AGENDA
Development Commission

7:00 PM - Wednesday, March 9, 2016
Council Chambers, 135 East Sunset Way, Issaquah WA

Page

3 **1. CALL TO ORDER** **7:00 PM**

a) Commission Membership

2. APPROVAL OF MINUTES **7:05 PM**

a) Meeting Minutes from March 2, 2016
These will be sent out later. Not available to post.

5 - 153 **3. AGENDA ITEMS** **7:10 PM**

a) **PUBLIC HEARING: Riva Townhomes Site Development Permit**
Presented by:
Amy Tarce, Senior Planner

4. OTHER BUSINESS / ANNOUNCEMENTS **8:45 PM**

5. ADJOURNMENT **9:00 PM**

INQUIRIES

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

Meeting room is wheelchair accessible. American Disability Act (ADA) accommodations available upon request. Please phone (425) 837-3000 at least two business days in advance.
Note: Times listed for meeting topics are approximate and items are subject to being shifted from the original order.

Development

About

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

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

Membership

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

Contacts

Staff Liaison

Christopher Wright, Project Oversight Manager
Email

Regular Members

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

Alternate Members

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

Application No. SDP15-00004 (Site Development Permit)

Table of Contents

Table of Contents
Staff Report
I. Applicable information……3
II. Recommendation……4
III. Site Development Permit Level of Review……4
IV. Public Comments……4
V. Background……4
Approval Criteria……5
VI. Central Issaquah Development and Design Standards
MDNS (SEPA review)……5
Chapter 1.0 Purpose and Applicability……6
Chapter 2.0 Definitions Specific to Central Issaquah Plan……7
Chapter 3.0 Procedures……7
Chapter 4.0 Zoning Districts, Uses and Standards Summary……8
Chapter 5.0 Density Bonus Program ……9
CIRCULATION
Chapter 6.0 Circulation Facilities Development Standards……9
Chapter 12.0 Circulation Design Standards……15
COMMUNITY SPACE
Chapter 7.0 Community Space Development Standards……21
Chapter 13.0 Community Space Design Standards……24
PARKING
Chapter 8.0 Parking Standards Development Standards……25
Chapter 15.0 Parking Design Standards……26
LANDSCAPE
Chapter 10.0 Landscape Development Standards……27
Chapter 16.0 Landscape Design Standards……28
Chapter 11.0 Site Design……28
Chapter 14.0 Buildings……34
Chapter 17.0 Lighting……36
VII. Additional Review: Other City Standards, Other Agencies……37
VIII. Proposed Motion……38
IX. Attachments……40
1 Site Vicinity Map
2 CIDDS Checklist with Staff Analysis
3 SEPA Mitigated Determination of Nonsignificance and SEPA Checklist
4 Site Development Permit Application, SDP 15-00004
5 Applicant Project Narrative

6 Revised Site Plan, Feb. 26, 2016 and Elevations for “AL” Units
7 Revised Fire Access Plan
8 Anti-Aircraft Creek Culvert Replacement SEPA MDNS
9 Lynch Public Comments and Staff Response
10 Kappler Public Comments and Staff Response
11 Maupin Public Comments and Staff Response
12 Freyer Public Comments and Staff Response
13 SDP15-00004 Riva Townhomes Project Plans and Drawings, complete set

STAFF REPORT

I. APPLICATION INFORMATION

Applications: Project No. PRJ14-00023
Site Development Permit: SDP15-00004

Project name: Riva Townhomes

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

Applicant: Stacia Bloom
Core Design
14711 NE 29th Place, Ste. 101
Bellevue, WA 98007

Owner: Gateway Smallwood LLC
14824 NE 95th St.
Redmond, WA 98052

Request: Site Development Permit **approval for** 36 townhouses on approx. 8.39 acres. The site includes approximately 6.2 acres of critical areas, including a fish-bearing stream, and wetlands, and associated buffers for Tibbetts Creek and the wetlands, reducing the developable area to 2.19 acres. Site access is on Newport Way. A Shared Use Route (publicly-accessible multi-use trail) is provided along Newport Way and at the west boundary of the property. Private open spaces are distributed throughout the site. The majority of parking for residents are provided in individual garages, with small surface parking lots at two ends of the site.

Location: The project site is located in Central Issaquah, across from the trailhead of the Cougar Mountain Regional Wildland Park (Parcel No. 202406-9115; see Attachment 1, Site Vicinity Map).

Existing Land Use: The project site is currently vacant and undeveloped.

Adjacent Uses (see Figure 2, Zoning Designation and Existing Land Use):

North:	Multi-family (Sammamish Pointe Condominiums and Gateway Ph. 1 & 2)
South & West:	Cougar Mountain Regional Wildland Park, Single-family Residential
East:	Tibbetts Creek and associated wetlands, Commercial/Light Industrial within the Rowley Development Agreement 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 Riva Townhomes, SDP15-00004, 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.

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:

A. Consistency with the Comprehensive Plan and Central Issaquah Plan;
B. Compliance with all applicable codes, rules, regulations, and polices; and
C. Meets all the requirements of the Central Issaquah Development and Design Standards.

IV. PUBLIC COMMENTS

The City received comments from 4 citizens (one sent multiple emails on different dates) regarding this proposal (see Attachments 9 - 12). Staff responses are included with the public comments.

V. BACKGROUND

The Riva Townhomes site is located at the western section of town, in what was formerly an agricultural area. The site is currently bookended by two more urban developments – a multi-family residential development to the north, and the retail, commercial and light industrial uses to the southeast, in what is more commonly referred to as the Rowley Properties (See Fig. 1, *Zoning and Existing Land Use*). The site is predominantly comprised of critical areas and a critical areas report was submitted at the pre-application review to ensure that existing wetlands and streams on site were accurately delineated and mitigation measures are identified early in the process. The City conducted a peer review of the critical areas and the on-site streams and majority of the delineated wetland have been verified. The pre-application review was held on August 3, 2015.

City of Issaquah Capital Project: Anti-Aircraft Creek Culvert
The proposed Riva site plan accommodates a new City culvert for Anti-Aircraft Creek. A 20-foot easement for this new Anti-Aircraft Creek culvert has been integrated into the landscape and open space elements of the Riva project, designed as a Through Block Passage.

The City of Issaquah Public Works Department received a FEMA grant to rectify a flooding issue across the Riva property, due to the existing Anti-Aircraft Creek culvert. The project involves replacing the existing culvert with a new culvert that will be re-aligned to cross Newport Way at its natural drainage path, which would move the Creek from its current location, a portion of which runs under Newport Way at Oakcrest Drive and continues along the northern perimeter of the Riva project site, to approximately 200 feet south. The culvert project will not only alleviate the flooding problem for the neighborhoods along Newport Way, but also provide fish passage. The City obtained a 20-foot wide easement on the Riva property and will be constructing this new culvert in summer 2016. A section of new stream channel would be created to pass under the Riva property as a bottomless culvert, and continue as an enhanced 21 lineal feet of existing stream channel prior to connecting to the existing stream channel at the west edge of the wetland on the Riva property. The proposal will not extend into or directly impact the wetland. For more details about the Anti-Aircraft Creek culvert project, and environmental analysis that may relate to the Riva property, please refer to Attachment 8, Anti-Aircraft Creek SEPA Mitigated Determination of Non-Significance.

V. SEPA REVIEW

SEPA environmental review is concurrently being conducted with the Site Development Permit review. SEPA is done early in the permit process and is required to be completed before the Site Development Permit (SDP) decision. Staff has determined that environmental impacts will require mitigation. A Draft Mitigated Determination of Nonsignificance (MDNS) was issued on March 3, 2016. A 21-day combined comment/appeal period was established beginning on March 3, 2016 and ending on March 24, 2016. See Attachment 3 for the Riva SDP SEPA MDNS.

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

The Mitigated Determination of Nonsignificance (MDNS) is based on the SEPA environmental checklist dated October 19, 2015 and other 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 and the Central Issaquah Development and Design Standards. The issued SEPA MDNS and SEPA Checklist are provided as Attachment 3 of this Staff Report.

VI. DEVELOPMENT STANDARDS AND REGULATIONS

This chapter of the Staff Report is meant to provide the rationale that served as the basis for the recommendation for the approval of the SDP, including the 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 SEPA environmental impacts mitigation requirements.

Only those goals and standards that apply to the SDP application are discussed in this report. A completed CIDDS 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.

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 SDP15-00004, Riva Townhomes. Detailed analysis of project compliance to the Central Issaquah Development and Design Standards can be found in the CIDDS Checklist (see Attachment 2). The CIDDS Checklist staff comments are based on the Plan Drawings dated October 16, 2015 (Attachment 13), the Revised Site Plan dated Feb. 26, 2016 (Attachment 6), and Revised Fire Access Plan (Attachment 7). 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 "Constn. Review" A mark in this box indicates that a standard will be substantially or fully reviewed with construction permits, since elements reviewed for compliance during land use permit review are almost always also reviewed during construction permit review as well. Additionally, the Staff comments column contain construction conditions, which shall be fulfilled by the Applicant at construction permit review. 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.

Administrative Adjustment of Standards (AAS)

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).

Administrative Adjustment of Standards are requested by the Applicant for:
Circulation Facilities (Chapters 6 and 12)

- Primary Through Block Passage for Units 25 – 33 (AAS16-00005)
- Parkway standards for Newport Way (AAS16-00006)

AASs are Level 2, administrative review with provision for the public to provide comments. The AASs for the Riva Townhomes are concurrently being reviewed and Staff is soliciting input from the public. Decisions for the AAS will be finalized prior to the Development Commission taking action on this SDP application.

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 (see (Table 4.3A) in which the Development Commission is the decision maker. The City and 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.

The Applicant and City Staff have collaborated extensively since the pre-application review to identify issues of compliance with the Central Issaquah Development and Design Standards and resolve these issues prior to the public hearing. The public has been provided with opportunities for early review and comment by providing the project documents on the City's website, from the time of the Pre-application review. Members of the community attended the Rivers & Streams Board meeting and provided comments also. (The meeting minutes are available at the public at the Permit Center upon request.)

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 Meeting: **August 3, 2015**
Determination of Complete Application: **November 9, 2015**
Rivers and Streams Board meeting: **December 15, 2015**
Notice of SEPA Determination issued: **March 3, 2016** (21-day comment and appeal period begins)
Development Commission Public Hearing, part 1: **March 9, 2016**
Final Determination for SEPA: **March 24, 2016** (comment and appeal period ends for SEPA)
Development Commission Decision (Public Hearing): **TBD**

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 **November 25, 2015**.
- Property posting with a 4' x 4' project identification sign was placed on the site on **November 25, 2015**.
- A Notice of Public Hearing was mailed to properties within 300 feet of the project on **February 26, 2016**. A Legal Notice in the Issaquah Press was published on **February 25, 2016** of the Development Commission's Public Hearing scheduled on **March 9, 2016**. 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 emailed 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, at approximately 12 units/developable acre. The proposed 0.76 F.A.R. meets the requirement for the VR, Village Residential zone (see District Standards Table below).

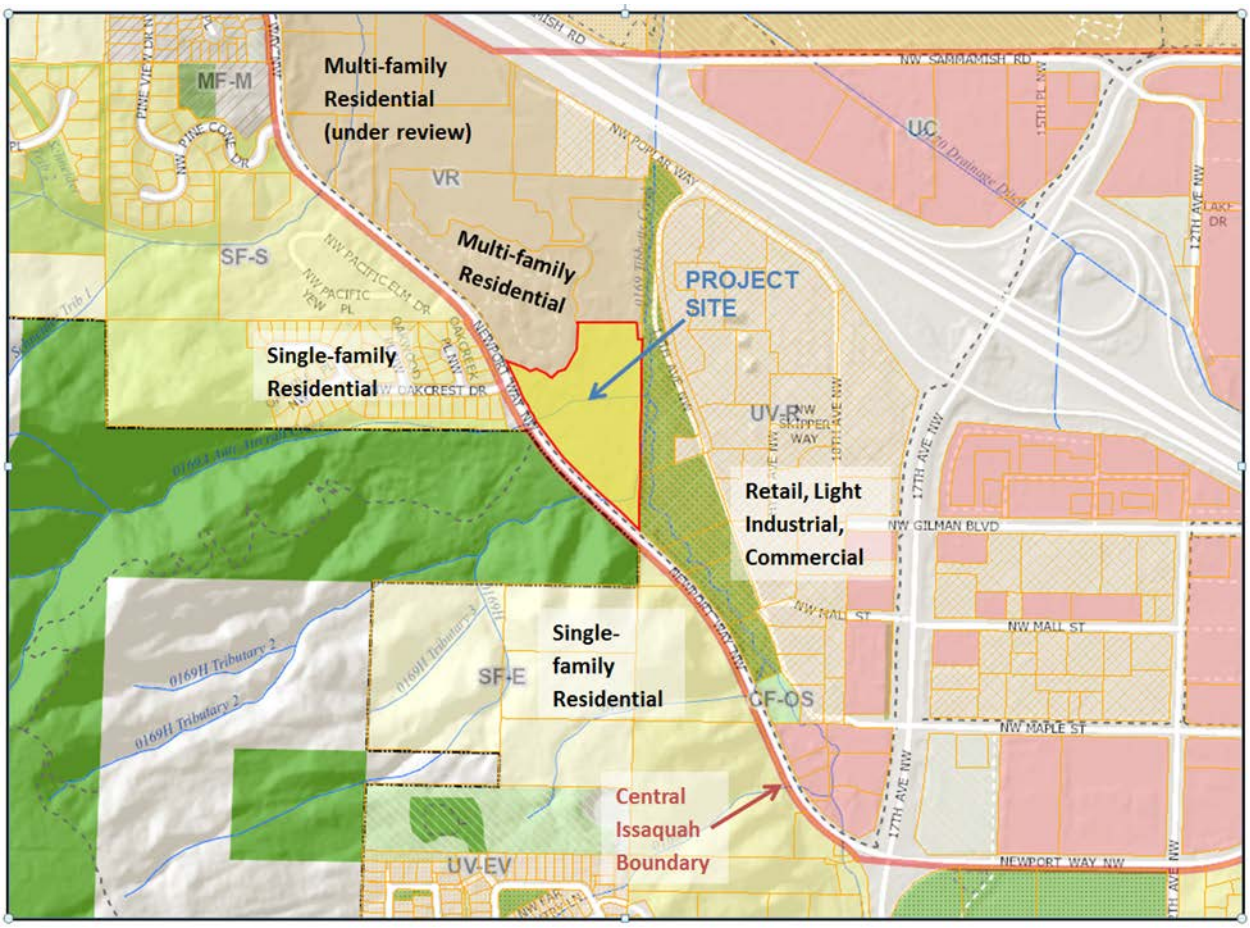


Fig. 1. Zoning and Existing Land Use

Level of Review (Table 4.3A)

See comments in **Chapter 3: Procedures**, above.

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)	0.76Riva Townhomes
Height – Base:	48 feet	35 feet, measured from finished grade
Setbacks – side and rear:	0 feet	Front setback, 4 - 6 feet from Newport Way; side and rear setbacks vary
Setbacks - Build to Line:	0-15 feet maximum	Buildings sit 6 feet from the back of the sidewalk
Impervious Surface:	90% maximum	Approximately 16.6%

Chapter 5: Density Bonus Program – not proposed or required

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. The proposed Riva Townhomes complies with the CIDDS, with conditions. 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

Block Length (6.2.A)

The requirements for pedestrian Circulation Facilities for every 300 feet length of a block is meant to ensure that there are multiple routes for pedestrians to access the site without traversing uncomfortable long distances. For measuring block length, critical areas are not included. The Riva project site has a large stream and wetland buffer at the southern end of the Newport Way frontage. Hence, the block length for the Riva project is measured from the buffer line to the northern boundary of the site, and measures 720 feet. Two Primary Through Block Passages, placed approximately 170 feet apart, and a Secondary Through Block Passage, placed between the Shared Use Route and the Primary Through Block Passage, break up the length of the block (see Fig. 2 below).

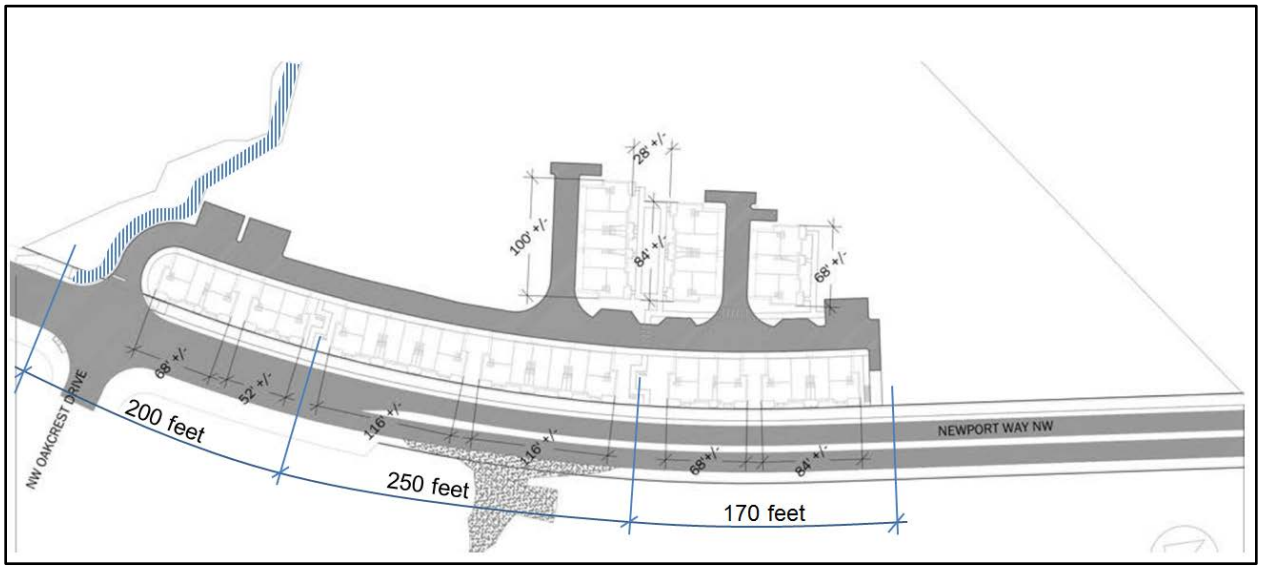


Fig. 2. Block Length showing Distance of Pedestrian Breaks

Existing and New Circulation Facilities (6.2.B)

The following describes each Circulation Facility type (Section 6.4) proposed for the Riva Townhomes 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; additional street landscapes are discussed under Chapters 10 and 16 of the CIDDS checklist.

There are three types of Circulation Facilities proposed for the Riva Townhomes project.

A. Parkway: Newport Way
B. Primary Through Block Passage
C. Shared Use Route – An Off-street Shared Use Route and an existing Shared Use Route along Newport Way

Required Circulation Facilities per CIDDS Fig. 6A and CIDDS 12.5.A (See Fig. 5)

Table 1. Required Circulation Facilities

PROPOSED CIRCULATION FACILITY	CLASSIFICATION STANDARD	Staff Analysis
Newport Way	Parkway	Complies, with AAS
10-foot Bike-Pedestrian Trail	Shared Use Route	Complies
Walkways to interior units	Primary Through Block Passage	Complies, with AAS and conditions

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.

***Newport Way*:**
Newport Way is classified as a Parkway for its entire length, according to Fig. 6A. In comparison, Figure 7B, Significant Community Spaces, show that there is an Existing Shared Use Route on Newport Way, from the western end of Newport Way within City limits to SR 900. The Parkway standards did not account for the incorporation of the existing Shared Use Route.

A. Existing Conditions

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 3). 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 easterly side of Newport Way NW is separated from the vehicular travel lanes by slotted curbs. Raised sidewalks generally do not exist on the Cougar Mountain side of Newport Way NW and are incomplete on the Riva 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.

Fig. 3. Existing conditions along Newport Way, with the Riva site, visible on the right.

B. Required Frontage Improvements for Newport Way

The Newport Way half-street improvement required for this project includes the multi-use regional trail facility in lieu of the required sidewalk. Transitions to the existing facilities are shown to commence outside the frontage boundaries, according to City requirements (see Sheet SDP-04 and Channelization Improvements Sheets by TENW in Attachment 13).

An Administrative Adjustment of the Parkway Standards for sections of Newport Way west of SR 900 is applied to the frontage improvements for the Riva project. The AAS is for the reduction of the travel lane from 11 feet to 10 feet. All other variations shown below are required improvements per the Transportation Impact Analysis for the project, and consistent with the reduction of the speed limit on Newport Way to 30 mph. Due to this adjustment of standards, the center line of Newport Way will shift west and the pavement will be expanded. The Applicant will be required to improve the full width of the travel lane on Newport Way, provide curbs and gutters at both sides of Newport Way and relocate the existing 5-foot bike lanes that are part of the Mountains-to-Sound Greenway regional bike trail. In effect, the existing shoulder on the west side of Newport Way will be taken up by the 5-foot

bike lane (see Sheet SDP-04, Offsite Improvements of Attachment 13). This shoulder is currently used as a temporary pedestrian access to the Cougar Mountain Regional Wildland Park (see Fig.4 below)

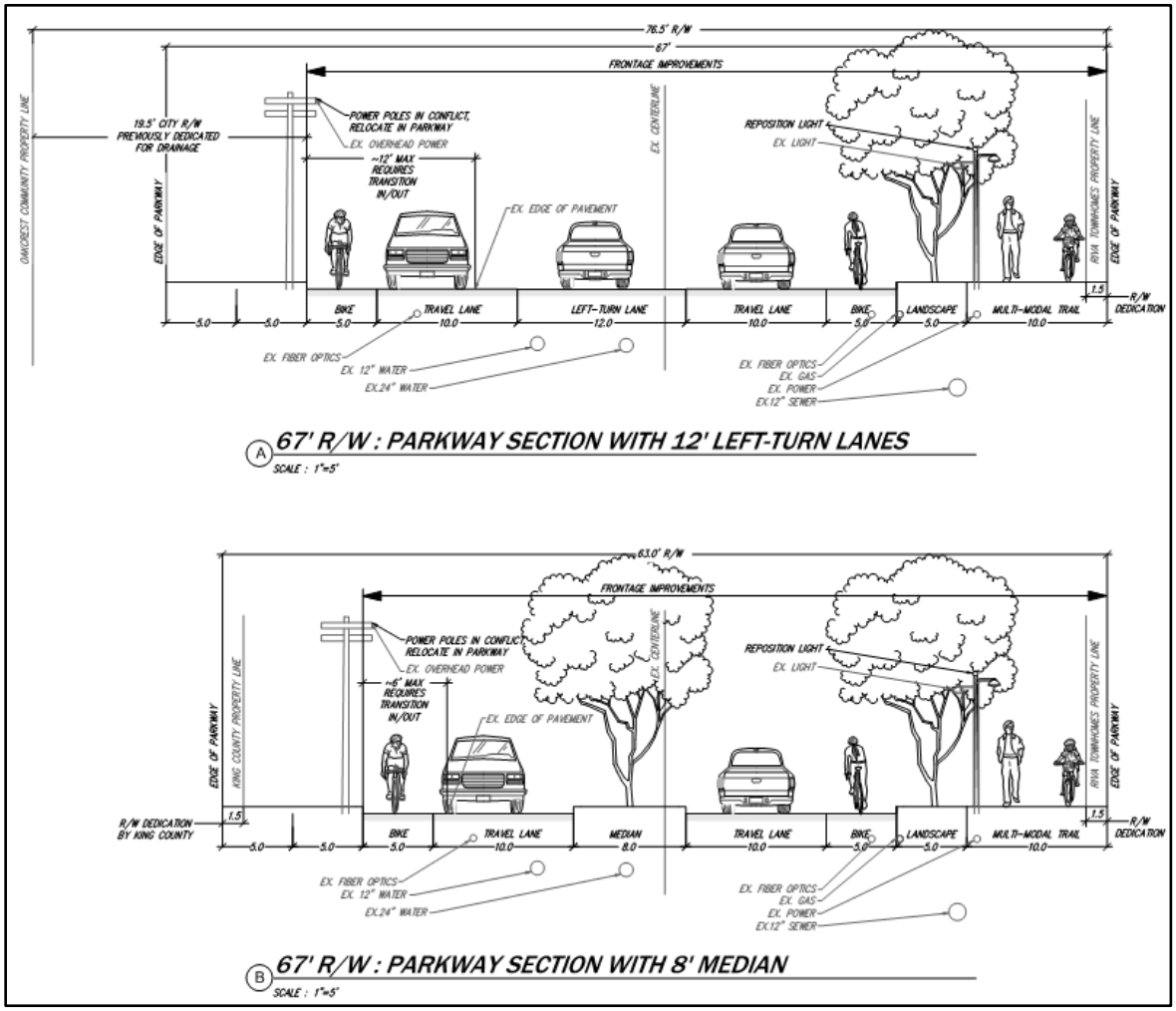


Fig. 4. Newport Way Frontage Improvements for Riva

[Condition 2] ***Newport Way frontage improvements <u>shall</u> include:***

- **a. driveway curb cut raised to match the grade of the 10-foot sidewalk elevation and to extend 20 feet at a flat grade. The subgrade and paving shall meet the City's Street Standards T-06 specifications to accommodate heavy truck loads;**
- **b. driveway width of 22', with a stripe to delineate two 11-foot wide lanes. A mountable curb is required to meet any fire turning radii. The maximum driveway slope shall be 15%;**
- **c. Shared Use Trail traversing the driveway entrance to match the grade of the Shared Use Trail running parallel to Newport Way at the point of connection. Unobstructed maintenance access to the stormfilter vaults located adjacent to the Shared Use Route shall be provided;**

d. Existing power poles on the south side of Newport Way relocated to meet the road side safety clear zone, as defined in the City of Issaquah Street Standards;

e. Existing pedestrian-scale street lighting at east side of Newport Way relocated to the new landscape planter strip and meet ADA clearance requirements and Chapter 17 light level requirements;

f. Undergrounding power lines. The Applicant has two options:

1. The power is undergrounded from an existing power pole that currently provides power to Sammamish Pointe Condominiums, or

2. The Applicant undergrounds the power line from an existing pole across Newport Way NW. Given the Riva project will be required to move the poles on the opposite side of Newport Way that conflict with the road improvements, there may be an opportunity to utilize one of the poles that is being moved, and the undergrounding across Newport Way can be done in conjunction with all required work on the right-of-way associated with the Riva frontage improvements.

2. Through Block Passage:

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. They are required where block lengths exceed 300 feet and a motorized circulation facility is not required or feasible. They are an integral part of the Green Necklace, helping to ensure easy connection points from one street to another and serving as gathering spaces.

For the Riva project, three through block passages are required in conjunction with the requirement to break up the length of the block (see Figure 2 and Table 1, *Required Circulation Facilities*)

A. Primary Through Block Passage: The interior townhouse units that do not have primary facades facing Newport Way will be accessed from a Primary Through Block Passage, per CIDDS 14.4.B.3.

A Primary Through Block Passage between Buildings 17 and 18 shows a 5-foot wide walkway that meanders to adapt to the site grade, and continues to the rear half of the site as two sidewalks serving primary pedestrian access to Buildings 25 to 33 (See Fig. 5). For the section of the Primary Through Block Passage serving the buildings 25 to 33, the split sidewalk configuration is appropriate even though it does not meet the standards because the location of the two 5-foot sidewalks provides convenient access to the building entries. An Administrative Adjustment of Standards is required to provide 2 5-foot wide sidewalks instead of the CIDDS prescribed 10-foot sidewalk. Units 34 to 36 are also served by a Primary Through Block Passage. The proposed sidewalk width is 5 feet and does not meet the standard 10 feet required. This Through Block Passage is disconnected from Newport Way (see Section 12.2.C discussion on Visual Cues)

B. Secondary Through Block Passage

A Secondary Through Block Passage Is provided between units 5 and 6, where a 20-foot public easement for the Anti-Aircraft Creek culvert is provided. The 5-foot sidewalk meanders to work with the existing grade change of 10 feet from Newport Way to the alley in the interior of the lot (see Fig. 6)

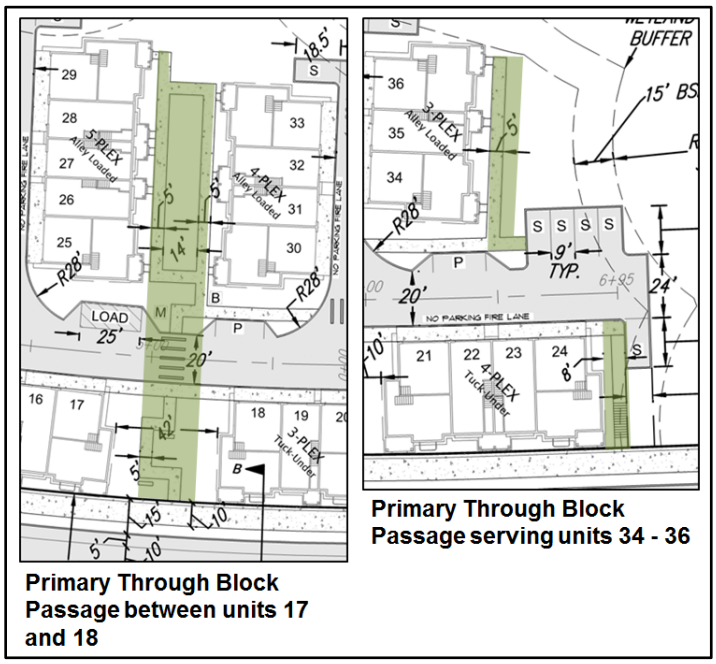


Fig. 6 Secondary Through Block Passage proposed

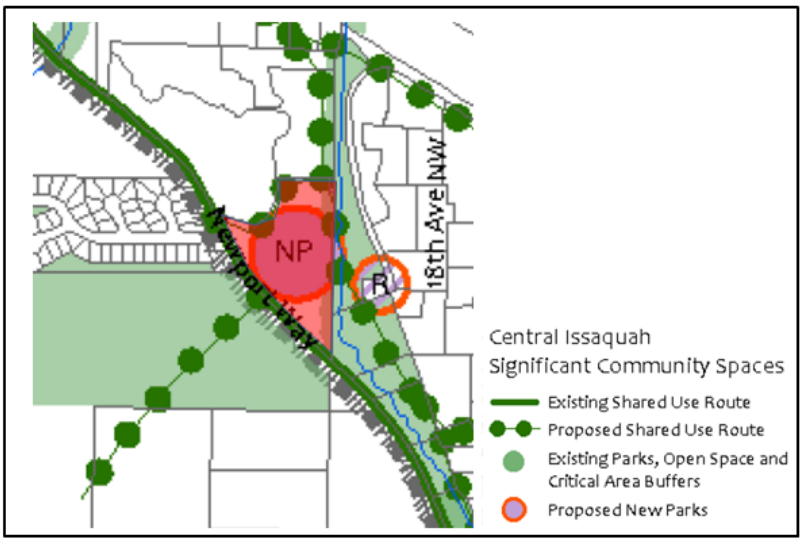
Fig. 5 Primary Through Block Passages proposed

[Condition 3] ***The walkway of the primary through block passage between buildings 17 and 18, between Newport Way and the alley, shall be 10 feet wide.***

[Condition 4] ***A 10-foot wide sidewalk shall be provided to serve buildings 34 to 36 and the communal open space/nature-based play area.***

3. <u>Shared Use Route</u>: Two Shared Use Routes are provided.

As discussed in the "Newport Way Parkway" above, a Shared Use Route will be integrated into the frontage improvements of Newport Way. As shown in Fig. 3, Existing Conditions along Newport Way , there is a 10-foot wide pedestrian/ bike path at grade with the roadway and separated by extruded curbs. This will be replaced with the Shared Use Route.



A new Shared Use Route is also required along the north boundary of the property, as shown in Fig. 7, *Shared Use Routes per CIDDS Fig. 7B*. The Applicant has provided a site plan showing the general location of a 10-foot wide Shared Use Trail (see Attachment 6). Additional discussion of Shared Use Route is found in the Community Spaces section of this staff report.

Fig. 7, Shared Use Routes per CIDDS Fig. 7B

Fire Turnaround (6.4.J)

Fire truck access, as shown on Sheet SDP-07 of Attachment 12, is not compliant and the Applicant has revised the Fire Truck Access Plan (See Attachment 7). The Fire Marshall has reviewed the revised fire truck turning radii and access paths and determined that further adjustments are required to ensure that fire trucks can turn without their buckets hitting the balconies of buildings 25 to 36.

> [Condition 5] ***At construction permit, the site plan shall be revised to ensure the fire truck access in the alleys serving buildings 25 to 36 have adequate widths to allow fire trucks to maneuver without hitting the balconies or any parts of the buildings. Example: Setting back the balconies or the building so that the portion of the alley with full vertical clearance is at least 22 feet wide.***

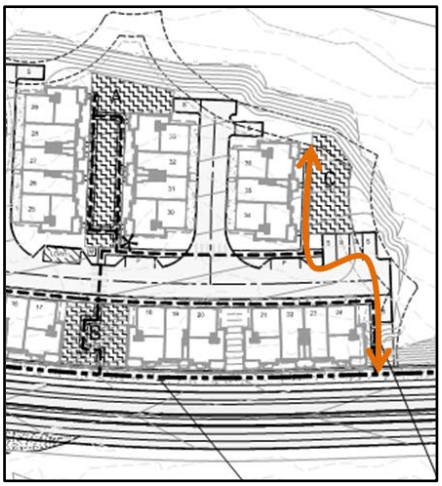
Chapter 12: Circulation Design

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. 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.

The proposed Circulation Design for the Riva Townhomes project complies with the CIDDS at this phase of review, with conditions. Please refer to the CIDDS checklist for the comprehensive staff analysis. Items that require conditions are discussed below.

General Standards

Visual Cues (Section 12.2.C, related sections, 11.2.H)



Building entries are easily identified by the covered front porches. The site has a direct and clear circulation route, both for pedestrians and vehicles, except for the Primary Through Block Passage provided for units 34 to 36 (see Fig. 8,). Pedestrians walking along Newport Way do not have a clear and continuous path to the front doors of these units because of the small parking lot that breaks the sightline from the stairs provided at Newport Way to the sidewalk adjacent to units 34 to 36. Vehicular circulation is simple since this is a small site, with only one vehicular driveway access that leads to the garages of the residential units.

Fig. 8. Indirect route for Primary Through Block

> [Condition 6] ***The Primary Through Block Passage serving buildings 34 to 36 shall be provided with a consistent and continuous sidewalk from Newport Way to building 36. Where the pedestrian path is interrupted by the surface parking spaces and the alley, the alley and parking area shall be designed as a pedestrian plaza (i.e., with special paving) so that it visually connects the community open space with the Primary Through Block Passage and Newport Way. The sidewalk of the Primary Through Block Passage at the section connected to Newport Way shall be 10 feet wide.***

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. The proposed Circulation Design for the Riva Townhomes project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 7 can be found in the Design Checklist.

General Description of Proposal:

Green Necklace

The intent of the "Green Necklace" is to provide an array of green elements including parks, riparian corridors, tree-lined streets, multi-use trails and Through Block Passages. The existing creek and associated wetlands, which takes up over 6 acres of the site, and the Cougar Mountain Wildland Park trail are the two major Green Necklace Elements that this project take inspiration from in the site design. Additional private open spaces are introduced within the site to complement these Green Necklace elements identified in the Central Issaquah Plan. The project site is also part of the Mountains to Sound Greenway and is designed to enhance the Greenway by providing additional bike and pedestrian facilities along Newport Way. The Shared Use Route will connect the Tibbetts Creek wetland to the existing King County trailhead across Newport Way and the Mountains-to-Sound Greenway.

This project contributes to the implementation of the Green Necklace by providing:

1. Shared Use Route along Newport Way (in lieu of sidewalks at east half of Newport Way)
2. Mountains-to-Sound Greenway bike lane along Newport Way
3. Wetland and stream buffer enhancements to Tibbetts Creek and Anti-Aircraft Creek
4. Community Spaces
5. Newport Way Parkway with street trees
6. Through Block Passages serving the interior residential units

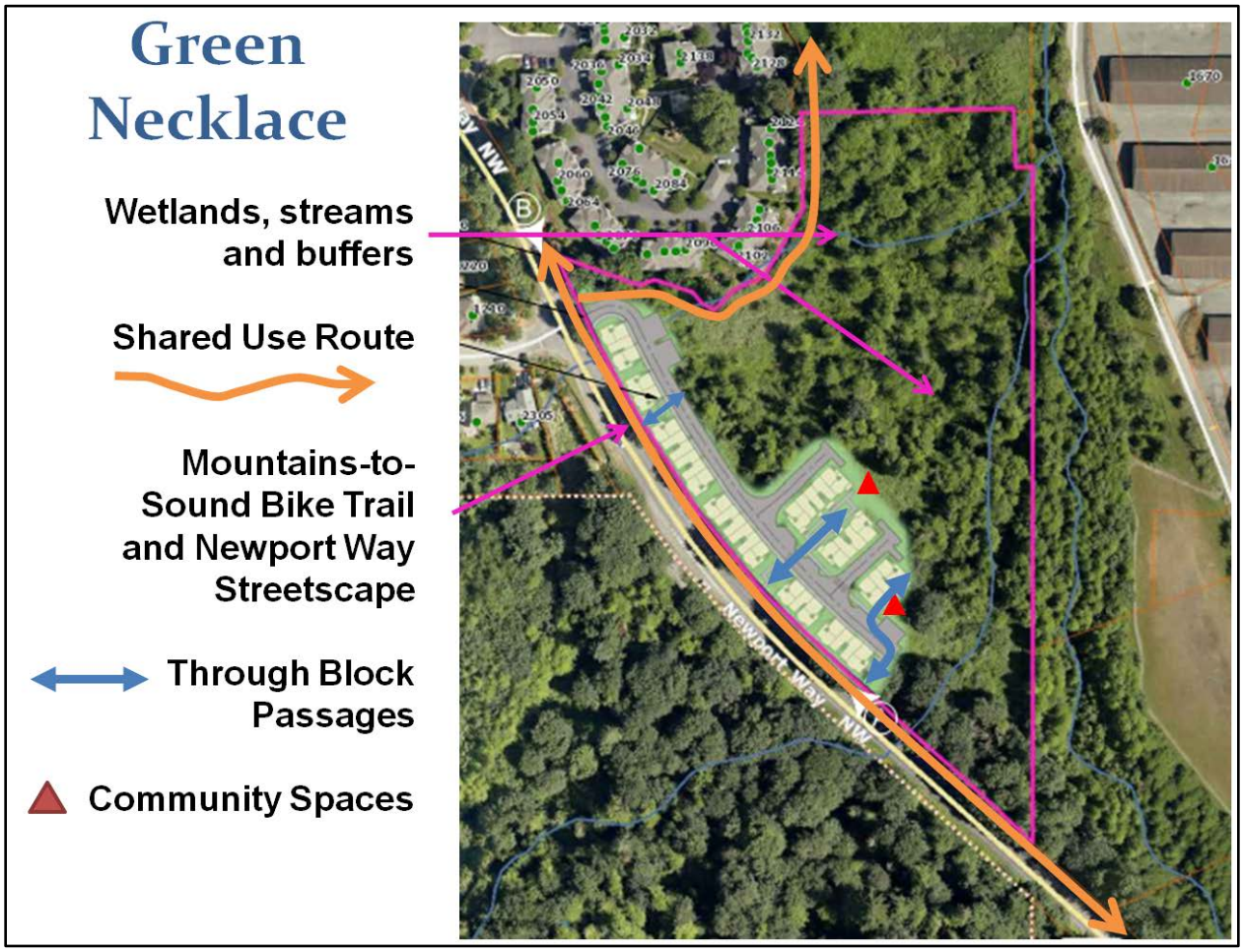


Fig. 9. Green Necklace Elements provided with the Riva project

<u>Community Space, Residential (Section 7.3.A)</u>

Individual private community space and an On-Site Amenity is required for residential developments. The Applicant is proposing to provide 48 s.f. of balcony space for every residential unit to meet the individual private community space requirement (see sheet A0101 of Attachment 13, Community Space Diagram, for calculations) and will provide a nature-based play area to meet the On-site Amenity requirement (labeled Open Space C on sheet L2.06). The landscape plan does not provide adequate detail about the play equipment and the size of the play area is not provided on Sheet L1.01 of the plan set.

> [Condition 7] ***An On-Site Amenity, with a minimum size of 400 s.f., shall be provided. The nature-based play area may partially or completely fulfill this requirement.***
>
> [Condition 8]***The play equipment and landscape details of the nature-based play area shall meet the requirements in CIDDS 13.4 at a minimum.***

Significant Community Space (Section 7.4)

A Neighborhood Park and a Shared Use Route is required per Figure 7A and 7B of the CIDDS. Per 7.4.A.1, the City is selecting a Shared Use Route. This is to be a publicly-accessible community facility, integrated with the City's bike and pedestrian trail system.

> [Condition 9]***The new Shared Use Route in the Riva property shall be extended to run along the northern property line as shown in CIDDS Figure 7B, Central Issaquah Significant Community Space, and shall connect from the Shared Use Route on the east side of Newport Way and terminate at the east property line, unless the City owns the Tibbetts Creek wetland immediately north of the Riva property or the Applicant negotiates an easement with that property's owner. Then the Route shall connect to the proposed bridge over Tibbetts Creek associated with the Gateway Apartments project (SDP15-00002), instead of turning east when it reaches the northwest corner of the project site.***
>
> [Condition 10]
> ***If the Applicant is receiving park impact fee credits for the Shared Use Route, the Shared Use Route shall be completed and dedicated to the City prior to issuance of the first Building Permit. If the Applicant is not receiving park impact fee credits, the Shared Use Route shall be completed prior to issuance of the Certificate of Occupancy for the 24th residential unit or upon completion of 66% of the proposed units.***
>
> [Condition 11] ***Upon completion of the Shared Use Route, it shall be owned by the City of Issaquah; however, dedication of this facility may take City Council action. The property owner or Homeowner's Association (HOA), should one be formed, will have a right, but not the obligation, to maintain the Shared Use Route. If the HOA does not take the maintenance obligation, then it would be the City's obligation if the City owns the facility. If the City is not the owner, an access easement to the City will be required and maintenance responsibilities would remain with the owner or HOA.***

Parks and Recreation Mitigation and Credits (Section 7.5)

The Applicant will receive Park Impact Fees credit for constructing the Shared Use Route.

Chapter 13: Community Space Design Standards

This is a relatively small development with a significant wetland on site. The community spaces provide passive recreation in the form of outdoor seating areas and active recreation in the form of a bicycle/pedestrian multi-use trail and a nature-based play area.

> [Condition 12] ***Pet waste stations shall be provided at appropriate locations, such as the outdoor community spaces, where pets are likely to be allowed.***

Integration (CIDDS 13.2.B)
The community spaces are integrated with the non-motorized circulation facilities and provide access to viewing the wetland and creek buffer areas. Primary through block passages are integrated into the Open Space A and Open Space C. Open Space C will also be designed with a nature-based play area. Buildings frame the community spaces, and residential units front Open Space A and Open Space C. Open spaces also have a direct view of Cougar Mountain across Newport Way. The open spaces can easily be accessed through the walkways that connect from the front doors of residential units and the Shared Use Route along Newport Way.

Connect with Nature (CIDDS 13.3)
The open spaces provided are integrated with the residential units and the larger Green Necklace elements that include the wetland buffers on site and the Shared Use Route along Newport Way. It is also visually connected to the Cougar Mountain trailhead across Newport Way.

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

The intent of the parking chapters are to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed Circulation Design for the Riva Townhomes project complies with the CIDDS at this phase of review, with conditions. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapters 8 and 15 can be found in the Design Checklist.

General Description of Proposal:
Parking for the Riva Townhomes project is primarily in individual garages with additional surface parking lots or individual stalls. Additional visitor parking, above what is embedded in the standards, is not required by the CIDDS. Surface and structured parking is accessed from the alleys. One loading space is provided.

The proposed parking complies with Chapter 8 and Chapter 15 of the CIDDS at this phase of review. ADA parking spaces are not required per code. Bike parking for visitors and temporary use are provided at the center of the site, along the Through Block Passage serving units 25 to 33. Each unit is provided with bicycle storage space in the garage (see floor plans on sheets A-01 to A-04) Motorcycle parking is missing and required per CIDDS 8.12, A.1. A detailed analysis of parking standards can be found in the CIDDS checklist (See Attachment 2)

[Condition 13] ***Provide at least one motorcycle parking space***.

[Condition 14] ***Provide at least 2 temporary bike parking near the Shared Use Route proposed at the northern perimeter of the site.***

[Condition 15] ***For head-in surface parking abutting the open spaces and wetland buffers, reduce the amount of impervious area by reducing the length of stall to 16.5 feet long with a 2-foot overhang into the landscaped area.***

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. The site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

Location (Section 15.2.A)

Surface parking proposed next to open spaces and in the building setback line cuts off the open spaces from the pedestrian circulation and residential units(see sheet L2.06). 1) The single parking space next to unit 24 could be better used as a walkway to connect the exterior stairs at Newport Way to Open Space C along the edge of the stream buffer.

[Condition 16] ***Remove single surface parking space next to unit 24 and connect the exterior stairs to Open Space C and primary through block passage serving units 34 to 36.***

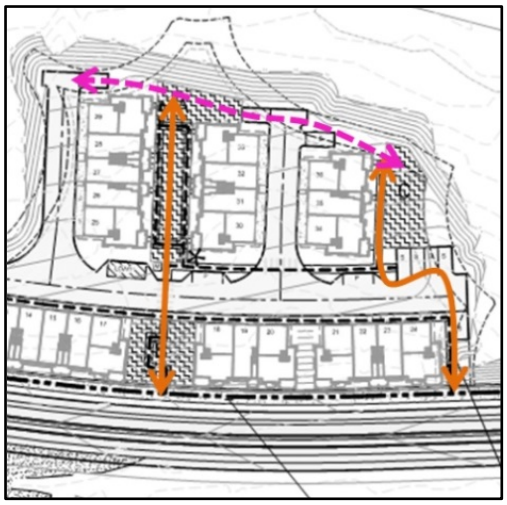


Fig. 10, Pedestrian Link to Parking Spaces

Pedestrian-friendly Techniques (Section 15.2.E)

The proposed surface parking spaces are clustered at two ends of the site, and single spaces are interspersed along the Building Setback Line (BSBL on site plans) of the wetland buffer. In the Primary Through Block Passage discussion, it was noted that the parking at the south end of the site will be required to be designed as a pedestrian plaza.

The visitor parking spaces are located within the BSBL. A pedestrian path along the BSBL between the two open spaces (see dashed arrow in Fig. 10) would not only provide connectivity to the two open spaces but also provide a walkway from these individual parking spaces to the front doors of the units.

[Condition 17] ***Provide a hard surface pedestrian connection from the individual, northern parking stalls to the proposed walkways within the community open spaces.***

Multi-functional (Section 15.2.F)

There are no surplus parking spaces proposed; however, there are several car turn-around stubs located at the end of the alleys that can potentially be used as nature look-outs.

Fig. 11, Opportunities for Nature Look-outs

[Condition 18] ***The driveway aisles within the BSBL that are used for vehicle turn-around shall be designed as viewing areas.***

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

The proposed Landscape Design for the Riva Townhomes project complies with the CIDDS at this phase of review, with conditions. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapters 10 and 16 can be found in the Design Checklist.

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.

The proposed Riva Townhomes project complies with the Landscape Development Standards at this phase of review. Detailed analysis of project compliance to Chapter 10 can be found in the Design Checklist.

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. At least 375 trees, at 2-inch caliper, are required as mitigation. Street trees planted on Newport Way do not count towards the site's required mitigation. Trees proposed on site will be used for mitigation.

TREE DENSITY	
Total number of onsite significant trees and landmark trees	57
Total number of significant and landmark trees proposed for removal	57
Developable Site Area	95, 378 s.f.
CIDDS 10.10 Min density 4 significant trees/5000 sq. ft.	76 trees
Mitigation: At 6 in. per significant tree, a total dbh of 456 inches of new trees is required. This equates to 229 new trees, 2 in. dbh at planting.	229 new trees

Tree Retention Requirements (10.13)

Tree retention requires that 25% of the tree caliper be retained. The plan meets the required tree caliper retention (see sheets L1.01 to L1.04) The majority of trees to be retained are located in the critical areas and the perimeter of the site. The significant trees proposed for retention is included in the Tree Density calculation.

[Condition 19] ***A total of 76 significant trees, or its equivalent in dbh, shall be provided as replacement trees. If the site cannot accommodate all replacement trees, the Applicant shall be required to pay a fee-in-lieu or plant trees off-site at a location approved by the Director of***

DSD. Adjustments to the number of trees which will be removed or required, will adjust the number of replacement trees, using a consistent methodology to that shown in the staff report.

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. 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 Description of Proposal: Landscaping is proposed to soften the appearance of the proposed townhomes and screen areas such as parking facilities. The landscape plan incorporates a variety of native species and naturalistic planting schemes to immerse the user into a contextually specific Pacific Northwest experience. The planting palette and layout are consistent throughout the project with the exception of a more intense use of natives as the landscape plan moves from Newport Way towards the critical areas. Accent plantings are incorporated into the planting palette and proposed to be arranged to add visual interest to the landscape design through the incorporation of color, seasonal character and texture variety. It is not clear where accent plantings are to be located (CIDDS 16.2.F).
Key landscape elements include the community open spaces, through block passages and shared use route. The proposed landscape plan contains a high number of ornamental and native trees. The mitigation buffer will also contain a high number of native trees. The trees are strategically located to fulfill an aesthetic function, increase the biodiversity of the site and enhance the critical areas.

Site Furnishings (CIDDS 16.2.O) As depicted sheet L1.03 – site furnishings will provide a nature-inspired modern aesthetic to the site to marry the contemporary architecture of the proposed buildings with the natural features of the site including the onsite critical areas and Cougar Mountain Regional Park across Newport Way. Pedestrian-scale lighting is not shown on the plans but will be incorporated and reviewed with construction permits.

[Condition 20] ***Pedestrian- scale pole lighting shall be provided at the designated open spaces, including the Primary Through Block Passages.***

Surface Parking Screening (CIDDS 16.2.Q)
Near the entrance/exist of the project there is an area to allow for 8 street-side perpendicular spaces which will be thoroughly screened with vegetation on all three sides of the parking area including a landscape strip integrated into the spaces to reduce possible visual impacts of the parking areas.

[Condition 21] ***Single parking spaces distributed throughout the site and the 4-space parking lot at the eastern end of the property shall be screened where it abuts the pedestrian areas and community open spaces.***

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. The discussion below is meant to emphasize the most important elements of the Site Design. Standards not included here are discussed more fully in the CIDDS checklist.

A. Integrating the development into the Green Necklace through the enhancement of the Tibbetts Creek's and wetland buffers, extension of the Newport Way Parkway treatment, and addition of a new multi-use trail to link the regional Mountains-to-Sound Greenway to the new Shared Use Route provided by the Gateway Apartments project;

B. Circulation Priorities: Supports pedestrian and bicycle use by providing attractive pedestrian and bike facilities, bike storage in every building, and multiple pedestrian routes to the Community Spaces.

C. Sense of Place (11.2.C)

The sense of place can be best characterized by the dominant feature that occupies two-thirds of the property – the natural areas consisting of the wetlands and the two streams on site. The Cougar Mountain hillside across Newport Way completes the nature-dominated character of the site. Within the development, the interior open spaces allow for informal gathering, as well as contemplative enjoyment of the natural areas from the look-out. Additional look-out areas will be required and conditioned for this project (see condition #17). The Shared Use Route along the northern end of the property also provides more active recreation while immersing a bicyclist or jogger in nature.

The architecture style is contemporary but fits within the context of the Newport Way Western Gateway. Fig. 12 above shows the building façades visible from Newport Way. The Northwest character is expressed in the contemporary design by the rhythmic cadence of shed roofs, the balconies and large windows of the living units that allow views of the natural area, the use of native plant palette and integrating the buildings along Newport Way into the natural grade. Consistent with its contemporary style, the building exterior does not use any natural materials. The proposed exterior colors consist primarily of different grey tones with an accent color applied to the front door of units. The accent colors will be red or a yellowish brown shade (labeled "Toasty" in the Material and Color Board). The proposed materials are fiber cement board applied in a lapsiding fashion and "stucco" made of the same material (see typical façade elevations below). A material/color board will be shared at the Development Commission meeting sharing examples of proposed materials and colors for the buildings.

[Condition 22] ***The building elevations shall be further refined to incorporate natural materials.***

Fig. 12. Architecture Character of Newport Way Facade

D. Views and Vistas (11.2.G)

The units along Newport Way will have unobstructed views of Cougar Mountain. The interior units will have views of the wetlands and Tibbets Creek natural areas. Views to the site from Newport Way are provided through the Through Block Passages, which allow unobstructed views of the wetland buffer in the interior of the site (See Fig.13 below). The Shared Use Route that runs along the northern edge of the site also allows views of the wetlands and streams in the interior of the property, and Tibbetts Creek and its associated wetlands in the adjacent property. This project will not have significant adverse impacts of neighboring properties' views of Cougar Mountain.

Fig. 13. Conceptual view from Newport Way of the Primary Through Block Passage framed by buildings and with axial view into the wetlands in the interior of the site.

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. The proposed Riva Townhomes project complies with the Buildings standards at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 14 can be found in the CIDDS Checklist (see Attachment 2).

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 the use of architectural details to further provide interest at the street level. The Riva project consists of several groupings of townhouse units, from 2 to 6 units. The design of the buildings meets the standards for articulation, modulation and the change of building materials.

The buildings have a consistent menu of parts, including private garages, two floors of living spaces, and habitable attic spaces enclosed by a main roof (see Fig. 14 below) modulated with the use of smaller dormer and shed roofs that are lower in height. Surface relief, depth and shadows are provided for the buildings by emphasizing some bays and adding balconies on the alley side of the building (see Rear Elevation in Fig. 15 below). The roof is broken up into smaller gables and shed roofs, completing the overall effect of creating a rhythm of porch canopies, bays and shed roofs to break up the mass of the building. The roof mass is also mitigated by the cascading smaller roofs, which is most apparent for the side elevations, (see Fig. 15 below).

Fig. 14. Typical Façade visible from Newport Way

Fig.15. Typical Side Elevation and Rear Elevation for Newport Way buildings

CIDDS 14.3.A.9 require special treatment of building corners when the building is visible from two intersecting Circulation Facilities. This standard would apply to units 9, 10, 17, 18 and 25, where Through Block Passages

intersect Newport Way. Based on the elevations provided, which are all typical elevations, no special corner treatments have been proposed.

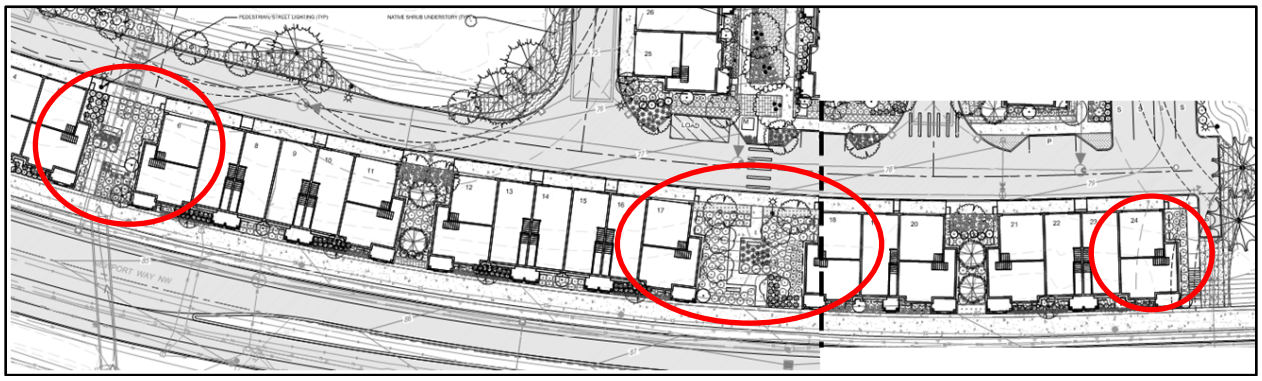


Fig. 16. Buildings that require special treatment at corners

> [Condition 23] *Provide additional architectural details to enhance the more visible corners of units along Newport Way that frame the required Through Block Passages.*

Ground Level Details (Sec. 14.4)

Architecture and landscaping features are required to enhance pedestrian experience at the ground level, using techniques such as large window coverage, active interior spaces clearly visible from the public areas, enhanced landscaping, special paving, pedestrian scaled lighting and weather protection.

All residential units have their primary entrance facing directly at a Circulation Facility, either Newport Way or a Primary Through Block Passage. All primary entries are adorned with raised front porches that serve to provide a transition from semi-public to semi-private space. Note: There are two versions of elevation drawings for the "AL" building type in this staff report. The Applicant is proposing a revised elevation (see Attachment 6, Updated Site Plan and Elevations) that shows vertical windows for most of the units at the ground level.) The building design has some notable ground-level design features that warrant mentioning, including:

1) Grade-elevation changes from building entry to the garage face result in a more interesting side elevation but the interior units that are on relatively level grade result in blank walls that need to be mitigated. The blank walls of the end units visible from pedestrian paths will be mitigated by planting trees and a variety of plants as shown in Fig. 17 below to meet the Ground Level Details requirement.
2) Basement bonus room requires window wells that will be visible from the Through Block Passages and other pedestrian paths (see Fig. 18). These will be required to meet Building Code egress requirements and may have to provide a safety railing or other safety measures per the Residential Building Code.

Fig. 17. Interior buildings, Type 'AL' on flat elevation have blank walls at the ground level. They will be mitigated with trees and vegetation similar in character to the photo on the right.

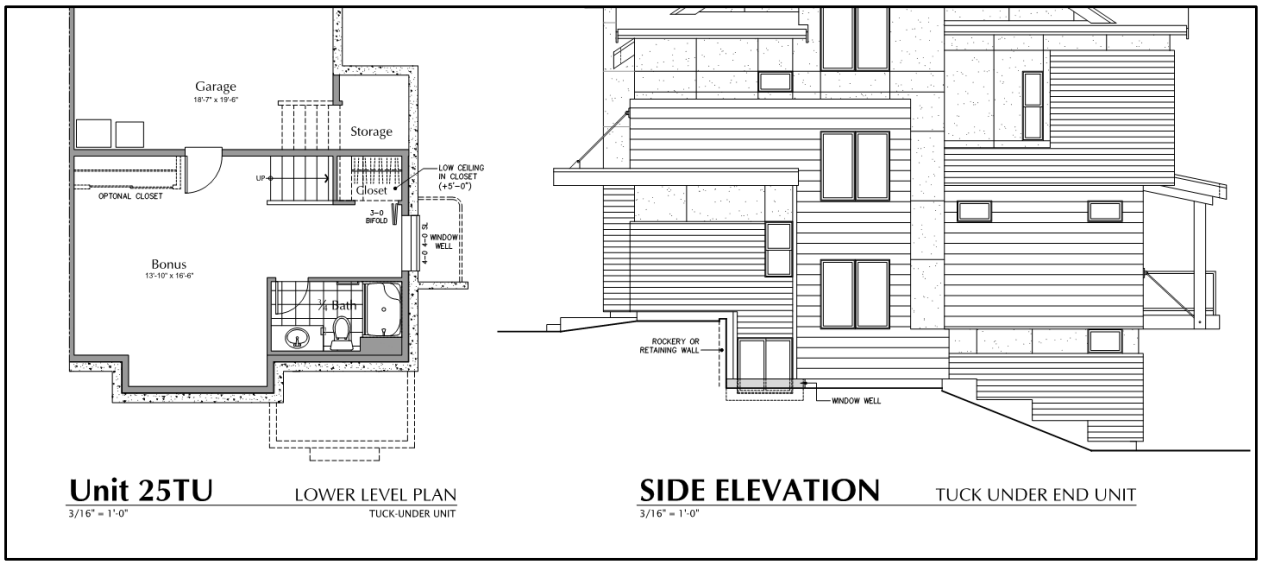


Fig. 18. Window wells occur at end units of all buildings along Newport Way

[Condition 24] ***Window wells shall be integrated to the landscape design and screened from pedestrian walkways with a decorative railing or low shrubs.***

Chapter 17: Lighting

Chapter 17 provides the standards for lighting. Sheets A2.05 and A2.06 of Attachment 13 show the proposed lighting located at the end of the alleys (see Pedestrian/Drive Lighting shown below). No lighting is shown for any other locations.

Exterior light fixtures should not just be functional and utilitarian but used as an element in creating the urban public realm. Two types of decorative pole lighting will be used for the project. Pedestrian-scale street lighting currently exists on Newport Way. These will be retained but relocated with the adjustment to the location of sidewalks and drive lane widths for Newport Way. Lighting photometrics will be required at construction permit review and lighting details will be further reviewed for compliance with lighting standards at that time. See condition for CIDDS 16.2.O requiring lighting for Community Spaces and Through Block Passages.

VII. ADDITIONAL REVIEW: OTHER CITY STANDARDS, OUTSIDE AGENCIES

General:

Grading

A slope analysis was conducted by the applicant, which determined that the existing slopes meet the City's limited exemptions for steep slope hazards as defined in IMC 18.10.580. Mitigated Determination of Nonsignificance SEPA decision has been issued and together with other concerns addressed this analysis and found the findings consistent with the aforementioned City Code.

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.

> [Condition 25] ***A public storm drain is required along the easterly margin of the site and shall be constructed to City standards including a public storm drain easement.***

Sewer:
The Applicant is proposing to connect to a public sewer system that the property is party to as part of an existing sewer easement agreement with the Rowley property, the Mull properties, and the Sammamish Point Condominiums, as recorded in King County records, under recording number 9605151208. The proposed design is based upon Section 3. Limitations on Grant of Easement. If the connection is not allowed per the agreement, the project may be served by a public sewer system on Newport Way, but must be pumped. Should it be determined that the capacity of the existing sanitary sewer line located within the sewer easement area must be increased to accommodate development, cost sharing is defined in the agreement.

> [Condition 26] ***The applicant shall demonstrate that there is adequate capacity per the sewer easement agreement.***

Water:
A looped water system is proposed, subject to the completion of offsite improvements on the Gateway Apartment site. If the Issaquah Gateway Apartments section is not constructed, an onsite looped water system is still required. A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing.

> [Condition 27] ***The 8-inch water main shall be looped through project with two connections to the existing public 12-inch water system located along Newport Way NW, providing for fire flow consistent with City Code. A continuous 10' public water main easement is required along the alignment of the water main.***

> [Condition 28] ***A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing consistent with City Code.***

Review comments received from other City departments, listed below, have been incorporated into the Staff Report.

- Eastside Fire & Rescue – see Fire Truck Turnaround condition
- Public Works Engineering: Standard construction conditions were sent to Applicant under a separate cover.

VIII. Proposed Motion

Based upon the applications, submitted plans and technical reports, 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 Riva Townhomes, File No. SDP15-00004, subject to the terms and conditions of the Staff Report dated January 27, 2016, Attachments 1 thru 11, and the following conditions:

General Conditions

A1. 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.

A2. Alleys: Alleys generally have vertical curbs placed at the edge of the drive aisle except where larger vehicles such as fire trucks and garbage trucks require a larger turning radius. Where this is required, alternative materials such as concrete shiners and rolled curbs will be used.

A3. Accent plantings shall be provided at the Newport Way entrances to the primary through block passages to provide visual cues that these are the main pedestrian access into the interior of the site and that these walkways lead to the community open spaces on site.

---

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

2 Newport Way frontage improvements shall include:

a. driveway curb cut raised to match the grade of the 10-foot sidewalk elevation and to extend 20 feet at a flat grade. The subgrade and paving shall meet the City's Street Standards T-06 specifications to accommodate heavy truck loads;

b. driveway width of 22', with a stripe to delineate two 11-foot wide lanes. A mountable curb is required to meet any fire turning radii. The maximum driveway slope shall be 15%;

c. Shared Use Trail traversing the driveway entrance to match the grade of the Shared Use Trail running parallel to Newport Way at the point of connection. Unobstructed maintenance access to the stormfilter vaults located adjacent to the Shared Use Route shall be provided;

d. Existing power poles on the south side of Newport Way relocated to meet the road side safety clear zone, as defined in the City of Issaquah Street Standards;

e. Existing pedestrian-scale street lighting at east side of Newport Way relocated to the new landscape planter strip and meet ADA clearance requirements and Chapter 17 light level requirements;

f. Undergrounding power lines. The Applicant has two options:

- The power is undergrounded from an existing power pole that currently provides power to Sammamish Pointe Condominiums, or
- The Applicant undergrounds the power line from an existing pole across Newport Way NW. Given the Riva project will be required to move the poles on the opposite side of Newport Way that conflict with the road improvements, there may be an opportunity to utilize one of the poles that is being moved, and the undergrounding across Newport Way can be done in conjunction with all required work on the right-of-way associated with the Riva frontage improvements.

3 The walkway of the primary through block passage between buildings 17 and 18, between Newport Way and the alley, shall be 10 feet wide.

4 A 10-foot wide sidewalk shall be provided to serve buildings 34 to 36 and the communal open space/nature-based play area.

5 At construction permit, the site plan shall be revised to ensure the fire truck access in the alleys serving buildings 25 to 36 have adequate widths to allow fire trucks to maneuver without hitting the balconies or any parts of the buildings. Example: Setting back the balconies or the building so that the portion of the alley with full vertical clearance is at least 22 feet wide.

6 The Primary Through Block Passage serving buildings 34 to 36 shall be provided with a consistent and continuous sidewalk from Newport Way to building 36. Where the pedestrian path is interrupted by the surface parking spaces and the alley, the alley and parking area shall be designed as a pedestrian plaza (i.e., with special paving) so that it visually connects the community open space with the primary through block passage and Newport Way. The sidewalk of the primary through block passage at the section connected to Newport Way shall be 10 feet wide.

7 An On-Site Amenity, with a minimum size of 400 s.f., shall be provided. The nature-based play area may partically or completely fulfill this requirement.

8 The play equipment and landscape details of the nature-based play area shall meet the requirements in CIDDS 13.4 at a minimum.

9 The new Shared Use Route in the Riva property shall be extended to run along the northern property line as shown in CIDDS Figure 7B, Central Issaquah Significant Community Space, and shall connect from the Shared Use Route on the east side of Newport Way and terminate at the east property line, unless the City owns the Tibbetts Creek wetland immediately north of the Riva

property or the Applicant negotiates an easement with that property's owner. Then the Route shall connect to the proposed bridge over Tibbetts Creek associated with the Gateway Apartments project (SDP15-00002), instead of turning east when it reaches the northwest corner of the project site.

10 If the Applicant is receiving park impact fee credits for the Shared Use Route, the Shared Use Route shall be completed and dedicated to the City prior to issuance of the first Building Permit. If the Applicant is not receiving park impact fee credits, the Shared Use Route shall be completed prior to issuance of the Certificate of Occupancy for the 24th residential unit or upon completion of 66% of the proposed units.

11 Upon completion of the Shared Use Route, it shall be owned by the City of Issaquah; however, dedication of this facility may take City Council action. The property owner or Homeowner's Association (HOA), should one be formed, will have a right, but not the obligation, to maintain the Shared Use Route. If the HOA does not take the maintenance obligation, then it would be the City's obligation if the City owns the facility. If the City is not the owner, an access easement to the City will be required and maintenance responsibilities would remain with the owner or HOA.

12 Pet waste stations shall be provided at appropriate locations, such as the outdoor community spaces, where pets are likely to be allowed.

13 Provide at least one motorcycle parking space.

14 Provide at least 2 temporary bike parking near the Shared Use Route proposed at the northern perimeter of the site.

15 For head-in surface parking abutting the open spaces and wetland buffers, reduce the amount of impervious area by reducing the length of stall to 16.5 feet long with a 2-foot overhang into the landscaped area.

16 Remove single surface parking space next to unit 24 and connect the exterior stairs to Open Space C and Primary Through Block Passage serving units 34 to 36.

17 Provide a hard surface pedestrian connection from the individual, northern parking stalls to the proposed walkways within the community open spaces.

18 The driveway aisles within the BSBL that are used for vehicle turn-around shall be designed as viewing areas.

19 A total of 76 significant trees, or its equivalent in dbh, shall be provided as replacement trees. If the site cannot accommodate all replacement trees, the Applicant shall be required to pay a fee-in-lieu or plant trees off-site at a location approved by the Director of DSD. Adjustments to the

number of trees which will be removed or required, will adjust the number of replacement trees, using a consistent methodology to that shown in the staff report.

20 Pedestrian- scale pole lighting shall be provided at the designated open spaces, including the Primary Through Block Passages.

21 Single parking spaces distributed throughout the site and the 4-space parking lot at the eastern end of the property shall be screened where it abuts the pedestrian areas and community open spaces.

22 The building elevations shall be further refined to incorporate natural materials.

23 Provide additional architectural details to enhance the more visible corners of units along Newport Way that frame the required Through Block Passages.

24 Window wells shall be integrated to the landscape design and screened from pedestrian walkways with a decorative railing or low shrubs.

25 A public storm drain is required along the easterly margin of the site and shall be constructed to City standards including a public storm drain easement.

26 The applicant shall demonstrate that there is adequate capacity per the sewer easement agreement.

27 The 8-inch water main shall be looped through project with two connections to the existing public 12-inch water system located along Newport Way NW, providing for fire flow consistent with City Code. A continuous 10' public water main easement is required along the alignment of the water main.

28 A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing consistent with City Code.

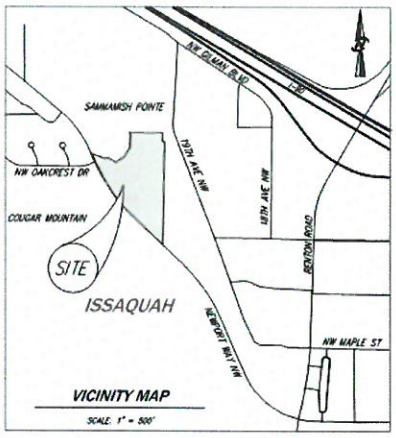
XI. Attachments

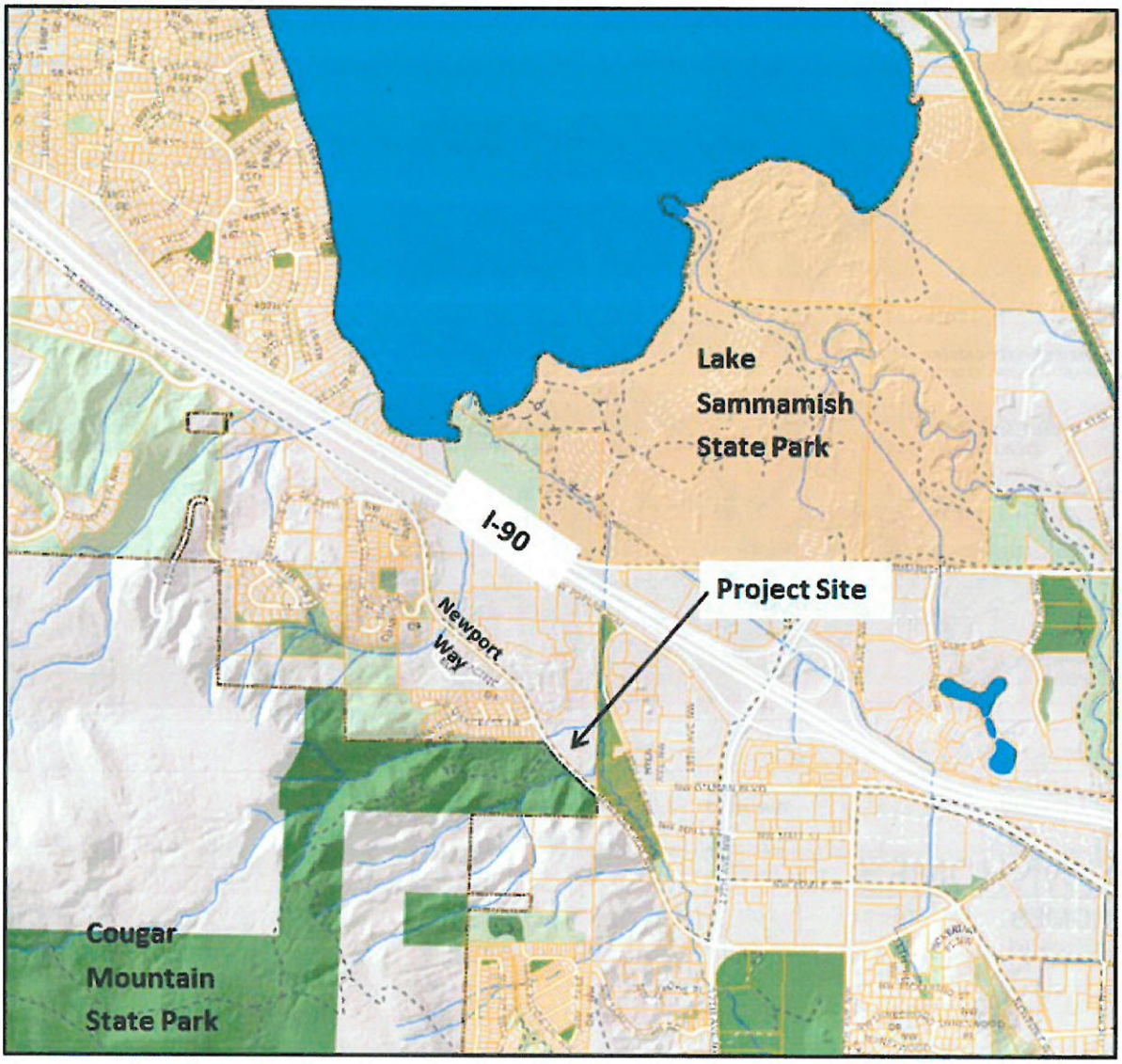
1 Site Vicinity Map
2 CIDDS Checklist with Staff Analysis
3 SEPA Mitigated Determination of Nonsignificance and SEPA Checklist
4 Site Development Permit Application, SDP 15-00004
5 Applicant Project Narrative
6 Revised Site Plan, Feb. 26, 2016 and Elevations for "AL" Units
7 Revised Fire Access Plan
8 Anti-Aircraft Creek Culvert Replacement SEPA MDNS
9 Lynch Public Comments and Staff Response
10 Kappler Public Comments and Staff Response
11 Maupin Public Comments and Staff Response
12 Freyer Public Comments and Staff Response

13 SDP15-00004 Riva Townhomes Project Plans and Drawings, complete set

ATTACHMENT B VICINITY MAP

SDP15-00004 Riva Townhomes





CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
Chap 01	**PURPOSE AND APPLICABILITY**					
1.1.C	Applicability					
1.1.D	Interpretations					Newport Way section with Shared Use Route in lieu of sidewalk and 10-foot drive lanes
1.1.E	Adjustments					Primary Through Block Passage walkway dimension
Chap 02	**DEFINITIONS**					
2.0						See updated method for measuring building height in CIDDS 4.4.E. This standard supersedes IMC18.02.040 Definition – Building Height
Chap 03	**PROCEDURES**					
3.2	Levels of Review					Site Development Permit - Level 3 (for lots greater than 3 acres or project size greater than 45,000 s.f.)
Chap 04	**ZONING, USES,**					
4.2 table	Intent of Zoning Districts		X			Central Issaquah Village Residential Zone is zoned for moderate density residential
4.3.A table	Levels of Review		X			Multi-family in lots greater than 3 acres – Site Development Permit – Level 3
4.3.B table	Permitted Uses		X			Multi-family is permitted in the Village Residential Zone
	Footnotes					N/A
4.4 table	FAR		X			Min. reqd. 0.75; proposed: 0.76. There is also a min. requirement for residential units, at 36 d.u./acre of developable area.
	Height		X			Max. height allowed is 48 feet. Proposed townhouse buildings are significantly below height limit.
	Setbacks		X			Varies. Units along Newport Way are at zero setback. Units in the rear that face the Through Block Passages are setback from the sidewalk per the prescribed dimensions in the CIDDS. Compliant at this stage of review.
	Build-to-line		X			See comments above for Setbacks.
	Impervious		X			Max. allowed, 80%; proposed: 16.6%
	Footnotes					
Chap 05	**DENSITY BONUS**					The applicant is not availing of bonus density
Chap 06	**CIRCULATION**					
6.2.A	Block length		X			Within that length, there are 4 green spaces that separate the townhouses and break up the block visually. Primary through block passages are provided between units 17 and 18, south of unit 24, and a secondary through block passage is provided between units 9 and 10.
6.2.B	Existing & New Circ Facilities – Fig.6A		X			Figure 6A shows Newport Way as an existing parkway. Newport Way frontage improvements will be required. A shared use route is also shown as a requirement.
6.2.C	Priorities		X			
6.2.D	Overpass/ Tunnel	X				
6.2.E	Add'l facilities	X				
6.2.F	Non-motorized routes					See comments in 6.4 A - D
6.2.G	No cul-de-sacs		X			
6.2.H&I	R.O.W. Dedication		X			Dedication will be required for Newport Way frontage improvements.
6.2 J	In-lieu-of Payments instead of dedication of R.O.W.	X				
6.3	AAS				X	An AAS for Circulation Facilities is required for the Primary Through Block Passage serving units 25 to 33 and to reduce the travel lane

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
						widths of Newport Way from 11 feet to 10 feet
6.4A	Circulation Facilities: Shared Use Route		X			A shared use route connecting from the existing Cougar Mountain trailhead to the perimeter of the project site and along the Tibbetts Creek corridor is required per Figures 7A and 7B. See staff report discussion and conditions.
6.4B	2ndary Through Block Passage		X			See staff report
6.4C	Primary Through Block Passage		X with conditions			See Staff Report for analysis and conditions
6.4D	Pedestrian Priority Street	X				
6.4E	Neighborhood Street	X				
6.4F	Core Streets	X				
6.4G	Boulevards	X				
6.4H	Parkways		X with conditions			Newport Way is required to be improved to Parkway standards. See staff report for analysis and condition.
6.4I	Alleys		X			Alleys are provided to serve the garages of the individual townhouse units. Drive aisle of alleys to access the garages are typically 20 feet and reduced to 18 feet in one small section, between units 9 to 12, shown on Sheet SDP-03. The alley width, which is minimized to avoid encroachment into the wetland buffer, has been approved by the Fire Marshal.
6.4J	Fire Turnaround			X	X	See staff report for analysis and condition.
Chap 12	**CIRCULATION**					
12.2.A	Multiple Routes		X			Multiple routes for pedestrians are provided through and around the perimeter of the developed area. Bicycle route follows the vehicular driveway and connects from Newport Way to the interior open spaces of buildings 25 to 36. The vehicular site access is limited to Newport Way across NW Oakcrest Drive. No secondary access and curb cut is allowed on Newport Way to maintain traffic speed and ensure vehicular traffic safety.
12.2.B	Universal Design		X		X	This standard is meant to improve usability of the public realm for all age groups; not just to address ADA standards The site has multiple pedestrian routes and designed so that bicyclists can travel in and out of the site without any barriers. Additional design details and site elements will be reviewed at the Site Work and Landscape Permit phase.
12.2.C	Visual Cues		X with condition			See staff report for analysis and condition.
12.2.D	Public & Private Facilities – no distinction		X			No private streets are required or provided.
12.2.E	Multi-functionality		X			Stormwater vaults are designed to carry vehicular loads so that they are used for parking or drive aisles (see sheet SDP-06). A concrete paved apron along the garage doors side of alleys serve as a pedestrian/bike path with balconies above providing weather protection. Also see condition in 12.2.C.
12.3	Motorized Facility					
12.3.A	Motorized Facility Design		X			Newport Way is compliant at this stage. See comments in 6.4.H, Parkways.
12.3.B	Minimize Pavement		X		X	Compliant at this stage
12.3.C	Ped. Safety Measures		X		X	Compliant at this stage; additional pedestrian safety mitigation were identified in the SEPA MDNS

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
12.3.D	Minimize Driveways		X		X	Driveway width is 24 feet, the minimum allowed.
12.3.E	Street Intersection landings	X				Street intersection landings will be constructed according to city standards.
12.4	Non-motorized Facility Standards					
12.4.A	General				X	See comments in 6.4.A
12.4.B	Pedestrian Friendliness		X		X	Each residence has a safe walking path from their residence to Newport Way and the internal open spaces. A multi-modal trail is proposed along Newport Way to further encourage non-motorized routes of travel. Residential units that sit at the property line along Newport Way and planter strip with street trees between the pedestrian path and vehicular travel lane create a pleasant walking experience along Newport Way.
12.4.C	Sidewalk Width		X			The width of the sidewalk along Newport Way was increased to 10 feet as a combined pedestrian and bike facility.
12.4.D	Pedestrian Routes		X with conditions		X	See comments in 6.4.C where noncompliance is discussed. No pedestrian barriers are shown at this time. This detail shall be further reviewed at construction permit. See also 12.5.B below. See staff report for analysis and condition.
12.4.E	Pedestrian Crossings		X with conditions		X	This level of detail is not shown at this phase of review. No new pedestrian crossings at Newport Way is required. Construction Condition: The pedestrian crossings at alleys shall be designed per CIDDS 12.4. E.3 and E.4
12.4.F	Transit Support	X				Currently Newport Way does not include transit routes; however, we consider transit with regards to Newport Way design to maintain the option in the future.
12.4.G	Tree Wells	X				No tree wells are proposed for this project.
12.4.H	Bike Circulation		X			A 10-foot wide pedestrian/bike concrete path, in lieu of a sidewalk, and a 5-foot wide commuter bike lane will be required along Newport Way a part of the Mountains-to-Sound Greenway bike trail.
12.4.I	Bike Rails	X				
12.5	Connectivity and Block Structure					
12.5.A	Pedestrian Connections		X			Multiple pedestrian connections are provided from Newport Way to the interior of the property. A sidewalk is provided along the garage side of the rowhouses facing Newport Way so that there is a continuous pedestrian path from Newport Way to connect to the interior community spaces (Open Space A and B) See comments for 6.4.C, 12.4.D and 12.5.B.
12.5.B	Connections to Surrounding Facilities		X		X	The developable area of this site is shallow and no internal streets are provided. Sidewalks in the interior of the lot serving the buildings connect to the sidewalks on Newport Way. A Shared Use Route is required to connect to the Rowley property through the Tibbetts Creek wetland and to the trailhead of the Cougar Mountain regional trail across Newport Way from the project site through an existing crosswalk at NW Oakcrest Drive. Internal sidewalks and paths are proposed to connect the site to the multi-modal trail proposed along Newport Way.
12.5.C	Circ. Facility Types		X			See comments for 6.2B and 6.4.A
12.5.D	Private Street Design	X				No private streets are provided
12.5.E	Pedestrian Curbs				X	To be reviewed at construction permit.

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
12.5.F	Walkway Separation		X			Compliant at this stage of review.
12.5.G	ROW Dedication					See comments for 6.2.H, I
12.5.H	Maintenance				X	To be determined at construction permit review phase.
12.6.	Landscaping of Circulation Elements		X		X	Most sidewalks and walkways are proposed to include landscaping to either provide a buffer from motorized users or to engage the pedestrian with a proposed private open space (see sheets L1.01 – L2.07). A 5-foot planter strip is provided along Newport Way, consistent with the standards for a Parkway. Where planter strips are required by the Circulation standards, the appropriate widths are provided.. Compliant at this stage of review.
Chap 07	**COMMUNITY SPACES**					This section of the CIDDS regulates required private and public community spaces.
7.2.A & Fig. 7A	Green Necklace		X			See staff report
7.2.B	General Standards					These requirements are addressed in other parts of the CIDDS
7.3	Required Community Spaces					
7.3.A	Residential		X with condition			See staff report for condition
7.4	Significant Community Space per Fig.7B		X			See staff report
7.5	Parks and Recreation Mitigations & Credits		X			The applicant is entitled to park impact fee credits for providing a Shared Use Route.
Chap 13	**COMMUNITY SPACES**					
13.2.A	Variety					See Staff Report general description
13.2.B	Integration					See Staff Report
13.3	Connect with Nature		X			See Staff Report
13.4	Playscape		X with condition		X	No design details for playscape is shown on landscape sheets. See staff report for discussion and condition.
13.5	Plaza	X				
13.6	Community Garden	X				
13.7	Pet Amenity			X		Given the popularity of dog ownership in residential developments, dog waste pick-up stations must be provided on site, especially where pedestrian traffic will be highest. No information provided on site or landscape plans. See condition in Staff Report
Chap 08	**PARKING**					
8.4	CTR/TMAP	X				
8.5	Use of Req'd Pkg		X			Individual garages are designed with windows that can be easily monitored from the exterior of the building to prevent use of these spaces for storage. See sheets A-05 to A-11 for elevations of garages.
8.8-9	Computation, Unspecified uses					

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
Table 8.10-1	Table of Vehicular Parking Spaces:		X With condition			Project complies with required parking: Min. of 1 space for each residential unit. Max. of 1.25 per 1 BR unit, 2 spaces for 2 BR and larger units. The min. required parking is 36; the max. allowed is 72. However the max. allowed parking space applies only to surface parking, not garage parking. The project proposes 54 standard and 14 compact spaces in garages. An additional 18 surface spaces are provided, for a total of 86 parking spaces. Since most of the parking spaces are in garages, the parking provided is well below the max. allowed. No motorcycle parking is provided. See Condition in Staff Report
8.11	Bicycle parking		X With condition			Required: 0.15 per bedroom and a minimum of 2. The Riva project proposes 36 units which equates to 5 bicycle parking. The no. of temporary bike parking is not indicated. See Condition in Staff Report
8.12	Motorcycle parking		X With condition			Required: 1 space/36 parking spaces See Condition in Staff Report
8.13	Tools & Flexibility		X			Tandem parking is proposed at 14 of the individual private garages. The length of the tandem garage spaces is less than 36 feet, which staff has determined to be inadequate. The tandem parking garage is allowed by right in the CIDDS if the length is 37.5 feet. Since the Applicant is proposing less than 37.5 feet, which can accommodate one standard and one compact parking stall, the length of the garage spaces must be at least 36 feet and must comply with the criteria set forth in CIDDS 8.13.9.b.(4). Condition: The tandem parking garages shall meet the criteria set forth in CIDDS 8.13.9.b.(4). Compact Stalls: The CIDDS allows as much as 60% of the total parking spaces to be compact stalls. The proposed no. of compact stalls comprise only 16% (14 out of 87 total) of the total parking spaces, well below the no. allowed by the CIDDS
8.18	Structured & Surface Parking Standards					This project consists of individual garages for the residential units and 18 surface parking spaces, distributed in small areas throughout the site, with the largest area consisting of 8 spaces, near the Newport Way driveway.
8.18.B	General Design & Construction Standards		X			All alleys serve garages with standard parking spaces; thus, a 24 foot wide backing space is required. The required min. drive aisle width of 24 feet for double-loaded parking is provided, even for the single-loaded alleys. Drive aisles shown on Site Plan, sheet SDP-03, is a combination of the 20-foot wide fire truck access and a garage apron approximately 5 feet wide, for a total paved area of 25 feet that can adequately accommodate space needed for cars backing out of the garages.
8.18.B.1	See Table 8.20-1		X			See comments in 8.18.B
8.18.B.2	Mix of stall sizes		X			See discussion on compact stalls in 8.13.
8.18.B.3	Location for compact & micro stalls		X			All compact stalls are inside the garages. There are no compact head-in surface parking spaces that may create an obstruction for fire truck access.
8.18.B.4	Drive aisle width		X			Complies at this phase of review. See comments in 8.18.B

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
8.18.B.5	Surface Lot Materials		X			Complies at this phase of review
8.18.B.6	Marking		X			Complies at this phase of review
8.18.B.7	Driveways		X			Driveway curb cut from Newport Way has been sized to the minimum allowed of 25 feet.
8.18.B.8	Wheelstops	X				
8.18.B.9	Stall Length in Surface Pkg./Non-parallel Pkg.		X with condition			See staff analysis and condition in Staff Report
8.18.B.10	Inner circulation		X			All parking spaces are served with an inter-connected set of alleys.
8.19	Administrative Adjustment of Standards	X				
Chap 15	**PARKING DESIGN**					
15.2.A	Location		X with condi-tions			See staff analysis and condition in Staff Report
15.2.B	Minimize Parking Appear-ance		X		X	Compliant at this stage. Most of the parking spaces are in individual garages.
15.2.C	Driveway Access		X			All garages are accessed from drive-ways/alleys.
15.2.D	Pedestrian Priority		X			
15.2.E	Use Pedestrian-Friendly Techniques on site design		X with condition			See staff report and conditions
15.2.F	Multi-Functional		X with condition			See staff report and conditions
15.2.G	Natural Ventilation & Light-ing	X				See comment in 15.3.
15.3	Structured Parking	X				The "structured parking" standards apply to parking garages in multi-unit residential build-ings or commercial buildings. The proposed residential units are served by individual gar-ages.
15.4	Surface Parking	X				There are 2 surface parking lots proposed for this project at the northern end and southern end of the site. No pedestrian connections are provided, but condition will be provided requir-ing the south parking lot to be treated as a plaza, which will provide pedestrian connec-tion, see condition in staff report for Primary Through Block Passage.
15.5	Bike Parking		X			Bicycle parking provided within individual pri-vate garages. See sheets A-01 thru A-04. A small temporary bike parking facility is pro-posed. See sheet L1.01 for the proposed loca-tion.
15.5.A	General		X			Bike parking is located at the entrance of the most visible open space in the development, at Open Space A. It is accessible via the side-walks running along the alley and from the primary through block passage connection Open Space A with Newport Way.
15.5.B	Location – w/in 50 ft. of building entrance; covered; grouped in multi-building development		X			The bike parking for community use is located next to the interior courtyard for buildings 25 to 33. Since this is a multi-building development, the 2 spaces are clustered at this location. Applicant should consider adding additional bike spaces near the shared use route at the western end of the site.
15.5.C	Secured parking/lockers		X			Bicycle parking provided within individual pri-vate garages. See sheets A-01 thru A-04.
Chap 09	**SIGNS**					
9.0						To be reviewed with construction permits.
Chap 10	**LANDSCAPE**					
10.2	Applicability		X			The site is a zoned property; therefore, the

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
						landscape standards apply.
10.3	Submittal Requirements					
10.4	Circulation Elements & Community Space				X	
10.4.A	Street Trees		X		X	Compliant at this stage of review
10.4.B	Community Spaces					See related comments in Chaps. 13 and 16
10.5	Parking Areas		X			The largest parking lot is located near the driveway at Newport Way. One tree is provided in a planter dividing the row of 8 parking spaces into groups of 4 each. The 8-space parking lot is 693 s.f. and the planter area is 110 s.f., constituting 16% of the parking lot area.
10.6	Outdoor storage, sales, display	X				
10.7	Vegetation adjacent to Critical Areas		X		X	Compliant at this stage of review
10.8	Fences, Waste Enclosures, Mechanical Equipment		X		X	Ground-mounted mechanical equipment is not proposed. Sheet L1.03 provides a design concept for fences (etc.) that may be located on-site. No fences or ground-mounted utility boxes and mechanical equipment are proposed at this time but compliance with this standard will be required should these items be proposed at site work permit or landscape permit review. A low split rail fence is customarily required for wetland buffer areas.
10.8.A	Fencing – planting reqd. on side with greatest public use				X	Compliance to be determined when fencing location is known.
10.8.B	Hedges – min. 1 ft. above area to be screened				X	Hedges are not proposed at this time. Hedges to screen blank walls, retaining walls or ground-mounted mechanical equipment may be required, should staff determine that screening is required for these items during construction permit review.
10.8.C	Waste Enclosures: min. 6 ft. and 1 ft. above container; 100% sight obscuring; softened with landscaping	X				Trash will be collected from each individual unit so design of enclosures and screening with landscaping is not required. Residential-sized waste and recycle containers will be stored inside the individual private garages and rolled out by resident for collection once per week. See unit plans on sheets A-01 thru A-04.
10.8.D	Mechanical Equipment	X				There will be no exterior mechanical equipment
10.9	Blank & Retaining Walls		X		X	Fencing and gabion walls are not proposed at this time. However, gabion walls are shown on sheet L1.03 as an alternative to other masonry retaining walls. Compliance to be determined when fencing location is known.
10.9.A	Blank Walls					See applicable comments in Chaps. 14 and 16.
10.9.B	Retaining Walls above 4 ft.		X			Retaining walls over 4 feet tall are found along Newport Way, with the exposed side facing the wetland buffer. However, the side of the wall that is visible is below Newport Way and not adjacent to any pedestrian areas.
10.10	Min. Tree Density		X			No significant trees in the developable area are proposed to be saved; therefore, replacement trees shall be required. Per the developable area of 91,490 s.f.,the project has a min. tree density of 73 trees (combination existing and new trees). Please see the Tree Plan on sheet L2.02 for more information. See condition in 10.13.
10.11-12	Tree Removal		X		X	
10.13	Tree Retention		X with condition		X	See staff report for analysis and condition

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
10.14	Replacement Trees				X	Replacement trees shall be required.
Chap 16	**LANDSCAPE**					
16.2	General Standards		X		X	Compliant at this stage of review
16.2.A	Integrate with Nature and Surrounding urban areas		X			As shown on the site plan, landscape areas in the developable area provide a green background for the built environment and a transition from Newport Way to the natural open space that occupies most of the property.
16.2.B	Context		X			The landscape plan incorporates a variety of native species and naturalistic planting schemes to immerse the user into a contextually specific Pacific Northwest experience.
16.2.C	Soften Development		X		X	Landscaping is proposed to soften the appearance of the proposed townhomes and screen areas such as parking facilities. When locations of ground-mounted mechanical and utility equipment are identified, screening with vegetation should be provided and shown on the Landscape Plans. This will be further reviewed at construction permit review.
16.2.D	Key Landscape Elements		X			Key landscape elements include the community open spaces, through block passages and shared use route. The proposed landscape plan contains a high number of ornamental and native trees. The mitigation buffer will also contain a high number of native trees. The trees are strategically located to fulfill an aesthetic function, increase the biodiversity of the site and enhance the critical areas.
16.2.E	Green Edge along I-90	X				
16.2.F	Accent Plantings –unique plantings to define sense of place		X with condition			See staff report for discussion and condition.
16.2.G	Wildlife Habitat near critical areas		X			The landscape plan will enhance the wildlife habitat opportunities on site by increasing the plant diversity, removal of invasive plant species in the development and mitigation buffers, and a robust mitigation planting plan. Elements appropriate to enhance mitigation buffers will be proposed in the final mitigation plans.
16.2.H	Design Unity: repetition of plant varieties and other materials		X			The planting palette provides a shrub-evergreen backdrop throughout the site to provide year-round screening and visual interest as well as a back-drop to feature ornamental plants. The planting palette and layout are consistent throughout the project with the exception of a more intense use of natives as the landscape plan moves from Newport Way towards the critical areas. This scheme is acceptable to further reinforce the Sense of Place (CIDDS 11.2.C). The project will be aesthetically compatible with nearby existing residential landscaping and parklands while balancing the goals of the Central Issaquah Plan.
16.2.I	Green Walls	X				
16.2.J	Trees on Site		X			The trees on the site will serve to shade the development, provide aesthetic interest and serve as a visual way-finding system. The trees will also be sized appropriately for the locations in which they are planted and placed in areas appropriate to their growing habitats (ie. smaller trees to be located in areas with more restrictive growth spaces, shade loving trees in shady areas etc.).
16.2.K	Setback Treatment		X		X	Complies at this phase of review

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
16.2.L	Pedestrian Buffer		X		X	Complies at this phase of review
16.2.M	Native Plants		X		X	Complies at this phase of review
16.2.N	Right Plant, Right Place		X		X	Complies at this phase of review. The planting palette and proposed arrangement of plant species are proposed to be located in the appropriate microclimate and space requirements best suited to each plant's habitat needs. Plants that do not need full sunlight will be planted in the shady areas of the site.
16.2.O	Site Furnishings		X with condition			See staff report for discussion and conditions.
16.2.P	Circulation Facility		X			Street trees are planned along Newport Way with groundcover plantings designed to soften the streetscape but maintain visually clear lines-of-site.
16.2.Q	Surface Parking (related standard: CIDDS 10.5)		X with condition		X	See staff report for discussion and conditions. See additional analysis in 10.5.A.1 and 2.
16.2.R	Parking Structures	X				Parking structures are not proposed. Individual garages are integrated into the design of the residential structures.
16.2.S	Integrate Stormwater Facilities and Critical Areas		X			Due to extremely limited developable space to meet FAR, the stormwater facilities will be vaulted underground to be stored and treated and then slowly discharged into the existing critical areas.
16.3	Fences	X			X	No fences proposed at this time. If fences are proposed, please provide information to show how the project complies with section 16.3
Chap 11	**SITE DESIGN**					
11.2.A	Integrate with Nature: Green Necklace		X		X	The project includes the Tibbetts Creek wetland area; however, this space is disconnected from the other green spaces in the vicinity, such as the existing Mountains-to-Sound bike lane on Newport Way, the Cougar Mountain regional trail and spaces associated with the Green Necklace along Newport Way. A continuous Shared Use Route (sidewalk/bike trail) will connect the proposed project to these areas.
11.2.B	Circulation Priorities	X				The project will fully comply with circulation facility standards.
11.2.C	Sense of Place		X		X	The site plan and landscape design evoke a Pacific Northwest character that take cues from the dominant natural features in the vicinity – Cougar Mountain and Tibbetts Creek. The site plan is interspersed with open spaces between the townhouses that allows visual connections for Cougar Mountain on the opposite side of Newport Way and the wetland and Tibbetts Creek natural buffer areas on the northern half of the property.
11.2.D	Sustainable Site Design		X		X	The sustainable site design items include integrating open spaces throughout the development to ensure that no large expanse of impervious area could cause heat island effect. Two thirds of the property is reserved as natural open space and the wetland buffer will be improved as a requirement for reducing the buffer by 25 feet. The buffer enhancement will provide wildlife habitat and improve the stream functions of Tibbetts Creek.
11.2.E	Sense of Arrival	X				While this site is part of the Western Gateway District of Central Issaquah, it is not the first property visible from entering the City so the

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
						Sense of Arrival is not as important for this project.
11.2.F	Existing Features & Context		X			To respond to topography, the units along Newport Way are designed to take advantage of the drop in the elevation from Newport Way. These units will appear as two-story structures along Newport Way but will have another floor tucked under the slopes, below the two floors of living spaces and accessed through the interior alley running parallel to Newport Way. All residential units are designed with living spaces that look out to natural open spaces.
11.2.G	Views & Vistas		X			See staff report
11.2.H	Intuitive Wayfinding		X with condition			The vehicular routes are straightforward. See staff report for discussion about Primary Through Block Passage for units 34 – 36 and the related conditions.
11.2.I	Universal Design		X			This is a small development with open spaces that serve people of all ages. One of the open spaces is a play area for children and the others are designed for outdoor sitting areas for adults. Active adults will also be served by the shared use route.
11.2.J	Multi-functionality		X			The stormwater detention vaults are located under the alleys and the 8-stall parking lot. The alleys are also intended as alternative access routes for pedestrians and bicyclists in the interior of the site. A 20-foot wide easement for the Anti-Aircraft Creek culvert that transects this property from Newport Way is also used as a Secondary Through Block Passage.
11.2.K	Site Amenities & Street Furniture		X with conditions			Minimal amenities are provided. See conditions requiring overlooks along the edge of the wetland buffer (condition #17), lighting in community spaces (condition #20), pet waste disposal stations (condition #12), and design details for "nature-based play space" (condition #8)
11.2.L	Special Paving			X		None proposed. See staff report for conditions for Through Block Passage serving units 34 to 36 and special paving for front porches 1n 14.4.B.4. Construction Condition: The midblock crosswalk of the Primary Through Block Passage that runs between units 17 and 18 and serves as primary pedestrian access to the entries for units 25 to 33 shall be designed with special paving in accordance with the City's Street Standard Detail, T-37
11.3	Standards for all Uses					
11.3.A	Pedestrian Connections					See comments in 12.5.A
11.3.B	Connections to surrounding...					See comments in 12.5.B
11.3.C	Emphasize Landscaping					See comments in chapters 10 and 16, Landscape
11.3.D	Encourage Community Spaces		X			Community spaces provided include a viewing area at the terminus of Open Space See conditions for viewing areas along wetland buffers
11.3.E	Parking, Drive-thru - minimize visual impacts by location & screening	X				
11.3.F	Streetwall		X		X	Compliant at this stage The northern side of the driveway next to Sammamish Pointe does not have a street wall. However, this area serves as the "trailhead" to the shared use route.
11.3.F.1	Build-to-Line variation	X			X	The structures along Newport Way are at zero setback from the property line.

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
11.3.G	Min. Bldg Frontage: urban core, 70%; others, 60%		X			
11.3.H	Corner Bldg. Frontage, min. 60% at build-to-line from corner	X				
11.3.I	Community Space can reduce building frontage requiremt. by 10%	X				Not proposed at this time.
11.3.J	Alternative Bldg Frontage	X				
11.3.K	Above-ground Utilities must be screened				X	No information provided at SDP review. Locations of utility boxes must be shown on site work permit plans. Construction Condition: As much as possible, locate utility boxes away from high pedestrian traffic areas. If utility boxes are located along Newport Way or visible from the required community spaces, they shall be screened per 11.3.K.
11.3.M	Res'l Front Door Orientation		X			Compliant at this stage.of review
11.3.N	Res'l Garage Setbacks and Max. width	X				This standard applies to single-family detached units with individual garage doors.
11.4	Environmentally Critical Areas		X		X	Critical areas report for the Tibbetts Creek buffer and wetlands have been provided. The mitigation plan, sheet L3.01 is compliant at this phase of review. A final mitigation plan is required at construction permit review.
11.4.A	Minimize Impacts to Critical Areas		X		X	Impacts to critical areas due to wetland and stream buffer reduction are mitigated by enhancing the entire wetland buffer. See also comment 11.4
11.4.B	Bldg. Orientation to natural areas		X			The units along Newport Way have direct views of the hillside of Cougar Mountain across Newport Way. The units in the interior of the lot have primary facades oriented to the community open spaces and are afforded view corridors to the natural areas beyond.
11.5	Service, Loading, Waste		X			
Chap 14	**BUILDINGS**					
14.2.A	Building design to accommodate change of use in future	X				
14.2.B	Avoid blank walls				X	See staff report discussion and conditions
14.2.C	Consider internal and external views, solar access with taller buildings		X			The units along Newport Way will have unimpeded views of Cougar Mountain. The interior units, except for units 31 and 32, will have unimpeded views of the natural areas, from at least one side of the units.
14.2.C.1	Sunlight at street level		X		X	The proposed structures are only 4 stories and the density is relatively low, with open space breaks between buildings. Additional review during construction permit for compliance with the solar access requirement will be required for the Shared Use Route.
	Maximize sunlight on sidewalks by shaping bldg. heights on south side of streets.	X				
14.2.C.2	Building should not shade a required community space, bet. 10 a.m. to 3 p.m.		X			Because community spaces are oriented in a variety of ways relative to adjacent buildings and given the relatively low building height, community spaces will routinely have a mixture of shaded and non-shaded portions helping to facilitate more variation in supported activities. Plant species proposed in areas that will not be exposed to much sunlight will be selected in accordance with their ability to survive and

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
						thrive in low-sunlight conditions.
14.2.D	Continuous streetwall along Circulation Facilities and Community Spaces					See previous comments about street wall in 11.3.F and J.
14.2.E	Incorporate informal gathering spaces		X			Several informal open spaces are provided with benches for community social interaction.
14.2.F	Buildings to encroach into ROW and enhance pedestrian experience		X			Buildings are modulated so that the bays, porches and porch canopies engage the pedestrian.
14.2.G	Green buildings		X		X	Developer response: Conner Homes, is dedicated to sensible environmental stewardship, as evident in their EarthSense program. Please see section 3 in the written project narrative provided earlier for a detailed description of the strategies involved. Alternately, please see http://www.connerhomes.com/character/earthsense.html.
14.3	Building Mass and Design					
14.3.A	Standards for all Uses					
14.3.A.1	Setback buildings above the third story: change in bldg. materials, articulation and modulation		X			The units read as 2-story buildings along Newport Way and as a 4-story building along the alley. The fourth level is articulated by using dormers and shed roofs for the bays. The end units do not up to the fourth floor at the corners, thus softening the impacts of the 4-story structure at the corners.
14.3.A.2	Break up larger buildings; provide 13 ft. separation for Secondary Through Pathway	X				
14.3.A.3	Provide surface relief, depth and shadows		X			Adequate surface relief is provided by the bays, balconies, multiple roof forms and use of glass and textured panels for the exterior siding of the buildings.
14.3.A.4	Bldgs. > 45,000 s.f. shall be broken into 2 or more buildings	X				
14.3.A.5	If buildings are set back, use elements to maintain a strong connection	X				
14.3.A.6	Windows: divided light, operable, trimmed; recessed or projecting from building facade				X	No elevations provided at this time. Show how this standard is achieved with the conceptual building elevations at the SDP submittal.
14.3.A.7	Base, middle and top		X			Base, middle and top expressed through the variation in siding materials, the extended and recessed bays, and the variation in roof forms and direction of slope of the roofs.
14.3.A.8	Preserve views of forested hillsides of Issaquah Alps if building high-rise	X				
14.3.A.9	Special treatment of building corners adjacent to Public Spaces			X	X	See staff report discussion and condition
14.3.A.10	Other techniques to enhance building design and break up mass	X				
14.4	Ground Level Details					
14.4.A	Standards for All Uses					
14.4.A.1	Retail windows facing Circulation facilities – clear view of activity within; large windows	X				
14.4.A.2	Open design for fences; delineate semi-public spaces	X				
14.4.A.3	Active ground floor uses	X				

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
	that are visible from Circulation facilities; if office uses on ground floor – use landscaping, low walls to create layers and semi-transparency					
14.4.A.4	Numerous and separated entrances; Entrances reinforced with tradition "main street" design elements		X		X	Complies at this phase of review. Each residential unit has its own entrance. Residential entries are provided with a covered porch and windows open to the sidewalks. Details such as lighting for entries will be reviewed at construction permit.
14.4.A.5	Primary bldg. entrances shall be accessible and visible from Circulation Facilities		X with condition			The main entries to the residential units along Newport Way are compliant at this phase of review. The units in the interior of the lot also face Primary Through Block Passages, which connect to Newport Way. See staff report discussion and condition in 12.2.C, Visual Cues.
14.4.A.6	Primary bldg. entrance visually more prominent than secondary entrances; emphasize through arch'l modulation and articulation, lighting, weather protection	X				The proposed unit designs have no secondary exterior entrances.
14.4.A.7	For Bldg. with multiple frontage along a Circulation Facility – each frontage shall be designed to complement the Circulation Facility abutting it	X				
14.4.A.8	Street front windows: 50% of wall; 75% of window area shall use clear glazing	X				This requirement applies to commercial or retail uses. However, residential windows shall meet this requirement to the extent feasible while also providing privacy for the ground floor spaces.
14.4.A.9	Mirrored or Reflective Glass not allowed	X				
14.4.A.10	Ground level retail and entrance lobby located on a Pedestrian Oriented Circulation Facility shall have a first floor height of at least 15 feet	X				
14.4.A.11	Landscaping as transition between property line and building face; plantings may be at grade or in planters, window boxes, containers, trellises, etc. Where building is at property line, plantings may be located in recessed bays or extend into the r.o.w. as determined by Director		X		X	While the site plan shows window wells located between the building façade and the property line along Newport Way, the Applicant has since revised their proposal and will relocate all window wells to the side of buildings. See supplemental drawings in ATTACHMENT 6. Construction Condition: Units provided with window wells shall be provided with adequate space for landscaping or decorative railing to screen the window wells from walkways and community spaces.
14.4.A.12	Elements to enhance ground floor: clerestories over storefront windows, projecting window sills, medallions, benches and seat walls along 25% of façade; decorative masonry				X	The projecting entry roofs, together with their corresponding banding element, create a strong horizontal line that visually separates the lower level from upper levels. This is further strengthened by the distinctive horizontal band of panel siding and horizontal proportioned windows occurring below the entry roofs. Finally, the proposed design and color of entry doors generates visual interest and reinforces the proposed architectural styling. Elements such as decorative lighting, special paving and other architectural treatments to the façade should be used to provide more interesting building entries, especially along Newport Way. To be reviewed at construction.

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
14.4.B	Ground Level Residential Uses					
14.4.B.1	Design ground level residential to relate to the street while maintaining privacy for residents		X with conditions			See staff report discussion and condition
14.4.B.2	Balance street activation with privacy using stoops, private front yards, common gardens or elevated first floor units		X			The 3 buildings interior to the site, comprised entirely of ground-related residential units, are located so their primary entrances open directly onto green spaces. Entry porches are set back minimally from the 5' wide linear sidewalks allowing for 5' of landscaping between sidewalk and building and for > 14' of landscaping on other side of sidewalk. These multi-functional green spaces will give residents and their guests a different sense of arrival, one that feels more communal, with a greater sense of security, as compared to the "active" pedestrian experience being provided along Newport Way.
14.4.B.3	Orient Primary entries to Circulation Facility					See comments in 14.4.A.5.
14.4.B.4	Use architecture details and landscape features to further enhance and emphasize pedestrian entry from Circulation Facility: special paving, pedestrian-scaled lighting, roof covering at least 6 ft. deep by 4 ft. wide		X		X	Complies at this phase of review. Primary entrances are made visually prominent by utilizing architectural forms and details to work collectively in creating a front porch. Doors are brightly colored and provided with a side light. Rather than having traditional posts and railings (uncharacteristic of the proposed architectural style), the front porch is defined simply by implementing a distinct change in surface elevation (raised porch) and through the use of a strong horizontal floating roof overhead, measuring 4' by 6' Construction Condition: Special paving shall be provided for the front porches.
14.4.B.5	Secondary entrances may be from parking areas		X			
14.5	Weather Protection					
14.5.A	Standards for All Uses					
14.5.A.1	When building is located at property line or the development extends the sidewalk on to site and against a building, weather protection shall be required over entrances and 75% of the building façade length	X				
14.5.A.2	Height of Weather protection must be coordinated with other site features; priority is to provide protection for pedestrians		X			
14.5.B	For residential building entrances, min. 4 ft. X 4 ft.		X			
14.6	Roofs & Parapets					
14.6.A.1	Rooftops as active amenities, when feasible	X				Strongly encouraged but not required.
14.6.A.2	Alternatives to active amenities: green roofs, solar panels	X				The applicant is not proposing the use of green roofs or solar panels.
14.6.A.3	Consider public access of rooftops	X				Strongly encouraged but not required.
14.6.A.4	Nonresidential buildings shall have parapets	X				
	Residential uses may use parapets and projecting cornices or sloping roofs consistent with the building		X			A variety of roof slopes, roof forms, eave overhangs and fascia details were utilized to create roof designs that are visually interesting and consistent with the proposed architec-

CIDDS Standard #	Name	N/A	Meets Standard? Yes	No	Constn. Review	Staff Comments/Concerns
	design.					tural styling.
14.6.A.5	False parapets prohibited. Cannot be excessively tall and dominant		X			False parapets are not proposed.
14.6.A.6	Parapets shall not exceed 25% of the height of the supporting wall and shall not exceed 8 feet.	X				Parapets not used for this project.
14.6.A.7	When roof shape and penthouse functions are integrated into overall building design	X				There are no rooftop mechanical equipment proposed; therefore, this standard does not apply.
14.6.A.8	Sloped roofs min. pitch of 4:12. Roofs longer than 60 ft. shall have a change in form to break up mass				X	Sloped roof buildings are an integral part of the vision for the Western Gateway of Central Issaquah so this is strongly encouraged. Pitch proposed for main roof is 8:12. Some buildings will step between units (to respond to finished grades) resulting in main roof stepping accordingly. For buildings with no steps, the clerestory portion of the pop-out bays, which extend well above the eave line, along with the dormer features serving the habitable attics, effectively interrupt the single roof form.
14.6.A.9	Roof surfaces shall use a "white roof" with a Solar Reflectance Index of 78 or greater		X			Flat roofs over entry porches will have membrane roofing that meets SRI of 78 or greater. This standard is not applicable to sloped roofs.
Chap 17	**LIGHTING**					
17.2-10	Lighting		X		X	See staff report discussion

Other: Additional Construction Conditions

1. A combined Photometric study for the site and ROW, including the taper area; additional street lighting may be required should the Lighting Photometric show that lighting on the vehicular lanes of Newport Way is inadequate
2. Accent plantings shall be provided at the Newport Way entrances to the primary through block passages to provide visual cues that these are the main pedestrian access into the interior of the site and that these walkways lead to the community open spaces on site.

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construct a 36-unit townhouse development on an 8.4 acre parcel. The site includes wetland and stream critical areas, limiting the development area to 2.2 acres of the site.

The site contains 2 streams with salmonids (Class 2S): Anti-Aircraft Creek (WRIA #0169A) and an unnamed tributary to Tibbetts Creek (WRIA #0169H). The proposal would reduce the 100-foot stream buffers to 75 feet and enhance the reduced buffer area with native plantings. There is a 3.8 acre Category II wetland on the site. The 75-foot wetland buffer would be reduced to 56.25 feet with planting enhancement of the reduced buffer area. A 10-foot wide public shared use trail is proposed through the wetland and wetland buffer; elevated through the wetland to avoid direct fill impacts.

Proposal includes 68 parking stalls in unit garages and 18 surface stalls.

The site would be accessed off Newport Way NW and project includes street frontage improvements, including: a 10-foot wide multi-modal trail, landscape strip, bike lane, travel lanes, and a center turn lane.

Proponent:

Stacia Bloom
Core Design Inc
14711 NE 29th Pl
Bellevue, WA. 98007

Gateway-Smallwood LLC
14824 NE 95th St
Redmond, WA. 98052

Permit Number: SDP15-00004 – Riva Townhomes

Location of Proposal: 2000 block of Newport Way NW

Lead Agency: City of Issaquah

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

Comment/Appeal Period: This Mitigated Determination of Nonsignificance is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii, and is based on the proposal being conditioned as indicated below. There is a 21-day combined comment/appeal period for this determination, between **March 3, 2016 to March 24, 2016.** Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

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

Notes:

1. This threshold determination is based on review of the Plan Set including civil, architecture, landscape, conceptual mitigation plans received October 19, 2015; revised Shared Use Trail and Mitigation Plan dated February 18, 2016; Wetland & Stream Determination and Preliminary Buffer Mitigation (Schulz, October 14, 2015) and Revised Wetland & Stream Determination (Schulz, February 24, 2016); Wetland and Stream Review for Issaquah Farms Property – Revised Findings

(ESA, February 18, 2016); Traffic Impact Analysis (TENW, August 26, 2015) and Addendum (TENW, February 2, 2016); Geotechnical Feasibility Study (GeoEngineers, October 2, 2014); Preliminary Storm Drainage Report - TIR (Core Design, received October 19, 2015); SEPA environmental checklist received October 19, 2015; and other documents in the file.

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

Findings:

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

2. Streams: The site contains 2 streams with salmonids (Class 2S); Anti-Aircraft Creek (WRIA #0169A) and an unnamed tributary to Tibbetts Creek (WRIA #0169H). Class 2S streams require a 100-foot buffer. In addition to the applicant's biologist, an outside peer review evaluated the stream classifications and a field review with Washington Department of Fish and Wildlife confirmed the stream ratings (ESA, February 18, 2016).

   The stream buffer area is currently dominated by non-native, invasive plant species and the City's Critical Areas Regulations allow for a maximum 25% reduction to the 100-foot stream buffer standard where buffer conditions are degraded and enhancement with native vegetation would improve water quality and habitat functions (IMC 18.10.790.D). The proposal would reduce the 100-foot stream buffers to 75 feet and enhance the reduced buffer area with native plant species. The stream buffer would be reduced by approximately 9,886 SF. The stream and wetland buffer enhancement area would total approximately 63,370 SF.

   The entire, reduced 75-foot stream buffers shall be planted at a planting density consistent with IMC 18.10.790.D; a minimum planting density of 10 feet on-center for trees and 5 feet on-center for shrubs. The planting density shall be shown on the final stream buffer enhancement planting plan.

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

   The City of Issaquah has proposed to replace existing culverts for Anti-Aircraft Creek. The project would re-align Anti-Aircraft Creek on the subject site. The culvert replacement project (ASDP15-00011) is independent of the townhouse development and a separate SEPA determination evaluating potential impacts of the project was issued on February 25, 2016. The proposed townhouse development has provided an easement for the culvert replacement; the stream would be culverted through the townhouse development area and then surface in the wetland buffer and connect to the existing stream channel at the west edge of the wetland.

3. Wetlands: A *"Wetland & Stream Determination and Preliminary Buffer Mitigation"* report (Schulz, October 14, 2015) was submitted with the application, including; wetland delineation and wetland rating, stream classification, and summary of project impacts and mitigation. The wetland

delineation and rating was evaluated by an outside biologist peer review (ESA, January 26, 2015, revised February 18, 2016), which confirmed the accuracy of the wetland boundaries and wetland rating.

There is a 3.8 acre Category II wetland on the site. The wetland also extends off-site, but the total size of the wetland has not been estimated. Category II wetlands require a 75-foot buffer. Because the wetland buffer area is currently dominated by non-native invasive plant species, it qualifies for a buffer reduction (maximum 25% of buffer standard) provided the reduced buffer area is enhanced with native plant species (IMC 18.10.650.D.3). The applicant proposes to reduce the 75-foot wetland buffer to 56.25 feet with planting enhancement of the reduced buffer area. The wetland buffer would be reduced by approximately 10,995 SF. The stream and wetland buffer enhancement area would total approximately 63,370 SF.

A 10-foot wide public shared-use trail is proposed along the north property boundary. The trail is intended to connect from Newport Way NW to the north of the site to a public regional trail that will be constructed by the Gateway Apartments, which will provide a pedestrian bridge/crossing over Tibbetts Creek. The proposed trail on the Riva townhouse site would go through the wetland (226 LF) and wetland buffer (82 LF). It is proposed to be an elevated boardwalk through the wetland area, using a pin pile or diamond-pier construction technique, to avoid direct wetland fill impacts. The indirect, shade impacts of the trail would be mitigated with enhancement of the wetland at a 1:1 ratio of the trail area. The trail through the wetland buffer area would be mitigated by buffer averaging, providing additional buffer area equal to the trail area inside the buffer. The trail alignment has been selected where the dominant plant cover is non-native Himalayan blackberry. Therefore, the proposed trail alignment is not expected to result in a loss of buffer functions. The final mitigation plans shall include the mitigation, as described above, for the public shared use trail.

4. Stormwater – A Preliminary Drainage Report (Core Design, received October 19, 2015) was prepared to address core requirements, off-site drainage analysis, stormwater facility flow control and water quality design. The project will be required to meet standards of the 2009 King County Surface Water Design Manual with the 2011 City of Issaquah Addendum.

   Stormwater runoff would be conveyed to below-grade detention vaults which would discharge via dispersal trenches into the wetland buffer. Stormwater facilities will be required to comply with the Sensitive Lake Protection Water Quality standards for Lake Sammamish, which is required to reduce phosphorus levels leaving the site. Lake Sammamish is considered an impaired water body due to existing phosphorus levels.

5. Traffic: A Traffic Impact Analysis (TENW; August 26, 2015, February 2, 2016) was completed to document trip generation from the proposal and to evaluate the level of service (LOS) and safety and operations of the site access drive off Newport Way NW. The report estimates the proposal would result in 264 new weekday daily trips; with 23 weekday AM peak hour trips (4 entering, 19 exiting) and 26 weekday PM peak hour trips (17 entering, 9 exiting).

   To estimate future peak hour traffic volumes on Newport Way NW, the Traffic Impact Study (TIA) included approved development projects and applied a background traffic growth rate. A distribution of the project trips (north or south on Newport Way NW during AM/PM peak hours) was based on information from the City's traffic model.

   Under the City's new concurrency standards (adopted by Ordinance #2733, effective February 2, 2015), individual development applications are not required to evaluate their project traffic impacts on the local street system, provided a proposal is consistent with the City's planned growth that was assumed and previously evaluated in the traffic concurrency model. The City completed a system-wide transportation concurrency assessment for future planned growth and road improvements were

identified to mitigate for the corresponding planned growth. According to the City's traffic model, adopted level of service (LOS) standards would be maintained and development projects would be concurrent provided the identified road improvements are constructed. A transportation impact fee was calculated to fund the road improvements identified in the concurrency model and on the City's Transportation Improvement Program (TIP). Development proposals can therefore mitigate for their traffic impacts by payment of the traffic impact fee.

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

The project applicant is required to construct new half-street improvements along their property frontage on Newport Way NW, consistent with City road standards and the *Central Issaquah Plan* which identifies this section of Newport Way NW as a "Parkway." The improvements would consist of 10-foot wide vehicle travel lanes, a 12-foot-wide center turn lane near the site entry and an 8-foot planted median, a 5-foot bicycle lane, 5-foot landscape strip, and a 10-foot shared multi-model (bicycle, pedestrian) path. The street frontage and channelization improvements are consistent with the nearby Gateway Apartments and Gateway Senior Housing projects.

The access into the development is proposed from a single access drive off Newport Way NW, located at the intersection with NW Oakcrest Drive. The TIA evaluated the Level of Service (LOS) for the site access. This analysis assumed a stop sign would control side-street turns. It also assumed the frontage and channelization improvements described above, including a center turn lane to facilitate turn movements entering/exiting the site. The TIA concluded all turn movements at the site access onto Newport Way NW would operate at LOS A-C, meeting the City's adopted LOS standard of LOS D.

The project road improvements would result in removal of the existing gravel shoulder on the west side of Newport Way NW, the opposite side of the street from the proposed development. The gravel shoulder is necessary for vehicles to pull off the roadway and it is also used by pedestrians to access the King County Cougar Mountain trailhead. The applicant shall provide a 5-foot wide compacted gravel shoulder within the existing street right-of-way on the west side of Newport Way NW.

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

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

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

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the SEPA environmental checklist received October 19, 2015 and supplemental technical information and reports listed in the Notes. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. The Critical Area Regulations require the following measures:
    1) The outer extent of the critical area buffers shall be fenced in the field with installation of temporary erosion sedimentation control (TESC) measures, prior to beginning construction and maintained through the duration of construction activities.
    2) Permanent survey stakes using current survey standards shall be set to delineate the boundaries of the critical area buffers.
    3) Critical areas shall be fenced to limit encroachments from pedestrians and dogs. Fencing locations and details shall be shown on the final mitigation plans and subject to DSD approval. Critical area signs shall be installed along the fences to explain the type and value of the critical area.
    4) Critical areas and buffers shall be protected in perpetuity with a Native Growth Protection Easement (NGPE) recorded on the property title.
    5) A 5-year monitoring/maintenance period is required for the stream buffer enhancement. The applicant shall provide a bond amount equal to 50% of the cost of plants, labor and the 5-year monitoring/maintenance cost prior to final building permit approval.
    6) The Homeowners Association (HOA) shall have responsibility for maintenance of critical areas and buffers after the 5-year monitoring/maintenance period. The maintenance shall be consistent with the objectives and details of the approved mitigation plan, including; removal of garbage/litter, control of invasive plant species, and maintenance of fencing. This requirement shall be included in the HOA's Covenants, Conditions & Restrictions (CC & Rs).
2. Final stream and wetland buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Final plans shall include a planting plan, grading plan and a 5-year monitoring/maintenance plan with performance

standards for monitoring success of the enhancement planting. The plans shall meet King County Critical Areas Mitigation Guidelines for monitoring performance standards.

3. The entire reduced stream and wetland buffer areas shall be planted at a planting density consistent with IMC 18.10.790.D.4 and IMC 18.10.650.D.3; a minimum planting density of 10 feet on-center for trees and 5 feet on-center for shrubs. The planting density shall be shown on the final stream buffer enhancement planting plan.

4. The final mitigation plans shall include mitigation for the public shared use trail as shown on the Shared Use Trail and Mitigation Plan dated February 18, 2016.

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

6. The applicant shall provide a 5-foot wide compacted gravel shoulder within the existing street right-of-way on the west side of Newport Way NW, the opposite side of the street from the proposed development. This is required to replace the existing gravel shoulder which would be removed due to project road improvements.

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

SEPA Responsible Official: Peter Rosen

Position/Title: Senior Environmental Planner

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

Date: 3/3/2016 **Signature:** Peter Rosen

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Parties of Record
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

Purpose of checklist:

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

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

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals: [help]

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

A. background [help]

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

   Riva Townhomes

2. Name of applicant: [help]

   CHG SF, LLC

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

   Contact: Aron Golden (CHG SF, LLC)

   12600 SE 38th, Suite 250

   Bellevue, WA 98006

   425-646-4411

4. Date checklist prepared: [help]

   10-15-2015

5. Agency requesting checklist: [help]

   C***ity of Issaquah Development Services***

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

   Begin clear and grade in the spring of 2016.

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

   Not at this time.

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

   Wetland and Stream Determination Report – C. Gary Shulz, October 14, 2014

   Peer Reviewed Wetland and Stream Determination Report – ESA, January 26, 2015

   Geotechnical Report – PanGEO, October 2, 2014

   Arborist Report – Schoffner Constructing – October 1, 2015

   Preliminary T.I.R. – Core Design, Inc. – to be completed and submitted

   Traffic Report – TENW

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

   Not to our knowledge.

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

    - ***SEPA Approval***
    - ***Building Permits***
    - ***Site Development Permit***
    - ***NPDES Permit***
    - ***Right Of Way Use Permit***

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this

page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

The proposal is for the creation of a dynamic 36 townhome community that implements the vision of the Central Issaquah Plan for the Newport Way corridor. The 8.39 acre site contains sensitive areas. Approximately 2.19 acres are considered developable. The proposed project will also include frontage improvements along Newport Way and a public shared use trail. Development is focused outside of sensitive areas.

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

The 8.39 acre project is located northeasterly of Cougar Mountain, bounded by SE Newport Way to the east and the Sammamish Pointe Development to the north. The current zoning classification of the site is Village Residential and is located within the Central Issaquah Plan.

Please See Attached Documents for:

Legal description and vicinity map.

Please refer to SDP – 01 – SDP – 03 for topo and site plan.

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth

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

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

Per Core Design, Inc survey the steepest slopes are approximately 2:1 and our located in the southeast portion of the site.

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

According to the Geologic Map of King County and to geotechnical test pits, WA the project area consists of Alluvium (Qal). Please refer to the Geotechnical Report for a more detailed soil analysis.

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

None which are known at this time.

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

Cut and fill will be used to allow level building pads and parking areas. The source of the fill is still to be determined at this time. Total area affected by grading will be approximately 2.65 acres. The approximate amount of cut and fill are as follows:

- ***Cut: 5,050+/- cubic yards***
- ***Fill: 5,520+/- cubic yards***

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

Unlikely, however the use of BMP's will mitigate possible erosive situations should they occur. Additionally, a temporary erosion and sedimentation control plan (TESCP) will be submitted and approved prior to any clearing and grading.

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

Approximately 16.6% of the site will be covered with impervious surface.

Total Area = 365,394 sf

Onsite Roadways = 23,020 sf

Onsite Concrete Walks = 7,545 sf

Onsite Buildings = 30.043 sf

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

A TESCP will be prepared and implemented prior to commencement of construction activities. During construction, erosion control measures may include any of the following:

siltation fence, siltation ponds and other measures which may be used in accordance with the requirements of the City. The native topsoil and duff will be sustained to the maximum extent feasible.

2. Air

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

During construction, there will be increased exhaust and dust particle emissions. After construction, the principle source of emissions will be from automobile traffic, lawn equipment, and other behavior typical of maintenance of mixed-use/residential uses.

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

Off-site sources of emissions are those typical of the residential neighborhoods that surround this site, such as automobile emissions from traffic on adjacent roadways and fireplace emissions from nearby houses.

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

Construction process that could result in emissions will not be significant and can be controlled by several methods: watering or using dust suppressants on areas of exposed soils, washing truck wheels before leaving the site, and maintaining gravel construction entrances.

Automobile and fireplace emission standards are regulated by the State of Washington. The site has been included in a "No Burn Zone" by the Puget Sound Air Pollution Control Agency which went into effect on September 1, 1992. No land clearing or residential yard debris fires would be permitted on-site, nor in the surrounding neighborhood in accordance with the regulation.

3. **Water**

a. Surface Water: [help]

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

Yes. Tibbits Creek runs adjacent to the subject property along the eastern property line on the Rowley property. Much of the area located on the lower northern and eastern potions of the property is wetland habitat classified as Wetland A: Category II. Two streams flow across the property from west to east. The northernmost stream is a Class III stream and will be relocated as part of the City's 2013-2018 Capital Improvement Plan (GO2512). The southern stream is a Class II stream and will remain intact.

Please refer to the Wetland and Stream Determination for Issaquah Farms Property authored by C. Gary Schulz, and Wetland and Stream Review for Issaquah Farms Property authored by Pete Lawson and Sara Noland for more information regarding onsite critical areas.

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

Yes. Grading will occur near Stream S1, S2, and Wetland A. Please refer to submitted Preliminary Plans for more detail on proximity and type of work being proposed near sensitive areas.

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

None proposed.

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

No.

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

The proposal does not lie within a 100-year floodplain.

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

No.

b. Ground Water:

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

No groundwater will be withdrawn.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the

number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

None will be discharged.

c. Water runoff (including storm water):

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

Stormwater runoff from roadways and other impervious surfaces will be collected and routed to stormwater wetvaults and/or stormfilters located on site and will be treated for sediment and petroleum removal to meet treatment requirements of sensitive lake water quality before being released through dispersion trenches. Please reference preliminary civil sheets SDP-03.

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

The project will be connected to the public sanitary sewer system; waste materials will not enter the ground or surface waters.

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

No, the project proposes to mimic the existing site drainage condition by matching the existing flow-rates and durations and discharging stormwater at the natural discharge location.

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

A City approved storm drainage system will be designed and implemented in order to mitigate any adverse impacts from stormwater runoff. This system will include a detention/water quality vault. During construction the storm system and the rest of the site sediment control will include temporary erosion control barriers: Chemical treatment (i.e. Chitosan or other chemical flocculants), silt fence filtration, ground covering, and either a sediment trap or pond. Soon after beginning site development, the permanent stormwater collection/treatment will be constructed to not only maintain the future runoff from the site, but also to control erosion and sediment during construction. This system will ensure that prior to release of stormwater into downstream storm system, potential impacts to ground and surface waters will have been significantly reduced. See TIR for more information.

4. **Plants** [help]

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

__***X***__deciduous tree: alder, maple, aspen, other
__***X***__evergreen tree: fir, cedar, pine, other
__***X***__shrubs
__***X***__grass
____pasture
____crop or grain

____ Orchards, vineyards or other permanent crops.
__***X***__ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
__***X*** __other types of vegetation: Significant invasive plant species, including English ivy and Himalayan Black Berry.

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

Mature trees and invasive plant species.

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

There or none known to be on or near the site.

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

A landscaping plan will be proposed to include a mix of native and drought tolerant vegetation as well as ornamentals. A tree plan will also be prepared demonstrating which existing trees will be removed and mitigation efforts to offset any negative impacts.

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

Noxious weeds and invasive species known to exist on or near the site include Himalayan blackberries and English ivy.

5. **Animals**

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

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

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

There are no known threatened or endangered species known to be on or near the site.

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

No.

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

Impacts to sensitive areas will be mitigated through a sensitive area buffer mitigation plan. This plan will likely increase the plant diversity, enhance the current vegetation, and increase species richness.

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

None identified.

6. **Energy and natural resources**

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

Electricity and/or natural gas will be the primary source of energy for the development.

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

No negative effect is anticipated.

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

The project will adhere to the requirements of the Uniform Building Code and the State Energy Code.

7. **Environmental health**

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

This project will not generate environmental health hazards.

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

None identified.

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

None identified.

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

None identified.

4) Describe special emergency services that might be required.

None identified.

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

None, proposed. There are no on-site environmental health hazards known to exist today, nor are there any that will be generated as a direct result of this project.

b. **Noise**

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

The main source of off-site noise in this area originates from traffic on Newport Way and I-90. No negative impact from these minor noise generators are expected.

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

Short-term noise impacts will result from the use of construction and building equipment during site development. These temporary activities will be limited to legal working hours as prescribed by City Code. Long-term impacts will be those associated with the increase of human population, additional traffic and noise associated with the proposed developments usage.

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

Short-term noise impacts will result from the use of construction and building equipment during site development. Long-term impacts will be those associated with the increase of human population, and additional traffic. Any additional noise as a result of this project will be mitigated by vegetation, six acres of undeveloped sensitive areas, and adherence to City of Issaquah noise ordinances.

8. **Land and shoreline use**

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

Per King County iMap, the following are the uses of the neighboring properties.
Site: Vacant
North: Undeveloped/Residential Neighborhood
East: Vacant (Commercial)
West: Public Park
South: Open Space Timber Land/Greenbelt

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

Not to our knowledge.

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

Not to our knowledge.

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

None. The site is vacant.

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

No. The site is vacant.

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

Village Residential.

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

Mixed Use.

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

Not Applicable.

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

Yes, sensitive areas have been identified. Also according to NWMaps there are steep slopes located in the very northeast corner of the property. Please see the wetland report and geotechnical report for more information.

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

Approximately 90 people (36 units X 2.5 persons per dwelling unit.)

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

None. The site is currently vacant.

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

None. The site is currently vacant.

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

The proposed project will be designed and constructed to meet the design guidelines set forth by the City of Issaquah Code and the Central Issaquah Development and Design Standards.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None.

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

36 Units will be provided. They will be in the middle income price range.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

None. The site is currently vacant.

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

None. The site is currently vacant.

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

The final height of structures will not be more than 3-stories above grade plan. The tallest point of any structure will not exceed the maximum height of zoning code.

b. What views in the immediate vicinity would be altered or obstructed? [help]

None.

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

The proposed project will be designed and constructed to meet the design guidelines set forth by the City of Issaquah Code and the Central Issaquah Development and Designs Standards.

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

The circulation paths and drive aisle may be illuminated to provide site safety. Minor amounts of lights located within the townhomes may be visible to neighboring properties during non-daylight hours.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

The project is not likely to create a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal? [help]

Street lighting and surrounding residential lighting may impact the project, but the impacts are not anticipated to be negative or significant.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

The project will be carefully designed to minimize light and glare including the utilization of down-lighting. The lighting will comply with the City's lighting Design Standards.

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Directly across Newport Way is the Cougar Mountain Regional Wildland Park which includes hiking and walking trails. The Precipice Bottom Trail trailhead is located directly across from the project. Tibbets Valley Park, which consist of ball fields is located approximately .5 miles to the south of the project.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

The project will not displace any recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

The Developer is proposing a public shared use trail connection through the site to the Rowley property adjacent to the site. The Developer is also proposing to construct a 10 foot multi-modal trail along the property's frontage to help further develop the Mountains to Sound Greenway Plan.

The Developer may also be paying recreation impact fees, if required.

13. **Historic and cultural preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

None identified.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

None identified.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

The site is unoccupied and void of any visible markers that would indicate the site is of cultural, historical or archeological significance.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None proposed.

14. **Transportation**

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

One access point will be provided via Newport Way at the north end of the property

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The site is not served by public transit. The nearest stop is the Issaquah Transit Center and is approximately .5 miles away.

City Comment from Pre App Notes. Currently Newport Way does not include transit routes; however, we consider transit with regards to Newport Way design to maintain the option in the future.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

Currently there are no parking stalls. The proposed project will create 87 stalls total.

16 standard stalls

2 parallel stalls

1 loading stall

54 garage stalls

14 compact garage stalls

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

ROW improvements are proposed to help separate vehicular traffic and pedestrian traffic. Please reference street sections provided on plans for more detailed imagery of proposed improvements to make Newport Way safe for pedestrians, bicyclists, and vehicles.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

No the project will not occur in the immediate vicinity of water, rail or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

36 units on average would generate 209 weekday daily trips

The trip generation estimate for the proposed 36-unit Riva Townhomes development was based on the methodology included in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition for

Land Use Code (LUC) 230 (Residential Condominium/Townhouse).

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposal will not interfere or be affected by the movement of agricultural and forest products.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The project will have to receive a Traffic Certificate before Final Approval. It may also be subjected to Traffic Impacts Fees. ROW improvements are proposed to help separate vehicular traffic and pedestrian traffic. Please reference street sections provided on plans for more detailed imagery of proposed improvements to make Newport Way safe for pedestrians, bicyclists, and vehicles. Please reference TENW's traffic report for more information.

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

The need for public services such as fire, health and police protection will be typical of multi-family development of this size. The school children originating from the homes in this development will attend the schools in the Issaquah School District.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

The roads and homes will be constructed to meet all applicable standards and codes of the City, Central Issaquah Design Development Standards, and the Uniform Building Code. The proposed development will contribute to the local tax base and provide additional tax revenue for the various public services. The impact to the schools, parks, traffic, and site will be mitigated through possible payment of impact fees.

16. **Utilities**

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

Electricity will be provided by Puget Sound Energy. Natural Gas will be provided by Puget Sound Energy. Water will be provided by Sammamish Plateau Water/Sewer District. Sewer will be provided by Sammamish Plateau Water/Sewer District. Telephone Service will be provided by Century Link. Refuse Service will be provided by Allied Waste. Cable TV will be provided by Comcast.

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee Aron Golden

Position and Agency/Organization VP Land, CHG SF, LLC

Date Submitted: 10/

D. supplemental sheet for nonproject actions [help]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

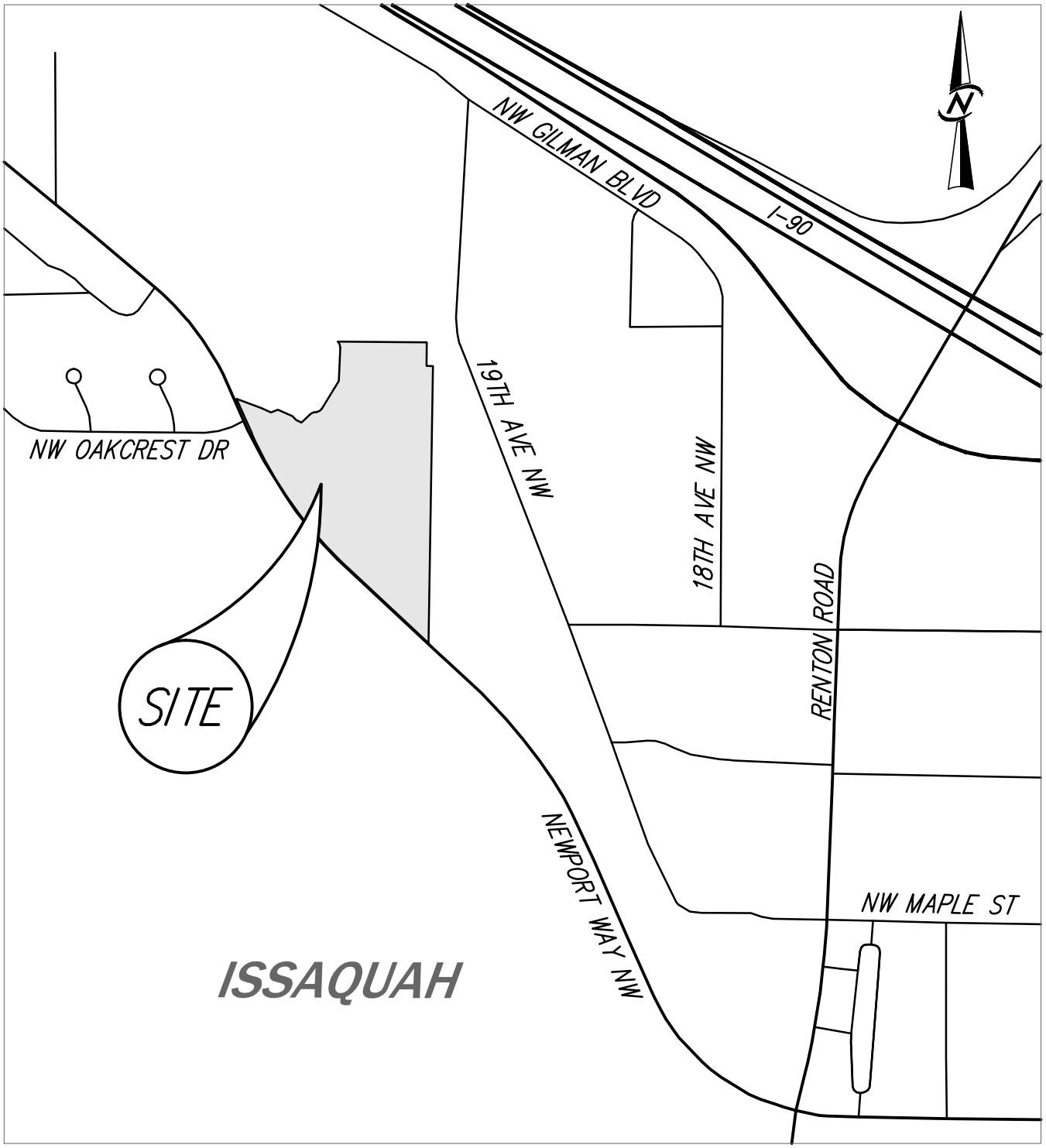
7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

LEGAL DESCRIPTION

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2 AND AS S.E. NEWPORT WAY;
EXCEPT THE EAST 22 FEET OF THE NORTH 80 FEET THEREOF, AS CONDEMNED BY DRAINAGE DISTRICT NO. 4, FOR DRAINAGE PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 115812; AND
EXCEPT THE FOLLOWING DESCRIBED PARCEL OF LAND:
BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID SUBDIVISION AND THE NORTHEASTERLY MARGIN OF NEWPORT ISSAQUAH ROAD;
THENCE SOUTH 89°37'09" EAST, 447.50 FEET ALONG SAID NORTH LINE;
THENCE SOUTH 46°26'13" EAST, 0.72 FEET TO A POINT OF CURVATURE;
THENCE SOUTHERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, THROUGH A CENTRAL ANGLE OF 49°10'00" AND AN ARC LENGTH OF 21.45 FEET;
THENCE SOUTH 02°43'47" WEST, 112.51 FEET;
THENCE SOUTH 31°02'31" WEST, 108.48 FEET TO A POINT OF CURVATURE;
THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, THROUGH A CENTRAL ANGLE OF 53°03'31" AND AN ARC LENGTH OF 23.15 FEET;
THENCE SOUTH 84°06'02" WEST, 5.92 FEET TO A POINT OF CURVATURE;
THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 36°56'14" AND AN ARC LENGTH OF 16.12 FEET;
THENCE SOUTH 47°09'48" WEST, 41.03 FEET;
THENCE NORTH 65°04'18" WEST, 20.09 FEET;
THENCE NORTH 43°13'31" WEST, 17.69 FEET;
THENCE NORTH 65°56'14" WEST, 53.34 FEET;
THENCE SOUTH 68°41'42" WEST, 25.92 FEET;
THENCE NORTH 64°02'28" WEST, 33.68 FEET;
THENCE NORTH 69°40'12" WEST TO THE NORTHEASTERLY MARGIN OF SAID NEWPORT ISSAQUAH ROAD;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY MARGIN TO THE POINT OF BEGINNING;
(ALSO KNOWN AS ADJUSTED PARCEL 1, CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 95-04, RECORDED UNDER RECORDING NUMBER 9604309004).

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.
ABBREVIATED LEGAL: LOT 1, LLA NO. 95-04, REC #9604309004



VICINITY MAP

SCALE: 1" = 500'

CITY OF ISSAQUAH

Land Use Application #283262 - Riva Townhomes

Applicant

First Name	Last Name	Company Name
stacia	bloom	Core Design Inc

Number	Street	Apartment or Suite Number	E-mail Address
14711	NE 29th Place	Suite 101	slb@coredesigninc.com

City	State	Zip	Phone Number	Extension
Bellevue	WA	98007	(425) 885-7877	521

Contractor

Company Name: Owner

Number	Street	Apartment or Suite Number

City	State	Zip	Phone Number	Extension

State License Number	License Expiration Date	UBI #	E-mail Address

Project Location

Number	Street	Floor Number	Suite or Room Number

City	Zip Code	County Parcel Number
ISSAQUAH		2024069115

Associated Building Permit Number:

Tenant Name:

Additional Information (i.e. equipment location or special instructions).:

Work Location:

Property Owner

First Name	Last Name or Company Name
*	GATEWAY-SMALLWOOD LLC

Number	Street	Apartment or Suite Number
14824	NE 95TH ST	

City	State	Zip
REDMOND	WA	98052

Certification Statement - The applicant states:

I certify that I am the owner of this property or the owner's authorized agent. If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such application. I have furnished true and correct information. I will comply with all provisions of law and ordinance governing this type of application. If the scope of work requires a licensed contractor to perform the work, the information will be provided prior to permit issuance.

Date Submitted: 10/19/2015 **Submitted By:** stacia bloom

CITY OF ISSAQUAH

Land Use Application #283262 - Riva Townhomes

Project Contact

Company Name: CHG SF, LLC
Name: Aron Golden **Email:** arong@connerhomes.com
Address: 12600 SE 38th 250 **Phone #:** (425) 646-4426
Bellevue WA 98006

Project Type	Activity Type	Scope of Work
Any Project Type	Project or Site Plan Approval	Site Development Permit

Project Name: Riva Townhomes

Description of Work: The proposed project consists of a 36 unit townhome development. The 8.39 acre project site is located northeasterly of Cougar Mountain, bounded by SE Newport Way to the east, and the Sammmamish Pointe Development to the north. The site is currently undeveloped and contains significant sensitive areas including a series of small streams, trees, and wetlands. Due to the presence of sensitive areas onsite, approx 25% of the land is developable.

Project Details

Project Information	
Use (s) - proposed	Residential Townhomes
Use - existing	Vacant Lot
Critical Area Information	
Streams	
Wetland	
Clearing and Grading Information	
Square feet of new impervious surface	85,300
Square feet of replaced impervious surface	8,000
Square feet of total impervious surface	93,300
Quantity and Size Specifications	
Gross floor area of new nonresidential	0
Gross square feet of proposed building	72072
Gross square feet of proposed structured parking	0
Maximum proposed building height	40
Number of buildings	9
Number of proposed new residential units	36
Number of proposed parking spaces	87
Property size in square feet	365394

CONNER HOMES

October 16, 2015

Riva Townhomes

Project & Design Criteria Narrative

1) **Development objectives, proposal, and relationship to existing site and its uses:**

The primary objective of the project is to create a dynamic 36 townhome development that implements the vision of the Central Issaquah Plan for the Newport Way corridor and creates a highly sought-after and marketable place to live. The project will feature quality architecturally designed townhomes which will create a complimentary relationship between Newport Way, the proposed townhomes and the sensitive areas that exist onsite.

The Riva Townhome project is one of several residential projects proposed along Newport Way and fits within the criteria and vision set forth by the Central Issaquah Plan and Central Issaquah Design and Development Standards.

The 8.39 acre project is located northeasterly of Cougar Mountain, bounded by SE Newport Way to the East and the Sammamish Pointe Development to the north. The current zoning classification of the site is Village Residential and is located within the Central Issaquah Plan. The properties to the North, East, West and South zoning designations and existing uses include:

	Zone	Existing Use
North:	Village Residential	Undeveloped/Residential Neighborhood
East:	Village Residential	Industrial Drainage
West:	Cougar Mountain Park (K.C)	Public Park
South:	Village Residential	Industrial Drainage

To date, several meetings, including a pre-application, have been conducted with the City to guide the project including proposed ROW improvements to Newport Way, culvert crossings, FAR calculations, Preliminary Critical Area designations/observations, and conceptual site plans.

As discussed, much of the site includes sensitive areas. For this reason, a conceptual critical areas study has been developed as outlined in the Wetland and Stream Determination for Issaquah Farms Property – 10/14/14 Letter Report, Schulz. The preliminary critical areas analysis includes critical area sensitive areas which have been delineated, rated, and mapped on the site.

846 108th Avenue NE | Bellevue, WA 98004 | P. 425.646.4411 | F. 425.462.0426

CONNER HOMES

Through the City's peer review process the critical areas and study were reviewed with written findings (Wetland and Stream Review for Issaquah Farms Property – 1/26/15 Letter to Peter Rosen, ESA). The on-site streams and majority of delineated wetland have been verified with minor revisions necessary for the permit application. A Category II wetland (75' buffer), a Class 2S stream (100' buffer), and a Class 3 stream (50' buffer) are present on the Property.

The significant areas of wetland, streams, and related buffers limit the development potential of the site. As allowed by the City code, wetland buffer reduction with enhancements (IMC 18.10.650.D.3) and stream buffer reduction with enhancements (IMC 18.10.790.D.) are being proposed to enable sensible development of the site. Past use of the subject property has degraded critical areas through clearing and grading. As a result, non-native blackberries dominate the majority of the wetland and stream buffer vegetation. As part of this project, a wetland and stream buffer mitigation plan will be provided to improve critical areas. Such mitigation enhancements may include invasive plant removal and planting of native species.

2) Briefly discuss those City standards or guidelines that the applicant thinks are most pertinent to the site and design of the project, and how the proposal implements and complies with them:

The Central Issaquah Development and Design Standards (CIDDS) establish guidelines for a number of planning and design aspects. Proposed efforts for compliance with Site Design, Circulation Design, Community Space and Buildings are briefly discussed here.

We've worked closely with city planners on both road and building placement, working through much iteration, to create an overall site organization that orients living units toward natural site amenities including Newport Way's bike/pedestrian corridor, surrounding undeveloped open space, and internally developed shared open space. Key to accomplishing this was designing every unit to have an alley-loaded private garage.

To achieve a pedestrian friendly community (one that encourages walking) we have, where possible, separated pedestrian circulation from vehicle circulation. We are providing a system of hardscape and natural surface walking paths connecting all unit entries to the bike/pedestrian corridor at Newport Way, guest parking areas, shared open space, and surrounding nature trails. All primary unit entries open directly onto a pedestrian circulation facility and each will be designed as a raised porch with a roof structure overhead ensuring all are clearly identifiable and visually prominent.

The three buildings at the rear of the site were intentionally oriented perpendicular to the longitudinal driveway to ensure all units here faced directly onto shared green space.

There are three private open spaces proposed as a component of this project. The open spaces will allow for passive and active recreational uses including informal social gatherings, landscaping, view corridors, seating, and a nature-based play opportunity. The open-spaces will be viewable from the bike/pedestrian corridor along Newport Way NW and include pedestrian circulation facilities connecting the open spaces to Newport Way.

Architectural variety is being achieved in a number of ways. Proposed buildings will consist of eight (8) unit types as attached single-family dwelling units (townhouses) in 2, 3, 4, 5 and 6-unit configurations. All units will be 3-story and will include habitable attic space (4th level). Alley-load private garages will allow each unit's primary entrance to open directly onto pedestrian circulation along Newport Way NW or onto a shared open space.

In response to site topography, units facing Newport Way NW will be designed as tuck-under units. Depending on the unit, some units will have a bonus living space behind the garage while some units will have a tandem garage. Primary entry to these units occurs directly from the public way on the main level immediately above. In contrast, units located at the rear of the project will be constructed on level-grade so their primary entrance occurs at street grade.

3) Discuss how the proposed design will address the City's Vision on Sustainable Development; and, indicate if you propose to certify the development as a green building:

Since its inception, Conner Homes has been dedicated to sensible environmental stewardship. Our goal is to have every new home reflect the values of our company: it should last for generations, be a good neighbor and minimize the impact on the environment.

True conservation begins with design, considers the material and energy savings in the construction process and how they affect our homebuyer, the community and society. We design homes imagining we are going to live in them. We build homes that are easy to maintain, durable and long lasting. Like our company, we believe that your home should last for generations, supporting the community and its environment.

In 1991 we created Earth Sense to differentiate our homes and communities and to illustrate progressive techniques for the sensible use of resources. Earth Sense homes are healthier places to live, they incorporate materials that assure year 'round comfort and indoor air quality. They cost less to operate and maintain. They are a wise investment due to their design, materials, building techniques and components used.

CONNER HOMES

Conner Earth Sense Homes:

- Are designed with efficient spaces that provide flexibility for the way you live.
- Are constructed to help you reduce energy consumption, reuse and recycle.
- Are carefully placed to minimize environmental impact.
- Incorporate recycled or renewable resources wherever it makes sense, choosing local sources of supply to minimize shipping.
- Are landscaped with low impact, drought-tolerant materials wherever practical.

Construction is managed to minimize community impact by centralizing activity within our new neighborhoods and reprocessing materials efficiently at the site, thus reducing job-site waste. Construction materials are chosen that will not harm worker or environment.
Construction techniques, materials and component choices will deliver savings month-after-month, year-after-year.

"Green" is a word you hear associated with a lot of products these days. We practice efficiency and delivering value to the customer and society. Earth Sense is our commitment to innovation, training and testing. We made this commitment to environmental leadership over two decades ago, when we built our first Earth Sense Home.

Conner Earth Sense communities are better for you and the world as well.

ENERGY EFFICIENT FEATURES

* High efficiency furnaces: Code minimum furnace is 80% AFUE (annual fuel utilization efficiency) but we provide 95% AFUE furnaces on a number of our projects.
* On demand water heaters: More efficient means of heating water because gas is used only while hot water is being used. Don't have to continuously heat water all day and night.
* Low E windows and sliding doors: Reduces energy costs by reflecting light and heat from outdoors. 'E' stands for emissivity.
* Insulation at or above current WA State Energy Code: Reduces energy costs through more efficient temperature management. More insulation (higher R-Value) means your house stays warmer in the winter and cooler in the summer.
* Roof and crawl space venting in excess of code: Prolongs the life of the house by reducing moisture and mold in areas that are prone to having moisture and mold issues. Also reduces or dissipates condensation created by heating and cooling.
* High efficiency appliances: Are available at many of our projects

846 108th Avenue NE | Bellevue, WA 98004 | P. 425.646.4411 | F. 425.462.0426

CONNER HOMES

REDUCE, REUSE AND RECYCLE

* Engineered lumber and truss packages for reduced waste during framing: Specific sizes and pieces are calculated for each home. Trusses are pre-made and require no onsite cutting which reduces construction waste. OSB flooring and sheathing is made from farmed and recycled wood products.
* Kitchens with designated recycling spaces: Pantry or cabinet space is large enough to accommodate a recycling bin.

TECHNOLOGY

* Category 5E Ethernet wiring: Provides hardwired internet and phone to various rooms in the house for the fastest internet speeds and best connectivity (good for gaming and movie streaming).
* Dedicated tech panel: Provides one area with all of the low voltage wiring connections for the house along with a power outlet. This is good for installing an internet or phone modem and Wi-Fi router.
* Wi-Fi enabled thermostat option: Nest learning thermostat is offered as an option on our homes.
* Interlinked combination carbon monoxide and fire alarms.
* Electric Vehicle charging outlet option (Level 2 EVSE): Level 2 Electric Vehicle Service Equipment is the highest powered charging standard for home use. This will charge an electric vehicle much faster than the standard 110v outlets that are typical in garages. To accommodate the lack of an industry standard charger and plug, we offer a pre-wired circuit to energize any charging system.

THE ENVIRONMENT

* Low VOC paints and whole house ventilation systems for indoor air quality: These ensure that the air inside the home is fresh and circulating.
* Water-saving showerheads, toilets and faucets.
* Construction waste recycling program: Construction waste is sorted offsite and recycled.
* Drought tolerant landscape planting wherever practical: Reduces the irrigation that's required in the summer.
* Compact fluorescent and LED lighting: Reduces electricity usage and bulb replacement.

DURABILITY

* Fiber cement exterior cladding: Minimum 25 year warranty to the first two owners.
* Lifetime warrantied roofing materials. Transferable once in the first ten years.

QUALITY CONTROL

* Third-party verification of outside air infiltration and ductwork integrity. Blower door test to confirm the rate of air exchange meets or exceeds performance standards.

846 108th Avenue NE | Bellevue, WA 98004 | P. 425.646.4411 | F. 425.462.0426

CONNER HOMES

* 4 step, multi-point quality inspections by our staff. Superintendents perform inspections on each house and these are verified by the project manager. The four inspections are conducted at the following stages:

  a) Approved to apply siding
  b) Exterior complete
  c) Framing and Mechanical complete
  d) Final interior

Energy Code Evolution: The nationally recognized energy efficiency measurement for houses, called the HERS (Home Energy Rating Score) has improved on average from a poor score of 130 to a much higher score of around 65 for Washington state houses over the past 10- 15 years. There have been significant changes and improvements in energy code requirements in the same period. Washington State Energy Code is more restrictive than the national energy code (IECC). Recent code changes have required more insulation, higher efficiency for gas furnaces and water heaters, windows and doors. There has also been a decrease in allowed air infiltration.

HERS Scores (lower score is better and more efficient):
Existing older houses score around 130-140
Standard new construction homes nationally score around 100
Energy Star homes nationally score around 85
Washington state new construction homes score around 65 (strict Washington state energy codes)
Conner Homes' model home at Tehaleh scored less than 65 (our house performed better than the average for our state)

Riva Specific Measures:

Site Management: The development will incorporate LID strategies to mimic the pre-disturbance hydrologic process. These strategies will include: enhanced landscaping, amended soils in landscape areas, circulation facilities designed at an appropriate scale to minimize unnecessary hardscape, dispersion trenches to promote infiltration, and onsite stormwater facilities to detain and control stormwater conveyance. Additionally, removal of invasive plant species in favor of planting native plants in sensitive area mitigation buffers will increase the ecological diversity onsite.

Energy & Water Efficiency: The development will make considerations for energy and water efficient appliances and fixtures. The exterior landscaping design will focus efforts on reducing water consumption needs with adaptive and innovative plant palettes.

846 108th Avenue NE | Bellevue, WA 98004 | P. 425.646.4411 | F. 425.462.0426

CONNER HOMES

Waste Reduction: The proposed development will reduce waste by recycling roadway section, where possible, to use as fill material onsite.

Sustainable Materials: The proposed development will use locally produced materials (timber, rock, etc.) with low toxicity where possible.

Transportation: The proposed development will provide two bike lanes and a multimodal trail to promote pedestrian and bike friendly neighborhoods. Connectivity to Cougar Mountain will serve as local outdoor activity and for the residents to enjoy.

Innovation: The proposed development will dedicate 6+ acres (of the 8.39 acre site) to open space. This will preserve the existing wetlands and associated buffers for perpetuity thereby reducing the development impact.

846 108th Avenue NE | Bellevue, WA 98004 | P. 425.646.4411 | F. 425.462.0426

LEGEND: SHARED USE TRAIL TYPOLOGIES

BOARDWALK IN WETLAND
TRAIL SURFACE AREA: 2,240 SQ
TRAIL LENGTH: 226 LF
WETLAND MITIGATION REQUIRED, 1:1 RATIO: 2,240 SQ

PAVED TRAIL IN WETLAND BUFFER:
TRAIL SURFACE AREA: 816 SQ
TRAIL LENGTH: 82 LF
MIGTIGATION BUFFER AVERAGING REQUIRED, 1:1 RATIO: 816 SQ

PAVED TRAIL - NON-WETLAND/NON-BUFFER
TRAIL SURFACE AREA : 2310 SQ
TRAIL LENGTH: 238 LF
BUFFER MITIGATION REQUIRED: N/A

PAVED PARKING IN STREAM BUFFER:
TRAIL SURFACE AREA: 1158 SQ
MIGTIGATION BUFFER AVERAGING REQUIRED, 1:1 RATIO: 1158 SQ

BUFFER IMPACT/MITIGATION LEGEND

BUFFER ENHANCEMENT (WETLAND AND STREAM)

SHARED-USE TRAIL - WETLAND MITIGATION

SHARED-USE TRAIL/PARKING - BUFFER AVERAGING

CONCEPTUAL MITIGATION PLANT SCHEDULE*

CONIFEROUS TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ABIES GRANDIS	GRAND FIR	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
	PICEA SITCHENSIS	SITKA SPRUCE	4`-6` HT. MIN.	6`-9` O.C.	FULL/WELL BRANCED
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
	THUJA PLICATA	WESTERN RED CEDAR	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED

DECIDUOUS TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ACER MACROPHYLLUM	BIG LEAF MAPLE	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
	FRAXINUS LATIFOLIA	OREGON ASH	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED

LIVE STAKES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	SALIX SITCHENSIS	SITKA WILLOW	4` LENGTH MIN.	4` O.C.	3 STAKES PER SYMBOL

CANOPY SHRUB MIX	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ACER CIRCINATUM CORNUS SERICEA PHYSOCARPUS CAPITATUS RUBUS SPECTABILIS ROSA NUTKANA SYMPHORICARPOS ALBUS	VINE MAPLE RED OSIER DOGWOOD PACIFIC NINEBARK SALMONBERRY NOOTKA ROSE SNOWBERRY	2 GAL./24" HT. MIN.	3`-6` O.C.	VINE MAPLE 15%, RED OSIER DOGWOOD 10%, PACIFIC NINEBARK 15%, SALMONBERRY 20%, NOOTKA ROSE 20%, SNOWBERRTY 20%

* THE PLANT SYMBOLS AND HATCHES DEPICTED IN THE SCHEDULE WILL BE INDIVIDUALLY PLACED IN THE BUFFERS TO DEMONSTRATE A BUFFER PLANTING DESIGN IN THE CONSTRUCTION DOCUMENT PHASE

SAMPLE MITIGATION PLANTING PLAN

NOTES

PLANTING NOTES

1. PRIOR TO PLANT INSTALLATION, THE PROJECT BIOLOGIST SHALL APPROVE PLANT LAYOUT AND PROVIDE THE CITY WITH WRITTEN VERIFICATION OF APPROVAL.
2. FINAL LOCATIONS OF MITIGATION PLANTINGS TO BE SHOWN ON AS-BUILTS.

SHARED USE TRAIL

1. EXACT ROUTE OF THE TRAIL TO BE DETERMINED DURING THE FINAL CONSTRUCTION DOCUMENTATION PHASE.
2. THE BOARDWALK IS CONSIDERED AN "INDIRECT" IMPACT ON THE WETLANDS. INDIRECT IMPACTS WILL BE MITIGATED AT A 1:1 RATIO
3. BOARDWALK WILL BE DESIGNED WITH HORIZONTAL SPACING BETWEEN BOARDWALK SURFACING TO ALLOW LIGHT TO PENETRATE THE SURFACE. POSTS WILL BE LOCATED TO AVOID WETLAND IMPACTS WHILE MAINTAINING THE APPROPRIATE STRUCTURAL SUPPORT FOR THE STRUCTURE.
4. AREAS IMPACTED BY THE WETLAND/BUFFER AS A RESULT OF TEMPORARY CONSTRUCTION EFFORTS WILL BE RESTORED TO THE ORIGINAL CONDITION OR BETTER.
5. TRAIL IS ASSUMED TO BE 10' OF HARD-SURFACE. TRAIL SURFACING IS CONCEPTUALLY PROPOSED TO BE BOARDWALK IN THE WETLAND AREAS AND CONCRETE IN THE NON-WETLAND AREAS. IN NON-BOARDWALK AREAS, 2' OF LANDSCAPING IS REQUIRED WITHIN THE UPLAND AREAS ON EITHER SIDE PER THE CENTRAL ISSAQUAH PLAN.
6. CONSTRUCTION IMPACTS WITHIN THE WETLAND ARE ASSUMED TO BE LIMITED TO THE WIDTH OF THE TRAIL.

TREE REMOVAL NOTES

1. SEE TREE PLAN SHEET FOR MORE INFORMATION.
2. TREES TO BE REMOVED TO ALLOW FOR THE SHARED-USE TRAIL WILL BE DETERMINED DURING FINAL CONSTRUCTION DOCUMENTATION

ANTI-AIRCRAFT CREEK RELOCATION

1. THIS PROJECT IS NOT PART OF THIS APPLICATION. THIS PROJECT IS SHOWN FOR REFERENCE ONLY. THE PROJECT IS A FEDERALLY FUNDED/CITY OF ISSAQUAH SPONSORED PROJECT.

RIVA TOWNHOMES

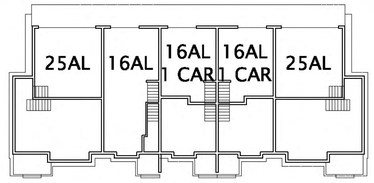
EXHIBIT - REVISED SITE PLAN

FEBRUARY 26, 2016

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION



ENTRY ELEVATION

3/16" = 1'-0"

5-PLEX ALLEY LOADED

Color Option Legend

- (A) **5" LAP SIDING** Gibraltar SW6257
- (B) **10" LAP SIDING** Urbane Bronze SW7048
- (C) **"STUCCO" HARDIE PANEL** Online SW7072
- (D) **TRIM** Cyberspace SW7076
- (E) **DOOR** Toasty SW6095

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

REAR ELEVATION

3/16" = 1'-0"

5-PLEX ALLEY LOADED

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

5-PLEX ALLEY LOADED
UNITS 25-29

Scale:	Drawn By:	Date:	Date Plotted:
3/16" = 1'-0"	RT/DRB	10-14-15	10-14-15

Riva Townhomes

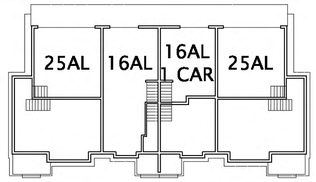
A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

Job No.: 14-42

Sheet No.: A-09



Color Option Legend

- (A) **5" LAP SIDING** Stamped Concrete SW7655
- (B) **10" LAP SIDING** Grizzle Gray SW 7068
- (C) **"STUCCO" HARDIE PANEL** Lattice SW7654
- (D) **TRIM** Iron Ore SW7069
- (E) **DOOR** Salute SW7582

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

ENTRY ELEVATION

3/16" = 1'-0"

4-PLEX ALLEY LOADED

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

REAR ELEVATION

3/16" = 1'-0"

4-PLEX ALLEY LOADED

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

4-PLEX ALLEY LOADED
UNITS 30-33

Scale:	Drawn By:	Date:	Date Plotted:
3/16" = 1'-0"	RT/DRB	10-14-15	10-14-15

Riva Townhomes

A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

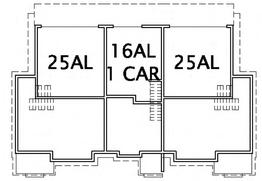
Job No.: 14-42

Sheet No.: A-10

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION



Color Option Legend

- (A) **5" LAP SIDING** Gibralter SW6257
- (B) **10" LAP SIDING** Urbane Bronze SW7048
- (C) **"STUCCO" HARDIE PANEL** Online SW7072
- (D) **TRIM** Cyberspace SW7076
- (E) **DOOR** Toasty SW6095

ENTRY ELEVATION

3/16" = 1'-0"

3-PLEX ALLEY LOADED

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

REAR ELEVATION

3/16" = 1'-0"

3-PLEX ALLEY LOADED

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects

25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

3-PLEX ALLEY LOADED
UNITS 34-36

Scale:	Drawn By:	Date:	Date Plotted:
3/16" = 1'-0"	RT/DRB	10-14-15	10-14-15

Riva Townhomes

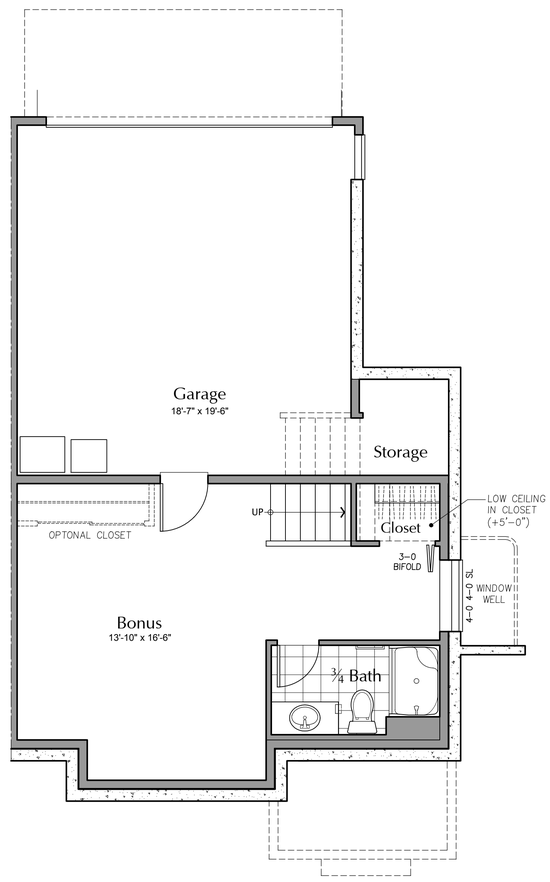
A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

Job No.: 14-42

Sheet No.: A-11



Unit 25TU — LOWER LEVEL PLAN

3/16" = 1'-0"

TUCK-UNDER UNIT

SIDE ELEVATION — TUCK UNDER END UNIT

3/16" = 1'-0"

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

Window Well Relocation
PROPOSED REDESIGN OF BONUS ROOM

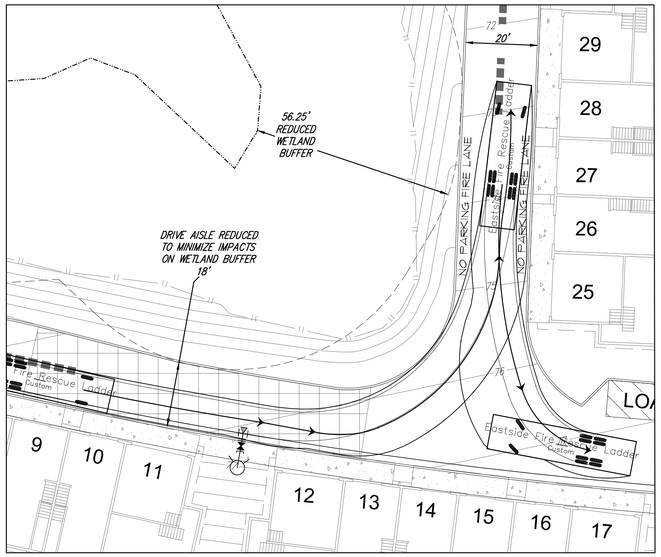
Scale:	Drawn By:	Date:	Date Plotted:
1/4" = 1'-0"	RT/BW	10-14-15	2-3-16

Riva Townhomes
A 33-Unit Townhome Development
Issaquah, Washington
Conner Homes

Job No.: 14-42
Sheet No.: **ASD2**

S:\14-42\UNIT 25_SIDE WINDOW WELL STUDY 4TL.DWG

AGENDA ITEMS a)



ENLARGEMENT

SCALE: 1"=20'

LEGEND

REDUCED DRIVE AISLE TO MINIMIZE IMPACTS ON THE WETLAND BUFFER

S P LOAD

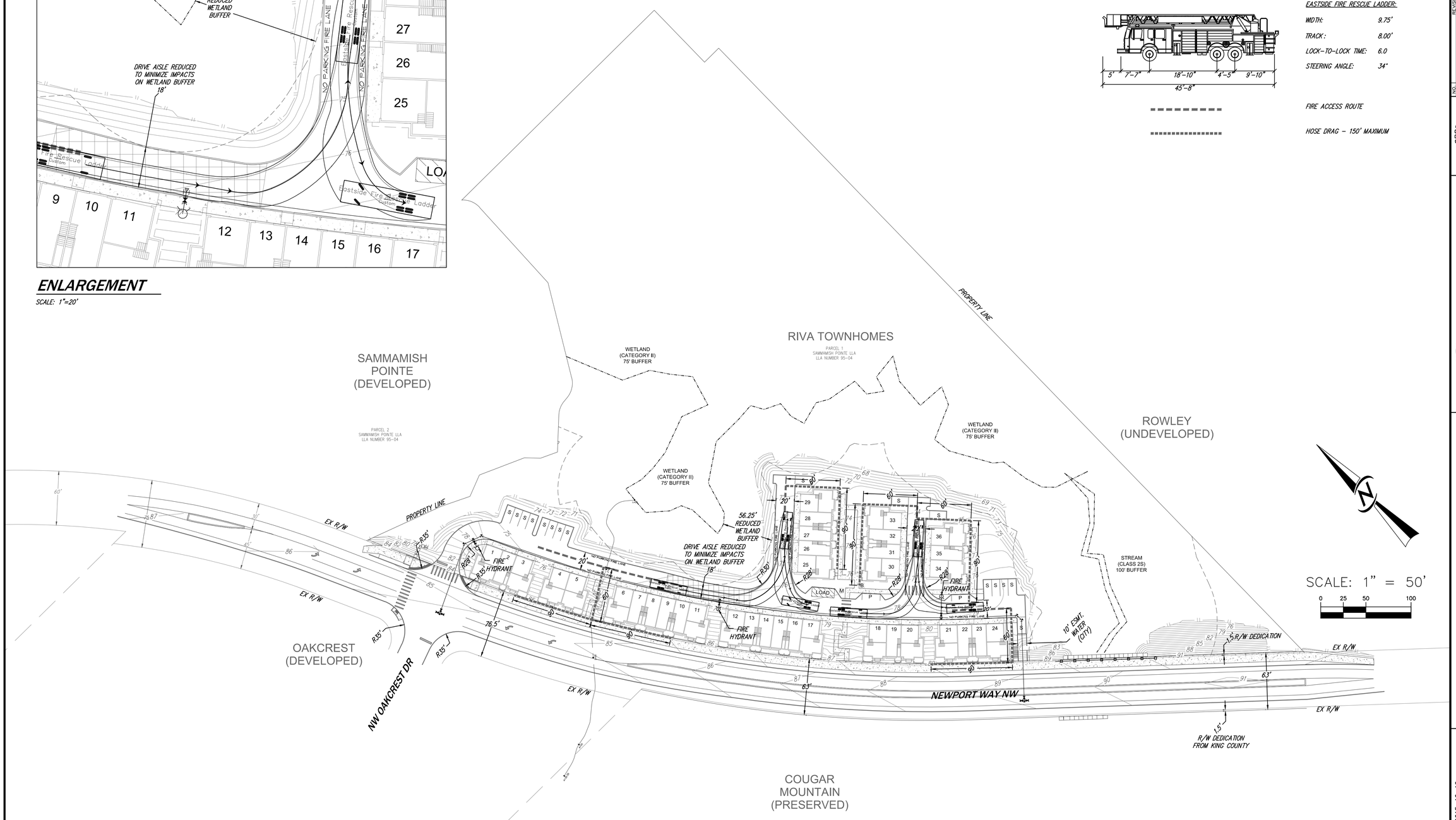
PARKING STALLS– REF SHEET SDP–03 FOR ADDITIONAL INFORMATION

EASTSIDE FIRE RESCUE LADDER:

WIDTH:	9.75'
TRACK:	8.00'
LOCK-TO-LOCK TIME:	6.0
STEERING ANGLE:	34°

FIRE ACCESS ROUTE

HOSE DRAG – 150' MAXIMUM



NO.	REVISIONS	DATE
1	PRE– APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

FIRE ACCESS DIAGRAM
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015–10–16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET SDP-07

PROJECT NUMBER 14088C

\\fileserv\cad\ACAD\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 07 - FIRE ACCESS.dwg

ATTACHMENT 8
SDP15-00004 Riva Townhomes

CITY OF ISSAQUAH
REVISED MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Revised SEPA Determination – This SEPA Determination revises the SEPA Determination (MDNS) issued on January 7, 2016. After further field evaluation, Anti-Aircraft Creek has been re-classified as a fish-bearing stream. The applicant has revised the proposed culvert design to allow for fish passage. A SEPA mitigation measure has been added that the culvert shall meet criteria of the Washington State Department of Fish and Wildlife (WDFW) for a fish passable culvert.

This revised MDNS is issued consistent with WAC 197-11-340(2)(f).

Description of Proposal: Replace existing culverts on Anti-Aircraft Creek at the intersection of Newport Way NW and NW Oakcrest Drive. The existing culvert is vulnerable to sedimentation and has low capacity resulting in flooding of Newport Way NW. The objective of the proposal is to alleviate flooding and maintenance problems, to realign a portion of Anti-Aircraft Creek to its natural drainage pattern, and to provide for fish passage. The project consists of replacing the existing undersized culverts with larger split box culverts and improving channel grading. The culvert design has been revised by the applicant to allow for fish passage.

Proponent: City of Issaquah Public Works Engineering
P.O. Box 1307
Issaquah, WA. 98027
Attn: Kerry Ritland

Project Name/ Permit Number: Anti-Aircraft Creek Culvert Replacement
ASDP15-00011

Location of Proposal: Newport Way NW and NW Oakcrest Dr.

Lead Agency: City of Issaquah

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

Comment/Appeal Period: This MDNS is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii. There is a 21-day combined comment/appeal period for this determination, between **February 25, 2016 to March 17, 2016.** Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

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

Notes:

1. This threshold determination is based on review of the following application information prepared by Mead & Hunt: Site Plan, Stream and Culvert Profiles, Supporting Narrative, dated February 16, 2016; Anti-

Aircraft Creek Culvert Replacement Analysis Report, dated February 22, 2016; SEPA Checklist, dated February 2016; Mead & Hunt Technical Memo – Wetland Sediment Deposition, dated December 17, 2015; Cultural Resources Assessment (Cultural Resource Consultants, Inc., June 22, 2015); Wetland and Stream Review for Issaquah Farms Property, (ESA, dated February 18, 2016); and other documents in the file.

2. Issuance of this threshold determination does not constitute approval of the permit. The proposal will be reviewed for compliance with all their applicable codes which regulate development activities, including: Land Use Code, Critical Area Regulations, Shoreline Master Program, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. Stream Classification – Anti-Aircraft Creek originates on upper Cougar Mountain, crosses Newport Way NW, and is a tributary to Tibbetts Creek. The lower reach of the stream is classified as a Class 2S stream with salmonids in the City's *Stream Inventory and Habitat Evaluation Report* (Parametrix, 2003); due to its assumed connection to Tibbetts Creek, the stream rating was based on a qualitative field assessment. Initial site studies concluded a wetland complex, located between Tibbetts Creek and Newport Way NW, prevented fish access to the stream segment adjacent to Newport Way NW. However, the stream was re-evaluated in the field on February 1, 2016 with the Washington Department of Fish and Wildlife (WDFW) and the stream had significantly higher flows than previously observed and it was determined that the wetland area would not preclude fish passage during high flow events and therefore the stream meets criteria for fish usage based on WAC 222-16-030 (ESA, February 18, 2016). Therefore, Anti-Aircraft Creek is rated as a Type F (Fish Bearing) stream (per WDNR Stream Typing) and a Class 2S stream (City of Issaquah) which requires a 100-foot stream buffer.

   The upstream extent of potential fish presence was evaluated by a GIS analysis, concluding that Anti-Aircraft Creek has potential for fish presence up to a point approximately 1,500 feet upstream of Newport Way NW, where the stream slope then exceeds the 16% gradient threshold in WAC 22-16-030. (ESA, February 18, 2016)

   The Washington Department of Fish & Wildlife (WDFW) SalmonScape mapping indicates the existing culvert under NW Oakcrest Dr as an "unknown blockage" and the culverts under Newport Way NW as a "partial blockage." Fish distribution (modeled presence) includes: Sockeye, Coho, Fall Chinook and Winter Steelhead.

2. Background – The culvert replacement project was first identified in the mid-1990s in the Issaquah Creek Basin Plan and has been on the City's stormwater capital facilities plan. A FEMA hazard mitigation grant was submitted in 2012, specifically scoped to address the sedimentation and repetitive flooding impacts on Newport Way NW.

   The upstream conditions of Anti-Aircraft Creek (west of Newport Way NW) show a massive amount of sediment transport due to high energy flows that erode the channel banks and have incised the stream, indicative of unstable channel morphology. Addressing the upstream conditions is not in the scope of this project. However, the culvert system has been designed to transport the upstream sediment load. The proposed culvert system and stream regrading would not cause upstream issues; the hydraulic model shows no evidence of backwater that would have an upstream effect.

   On the east side of Newport Way NW, the culvert would extend through a private property and a proposed development (Riva Townhouses, SDP15-00004), and an easement for the culvert replacement has been obtained. The two projects, the culvert replacement project and the townhouse development, are independent of each other. The townhouse proposal will fully enhance the wetland and stream buffers on the site as mitigation for their development.

3. Project Description - The objectives of the proposed culvert replacement are to: 1) replace existing undersized culverts to increase flood capacity and eliminate roadway flooding; 2) promote fish passage; 3) revise the stream hydraulics to reduce sediment deposition and allow for transport of naturally occurring sediment in the stream system; 4) enhance the stream channel both upstream and downstream of the culvert; 5) reduce overall length of culverts.

   Currently, Anti-Aircraft Creek flows off Cougar Mountain and when it reaches Newport Way NW it takes a circuitous route: on the west side of Newport Way the creek takes a 90-degree jog flowing northward in a flat constructed drainage ditch parallel to Newport Way NW. The flat, drainage ditch section parallel to Newport Way NW acts as a sediment trap, making it prone to clogging and resulting in flooding of the road during large rain events. The stream then flows through a culvert under NW Oakcrest Drive before flowing through parallel culverts under Newport Way NW, where it flows in an open channel to the edge of the wetland complex upstream of Tibbetts Creek.

   On the west, upstream side of Newport Way NW the project enhance approximately 92 linear feet (LF) of the existing stream channel and then create approximately 20 LF immediately upstream (west) of Newport Way NW (within a City-owned drainage tract) to align it with the proposed box culvert under Newport Way NW. This would straighten the stream to create the hydraulics needed to move natural stream sediment through the culvert system. The bottomless box culvert would replace the drainage ditch parallel to Newport Way NW, and the existing culverts under NW Oakcrest Dr and Newport Way NW would be abandoned in place. On the east side of Newport Way NW, the culvert would extend through a proposed development (Riva Townhouses, SDP15-00004); an easement has been obtained from the property owner of the development site. A section of new stream channel (67 LF) would be created and 21 LF of existing stream channel enhanced prior to connecting to the existing stream channel at the west edge of the wetland. The proposal would not extend into or directly impact the wetland.

   The proposal would remove 19 linear feet (LF) of existing culverts and abandon 129 LF of culverts. 146 LF of new culverts would be constructed, resulting in a net change of -2 LF in culvert length compared to the existing condition. Because the project proposal would result in a net decrease to the existing length of culverts, the culvert replacement is not considered a stream impact which requires mitigation.

   Segments of the existing stream channel would be abandoned/filled with the culvert replacement/ realignment, including: the filling the existing, unvegetated drainage ditch on the west side of Newport Way (165 LF), the stream segment north of Oakcrest Dr NW (40 LF), and the existing stream channel on the east side of Newport Way NW (127 LF) and abandoning 146 LF of the existing stream channel between the filled channel and tying into the existing channel. The fill material imported to fill the abandoned stream channel segments shall be certified as a clean source of fill material. In total, the proposal would abandon/fill 478 LF of existing stream channel, enhance 107 LF of existing stream channel and create 86 LF of new channel. It should be noted that the existing stream channel which is in a drainage ditch parallel to Newport Way NW (165 LF) is routinely mowed for maintenance and provides little habitat functions.

   Based on results of the hydraulic analysis, the proposed culvert conveyance is designed to convey the 100-year design storm for Anti-Aircraft Creek, with a foot of freeboard to ensure water levels would not overtop the culvert and flood Newport Way NW. The culvert system and regrading of the creek would increase flow velocities to address the existing problem of sediment settling and buildup behind the culverts.

   An important design element of the project is to improve the existing problem of sediment deposition caused by the existing drainage ditch and culvert configuration, which results in maintenance issues and flooding Newport Way NW. The new culvert system is designed to carry the sediment load under Newport Way NW and onto the downstream channel. The sediment load is expected to be primarily from the upstream creek channel itself since the larger contributing drainage basin is mostly undeveloped and

forested. The sediment load from the creek is dominated by relatively coarse bed load gravels. It's anticipated that sediment deposition and the erosion process would restore a natural stream forming process; eventually creating a meandering stream channel through the wetland and transporting coarse sediments to supplement spawning gravels in Tibbetts Creek. (See Hunt & Mead Technical Memo – Wetland Sediment Deposition, dated December 17, 2015)

4. Stream enhancement: The proposal would enhance 107 LF of existing stream channel and create approximately 86 LF of stream channel; immediately upstream (west) of Newport Way NW and downstream of the new culvert. Existing native vegetation shall be retained and protected to the extent feasible and all disturbed areas shall be fully restored with native plantings. The applicant shall provide more detailed plans for the new, enhanced stream segments; specifying streambed gravels, placement of large woody debris and stream buffer planting, prior to issuance of construction permits. The entire stream buffer and wetland buffer on the east side of Newport Way NW will be enhanced as part of the proposed development project (Riva Townhouses, SDP15-00004).

5. Cultural Resources: A Cultural Resources Assessment (Cultural Resource Consultants, Inc., June 22, 2015) was completed for the proposal and concluded there is no evidence of archaeological or historic sites in the project location. No further investigation is recommended.

6. Permits: In addition to City permits, the proposal will require review and permit approvals by the Washington State Department of Fish & Wildlife (Hydraulic Project Approval, HPA) and the U.S. Army Corps of Engineers (Section 404 Permit). The HPA will review details of the culvert design to ensure it meets standards for a fish passable culvert. It would also include measures for Best Management Practices (BMPs) for erosion control and spill prevention, construction sequencing, limiting the seasonal timing of construction work, specifics for dewatering the channel and diversion of stream water during construction, and potentially other mitigation measures. Copies of these permits shall be provided to DSD prior to issuance of construction permits.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the revised SEPA checklist dated February 2016 and submitted application materials. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. The culvert shall be designed to allow for fish passage, consistent with Washington Department of Fish and Wildlife (WDFW) design criteria. This will be reviewed by WDFW with the Hydraulic Project Approval (HPA).

2. The fill material imported to fill the abandoned stream channel segments shall be certified as a clean source of fill material.

3. Existing native vegetation shall be retained and protected to the extent feasible and all disturbed areas shall be fully restored with native plantings.

4. The applicant shall provide a more detailed plan for the new and enhanced stream segments; specifying streambed gravels, placement of large woody debris and stream buffer planting, prior to issuance of construction permits.

5. The proposal will require review and permit approvals by the Washington State Department of Fish & Wildlife (Hydraulic Project Approval, HPA) and the U.S. Army Corps of Engineers (Section 404 Permit). Copies of these permits shall be provided to DSD prior to issuance of construction permits.

SEPA Responsible Official:	Peter Rosen
Position/Title:	Environmental Planner, SEPA Responsible Official
Address/Phone:	P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094
Date: 2/25/2016	**Signature:** _____

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Issaquah Development Services Department
Parties of Record

From: Amy Tarce
To: "M Lynch"
Cc: Mary Lou Pauly; Emily Moon; Joe Verner; Diana Silberstein; Christopher Wright; Lucy Sloman; Keith Niven; Dave Favour
Subject: RE: Party of Record no notice as of today for RIVA
Date: Wednesday, December 02, 2015 6:40:28 PM

Mary,
We appreciate your interest in this project.

As you know, we have multiple avenues for residents to access the information about projects that are under review in the City. The US post office mailing of the Notice of Application is limited to property owners within 300 feet of the project. Your property is outside of the 300 feet radius that is why you did not receive a notice in the mail. I understand you are expecting to be notified by mail because you are a member of the Summerhill Homeowner's Association and assumed that because Tract B is within the boundaries of the 300 feet radius, that you should have gotten a notice. We rely on the King County Assessor's records of property ownership to generate the mailing list. Unfortunately, King County's property records did not provide a property owner for Tract B, so a notice was not sent to the Summerhill HOA.

Nevertheless, it looks like you did find the information about this new project through other avenues that we've provided. For your future reference, you can be rest assured that you have plenty of time for input in these projects because this is a Level 3 review, with two Development Commission meetings (a two-step public hearing).

You also have additional opportunity to comment on the SEPA review, which you have done in the past with the Gateway Apartments, and have until the second Development Commission meeting to provide us with your input. None of the Development Commission public hearings have been scheduled at this time, and even though the Notice of Application has a set window of time for comments, you are free to provide us with your comments at any time until the day of the public hearing when the Development Commission will take action on the project. In addition, you have the Rivers and Streams Board meeting, which is open to the public, where you can bring up your concerns.

In summary, you, and any interested resident, have the following multiple ways to submit your comments and concerns prior to the project approval:

- Rivers and Streams Board Meeting – scheduled for December 15, 2015
- SEPA review public comment period (not scheduled yet)
- Development Commission public hearing (not scheduled yet)
- All throughout the review period, up to the day of the public hearing when the Development Commission is scheduled to take action on the project

Moving forward, we will add you to the parties of record for this project. We cannot fulfill your request to notify every member of the HOA for the future project notification as we do not have a record of ownership of Tract B. However, if any residents in the Summerhill subdivision outside of the 300 feet radius would like to be included in the parties of record, they can contact us and we

will make sure to add them to the list for future notifications.

We welcome and look forward to receiving your early input. Have a good evening.

Amy Tarce, AICP, Assoc. AIA
Senior Planner
City of Issaquah
425.837.3097 direct

From: M Lynch [mailto:melynchwa@yahoo.com]
Sent: Wednesday, December 02, 2015 10:29 AM
To: Amy Tarce; Christopher Wright
Cc: Mary Lou Pauly; Emily Moon; Joe Verner; Diana Silberstein
Subject: Party of Record no notice as of today for RIVA

Amy and Chris

I glad to see the public notice sign go up this morning (only a week late) for this new project. FYI as of today's date I have not gotten a formal email or US mail notice for this project and as you well know that as part owner of our Track B 807860TR-B we are to received notices for project in a timely manner.

This is extremely important since it would appear that developer in the CIP are opting out of holding Community Hearings which reduced the time for the surrounding landowner and general public to get catch up with the project details and give timely input to the development. I was hoping that the City of Issaquah track recording notifying the public would improve after the previous feedback with to Mull Gateway Project missed notices.

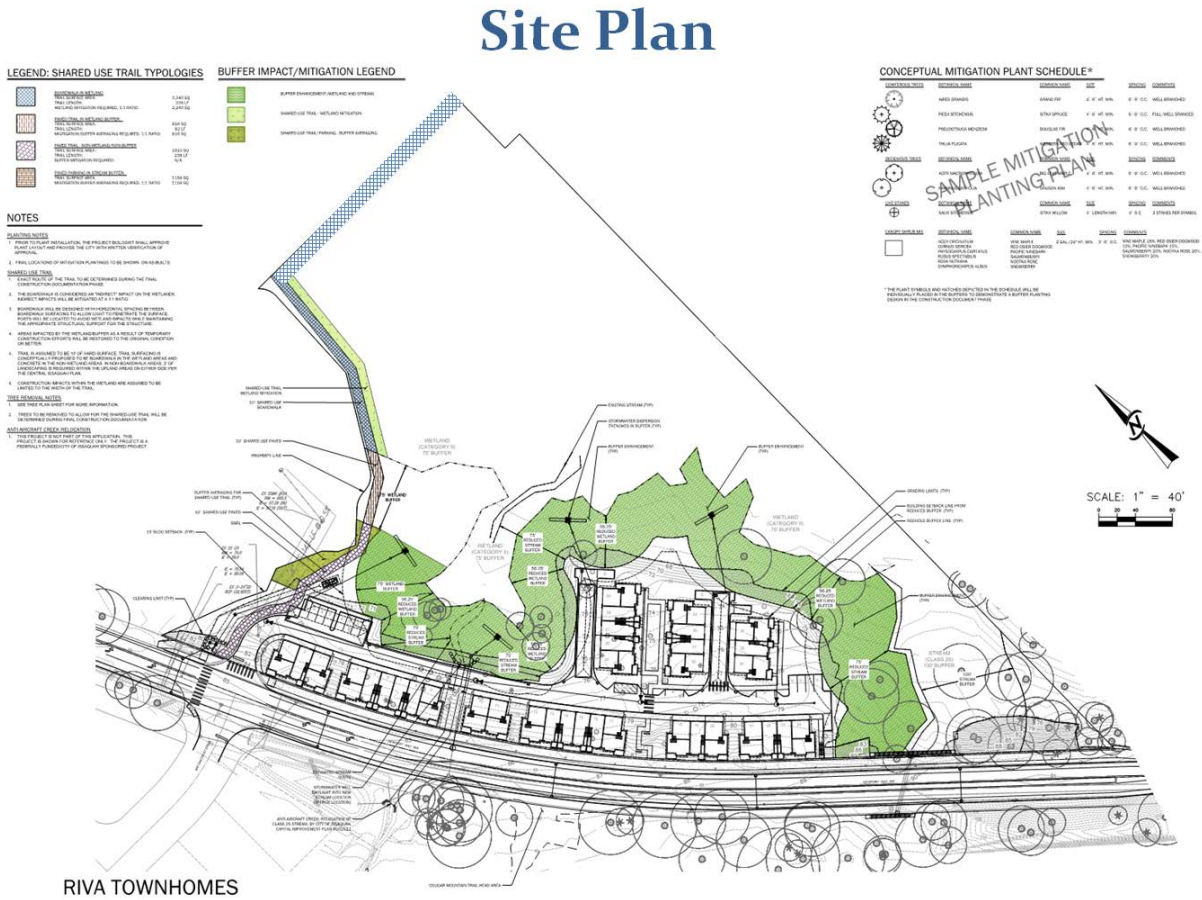
http://products.issaquahwa.gov/ActiveProjects/SDP15-00004/SDP15-00004%20Notice%20of%20Application%20Riva.pdf

I would request that you review your records and add myself and the other owners of Track B to your party of record to this project.

Mary Lynch
2960 NW Oakcrest Dr

From: Amy Tarce
To: "david kappler"
Cc: Lucy Sloman; "Aron Golden"; "slb@coredesigninc.com"; "KMP@coredesigninc.com"; Peter Rosen; Denise Pirolo; Kristi Tripple; Doug Schlepp
Subject: RE: Trail connection on Newport Way
Date: Thursday, March 03, 2016 11:28:41 AM
Attachments: image002.png

Mr. Kappler,
We would like to update you on the proposed location of the Shared Use Route on the Riva property. The route will follow the one shown on the Central Issaquah Plan, Fig. 7B. The Site Development Permit Site Plan for Riva has been revised to show this location. For your convenience, I am inserting the site plan here. The trail is shown on the left of the plan (north).



Amy Tarce, AICP, Assoc. AIA
Senior Planner
City of Issaquah
425.837.3097 direct

From: david kappler [mailto:davidkappler@hotmail.com]
Sent: Thursday, January 07, 2016 11:18 AM
To: Amy Tarce
Cc: Lucy Sloman; Peter Rosen
Subject: RE: Trail connection on Newport Way

Any:

Tonight is the community meeting about the Bergsma proposal. Anything about how the Big Tree Ridge Trailhead and future trails in Bergsma may tie into the Riva proposal and the greater trail/ park/Green Necklace CIP plans would be very helpful information about what and where trails should be located in Bergsma.

A connection from Riva to the Gateway more northern crossing of Tibbetts seems to be an ideal way to connect Riva to the CIP- is such possible?

Also, please make me and Issaquah Alps Trails Club both parties of record on the Rive proposal. In both cases emails can be used to communicate information. For me use davidkappler@hotmail.com and for the club use president@issaquahalps.org

Thanks,
David Kappler
425-652-2753

From: AmyT@issaquahwa.gov
To: davidkappler@hotmail.com
CC: LucyS@issaquahwa.gov
Subject: Trail connection on Newport Way
Date: Thu, 7 Jan 2016 02:36:31 +0000

Hi David,

Kristi Tripple was in this afternoon and shared with us her thoughts on the trail connections pertinent to the Rowley property. After our meeting, we mutually agreed that a walkabout was not necessary. This is in no way an indication of our lack of interest in your proposal, but more of a timing issue and scope of the trail system that you are most interested in. We needed to focus at this time on the Riva connection and I think we concluded that there are other alternatives that are amenable to the Rowleys and the City that we would like to pursue with the Riva applicant, Conner Homes.

We really appreciate your expertise and value your input as an avid bicyclist and trail user. I hope you will continue to be engaged on the Newport Way trail system development.

Have a good evening.

Amy Tarce, AICP, Assoc. AIA
Senior Planner
Development Services Department
City of Issaquah
P.O. Box 1307 (mail)
1775 12th Ave. NW
Issaquah, WA 98027
425.837.3097 direct
amyt@issaquahwa.gov

From: Amy Tarce
Sent: Wednesday, March 02, 2016 2:28 PM
To: 'Elizabeth Maupin'
Cc: Lucy Sloman; Denise Pirolo; 'Aron Golden'; 'slb@coredesigninc.com'; KMP@coredesigninc.com; Peter Rosen
Subject: RE: Riva Project on Newport Way
Attachments: ATT Site Plan-Revised 2016-02-26.pdf

Ms. Maupin,
Thank you for your interest in the Riva project. The Applicant will be required to protect the existing wetlands and wetland buffer. They are allowed to reduce the buffer width from 100 feet to 75 feet with mitigation, which involves replanting the wetland (enhancement). I've attached a conceptual site plan showing the wetland buffer in green.

The 36 townhomes and associated driveway will only add approximately 17% of impervious area because most of the site will remain part of the wetland and its associated buffers. The project will be required to treat its stormwater on site. A public storm drain will be required to serve this project and the project will be required to meet all the requirements of the 2009 King County Surface Water Drainage Manual together with the City of Issaquah 2011 Addendum.

I will add you to the parties of record so you can receive all future notices regarding this project.

Amy Tarce, AICP, Assoc. AIA
Senior Planner
City of Issaquah
425.837.3097 direct

From: Elizabeth Maupin [mailto:eli410maupin@gmail.com]
Sent: Friday, February 26, 2016 6:06 PM
To: Amy Tarce
Subject: Riva Project on Newport Way

I know that the city has promised to grow, but what are we doing to protect the wetlands in that area? Do you know what impact increasing the impervious area will have on our ability to handle heavy rainfall?

Elizabeth Maupin, M.Div.
www.facebook.com/IssaquahSammamishInterfaithCoalition

425 677 8043 (home phone), 206 478 3899 (cell)
eli410maupin@gmail.com

LEGEND: SHARED USE TRAIL TYPOLOGIES

BOARDWALK IN WETLANDS
TRAIL SURFACE AREA: 2,440.50
TRAIL LENGTH: 208 LF
WETLAND MITIGATION REQUIRED: 2:1 RATIO: 1,240.50

PAVED TRAIL IN WETLAND BUFFER
TRAIL SURFACE AREA: 816.50
TRAIL LENGTH: 162 LF
MITIGATION BUFFER AVERAGING REQUIRED: 1:1 RATIO: 816.50

PAVED TRAIL - NON WETLAND NON BUFFER
TRAIL SURFACE AREA: 1,310.50
TRAIL LENGTH: 234 LF
BUFFER MITIGATION REQUIRED: N/A

PAVED TRAIL IN STREAM BUFFER
TRAIL SURFACE AREA: 116.50
MITIGATION BUFFER AVERAGING REQUIRED: 1:1 RATIO: 116.50

BUFFER IMPACT/MITIGATION LEGEND

BUFFER ENHANCEMENT (WETLAND AND STREAM)

SHARED USE TRAIL - WETLAND MITIGATION

SHARED USE TRAIL - HEAVY INE - BUFFER AVERAGING

NOTES

PLANTING NOTES

1. PRIOR TO PLANT INSTALLATION, THE PROJECT BIOLOGIST SHALL APPROVE PLANT LAYOUT AND PROVIDE THE CITY WITH WRITTEN VERIFICATION OF APPROVAL.
2. FINAL LOCATIONS OF MITIGATION PLANTINGS TO BE SHOWN ON AS-BUILTS.

SHARED USE TRAIL

1. EXACT ROUTE OF THE TRAIL TO BE DETERMINED DURING THE FINAL CONSTRUCTION DOCUMENTATION PHASE.
2. THE BOARDWALK IS CONSIDERED AN "INDIRECT" IMPACT ON THE WETLANDS. INDIRECT IMPACTS WILL BE MITIGATED AT A 1:1 RATIO.
3. BOARDWALK WILL BE DESIGNED WITH HORIZONTAL SPACING BETWEEN BOARDWALK SUPPORTS TO ALLOW LIGHT TO PENETRATE THE SURFACE. PORTS WILL BE LOCATED TO AVOID WILDLIFE IMPACTS WHILE MAINTAINING THE APPROPRIATE STRUCTURAL SUPPORT FOR THE STRUCTURE.
4. AREAS IMPACTED BY THE WETLAND BUFFER AS A RESULT OF TEMPORARY CONSTRUCTION EFFORTS WILL BE RESTORED TO THE ORIGINAL CONDITION OR BETTER.
5. TRAIL CLASSIFIED TO BE 10' OF HARD SURFACE TRAIL SURFACING IS CONCEPTUALLY PROPOSED TO BE BOARDWALK IN THE WETLAND AREAS AND CONCRETE IN THE NON-WETLAND AREAS. IN NON-BOARDWALK AREAS, 2' OF LANDSCAPING IS REQUIRED WITHIN THE UPLAND AREAS ON EITHER SIDE PER THE CENTRAL ISSAQUAH PLAN.
6. CONSTRUCTION IMPACTS WITHIN THE WETLAND ARE ASSUMED TO BE LIMITED TO THE WIDTH OF THE TRAIL.

TREE REMOVAL NOTES

1. SEE TREE PLAN SHEET FOR MORE INFORMATION.
2. TREES TO BE REMOVED TO ALLOW FOR THE SHARED USE TRAIL WILL BE DETERMINED DURING FINAL CONSTRUCTION DOCUMENTATION.

ANTI-AIRCRAFT CREEK RELOCATION

1. THIS PROJECT IS NOT PART OF THIS APPLICATION. THIS PROJECT IS SHOWN FOR REFERENCE ONLY. THIS PROJECT IS A FEDERALLY FUNDED CITY OF ISSAQUAH SPONSORED PROJECT.

CONCEPTUAL MITIGATION PLANT SCHEDULE*

CONIFEROUS TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ABIES GRANDIS	GRAND FIR	6' HT. MIN.	8' O.C.	WELL BRANCHED
	PICEA SITCHENSIS	SITKA SPRUCE	6' HT. MIN.	8' O.C.	FULL TYPICAL GROWTH
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	6' HT. MIN.	8' O.C.	WELL BRANCHED
	THUJA PLICATA	WESTERN RED CEDAR	6' HT. MIN.	8' O.C.	WELL BRANCHED

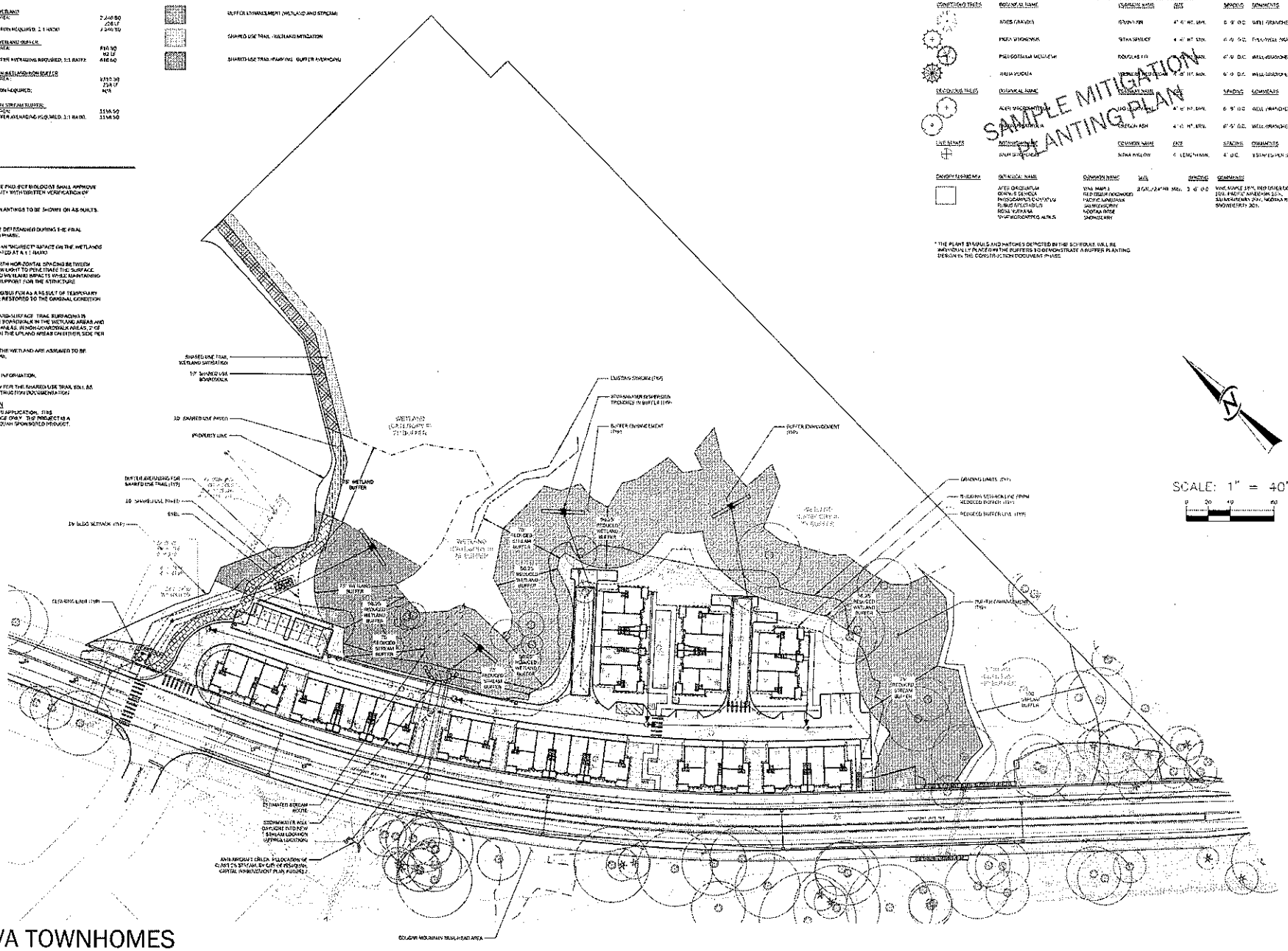
DECIDUOUS TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ALNUS RUBRA	RED ALDER	6' HT. MIN.	8' O.C.	WELL BRANCHED
	FRAXINUS LATIFOLIA	OREGON ASH	6' HT. MIN.	8' O.C.	WELL BRANCHED

LIVE STAKES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	SALIX SITCHENSIS	SITKA WILLOW	4' LONG MIN.	4' O.C.	STAKES PER DETAIL

SWORD FERN MIX	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ACER CIRCINATUM	VINE MAPLE	3 GAL./2' HT. MIN.	3' O.C.	MIX: MAPLE 33%, RED OSIER DOGWOOD 33%, PACIFIC NINEBARK 33%, SALMONBERRY 20%, NOOTKA ROSE 20%, SNOWBERRY 20%
	CORNUS SERICEA	RED OSIER DOGWOOD			
	PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK			
	RUBUS SPECTABILIS	SALMONBERRY			
	ROSA NUTKANA	NOOTKA ROSE			
	SYMPHORICARPOS ALBUS	SNOWBERRY			

* THE PLANT SPECIES AND SIZES DETECTED IN THIS SCHEDULE WILL BE INTERCHANGEABLE PLACED IN THE BUFFERS TO DEMONSTRATE A BUFFER PLANTING DESIGN IN THE CONSTRUCTION DOCUMENT PHASE.

SAMPLE MITIGATION PLANTING PLAN



RIVA TOWNHOMES

EXHIBIT - REVISED SITE PLAN

FEBRUARY 25, 2016

From: Peter Rosen
To: Chris Freyer
Cc: Amy Tarce; Doug Schlepp
Subject: RE: Newport Way development
Date: Thursday, March 03, 2016 4:41:43 PM

Chris - Thank you for your comments. Please see responses below.

Traffic-
As part of the new developments Newport Way NW will be expanded to add a center median, which at intersections will provide a left turn lane. This will add significant capacity by allowing a free flow of vehicles. Additionally, as currently proposed these improvements will retain and or improve landscape strips where possible to separate the pedestrian walkways from cars, 5' bike lanes in both directions and a separated 10' shared use route for pedestrians and bicyclist who do not feel comfortable riding on the road. The city has recently conducted a pedestrian crossing study which included Newport Way NW to help implement the correct road improvements in order to accommodate additional traffic and to further pedestrian safety. Here is the link to the study if you would like to learn more http://issaquahwa.gov/pedsafety.

Preservation of the Mountain-
Cougar Mountain is an amenity in the city that is important to all. The developments in which you referred to on Cougar Mountain are privately owned parcels designated for development. There are certain parcels outside the City-limits and Urban Growth Boundary, which are currently under review and have recently included in a proposal to remove them from the City's Potential Annexation Area. For those parcels currently under development (Talus) and proposed for development (Bergsma), they are either providing for improved connections to the Cougar Mountain trail system and open space or proposed to add new trails and open space adjoining the existing. The remainder of the mountain which is outside the City-limits is designated at open space and under the jurisdiction of King County.
Also, the city recently learned that King County Department of Natural Resources is working towards obtaining a grant to enhance and provide formal access and parking at the Big Tree Trailhead, we encourage you to get involved with this effort to support the County in their effort to secure grant funding for these improvements.

Lastly, we recommend that you review the city Zoning Map to help you familiarize yourself with the areas that are slated to be developing and which areas will remain forested. Here is the link to the city zoning map http://www.issaquahwa.gov/DocumentCenter/View/1055. I've also included a link to the King County Cougar Mountain Recreation map which may provide you with additional information about the trails and preservation of Cougar Mountain, in hopes this gives somewhat of an assurance that Cougar Mountain will remain a recreational facility for years to come.
http://your.kingcounty.gov/ftp/gis/Web/VMC/recreation/BCT_CougarMtn_brochure.pdf

Thank you again for your comments; we will add you as a party of record so that you will continue to receive further information about each of the developments that have raised your concerns.

Peter Rosen
Environmental Planner

City of Issaquah
Development Services Department
PO Box 1307
Issaquah, WA 98027-1307
p425.837.3094 f425.837.3089

-----Original Message-----
From: Chris Freyer [mailto:chris@thefreyers.net]
Sent: Saturday, February 27, 2016 5:24 PM

To: Peter Rosen
Subject: Newport Way development

Hello Peter,
I found your name on this map:
http://products.issaquahwa.gov/ActiveProjectsViewer/index.html

I live on Newport Way near the Cougar Mountain Zoo, and there are several projects that affect me:
* the Riva Townhomes (Smallwood property) (36 units)
* the Issaquah Gateway Apartments (400 units)
* the Issaquah Gateway Senior Housing
* the Talus expansion (Bergsma property) (86 units)

I have 2 big concerns regarding these developments: increased traffic on Newport Way, and preservation of Cougar Mountain.

Point #1 - Traffic
==========
The Bergsma property concerns me the most. There will be 86 new homes, which will likely result in 100-150 new vehicles going to and from work every day. In addition, many of the existing homes in Talus could use this road to get in/out of their neighborhood. I don't have a valid traffic estimate, but a good guess puts it at 200+ vehicles from existing homes. Adding these two numbers, we get 300-400 additional vehicles on Newport Way.

The Issaquah Gateway Apartments will be ~400 units, and likely 600+
vehicles. I'd estimate 500 of those going onto Newport Way, twice per
day. (I heard there won't be any transit through Poplar Way or 19th avenue, which seems like a questionable decision).

The 36 Riva townhomes will likely result in 50+ additional vehicles travelling to/from work.
I'll estimate no work-related traffic going in/out of the Issaquah Gateway Senior Housing development.

A conservative total of the above shows 1000+ extra vehicles on Newport Way (compared to today's numbers). I don't see any plans for road expansion, additional turn lanes, pedestrian or cyclist safety, etc.
How can this be allowed? Newport Way is only a local road where it meets with Highway 900 (by the Issaquah Transit Center). There is one lane in each direction, and one left turn lane. This intersection already fails to handle the high volume of traffic present at rush hour. It will do so even less when 1000+ vehicles are added on one side of the intersection.

Point #2 - Preservation of the mountain
==========
Cougar Mountain is slowly being consumed by development I hike the mountain regularly, beginning at the Big Tree Ridge Trailhead on Newport Way (across the street from the proposed Riva Townhomes). The trail system has already been impacted by the Talus expansion project. One of the longest trails has been totally eliminated. If the Bergsma property goes through, there will be only a small strip of land remaining for the trailhead. I suspect it would only be a matter of time before the remaining property was sold and the trailhead completely eliminated.
Please don't let this happen. We can't gain back a mountain after it is developed. This is the last remaining access path to Cougar Mountain on Newport Way.

Thank you very much for listening.

Chris Freyer
2673 NW Pine Cone Place
Issaquah

--

Chris Freyer

Chris@Thefreyers.net

CITY OF ISSAQUAH
RIVER & STREAMS BOARD
PUBLIC MEETING

December 15, 2015
7:00 PM

City Hall Northwest
1775 12th Avenue NW

MEMBERS PRESENT

Leigh Bangs
Rory Galloway
Tina Huff
Richard Sowa
Janet Wall
Jeff Wood

ADMINISTRATIVE STAFF PRESENT

Amy Tarce, Planning Department
Peter Rosen, Planning Department

VISITORS

Public present: Tina Confort, Peggy Foster, Connie Marsh, Teresa Ostel, Joe Verner

CALL TO ORDER: The Meeting was called to order at 7:02 PM.

APPROVAL OF MINUTES: November 3, 2015

It was MOVED by SOWA, SECONDED by GALLOWAY, and UNANIMOUSLY PASSED to APPROVE the Minutes of November 3, 2015, as written.

ITEM I GATEWAY SENIOR HOUSING

Presenters: Matthew Corsi - Applicant, Roy Lewis - Triad, Derrick Overbay - VIA Architects, Owen Anderson and Bill Shiels - Talasaea Consultants.
Staff: Amy Tarce - Senior Planner, Peter Rosen - Environmental Planner

The project is a 146-unit senior living facility located on the former Mull site off Newport Way. The project is designed to meet the criteria and vision of the Central Issaquah Plan.

R & S Board Focus: Critical Areas: The site is located along the western edge of Schneider Creek, between the creek and Newport Way. A 25% buffer reduction (from 100 feet to 75 feet) is proposed, with enhancement of the existing buffer, along with mitigation for the paved trail and drainage structures. The existing buffer is of low habitat value – the enhancement will improve the diversity. There are no incursions into the OHWM.

There will be a large underground stormwater vault underneath the parking lot and a second vault with treatment action. The goal is to maintain the existing recharge & hydrology. Buffer landscape plantings will follow the King County buffer enhancement guidelines.

Questions / Comments: Board & Public

- Placement of LWD: **Board**: *Why not place some of the LWD closer to the creek?*

  Applicant: We can look at specifically locating some of the LWD closer to the creek.

- Hydrology & Underground Vault: **Board**: *How will the hydrology change with the project? Is there any advantage to having the vault so close to the stream? Will there be more erosion?* **Public**: *How will you control the flow in heavy rain?*

  Applicant: (Applicant explained the vault system operation). With the vaults, the water will be treated for water quality prior to release. The vault placement is intended to minimize erosion and preserve habitat – to optimize the geometry of the vault and the creek.
  The best available science model was used for back-to-back storm design. The vault has an overflow safety so the flow won't go over the parking lot.

- Enhancement / Plantings: **Board**: *You are adding peat to the soil?*

  Applicant: Organic peat will be incorporated in to the soil. We've designed for the period of settling that will naturally occur.

Public:

- Overall Site: *There is an awkward and dangerous turn-in (curve) from Newport Way. Would like to see a better crossing even if it further impacts Schneider Creek.*
- Potential Future I-90 Crossing: *With the buffer averaging, would like language (condition added) addressing the potential future impact to the buffer by the City's future plans.*

- Central Issaquah Plan: *A goal of the Plan was for development to incorporate the environment and nature. It seems there is a missed opportunity here to have the building closer to the creek.*

  Applicant: Siting the building closer to the creek was problematic for parking and providing community space. The community outdoor spaces are related to the creek.

  Tarce: There is a connection with nature with the individual balconies on the buildings. There are several 'people' spaces: dog park, pea patch, trail with viewing outlooks along the creek. The dining area spills out to the outdoor plaza. The City felt these things met the criteria and intent of the Newport Way corridor in the Central Issaquah Plan.

- Tree Retention: *How many trees will be cleared? Taking away mature trees contributes to the existing flooding problem on Newport Way.*

  Applicant: The number of significant trees being conserved meets Code, and more will be added with enhancement. The detention facility is designed to meet pre-development conditions.

Board - Final Comments

- Tree Blowdowns: *It is great to see that the plan says the "areas impacted by tree blowdowns shall be re-planted with native trees." This is an important component.*

- Future Newport Way Widening: *Can the City replace the perched culvert on Schneider Creek when it does the Newport Way widening project in the future?*

ITEM II RIVA TOWNHOUSES

Presenters: Aron Golden (Applicant) – Conner Homes, Stacia Bloom – Core Design, Gary Schultz – Wetland Consultant
Staff: Amy Tarce - Senior Planner, Peter Rosen - Environmental Planner

The project, 36 townhomes on an 8.39 acre site (developed area is 2.19 acre), is located northeast of Cougar Mt., bounded by SE Newport Way to the east and the Sammamish Pointe development to the north. The design intends to meet the criteria and vision of the Central Issaquah Plan.

R & S Board Focus: The site has several critical areas, including wetlands, streams, and related buffers. Wetland buffer and stream buffer reduction with enhancement is proposed. The entire buffer area will be planted/enhanced, providing improvement to the existing degraded buffer and the existing minimal tree cover.

Stormwater discharges into three underground vaults with three outfalls to the wetlands. Runoff will be treated for water quality. Vaults will have maintenance between storm events.

Board Comments / Questions:

- Buffer Reduction: *Are you doing a combination of buffer reduction with enhancement and incursion into the 15-foot setback? Is the building setback into the buffer?*

  Rosen: The stream buffer will be reduced from 100 feet to 75 feet. The 15-foot building setback is measured from the reduced buffer. No construction goes into the buffer, but goes to the edge of the 15-ft setback. Mitigation is the enhancement of the entire buffer.

Public Comments / Questions:

- *What will be between the roadway surface and the buildings? A retaining wall?*
- *What will keep the soil in the 10-ft drop-off from eroding away?*

  Applicant: A paved trail will run between the road and buildings. The soil will be kept in place by the building itself and the drive aisle.

- Wetland Maintenance: *Who will maintain the wetland in perpetuity? If it's the homeowners' association's responsibility, can language be added to ensure that it's done?*

  Rosen: There are varying levels of long-term maintenance. It's a large wetland and the homeowners' association will be fairly small. The City has written maintenance requirements into agreements before and can give guidance, but doesn't have the enforcement capacity to guarantee the maintenance is done.

- Shared-Use Trail: *Can there be language added that makes sure there is mitigation for any part of the shared-use route that goes through critical area? Is where the trail will come through considered in the impacts and mitigation figures?*

  Rosen: There is a shared-use route and King County trailhead. We're looking with the applicant at providing a trail connection on their site that would eventually align with the trail identified in the Rowley development agreement.

- Central Issaquah Plan: *The Plan concept was to bring buildings closer to nature. Why can't the building be closer to the creek? Why do you usually see the parking lot and cars up against the setback instead of the building?*

  Rosen: The intent of the 15-ft. building setback is to allow maintenance of the building without going into the buffer, and to provide a setback from the buffer.

Board - Final Comments

- Trail Connection: *Will the Board revisit the trail connection?*

  Rosen: We'll be looking at the trail connection with the applicant and will update the Board.

- Long-Term Wetland/Buffer Maintenance: *Reducing the buffer with enhancement can be very temporary. There should be some responsibility for long-term maintenance by the homeowners' association written into every development agreement in the City.*

ITEM III SUNRISE ASSISTED LIVING

Presenters: James Brown – Wattenbarger Architects, Tom Deming – Habitat Technologies
Staff: Peter Rosen - Environmental Planner

The 82-unit, 5-story assisted living facility project is on the SE corner of the intersection of Black Nugget Road and Issaquah-Fall City Road. The project dates back to 2003, but was halted due to financial issues. Its revival includes design changes, including significant reduction of the building scale/footprint. The parking garage is 2/3 below grade.

R & S Board Focus: The undeveloped site consists of trees and dense vegetation. It's bordered on the south by steep slopes and the North Fork of Issaquah Creek. Since the project's inception there have been Code changes related to steep slopes adjacent to critical areas.

Rosen: The proposed steep slope reduction is from 50 feet to 10 feet. An occupied building has to be at least 25 feet from the top of the 40% slope. They are the required 100-ft. distance from the creek, but need an Administrative Adjustment of Standards permit to reduce the steep slope setback buffer. The geo-tech study focusing on steep slope buffer reduction is undergoing a peer review (the Board will have online access to the report.)

Board Comments / Questions:

- Building Foundation / Steep Slope: *What will the building be founded on? Will it sit on terraced deposits, glacial till, gravel deposits, sandstone, etc.? Is there concern about creating additional load and potential for slides? Did the geo-tech report address that?*

  Applicant: The report did not mention a concern for slides, but felt the foundation was stable.

- Retention System: (Applicant gave an explanation of the stormwater system). The system will collect water in four different areas and carry it to the underground concrete vault. It will be treated before dispersion. This discharge system should have a lesser impact than the direct discharge proposed with the previous design.

- Steep Slope Water Issues: *There is concern about where and how the water is discharged. A lot of water will be concentrated on the steep slope. If it's unstable, unconsolidated soil, it's going to liquefy and move, and the slope will let go. We've seen a lot of these issues around the City. These are serious issues that have repeatedly caused problems.*

  Rosen: The City is confident about the experts doing the fairly extensive geo-tech study, which includes the stormwater system.

- Planting Plan: *The Plan mentions having non-toxic vegetation, but it lists several toxic and invasive plants, such as: English Laurel, Heavenly Bamboo, Helebores and Hydrangeas.*

  Applicant: We will look at potential invasive plants. The list goes through a Department of Health review for toxic plants.

Public Comments / Questions

- Ravine: *Is there concern that residents may have access to the ravine? Also, there is an opportunity here to educate the residents about critical areas.*

  Applicant: There are several levels of safety measures to prevent memory-care patients being outside in potentially harmful situations. We can consider a fence for the ravine.

Board - Final Comments

- Water Issues with the Steep Slope: *The Board is concerned about the steepness of the slope: soil stability, water springs on the slope, stormwater, infiltration of water, etc.? There are known problems in that whole area with those kinds of issues.*

OTHER BUSINESS: FLOODING ISSUES

Discussion of various flooding problems following the heavy rains: at Talus, and bank erosion and scouring downstream of Darigold plant.

ADJOURNMENT: The Meeting was adjourned at 9:20 PM.

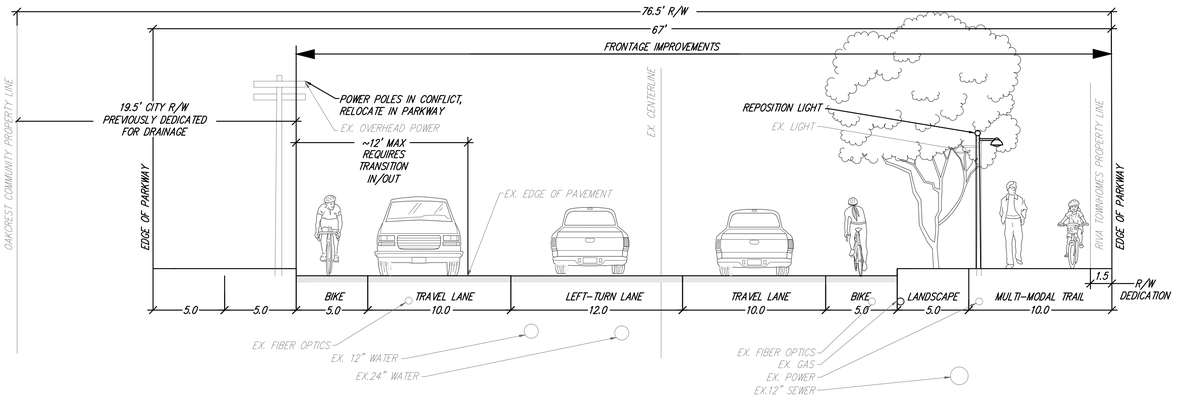
The Minutes were submitted by Genie Benson, Recording Secretary

SE 1/4, SW 1/4, SEC. 20, TWP. 24 N., RGE. 6 E., W.M.

RIVA TOWNHOMES

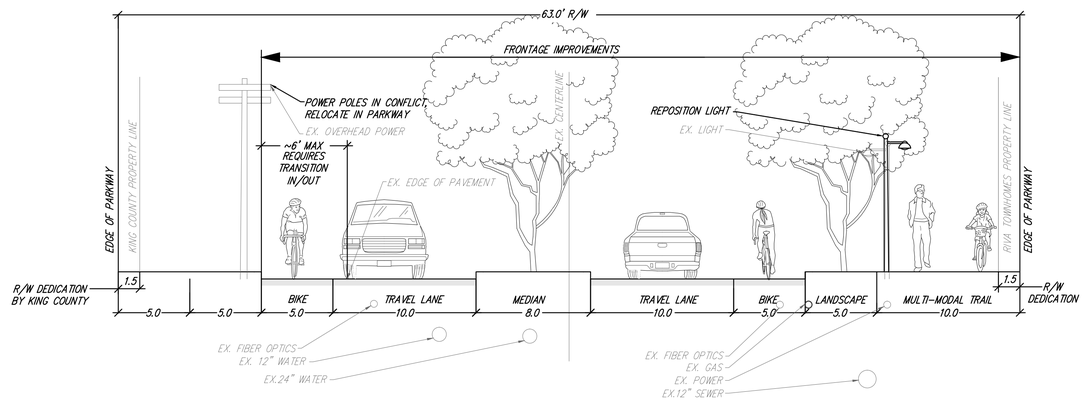
BY CONNER HOMES

ISSAQUAH, WASHINGTON



(A) 67' R/W : PARKWAY SECTION WITH 12' LEFT-TURN LANES

SCALE : 1"=5'



(B) 67' R/W : PARKWAY SECTION WITH 8' MEDIAN

SCALE : 1"=5'

PARKING REQUIRED

STANDARD STALLS	36
LOADING STALLS	1
TOTAL STALLS	37

PARKING PROVIDED

STANDARD STALLS- SURFACE	16
PARALLEL STALLS- SURFACE	2
LOADING STALL- SURFACE	1
STANDARD STALLS- GARAGE	54
COMPACT STALLS- GARAGE	14
TOTAL STALLS	87

SEE SHEET SDP-03 FOR PARKING LAYOUT

LEGAL DESCRIPTION

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2 AND AS S.E. NEWPORT WAY;
EXCEPT THE EAST 22 FEET OF THE NORTH 80 FEET THEREOF, AS CONDEMNED BY DRAINAGE DISTRICT NO. 4, FOR DRAINAGE PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 115812; AND
EXCEPT THE FOLLOWING DESCRIBED PARCEL OF LAND:
BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID SUBDIVISION AND THE NORTHEASTERLY MARGIN OF NEWPORT ISSAQUAH ROAD;
THENCE SOUTH 89°37'09" EAST, 447.50 FEET ALONG SAID NORTH LINE;
THENCE SOUTH 46°26'13" EAST, 0.72 FEET TO A POINT OF CURVATURE;
THENCE SOUTHERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, THROUGH A CENTRAL ANGLE OF 49°10'00" AND AN ARC LENGTH OF 21.45 FEET;
THENCE SOUTH 02°43'14" WEST, 112.51 FEET;
THENCE SOUTH 31°02'31" WEST, 108.48 FEET TO A POINT OF CURVATURE;
THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, THROUGH A CENTRAL ANGLE OF 53°03'31" AND AN ARC LENGTH OF 23.15 FEET;
THENCE SOUTH 84°06'02" WEST, 5.92 FEET TO A POINT OF CURVATURE;
THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 36°56'14" AND AN ARC LENGTH OF 16.12 FEET;
THENCE SOUTH 47°09'48" WEST, 41.03 FEET;
THENCE NORTH 65°04'18" WEST, 20.09 FEET;
THENCE NORTH 43°13'31" WEST, 17.69 FEET;
THENCE NORTH 65°56'14" WEST, 53.34 FEET;
THENCE SOUTH 68°41'42" WEST, 25.92 FEET;
THENCE NORTH 64°02'28" WEST, 33.68 FEET;
THENCE NORTH 69°40'12" WEST TO THE NORTHEASTERLY MARGIN OF SAID NEWPORT ISSAQUAH ROAD;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY MARGIN TO THE POINT OF BEGINNING;
(ALSO KNOWN AS ADJUSTED PARCEL 1, CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 95-04, RECORDED UNDER RECORDING NUMBER 9604309004).

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.
ABBREVIATED LEGAL: LOT 1, LLA NO. 95-04, REC #9604309004

REQUIRED PERMITS

SITE DEVELOPMENT PERMIT
BUILDING PERMIT
NPDES PERMIT
RIGHT OF WAY USE PERMIT

OWNER/APPLICANT

CONNER HOMES
846 108TH AVE NE, SUITE 200
BELLEVUE, WASHINGTON 98004
(206)-714-6707
CONTACT: ALAN BOEKER
ALANB@CONNERHOMES.COM

SURVEYOR/ENGINEER/LANDSCAPE

CORE DESIGN, INC.
14711 N.E. 29TH PL. SUITE 101
BELLEVUE, WA 98007
(425) 885-7877
CONTACTS -
SURVEYOR: KEVIN VANDERZANDEN, P.L.S.; KJV@COREDESIGNINC.COM
ENGINEER: STACIA BLOOM, P.E.; SLB@COREDESIGNINC.COM
LANDSCAPE ARCHITECT: KRISTI PARK, A.S.L.A.; KMP@COREDESIGNINC.COM

ARCHITECT

MILBRANDT ARCHITECTS, INC.
25 CENTRAL WAY, SUITE 210
KIRKLAND, WA 98033
(425) 454-7130
CONTACT: RICK TOLLESHAUG
RBT@MILBRANDTARCH.COM

GEOTECHNICAL ENGINEER

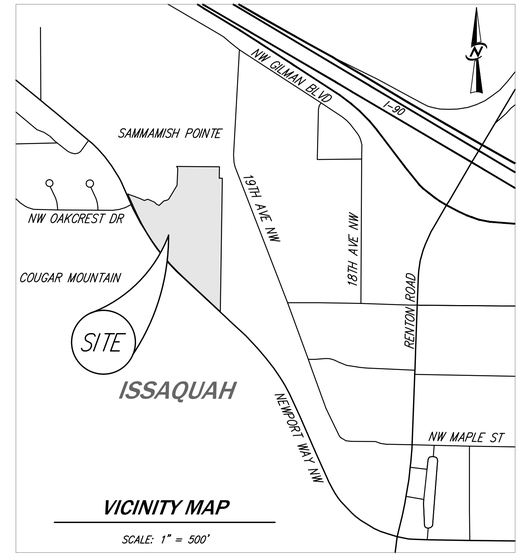
PANGEO, INC.
3213 EASTLAKE AVE E, SUITE B
SEATTLE, WA 98102
(206) 262-0370
CONTACT: MICHAEL XUE, P.E.,
MXUE@PANGEOINC.COM

WETLAND/ FOREST ECOLOGIST

7700 S. LAKERIDGE DRIVE
SEATTLE, WA 98178
(206) 772-6514
CONTACT: GARY SCHULZ
BEAR4ALL@YAHOO.COM

ARBORIST

SHOFFNER CONSULTING
21529 4TH AVE. WC31
BOTHELL, WA 98021
(206) 755-2871
CONTACT: TONY SHOFFNER
TONY@TONY SHOFFNER.COM



VICINITY MAP

SCALE: 1" = 500'

SITE INFORMATION

ASSESSOR'S PARCEL NUMBERS	202406-9115		
GROSS SITE AREA	8.39 ACRES	(365,394± SF)	
DEVELOPABLE SITE AREA	2.19 ACRES	(95,378± SF)	
GROSS FLOOR AREA	1.65 ACRES	(72,072± SF)	
FLOOR AREA RATIO (FAR)	0.76		
NUMBER OF DWELLING UNITS	36		
IMPERVIOUS SURFACE AREA	1.39 ACRES	(60,608± SF)	= 16.6%
PERVIOUS SURFACE AREA	7.00 ACRES	(304,789± SF)	= 83.4%
PLANNING AREA	CENTRAL ISSAQUAH PLAN		
PLANNING DISTRICT	WESTERN GATEWAY		
ZONING	VILLAGE RESIDENTIAL		
DRAINAGE BASIN	TIBBETTS CREEK		
DRAINAGE SUB-BASIN	SUMMERHILL		
STANDARDS	CENTRAL ISSAQUAH DEVELOPMENT & DESIGN STANDARDS		
REQUIRED SETBACKS	FRONT = 0' MIN. SIDE = 0' MIN. REAR = 0' MIN.		
CONSTRUCTION TYPE	WOOD CONSTRUCTION (PER IRC)		
MAXIMUM HEIGHT	3-STORIES ABOVE GRADE		
FIRE FLOW RATES	1,625 GPM (SPRINKLER'D & FIRE RESISTANT WALLS)		
UTILITY PURVEYORS			
WATER	CITY OF ISSAQUAH		
SANITARY SEWER	CITY OF ISSAQUAH		
STORM DRAINAGE	CITY OF ISSAQUAH		
TELEPHONE	QWEST COMMUNICATIONS		
POWER	PUGET SOUND ENERGY		
GAS	PUGET SOUND ENERGY		
CABLE TV	COMCAST		
GARBAGE/RECYCLING	RECOLOGY		
OTHER SERVICES			
SCHOOL DISTRICT	ISSAQUAH SCHOOL DIST. 411		
FIRE PROTECTION	EASTSIDE FIRE AND RESCUE		

SHEET INDEX

CIVIL:
SDP-01 TITLE SHEET & DETAILS
SDP-02 EXISTING CONDITIONS MAP
SDP-03 SITE PLAN
SDP-04 OFFSITE IMPROVEMENTS
SDP-05 GRADING PLAN
SDP-06 ONSITE UTILITY PLAN
SDP-07 FIRE ACCESS DIAGRAM
SDP-08 CUT/FILL ESTIMATES
SDP-09 SURFACE AREA CALCULATIONS

LANDSCAPE:
L1.01 CIRCULATION/OPEN SPACE
L1.02 AERIAL MAP/SITE PHOTOS
L1.03 MATERIALS EXHIBIT
L2.01 LANDSCAPE PLAN COMPOSITE
L2.02 TREE PLAN
L2.03 NEWPORT WAY - PLAN ENLARGEMENT
L2.04 NEWPORT WAY - PLAN ENLARGEMENT, SCHEDULE, NOTES & DETAILS
L2.05 PLAN ENLARGEMENT
L2.06 PLAN ENLARGEMENT
L2.07 SCHEDULE, NOTES & DETAILS
L3.01 CONCEPTUAL MITIGATION PLAN

TRAFFIC:
PM-01 CHANNELIZATION IMPROVEMENTS
PM-02 CHANNELIZATION IMPROVEMENTS

ARCHITECT:
A-01 UNIT PLANS - UNIT 16 ALLEY LOADED
A-02 UNIT PLANS - UNIT 16 TUCK UNDER
A-03 UNIT PLANS - UNIT 25 ALLEY LOADED
A-04 UNIT PLANS - UNIT 25 TUCK UNDER
A-05 ELEVATIONS - T.U. 3PLEX (UNITS 1-3 & 18-20)
A-06 ELEVATIONS - T.U. 2PLEX (UNITS 4 & 5)
A-07 ELEVATIONS - T.U. 6PLEX (UNITS 6-11 & 12-17)
A-08 ELEVATIONS - T.U. 4PLEX (UNITS 21-24)
A-09 ELEVATIONS - A.L. 5PLEX (UNITS 25-29)
A-10 ELEVATIONS - A.L. 4PLEX (UNITS 30-33)
A-11 ELEVATIONS - A.L. 3PLEX (UNITS 34-36)

SDP15-00004

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON STACIA L. BLOOM 38455 REGISTERED PROFESSIONAL ENGINEER

CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

TITLE SHEET & DETAILS
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
PROJECT MANAGER	KEVIN VANDERZANDEN

SHEET
SDP-01
PROJECT NUMBER
14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 01 - TITLE SHEET.dwg

SITE NOTES

SITE AREA = 365,394 SQFT± 8.39 AC.
TAX LOT NO. 202406-9115-05

SCALE: 1" = 50'

0 25 50 100

NOTES

1. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM FIDELITY NATIONAL TITLE COMPANY, COMMITMENT NO. 611081980. IN PREPARING THIS MAP, CORE DESIGN, INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS CORE DESIGN, INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY THE REFERENCED FIDELITY NATIONAL TITLE COMPANY'S COMMITTMENT. CORE DESIGN, INC. HAS RELIED WHOLLY ON FIDELITY NATIONAL TITLE COMPANY'S REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND THEREFORE CORE DESIGN, INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.
2. THIS SURVEY REPRESENTS VISIBLE PHYSICAL IMPROVEMENT CONDITIONS EXISTING ON MARCH 18, 2015. ALL SURVEY CONTROL INDICATED AS "FOUND" WAS RECOVERED FOR THIS PROJECT IN MARCH, 2015.
3. ALL DISTANCES ARE IN FEET.
4. THIS IS A FIELD TRAVERSE SURVEY. A SOKKIA FIVE SECOND COMBINED ELECTRONIC TOTAL STATION WAS USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN WAC 332-130-090. ALL MEASURING INSTRUMENTS AND EQUIPMENT ARE MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
5. UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE ARE SHOWN HEREON. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE UTILITY LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. CORE DESIGN ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.

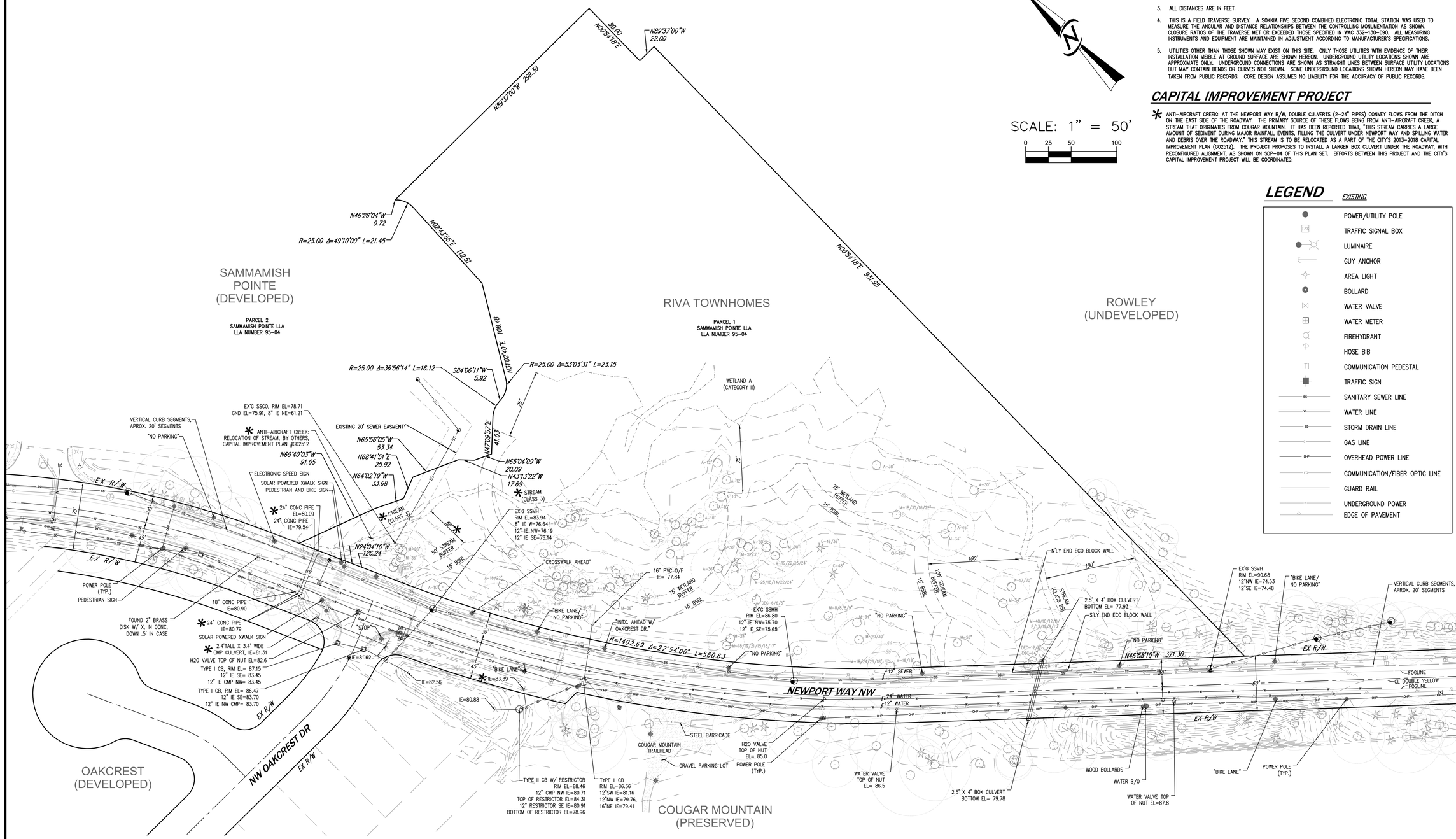
CAPITAL IMPROVEMENT PROJECT

* ANTI-AIRCRAFT CREEK: AT THE NEWPORT WAY R/W, DOUBLE CULVERTS (2-24" PIPES) CONVEY FLOWS FROM THE DITCH ON THE EAST SIDE OF THE ROADWAY. THE PRIMARY SOURCE OF THESE FLOWS BEING FROM ANTI-AIRCRAFT CREEK, A STREAM THAT ORIGINATES FROM COUGAR MOUNTAIN. IT HAS BEEN REPORTED THAT, "THIS STREAM CARRIES A LARGE AMOUNT OF SEDIMENT DURING MAJOR RAINFALL EVENTS, FILLING THE CULVERT UNDER NEWPORT WAY AND SPILLING WATER AND DEBRIS OVER THE ROADWAY." THIS STREAM IS TO BE RELOCATED AS A PART OF THE CITY'S 2013-2018 CAPITAL IMPROVEMENT PLAN (G02512). THE PROJECT PROPOSES TO INSTALL A LARGER BOX CULVERT UNDER THE ROADWAY, WITH RECONFIGURED ALIGNMENT, AS SHOWN ON SDP-04 OF THIS PLAN SET. EFFORTS BETWEEN THIS PROJECT AND THE CITY'S CAPITAL IMPROVEMENT PROJECT WILL BE COORDINATED.

LEGEND

EXISTING

- POWER/UTILITY POLE
- TRAFFIC SIGNAL BOX
- LUMINAIRE
- GUY ANCHOR
- AREA LIGHT
- BOLLARD
- WATER VALVE
- WATER METER
- FIREHYDRANT
- HOSE BIB
- COMMUNICATION PEDESTAL
- TRAFFIC SIGN
- SANITARY SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- GAS LINE
- OVERHEAD POWER LINE
- COMMUNICATION/FIBER OPTIC LINE
- GUARD RAIL
- UNDERGROUND POWER
- EDGE OF PAVEMENT



NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

CORE DESIGN
ENGINEERING • PLANNING • SURVEYING
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963

EXISTING CONDITIONS MAP
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

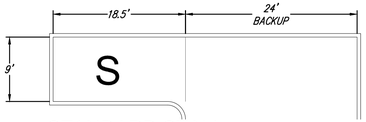
DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET SDP-02

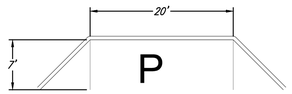
PROJECT NUMBER 14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 02 - EXISTING CONDITIONS.dwg

TYPICAL PARKING CONFIGURATION



STANDARD STALL
SCALE: 1" = 10'

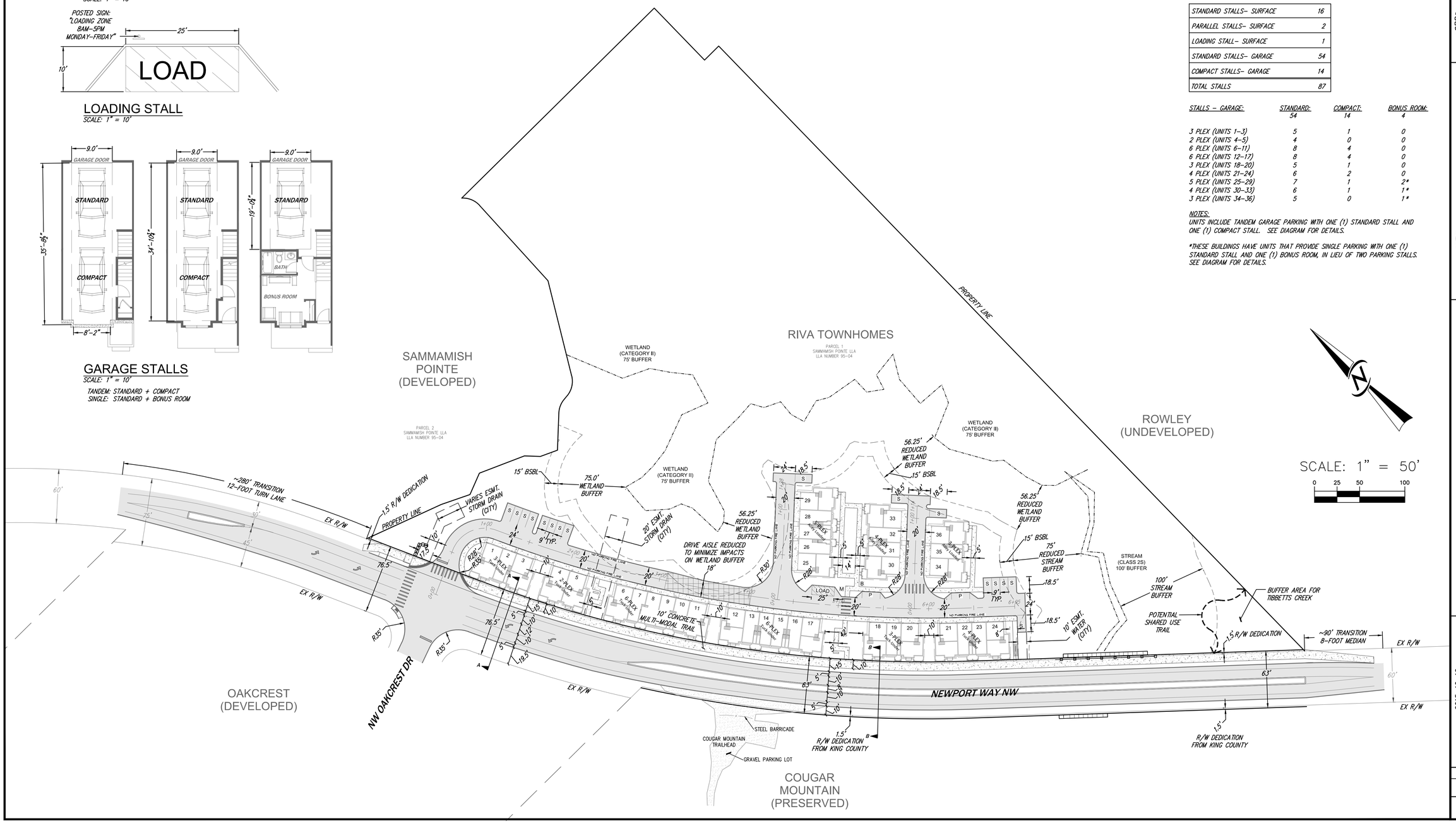


PARALLEL STALL
SCALE: 1" = 10'

LOADING STALL
SCALE: 1" = 10'

GARAGE STALLS
SCALE: 1" = 10'

TANDEM: STANDARD + COMPACT
SINGLE: STANDARD + BONUS ROOM



LEGEND

B — BICYCLE PARKING	
M — MAILBOXES	
REDUCED DRIVE AISLE TO MINIMIZE IMPACTS ON THE WETLAND BUFFER	95 LF
TOTAL PROPOSED ASPHALT PAVING	74,950 SQFT
TOTAL PROPOSED CONCRETE PAVING	18,325 SQFT
TOTAL PROPOSED CURB/MEDIAN	6,350 LF

PARKING PROVIDED

STANDARD STALLS– SURFACE	16
PARALLEL STALLS– SURFACE	2
LOADING STALL– SURFACE	1
STANDARD STALLS– GARAGE	54
COMPACT STALLS– GARAGE	14
TOTAL STALLS	87

STALLS – GARAGE:	STANDARD:	COMPACT:	BONUS ROOM:
	54	14	4
3 PLEX (UNITS 1–3)	5	1	0
2 PLEX (UNITS 4–5)	4	0	0
6 PLEX (UNITS 6–11)	8	4	0
6 PLEX (UNITS 12–17)	8	4	0
3 PLEX (UNITS 18–20)	5	1	0
4 PLEX (UNITS 21–24)	6	2	0
5 PLEX (UNITS 25–29)	7	1	2*
4 PLEX (UNITS 30–33)	6	1	1*
3 PLEX (UNITS 34–36)	5	0	1*

NOTES:
UNITS INCLUDE TANDEM GARAGE PARKING WITH ONE (1) STANDARD STALL AND ONE (1) COMPACT STALL. SEE DIAGRAM FOR DETAILS.

*THESE BUILDINGS HAVE UNITS THAT PROVIDE SINGLE PARKING WITH ONE (1) STANDARD STALL AND ONE (1) BONUS ROOM, IN LIEU OF TWO PARKING STALLS. SEE DIAGRAM FOR DETAILS.

NO.	REVISIONS	DATE
1	PRE– APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

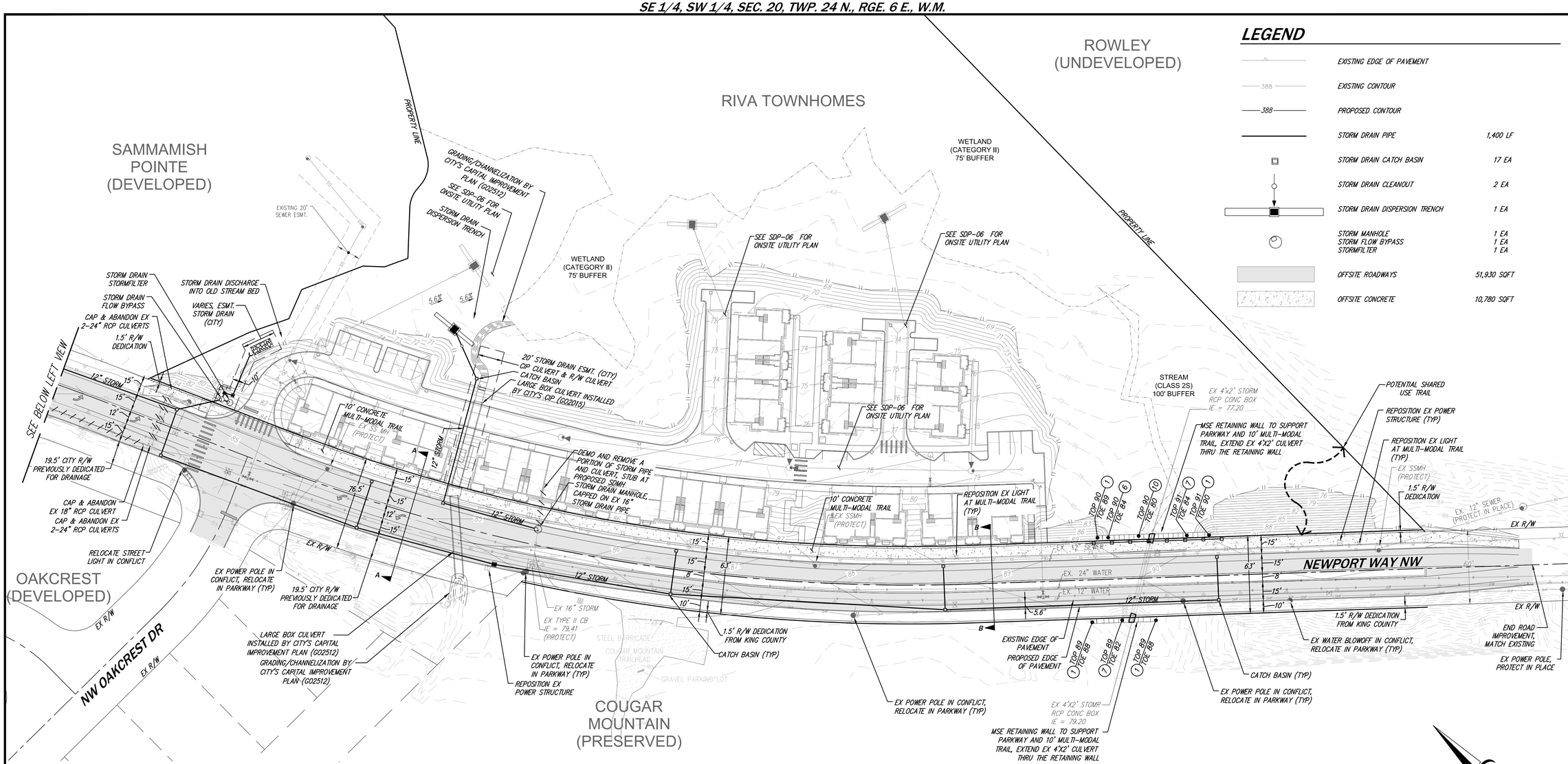
CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

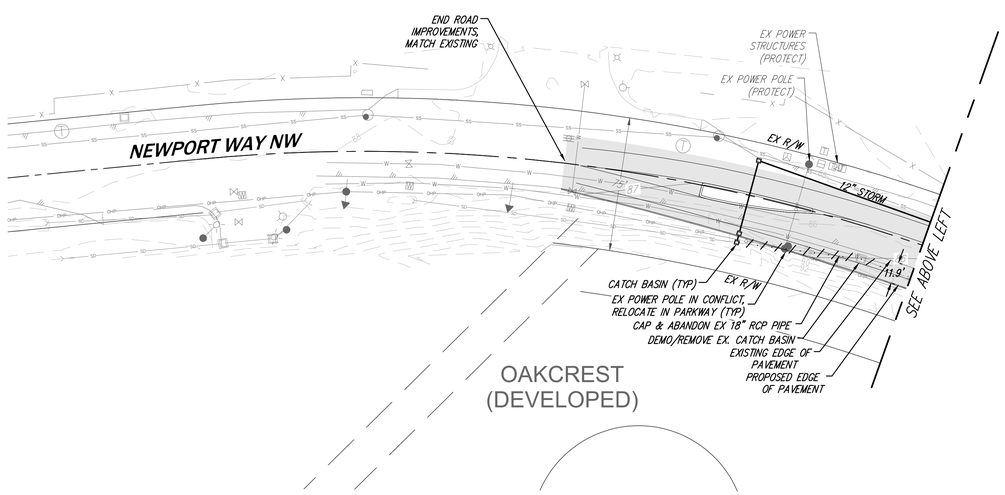
SITE PLAN
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015–10–16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET SDP-03
PROJECT NUMBER 14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 03 - SITE PLAN.dwg





LEGEND

EXISTING EDGE OF PAVEMENT	
EXISTING CONTOUR	
PROPOSED CONTOUR	
STORM DRAIN PIPE	1,400 LF
STORM DRAIN CATCH BASIN	17 EA
STORM DRAIN CLEANOUT	2 EA
STORM DRAIN DISPERSION TRENCH	1 EA
STORM MANHOLE	1 EA
STORM FLOW BYPASS	1 EA
STORMFILTER	1 EA
OFFSITE ROADWAYS	51,930 SQFT
OFFSITE CONCRETE	10,780 SQFT

NOTES

1) STORM DRAIN WATER WITHIN THE RIGHT-OF-WAY WILL BE COLLECTED AND CONVEYED TO A STORM DRAIN BYPASS AND STORMFILTER VAULT AT THE NORTH END OF THE PROPERTY. THE STORM BYPASS WILL CONVEY THE FIRST FLUSH TO THE STORM FILTER ALLOWING THE PEAK WATERS TO BYPASS. A STORM DRAIN EASEMENT OVER THE BYPASS AND STORMFILTER WILL BE GRANTED TO THE CITY FOR MAINTENANCE AND RESPONSIBILITY, WITH ACCESSIBILITY FROM THE MULTI-MODAL TRAIL.

2) THE EXISTING 16" STORM DRAIN CULVERT CROSSING FROM THE OAKCREST COMMUNITY WILL BE CAPPED WITH A STORM DRAIN MANHOLE AND CONVEYED NORTH. A 20-FOOT STORM DRAIN EASEMENT OVER THE CULVERT WILL BE GRANTED TO THE CITY FOR MAINTENANCE AND RESPONSIBILITY. THIS EASEMENT WILL BE SHARED BY THE LARGE BOX CULVERT FROM THE CITY'S CAPITAL IMPROVEMENT PLAN (G02015).

3) REFER TO TRAFFIC SHEETS FOR INFORMATION ON LANE CHANNELIZATION ALONG NEWPORT AND PEDESTRIAN CROSSINGS AT OAKCREST DRIVE.

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

OFFSITE IMPROVEMENTS
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

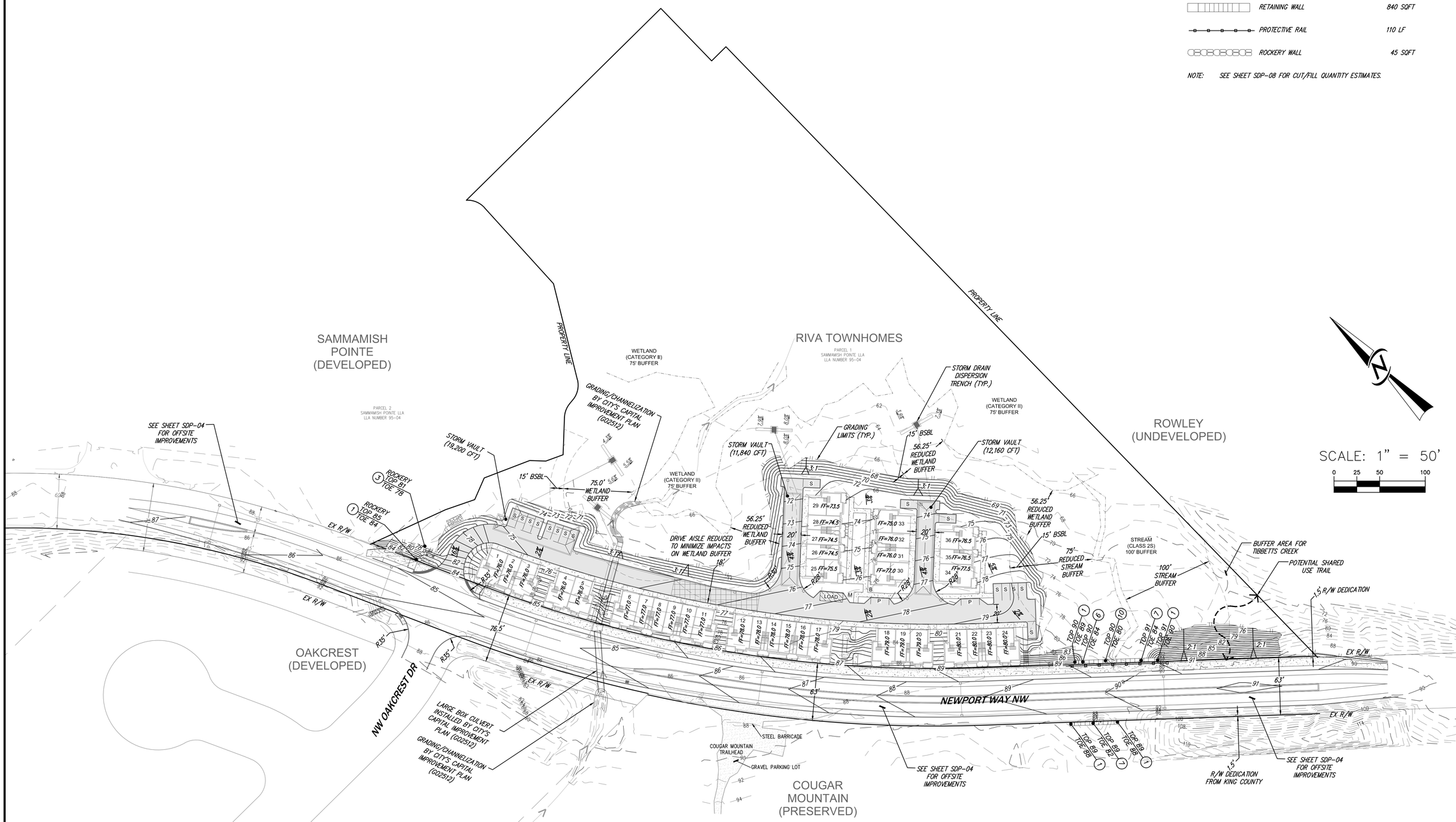
SHEET
SDP-04
PROJECT NUMBER
14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 04 - OFFSITE IMPROVEMENTS.dwg

LEGEND

388	EXISTING CONTOUR	
388	PROPOSED CONTOUR	
	REDUCED DRIVE AISLE TO MINIMIZE IMPACTS ON THE WETLAND BUFFER	
	RETAINING WALL	840 SQFT
	PROTECTIVE RAIL	110 LF
	ROCKERY WALL	45 SQFT

NOTE: SEE SHEET SDP-08 FOR CUT/FILL QUANTITY ESTIMATES.



NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STEVEN L. BLOOM — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

GRADING PLAN
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET SDP-05

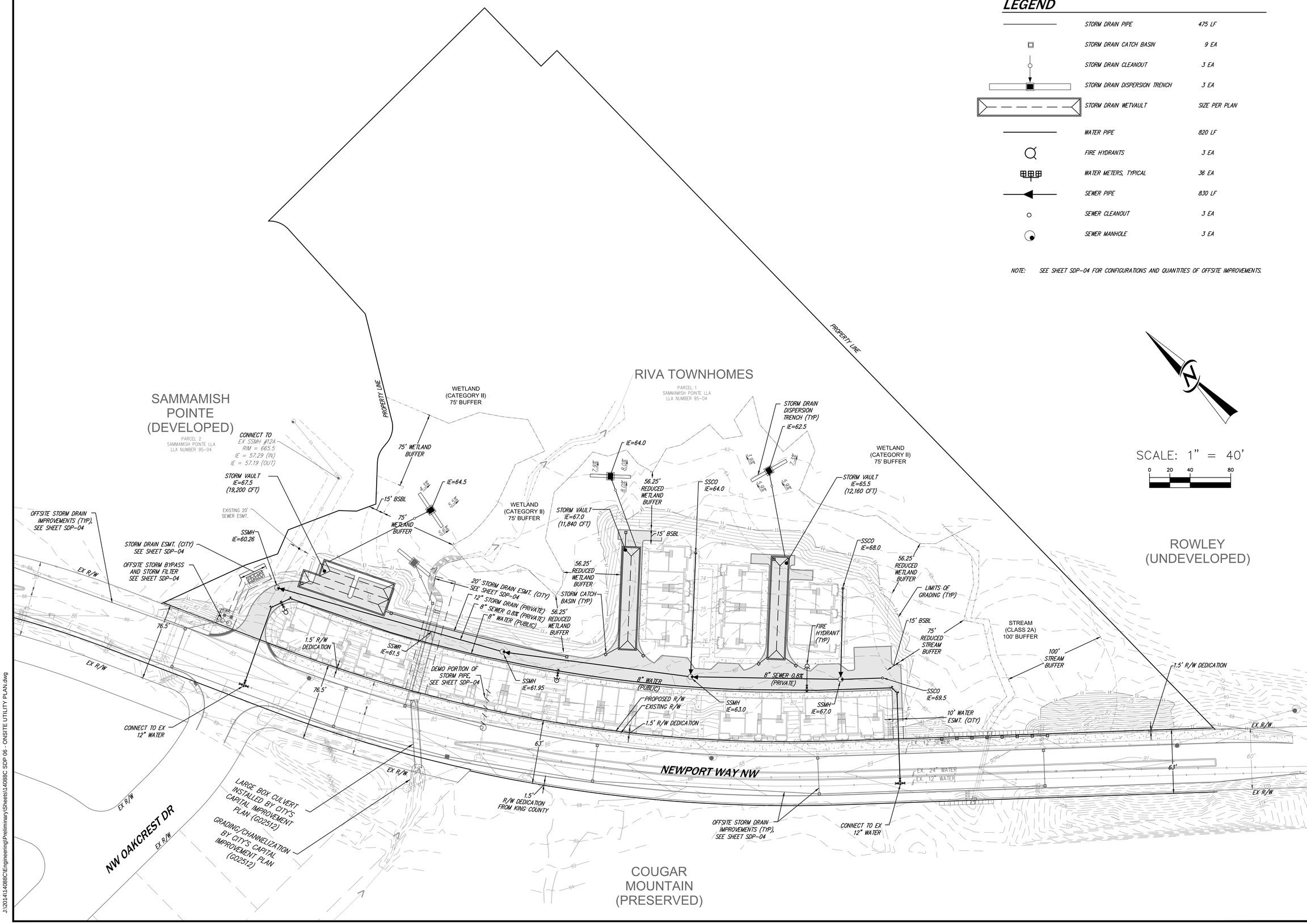
PROJECT NUMBER 14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 05 - GRADING PLAN.dwg

LEGEND

STORM DRAIN PIPE	475 LF
STORM DRAIN CATCH BASIN	9 EA
STORM DRAIN CLEANOUT	3 EA
STORM DRAIN DISPERSION TRENCH	3 EA
STORM DRAIN WETVAULT	SIZE PER PLAN
WATER PIPE	820 LF
FIRE HYDRANTS	3 EA
WATER METERS, TYPICAL	36 EA
SEWER PIPE	830 LF
SEWER CLEANOUT	3 EA
SEWER MANHOLE	3 EA

NOTE: SEE SHEET SDP-04 FOR CONFIGURATIONS AND QUANTITIES OF OFFSITE IMPROVEMENTS.



NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

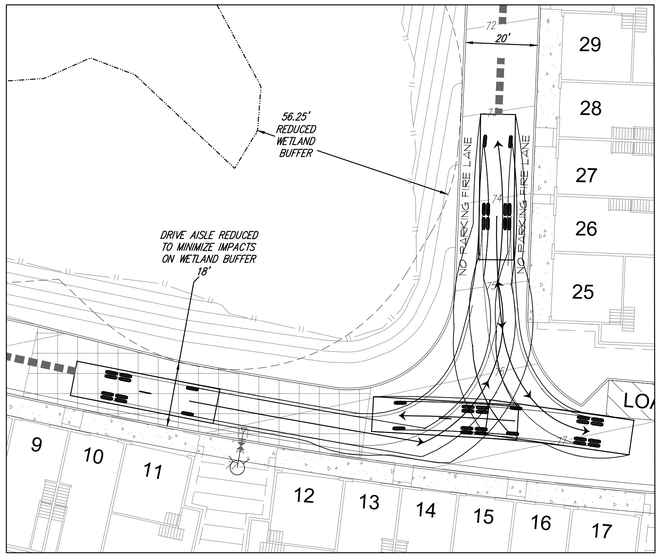
CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

ONSITE UTILITY PLAN
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET
SDP-06
PROJECT NUMBER
14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 06 - ONSITE UTILITY PLAN.dwg



ENLARGEMENT

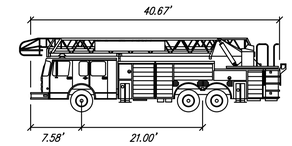
SCALE: 1"=20'

LEGEND

REDUCED DRIVE AISLE TO MINIMIZE IMPACTS ON THE WETLAND BUFFER

S P LOAD

PARKING STALLS– REF SHEET SDP-03 FOR ADDITIONAL INFORMATION

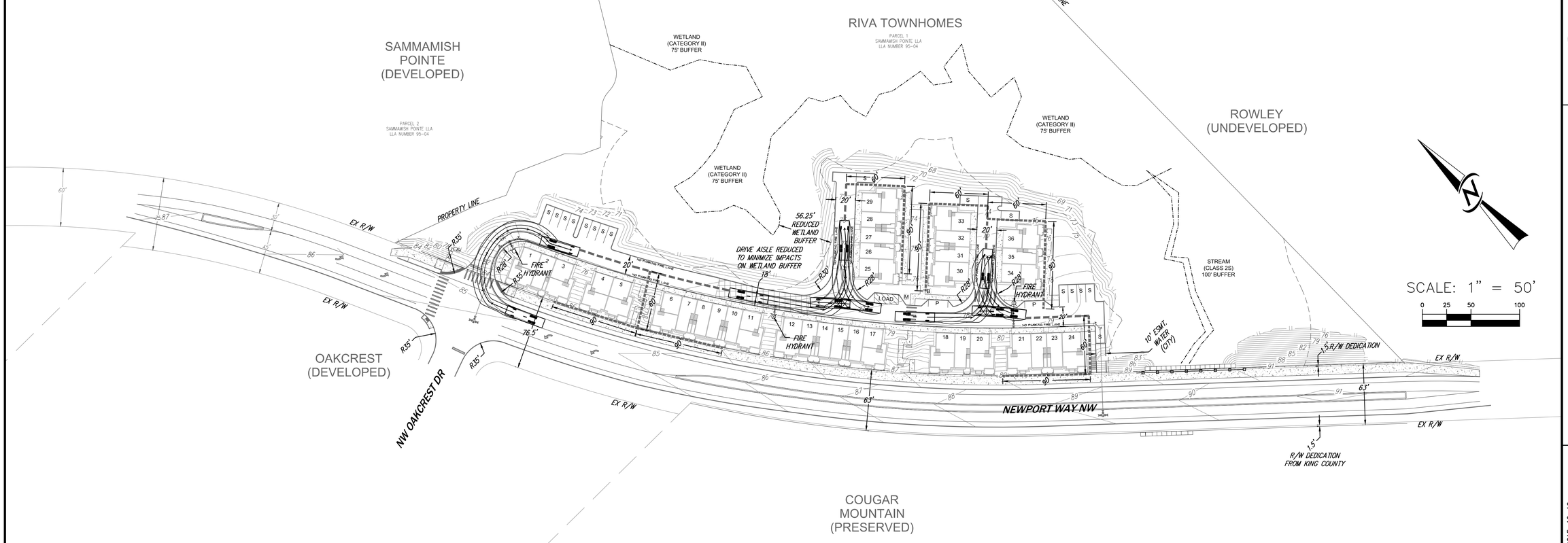


EASTSIDE FIRE RESCUE LADDER:

WIDTH:	9.75'
TRACK:	8.00'
LOCK-TO-LOCK TIME:	6.0
STEERING ANGLE:	34°

FIRE ACCESS ROUTE

HOSE DRAG – 150' MAXIMUM



NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

FIRE ACCESS DIAGRAM
RIVA TOWNHOMES

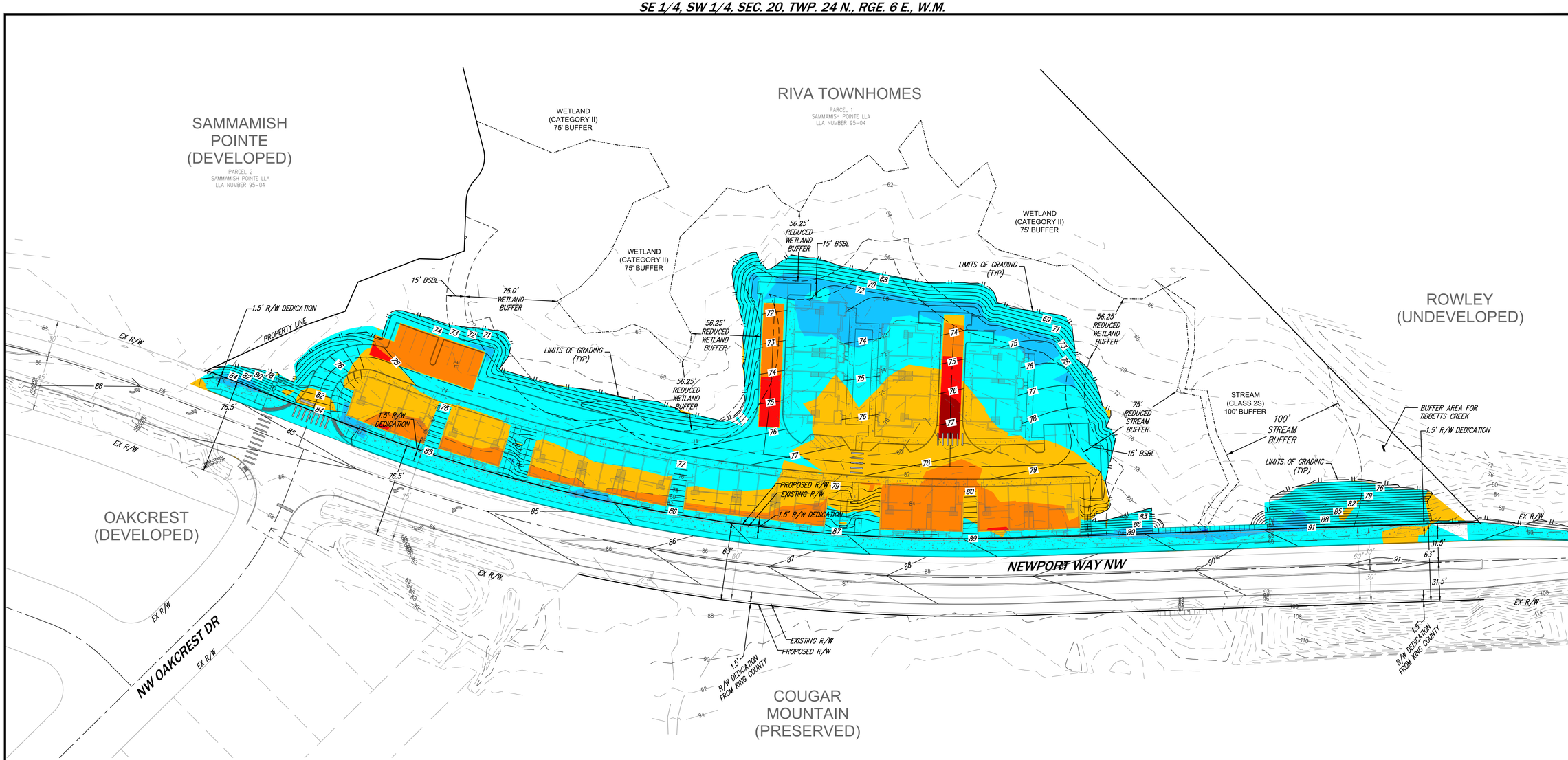
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET
SDP-07

PROJECT NUMBER
14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 07 - FIRE ACCESS.dwg



ELEVATIONS TABLE (DEPTH OF CUT/ DEPTH OF FILL)		
MINIMUM ELEVATION	MAXIMUM ELEVATION	COLOR
-16.0	-12.0	
-12.0	-8.0	
-8.0	-4.0	
-4.0	0.0	
0.0	4.0	
4.0	8.0	
8.0	12.0	

NEGATIVE NUMBERS REPRESENT DEPTH OF CUT. POSITIVE NUMBERS REPRESENT THE DEPTH OF FILL. DEPTHS ARE APPROXIMATED FROM EXISTING SURFACE TO FINISH GRADE SURFACE, DERIVED UTILIZING INDUSTRY STANDARD SOFTWARE.

LEGEND

388 EXISTING CONTOUR

388 PROPOSED CONTOUR

GRADING QUANTITIES

CUT	=	5,050 CY	136,350 CFT
FILL	=	5,520 CY	149,040 CFT
IMPORT	=	470 CY	12,690 CFT

SCALE: 1" = 40'

0 20 40 80

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

CUT/FILL ESTIMATES
RIVA TOWNHOMES
CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET SDP-08

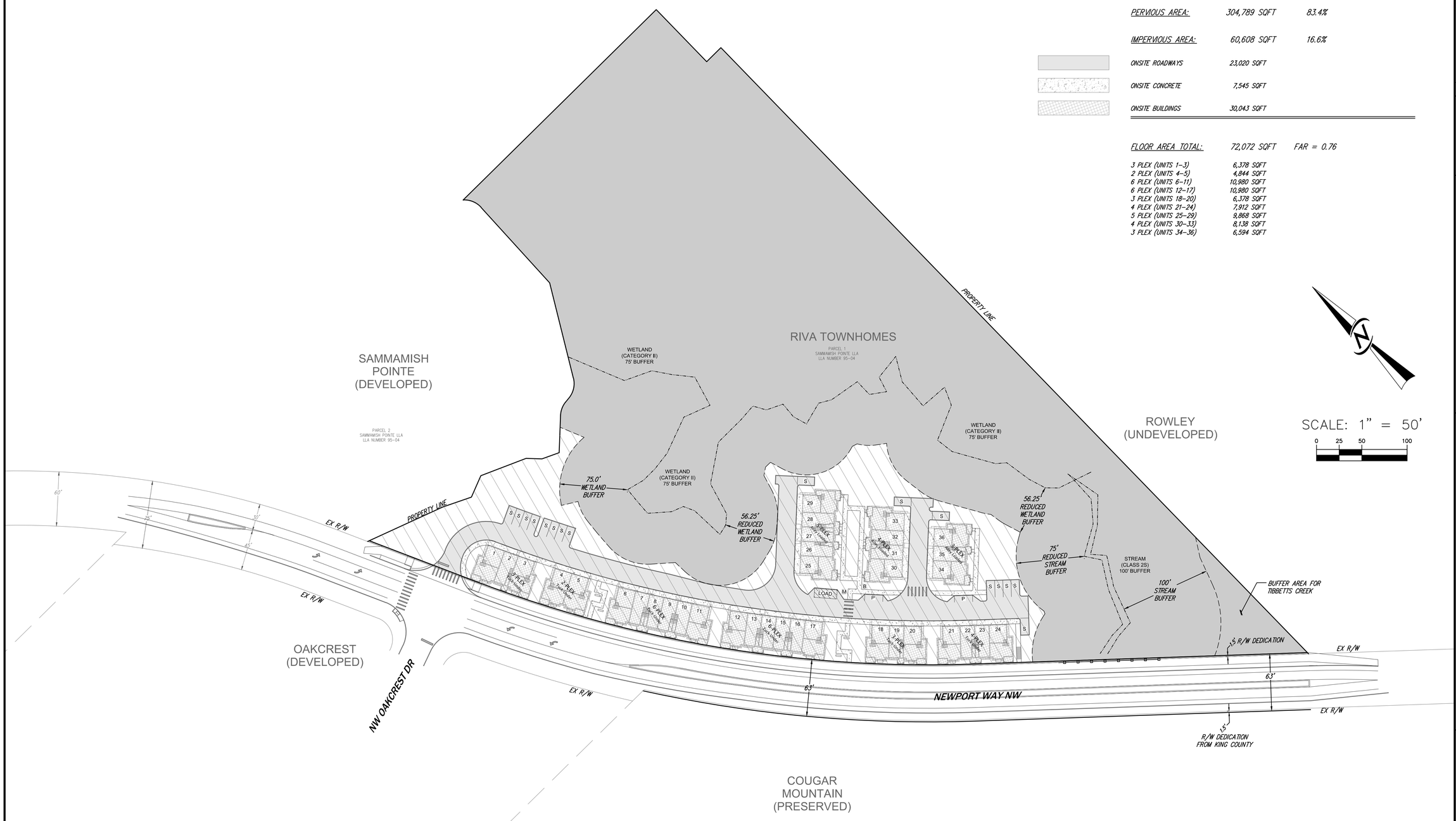
PROJECT NUMBER 14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 08 - CUT FILL MAP.dwg

LEGEND

TOTAL AREA:	365,394 SQFT	8.39 ACRES
EXCLUDED AREA	270,016 SQFT	6.20 ACRES
DEVELOPABLE SITE AREA	95,378 SQFT	2.19 ACRES
PERVIOUS AREA:	304,789 SQFT	83.4%
IMPERVIOUS AREA:	60,608 SQFT	16.6%
ONSITE ROADWAYS	23,020 SQFT	
ONSITE CONCRETE	7,545 SQFT	
ONSITE BUILDINGS	30,043 SQFT	

FLOOR AREA TOTAL:	72,072 SQFT	FAR = 0.76
3 PLEX (UNITS 1–3)	6,378 SQFT	
2 PLEX (UNITS 4–5)	4,844 SQFT	
6 PLEX (UNITS 6–11)	10,980 SQFT	
6 PLEX (UNITS 12–17)	10,980 SQFT	
3 PLEX (UNITS 18–20)	6,378 SQFT	
4 PLEX (UNITS 21–24)	7,912 SQFT	
5 PLEX (UNITS 25–29)	9,868 SQFT	
4 PLEX (UNITS 30–33)	8,138 SQFT	
3 PLEX (UNITS 34–36)	6,594 SQFT	



NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STACIA L. BLOOM — STATE OF WASHINGTON — 38393

CORE DESIGN
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963
ENGINEERING • PLANNING • SURVEYING

SURFACE AREA CALCULATIONS
RIVA TOWNHOMES

CONNER HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	STACIA BLOOM
DRAWN	LISA JOHNSON
APPROVED	DAVE CAYTON
	KEVIN VANDERZANDEN, PROJECT MANAGER

SHEET
SDP-09
PROJECT NUMBER
14088C

J:\2014\14088C\Engineering\Preliminary\Sheets\14088C SDP 09 - SURFACE CALCULATIONS.dwg

PRELIMINARY PLANT SCHEDULE*

- OPEN SPACE
- * SHORT TERM BIKE PARKING
- NEWPORT WAY - MULTI-MODAL TRAIL - 10' (MOUNTAINS TO SOUND GREENWAYS CONNECTION)
- PUBLIC SHARED USE PATH
- INTERNAL CIRCULATION - SIDEWALKS

OPEN SPACE

THE OPEN SPACE REQUIREMENT WILL BE MET WITHIN THE EXISTING ARCHITECTURE AND WITHIN THE THREE PROPOSED OPEN SPACES, ONE OF WHICH WILL MEET THE PROJECT AMENITY STANDARDS OF THE CIDDS. THE OPEN SPACES SHOWN ARE POSSIBLE LOCATIONS FOR OPEN SPACE AMENITIES FOR THE RESIDENTS OF THIS PROJECT. PLEASE SEE THE ARCHITECTURE SHEETS FOR MORE INFORMATION WITH REGARDS TO INDIVIDUAL UNIT OPEN SPACE OF 48SQ PER RESIDENCE.

OPEN SPACE: A

- PASSIVE RECREATION
- SEATING
- OUTDOOR DINING/GATHERING

OPEN SPACE: B

- PASSIVE RECREATION
- SEATING
- VIEW CORRIDOR INTO THE PROJECT AND SENSITIVE AREAS BEYOND

OPEN SPACE: C

- PASSIVE RECREATION
- SEATING
- NATURE BASED PLAY AREA

TOWNHOME PROJECT PEDESTRIAN CIRCULATION

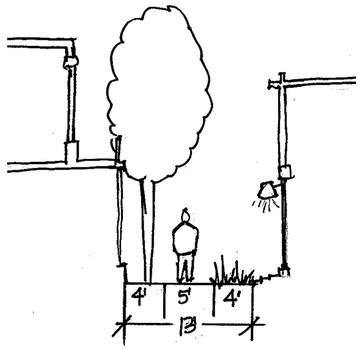
- SIDEWALKS WILL BE DESIGNED AT A MINIMUM WIDTH OF 5'
- THE CENTRAL ISSAQUAH PLAN DESCRIBES BOTH A PRIMARY AND A SECONDARY CIRCULATION TYPOLOGY. WITH ONLY 36 PROPOSED UNITS, THE PROJECT IS NOT PREDICTED TO RESULT IN HIGH LEVELS OF PEDESTRIAN TRAFFIC. ACCORDINGLY, THE SECONDARY CIRCULATION TYPOLOGY IS PRIMARILY USED TO AVOID ADDING IMPERVIOUS SURFACE AND OVER-SIZED PEDESTRIAN FACILITIES (SEE SECTION CONTAINED HEREON).

PUBLIC SHARED USE TRAIL CONNECTION

- TRAIL SHOWN IS CONCEPTUAL IN DESIGN:
  - THE TRAIL WILL BE DESIGNED TO CONNECT WITH THE NEIGHBORING PROPERTY'S PROPOSED TRAIL
  - THE TRAIL WILL BE DESIGNED TO MINIMIZE IMPACT ON THE EXISTING STREAMS BOTH ONSITE AND OFFSITE.
  - MATERIALS AND WIDTH TO BE DETERMINED IN FUTURE DESIGN PHASES.

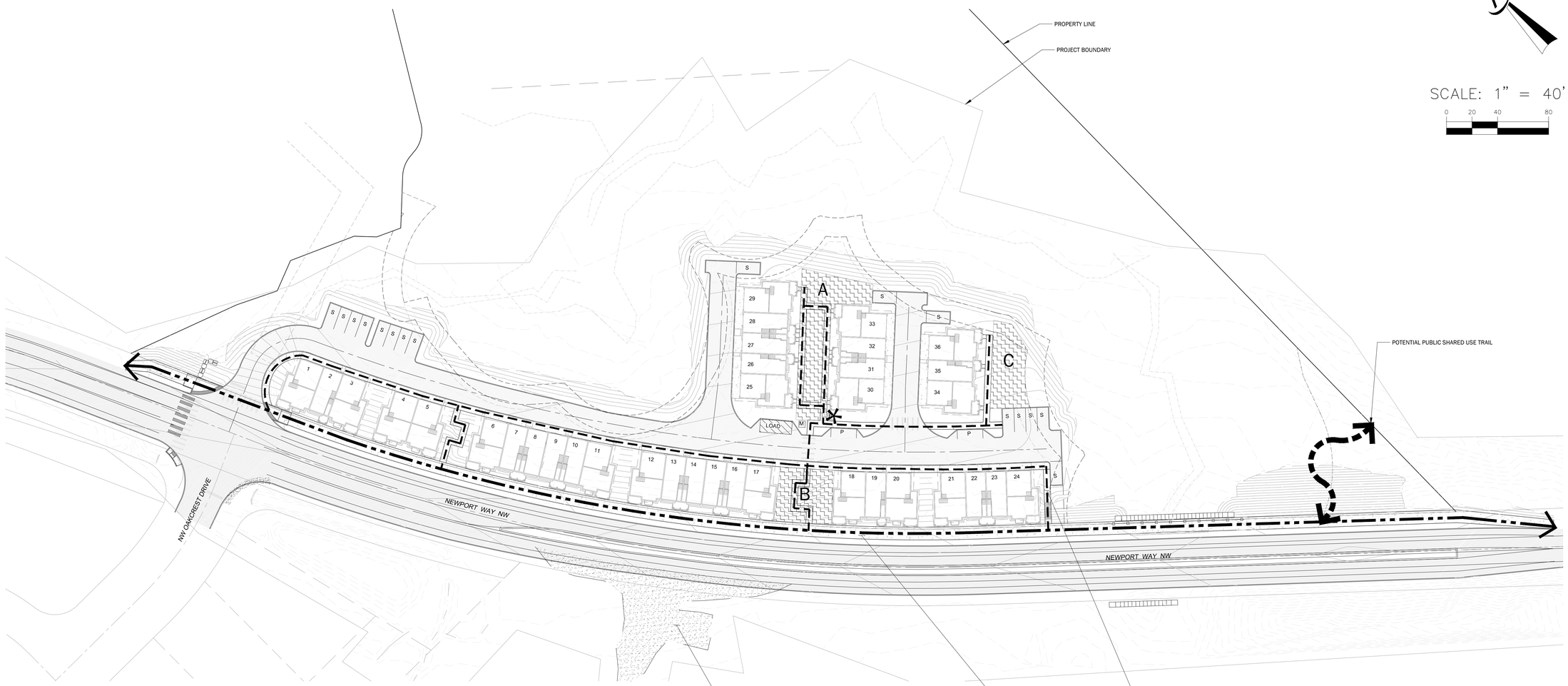
NEWPORT WAY PEDESTRIAN CROSSING

- A FUTURE PEDESTRIAN CROSSING OF NEWPORT WAY TO THE COUGAR MOUNTAIN TRAIL HEAD MAY BE PROPOSED AT A FUTURE DATE, PENDING THE CITY OF ISSAQUAH'S PEDESTRIAN STUDY.



NONMOTORIZED FACILITY STANDARDS: SECONDARY THROUGH BLOCK PASSAGE

INTERNAL PROJECT CIRCULATION IS IS PROPOSED TO BE SIMILAR IN NATURE TO THIS SECTION.



PRELIMINARY CIRCULATION & OPEN SPACE PLAN

SCALE 1 = 40'

SCALE: 1" = 40'

0 20 40 80

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JOSHUA PENNINGTON BEARD

CERTIFICATE NO. 938

14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963

CORE DESIGN
ENGINEERING · PLANNING · SURVEYING

CIRCULATION/OPEN SPACE EXHIBIT
RIVA TOWNHOMES

CONNOR HOMES

12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET L1.01

PROJECT NUMBER 14088C

AERIAL MAP

NOT TO SCALE // INFORMATION FROM KING COUNTY IMAP - DATA BASE 2013

IMAGE (A): LOOKING NORTHWEST ALONG NEWPORT WAY FROM NEAR THE SE CORNER OF THE PROJECT SITE

IMAGE (B): LOOKING SOUTH EAST ALONG NEWPORT WAY FROM SOUTH OF INTERSECTION OF NEWPORT WAY AND OAKCREST DRIVE

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JOSHUA PENNINGTON BEARD

CERTIFICATE NO. 938

CORE DESIGN
ENGINEERING · PLANNING · SURVEYING
14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963

AERIAL MAP AND EXISTING SITE PHOTOS

RIVA TOWNHOMES

CONNOR HOMES

12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET L1.02

PROJECT NUMBER 14088C

WALL TREATMENTS

GABIONS/CONCRETE BLOCKS

CONCRETE - BOARD FORM FINISH

CONCRETE WALL - STANDARD FINISH

LANDSCAPE STACKED WALL

ROCKERY WALL

HARDSCAPES

STONE PAVERS

PAVERS

SITE FURNISHINGS

BENCH - MODERN - WOOD/CONCRETE COMBO

OUTDOOR DINING/SEATING - WOOD/METAL

BENCH - GABION/WOOD SEATING

MOVEABLE TABLES - COLOR/METAL

FENCING

WOODEN PRIVACY FENCING

METAL/WOOD - MODERN

GREY WOOD - MODERN

LIGHTING

PATH LIGHTING

NEWPORT WAY

PEDESTRIAN/DRIVE LIGHTING

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

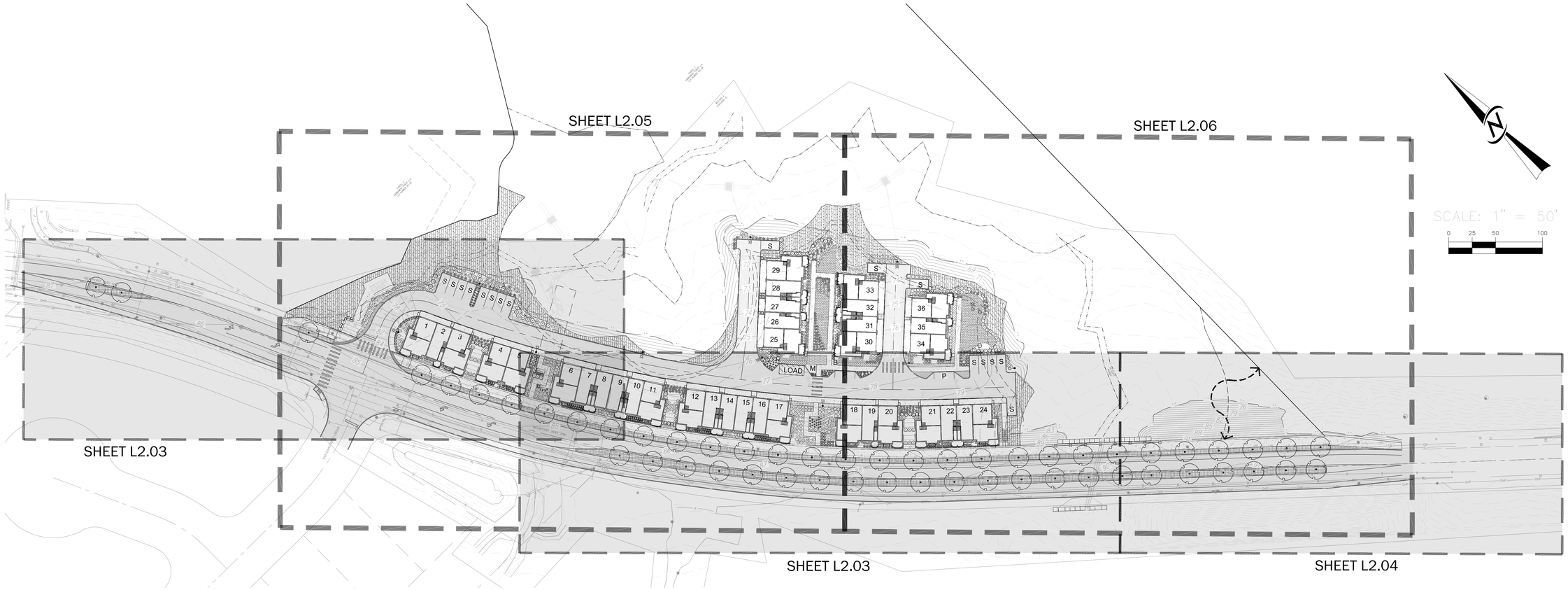
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
JOSHUA PENNINGTON BEARD
CERTIFICATE NO. 938

CORE DESIGN
ENGINEERING • PLANNING • SURVEYING
14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963

PRELIM. MATERIAL & FURNISHINGS CONCEPTS
RIVA TOWNHOMES
CONNOR HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET L1.03
PROJECT NUMBER 14088C



COMPOSITE LANDSCAPE PLAN

SCALE 1" = 50'

LANDSCAPE SCHEME DESCRIPTIONS

OVERALL LANDSCAPE SUMMARY

THE LANDSCAPE PLAN WILL BE DESIGNED TO JUXTAPOSE A MODERN LANDSCAPE WITH EXISTING WETLAND AND STREAM ECOSYSTEMS LOCATED ON THE SITE. THE LANDSCAPE PLAN WILL ALSO SERVE TO ENLIVEN NEWPORT WAY WITH A RICH PLANT PALETTE, SEASONAL INTEREST AND REMOVAL OF DOMINANT INVASIVE SPECIES.

NEWPORT WAY LANDSCAPE

AS A RESULT OF THIS PROJECT, NEWPORT WAY WILL BE DEVELOPED TO INCORPORATE FORMALIZED GREENWAY ELEMENTS SUCH AS A PLANTING STRIP AND PLANTED MEDIAN. THE BUILDINGS AND ASSOCIATED LANDSCAPE FRONTING NEWPORT WILL AESTHETICALLY ACTIVATE THE STREETSCAPE AND SHIFT THE FOCUS OF NEWPORT WAY AWAY FROM AUTOMOBILE DOMINATION INTO A LIVING SPACE MORE ORIENTED TOWARDS CYCLISTS, PEDESTRIANS AND ACTIVITIES ASSOCIATED WITH RESIDENTIAL LIVING.

TOWNHOME LANDSCAPE

THE LANDSCAPE SCHEME FOR THE TOWNHOME DEVELOPMENT WILL ACT AS A TRANSFORMATIVE EXPERIENCE FROM NEWPORT WAY, THROUGH THE MODERN-STYLE TOWNHOME DEVELOPMENT AND INTO THE EXISTING SENSITIVE AREAS/ENHANCED MITIGATION BUFFERS. THE LANDSCAPE SCHEME WILL APPEAR STRUCTURED AND MODERN IN BOTH PLANT PALETTE AND ARRANGEMENT CLOSEST TO NEWPORT WAY. AS THE LANDSCAPE PROGRESSES AWAY FROM NEWPORT WAY THROUGH THE SITE TOWARDS THE SENSITIVE AREAS, THE PLANT PALETTE WILL SHIFT TOWARDS A HIGHER CONCENTRATION OF NATIVE PLANTS AND A "WILDER" ARRANGEMENT OF PLANTS.

CONCEPTUAL LANDSCAPE SCHEME/IMAGE DIAGRAM*

MODERN/STRUCTURED PLANT PALLETE AND ARRANGEMENT CLOSEST TO NEWPORT WAY →

DIVERSE PLANT PALETTE ARRANGED IN A MODERN ORDER AT MID-PORTIONS OF THE PROJECT (BETWEEN NEWPORT WAY AND THE EXISTING SENSITIVE AREAS). →

DOMINANTLY NATIVE PLANTING SCHEME WITH A NATURALISTIC CONFIGURATION OF PLANTINGS AS THE SITE TRANSITIONS FROM THE TOWNHOME DEVELOPMENT INTO EXISTING SENSITIVE AREAS.

*IMAGES ARE INCLUDED TO PROVIDE A CONCEPTUAL IDEA OF THE LANDSCAPE SCHEME PROPOSED FOR THE SITE. ACTUAL ARRANGEMENT AND PLANT SPECIES WILL BE DESIGNED UNIQUELY TO THIS PROJECT.

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

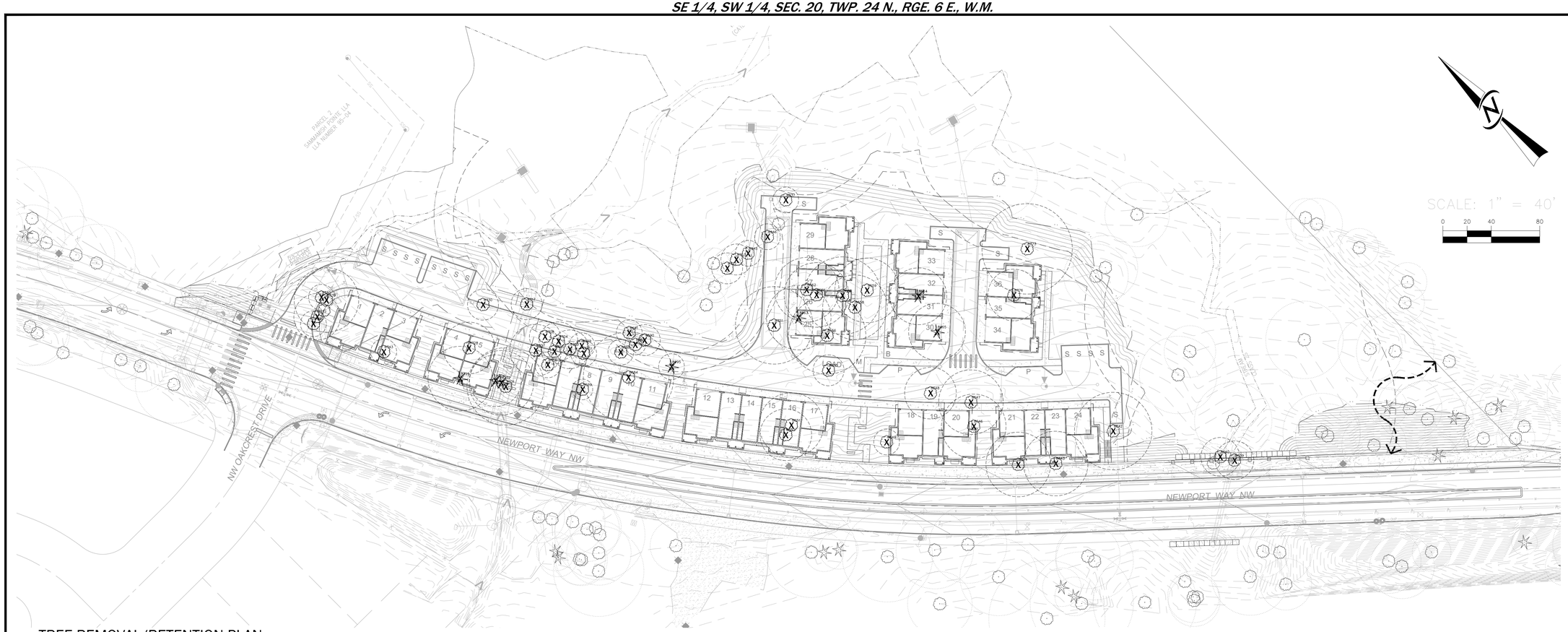
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
JOSHUA PENNINGTON BEARD
CERTIFICATE NO. 938

14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963
CORE DESIGN
ENGINEERING • PLANNING • SURVEYING

PRELIM LANDSCAPE PLAN - COMPOSITE
RIVA TOWNHOMES
CONNOR HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET L2.01
PROJECT NUMBER 14088C



TREE REMOVAL/RETENTION PLAN

SCALE 1" = 40'

EXISTING TREE DATA (PER SHOFFNER ARBORIST REPORT DATED OCTOBER 2, 2015)

Riva Townhouse Tree Inventory Data — Shoffner Consulting - October 2, 2015

Tree #	Species	Size	Condition	Notes	Status
8740	RA/Ar	7	2	Generally good condition and health	To Be Removed
8739	BLM/Am	26	2	Generally good condition and health	To Be Removed
8737&38	BLM/Am	36	3	Fair condition and health, old	To Be Removed
8736	Bc/Pe	7	2	Generally good condition and health	To Be Removed
8743	RA/Ar	10	2	Generally good condition and health	To Be Removed
8725	WRC/Tp	25	2	Generally good condition and health	To Be Removed
8728	RA/Ar	22	4	Dying	To Be Removed
8717	RA/Ar	8	2	Generally good condition and health	To Be Removed
8730	RA/Ar	8	2	Generally good condition and health	To Be Removed
8722	WRC/Tp	24	2	Generally good condition and health	To Be Removed
8721	BLM/Am	40	3	Fair condition and health, old	To Be Removed
8724	WRC/Tp	34	2	Generally good condition and health	To Be Removed
8706	RA/Ar	6	1	Excellent condition and health, young and vigorous	To Be Removed
8707	RA/Ar	10	1	Excellent condition and health, young and vigorous	To Be Removed
8708	BC/Pt	9	1	Excellent condition and health, young and vigorous	To Be Removed
8704	BC/Pt	13	1	Excellent condition and health, young and vigorous	To Be Removed
8705	RA/Ar	7	1	Excellent condition and health, young and vigorous	To Be Removed
8703	BC/Pt	14	1	Excellent condition and health, young and vigorous	To Be Removed
8701	RA/Ar	7	1	Excellent condition and health, young and vigorous	To Be Removed
8702	BC/Pt	7	1	Excellent condition and health, young and vigorous	To Be Removed
8699	RA/Ar	6	1	Excellent condition and health, young and vigorous	To Be Removed
8691	RA/Ar	9	1	Excellent condition and health, young and vigorous	To Be Removed
8690	RA/Ar	12	1	Excellent condition and health, young and vigorous	To Be Removed
8689	RA/Ar	6	1	Excellent condition and health, young and vigorous	To Be Removed
8688	RA/Ar	8	1	Excellent condition and health, young and vigorous	To Be Removed
8684	BLM/Am	36	3	Fair condition and health, old	To Be Removed
8695	WRC/Tp	12	1	Excellent condition and health, young and vigorous	To Be Removed
8650	BLM/Am	21	2	Generally good condition and health	To Be Removed
8651	BLM/Am	24	2	Generally good condition and health	To Be Removed
8655	BC/Pt	6	1	Excellent condition and health, young and vigorous	To Be Removed
8656	BLM/Am	25	2	Generally good condition and health	To Be Removed
8751	RA/Ar	36	4	Dying	To Be Removed
8663	WRC/Tp	41	2	Generally good condition and health	To Be Removed
8662	BLM/Am	30	3	Fair condition and health, old	To Be Removed
8661	BLM/Am	31	3	Fair condition and health, old	To Be Removed
8660	BLM/Am	30	3	Fair condition and health, old	To Be Removed
8658	BLM/Am	24	3	Fair condition and health, old	To Be Removed
8659	BLM/Am	30	3	Fair condition and health, old	To Be Removed
8753	RA/Ar	8	1	Excellent condition and health, young and vigorous	To Be Removed
8937	RA/Ar	12	1	Excellent condition and health, young and vigorous	To Be Removed
8945	RA/Ar	10	1	Excellent condition and health, young and vigorous	To Be Removed
8946	RA/Ar	10	1	Excellent condition and health, young and vigorous	To Be Removed
8752	RA/Ar	9	1	Excellent condition and health, young and vigorous	To Be Removed
8664	WRC/Tp	46	3	Fair condition and health, old	To Be Removed
8665	WRC/Tp	48	3	Fair condition and health, old	To Be Removed
8776	Bc/Pe	26	4	Dying	To Be Removed
8773	BLM/Am	30	3	Fair condition and health, old	To Be Removed
8648	AP/Md	9	2	Generally good condition and health	To Be Removed
8647	BLM/Am	36	3	Fair condition and health, old	To Be Removed
8646	BLM/Am	30	3	Fair condition and health, old	To Be Removed
8644	BLM/Am	26	3	Fair condition and health, old	To Be Removed
8643	BLM/Am	18	2	Generally good condition and health	To Be Removed
8642	BLM/Am	55	3	Fair condition and health, old	To Be Removed
8649	MA/Ss	9	2	Generally good condition and health	To Be Removed
8639	BC/Pt	10	1	Excellent condition and health, young and vigorous	To Be Removed
8640	BC/Pt	12	1	Excellent condition and health, young and vigorous	To Be Removed

Tree # - Number of tree assigned on survey tag
Species - Genus and species tricode
AP/Md=Apple (Malus domestica)
Bc/Pe=Bittercherry (Prunus emarginata)
BC/Pt=Black cottonwood (Populus trichocarpa)
BLM/Am=Bigleaf maple (Acer macrophyllum)
MA/Ss=Mountain ash (Sorbus sitchensis)
RA/Ar=Red ader (alnus rubra)
WRC/Tp=Western red cedar (Thuja plicata)

Size - Diameter in inches at 4.5' above grade
Condition - Rating scale of tree condition
1=Good condition and health; 2=Generally good condition and health; 3=Fair condition and health, some defects; 4=Poor condition and health or dead, to be removed.
Notes - Notes on general tree condition and health and any defects present in the trunk or crown.
Status - Retain or remove based upon condition or development related impacts

LEGEND

X — EXISTING TREE TO BE REMOVED

TREE TO REMAIN

SUMMARY: CALCULATIONS: EXISTING TREES

DESCRIPTION	# OF TREES	CALIPER
TOTAL EXISTING SIGNIFICANT TREES WITHIN THE DEVELOPABLE AREA	56 TREES	1111 INCHES
TOTAL EXISTING SIGNIFICANT TREES WITHIN THE DEVELOPABLE AREA OF POOR HEALTH AND/OR DYING	3 TREES	84 INCHES
TOTAL HEALTHY AND SIGNIFICANT TREES WITHIN THE DEVELOPABLE AREA	53 TREES	1027 INCHES

SUMMARY: CALCULATIONS TREE REMOVAL/REPLACEMENT

DESCRIPTION	# OF TREES	CALIPER
TREES TO BE REMOVED WITHIN DEVELOPABLE AREA	53 TREES	1027 INCHES
TREES REQUIRED TO BE RETAINED @ 25% OF TOTAL CALIPER	N/A	257 INCHES
REPLACEMENT CALCULATION: 1 TREE PER EVERY 6" OF CALIPER REMOVED	171 TREES (REQUIRED)	N/A
REPLACEMENT TREES PROVIDED ONSITE (SEE LANDSCAPE SHEETS FOR MORE INFORMATION)	50*	N/A

TREE PLAN NOTES

1. TREES QUANTITIES, HEALTH DETERMINATION, SPECIES AND CALIPER CALCULATIONS ARE DERIVED FROM THE SHOFFNER ARBORIST REPORT DATED OCTOBER 2ND, 2015.

2. TREE REMOVAL QUANTITIES ARE SUBJECT TO CHANGE AS ADDITIONAL TREES MAY BE REMOVED TO ACCOMMODATE THE CONCEPTUALLY DESIGNED SHARED PUBLIC USE TRAIL AND PRELIMINARILY DESIGNED NEWPORT WAY IMPROVEMENTS.

*3. APPROXIMATELY 100 TREES ARE PROPOSED TO BE REPLACED ONSITE. TO FULFILL THE TREE REPLACEMENT REQUIREMENT PER PER CIDDS 10.14(C)3, THE REMAINING TREES ARE PROPOSED TO BE EITHER BE PLANTED OFFSITE PER THE CITY OF ISSAQUAH'S DIRECTION OR PER THE FOLLOWING FEE SCHEDULE.
- DECIDUOUS TREES = $250 PER TREE
- EVERGREEN TREES = $150 PER TREE

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

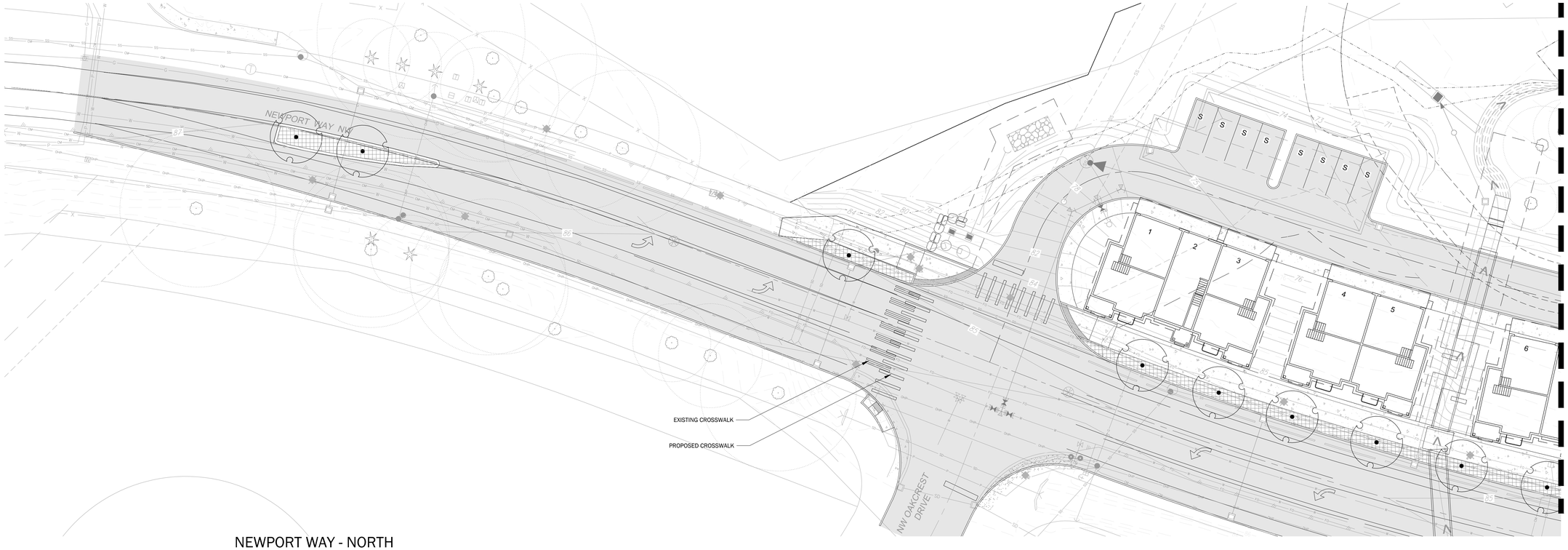
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
JOSHUA PENNINGTON BEARD
CERTIFICATE NO. 938

CORE DESIGN
14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963
ENGINEERING · PLANNING · SURVEYING

PRELIMINARY TREE PLAN - EXISTING CONDITIONS
RIVA TOWNHOMES
CONNOR HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE 2015-10-16
DESIGNED KRISTI M. PARK
DRAWN KRISTI M. PARK
APPROVED JOSHUA P. BEARD, P.L.A.
KEVIN J. VANDERZANDEN, P.L.S.
PROJECT MANAGER

SHEET L2.02
PROJECT NUMBER 14088C



NEWPORT WAY - NORTH

SCALE 1" = 20'

SCALE: 1" = 20'

0 10 20 40

NEWPORT WAY - PROPERTY FRONTAGE

SCALE 1" = 20'

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JOSHUA PENNINGTON BEARD

CERTIFICATE NO. 938

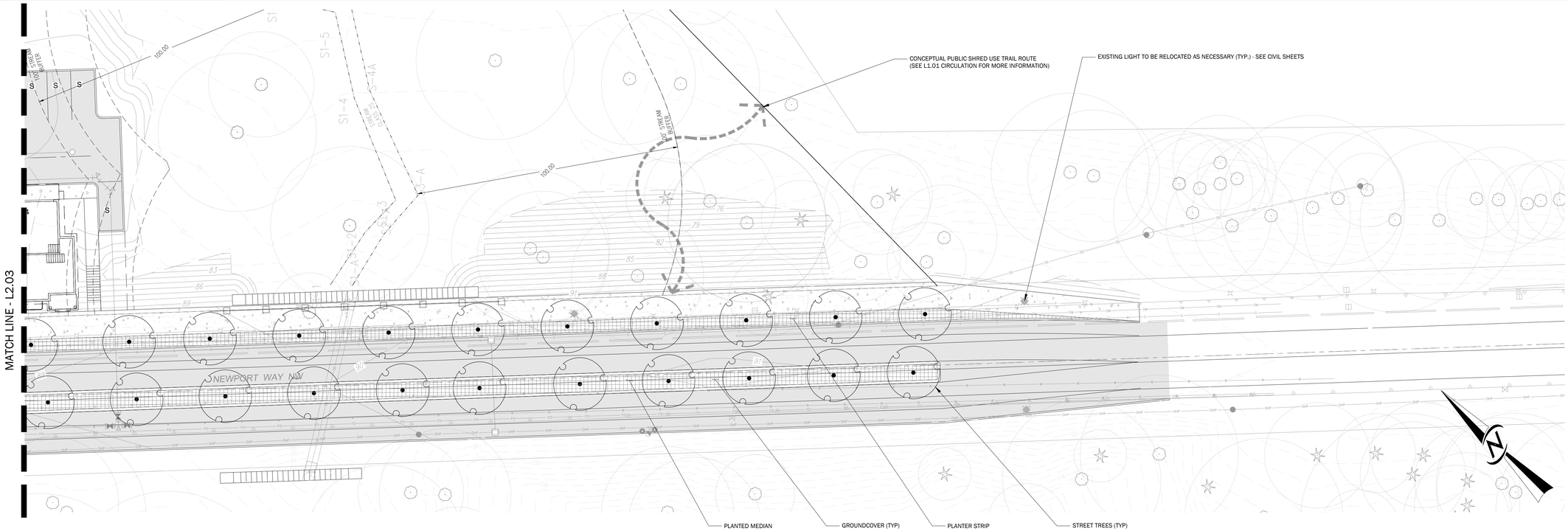
CORE DESIGN
14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963
ENGINEERING · PLANNING · SURVEYING

PRELIM LANDSCAPE PLAN -NEWPORT WAY
RIVA TOWNHOMES
CONNOR HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S.
	PROJECT MANAGER

SHEET
L2.03

PROJECT NUMBER
14088C



NEWPORT WAY - SOUTH

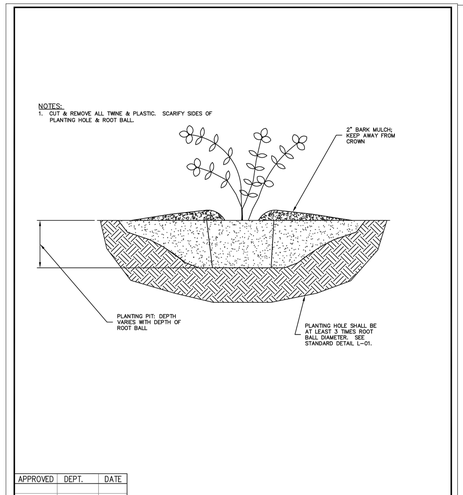
SCALE 1: 20'

PRELIMINARY STREET-SCAPE LANDSCAPE NOTES

1. LANDSCAPE PLAN OUTSIDE OF THE ROW PLEASE SEE THE LANDSCAPE SHEETS
2. STREET TREES & GROUNDCOVER ARE TO BE MAINTAINED TO ALLOW FOR A VISUAL CLEAR ZONE BETWEEN 2 ' - 8'

DETAILS - NEWPORT WAY PLANTING & SOIL DETAILS

NTS



APPROVED | DEPT. | DATE

Back to Table of Contents

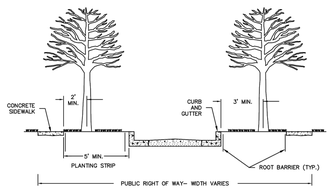
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TYPICAL SHRUB GROUND COVER PLANTING

NOTE: THE ORIGINAL IS APPROVED FOR PUBLICATION BY PARKS DEPARTMENT AND FILED AT THE CITY OF ISSAQUAH PUBLIC WORKS ENGINEERING OFFICE.

STANDARD DETAIL NO. L-04 REV:



NOTES:
1. TREE SPACING IS DEPENDANT ON THE SIZE AND TYPE OF STREET TREE USED. SEE CONTRACT FOR SPACING.
2. TREES SHALL NOT BE PLACED IN SIGHT DISTANCE TRIANGLES PER MOST CURRENT VERSION OF AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) OR CITY STANDARDS.
3. TREES SHALL NOT BE PLACED IN FRONT OF FIRE HYDRANTS OR OBSTRUCT OPERATIONS OF TRAFFIC SIGNAL SYSTEMS.
4. PLANTING STRIP IRRIGATION SYSTEMS SHALL MEET IRRIGATION STANDARD AND INCORPORATE LATEST WATER CONSERVATION TECHNIQUES.
5. STREET TREES SHALL HAVE A MINIMUM OVERHEAD CLEARANCE OF SEVEN (7) FEET OVER PEDESTRIAN PATHWAYS AND FOURTEEN (14) FEET OVER STREETS. STREET TREES SHALL BE CENTERED A MINIMUM OF THIRTY (30) FEET FROM INTERSECTIONS, TWENTY (20) FEET FROM STREET LIGHTS, THREE (3) FEET FROM CURBS AND TWO (2) FEET FROM SIDEWALKS OR AS OTHERWISE APPROVED BY THE CITY.
6. STREET TREES SHALL BE PLANTED IN A PLANTING STRIP WITH A MINIMUM OF FIVE (5) FEET BETWEEN THE SIDEWALK AND THE CURB.
7. TREE PIT AREA SHALL BE A MINIMUM OF 24 SQUARE FEET.
8. ROOT BARRIER SHALL EXTEND A MINIMUM OF 5 FEET BEYOND TREE (REFER TO MANUFACTURERS DETAIL).

APPROVED | DEPT. | DATE

Back to Table of Contents

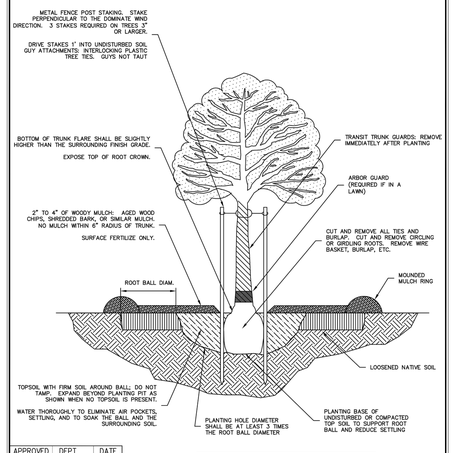
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TYPICAL STREET TREE LOCATION REQUIREMENTS

NOTE: THE ORIGINAL IS APPROVED FOR PUBLICATION BY PARKS DEPARTMENT AND FILED AT THE CITY OF ISSAQUAH PUBLIC WORKS ENGINEERING OFFICE.

STANDARD DETAIL NO. L-03 REV:



NOTES:
1. TREE LOCATION TO BE VERIFIED NOT TO CONFLICT WITH UNDERGROUND UTILITIES A MIN. OF 3 FT CLEAR ZONE EACH SIDE.

APPROVED | DEPT. | DATE

NO SCALE

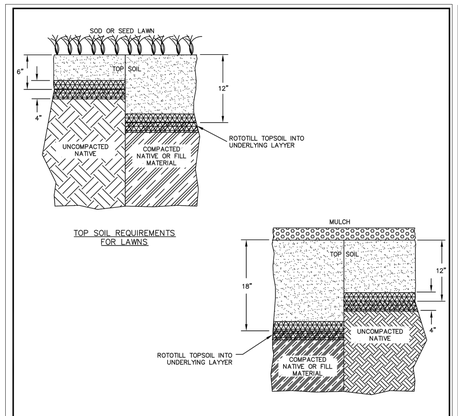
CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

Back to Table of Contents

TREE PLANTING DETAIL

NOTE: THE ORIGINAL IS APPROVED FOR PUBLICATION BY PARKS DEPARTMENT AND FILED AT THE CITY OF ISSAQUAH PUBLIC WORKS ENGINEERING OFFICE.

STANDARD DETAIL NO. L-01 REV:



NOTES:
1) ALL PLANT MATERIALS TO MEET THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z80.1–1900 OR MOST CURRENT VERSION.
2) PLANT, MAINTAIN AND WARRANTY AS PER SPECIAL PROVISIONS.
3) DO NOT SUBSTITUE SPECIES WITHOUT ENGINEER APPROVAL.

APPROVED | DEPT. | DATE

Back to Table of Contents

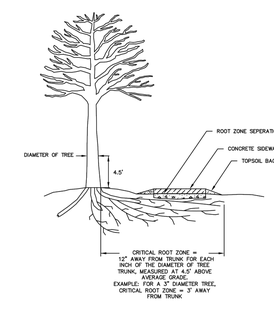
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TOP SOIL REQUIREMENTS FOR COMPACTED AND NON-COMPACTED SOILS

NOTE: THE ORIGINAL IS APPROVED FOR PUBLICATION BY PARKS DEPARTMENT AND FILED AT THE CITY OF ISSAQUAH PUBLIC WORKS ENGINEERING OFFICE.

STANDARD DETAIL NO. L-02 REV:



NOTE:
1) SEE SIDEWALK DETAIL ST–18 FOR SIDEWALK CONSTRUCTION INFORMATION.
2) FOR MULTI–USE TRAILS WITH VEHICLE ACCESS, SPECIAL DESIGN IS REQUIRED.
3) ROOT ZONE SEPARATION LAYER REQUIRED UNDER SIDEWALKS LOCATED WITHIN CRITICAL ROOT ZONE. REMOVE TOPSOIL/LAWN AND PROVIDE SEPARATION LAYER MATERIAL AS SHOWN IN THE PLANS.

APPROVED | DEPT. | DATE

Back to Table of Contents

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TRAILS AND MEANDERING SIDEWALKS OVER CRITICAL ROOT ZONES

NOTE: THE ORIGINAL IS APPROVED FOR PUBLICATION BY PARKS DEPARTMENT AND FILED AT THE CITY OF ISSAQUAH PUBLIC WORKS ENGINEERING OFFICE.

STANDARD DETAIL NO. L-05 REV:

NO.	REVISIONS	DATE
1	PRE– APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JOSHUA PENNINGTON BEARD

CERTIFICATE NO. 938

14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963

CORE DESIGN
ENGINEERING • PLANNING • SURVEYING

PRELIM LANDSCAPE PLAN-NEWPORT WAY

RIVA TOWNHOMES

CONNOR HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015–10–16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S.
	PROJECT MANAGER

SHEET L2.04

PROJECT NUMBER 14088C

TOWNHOME DEVELOPMENT - NORTH

SCALE 1: 20'

FURNISHING AND LIGHTING LEGEND

FEATURE	NOTES
BENCH	SEATING (MODEL TYPE T.B.D.)
INTERIOR STREET LUMINAIRE	12 - 16' HT. (MODEL TYPE T.B.D.)

SCALE: 1" = 20'

0 10 20 40

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JOSHUA PENNINGTON BEARD

CERTIFICATE NO. 938

CORE DESIGN
14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963
ENGINEERING · PLANNING · SURVEYING

PRELIM LANDSCAPE PLAN

RIVA TOWNHOMES

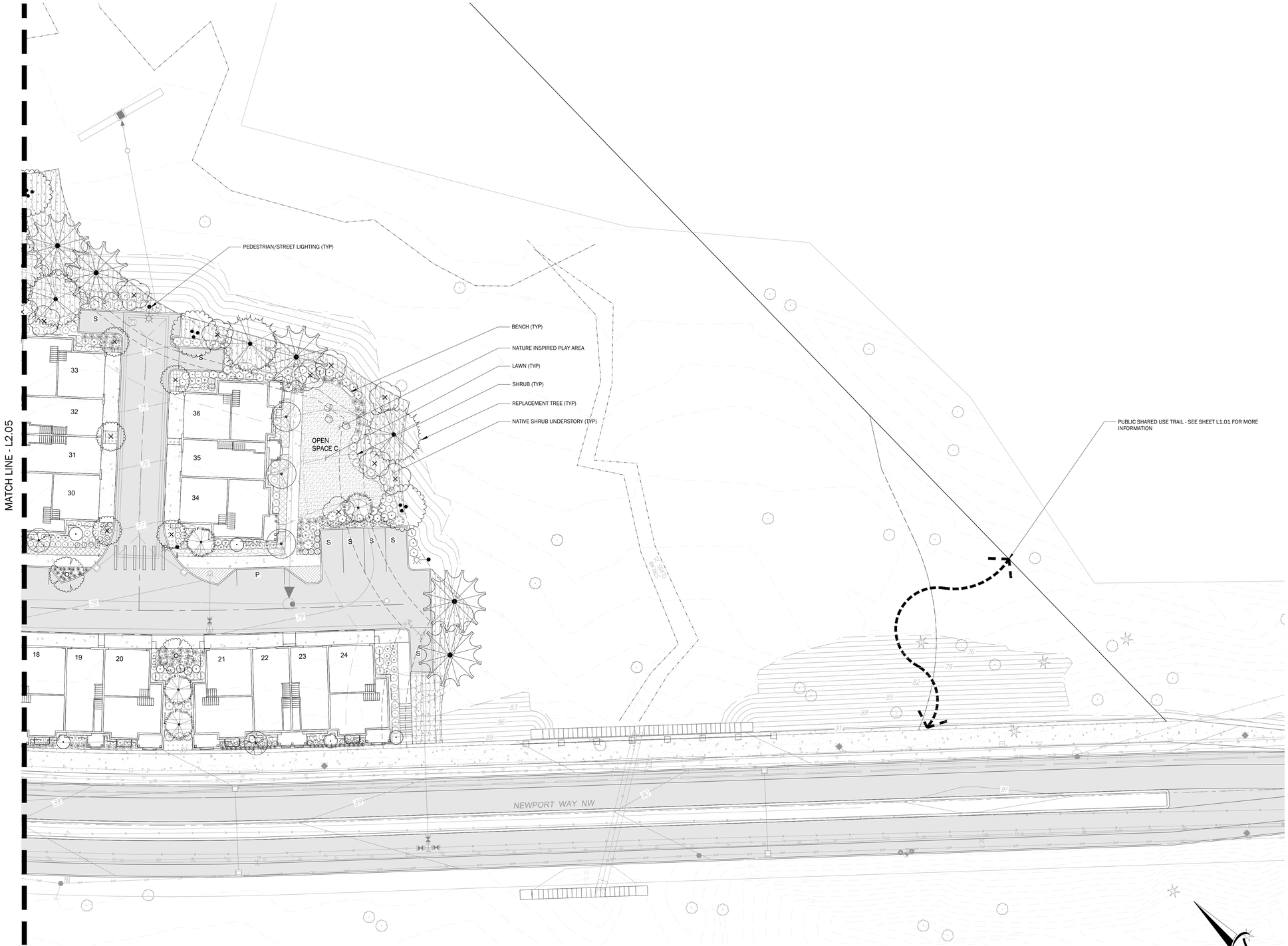
CONNOR HOMES

12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET L2.05

PROJECT NUMBER 14088C



TOWNHOME DEVELOPMENT - NORTH

SCALE 1: 20'

FURNISHING AND LIGHTING LEGEND

FEATURE	NOTES
BENCH	SEATING (MODEL TYPE T.B.D.)
INTERIOR STREET LUMINAIRE	12 - 16' HT. (MODEL TYPE T.B.D.)

SCALE: 1" = 20'

0 10 20 40

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

JOSHUA PENNINGTON BEARD

CERTIFICATE NO. 938

14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963

CORE DESIGN
ENGINEERING • PLANNING • SURVEYING

PRELIM LANDSCAPE PLAN

RIVA TOWNHOMES

CONNOR HOMES

12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET L2.06

PROJECT NUMBER 14088C

NEWPORT WAY - PRELIMINARY PLANTING SCHEME

TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ACER SACCHARUM `GREEN MOUNTAIN` TM	GREEN MOUNTAIN SUGAR MAPLE	2.5" CAL. MIN	35` OC OR AS SHOWN	STREET TREE QUALITY

GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	4" POT	12" O.C.	NATIVE

TOWNHOME DEVELOPMENT - PRELIMINARY PLANTING SCHEME

TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	NATIVE/ADAPTIVE?
	ACER CIRCINATUM	VINE MAPLE	2" CAL. MIN.	AS SHOWN	MULTI-STEM	NATIVE/REPLACEMENT TREE
	ACER GRISEUM	PAPERBARK MAPLE	2.5" CAL. MIN	AS SHOWN	WELL-BRANCHED	REPLACEMENT TREE
	ACER JAPONICUM `SANGO KAKU`	CORALBARK AMUR MAPLE	1.5" CAL. MIN.	AS SHOWN	FULL/WELL BRANCED	REPLACEMENT TREE
	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE`	`AUTUMN BRILLIANCE` SERVICEBERRY	2" CAL. MIN.	AS SHOWN	WELL-BRANCHED	REPLACEMENT TREE
	BETULA PAPYRIFERA	PAPER BIRCH	2" CAL. MIN.	AS SHOWN	WELL-BRANCHED	NATIVE/REPLACEMENT TREE
	CHAMAECYPARIS OBTUSA `GRACILIS`	SLENDER HINOKI CYPRESS	7`-8` HT. MIN.	AS SHOWN	WELL-BRANCHED	REPLACEMENT TREE
	CORNUS KOUSA `CHINENSIS`	CHINESE DOGWOOD	2" CAL. MIN.	AS SHOWN	WELL-BRANCHED	REPLACEMENT TREE
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	7`-8` HT. MIN.	AS SHOWN	WELL-BRANCHED	NATIVE/REPLACEMENT TREE
	PYRUS X HILLIERI `SPIRE`	SPIRE CHERRY	2" CAL. MIN.	AS SHOWN	WELL-BRANCHED	REPLACEMENT TREE
	THUJA PLICATA	WESTERN RED CEDAR	7`-8` HT. MIN.	AS SHOWN	WELL-BRANCHED	NATIVE/REPLACEMENT TREE
	TSUGA MERTENSIANA	MOUNTAIN HEMLOCK	7`-8` HT. MIN.	AS SHOWN	WELL-BRANCHED	NATIVE/REPLACEMENT TREE

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	NATIVE/ADAPTIVE
	CORNUS SERICEA	RED TWIG DOGWOOD	3 GAL	AS SHOWN	3 CANES MIN.	NATIVE
	CORNUS STOLONIFERA `ARCTIC FIRE`	ARCTIC FIRE DOGWOOD	2 GAL	AS SHOWN	3 CANES MIN.	
	CORTADERIA SELLOANA `PUMILA`	DWARF PAMPAS GRASS	3 GAL	AS SHOWN	FULL & BUSHY	
	ENKIANTHUS CAMPANULATUS `SHOWY LANTERN`	SHOWY LANTERN ENKIANTHUS	2 GAL	AS SHOWN	WELL BRANCHED	
	EUONYMUS ALATUS `COLES COMPACT`	BURNING BUSH	2 GAL	AS SHOWN	FULL & BUSHY	
	EUONYMUS JAPONICUS `MONESS`	SILVER PRINCESS EUONYMUS	2 GAL	AS SHOWN	FULL & BUSHY	
	FOTHERGILLA GARDENII `MT. AIRY`	DWARF WITCHALDER	3 GAL	AS SHOWN	FULL & BUSHY	
	GAULTHERIA SHALLON	SALAL	2 GAL	AS SHOWN	FULL & BUSHY	NATIVE
	ILEX CRENATA `HELLERII`	HELLER JAPANESE HOLLY	2 GAL	AS SHOWN	FULL & BUSHY	
	ILEX GLABRA `COMPACTA`	COMPACT INKBERRY	3 GAL	AS SHOWN	FULL & BUSHY	
	LONICERA NITIDA `BAGGESEN`S GOLD`	BOXLEAF HONEYSUCKLE	2 GAL	AS SHOWN	FULL & BUSHY	
	MAHONIA AQUIFOLIUM	OREGON GRAPE	3 GAL	AS SHOWN	FULL & BUSHY	NATIVE
	NANDINA DOMESTICA `GULF STREAM` TM	HEAVENLY BAMBOO	2 GAL	AS SHOWN	WELL BRANCHED	
	NASSELLA TENUISSIMA	TEXAS NEEDLE GRASS	3 GAL	AS SHOWN	FULL & BUSHY	
	OSMANTHUS HETEROPHYLLUS `GOSHIKI`	GOSHIKI HOLLY OLIVE	3 GAL	AS SHOWN	FULL & BUSHY	
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	3 GAL	AS SHOWN	FULL & BUSHY	NATIVE
	RHODODENDRON MACROPHYLLUM	PACIFIC RHODODENDRON	2 GAL	AS SHOWN	WELL BRANCHED	NATIVE
	RHODODENDRON X HOTEI	HOTEI RHODODENDRON	3 GAL	AS SHOWN	FULL & BUSHY	
	RIBES SANGUINEUM	RED FLOWERING CURRANT	3 GAL	AS SHOWN	WELL BRANCHED	NATIVE
	SARCOCOCCA RUSCIFOLIA	FRAGRANT SARCOCOCCA	2 GAL	AS SHOWN	WELL BRANCHED	
	SYMPHORICARPOS ALBUS	COMMON WHITE SNOWBERRY	2 GAL	AS SHOWN	WELL BRANCHED	NATIVE
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	3 GAL	AS SHOWN	FULL & BUSHY	NATIVE
	VACCINIUM PARVIFOLIUM	RED HUCKLEBERRY	3 GAL	AS SHOWN	FULL & BUSHY	NATIVE
	VIBURNUM DAVIDII	DAVID VIBURNUM	2 GAL	AS SHOWN	FULL & BUSHY	

SHRUB AREAS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	NATIVE SHRUB UNDERSTORY MIX OF DECIDOUS/EVERGREEN/FERN PNW SPECIES	NATIVE UNDERSTORY	2 GAL. / 18" HT.	3` O.C.	PLANT SPECIES IN CLUSTERS

GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	BLECHNUM SPICANT	DEER FERN	1 GAL.	18" O.C.	NATIVE
	CHASMANTHIUM LATIFOLIUM `RIVER MIST`	VARIEGATED NORTHERN SEA OATS	1 GAL.	18" O.C.	
	ERICA CARNEA `PORTER`S RED`	PORTER`S RED WINTER HEATH	1 GAL	18" O.C.	
	ERICA CARNEA `SPRINGWOOD WHITE`	WHITE SPRING HEATHER	1 GAL	18" O.C.	
	HELECTOTRICHON SEMPERVIRENS	BIUE OAT GRASS	1 GAL	18" O.C.	
	LAVANDULA ANGUSTIFOLIA `HIDCOTE`	HIDCOTE LAVENDER	1 GAL	18" O.C.	
	LAWN	HYDROSEED	HYDROSEED	HYDROSEED	
	PENNISETUM ALOPECUROIDES `MOUDRY`	ORIENTAL FOUNTAIN GRASS	1 GAL	18" O.C.	
	SARCOCOCCA HOOKERANA HUMILIS	SWEET BOX	1 GAL	18" O.C.	

PLANT IMAGES

NEWPORT WAY

ACER SACCHARUM 'GREEN MOUNTAIN'

ARCTOSTAPHYLOS UVA-URSI

TOWNHOME DEVELOPMENT - PLANT IMAGES

ACER CIRCINATUM

ACER GRISEUM

ACER JAPONICUM 'SANGO KAKU'

AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'

BETULA PAPYRIFERA

CHAMAECYPARIS OBTUSA 'GRACILIS'

CORNUS KOUSA 'CHINENSIS'

PSEUDOTSUGA MENZIESII

PYRUS x HILLIERI 'SPIRE'

THUJA PLICATA

TSUGA MERTENSIANA

CORNUS SERICEA

CORNUS STOLONIFERA 'ARCTIC FIRE'

CORTADERIA SELLOANA 'PUMILA'

ENKIANTHUS CAMPANULATUS 'SHOWY LANTERN'

EUONYMUS ALATUS 'COLES COMPACT'

EUONYMUS JAPONICUS 'MONESS'

FOTHERGILLA GARDENII 'MT. AIRY'

GAULTHERIA SHALLON

ILEX CRENATA 'HELLERII'

ILEX GLABRA 'COMPACTA'

LONICERA NITIDA 'BAGGESEN'S GOLD'

MAHONIA AQUIFOLIUM

NANDINA DOMESTICA 'GULF STREAM'

NASSELLA TENUISSIMA

OSMANTHUS HETEROPHYLLUS 'GOSHIKI'

POLYSTICHUM MUNITUM

RHODODENDRON MACROPHYLLUM

RHODODENDRON X HOTEI

RIBES SANGUINEUM

SARCOCOCCA RUSCIFOLIA

SYMPHORICARPOS ALBUS

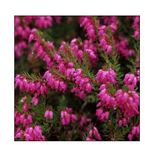
VACCINIUM OVATUM

VACCINIUM PARVIFOLIUM

VIBURNUM DAVIDII

BLECHNUM SPICANT

CHASMANTHIUM LATIFOLIUM 'RIVER MIST'

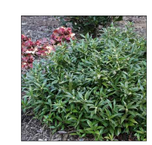

ERICA CARNEA 'PORTER'S RED'

ERICA CARNEA 'SPRINGWOOD WHITE'

HELECTOTRICHON SEMPERVIRENS

LAVANDULA ANGUSTIFOLIA 'HIDCOTE'

PENNISETUM ALOPECUROIDES 'MOUNDRY'


SARCOCOCCA HOOKERIANA HUMILIS

GENERAL LANDSCAPE NOTES

9.1. LANDSCAPING REVIEW IN RIGHT-OF-WAY (ROW) IS LIMITED TO UTILITY CONFLICTS AND TREES IN ACCORDANCE WITH THE MASTER STREET TREE PLAN OR OTHERWISE APPROVED BY DSD, COMPLIANCE WITH CONDITIONS IN THE LAND USE PERMIT, DEVELOPMENT AGREEMENT IF APPLICABLE, SITE DISTANCE VISIBILITY, AND CONSISTENCY WITH NEIGHBORHOOD TYPE IN DESIGN GUIDELINES (LANDSCAPING TO COMPLEMENT NEIGHBORHOOD). THE SAME APPLIES TO MINI PARKS, UNLESS PLAY EQUIPMENT IS INVOLVED WHICH WOULD BE REVIEWED FOR SAFETY.

9.2. INCLUDE ABOVEGROUND UTILITIES (I.E. LIGHT POLES, HYDRANTS, STREET SIGNAGE, ETC.) ON ALL PLAN SUBMITTALS. PLACE THE FOLLOWING NOTES ON ALL LANDSCAPE PLANS SUBMITTED FOR ISSAQUAH:

9.2.1. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK; AND TO PROTECT SAID UTILITIES FROM DAMAGE DURING PLANT INSTALLATION.

9.2.2. CONTACTOR SHALL OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND FEES AS REQUIRED BY APPLICABLE CODES AND ORDINANCES FOR THIS WORK.

9.2.3. CONTRACTOR SHALL PROVIDE PROTECTION OF ALL PROPERTY, PERSONS, WORK IN PROGRESS, STRUCTURES, UTILITIES, WALKS, CURBS AND PAVED SURFACES DURING THE INSTALLATION OF LANDSCAPE AND IRRIGATION WORK.]

9.2.4. CONTRACTOR SHALL KEEP ALL AREAS OF WORK CLEAN, NEAT AND ORDERLY AT ALL TIMES. ALL PAVED AREAS ARE TO BE CLEANED FOLLOWING PLANTING AND MAINTENANCE ACTIVITIES.

9.2.5. CONFLICTS BETWEEN APPROVED PLANTING PLANS, LANDSCAPE PERFORMANCE STANDARDS AND EXISTING FIELD CONDITIONS SHALL BE IDENTIFIED TO THE RESPONSIBLE OFFICIAL PRIOR TO PLANTING.

9.2.6. PROPOSALS FOR PLANT SUBSTITUTIONS, LOCATION ADJUSTMENTS, SOIL AMENDMENTS OR ANY VARIATIONS FROM THE APPROVED PLANS SHALL REQUIRE PRIOR APPROVAL BY THE RESPONSIBLE OFFICIAL.

9.2.7. SOILS LOCATED IN PLANTING AREAS THAT HAVE BEEN COMPACTED TO A DENSITY GREATER THAN THAT PENETRABLE WITH A HAND SHOVEL (APPROX. 85%), SHALL BE LOOSENED TO INCREASE AERATION FOR A MINIMUM DEPTH OF 18 INCHES FOR THE ENTIRE AREA OF THE COMPACTED SOILS UTILIZED FOR LANDSCAPE PURPOSES. IMPORTED TOPSOIL SHALL BE INCORPORATED INTO LOOSENED SUB GRADE TO A MINIMUM DEPTH OF 6".

9.2.8. VERIFICATION OF THE NEED FOR ADDITIONAL SOIL AMENDMENTS WILL BE MADE AT THAT TIME. RECOMMENDED AMENDMENTS SHALL BE APPLIED PRIOR TO PLANTING.

9.2.9. USE OF FERTILIZER, ORGANIC OR SYNTHETIC SLOW-RELEASE TYPE, AND PESTICIDES OF ANY KIND SHALL ONLY BE PERMITTED BY THE RESPONSIBLE OFFICIAL. PERMITTED APPLICATIONS OF PESTICIDES SHALL BE APPLIED BY LICENSED APPLICATORS ONLY. ALL USE OF FERTILIZERS, PESTICIDES, AND HERBICIDES SHALL COMPLY WITH BEST MANAGEMENT PRACTICES. APPLICATIONS OF ALL PESTICIDES, HERBICIDES, AND FERTILIZERS SHALL BE MADE IN A MANNER THAT WILL INHIBIT THEIR ENTRY INTO WATERWAYS, WETLANDS, AND STORM DRAINS.

9.2.10. ALL PLANT MATERIAL SHALL MEET CURRENT AMERICAN ASSOCIATION OF NURSERYMAN STANDARDS FOR NURSERY STOCK (ANSI 260.1) REQUIREMENTS. ALLOW 24 HOURS MINIMUM NOTIFICATION FOR INSPECTION REQUEST. PLANT MATERIAL THAT HAS BEEN APPROVED FOR INSTALLATION SHALL BE PLANTED WITHIN 24 HOURS. INSTALLATION SHALL NOT BE CONDUCTED UNDER ADVERSE WEATHER CONDITIONS WITHOUT PRIOR APPROVAL OF THE RESPONSIBLE OFFICIAL. PLANT MATERIAL THAT CANNOT BE PLANTED WITHIN ONE DAY FOLLOWING ARRIVAL SHALL BE HEELED-IN, KEPT MOIST AND PROTECTED AT ALL TIMES FROM EXTREME WEATHER CONDITIONS. PLANTS SHALL BE STORED AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

9.2.11. TREE PITS SHALL BE A MINIMUM OF TWO TIMES (2X) THE DIAMETER OF THE TREE'S ROOT MASS. ADDITIONAL AERATION MAY BE REQUIRED AS DIRECTED BY THE RESPONSIBLE OFFICIAL. ADD WATER TUBES TO THE TREE PLANTINGS IN PAVED AREAS.

9.2.12. STREET TREES SHALL BE SYMMETRICAL AND UNIFORM IN APPEARANCE, SIZE AND STRUCTURE.

9.2.13. STREET TREE AND SHRUB SETBACKS SHALL BE CONSISTENT WITH ADOPTED CITY OF ISSAQUAH STREET STANDARDS, AND MEET THE FOLLOWING GENERAL REQUIREMENTS UNLESS OTHERWISE DIRECTED BY THE RESPONSIBLE OFFICIAL:

9.2.14. TREES WILL NOT BE PLANTED IN LOCATIONS THAT COULD LEAD TO ROOTS DAMAGING SIDEWALKS OR CURBING.

9.2.15. TREES WILL NOT BE PLANTED TO OBSTRUCT VEHICULAR LINES-OF-SIGHT AT TRAFFIC INTERSECTIONS AND DRIVEWAYS OR TO OBSTRUCT STREET LIGHTING, SIGNAGE OR TO RESULT IN A SAFETY CONCERN.

9.2.16. TURF AREAS SHALL CONSIST OF A LOW WATER USE SEED MIX THAT IS WELL ADAPTED TO THE REGION. SPECIFIC SEED SELECTION SHALL BE CHOSEN BASED ON SOILS, MAINTENANCE EXPECTATIONS AND PROPOSED USE OF THE PLANTING AREA.

9.2.17. PLANT MATERIALS SHALL BE GUARANTEED FOR A PERIOD OF TWO YEARS. PLANT MATERIAL THAT HAS LOST MORE THAN 30 PERCENT OF ITS NORMAL FOLIAGE SHALL BE REPLACED AS DIRECTED BY THE RESPONSIBLE OFFICIAL.

9.2.18. ALL PLANTING AREAS TO RECEIVE 2" DEPTH APPROVED MULCH.

9.2.19. CONTACT THE MICHELLE WRIGHT FOR ASSISTANCE OR INFORMATION: DSD PERMIT CENTER - (425) 837-3100.

IRRIGATION NOTES

IRRIGATION TO BE DESIGNED, IF REQUIRED, IN FUTURE SUBMITTALS.

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
JOSHUA PENNINGTON BEARD
CERTIFICATE NO. 938

CORE DESIGN
14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963
ENGINEERING · PLANNING · SURVEYING

PRELIMINARY SCHEDULE/NOTES
RIVA TOWNHOMES
CONNOR HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A.
	KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET L2.07
PROJECT NUMBER 14088C

PRELIMINARY PLANT SCHEDULE*

CONIFEROUS TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
	ABIES GRANDIS	GRAND FIR	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
	PICEA SITCHENSIS	SITKA SPRUCE	4`-6` HT. MIN.	6`-9` O.C.	FULL/WELL BRANCED
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
	THUJA PLICATA	WESTERN RED CEDAR	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
DECIDUOUS TREES	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**SPACING**	**COMMENTS**
	ACER MACROPHYLLUM	BIG LEAF MAPLE	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
	FRAXINUS LATIFOLIA	OREGON ASH	4`-6` HT. MIN.	6`-9` O.C.	WELL-BRANCHED
LIVE STAKES	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**SPACING**	**COMMENTS**
	SALIX SITCHENSIS	SITKA WILLOW	4` LENGTH MIN.	4` O.C.	3 STAKES PER SYMBOL
CANOPY SHRUB MIX	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**SPACING**	**COMMENTS**
	ACER CIRCINATUM CORNUS SERICEA PHYSOCARPUS CAPITATUS RUBUS SPECTABILIS ROSA NUTKANA SYMPHORICARPOS ALBUS	VINE MAPLE RED OSIER DOGWOOD PACIFIC NINEBARK SALMONBERRY NOOTKA ROSE SNOWBERRY	2 GAL./24" HT. MIN.	3`-6` O.C.	VINE MAPLE 15%, RED OSIER DOGWOOD 10%, PACIFIC NINEBARK 15%, SALMONBERRY 20%, NOOTKA ROSE 20%, SNOWBERRTY 20%

* THE PLANT SYMBOLS AND HATCHES DEPICTED IN THE SCHEDULE WILL BE INDIVIDUALLY PLACED IN THE BUFFERS TO DEMONSTRATE A BUFFER PLANTING DESIGN IN THE CONSTRUCTION DOCUMENT PHASE

BUFFER IMPACT/MITIGATION LEGEND

SHRUB AREAS	BOTANICAL NAME
	BUFFER ENHANCEMENT: WETLAND
	BUFFER ENHANCEMENT: STREAM
	BUFFER REDUCTION: STREAM
	BUFFER REDUCTION:WETLAND

NOTES

PLANTING NOTES

1. PRIOR TO PLANT INSTALLATION, THE PROJECT BIOLOGIST SHALL APPROVE PLANT LAYOUT AND PROVIDE THE CITY WITH WRITTEN VERIFICATION OF APPROVAL.
2. FINAL LOCATIONS OF MITIGATION PLANTINGS TO BE SHOWN ON AS-BUILTS.

PUBLIC TRAIL NOTES

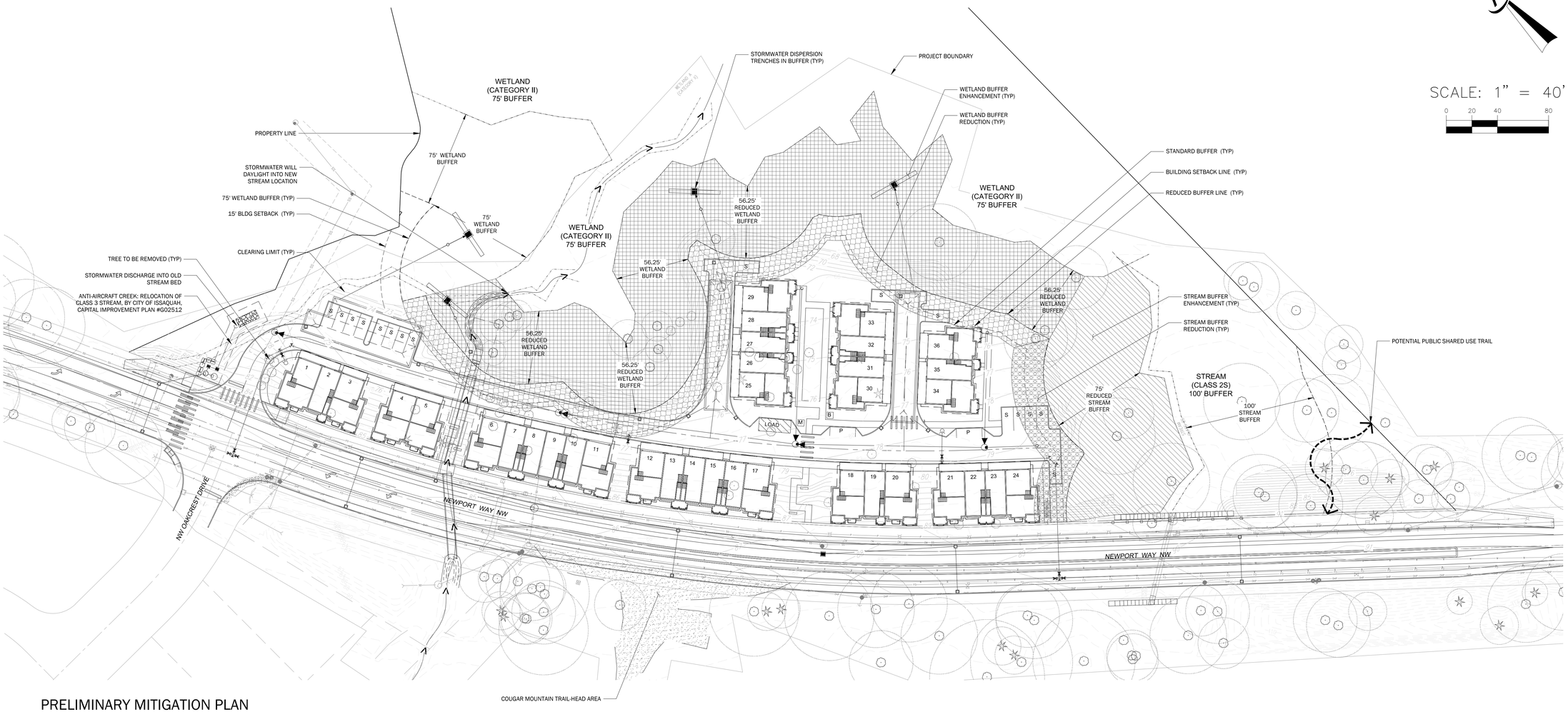
1. EXACT ROUTE AND LOCATION WILL BE DETERMINED BY THE FOLLOWING FACTORS:
   - COORDINATION WITH ADJACENT PROPERTY OWNERS
   - MINIMIZE IMPACTS ON SENSITIVE AREAS
2. SIZE/MATERIALS TO BE COORDINATED WITH THE CITY IN FUTURE DESIGN PHASES

TREE REMOVAL NOTES

1. SEE TREE PLAN SHEET FOR MORE INFORMATION.

ANTI-AIRCRAFT CREEK RELOCATION

1. THIS PROJECT IS NOT PART OF THIS APPLICATION. THIS PROJECT IS SHOWN FOR REFERENCE ONLY. THE PROJECT IS A FEDERALLY FUNDED/CITY OF ISSAQUAH SPONSORED PROJECT.



PRELIMINARY MITIGATION PLAN

SCALE 1 = 40'

SCALE: 1" = 40'

0 20 40 80

NO.	REVISIONS	DATE
1	PRE- APPLICATION SUBMITTAL	7/8/15
2	SITE DEVELOPMENT PERMIT SUBMITTAL	10/16/15

C. GARY SCHULZ
WETLAND/FOREST ECOLOGIST
7700 S. LAKERIDGE DRIVE
SEATTLE, WA 98178-3135
206.772.6514 (DESK)
206.920.5489 (CELL)

CORE DESIGN
14711 NE 29th Place, Suite 101
Bellevue, Washington 98007
425.883.7877 Fax 425.883.7963
ENGINEERING · PLANNING · SURVEYING

PRELIMINARY WETLAND & STREAM BUFFER MITIGATION PLAN

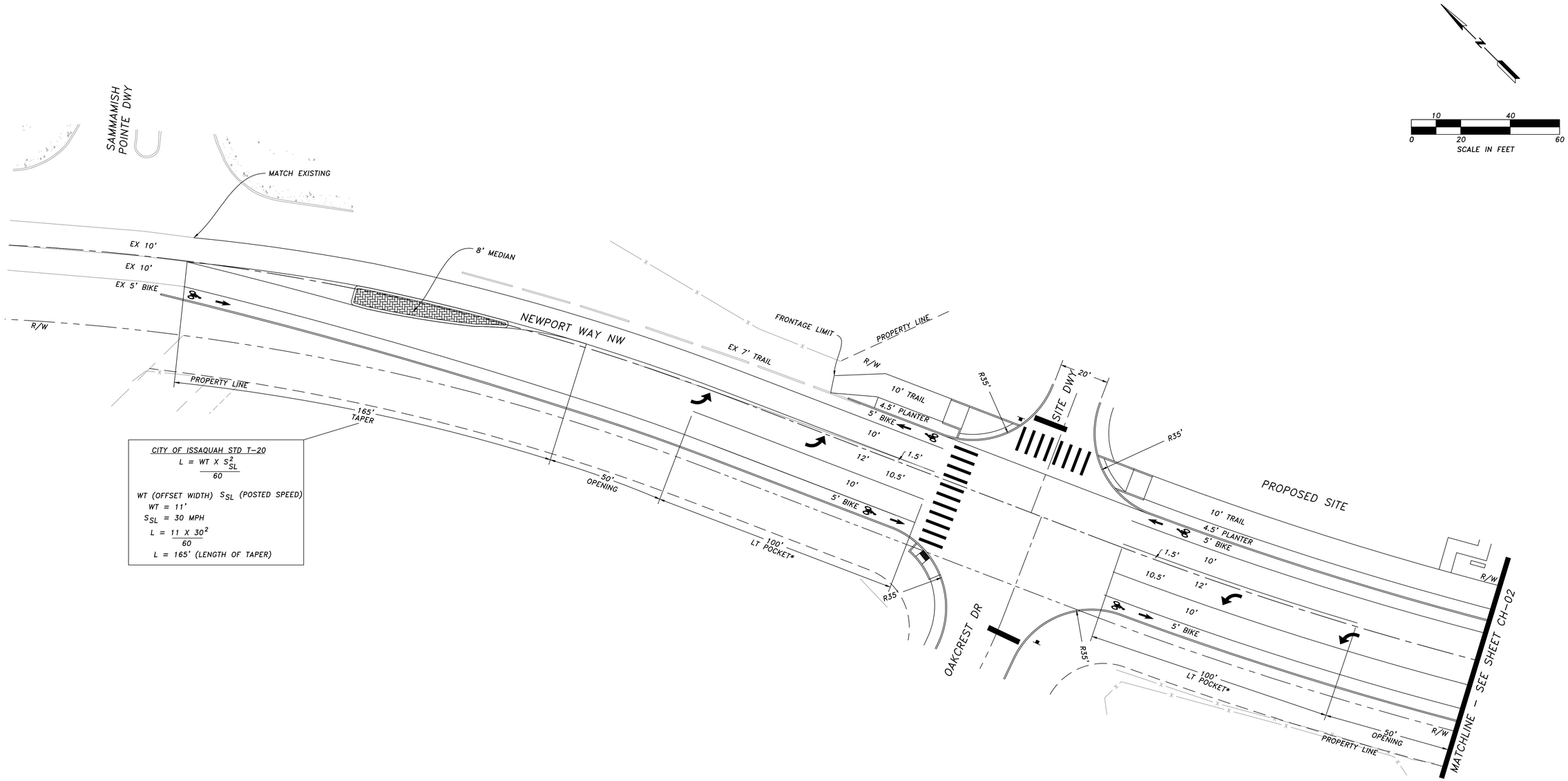
RIVA TOWNHOMES

CONNOR HOMES
12600 SE 38TH, SUITE 250
BELLEVUE, WA 98006

DATE	2015-10-16
DESIGNED	KRISTI M. PARK
DRAWN	KRISTI M. PARK
APPROVED	JOSHUA P. BEARD, P.L.A. KEVIN J. VANDERZANDEN, P.L.S. PROJECT MANAGER

SHEET **L3.01**

PROJECT NUMBER **14088C**



CITY OF ISSAQUAH STD T-20

$$L = \frac{WT \times S_{SL}^2}{60}$$

WT (OFFSET WIDTH) S_{SL} (POSTED SPEED)

$WT = 11'$

$S_{SL} = 30$ MPH

$$L = \frac{11 \times 30^2}{60}$$

$L = 165'$ (LENGTH OF TAPER)

*LEFT TURN POCKETS AND TRANSITIONS DESIGNED PER ISSAQUAH STANDARD DETAIL T-20.

△	REVISION	DATE	BY

DESIGNED BY: WTM

DRAWN BY: WTM

APPROVED BY: TTT/CTB

ISSUE DATE: 2015-10-14

JOB NO.: TENW #5117

DRAWING FILE NO.:

CHRISTOPHER T. BICKET — STATE OF WASHINGTON — 35636 — REGISTERED PROFESSIONAL ENGINEER

10-14-15

TENW
Transportation Engineering NorthWest
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004
Office (425) 889-6747
Project Contact: Chris Bicket, P.E.
Phone: 425-250-5002

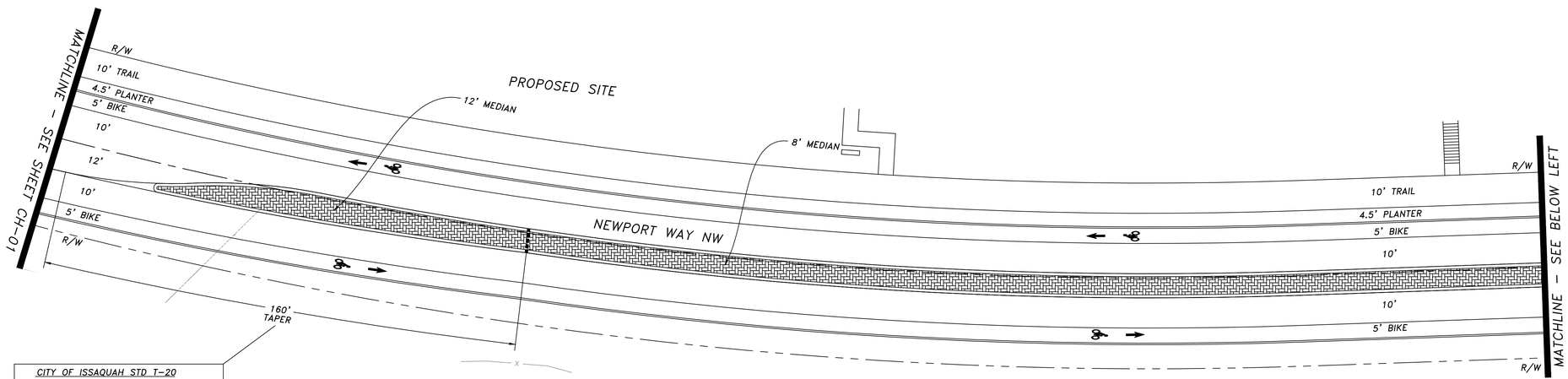
CONNER HOMES
12600 SE 38th, Suite 250
Bellevue, WA 98006

RIVA TOWNHOMES

CHANNELIZATION IMPROVEMENTS

DRAWING NO.: CH-01

SHEET NO.: 1 OF 2 SHEETS



CITY OF ISSAQUAH STD T-20

$$L = \frac{WT \times S_{SL}^2}{60}$$

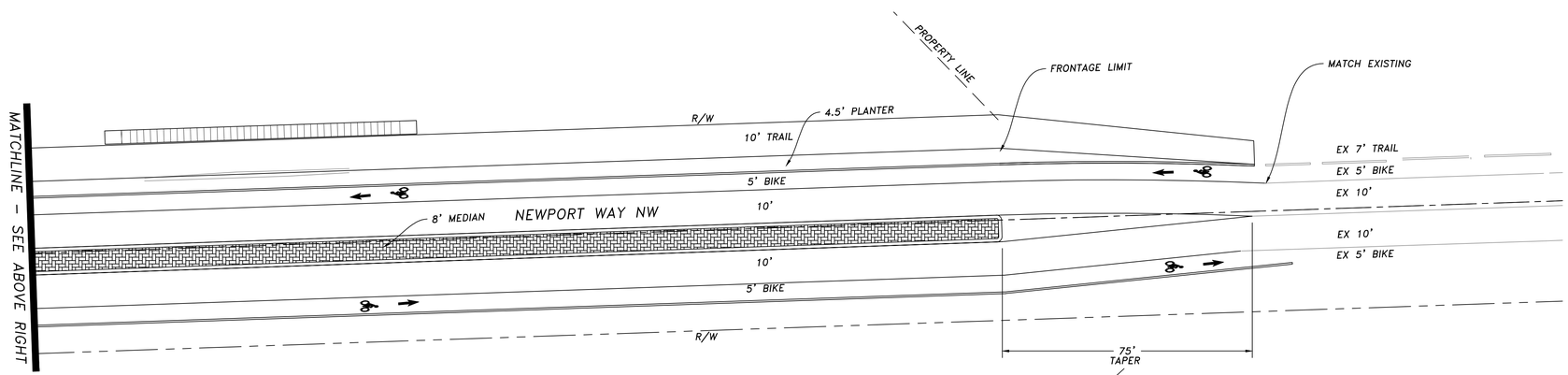
WT (OFFSET WIDTH) S_{SL} (POSTED SPEED)

WT = 4'

S_{SL} = 30 MPH

$$L = \frac{4 \times 30^2}{60}$$

L = 60' (MINIMUM LENGTH OF TAPER)



CITY OF ISSAQUAH STD T-20

$$L = \frac{WT \times S_{SL}^2}{60}$$

WT (OFFSET WIDTH) S_{SL} (POSTED SPEED)

WT = 5'

S_{SL} = 30 MPH

$$L = \frac{5 \times 30^2}{60}$$

L = 75' (LENGTH OF TAPER)

LEGEND

- EXISTING FEATURE
- RIGHT OF WAY
- PROPERTY LINE/EASMENT
- PROPOSED CHANNELIZATION
- POST MOUNTED SIGN

*LEFT TURN POCKETS AND TRANSITIONS DESIGNED PER ISSAQUAH STANDARD DETAIL T-20.

△	REVISION	DATE	BY

DESIGNED BY: WTM

DRAWN BY: WTM

APPROVED BY: TTT/CTB

ISSUE DATE: 2015-10-14

JOB NO.: TENW #5117

DRAWING FILE NO.:

CHRISTOPHER T. BICKET — STATE OF WASHINGTON — 35636 — REGISTERED PROFESSIONAL ENGINEER

10-14-15

TENW
Transportation Engineering NorthWest
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004
Office (425) 889-6747
Project Contact: Chris Bicket, P.E.
Phone: 425-250-5002

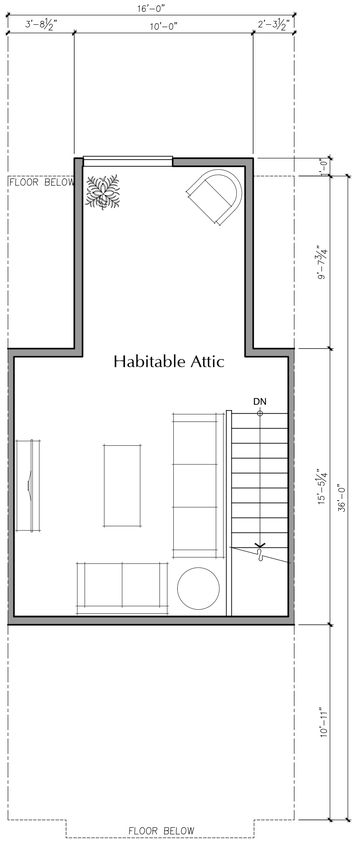
CONNER HOMES
12600 SE 38th, Suite 250
Bellevue, WA 98006

RIVA TOWNHOMES

CHANNELIZATION IMPROVEMENTS

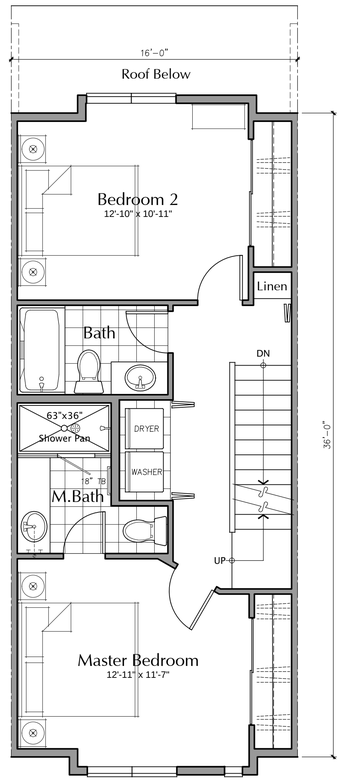
DRAWING NO.: CH-02

SHEET NO.: 2 OF 2 SHEETS



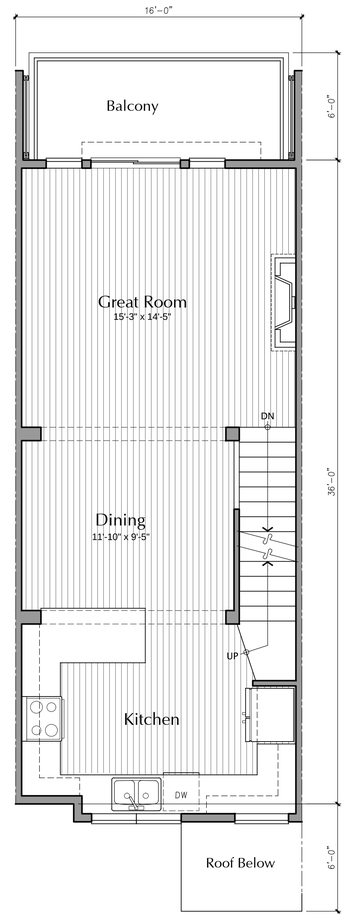
Unit 16AL HABITABLE ATTIC PLAN

1/4" = 1'-0" ALLEY LOADED UNIT



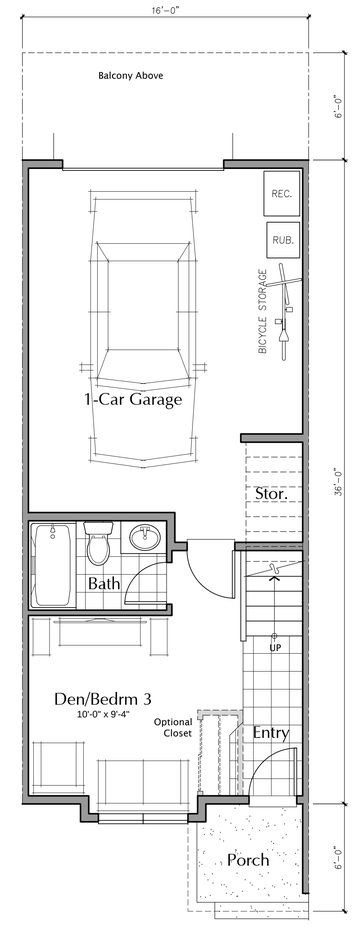
Unit 16AL UPPER LEVEL PLAN

1/4" = 1'-0" ALLEY LOADED UNIT



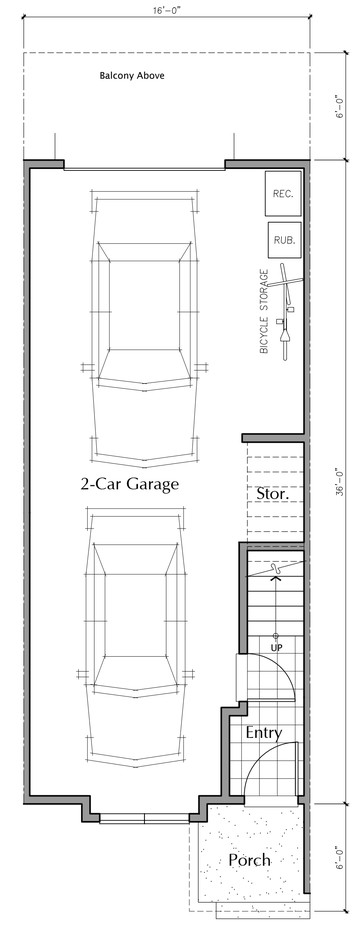
Unit 16AL MIDDLE LEVEL PLAN

1/4" = 1'-0" ALLEY LOADED UNIT



Den/Bedroom Option

AREA SUMMARY	
	Net SF
Basement	247
First Floor	574
Second Floor	580
Third Floor	329
Total SF	1,730



2-Car Garage Option

Unit 16AL LOWER LEVEL PLAN

1/4" = 1'-0" ALLEY LOADED UNIT

AREA SUMMARY	
	Net SF
Basement	61
First Floor	574
Second Floor	580
Third Floor	329
Total SF	1,544

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

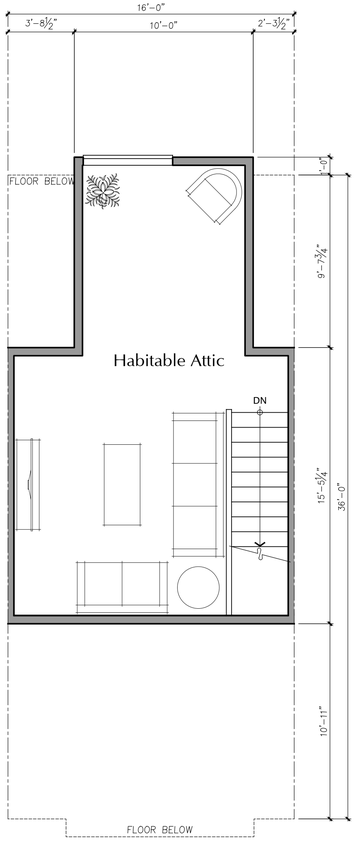
UNIT PLANS
UNIT 16AL

Scale: 1/4" = 1'-0"
Drawn By: RT/BW
Date: 10-14-15
Date Plotted: 10-14-15

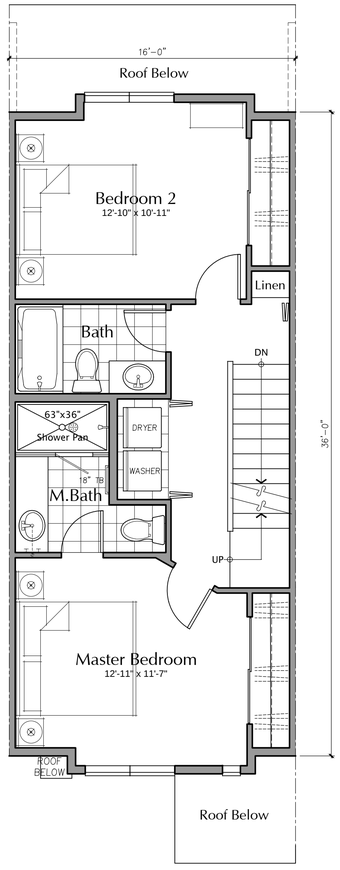
Riva Townhomes
A 33-Unit Townhome Development
Issaquah, Washington
Conner Homes

Job No.: 14-42
Sheet No.: A-01

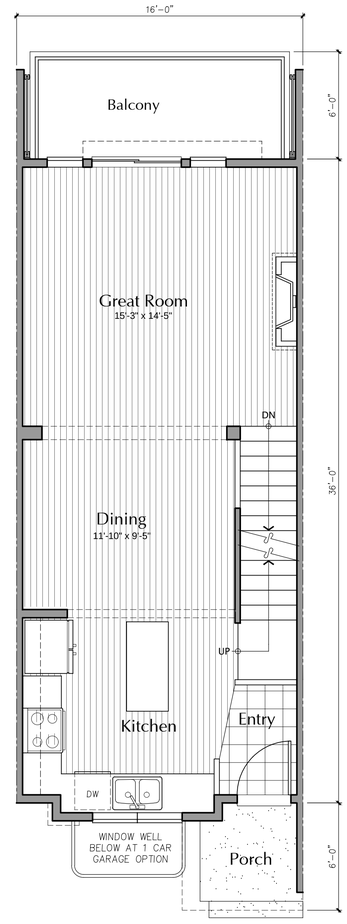
S:\14-42\UNIT_16.DWG



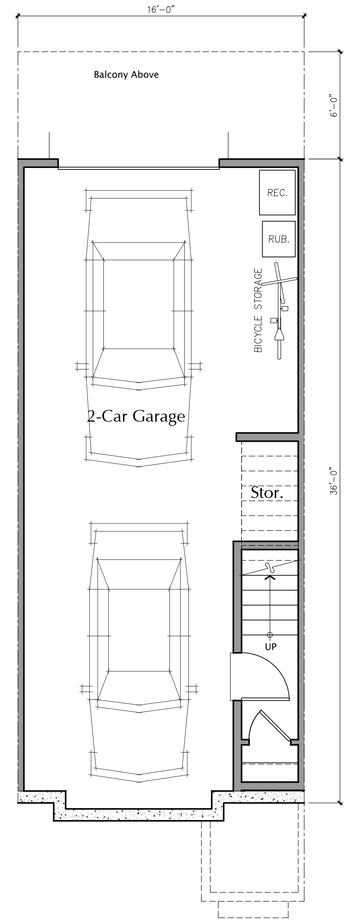
Unit 16TU HABITABLE ATTIC PLAN
1/4" = 1'-0" TUCK-UNDER UNIT



Unit 16TU UPPER LEVEL PLAN
1/4" = 1'-0" TUCK-UNDER UNIT



Unit 16TU MIDDLE LEVEL PLAN
1/4" = 1'-0" TUCK-UNDER UNIT



2-Car Garage Option

Unit 16TU LOWER LEVEL PLAN
1/4" = 1'-0" TUCK-UNDER UNIT

AREA SUMMARY	
	Net SF
Basement	55
First Floor	570
Second Floor	580
Third Floor	329
Total SF	1,534

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

UNIT PLANS
UNIT 16TU

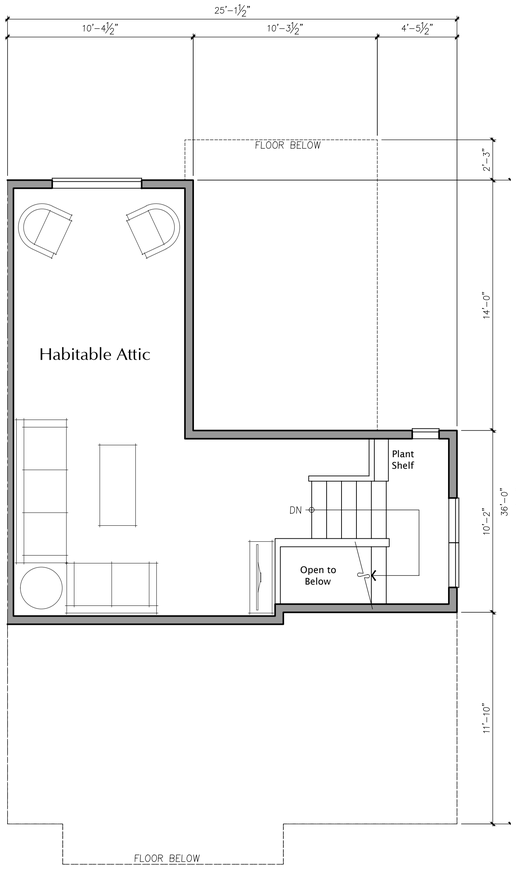
Scale: 1/4" = 1'-0"
Drawn By: RT/BW
Date: 10-14-15
Date Plotted: 10-14-15

Riva Townhomes
A 33-Unit Townhome Development
Issaquah, Washington
Conner Homes

Job No.: 14-42
Sheet No.: A-02

S:\14-42\UNIT_16.DWG

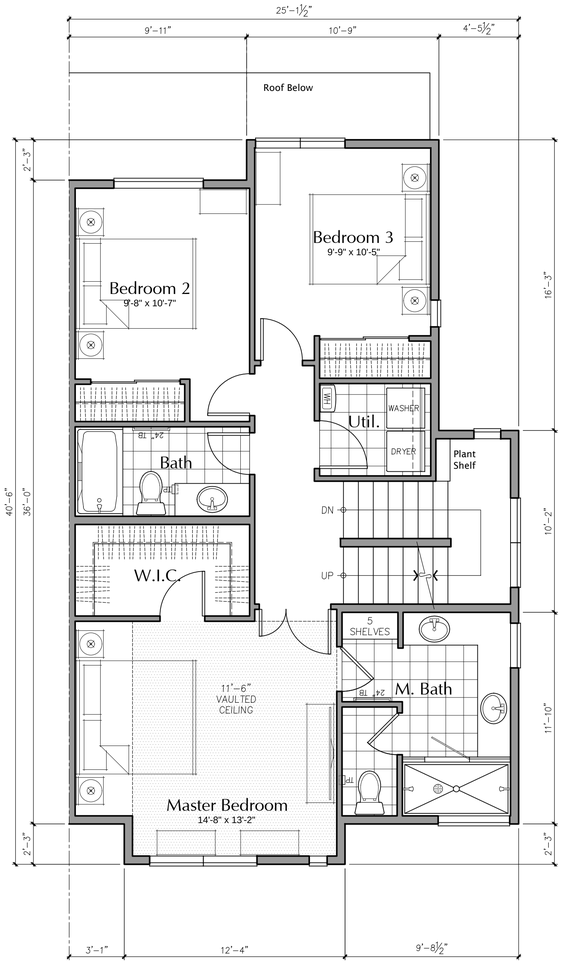
AGENDA ITEMS a)



Unit 25AL — HABITABLE ATTIC PLAN

1/4" = 1'-0"

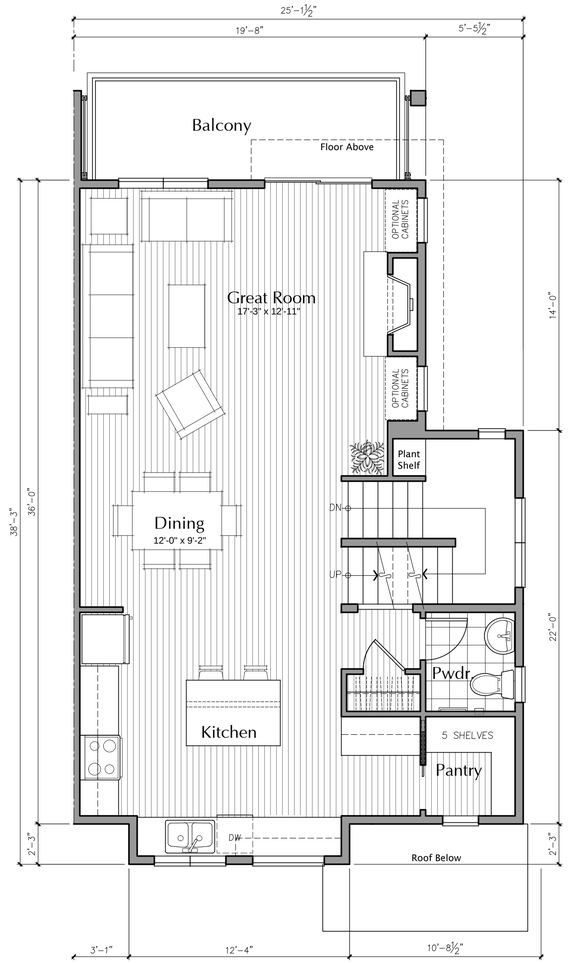
TUCK-UNDER UNIT



Unit 25AL — UPPER LEVEL PLAN

1/4" = 1'-0"

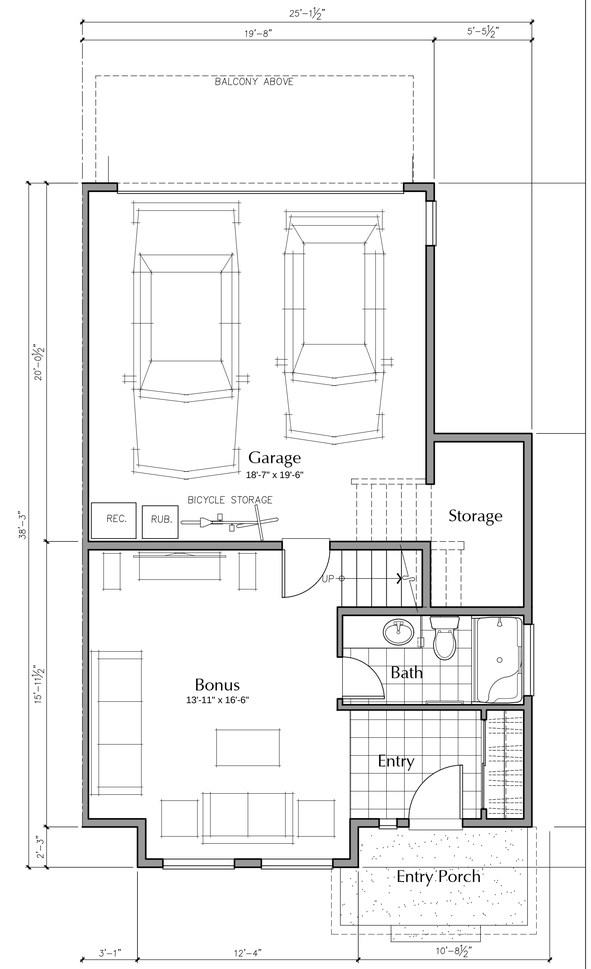
TUCK-UNDER UNIT



Unit 25AL — MIDDLE LEVEL PLAN

1/4" = 1'-0"

TUCK-UNDER UNIT



Unit 25AL — LOWER LEVEL PLAN

1/4" = 1'-0"

TUCK-UNDER UNIT

AREA SUMMARY	
	Net SF
Basement	389
First Floor	815
Second Floor	851
Third Floor	377
Total SF	2,432

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

UNIT PLANS

UNIT 25AL

Scale: 1/4" = 1'-0"

Drawn By: RT/BW

Date: 10-14-15

Date Plotted: 10-14-15

Riva Townhomes

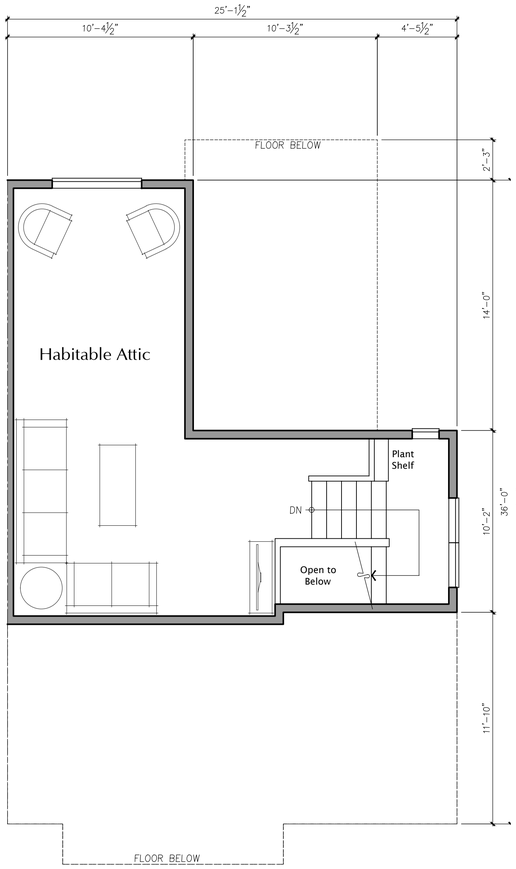
A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

Job No.: 14-42

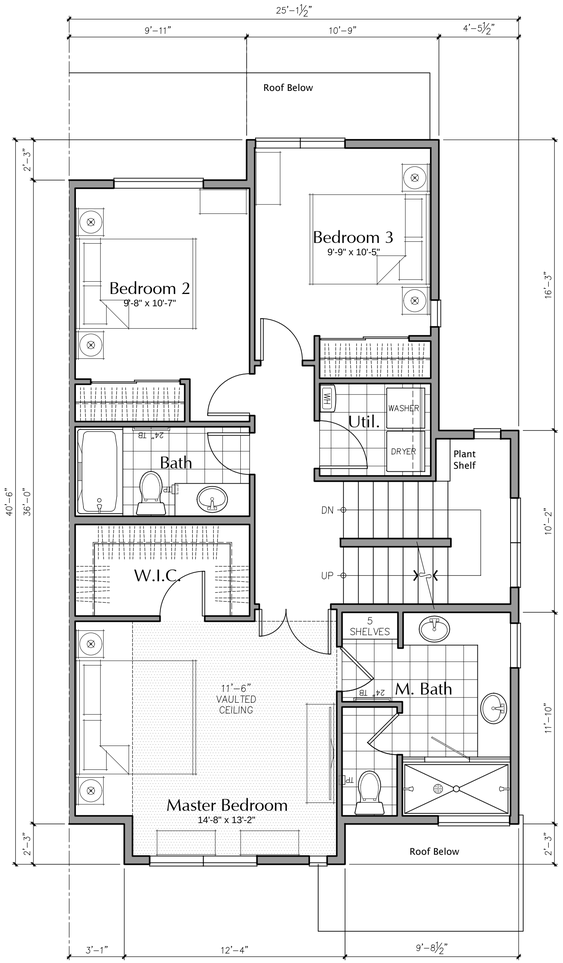
Sheet No.: A-03



Unit 25TU — HABITABLE ATTIC PLAN

1/4" = 1'-0"

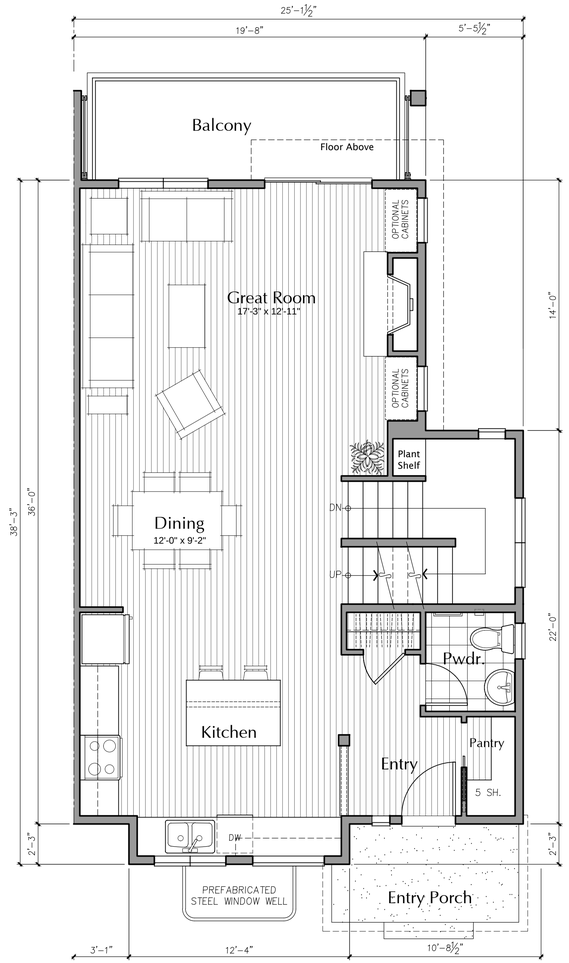
TUCK-UNDER UNIT



Unit 25TU — UPPER LEVEL PLAN

1/4" = 1'-0"

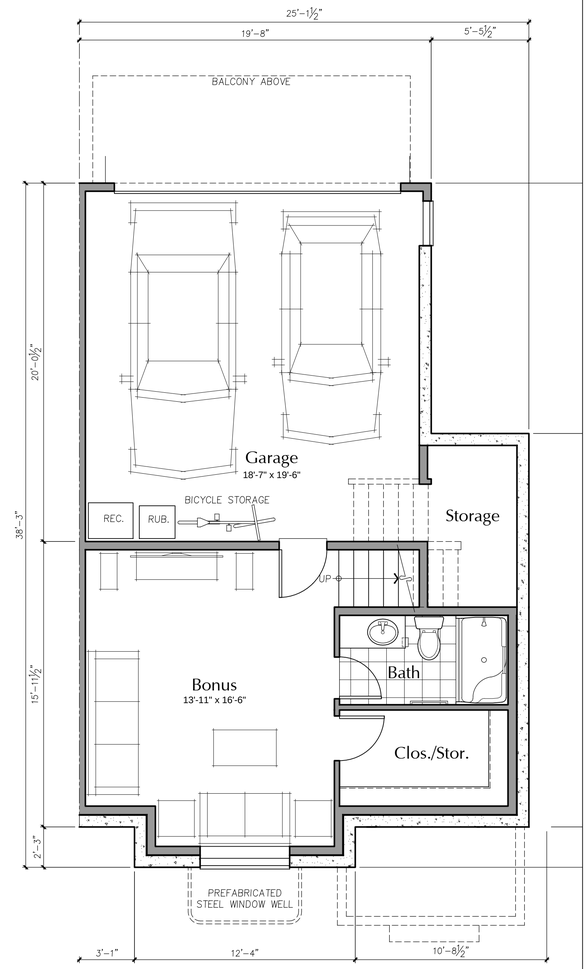
TUCK-UNDER UNIT



Unit 25TU — MIDDLE LEVEL PLAN

1/4" = 1'-0"

TUCK-UNDER UNIT



Unit 25TU — LOWER LEVEL PLAN

1/4" = 1'-0"

TUCK-UNDER UNIT

AREA SUMMARY	
	Net SF
Basement	379
First Floor	815
Second Floor	851
Third Floor	377
Total SF	2,422

Milbrandt Architects

25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

UNIT PLANS

UNIT 25TU

Scale: 1/4" = 1'-0"

Drawn By: RT/BW

Date: 10-14-15

Date Plotted: 10-14-15

Riva Townhomes

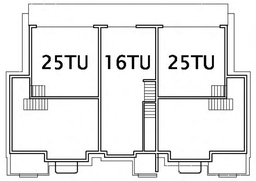
A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

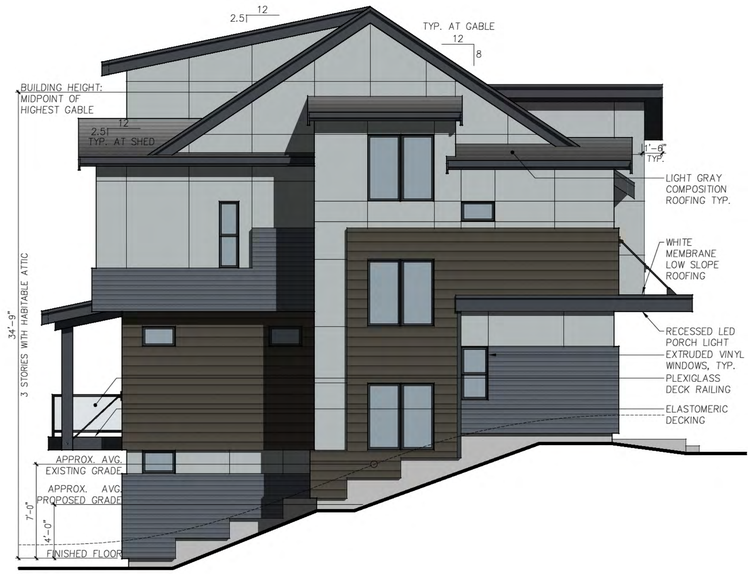
Job No.: 14-42

Sheet No.: A-04



Color Option Legend

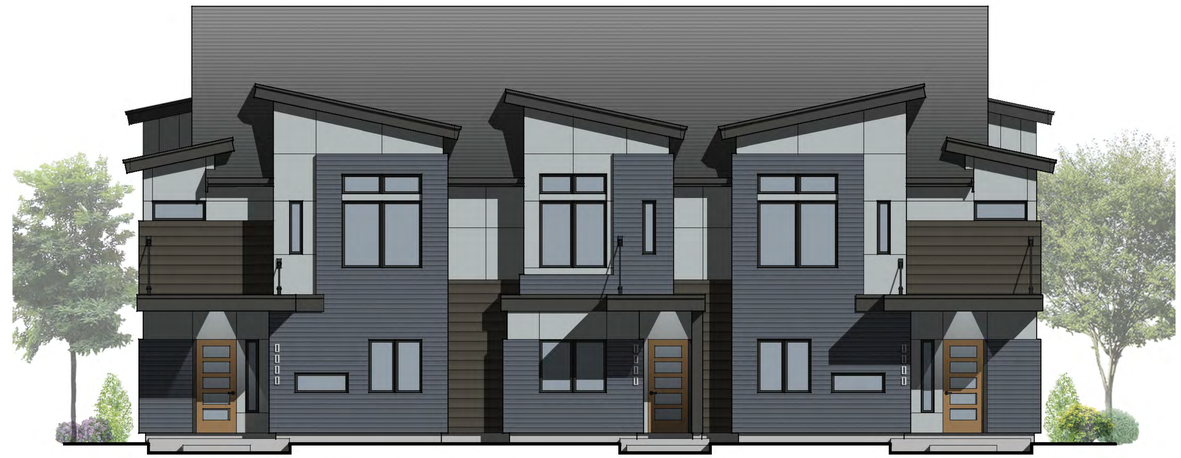
- (A) **5" LAP SIDING** Gibraltar SW6257
- (B) **10" LAP SIDING** Urbane Bronze SW7048
- (C) **"STUCCO" HARDIE PANEL** Online SW7072
- (D) **TRIM** Cyberspace SW7076
- (E) **DOOR** Toasty SW6095



SIDE ELEVATION

3/16" = 1'-0"

TYPICAL TUCK UNDER CONDITION



ENTRY ELEVATION

3/16" = 1'-0"

3-PLEX TUCK UNDER

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL TUCK UNDER CONDITION

REAR ELEVATION

3/16" = 1'-0"

3-PLEX TUCK UNDER

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

3-PLEX TUCK UNDER
UNITS 1-3 & 18-20

Scale:	Drawn By:	Date:	Date Plotted:
3/16" = 1'-0"	RT/DRB	10-14-15	10-14-15

Riva Townhomes

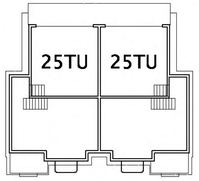
A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

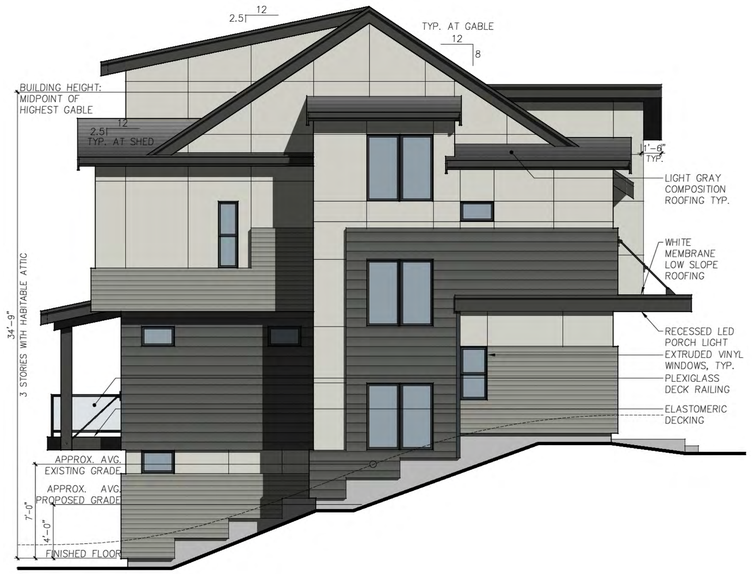
Job No.: 14-42

Sheet No.: A-05



Color Option Legend

- (A) **5" LAP SIDING** Stamped Concrete SW7655
- (B) **10" LAP SIDING** Grizzle Gray SW 7068
- (C) **"STUCCO" HARDIE PANEL** Lattice SW7654
- (D) **TRIM** Iron Ore SW7069
- (E) **DOOR** Salute SW7582



SIDE ELEVATION
3/16" = 1'-0"

TYPICAL TUCK UNDER CONDITION

ENTRY ELEVATION
3/16" = 1'-0"

2-PLEX TUCK UNDER

SIDE ELEVATION
3/16" = 1'-0"

TYPICAL TUCK UNDER CONDITION

REAR ELEVATION
3/16" = 1'-0"

2-PLEX TUCK UNDER

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

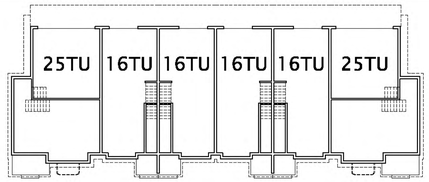
EXTERIOR ELEVATIONS
2-PLEX TUCK UNDER
UNITS 4-5

Scale: 3/16" = 1'-0"
Drawn By: RT/DRB
Date: 10-14-15
Date Plotted: 10-14-15

Riva Townhomes
A 33-Unit Townhome Development
Issaquah, Washington

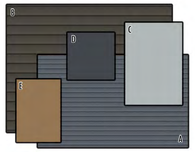
Conner Homes

Job No.: 14-42
Sheet No.: A-06



Color Option Legend for Units 6-11

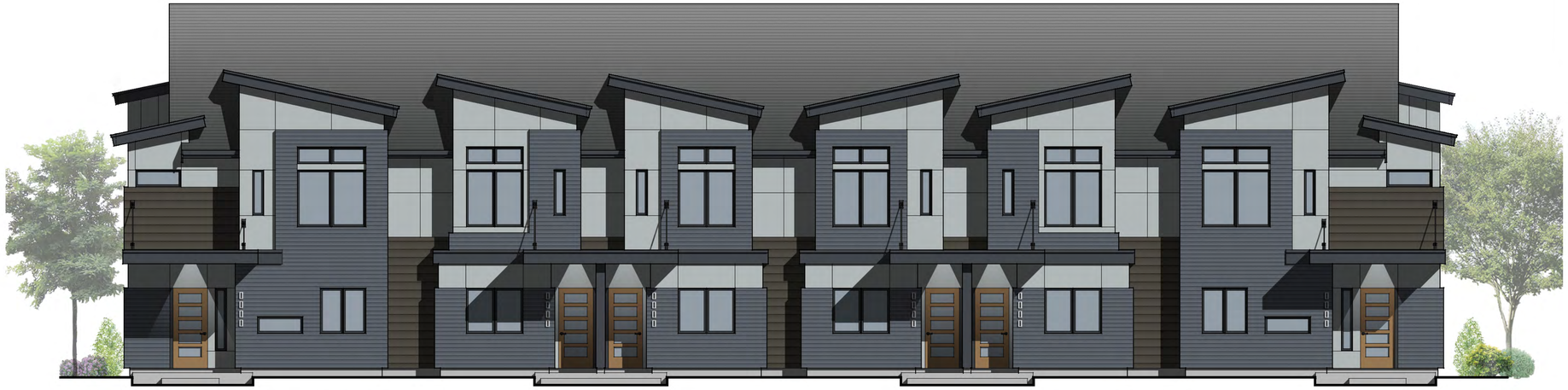
- (A) **5" LAP SIDING** Gibraltar SW6257
- (B) **10" LAP SIDING** Urbane Bronze SW7048
- (C) **"STUCCO" HARDIE PANEL** Online SW7072
- (D) **TRIM** Cyberspace SW7076
- (E) **DOOR** Toasty SW6095



Color Option Legend for Units 12-17

- (A) **5" LAP SIDING** Stamped Concrete SW7655
- (B) **10" LAP SIDING** Grizzle Gray SW 7068
- (C) **"STUCCO" HARDIE PANEL** Lattice SW7654
- (D) **TRIM** Iron Ore SW7069
- (E) **DOOR** Salute SW7582

See Sheet A-08 for applied color scheme, side elevations, notes and material callouts



ENTRY ELEVATION

3/16" = 1'-0"

6-PLEX TUCK UNDER

REAR ELEVATION

3/16" = 1'-0"

6-PLEX TUCK UNDER

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

6-PLEX TUCK UNDER
UNITS 6-11 & 12-17

Scale:	Drawn By:	Date:	Date Plotted:
3/16" = 1'-0"	RT/DRB	10-14-15	10-14-15

Riva Townhomes

A 33-Unit Townhome Development

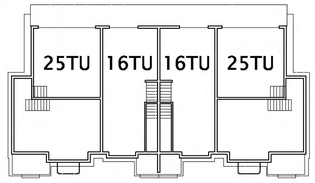
Issaquah, Washington

Conner Homes

Job No.: 14-42

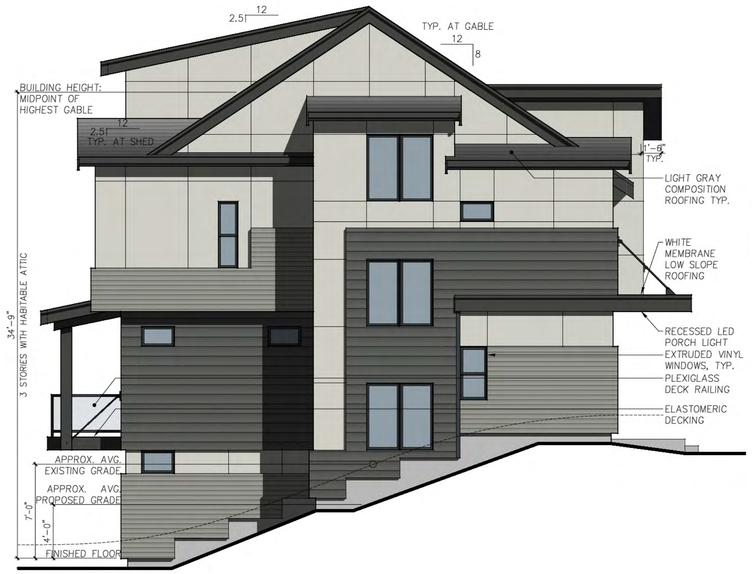
Sheet No.: A-07

C:\PROJECTS\14-42 Riva Townhomes\DRAWING



Color Option Legend

- (A) **5" LAP SIDING** Stamped Concrete SW7655
- (B) **10" LAP SIDING** Grizzle Gray SW 7068
- (C) **"STUCCO" HARDIE PANEL** Lattice SW7654
- (D) **TRIM** Iron Ore SW7069
- (E) **DOOR** Salute SW7582



SIDE ELEVATION

3/16" = 1'-0"

TYPICAL TUCK UNDER CONDITION

ENTRY ELEVATION

3/16" = 1'-0"

4-PLEX TUCK UNDER

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL TUCK UNDER CONDITION

REAR ELEVATION

3/16" = 1'-0"

4-PLEX TUCK UNDER

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

4-PLEX TUCK UNDER
UNITS 21-24

Scale: 3/16" = 1'-0"
Drawn By: RT/DRB
Date: 10-14-15
Date Plotted: 10-14-15

Riva Townhomes

A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

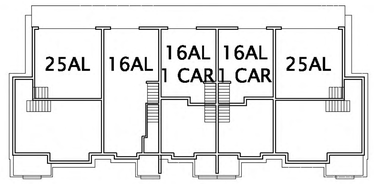
Job No.: 14-42

Sheet No.: A-08

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION



ENTRY ELEVATION

3/16" = 1'-0"

5-PLEX ALLEY LOADED

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

REAR ELEVATION

3/16" = 1'-0"

5-PLEX ALLEY LOADED

0' 1' 2' 4' 8' 16' 32'

Color Option Legend

- (A) **5" LAP SIDING** Gibraltar SW6257
- (B) **10" LAP SIDING** Urbane Bronze SW7048
- (C) **"STUCCO" HARDIE PANEL** Online SW7072
- (D) **TRIM** Cyberspace SW7076
- (E) **DOOR** Toasty SW6095

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

5-PLEX ALLEY LOADED
UNITS 25-29

Scale: 3/16" = 1'-0"
Drawn By: RT/DRB
Date: 10-14-15
Date Plotted: 10-14-15

Riva Townhomes

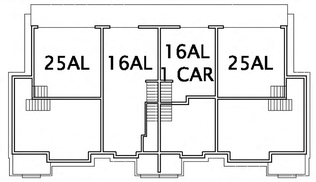
A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

Job No.: 14-42

Sheet No.: A-09



Color Option Legend

- (A) **5" LAP SIDING** Stamped Concrete SW7655
- (B) **10" LAP SIDING** Grizzle Gray SW 7068
- (C) **"STUCCO" HARDIE PANEL** Lattice SW7654
- (D) **TRIM** Iron Ore SW7069
- (E) **DOOR** Salute SW7582

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

ENTRY ELEVATION

3/16" = 1'-0"

4-PLEX ALLEY LOADED

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

REAR ELEVATION

3/16" = 1'-0"

4-PLEX ALLEY LOADED

0' 1' 2' 4' 8' 16' 32'

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved.

EXTERIOR ELEVATIONS

4-PLEX ALLEY LOADED
UNITS 30-33

Scale:	Drawn By:	Date:	Date Plotted:
3/16" = 1'-0"	RT/DRB	10-14-15	10-14-15

Riva Townhomes

A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

Job No.: 14-42

Sheet No.: **A-10**

SIDE ELEVATION

3/16" = 1'-0"

TYPICAL ALLEY LOADED CONDITION

ENTRY ELEVATION

3/16" = 1'-0"

3-PLEX ALLEY LOADED

SIDE ELEVATION

3/16" = 1'-0"

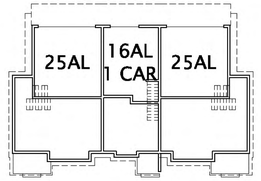
TYPICAL ALLEY LOADED CONDITION

REAR ELEVATION

3/16" = 1'-0"

3-PLEX ALLEY LOADED

0' 1' 2' 4' 8' 16' 32'



Color Option Legend

- (A) 5" LAP SIDING — Gibralter SW6257
- (B) 10" LAP SIDING — Urbane Bronze SW7048
- (C) "STUCCO" HARDIE PANEL — Online SW7072
- (D) TRIM — Cyberspace SW7076
- (E) DOOR — Toasty SW6095

Milbrandt Architects
25 Central Way, Suite 210
Kirkland, Washington 98033
P: 425.454.7130 F: 425.658.1208
Web: www.milbrandtarch.com

No.	Date

© Copyright 2015 Milbrandt Architects, INC., P.S. All rights reserved

EXTERIOR ELEVATIONS

3-PLEX ALLEY LOADED
UNITS 34-36

Scale: 3/16" = 1'-0"
Drawn By: RT/DRB
Date: 10-14-15
Date Plotted: 10-14-15

Riva Townhomes

A 33-Unit Townhome Development

Issaquah, Washington

Conner Homes

Job No.: 14-42

Sheet No.: A-11