



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

Memorandum

Date: March 30, 2016

To: Development Commission

CC: Aron Golden, Conner Homes
Krisi Park, Core Design
Stacia Bloom, Core Design

From: Amy Tarce, DSD Senior Planner
Denise Pirolo, DSD Senior Engineer
Peter Rosen, DSD Environmental Planner
Lucy Sloman, DSD Land Use Manager

Subject: Riva Townhomes, SDP16-00004

Attachments:

-
1. Original SDP Conditions, March 9, 2016
 2. SEPA Final MDNS
 3. Regional Trail Map
 4. Additional Details for Nature-Based Play Area
 5. Additional Public Comments
-

In response to the DC's and public's questions and comments at the March 9, 2016 Public Hearing, Staff is providing the following Briefing Response Memo. This memo also incorporates public comments submitted to staff and the Development Commission after the first meeting and prior to March 30, 2016. The public comments are provided as Attachment 4.

This Briefing Response Memo contains responses from both staff and the Applicant, where applicable. Where staff received comments on the same topics, these comments and questions are consolidated under one topic.

- 1. Shared Use Route:** There are no new commercial uses along this side of Newport Way so what destinations will the Shared Use Route along Newport Way link to? Where will the Shared Use Route along the northern perimeter of the property connect to? A bridge across

Tibbetts Creek would be required to connect to NW Maple Street or the existing commercial areas. An alternative solution should be studied, to ensure that we don't build something that cannot be used. The Rowley Development Agreement is a 30-year plan so the connection on the Rowley Property will not get built anytime soon. There is no written commitment from the Rowleys to build their portion of the Shared Use Route. Will it be lit? "If I feel safe and comfortable on the trail, I will use it to walk to the health club and some grocery store at Gilman Blvd."

Will the Shared Use Route be located in the Riva property or the Sammamish Pointe Condominium property? It is too close to the backyards of the Sammamish Pointe Condominium residences. There is no fence or any barrier shown between the Riva property and the Sammamish Pointe Condominiums residential backyards - concerned about the loss of privacy and littering along the Trail. Why not locate the trail at the southern end of the property?

Since the proposed development is primarily wetlands, we should respect the land and minimize destruction - strongly oppose the location of the multi-use trail in the wetlands. What is the impact to the wetlands and wetland buffers of adding this boardwalk in the critical areas? The CIDDS sec.10.11 (E) prohibits removal of trees in critical areas, except as allowed in the Land Use Code, IMC18.10. Will the Shared Use Route require removal of trees? By what provision in the code? If so, how many trees will be removed? Will the Shared Use Route be located so as to avoid the critical root zones of existing trees to be retained? What is the process for reviewing the Shared Use Route in the critical area, i.e. choice of location over blackberries or removing trees? Is there a Tree Retention Plan for the public to review prior to Development Commission approval?

Staff response:

There are two Shared Use Routes required for this development. For clarity, the Shared Use Route along Newport Way will be described in this Briefing Response Memo as the "Shared Use Route on Newport Way" while the Shared Use Route that runs in the interior of the Riva property and continues off-site to the boardwalk of the Gateway Apartments' boardwalk will be called the Riva-to-Gateway Shared Use Route. To facilitate the Development Commission and the public's understanding of the connections for the Shared Use Routes, a regional map showing other trails in the Western Gateway is provided (see Attachment 3).

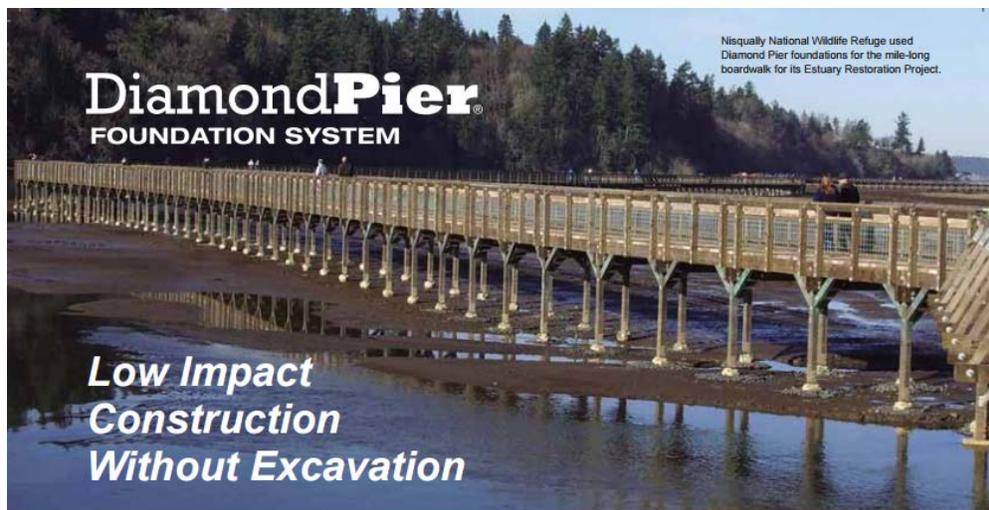
The Shared Use Route on Newport Way replaces the existing on-grade 10-foot wide multi-use trail on the east side of Newport Way. The Shared Use Route will be an improvement to the existing pedestrian facility, since it will be raised and separated by a 5-foot landscape strip with street trees, thus providing a safer facility for pedestrians and bicyclists. The Shared Use Route will connect the residential areas along Newport Way to the Transit Center and the new neighborhood park north of Sammamish Pointe Condominiums, through the park access at the intersection of Pacific Elm

and Newport Way -. This also complements the existing bike lanes on Newport Way that are part of the Mountains-to-Sound Greenway regional bike trail system.

Staff and the Applicant have continued to refine the condition for the location for the Shared Use Route along the northern perimeter of the property. In response to the public comments and Development Commission input, the recommended conditions have been revised to implement a connection to the future boardwalk associated with the Gateway Apartments. The other alternative, to connect east to the Rowley Properties, has been determined infeasible, due to the lack of interest from the Rowleys to provide a connection at this location.

The Riva-to-Gateway Shared Use Route connects the Shared Use Route at Newport Way to the boardwalk in the Tibbetts Creek wetland associated with the Gateway Apartments project (Gateway boardwalk). The Riva-to-Gateway Shared Use Route follows the boundary line between the Sammamish Pointe Condominiums and the Riva property and continues north through the Tibbetts Creek wetland area in the Gateway Apartments' property, up to the Gateway boardwalk. The proposed trail will consist of a hard-surface on-grade trail outside of the wetland areas, and an elevated

boardwalk in the wetland area. The on-grade trail will comply with the CIDDS standard for a Shared Use Route, with a total width of 14 feet, with split rail



fencing on both sides, to limit the human activity disturbance to the wetland and the buffers. The boardwalk will be a 10-foot wide wood structure supported by diamond piers (see image above for example). This type of construction also ensures consistency with the type used for the Gateway boardwalk.

The approval conditions address two scenarios:

- 1) The applicant is solely responsible for building the Shared Use Route up to the Gateway Apartments' boardwalk. The Applicant will receive Park Impact Fees credit for construction of the entire Shared Use Route that runs internally on the Riva property and off-site, through the Tibbetts Creek critical areas, up to the boardwalk.

- 2) In the event that the Gateway Apartment developers are delayed in constructing the boardwalk, or the Applicant is not granted an easement by the adjoining property owner to construct the off-site section of the Shared Use Route, and the first building permit for the Riva buildings are ready for issuance, the City will assume responsibility for completing the off-site portion of the Riva Shared Use Route, through a legal agreement that identifies mutually agreed budget and terms.

The final alignment of the Riva-to-Gateway Shared Use Route will be determined during construction review, when design drawings are developed. The location of the boardwalk in the wetland will avoid removal of trees as much as possible, and consider the retention of existing trees that provide a buffer for the Sammamish Pointe Condominiums and those found in the sensitive wetlands; however, some trees will likely be removed to install the boardwalk. Additional trees to be planted in association with the wetland buffer enhancement required for the project will help offset the trees that may be removed. IMC 18.12.1380 notes that tree removal in critical areas is subject to the provisions of IMC 18.10. Removal of trees in the wetland buffer is allowed in conjunction with installation of trails within wetland buffers per IMC 18.10.610.B.1. Per IMC 18.10.610.B, 5, construction of public and private trails are allowed if a critical areas study has documented that there is no loss of buffer functions and values, and allows for mitigation to address any adverse impacts on the buffer. In addition, the first paragraph of IMC 18.10.610.B notes that constructing a trail in critical areas should be allowed as long as there is no adverse impacts on wetlands. The Applicant has provided a critical areas study and a "Revised Wetland and Stream Determination for Riva Townhomes", that described the impacts of the Shared Use Route through the existing wetland and wetland buffer. The memo, provided to the Development Commission as Attachment 15 of the Staff Report dated March 3, 2016, noted that the vicinity of the Shared Use Route is predominantly reed canary grass, a non-native invasive plant. In other words, the area where the Shared Use Route is intended to be constructed is a degraded wetland and wetland buffer; therefore, the critical areas analysis concludes that there appears to be no loss of buffer functions due to this proposed Shared Use Route. If trees will be removed as part of the construction of the Shared Use Route, replacement trees will be required. Assuming that the Shared Use Route will be located at the property line of the Riva site, the closest residential units in the Sammamish Pointe Condominiums will be approximately 26 feet from the boardwalk, while another Sammamish Pointe building will be 29 feet away (see aerial plan showing Sammamish Pointe units 2102 to 2124). Within the Sammamish Pointe side yards, there is room to plant more trees or to add a privacy fence, if the residents wish, but this is not a requirement for the Riva project. The boardwalk railing and the split rail fences for the on-grade portion of the Shared Use Route will limit the area where the public can walk or bike.



The Shared Use Route along Newport Way will be provided with pedestrian street lighting, consistent with the ones that already exist on Newport Way today. The Riva-to-Gateway Shared Use Route will be provided with low level lighting so it can be used at dusk and early morning hours in the winter. The lighting of bridges in critical areas is allowed according to CIDDS 17.6.F, which prohibits spillover of light into the critical areas by containing light in the bridge deck only. The boardwalk is deemed a bridge structure and will be provided with low level lighting. The final light fixture and design details of the lighting for the Shared Use Route will be determined during construction permit, subject to the Lighting standards in CIDDS 17.0. The Shared Use Routes will be maintained by the City in the future, upon dedication by the Applicant; or

the Applicant may, at their option, maintain the Shared Use Route in the interior of the site.

Applicant response:

The location and requirement for the proposed shared-use trail route was determined by the City's Central Issaquah Plan's overall vision for trail circulation and public amenities. The shared-use route on the Riva property will be located and designed to minimize impacts on the existing sensitive areas and to maintain privacy for neighboring properties when possible.

A tree retention plan was submitted as part of the SDP submittal set. The tree retention and replacement plan will be updated as necessary in the construction documentation phase of this project. The shared-use trail will be designed and located to avoid impacts to existing (healthy and native) trees.

The Shared Use Route in the interior of the property shall follow the requirements of the CIDDS 17.6.E-F. Multi-use trails that are intended for after dark should have a low but uniform light level on the path, lighting within and adjacent to Critical Areas shall have no spillover light into the Critical Area. Trails within and near Critical Areas should intentionally be left dark to protect the natural habitat for nocturnal animals and wildlife. Bridges with the Critical Area may have a low level of light for safe use, and the light should be contained and focused on the bridge deck.

Conclusion: Staff recommends:

Replace condition 9 with this new condition:

The Riva-to-Gateway Shared Use Route shall connect from the Shared Use Route on the east side of Newport Way to the proposed boardwalk associated with the Gateway Apartments project (SDP15-00002). If connection to the Gateway boardwalk is precluded because of Gateway property access issues or construction delays due to events outside of the Applicant's control, then the portion of the trail connection located outside the Riva property may be assigned to the City with mutually agreed upon budget and terms.

The Shared Use Route shall minimize impacts to the wetland and its associated buffers, including existing trees. If trees are removed to accommodate the Shared Use Route, they will be replaced on site. New trees that are to be planted as part of the proposed wetland buffer enhancement plan should consider how these trees can serve additionally as visual screens between the Shared Use Route and the Sammamish Pointe Condominiums.

Revise condition 10 as follows (new text is underlined):

If the Applicant shall receive park impact fee credits for the Shared Use Route, as allowed by CIDDS, the Shared Use Route shall be completed and dedicated to the City prior to issuance of the first Building Permit. In lieu of paying the Park Impact Fees, the Applicant may execute an agreement with the City prior to issuance of the first building permit. The agreement would provide for the timing for construction and dedication of the Shared Use Route, the appraised value for the Shared Use Route for determining the Park Impact Fee credits, and other terms, to be mutually agreed upon, such as a scenario where the City partners to build the off-site portion of the trail.

~~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.~~

2. **Intersection of Newport Way and NW Oakcrest Drive:** The driveway for the Riva property should be moved further south. It is not safe to add another driveway at this intersection. The option of staggering driveways along Newport Way should be considered. The road has less curves at this end. The current proposed location will have traffic safety issues, especially visibility at night and rainy weather. With the 660 units of residential development that will be added along this corridor, the City should consider a roundabout or traffic signal at Oakcrest

and Newport Way. It is very difficult to get out of Oakcrest Drive now. We need a stop sign at this intersection.

Staff response:

The proposed location of the driveway was evaluated by the Applicant's traffic engineers and then reviewed by the City's traffic engineers, as part of the Traffic Impact Analysis, and determined to comply with City Streets Standards (see section in "Access Control Driveway") for major arterials. The traffic and pedestrian safety was considered by the Applicant's engineers and City staff. City policy discourages multiple curb cuts on Parkways, and requires consolidating curb cuts at intersections, where it is deemed safer for pedestrians, since drivers are more likely to pay attention and slow down at intersections. Locating the curb cut further east will increase vehicular conflict points and impede the free flow of traffic. This is a small development that does not create enough new peak hour trips to warrant a traffic signal or a stop sign. The project's frontage improvements include widening Newport Way and reconfiguring the road geometry at the intersection of Oakcrest and Newport Way to increase visibility for motorists and pedestrians. These modifications will improve pedestrian safety by adding ADA-compliant ramps and raised sidewalks at the east side of Newport Way. The center turn lanes will also improve the ability of cars to get in and out of Oakcrest Drive and the future Riva driveway. The City's Crossing Study showed this intersection as a possible roundabout location; however, the amount of crossing traffic and insufficient right-of-way meant a roundabout wasn't appropriate for this location.

Applicant response:

The location of the proposed access in alignment with the existing NW Oakcrest Drive meets the City's intersection spacing requirements and roadway standards. The widening improvements along the Newport Way project frontage and at the intersection of the site access on Newport Way at Oakcrest Drive would include enhancements to the existing sight distance for vehicles turning onto Newport Way. The widening will improve entering sight distance to meet City roadway standards. The level of traffic generation from Oakcrest Drive and Riva Townhomes would not be sufficient to warrant a traffic signal or roundabout; further the Traffic Study for the project concluded that acceptable LOS will be maintained at this location with development of the Riva Townhomes project while also considered buildout of the Gateway Apartments, Gateway Senior Housing, and Bergsma residential developments.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

- 3. Newport Way improvements:** There will be a lot of new developments along Newport Way which will result in unprecedented growth in traffic. We need a wholistic analysis of the traffic

impacts for all 660 residential units that are going to be built along this corridor. How is the Traffic Impact Analysis accounting for this?

We need raised sidewalks on Newport Way. Where is the school bus stop? Pedestrian and bike access on Newport Way should be maintained during construction.

Reducing the speed limit on Newport Way from 40 mph to 30 mph was an emotional decision in response to a traffic accident; the higher speed limit should be reinstated. Perhaps providing flashing lights and roadbed lights at the crosswalk is the safer solution. Given the road curvature and the existing visibility issues along this section of Newport Way, the proposed median with trees will likely block visibility for cars trying to turn to get in and out of the driveways.

Will the median along Newport Way inadvertently limit the access to the Cougar Mountain Trailhead to right-in right-out only? The Issaquah Alps Trail Club has always advocated for access from the Transit Center, and new users from the Bergsma property should be considered also. It would be a big mistake to require trail users to go past Oakcrest and turn around to access the trailhead. The construction of the landscape median should be coordinated with the location of the future driveway of the trailhead. There should be a midblock crosswalk at Newport Way at the entrance to the trailhead.

The current width of Newport Way is 40 feet and the future width proposed is 67 feet. Where will the 27 feet come from? Will dedication of right-of-way be required for properties along Newport Way? Where will trail users park in the future, since the existing shoulder where they currently park, will be taken up by the roadway? Given all the new developments proposed along Newport Way, we need a traffic analysis for the whole corridor.

Staff response: The Traffic Impact Analysis (TIA) looked at the contribution of the Riva project to the existing traffic volume along Newport Way. The TIA evaluated the operation of the intersection of Newport Way and Oakcrest Drive with and without the project for the AM and PM peak hours. The analysis showed that the intersection will operate at acceptable level of service (LOS) C or better with project (page 6 of the Feb. 2, 2106) report. For the future Newport Way corridor traffic, the City has accounted for future development along Newport Way in its 2015 Transportation Concurrency Study based on buildout of the properties in the Central Issaquah Plan consistent with allowed zoning. To mitigate for its traffic impacts, the Riva project, along with all the new projects planned for Newport Way, will pay traffic impact fees and build frontage improvements.

Raised sidewalks, 10-feet wide, will be required of the Riva project for the extent of their frontage on Newport Way, up to the intersection at NW Oakcrest Drive. Raised sidewalks on the opposite side of Newport Way will be the responsibility of property owners on the opposite side of Newport Way. However, a SEPA condition for the project required the Applicant to provide a gravel shoulder, to replace the existing one that is currently used by pedestrians to access the Cougar Mountain trailhead (see Attachment 2, Final SEPA MDNS). The SEPA condition did not specify

the length of the shoulder so a new condition is recommended below. The existing school bus stop will remain unless the Issaquah School District determines that a better location is appropriate. School district policy is to have bus stops at the main thoroughfares, and not in private roads and driveways. During construction, temporary pedestrian and bike access will be provided through the duration of the project.

The number of pedestrians at this intersection does not warrant a stop sign or a traffic signal at this time. The City's Crossing Study proposed the installation of a Rectangular Rapid Flashing Beacon (RRFB) to replace the existing flashing lights for pedestrian crossing. Roadbed lights pose maintenance issues so they are not preferred by the City's Public Works Department. However, City staff will revisit the pedestrian counts in the future and will provide additional safety measures, if warranted.

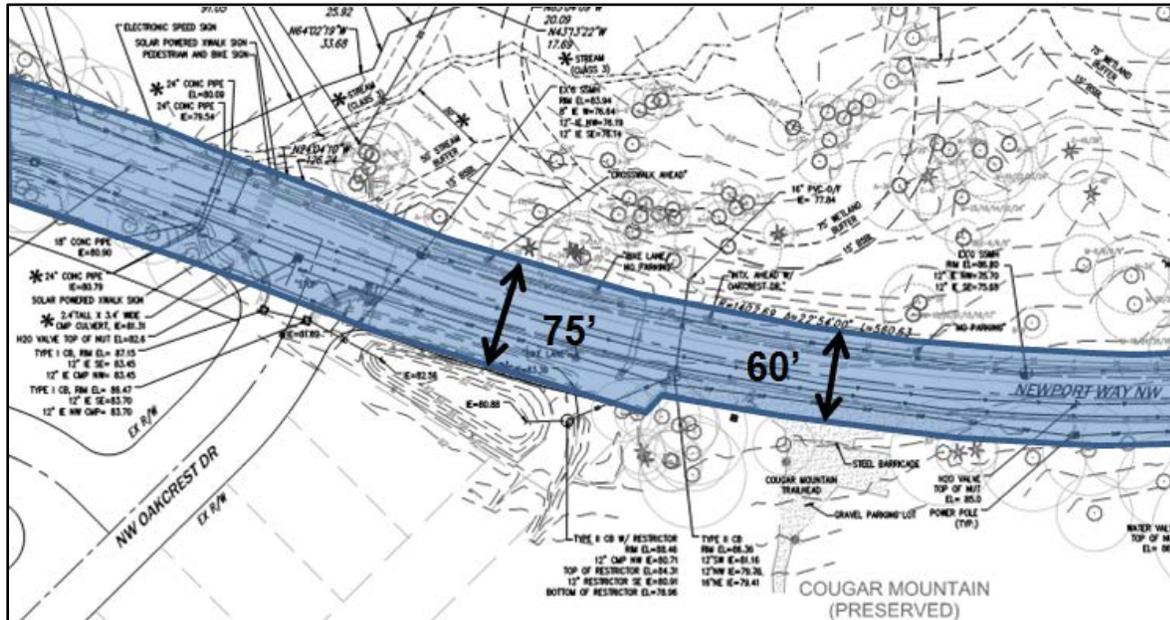
The final length and location of the center lane and median will be based on turn lane pocket lengths required to serve the intersection of Oakcrest and Newport Way. During the preparation of the construction permits for changes to Newport Way, sight distance evaluation and other safety consideration will occur. These evaluations might, if appropriate to meet sight distance requirements, alter the standard placement or spacing of trees, such as in those planned in the centermedian.

King County, which owns and manages the Cougar Mountain Wildland Park, is currently looking at trailhead improvements. This will be a multi-year process involving grant funding and development of design and construction drawings. City staff has met with King County Parks staff and discussed future improvements along Newport Way, how this will impact the trailhead, and opportunities for improving multi-modal access to the trailhead. A median break is in consideration for the trailhead access drive; however, the actual location of the break will be determined when the driveway access to the trailhead is determined. During construction permit review for the Riva project, City staff will work with King County staff to anticipate these possible future activities in their design of this segment of Newport Way.

To account for the shift in the roadway centerline towards the Cougar Mountain trailhead and the paving of the current shoulder to accommodate the eastbound travel lane, the Applicant will be required to provide a 5-foot paved shoulder to accommodate a pedestrian path to the trailhead from the crosswalk at Oakcrest Drive. This was a SEPA condition for the project. The gravel shoulder used for informal parking by trail users will be removed, consistent with the right-of-way improvements of other projects along Newport Way, since on-street parking on a Parkway is not consistent with the CIDDS standards and the City's Streets Standards for Newport Way.

The current width of the Newport Way right-of-way is 60 feet along most of the Riva frontage, and 75 feet at the intersection of NW Oakcrest Drive. The proposed 67 feet width with 12-foot wide turn lanes will fit in the existing 75 feet of right-of way without requiring any additional r.o.w.

dedication. The 63 feet width, which is intended for the rest of the street frontage, and includes an 8-foot wide landscaped median, will require a 3-foot dedication of right-of-way, divided equally for properties on both sides of Newport Way. The Riva property will be dedicating 1'-6" as part of their share of right of way dedication. This is reflected in sheets SDP03 and SDP04 of the plan set.



Applicant response:

The widening improvements along the Newport Way project frontage and at the intersection of the site access on Newport Way at Oakcrest Drive would include enhancements to the existing sight distance for vehicles turning onto Newport Way. The road widening will improve entering sight distance to meet City roadway standards. The median with street trees will not be located at the intersection, and will be set-back at a distance from the intersection to meet safe sight distance requirements.

The road widening along Newport Way will be accommodated within the existing and additionally dedicated ROW by the Riva Townhomes project.

Conclusion: Staff recommends a new condition to clarify the extent of the shoulder required for the side of Newport Way opposite the project. This will be condition #29:

The applicant shall provide a 5-foot wide compacted gravel path within the existing street right-of-way on the southwest side of Newport Way NE, opposite side of the street from the proposed development, adjacent to the curb face, extending from NW Oakcrest Drive southeast to the Precipe Bottom Trailhead (aka Cougar Mountain Trailhead). This is required to replace the existing gravel shoulder which would be removed due to project road improvements.

- 4. Emergency Vehicle and Fire Truck Access:** Can fire trucks and emergency vehicles get to the interior units? How significant will the building modifications in the interior of the project be to accommodate fire truck turning movements?

Staff response:

The fire marshal has reviewed the site plan and has determined that the proposed fire truck access routes and required turn-around spaces comply with the standards. However, though the alleys comply with fire truck turning movements, the alleys serving the interior units will require an additional 2 feet of width, to ensure that fire trucks have room for maneuvering without hitting the balconies of the corner units. Additionally, the fire marshal will conduct road tests during construction, to ensure that appropriate clearances have been provided (see staff recommended condition #5).

Applicant response:

Core Design will increase the fire turning radii and/or increase spacing between buildings to improve accessibility for fire truck access. The change to the building layouts will be reflected in the final site plan prepared during construction documentation.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

- 5. Community Open Spaces:** Please provide details and clarify the design intent for the nature-based play area. What does the viewing area for the parking spaces entail?

Staff response:

The Applicant has provided additional details of the nature-based play area to the Development Commission (see Attachment 4 and Applicant Response). Staff envisions the viewing area mentioned in condition 18 as a multi-purpose space, primarily used for vehicle turn around, but provided with special paving, so that it can be used for lingering and quiet contemplation sites for residents. Using these spaces for nature-viewing takes a rarely used space and makes them into pedestrian amenities.

Applicant response:

To satisfy the recreational requirements of the CIDDs and to create a vibrant townhome community, the applicant intends to provide a contextual passive/active nature-based recreation experience. The site is uniquely located in an area rich in natural features from streams, to wetlands to Cougar Mountain. The applicant is proposing to draw inspiration from these natural features to provide recreational elements that provide multi-generational environmental education,

dual-purpose seating elements/play features, a small play feature, an open lawn area and native landscaping and boulders. More specifically these elements will include:

- Environmental educational element: May include an educational kiosk, integrated “symbols” of nature (paw prints, native vegetation labels, inlays in path surfacing etc), that will provide the user with site specific contextual information regarding the biodiversity and natural features of the site. (example: Image D)
- Seating/play: Reuse of existing timber on the site (if feasible) to create linear play/seating elements. These elements would likely look like logs with heights not to exceed 18” in most areas of the log to allow for seating. The surface will be “natural” meaning there will be undulation opportunities for climbing on the more unique surfaces of the log, with heights not to exceed 30” to maintain safe falling distances. (example Image B)
- A small open lawn area will allow opportunities for passive/active recreation and will allow space for the resident’s dogs to exercise, picnicking and toddler play. (see plan view)
- Play element: A small play element comprised of natural materials (or natural looking materials) will be provided. The goals of the play element will allow children of all ages to use imagination play and to provide climbing opportunities (example Image A/C)
- The landscape in this area will use native plant materials and boulders. As the materials grown, these materials will also become play opportunities for children to climb small trees and to explore. As previously mentioned, the native planting areas may also include native plant signage providing an educational element.

The applicant will continue to work with staff through the construction documentation phase of the project to refine the aforementioned elements to create a dynamic nature based play/recreation experience.

Conclusion: Condition 7 to be revised to add clarification on on-site amenity, as follows (text in red is new):

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. To qualify as an on-site amenity, the nature-based play area shall be designed for multi-generational use. For example, logs and boulders may be used for climbing by children, but can also be arranged as a picnic area for families.

6. **Buildings:** How far are the front porches set back from Newport Way? Why are the buildings so close to Newport Way? Who would want to live 6 feet from Newport Way? Why are the master bedrooms on the Newport Way side, where it's noisier? For the corner units #1, #2 and #3 near the driveway, consider adding a 3-man rock in the landscape as a safety barrier for vehicles turning into the driveway from hitting the porch of the end unit. Condition 22 seems to contradict the staff analysis that states, "consistent with its contemporary style, the building exterior does not use any natural materials."

Staff response:

The buildings along Newport Way are set back approximately 4 feet, where the windows are located, and 6 feet, where the doors are located. Street trees and a 10-foot wide Shared Use Route buffers the residences from Newport Way. In essence, the buildings are setback at least 19 feet from the curb of Newport Way. The minimal setback of the residential units along Newport Way are designed to engage the pedestrians, and will be appealing to homeowners who appreciate the convenience of walking from the neighborhood destinations such as the Transit Center, the shopping areas to the east, and the new neighborhood park at NW Pacific Crest and Newport Way, directly to their front doors. It is also consistent with the maximum allowed building setback in and vision for Central Issaquah.

The placement of the master bedroom is not addressed by Central Issaquah Standards; however, the Applicant has indicated they will take it into consideration. See their answer below. Staff will work with the Applicant to ensure that the front porch of the residential unit next to the driveway is protected from vehicles. Safety barriers may be installed, or other site improvements be required, if it is deemed necessary. The City's Street Standards have sight line requirements for driveway entrances that will also be considered in the placement of a safety barrier. This level of detail will be worked out during the construction review.

Staff wishes to clarify the Staff Report analysis about the architecture. The sentence, "Consistent with its contemporary style, the building exterior does not use any natural materials." Should be edited to simply state "The building exterior does not use any natural materials." and delete the phrase "Consistent with its contemporary style." Since this does not add value to the analysis.

Applicant response:

The distance by which front porches are set back from Newport Way varies due to curvature of the property line here. Current design has buildings along Newport Way positioned so their 6' deep entry roofs are right up to the property line putting front edge of porches approximately 1-foot back from the walkway in the Newport Way right of way.

As required by Section 14 of the CIDDS, the buildings are located close to Newport Way to create a “street wall” along major Circulation Facilities and situating buildings so they “engage with the Public Realm.”

Floor plans will be finalized consistent with market demands which include minimizing exposure to environmental noise – traffic – and providing both natural and neighborhood views.

Adding landscape barrier elements (such as a 2 – 3 man boulders etc) near Units #1, #2, #3 will be proposed as long as sight distance issues are maintained. The final landscape plans submitted during construction documentation will address this concern.

The design team has prepared an entry elevation alternative that offers a suggested solution for adding natural materials to facades as well as adding visual interest to entries. The study proposes to add column and beam elements to townhome entries and incorporate a natural wood-stain finish at a number of locations on the facades.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

- 7. Utilities and Garbage pick-up:** Explain why staff states that the project is not proposing any ground-mounted mechanical equipment in CIDDS 10.8.B. and yet in 16.2.C. staff states that these will be reviewed further during construction permit. What is City requirement for undergrounding power poles? Is there a central location or is it by individual units?

Staff response:

While the Applicant has indicated that no ground-mounted mechanical equipment is proposed, staff recognizes that there will likely in fact be ground-mounted utility boxes required, typical of new developments. These items are often not determined at the Site Development Permit phase, so staff customarily would include a general condition requiring screening of all utility equipment (see recommended General Condition A1), to alert the Applicant of this City requirement at construction review. Trash pick-up will be at individual units.

Applicant response:

There is no OHP on the site frontage, thus no requirement for undergrounding as part of the “frontage” improvements. If road widening improvements impact existing overhead power on the west side of Newport, then the proposal would be to adjust the location of the impacted power poles as necessary. Garbage and recycling receptacles will be located in individual units.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

8. Signage: Will this project have a monument sign?

Staff response: The City's signage standards have clear guidelines on size, placement, safety and sight line issues, and so on, and the applicant's plans will have to meet those requirements. The signs will require separate permits.

Applicant response:

If proposed, an entry element will be determined in the building permit phases of the project and will adhere to all City of Issaquah code standards.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

9. Miscellaneous

Other topics brought up by the public and at the Public Hearing that are not related to this project will be addressed by Staff in separate emails to individuals. These topics include:

- Cougar Mountain Regional Wildland Park trailhead future plans, including parking, location of driveway and improvements outside of the Newport Way right-of-way section
- SEPA review and construction details for the Anti-Aircraft Creek Culvert project
- Traffic signal at Newport Way and 17th Avenue

ATTACHMENT 1

ORIGINAL RECOMMENDED APPROVAL 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:
 - 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.
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 partially 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.