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

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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

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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.

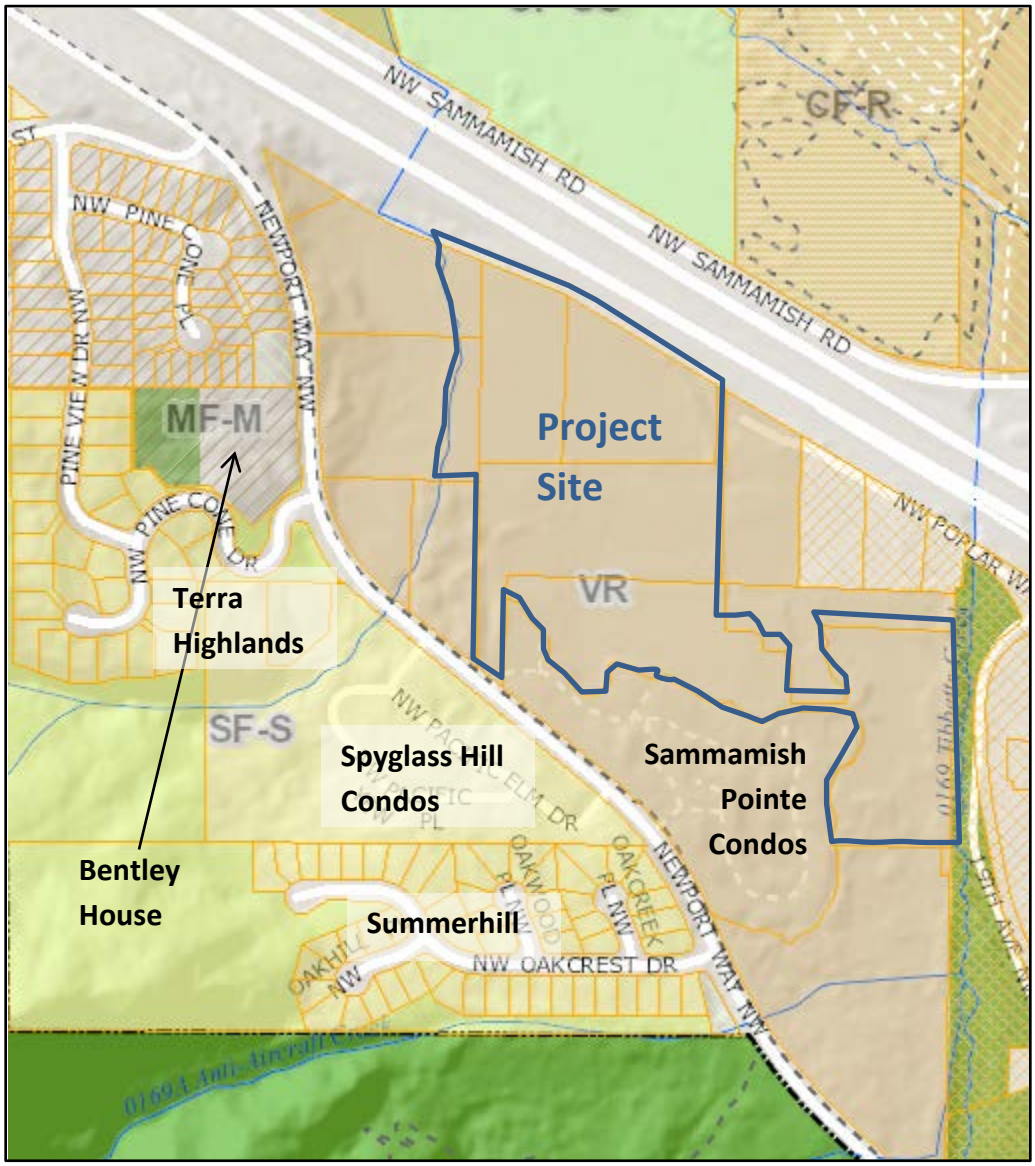


Figure 1. Vicinity Map with Zoning Designation for the Gateway Apartments

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. <u>Neighborhood Streets</u>

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).

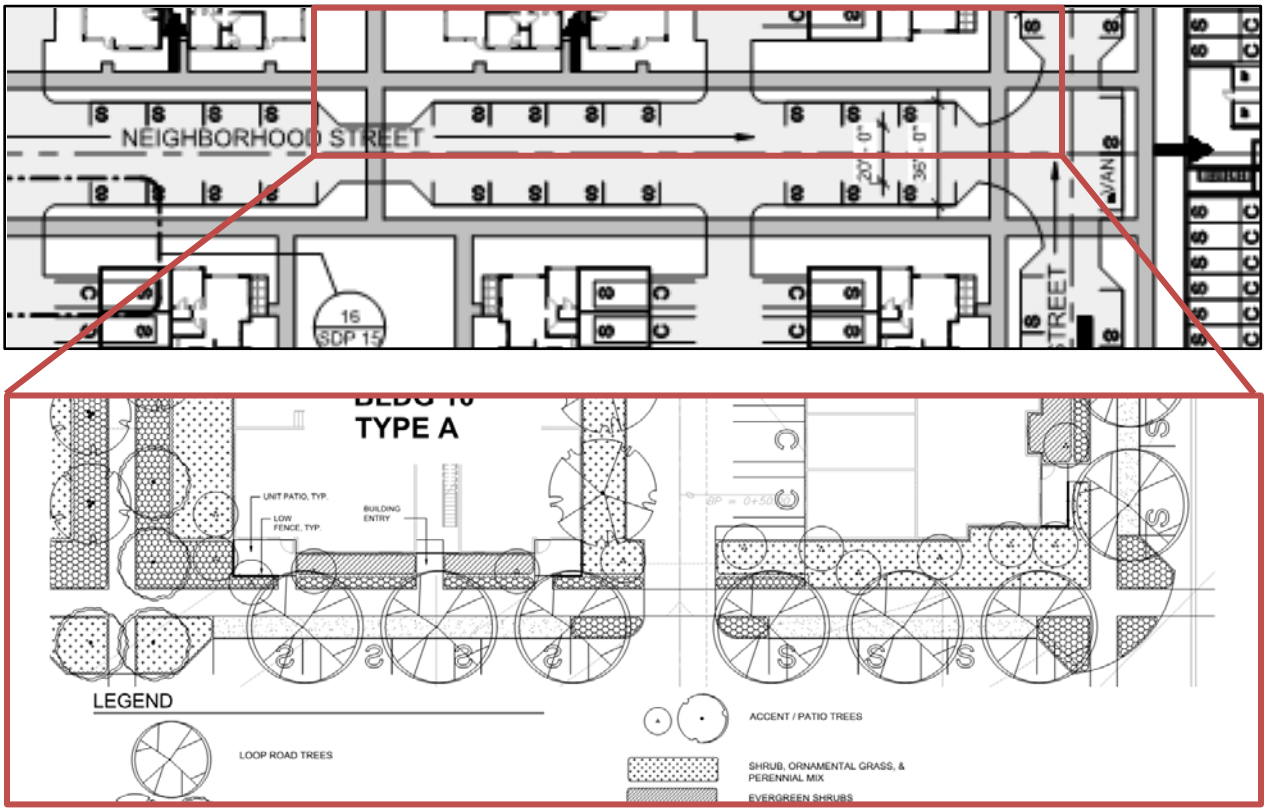


Figure 3. A typical Neighborhood Street in the Gateway Apartments

3. <u>Primary Through Block Passage:</u>

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.*

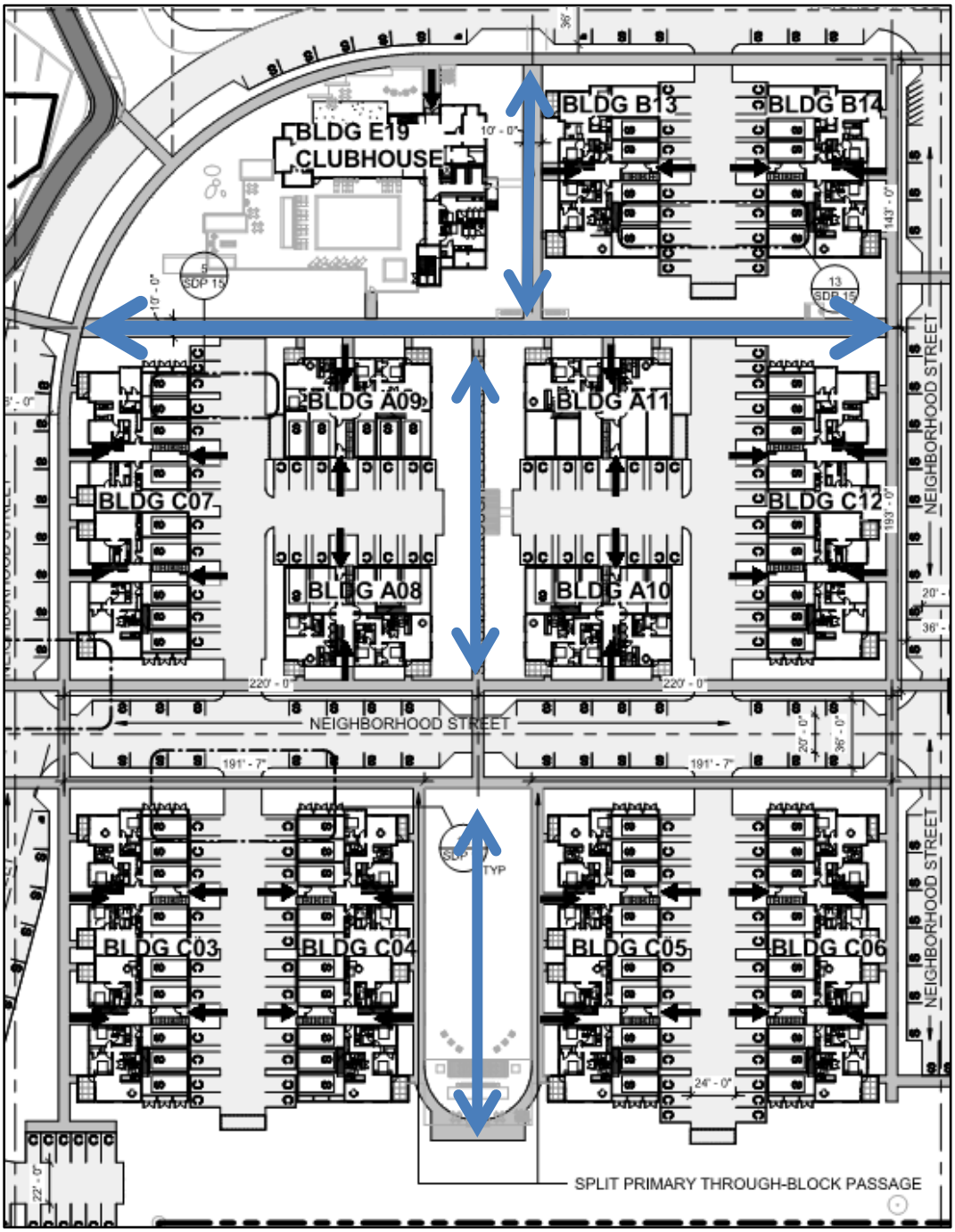


Figure 4. Primary Through Block Passages (arrows) transect the large blocks and provide significant pedestrian routes, creating a finer grid of Circulation Facilities.

4. <u>Shared Use Route</u> :

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.

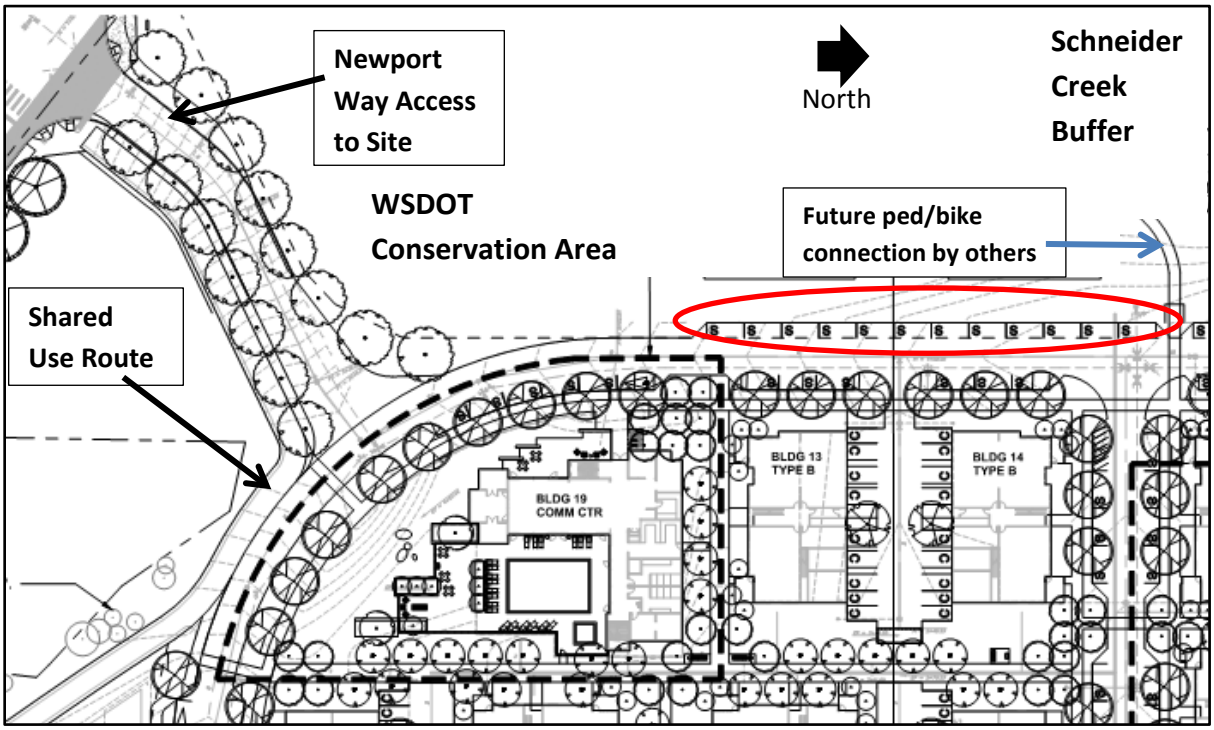


Figure 5. The Neighborhood Street that runs along the western edge of the property is missing street treesand sidewalks along the western half of the street.

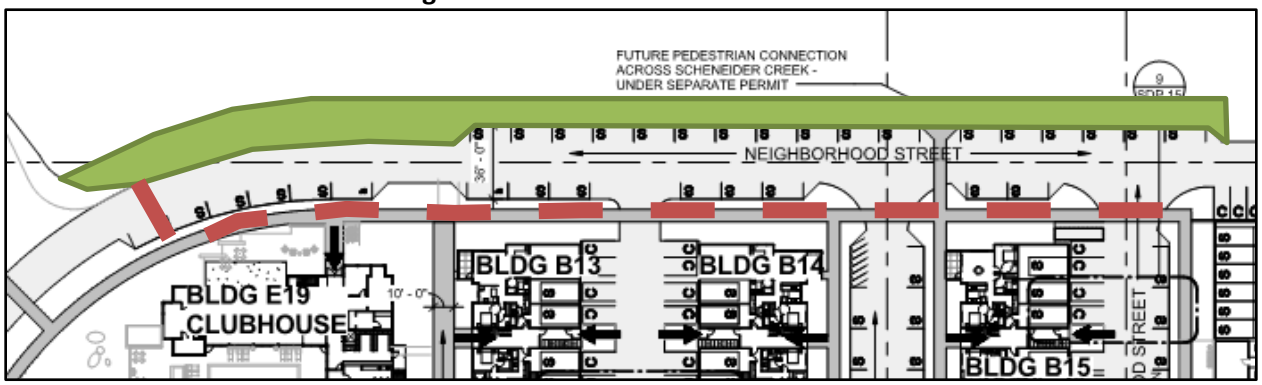


Figure 6. A 10-foot wide sidewalk (dash line) will be required for the eastern side of the Neighborhood Street in lieu of two 6-foot wide sidewalks on both sides of the street.

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.

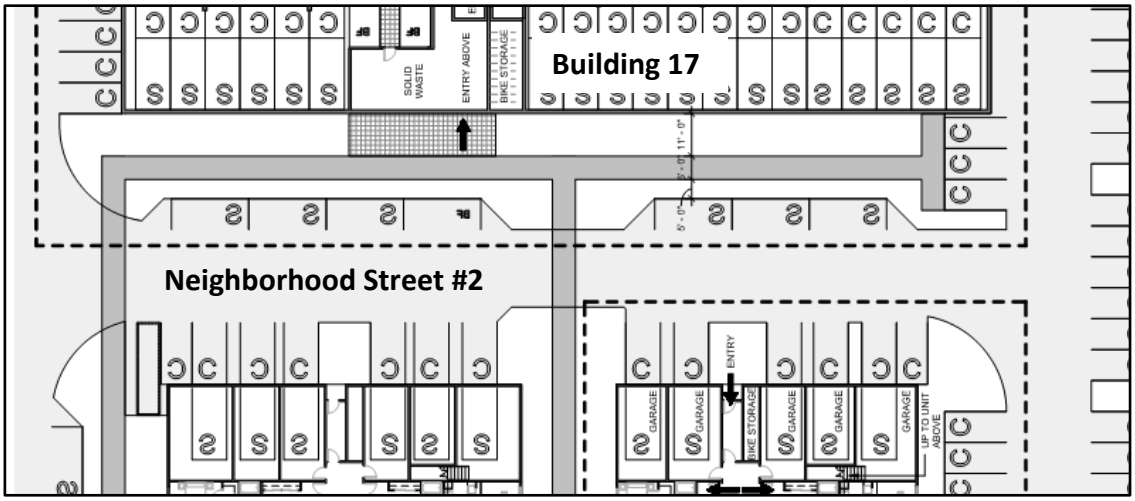


Figure 7. Neighborhood Street #2 serving Building 17

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.

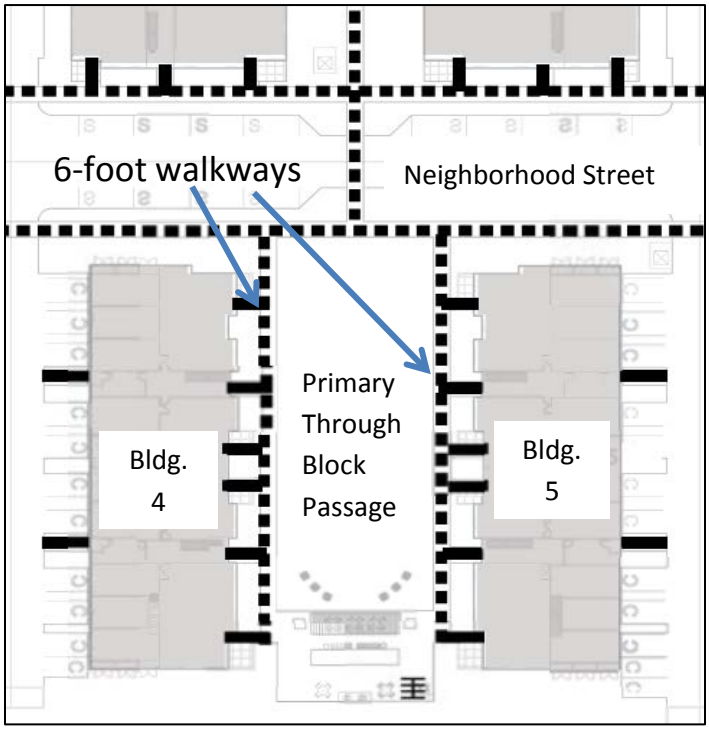


Figure 8. Modified Primary Through Block Passage at Central Greenspace

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.

<u>Significant Community Space (Section 7.4)</u>

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

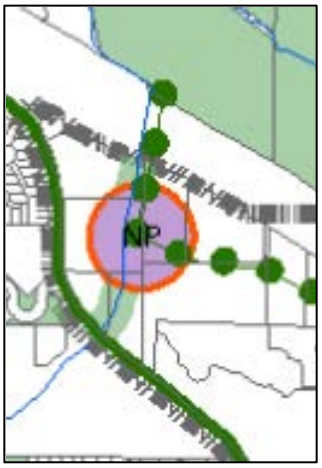


FIGURE 7B

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.*

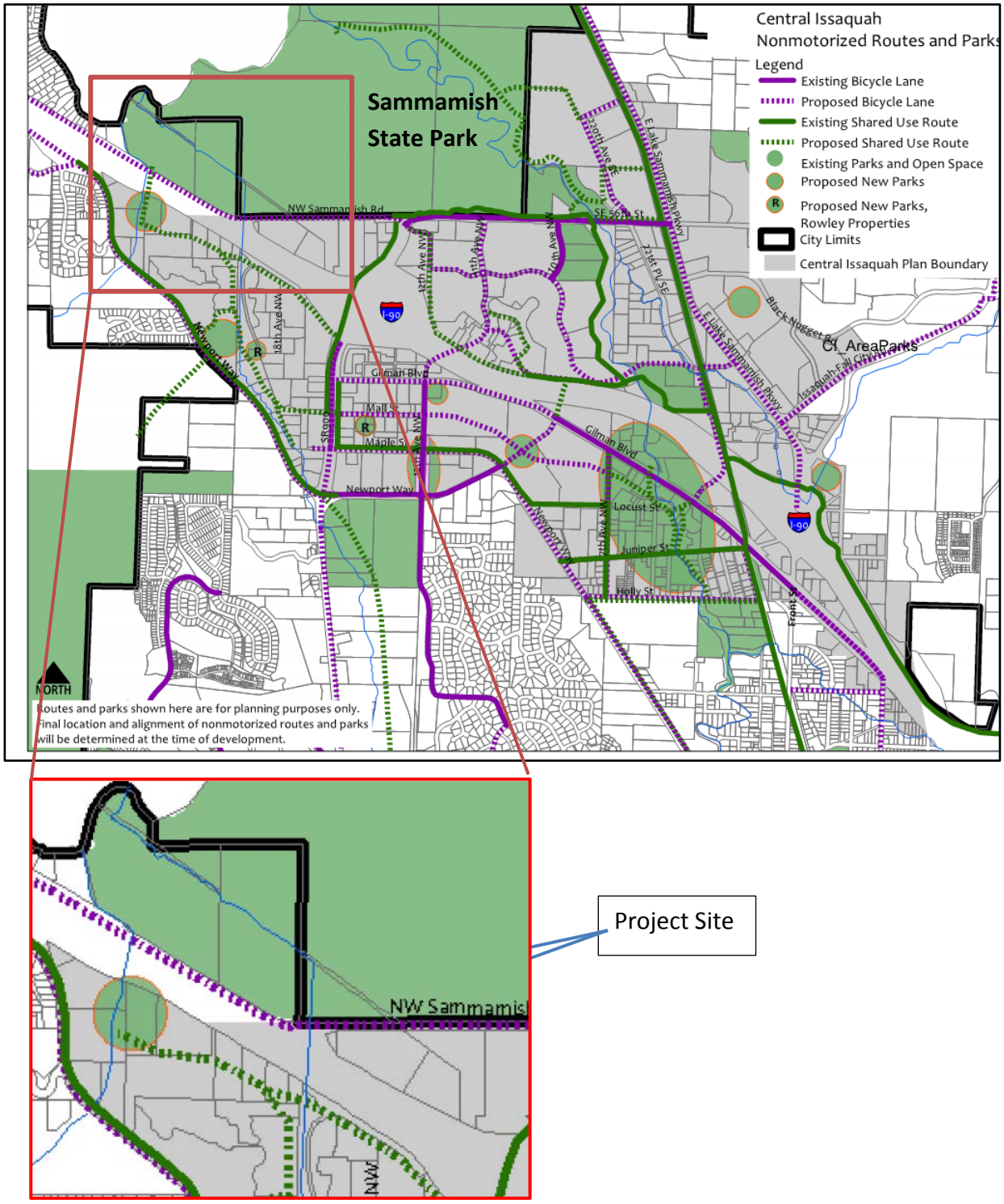
Proposed Shared Use Route Alignment

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.



Project Site

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

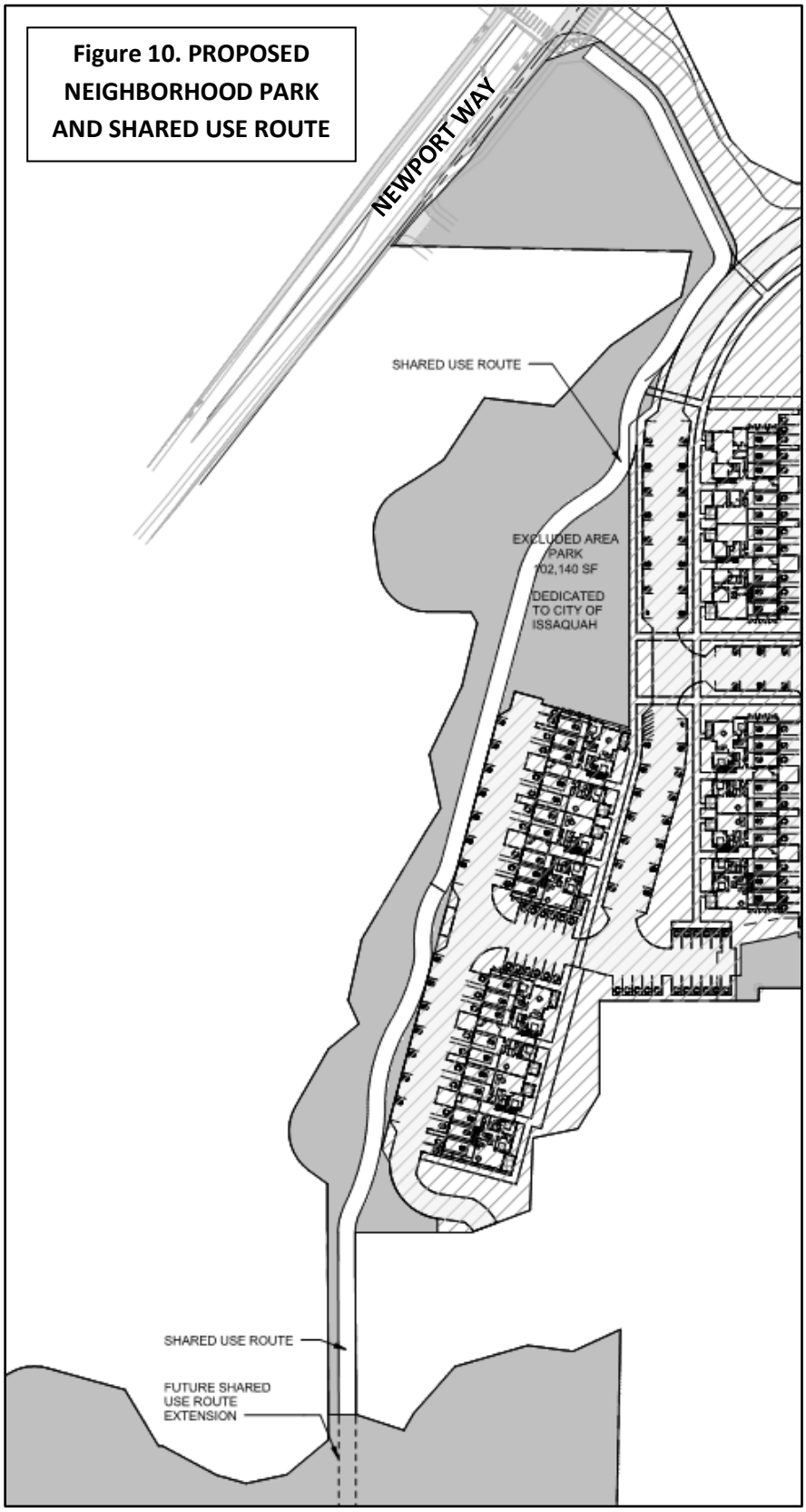


Figure 10. PROPOSED NEIGHBORHOOD PARK AND SHARED USE ROUTE

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.

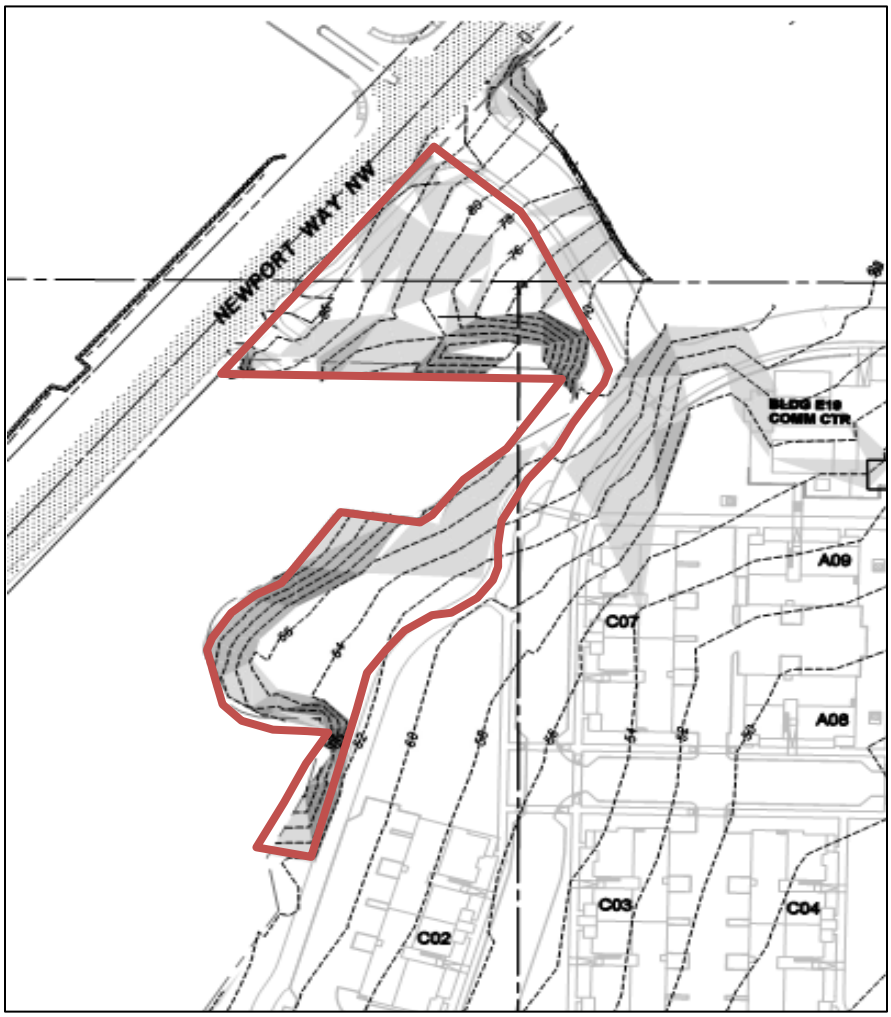


Figure 11. Slope analysis for Neighborhood Park (darker area means steeper slopes)

[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.

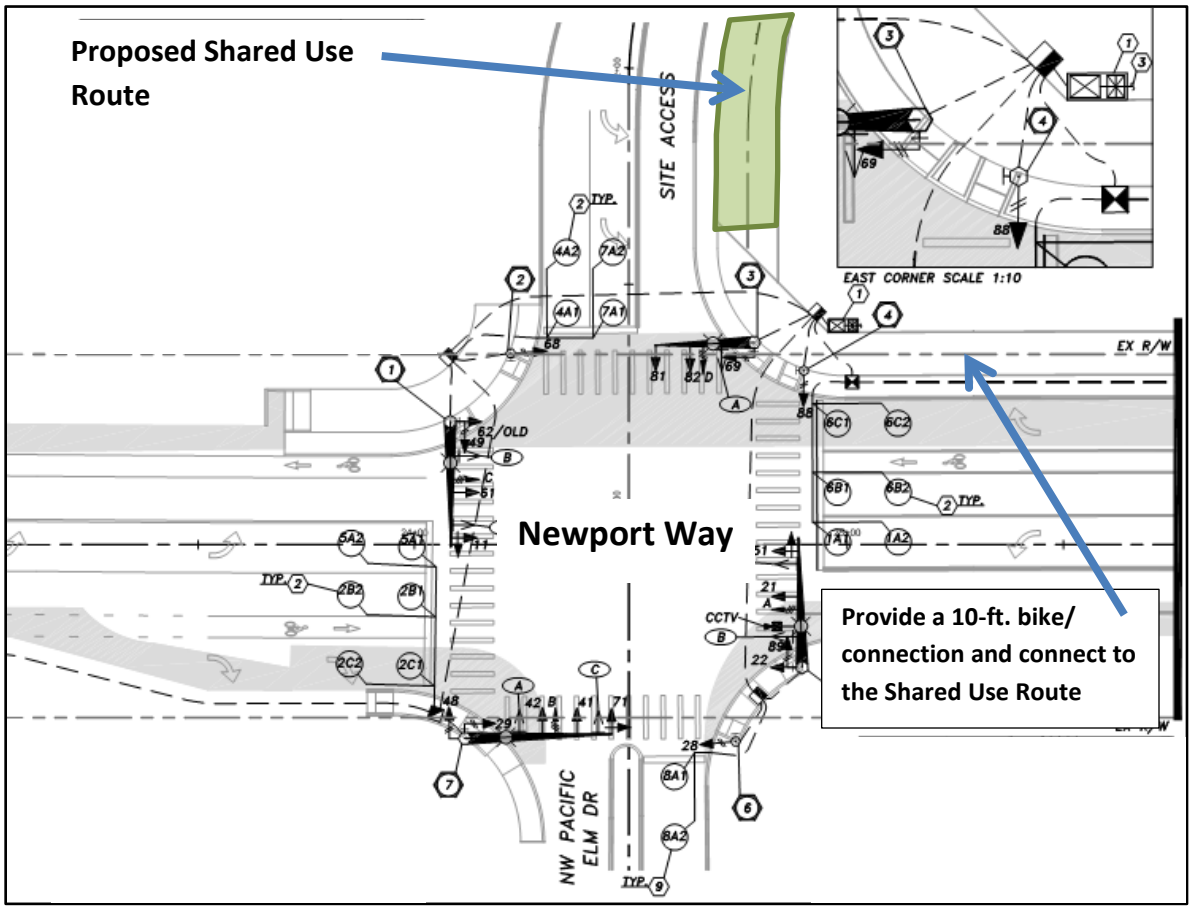


Figure 12. A 10-foot bike/pedestrian connection should be provided on Newport Way

[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.

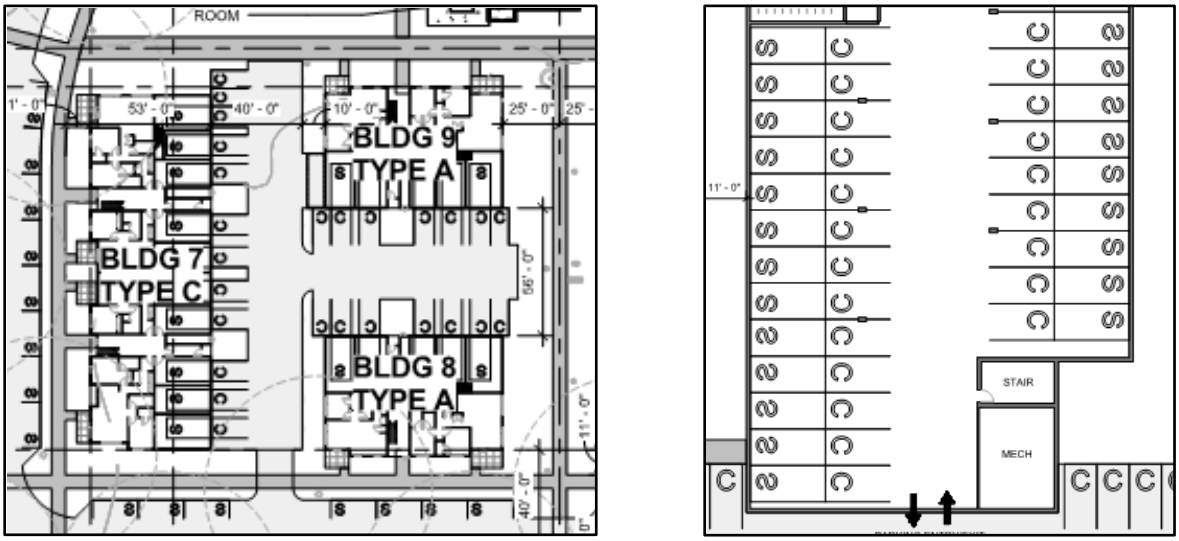


Figure 13. Typical tandem stall configurations for the 3-story building (left) and the 5-story building (right)

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.

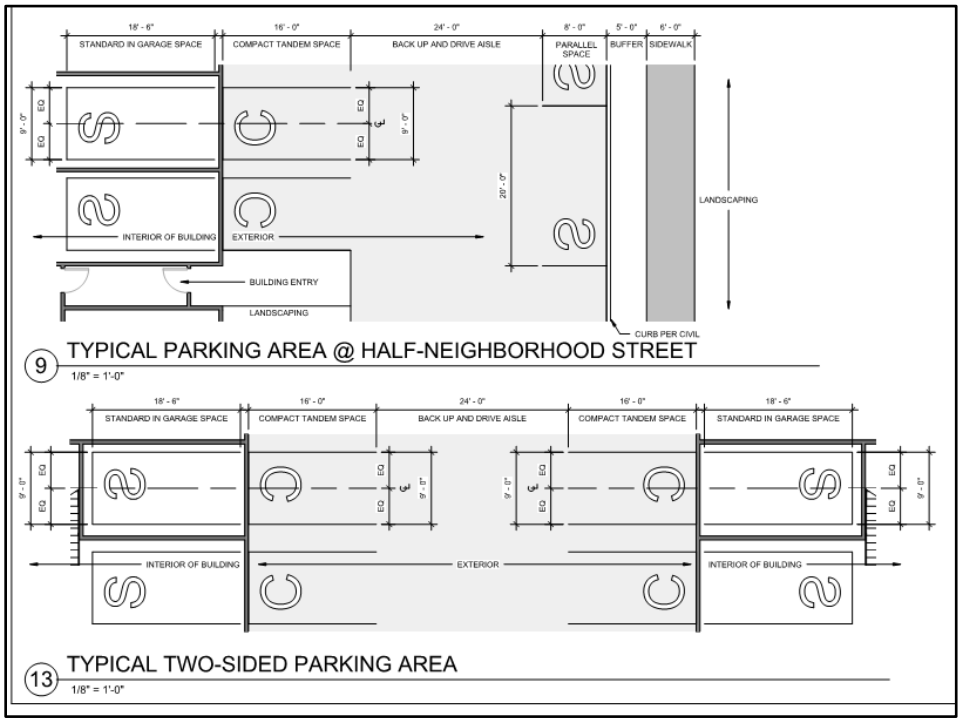


Figure 14. Tandem stall dimensions for parking in the 3-story buildings

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.

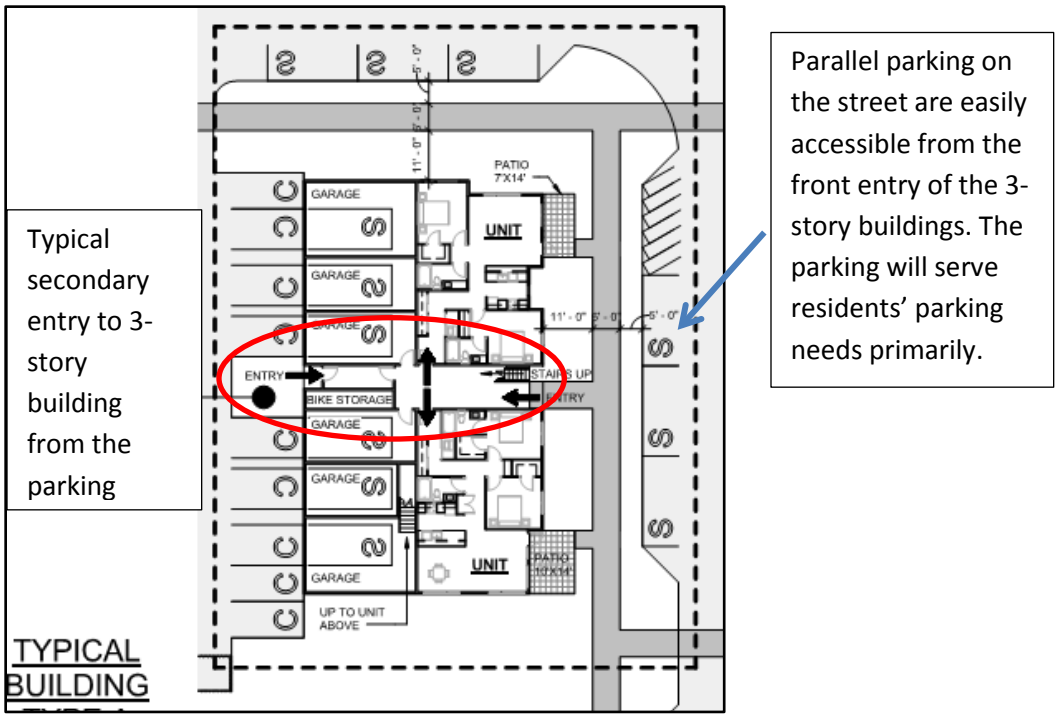


Figure 15. The parking spaces for the 3-story buildings are accessible from the main entry and a secondary entry from the parking area behind the buildings.

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).

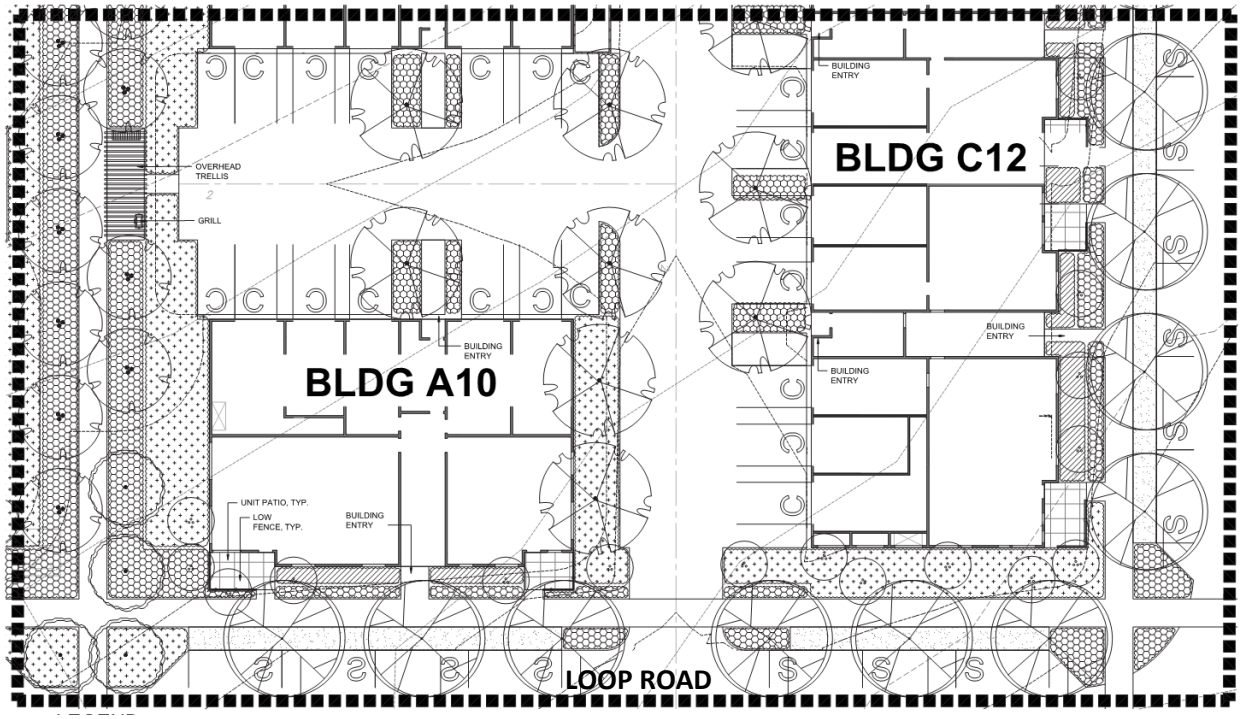
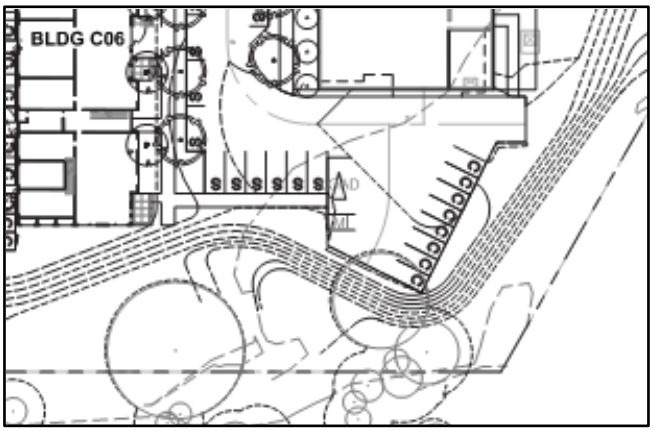


Figure 16. Parking area screening

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.

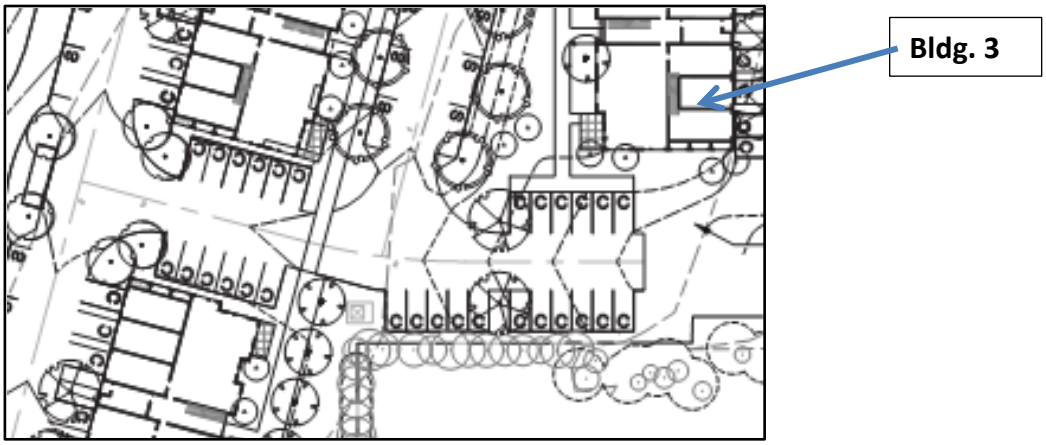
The parking areas are also provided with trees and trellis elements to screen the views from the residential units above, as shown in the typical elevation for a 3-story building below.

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

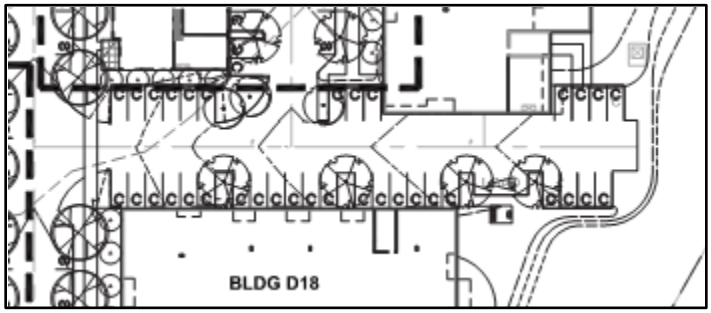
<u>Pedestrian Priority Design (Sec.15.2.D)</u>

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:

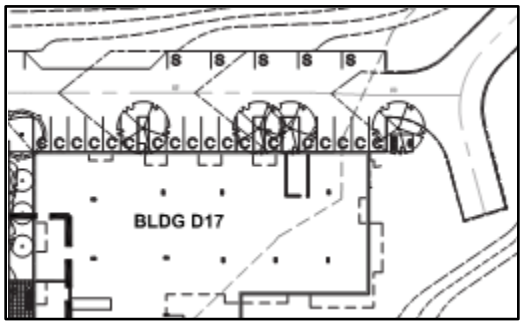
a) At the northeast parking lot, adjacent to Building 18 (see Figure 17)
b) East of Building 3



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.*

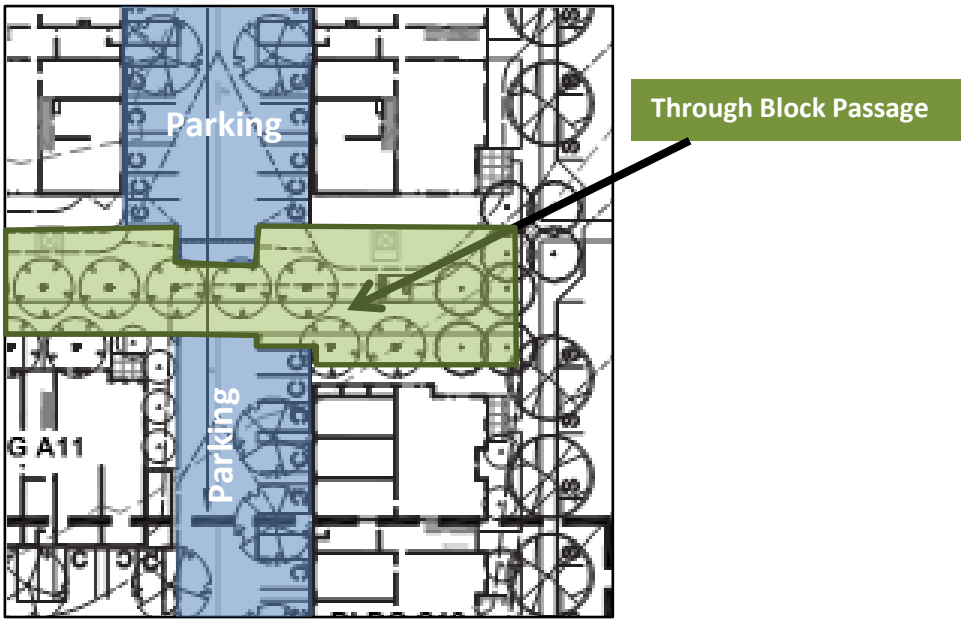


Figure 21. Parking areas abut Through Block Passages

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)*

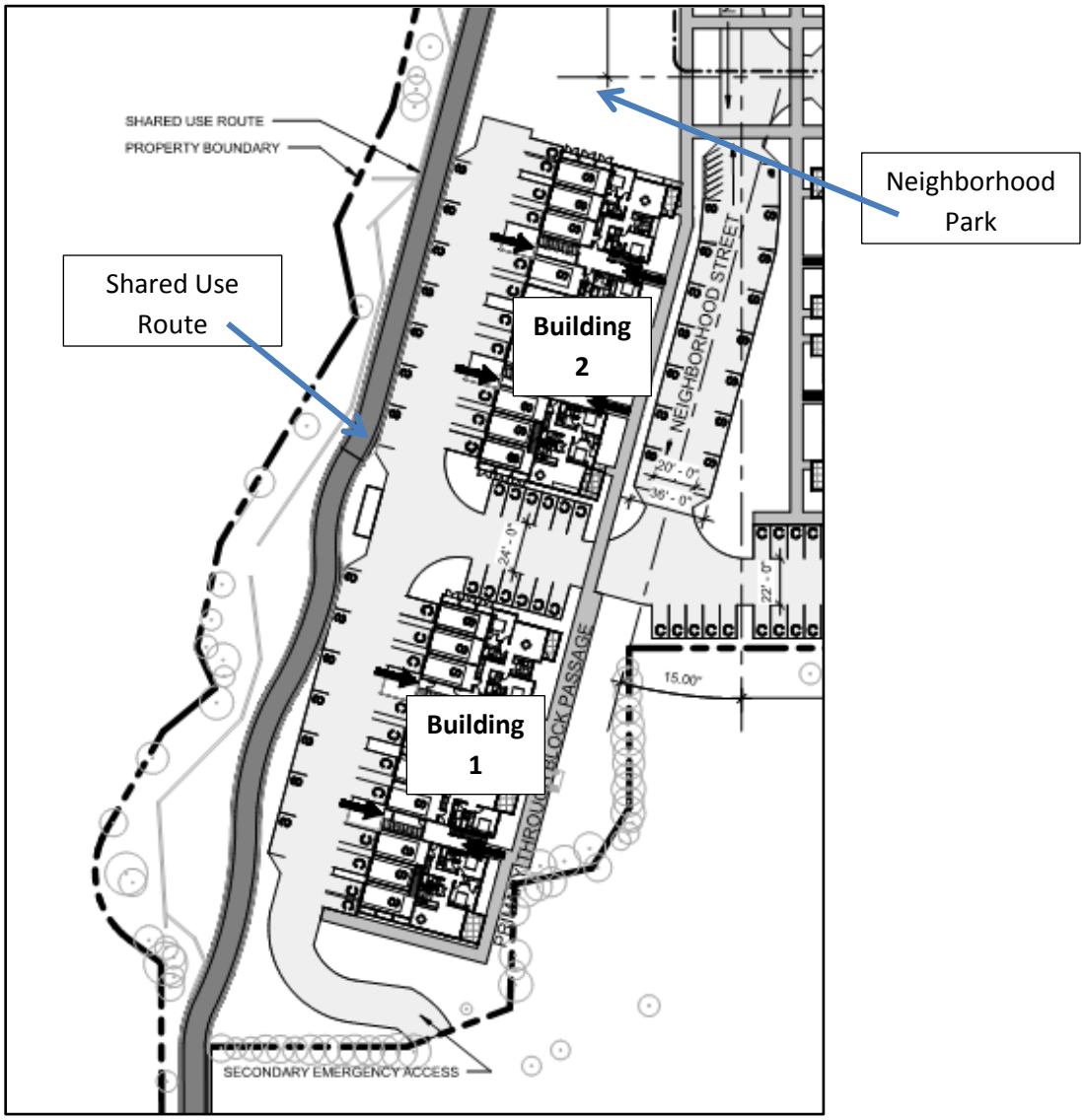


Figure 22. Parking areas visible from the Shared Use Route and Neighborhood Park

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.

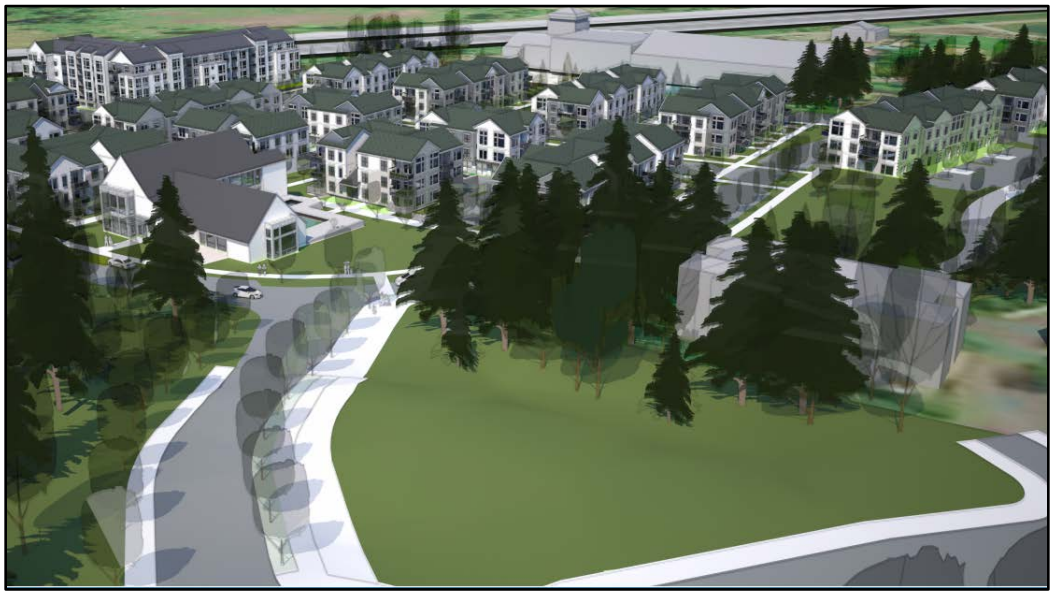


Figure 26. Aerial perspective showing the site features visible from Newport Way

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).

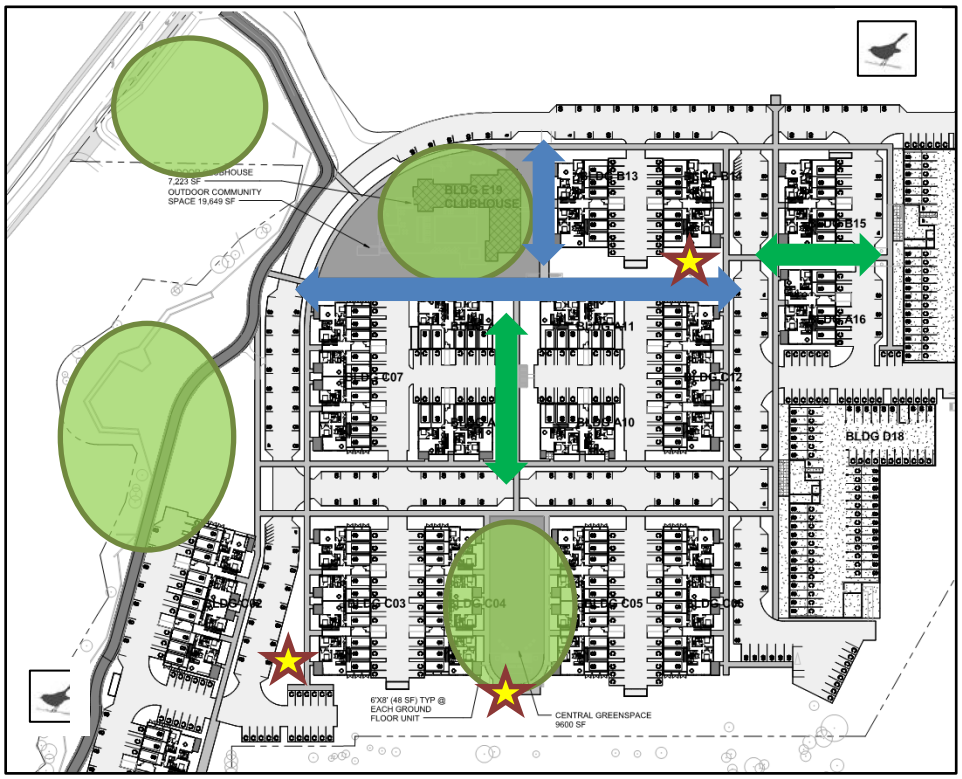


Figure 27. This diagram shows how all the main entries of the residential buildings are provided pedestrian linkages to the community spaces.

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.*

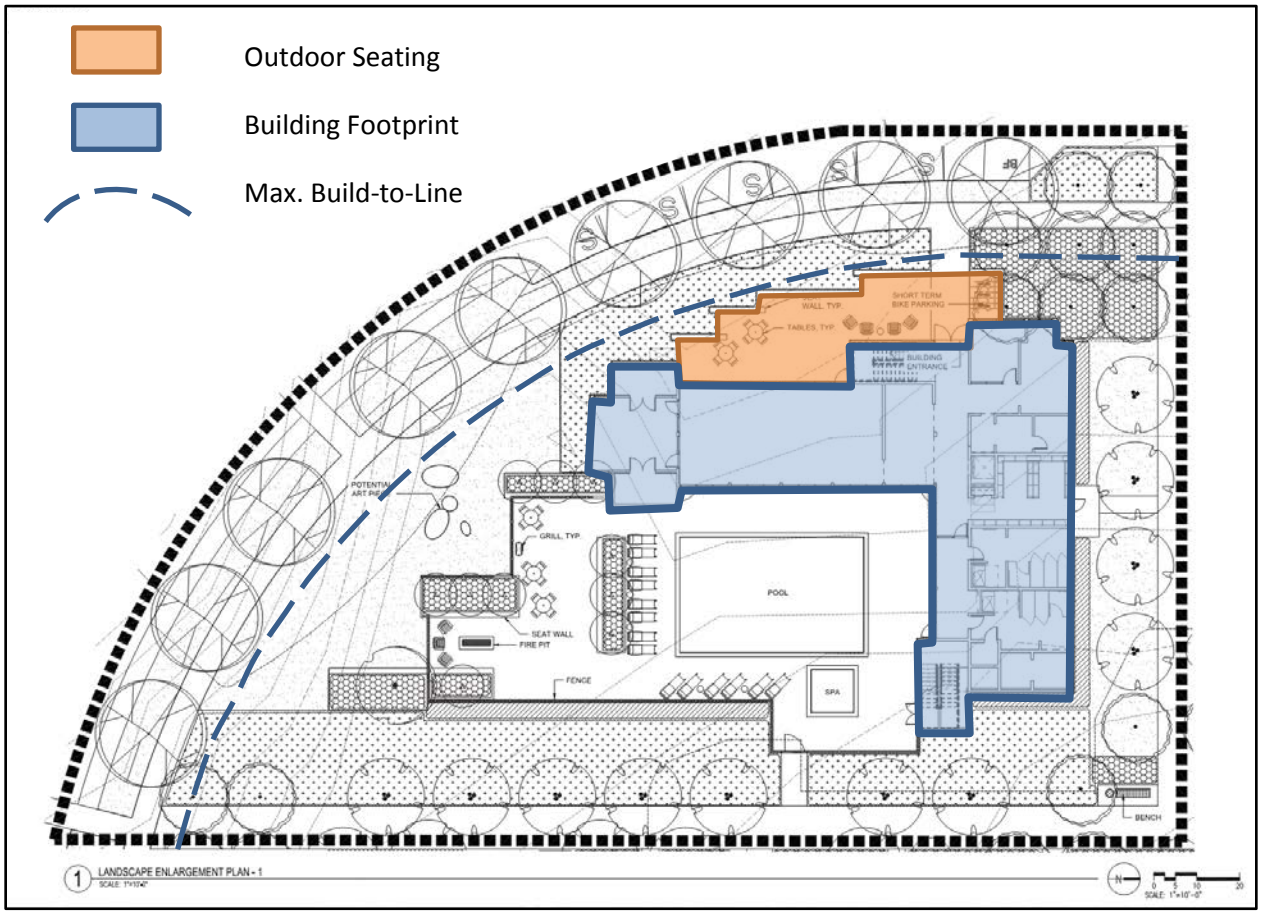


Figure 28. Detail plan of the clubhouse showing its relative location to the maximum Build-to-Line (dash line) and outdoor seating visible from the street.

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.*

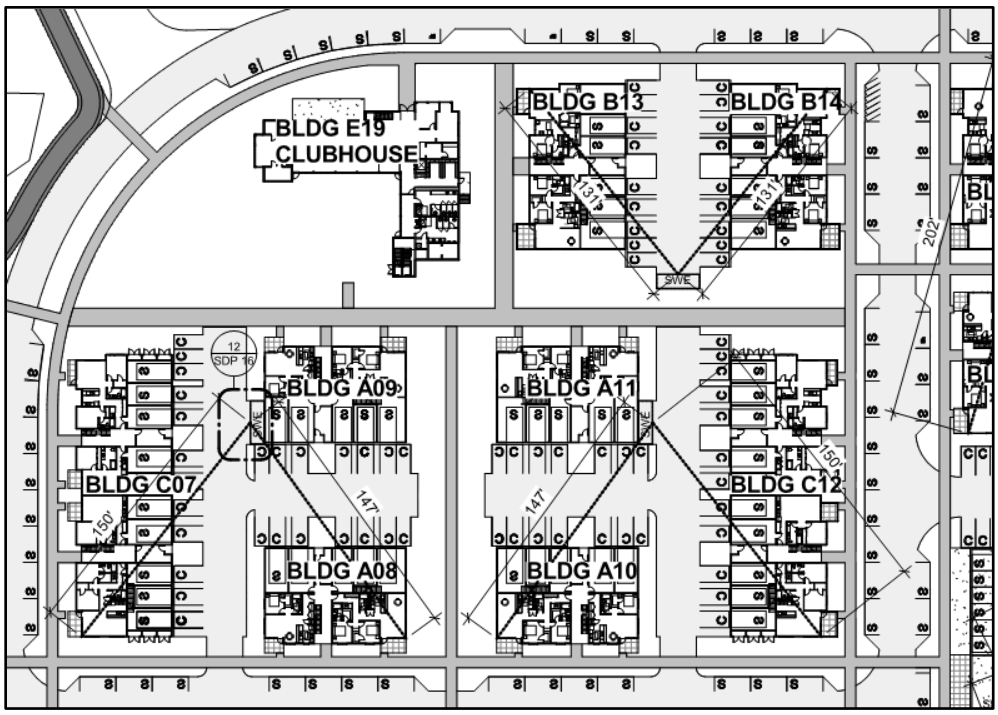


Figure 29. Typical locations of trash enclosures in the 3-story buildings (see sheet SDP 05)

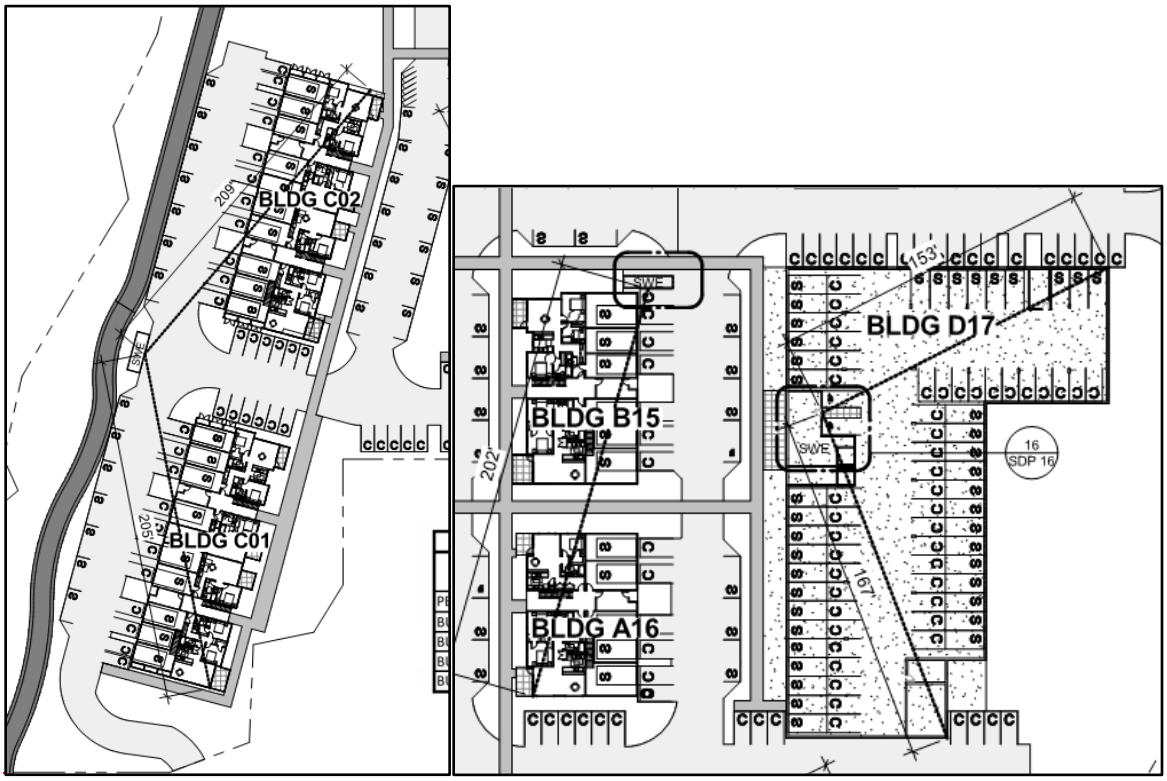


Figure 30A, left, shows the location of the trash enclosure for buildings 1 and 2. Figure 30B, shows the location of the trash enclosures for buildings 15, 16 and 17.

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

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).

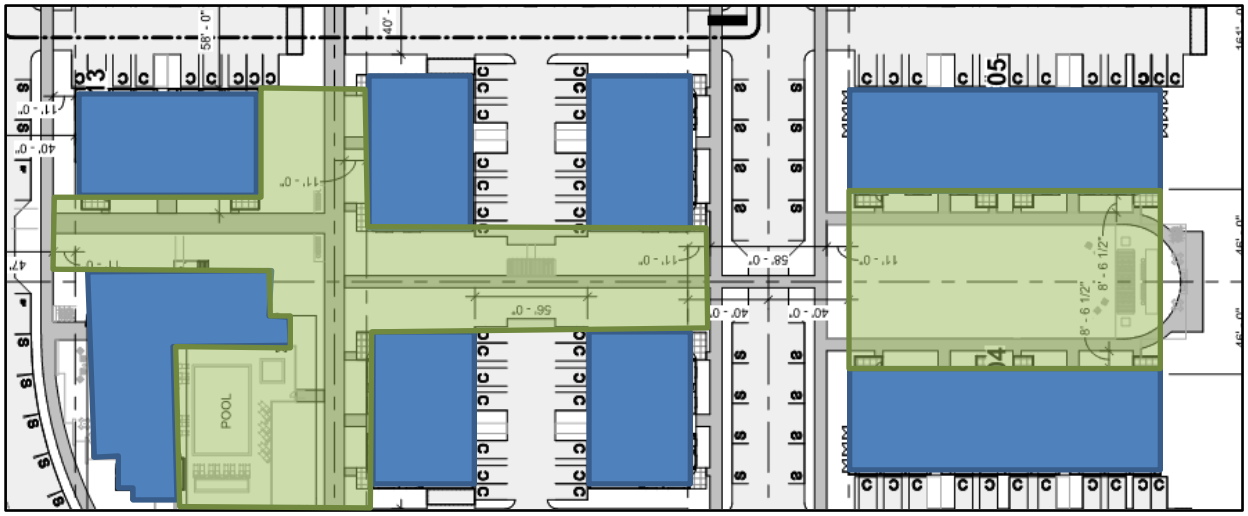


Figure 31. Buildings frame community spaces

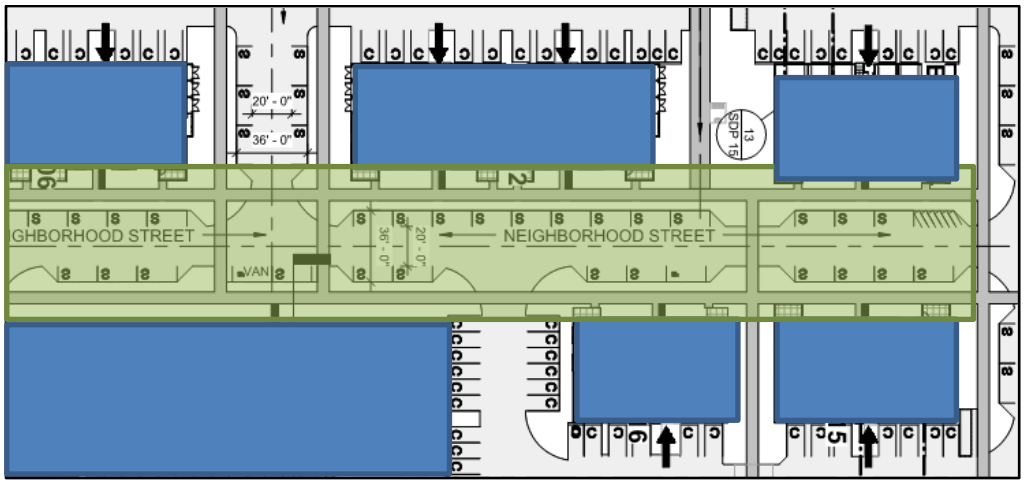
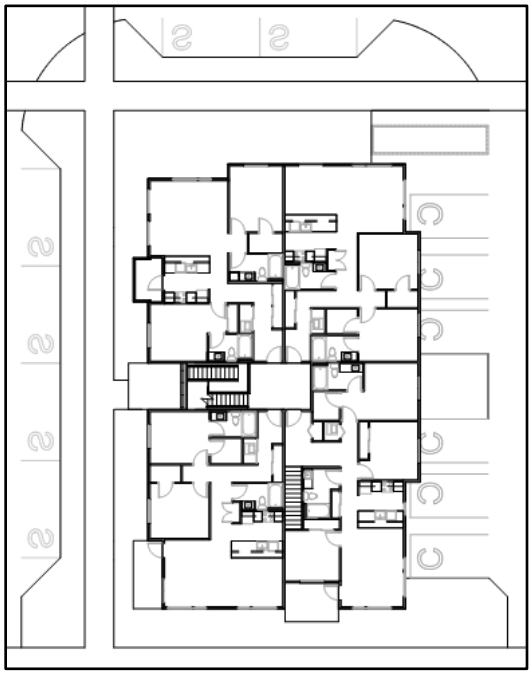


Figure 32. Buildings frame streets

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

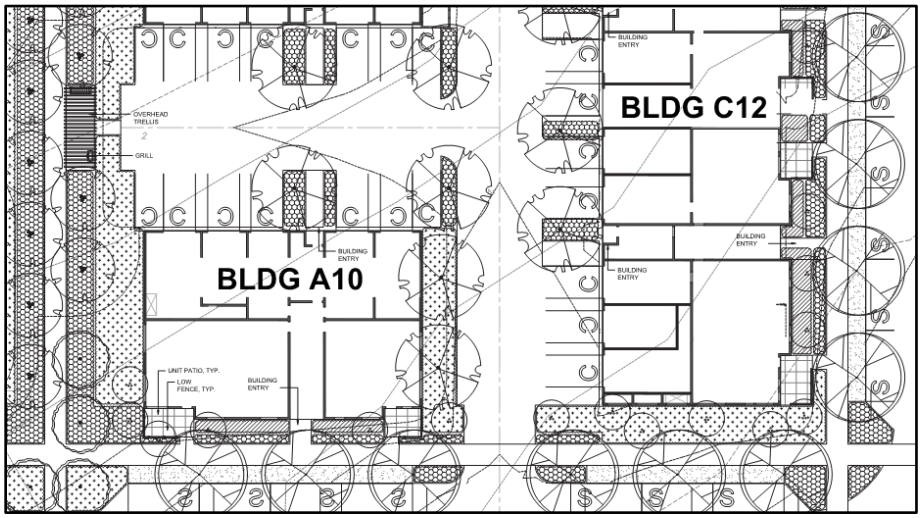


Figure 33B. Residential units facing parking areas will have views of trees. End units will be provided with windows to provide views of green spaces.

[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.

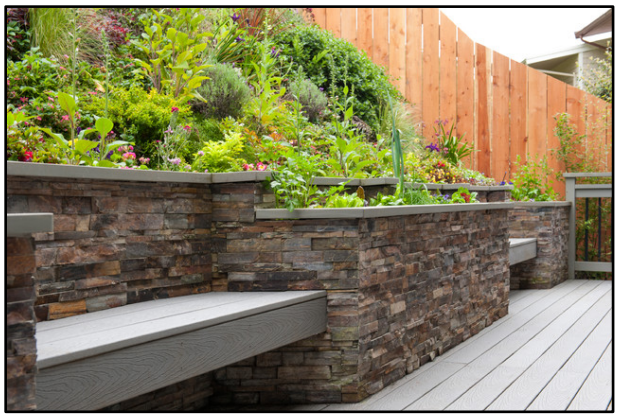


Figure 37. Example of a more urban "berm" for the 5-story buildings made of planters and seating incorporated into the low wall.

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.

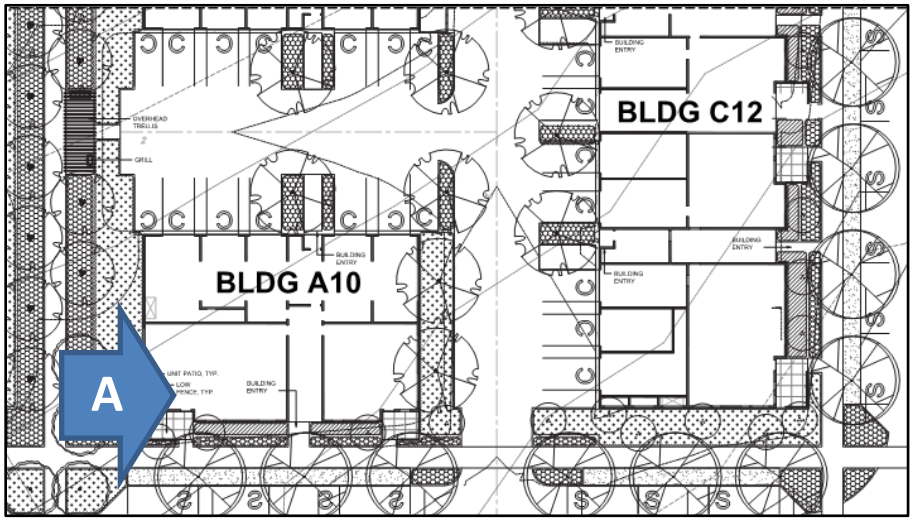


Figure 37. Blank walls along the side of the buildings adjacent to Community Spaces (A) and Circulation Facilities (B)

[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