacts to school bus service and the safety of the school children.

School bus and Transit service: The general District policy is to stay in traffic along Newport Way NW when loading and unloading the school children, therefore no bus pullouts are proposed. Currently public transportation is not provided along this corridor, and transit would be unlikely to enter the site unless it was part of a route to turn around and head back into Issaquah. Additionally, the actual Gateway property road frontage is relatively short and not conducive to providing bus pull outs if the public transportation is restored or the District changes its policy.

Emergency Services: The site has been reviewed for access by EF&R's ladder truck, the largest emergency service vehicle in their fleet, which in turn provides access to the remainder of their vehicles. In addition to loop roads, turn-around areas are incorporated into the site design, and often in a manner so as not to be fully evident to the general public, but fully available when needed by EF&R. As is standard procedure for EF&R: 1) The EF&R Assistant Fire Marshall will review construction drawings to ensure that the project will be constructed to meet their standards. 2) In addition, once the site has been graded and the roadways have an initial surface, EF&R will field test the site with the ladder truck, prior to the final roadway lift being installed. There are two access points for fire and emergency vehicles to the Gateway Apartments: at the Newport Way access drive and from Poplar Street, through the Arena Sports parking lot. There is an existing emergency access easement already in place at the Arena Sports property. The drive lane connection from Arena Sports to the Gateway Apartments, as proposed, is limited to fire and emergency vehicle only due to easement restrictions. A gate will be provided to restrict cars and private vehicles from using this access.

Applicant: The design team provided an autoturn analysis to ensure that fire trucks can properly access the site and the Assistant Fire Marshal reviewed site plan using this information. It is compliant with standard turnarounds, truck access, and hose drag lengths. The project includes an emergency access easement at the southeast corner for secondary emergency access to the site. Regarding school buses, the applicant supports school buses entering the site for pick up/drop off, but the applicant has no control over this issue.

Conclusion: EF&R Assistant Fire Marshal has reviewed and approved the SDP. Staff recommends no changes to proposed Approval Conditions.

3. **SR900 and Newport Way:** What is the concurrency rating of this intersection (green, red, yellow)? Will there be a pedestrian and/or bike overpass to get to the transit center?

Staff: The intersection at SR900 and Newport Way NW (ID No. 61) has a rating of green. No overpass is planned as part of this project nor is the City planning to construct one.

Applicant: We have no additional information to add to the Staff response.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

4. **Architecture:** The apartments look like everything else being built around the region. This won't distinguish us from Renton. Make this a true Gateway to Issaquah. We should still have views of the forested slopes (Cougar, Squak, and Tiger Mountains) rather than blocking territorial views. Heading east on I-90 this will be an important feature. Can't it have a more Issaquah or Northwest character, such as Kelkari or lodge/resort? Couldn't the project have a more interesting roof and use heavy timbers? (Maybe like Group Health in Bellevue) The Central Issaquah Plan (CIP) description of the Western Gateway talks about "natural materials such as timber and stone in the building and site design." Shouldn't those materials be used here? Why don't the buildings have eaves? They are important for a water-tight building. This looks like World War II style buildings. These are row houses, all lined up and look like apartment buildings. They even look like the warehouses over at Rowley. There needs to be a better interface with I-90 including large trees, with the buildings just visible over the trees. We need to uphold the Mountains to Sound ethos.

Staff: The CIP envisions this area as: "Create an attractive gateway to Issaquah...." "Well-designed moderate density residential ... buildings that use natural materials such as timber and stone in the building and site design." The images used in the CIP for the Western Gateway are:



Though the CIDDS do not prescribe a specific architectural style for the Western Gateway, for the area, the CIP does indicate a vision through the images and the description of building materials.

The Commission referenced Kelkari as a project as having Northwest/Issaquah character. The image to the below is of Kelkari.



The plan for the 5 story buildings (above, right) is modulated in a manner that wasn't apparent in the elevations included in the Applicant's original submittal. In addition, the Applicant has made revisions to the buildings (such as adding eaves, and heavy timber elements) and

prepared new drawings that better communicate the actual appearance of their buildings. You can see how the 5 story buildings would appear from I-90, below.



Staff has worked with the applicant to capture the intent of the vision for the Western Gateway in response to requests from the Development Commission provided at the August 5th public hearing.

Applicant: The applicant heard the comments from the Commission and has made several modifications in response to the concerns. We've increased the overhang of the eaves to incorporate more of a Northwest aesthetic. Similarly we have added a series of heavy timber trellis / sun screen elements at the critical corners of the larger buildings to add shadow, articulation, and identity to the project. We have also added similar shading elements on the north faces of the larger buildings to provide scale and vertical modulation for those elevations. These notable trellis elements at the corners, visible from I-90, provide distinguishing character while incorporating natural materials. Furthermore, we developed the entrances at the three story buildings to make them more prominent per city staff comments.

We heard the comments from the staff and from the Development Commission about the character of the buildings of this project and have responded as shown with additional graphic materials and design development. We understand the desire of the City representatives to have this project belong in Issaquah while making a statement about the character of Issaquah in this prominent location. We think that the flat elevations included in the submittal package did not fully represent the character and level of detail represented in the design vocabulary for these buildings. Thus, we are submitting additional graphics to better communicate the level of design and appropriateness as referenced in the Central Issaquah Plan.

We have developed and included graphics to better communicate the amount of modulation that exists in each of the building types, particularly the two buildings adjacent to I-90. The attached images better illustrate the amount of detail and articulation that has been designed

and developed through the careful selection of materials and color and in the treatment of the roof overhangs and the window details.

To illustrate this, we have developed a series of perspective building elevations indicating the amount of modulation and shadowing incorporated but not illustrated in a typical building elevation alone. We have done this type of graphic for all unique building types on the project.

Natural materials are incorporated throughout the project. The buildings are wood framed and there are abundant wood trellises and screening elements to provide natural elements while enhancing the pedestrian experience. Fiber cement siding is being used to provide a durable low maintenance, sustainable material. The painted lap siding and board and batten siding is in keeping with the character of traditional building materials, while providing more longevity to the building materials. Additionally, the design team has added wood frame trellis elements that will be visible from the freeway.

We have developed the aesthetic project with the City staff through extensive coordination and believe that it meets the goals outlined in the CIP to “Create an attractive gateway to Issaquah....” “Well-designed moderate density residential ... buildings that use natural materials such as timber and stone in the building and site design.”

Conclusion: Staff believes the modifications and new graphics address the concerns raised by the Development Commission. Staff recommends no changes to proposed Approval Conditions.

5. **Buildings 17 & 18 roofs:** A flat roof isn’t acceptable on these buildings. Can we condition that these have to be pitched roofs whether the height amendment is approved or not? What happens if the height amendment isn’t approved? How will height be measured using the amendment and will that have unintended consequences? Could they remove a floor so the buildings are only four stories and still have pitched roofs?

Staff: In general CIDDS envisions that within Central Issaquah many buildings will have flat roofs, though there is some discussion of pitched roofs. For instance, in CIDDS 14.6 (Roofs and Parapets) most of the standards are for flat roofs. Specifically 14.6.A.4 states: “Residential uses may use parapets and projecting cornices or sloping roofs consistent with building design.” The CIP envisions this area as: “Create an attractive gateway to Issaquah....” “Well-designed moderate density residential ... buildings that use natural materials such as timber and stone in the building and site design.” The images used in the CIP for the Western Gateway are:



While these policies and standards don't support prohibiting flat roofs, it does make a strong case that in this location there is a strong preference for pitched roofs. The Applicant prefers a pitched roof and has identified a number of techniques that would allow them to maintain the pitched roofs even if an amendment to the method for measuring building height is not adopted. One method the Commission suggested, that is reducing the 5-story buildings to 4-stories, cannot be used because the project would no longer comply with the minimum Floor Area Ratio (FAR) as the project is only slightly over the minimum required FAR at this time, thus it would make the project non-compliant with the CIDDS. If the height amendment is not approved, the five-story buildings can and will be modified so that they continue to comply with all requirements or the project will use the Density Bonus provisions. Finally, it should be noted that there may be a way to design a flat roof with deep overhangs and embody the "Northwest" look. The Bellevue Group Health building, which was cited by a Commissioner at your first meeting as having an example of a "Northwest" architecture, has a flat roof; see below.



Regarding the potential for unintended consequences of the height amendment, staff is considering several case studies in the region, including Seattle's and Bellevue's standards, and evaluating the most appropriate standard for Issaquah. In addition to Staff research, the amendment will receive PPC and Council review with public comment to ensure it has been appropriately vetted.

Applicant: Though roof profile is not dictated by the CIDDS, the design team will take into consideration the Development Commission's preference for a pitched roof as we agree that it is more appropriate for this site. The design team is exploring options for addressing building height with a pitched roof if the code amendment is not passed prior to building permit submittal. These options include lowering the floor to floor height, reducing the slope of the roof pitch, and the density bonus through affordable housing path which allows for 65' height. Removing a level of housing units is not a viable option as that would put the project below the minimum FAR of 0.75.

Conclusion: Staff believes the modifications and new graphics address the concerns raised by the Development Commission. Staff recommends no changes to proposed Approval Conditions.

6. **Vehicular Parking:** Is there enough car parking for the project? Don't allow car parking along Newport Way for this project. People already park cars along this roadway. Isn't parking

needed at the clubhouse so you can stop and pick up your mail? Won't people drive back and forth to get their mail?

Staff: The project is required to provide a minimum of 1 parking space for each dwelling unit over 600 s.f. per the CIDDS. There are 400 units for this project, for a minimum of 400 required parking spaces. The project is proposing 690 spaces. The project is in compliance with the CIDDDDS requirements and there should be adequate parking within the project to accommodate the needs of the residents, guests, etc.... The CIDDS does not specify how many parking spaces should be provided for the clubhouse, so the apartment management office will have to address this. It is expected that most residents will walk to the clubhouse, since the site has multiple pedestrian routes to the clubhouse. In addition to the sidewalks, the Through Block Passages are provided between the neighborhood blocks at both a north-south and east-west direction and provides convenient and attractive pedestrian facilities precisely to encourage walking from the residential buildings to the clubhouse. When the frontage improvements of the Gateway project are completed, there won't be a road shoulder, as there is today, where people can park. Furthermore, the CIDDS standard for Newport Way (a Parkway) doesn't include on-street parking.

Applicant: Parking along Newport Way is not being proposed by this project. Parking for residents and guests is provided at a ratio of 1.75 on site which is in excess of the minimum parking ratio of 1.0 per the CIDDS Table 8.10-1. The Clubhouse and nearby guest parking accommodates those picking up mail; additionally residents are able to walk from their proximate units.

Conclusion: Per the CIDDS, adequate vehicular parking has been provided. Staff recommends no changes to proposed Approval Conditions.

- Bicycle Parking:** The numbers on Page 37 of the Staff Report conflicts with the numbers in the drawings (400 vs 291). Clarify. Also clarify the bike parking requirements as the staff report and drawings appear to conflict.

Staff: Table of required bicycle parking on page 37 is corrected below:

	1 Bedroom units	2 Bedroom units	3 Bedroom units	Total bike spaces required	Total bike spaces provided
No. of bedrooms	193	159 units x 2 bedrooms = 318 total bedrooms	48 units x 3 bedrooms = 144 total bedrooms		
Minimum Required Bicycle Spaces (0.15 per bedroom)	29	48	22	99	276

Applicant: Bike parking is provided within individual garages, within common garages, and designated locations at the rear entrances to buildings for those residents without individual garages; additionally, short term bike parking is distributed throughout the site. The matrix on sheet SDP 00 includes the individual garages in the total count which may explain the confusion of the Development Commission. The applicant is providing bike parking well in excess of the minimum City requirement.

Conclusion: Per the CIDDs, adequate bicycle parking has been provided. Staff recommends no changes to proposed Approval Conditions.

8. **New Neighborhood Park:** What facilities will be located at the new park? Will it be suitable for children and other people who don't live in the Issaquah Gateway project? Why is it located between Issaquah Gateway and the Sammamish Pointe Condominiums? This land isn't usable. Why is the Neighborhood Park located where it is? Why isn't it centrally located and put buildings in this area? Where will people park who come to use the Neighborhood Park? Who will own it, the Issaquah Gateway HOA or the City? Who will pay for the maintenance of the park?

Staff: The public neighborhood park will be located at the southern edge of the site where it is closest to Newport Way, so that it is easily accessible to the rest of the residential developments along Newport Way and the district it serves. It is also located as a buffer between the



Sammamish Pointe condominiums and the residential buildings. In addition to the public neighborhood park, shown in medium green on the map, above right, there are two project open spaces, shown in bright green on the map, above right. The project open spaces are central located within the Gateway project and one is framed by buildings.

The applicant will be required to regrade the area for the Neighborhood Park into outdoor “rooms” that are useable and will dedicate the public park area to the City. City’s Parks and Recreation Department will be responsible for designing, constructing, and programming the park space beyond the outdoor ‘rooms’ the Applicant is providing. In the future, Parks staff will meet with people in the area to solicit public input on the recreation needs of the neighborhood and determine what is suitable for the provided space. There will be 7-8 parking spaces provided for the park, and a sign will be provided to notify drivers that these spaces are exclusively for the use of park users. This park is not anticipated to accommodate recreational uses that attract large groups of people from around the city, such as a soccer game or other spectator sports events.

Applicant:

The neighborhood park is available to the public and the design team developed and illustrated a conceptual level of design. The designed park is usable. The applicant is providing parking for the park per sheet SDP 00. The land and facilities will be dedicated to the City who will then be responsible for maintenance.

Conclusion: Staff recommends revisions to proposed Approval Conditions, but these are not in response to the specific Commission and public comments. See attached new Recommended Conditions for the revised condition language.

9. **Community Space design (central green space between buildings 4 and 5):** Will there be shade? Will the community green space be visible from units? Children need safe places to play, away from traffic and fenced.

Staff: All the public and private community open spaces are easily surveilled from the residential buildings. Windows will be provided along the sides of the buildings to look over the Through Block Passages. CIDDS 13.4.B requires shade in association with play areas. Solar access in the community spaces is equally important as providing shade, given the region's climate includes more overcast days than sunny days. Shade trees will be provided for the playground areas, once these areas are identified. The location of fences or other safety barriers for the neighborhood park will be determined as part of the design and program of the neighborhood park as a separate public process; however, please note these are both important to the City and required by CIDDS 13.4.A.

Applicant: All of the community open spaces have buildings facing onto them. There are front doors, windows and private terraces that allow residents to have views into the open spaces. The open spaces in some cases are separated from the units and street with a low fence or plant material to provide a safe environment for children. Shade is available in all of the open spaces.

Conclusion: The SDP complies with CIDDS requirements; additional review will occur with construction permits. Staff recommends no changes to proposed Approval Conditions.

10. **Affordable Housing:** How much affordable housing is in this project? Will this housing be out of people's price range? There's a dire need for affordable housing. Why isn't it included? What's the relationship between statements in the Central Issaquah Plan (CIP) and the Central Issaquah Design and Development Standards (CIDDS), when the CIP makes statements about affordability? Does this mean that we are ignoring the CIP intent?

Staff: The applicant has opted to not provide affordable housing units for the Gateway Apartments. Although CIP and CIDDS encourage affordable housing, the CIDDS requirement to construct these units is not triggered by this project. There is no inconsistency between the policies for affordable housing in the CIP and the development standards incentivizing affordable housing in the CIDDS. (The CIP policies, H Policy B1 to B5 address affordable housing.) None of the policies state a requirement for projects in Central Issaquah to provide affordable housing. Instead, policy B1 states that affordable housing will only be required if the residential development builds above the base floor area ratio or base height. The proposed Gateway Project is far from exceeding the base floor area ratio; they may choose to use the Density Bonus provision for height. Policies B2 to B5 either provide for incentivizing affordable housing or encouraging voluntary provision of affordable housing by developers.

Applicant: The zoning code does not require the provision of affordable housing in the project. The intent of the CIP is exercised by the City through the zoning code/design standards. If the project were to include affordable housing, it would be associated with an additional density bonus. Additional density/affordable housing is not proposed in this project; the project will provide rental units at a market rate.

Conclusion: The project complies with the CIDDS. Staff recommends no changes to proposed Approval Conditions.

11. **Planting:** Include native plants especially ones that are edible (e.g. salal, apples, plums, grapevines). There aren't enough evergreen trees except along I-90. This will look like Indiana in the winter. Reconsider SDP Condition #22 (Include annuals at strategic locations such as the community center, the high-volume pedestrian paths and at building entries.) Use natives to reduce water.

Staff: CIDDS 16.2.M requires a minimum 30% of trees as well as 30% of shrubs and groundcovers to be native. In addition, CIDDS 16.2.F encourages unique plantings, such as annuals and/or edibles, for visual interest and diversity. Since native plantings are required and compliance will be confirmed with construction permits, no condition to require native plantings is necessary or was added. Condition 22 has been edited to reflect the intent of the CIDDS standard and the Commission's comments.

CIDDS has limited requirements for evergreen trees. The applicant has proposed some conifers, mainly along I-90. Staff will work with the applicant to identify locations where evergreen trees are appropriate. Staff is concerned with locating evergreen trees along the Through Block Passages and the community spaces where the solid green canopy will block sunlight and make the paths dark even during the day, as well as create visual barriers to allow natural surveillance from the residential units overlooking the community spaces.

Applicant: Native and drought tolerant plants are being used throughout the project. During design development, the design team will explore the possibilities of incorporating edible plants and more evergreens into the plant selection. Annuals are currently planned around the community center and at key building entries.

Conclusion: Revise Condition #22: During landscape permit review, include annuals at strategic locations and edibles in the appropriate context such as the community center, the high-volume pedestrian paths and at building entries.

12. **Uses:** Why isn't there a mix of uses in this project? That's the vision for Central Issaquah, including the CIP's description for the Western Gateway and without it people will have to drive everywhere.

Staff: The CIDDS provide for a range of allowed uses in the Village Residential zone, including single use multi-family development. The vision for the Western Gateway in the Central Issaquah Plan states as primary uses, "Well-designed moderate density residential and office buildings....", while the CIDDS states the intent of the Village Residential zoning district as "...establish and preserve areas of moderate density residential uses and compatible commercial uses." The vision is silent on the mix of uses for development in this district. While a mix of uses is desirable, it is not required, and so the proposal is consistent with the CIDDS use requirements. There are two Shared Use Routes provided by this project, one of which connects to the east toward Gilman Blvd where services and the transit center are located.

Applicant: The zoning code does not require a mixed use project.

Conclusion: The proposed residential use complies with the CIDDS and the CIDDS has no requirement to provide mixed uses. Staff recommends no changes to proposed Approval Conditions.

13. **WSDOT mitigation site:** This area is fenced with posts and wire. Change the fence so it's an attractive interface with the community. This is allowed by the easement.

Staff: The purpose of the fencing is to keep people and pets out of the mitigation area. The existing fencing could be replaced with fencing that will be used in the project area intended to also protect critical areas. Because the fencing is on property restricted by agreements with WSDOT, Staff cannot require the fence to be changed unless the existing fence is in conflict with CIDDS requirements and the WSDOT easement allows it.

Applicant: The applicant will review the cost implications and permitting implications of replacing the fence if permissible per the WSDOT easement.

Conclusion: If changes to the fencing are allowed by the easement protecting the WSDOT wetland area and the existing fence is inconsistent with the CIDDS, the fence will be changed to comply with the standards. Staff recommends adding a new condition to the revised Approval Conditions as follows: "If changes to the fencing are allowed by the easement protecting the WSDOT wetland area and the existing fence is inconsistent with the CIDDS, the fence will be changed to comply with the standards."

14. **Boardwalk to Rowley's property:** The height and design of the boardwalk should allow wildlife to cross under the boardwalk. Can the trail be lit through the wetland? Would there need to be SEPA offset for the impacts? Why is Tibbetts Creek shown on the Rowley Property? If the applicant doesn't own the property all the way to the 19th Ave can the City use eminent domain to ensure the boardwalk connects all the way to the road?

Staff: The height and design of the boardwalk could allow for wildlife passage, at least under some sections of the boardwalk. The code limits lighting adjacent to critical areas, but some low-level lighting, focused downward on the boardwalk to minimize spillover, will be needed for safety. The code includes standards to mitigate the impacts so this issue doesn't need to be re-addressed under SEPA. There is a future plan to relocate Tibbetts Creek into the Wolff side of the buffer. This requires coordination between Wolff and Rowley. The Rowleys have agreed to allow the boardwalk to connect to 19th Ave, and Wolfe and Rowley are negotiating the terms of that connection.

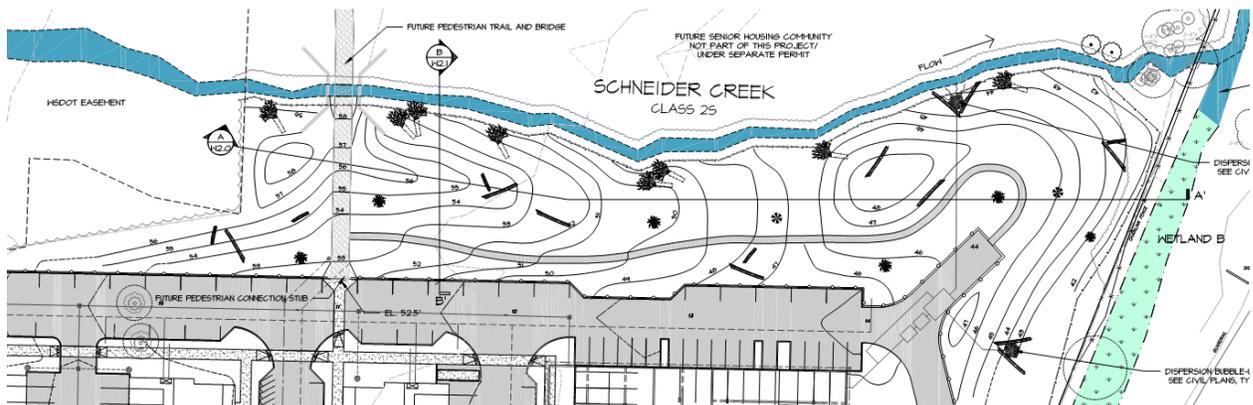
Applicant: The final design for the elevated boardwalk will allow for wildlife passage. Detailed construction drawings will be submitted to the city for review and approval. Installing lighting along the trail will be the decision that will need to be approved by the city. Typically, lighting is discouraged to be installed in wetlands. The impacts for the boardwalk have been accounted for with the current SEPA MDNS. An easement would be required with the property owner to the east (Rowley) to connect the boardwalk and bridge over Tibbett's Creek to 19th Ave.

Conclusion: Staff recommends adding a new condition to the revised Approval Conditions as follows: "The boardwalk will be designed with adequate clearance to allow for wildlife passage."

15. **Schneider Creek:** Why doesn't the shared use route go to this creek? Why not have a sidewalk along the creek?

Staff: There is a condition of approval requiring the applicant to provide a relocatable easement for a future shared use route connection to I-90, consistent with the CIDDS. The CIDDS does not identify a shared use route connection over Schneider Creek. There will be a

soft-surface trail provided at the outer 50-feet of the Creek buffer, north of the pedestrian/bike bridge across Schneider Creek; see map below. This trail will connect to the existing sidewalks of the neighborhood streets in the development. The neighborhood street abutting Schneider Creek was not provided with a sidewalk at the western edge to discourage people from straying into the Creek buffer, which is intended to be a protected environmental resource. Corollary to this, pedestrian traffic should be encouraged on the eastern side of the neighborhood street, to activate the ground floor of the residential buildings and the community center (clubhouse). The clubhouse main entrance is along this street, so the sidewalk on the eastern side of the neighborhood street is more likely to be used on a daily basis, as residents have a clear destination.



Applicant: The location for the shared use route was jointly decided upon between the city and the applicant. Due to the minimum requirements for buffer widths for Schneider Creek and the density/zoning requirements for the development, there was not enough room for a sidewalk along the creek. The City has requested that we incorporate a soft-surface trail in the buffer to allow pedestrian access on this side of the creek. We have incorporated a wider sidewalk on the pedestrian trafficked side of the street as a more appropriate solution to the street section per coordination and recommendations by City Staff.

Conclusion: The proposal complies with CIDDS and the AAS. Staff recommends no changes to proposed Approval Conditions.

16. **Sammamish Pointe Condominiums:** The west entry/exit to the condos may be impacted by this project. The entry needs to be protected so that it is usable. Might this be a roundabout? Will there be lighting on Newport Way?

Staff: The westerly point of access for the Sammamish Pointe Condominiums may be impacted as part of the intersection control and is part of the Traffic Impact Analysis currently under review. No scenario under review would leave the access point unusable but it may restrict some of the movements in and out of this entry/exit. The condominiums will have full access from their eastern entry/exit. Street lighting is required on Newport Way per the City's Street Standards.

Applicant: The western driveway serving the adjacent Sammamish Pointe Condos is located approximately 230 feet to the east of the Gateway access at Pacific Elm Drive. Future access control will consider the location of this driveway to ensure that adequate provisions are made for inbound and outbound turning traffic to/from Newport Way.

Conclusion: The western entry to/exit from the Sammamish Pointe Condos will be useable however it may be altered. Staff recommends no changes to proposed Approval Conditions.

17. **Impacts to existing City and its residents:** Issaquah has already taken its share of regional growth. The Central Issaquah plan is supposed to build out over 20-50 years, but we're packing it into 5 years. We are growing fast and we should take a break. What's the benefit of this development to the community and can our infrastructure and public services really handle this? How do the impacts of growth get handled, such as the increased demands on police, fire, and schools? How much will our taxes go up to cover this?

Staff: It is true that the Central Issaquah Plan has a long window for planned implementation, and likewise that the region is experiencing robust growth which has resulted in a big push for residential construction including in Issaquah. The City's regulations do not control the pace of construction, but rather set the standards for it. The Gateway Apartments is providing public amenities such as the Shared Use Route and the Neighborhood Park space for the benefit of the city residents, not just for its future residents. The project is also required to mitigate for the impacts of the development to roads, police, fire, parks, general government, bicycle and pedestrian facilities, and schools. The City-wide impact and mitigation fees are set per unit cost that has been determined for different types of land uses, and adopted by the City Council.

Applicant: The project complies with the City's zoning ordinance. The City's zoning ordinance was passed in compliance with and in conformance to the City's Comprehensive Plan, which studied and anticipated the City's growth, including the project.

Conclusion: The City cannot control the pace of development but it can and does collect impact and mitigations fees related to this project. Staff recommends no changes to proposed Approval Conditions.

18. **Rental:** Why are these all rental units? Renters aren't tax payers so they don't help cover the impacts.

Staff: The CIDDS does not regulate the types of multi-family buildings, whether owner-occupied or rental. As noted above, the project will be required to pay its fair share of impact and mitigation fees. The Central Issaquah Plan envisions a wide-range of housing types to attract a diversity of people to the Central Issaquah area.

Applicant: The project's owner pays property taxes. In addition to property taxes, the project will be constructing a large number of physical improvements that will be dedicated to public use (shared use trail, wetland boardwalk, Newport Way improvements) and will also be required to pay impact fees for its individual impacts to City systems (fire, park, traffic, etc). To state that the project will not pay its fair share is simply not true and doesn't recognize the contributions this project will make to the City.

Conclusion: The project complies with CIDDS requirements. Staff recommends no changes to proposed Approval Conditions.

19. **Wetland:** What category is the wetland? Does this project take into account the existing wildlife corridors, streams and wetlands, including the ones drained to create farmland? They

should be enhanced and restored. At the second Development Commission meeting, the wetlands should be presented in greater detail.

Staff: There are two off-site Category III wetlands and their 50-foot wetland buffers extend onto the subject site. The wetland associated with Tibbetts Creek, located to the southeast of the project development area, is also a Category III wetland. The proposal includes extensive enhancement of the wetland and stream buffer areas, entailing the removal of existing invasive plants and then planting native trees and shrubs. The on-site stream and wetland buffer areas are currently pasture grass. Enhancement of the stream buffer with native tree and shrub species would improve fish and wildlife habitat on the site by providing shade and 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 as snags, buried root wads and stumps. The stream and wetland buffer enhancement will provide vegetated corridors to support wildlife movement and habitat. These improvements were reviewed by the Rivers and Streams Board; see attached minutes.

Applicant: All of the wetlands on this property are Category III wetlands. The project has respected the existing critical areas, both wetlands and streams, on the project site and is providing/maintaining the wildlife corridors through the site. The site has been farmed for over fifty years. Historically, the site was very wet and the original owners drained the fields by surface ditching and sub-surface drain tiles. A standard approved practice for farm management at that time. The existing farmland on the site that is currently in hay production is not wetland and this has been verified by the City. The wetlands on the perimeter of the site will not be impacted by the development and all of the buffers on the project site will be restored and enhanced with native trees and shrubs.

Conclusion: The project is consistent city codes and regulations for critical areas. Staff recommends no changes to proposed Approval Conditions.

20. **Off-site sewer main:** What does upsizing mean? Will this require digging up Newport Way?

Staff: The existing sewer is too small to serve the existing system and must be increased in size. The sewer upsizing is located in NW Poplar Way, not Newport. Staff would also like to point out a correction to the staff report, page 72 of 83 that starts with the sentence, “The City of Issaquah 2013 Water Standards identify the required for the sewer collection and conveyance systems.” Instead of the word “sewer”, what is meant is “water distribution system”.

Applicant: The proposed developments of the Issaquah Gateway Apartments and the Senior Housing project must connect to the existing METRO Sewer system, that parallels the east side of Tibbetts Creek. There is an existing “Private” sanitary sewer system in Poplar Way that extends from this METRO sewer, to the northwest corner of the Arena Sports property. This existing sewer is too shallow and too small to serve the future re-development of the Rowley Properties and the two Issaquah Gateway projects. KPFF Consulting Engineers (Engineer for the Rowley Properties), estimates this sewer main must be deepened and increased in size, in order to serve the proposed future re-development of the Rowley Properties and the two Issaquah Gateway projects, and we concur with this assessment. We will continue to work with these adjacent properties to jointly reconstruct the sewer to serve the project’s identified for the area.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

21. **Process and decision maker:** What is the difference between what the Commission does and the Council does? What are the proper channels? What is DC's review authority over: site ingress/egress from Newport Way; traffic volume and improvements on Newport Way? Would the Development Commission be deliberating a recommendation for this project without having that zoning amendment for building height formalized?

Staff: With a Site Development Permit, the Development Commission is the decision-maker. The Commission's decision is based on whether the project complies with City codes and standards. See Page 4 of the Staff Report for more information. Staff considers the Development Commission's comments pertaining to the land use issues related to Newport Way but the final design of Newport Way, including whether Newport Way has the capacity for new developments in the Western Gateway, is determined through the technical review by City Staff, which is based on city engineering and transportation standards. Also as discussed above under #1, it has also been determined that Newport Way has sufficient capacity for this project. The Development Commission can review and take action on the SDP for the Gateway Apartments without the zoning amendment related to height because staff has recommended conditions to address the various scenarios including the possibility that the City Council does not approve an amendment to the height standards, while maintaining the proposed character of the proposal. See the discussion above under #5 for actions that can be taken to adjust the Gateway proposal consistent with its current character and which comply with CIDDS requirements.

Applicant: The Applicant has nothing to add to this topic.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

22. **Density:** What is the density of this project? Does it exceed the maximum allowed? Is this a 'moderate' density project as was envisioned by Central Issaquah? Explain how the staff analysis got the 13.33 dwelling unit/acre.

Staff: The existing residential developments were developed prior to the adoption of the Central Issaquah Plan. The CIP designated this area for medium density development, consistent with the former zoning district designation for the area. The new Central Issaquah Development and Design Standards does not use the density standards used by the old zoning standards, but rather, uses floor area ratio, to achieve the goals of the CIP. The CIDDS specify that the minimum required floor area ratio for the VR, Village Residential zone is 0.75, a base density of 1.25 and a maximum of 3.0. The project is being developed at 0.78 F.A.R. It is intended that the Central Issaquah area of the city will accommodate higher densities than other parts of the valley. The resulting density for the propose Gateway Apartments, with an F.A.R. of 0.78, is calculated as follows:

Gross site area: 1,037,298 s.f. or 23.81 acres

Total number of dwelling units proposed: 400

400 divided by 23.81 acres = 16.8 dwelling units/acre

To compare with the existing multi-family developments in the neighborhood:

Development Name	Density (du/acre)
Sammamish Pointe Condos	14.45
Spyglass Hill Condos	5.15
Bentley House	15.00
Gateway Apartments	16.8

Please note that the density calculation shown to the Development Commission has a different number (13.33 du/ac) because the gross site area used was incorrect. After the hearing, staff requested the Applicant to verify the project site area in conjunction with the completion of the official survey. The gross site area used for the calculation of density is based on the future lot area for the Gateway Apartments (shown at right), which will consist of consolidating four existing parcels and reconfiguring two existing parcels to create two project sites. The Applicant is required to submit a Lot Line Adjustment to create the new lots for the Gateway Apartments and the Senior Housing site (phase 2).



Although the proposed development has a slightly higher dwelling unit/acre count than existing multi-family developments along the Newport Way corridor of the Western Gateway district, the F.A.R. is consistent with the vision for the Village Residential district of Central Issaquah.

Applicant: The project is within the density requirements, and is closer to the minimum density allowed on the site.

Conclusion: The CIDDS does not require a residential project to meet a minimum or maximum density standard (dwelling unit/acre); but rather, a minimum Floor Area Ratio, which is met by this proposal. The proposal complies with CIDDS. Staff recommends no changes to proposed Approval Conditions.

23. **Internal streets:** Why are they all straight? They all look the same. The buildings look like rowhouses because they are all lined up along the street in a straight row.

Staff: The vision for Central Issaquah is to create neighborhoods with more urban character. The streets in the Gateway Apartments are designed to feel more like traditional neighborhoods, rather than suburban developments with winding roads and large front setbacks. The rectilinear street and grid form of the Circulation Facilities is consistent with the urban character intended for Central Issaquah, as shown below left, next page, in CIDDS Fig 6A and as generalized from the Gateway plan, below right, next page. Note that on Fig. 6A the legend says “Proposed Facility Type and alignment to be determined during the development review process.” Thus Fig 6A sets the vision and general alignment but specific review of project informs the selection of Circulation Facilities and exact alignment. The CIDDS also has requirements for buildings to sit close to the street to create a strong street wall, thus the linear form of the buildings as viewed from the streets. The buildings themselves are not a flat.

The facades are provided with modulation which provides interest and variety to the public realm.



Applicant: A gridded street network is shown in Figure 6A of the CIDDS as well as being a more traditional neighborhood street typology in keeping with the proposed development.

Conclusion: The proposal is consistent with CIDDS. Staff recommends no changes to proposed Approval Conditions.

24. **Neighborhood Street #1 (adjacent to WSDOT critical area):** Why are we reducing the parking to 7 ft from 8ft? Isn't that too narrow like the roads at Issaquah Highlands? What's the difference between parking requirements for the Urban Villages and this zone, Village Residential? Per CIDDS circulation priorities (6.2.C.), it is not allowed to remove a sidewalk from one side of the neighborhood street. Why accept 10 ft sidewalk on one side if you could have 6 ft on both sides?

Staff: There are two factors at play with the Issaquah Highlands' (Highlands) streets: first the travel lanes are often 9 ft rather than the 10 ft lanes used in many Central Issaquah street standards. Second, many of the Highlands parallel parking spaces are 6 feet wide. This was later adjusted to 7 ft. As a result, the street section proposed for Issaquah Gateway is several feet wider (up to 4 ft) than many Issaquah Highlands residential streets. The 7-foot wide parking stalls are allowed in Central Issaquah through an administrative adjustment of standards (AAS) when the Director deems that this is acceptable. Lessons learned from the Issaquah Highlands are useful in determining the appropriate reduction of width that is functional for the parallel parking stalls in the Gateway Apartments. The CIDDS circulation priorities criteria are guidelines, not requirements. For this project, Staff weighed the pros and cons of a 6-foot wide sidewalk on both sides of the street or a 10-foot wide on one side. The staff analysis for granting the AAS explained that there were several advantages to having a wider sidewalk on one side of the street only.

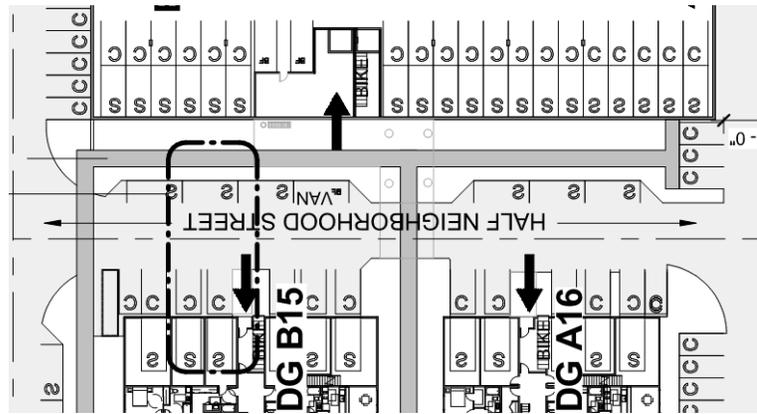
Applicant:

The applicant is proposing that the parking width be 8 feet on both sides of the street with 10 foot drive aisles. The applicant is providing a 10' wide sidewalk on the traveled side of the street extending from the crossing to the West of Building B15 to the crossing to the West of Bldg C07. This has been deemed to comply with the goals of the CIDDS through multiple coordination meetings with the City of Issaquah.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

25. **Neighborhood Street #2 (between Bldgs 15/16 & 17):** The reason for the adjustment includes that they ‘have to’ have the buildings parallel to I-90, but this is a choice, right? You can’t eliminate a sidewalk from one side of the street.

Staff: The Central Issaquah vision includes a high priority on structured parking. Bldgs 15 and 16 (see drawing at right) have a continuous series of garages on the north side facing Bldg 17. This results in an efficient parking arrangement but not a particularly pleasant and possibly questionable environment for pedestrians.



As a result, the applicant requested to remove the sidewalk from the Bldg 15/16 side. Staff determined there was Sufficient Reason to approve the sidewalk’s removal. The Circulation Facilities Priorities in CIDDS 6.2.C are important as they capture the pedestrian priorities inherent in Central Issaquah, while recognizing that character, adjacent uses, and context are also factors.

Applicant: The site plan configuration has been developed through multiple meetings with the City of Issaquah DSD staff and has been deemed to be in compliance with the goals of the CIDDS. Multiple site constraints including soil conditions, critical area boundaries, minimum FAR led to the current site plan. The City staff determined that it is more appropriate to have a traditional street section in front of Bldg 17, but recognized the need for the typical parking configuration at Buildings 15 and 16. Thus, the site plan as shown.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

26. **Dog park vs. dog run:** Is there a difference? Who can use these facilities? They are very popular. Providing dog parks is a must.

Staff: Staff has used the terms ‘dog run’ and ‘dog park’ somewhat interchangeably. CIDDS encourage the use of places where pets can be outdoors (13.7.A) but they are not required. However, CIDDS requires that opportunities for bodily functions shall be provided (13.7.B). Staff has concluded that there are recreational opportunities within the private outdoor areas of Issaquah Gateway; the Parks and Recreation Department will determine at a later date if that use should be provided within the public park. However, Gateway must provide pet pickup stations or otherwise address pet bodily functions.

Applicant: The applicant has suggested that the City of Issaquah provide a dog run in the neighborhood park adjacent to the project. If this were to be provided by the City in the park it would be publicly available. Any dog park or run provided within the project site itself (outside of the neighborhood park) would be for residents only.

Conclusion: Delete Condition #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.”~~ Revise Condition #42 and move to construction condition: See final recommended conditions.

27. **SDP Condition 6:** edit this condition: “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.”

Staff: This edit was presented to the Development Commission at the first public hearing and is provided in the Briefing Response Memo for tracking purposes.

Applicant: The applicant concurs with Staff’s recommendation.

Conclusion: Edit SDP Condition 6 as shown at the August 5, 2015 DC meeting: “If a signal is selected, 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.” See final recommended conditions.

28. **SDP 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 Marshal.” What does this mean? How could the Fire Marshal find it substandard later? Haven’t they already reviewed it? Why are we building only half a street?

Staff: As discussed above under #2, the Deputy Fire Marshal has reviewed and approved all roads and ladder truck movements for this project, at a preliminary level. Just as engineering and planning staff will review the construction permits to ensure the drawings meet City codes, so will the Deputy Fire Marshal. Additionally, as they typically do, all fire access routes shall be field tested by EF&R prior to final paving, to ensure the project functions appropriately. The road in front of Building 17 was called a “half street” in the SDP permit submittal, though a full street will be constructed.

Applicant: The street typology has been reviewed by the Fire Marshal and is in compliance with Fire lane widths and parking backup lengths needed for maneuvering.

The applicant is in agreement regarding the benefit of a ‘test run’ of the fire truck to test all maneuvering clearances prior to completion of roadwork and buildings.

Conclusion: Staff recommends eliminating this condition. Additionally all fire access routes shall be field tested prior to final paving

29. **SDP Condition 19 and Construction Condition 22:** Edit. Be consistent and use markings drivers are used to. This could be confusing for pedestrians too. Texture and color are difficult or impossible to see at night and color especially wears away.

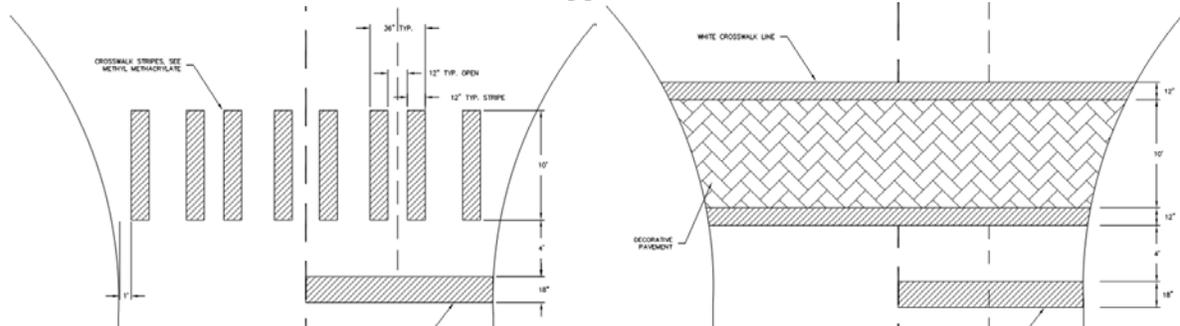
#19: All pedestrian crossings shall be paved with a distinctive material, such as concrete, compared to the asphalt travel lanes to easily distinguish for motorists and pedestrians.

#22: Markings for crosswalks shall not be allowed. Crosswalks shall be distinguishable from drive lanes by using a different surface material such as concrete.

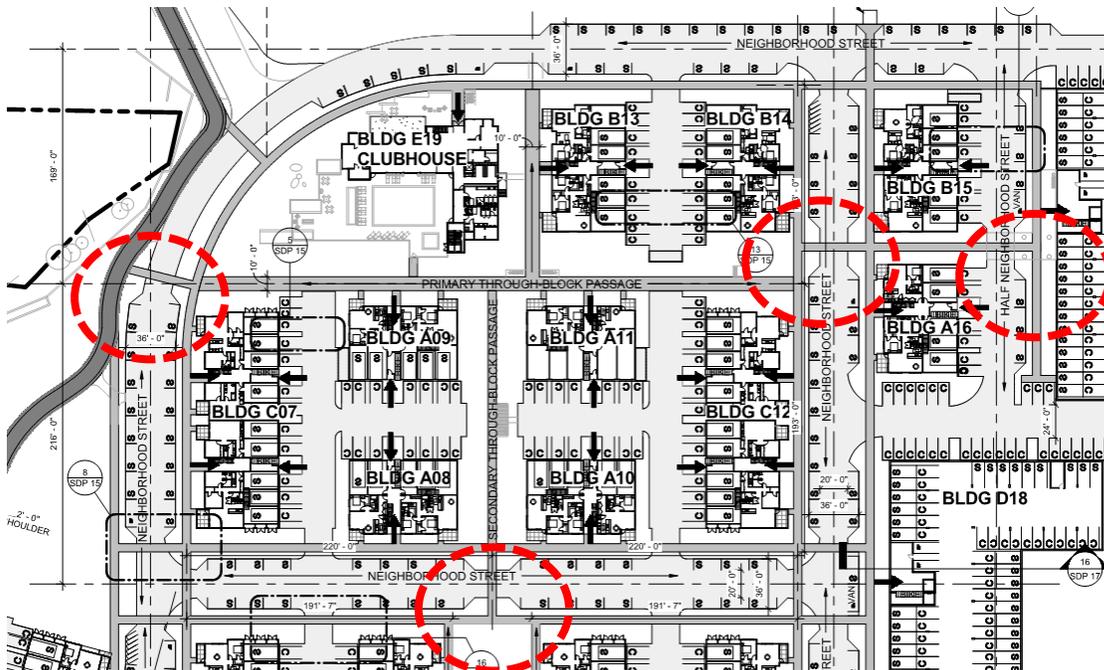
Staff: The City has two standards for crosswalks. One is the traditional striping, shown at left below, next page; the other is a stamped crosswalk, as shown at right, next page. Both standards are allowed and used in the City. At the Newport Way intersection, the City will select the appropriate crosswalk marking based on the intersection control method selected.

Within the project, at street intersections, the applicant may elect to use either standard, or to not stripe these crossings. For comparison, if this was a public street, the City would not likely

mark these crosswalks. However, where trails cross the road, per CIDDS 12.4.E.2 the crossings shall be marked, consistent with the standard on the right below. See map below the crosswalk standards for locations where this standard applies.



Above, left: City Street Standard Detail T-36; Above, right: City Street Standard Detail T-37



Above: Locations for required use of Detail T-37

Applicant: The applicant doesn't take exception to this change.

Conclusion: Revise SDP Condition 19 Construction as follows: "All pedestrian-only crossings of roads within the project shall be paved with a distinctive material, such as concrete, compared to the asphalt travel lanes to easily distinguish for motorists and pedestrians." Condition 22 will be deleted, since striping of crosswalks is a standard already, no construction condition is necessary.

30. **SDP Condition #64:** "Consider providing rooftop gardens for the two taller buildings where residents can access views of Lake Sammamish and the Issaquah Alps." Why is this a consideration? That means there's no requirement.

Staff: CIDDS 14.6.A.1 says "Rooftops should be used as active amenities, such as for community gardens, recreation, and useable courtyards, when feasible." Rooftop gardens would not be feasible if a pitched roof is possible; however, as a flat roof is a possible outcome,

then this option could be retained. The word “consider” is used because the standard’s language is “should, ... when feasible.”

Applicant: The applicant believes that pitched roofs are a more appropriate design solution at this location, and as such rooftop gardens would not be incorporated. Additionally, rooftop gardens are not feasible at this location due to proximity to I-90 and associated noise and air quality concerns. Furthermore, the applicant has provided abundant outdoor space at the ground plane. We suggest that this condition be excluded.

Conclusion: DSD accepts Applicant’s rationale for this particular location. Delete condition #64.

31. **Roof Color:** Won’t the light color requirement for the roof make it stand out? Can we refine this condition?

Staff: CIDDS 14.6.A.9 specifies a light roof with SRI of 78 or greater. In addition the Issaquah Municipal Code (IMC) 16.40.040 has specific requirements specific requirements as well, in addition to State energy code requirements. We will work with the applicant to comply with the IMC requirements, which may not apply to pitched roofs.

Applicant: Per Issaquah Municipal Code 16.40.040 Heat Island Mitigation (copied below), the SRI of 78 is only applicable for roofs with slopes below 2:12. Thus, the roof color as shown is in compliance as all slopes are greater than this minimum. Should a low slope roof be provided, the SRI will be greater than 78.

16.40.040 Heat island mitigation.

The following amendment to the Washington State Energy Code, as adopted by IMC 16.04.090, Washington State Energy Code adopted, is adopted:A. Amend Section 402.2 to add the following new section C402.2.1.1:C402.2.1.1 Roof solar reflectance and thermal emittance: Low-sloped roofs, including roof covering replacements, with a slope less than 2 units vertical in 12 horizontal in Climate Zones 1, 2, 3, and 4 shall comply with one or more of the options in Table C402.2.1.1.

Conclusion: Staff will defer to IMC regulations with regard to roof color. Staff recommends no changes to proposed Approval Conditions.

32. **Generally compliant:** Is the element you are reviewing compliant or not? Use terms like ‘compliant with conditions’ or ‘compliant at this stage’.

Staff: Duly noted.

Applicant: Not applicable to the Applicant’s work.

Conclusion: Future staff analysis of the design checklist will use the term “compliant at this stage” or “compliant with conditions”, whichever is applicable.

33. **SDP Conditions:** Does the Applicant have concerns about the conditions? Staff and Applicant should review these together.

Staff: Staff used a new technology to compile the conditions which unfortunately resulted in duplicate conditions. These have been eliminated. Another result of the technology error was that some conditions in the CIDDS checklist did not show up in the staff report. Staff regrets and apologizes for the inconvenience and errors. In reviewing the SDP condition list it

became apparent that some conditions were similar or overlapping, so for simplicity of review and implementation these have been combined. It should also be noted that for the last year or so, Staff has also been working with a new approach to conditions which places conditions related to land use in the staff report and conditions which are more appropriate to construction in a separate attachment. The purpose of construction conditions is to avoid cluttering the staff report with minor construction conditions while at the same time facilitating the transition from land use level review to preparation of construction permits. With review of the original SDP condition list, some of the original SDP conditions have been moved from land use conditions to construction conditions. They are still applicable to the project but they do not have land use level impacts. Finally, and most importantly, City Staff and the Applicant team have met six or more times since the first Commission meeting to review, edit, and hone the conditions. We believe the new recommended conditions list is a clear and clean list, and reflects the need for only minor adjustments for this project to move to construction permits.

Applicant: The applicant did not anticipate the number of conditions in the original staff report given the extensive coordination between the project team and the City of Issaquah staff over several months. The team has continued to coordinate with the City staff following the first Development Commission meeting to identify duplicate conditions or underlying concerns that can be consolidated to reduce the total number of approval conditions. The team has worked with the City to develop the amended condition list as it now exists.

Conclusion: Staff and Applicant have reviewed the conditions in detail and have revised, combined, and eliminated many conditions. Attachment 1 is a final clean list of recommended conditions. Attachment 2 is a condition tracking chart that indicates which conditions were deleted, which combined, which were duplicates, etc... Staff recommends approving the permit with the revised condition list in Attachment 1. Any Briefing Response Memo responses which have to do with SDP conditions have been incorporated into these Attachments. They are provided within the memo so that the additional information requested can be provided to the Commission and public.