



AGENDA

Development Commission

7:00 PM - Wednesday, March 16, 2016
Council Chambers, 135 East Sunset Way, Issaquah WA

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1. CALL TO ORDER 7:00 PM

- a) Commission Membership

2. APPROVAL OF MINUTES 7:05 PM

- a) Meeting Minutes from March 2, 2016
Deferred
- b) Meeting Minutes from March 9, 2016
Deferred

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3. AGENDA ITEMS 7:10 PM

- a) **Continued Discussion Gateway Senior Housing**
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

ATTACHMENT 1

Original SDP Recommended Conditions, SDP15-00005 Submitted To Development Commission On February 3, 2016

1. *No building permit shall be issued prior to the approved of the Lot Line Adjustment for the Gateway Phase 1 and Phase 2 projects, LLA15-00007.*
2. *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*
3. *[Placeholder, Neighborhood Street connection to adjacent property – to be provided with the Briefing Memo]*
4. *Existing power lines shall be installed underground, as part of the half street improvements.*
5. *With Site Work construction permits, the applicant will be required to provide a center median treated either as a landscape planter or turn lane, where appropriate.*
6. *Provide additional treatment to the plaza at the bottom of the ramped walkway so cars can easily identify the travel lanes and pedestrians are protected from cars straying into the pedestrian-only zone. This includes changes in materials, paving treatment, bollards, etc. which will be identified during construction permit review.*
7. *The pedestrian circulation area serving the ground-floor units of the north wing of the building shall be designed such that visitors and non-residents know the sidewalk is not a primary connection to other community spaces on site. At the same time, this area should be well-lit with natural and artificial light, and provided with attractive landscaping that engages the senses, so that it is comfortable, safe and can be easily monitored informally. The retaining walls shall be softened with landscaping or designed as an art wall.*
8. *Reconfigure the driveway connection to the Neighborhood Street, using changes in grade, paving and other visual cues, to signal to pedestrians and motorists that they are entering a driveway and that the Neighborhood Street will connect to the adjacent property.*
9. *Reduce the width of the Neighborhood Street driveway at Newport Way to the minimum required for private vehicles while using techniques that maintain functionality for the various larger vehicles accessing the site.*
10. *Consider using City Street Standard T-37, Crosswalk Stripe for Decorative Pavement, at pedestrian crossings in the interior of the lot.*

11. *Design the 10-foot wide ped-bike connection over Schneider Creek to accommodate a queuing bridge (similar to the photos). The bridge shall be kept at the same width, connecting the Gateway Senior Housing site to the Gateway Senior Housing, immediately west of the project.*
12. *Re-orient the walkway to the garage man door to integrate with the plaza and to separate pedestrians from the driveway to the garage. Move landscape adjacent to the garage driveway.*
13. *The community garden shall provide:*
 - a) *a convenient location for storage of tools, and gardening supplies within easy access of the garden plots.*
 - b) *water and power connections*
14. *Pet waste stations should be distributed throughout the site, where pets are likely to be allowed, especially in the community spaces for recreational use.*
15. *A total of 375 replacement trees, with a min. size of 2 inches caliper, shall be provided.*
16. *The landscape treatment along Newport Way shall emphasize the gateway-to-Issaquah function of this property. Plant trees along the eastern edge of Newport Way that reinforces the character of the site. That is, use a more natural palette and placement north of the entry road and south of the ramp entry, and provide in the central area between the vehicular and ramp entries a more urban, regular, and primarily deciduous palette with evergreens selected to fit in the space available. The trees and understory vegetation for the length of Newport Way coinciding with the length of the building shall be designed as a “foreground” to the building, with the trees paired or staggered from the street trees and accommodate good sightlines into the site and building.*
17. *The top floor of the building, which is the part most visible from Newport Way, should be further refined to create a strong architectural statement befitting the Western Gateway. Consider adding timber truss elements to the middle gable roof, or acceptable alternative reflective of the “Northwest” architecture example in Fig. 25 of the SDP staff report.*
18. *The pedestrian entry on Newport Way shall be emphasized with a combination of street furnishings, accent landscaping and accent lighting, so that it provides a clear sense of arrival for pedestrians.*
19. *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.*
20. *The water main shall be looped through project with two connections to the existing public water system, providing for fire flow consistent with City Code.*

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

Elizabeth Sanders



2700 NW Pine Cone Dr Issaquah WA 98027
405-413-3366
lizzyduff@hotmail.com

2/4/2016

Dear Amy Tarce,

I am writing this letter to express the deep worry and stress that this new 'Gateway Senior Living' project has inflicted on myself, my family, and my neighbors here at Bentley house. Our concerns are multifaceted:

1. The construction noise and traffic is already beginning to force us to close our windows, and continues to permeate the walls of the building throughout the entire day. This summer, and next summer- will we be forced to hide as prisoners within our own homes? Paying the high cost of Central air conditioning just because the near constant drone and beeping of construction has necessitated that we do so?
2. The street sweepers that continuously drive back and forth along the roadway, at approximately 10 mph is causing a serious disruption to traffic. Also, I was under the impression that the weight limit for vehicles on Newport Way was 30,000 GVWR according to the sign posted along 900....It is obvious that some of the trucks that they have going in/out of that construction zone exceed this weight. Are they being held accountable?
3. The 'View' requirements that were discussed during last night's meeting- do these mandates apply only to the future residents in their building? Or is this company required to preserve the view for the residents that currently live here? Because it seems (based on their comments during the meeting) that they are only concerned for the view of their residents, and that of the traffic from I90. They never once mentioned the obscured view from our homes (illustrated in their own drawings). The only mention of this issue was the following:
 - a. The applicant felt the need to mention that he could have built 6 stories, but limited himself to 5. The purpose of this comment was what?
 - b. It was also mentioned (after the council forced the issue) that the building if built as proposed, would 'only block the first 2-3 stories of Bentley House'. Has this person even looked at our home? If she had, she would realize that it IS THREE STORIES high on that side.



On behalf of my fellow residents from Bentley House, I want to thank you in advance for paying attention to our concerns, and striving to answer all of our questions and concerns as thoroughly as you would concerns from the applicant. We are not asking that they not build. I think we've all resigned ourselves to the inevitable. However, we're merely asking for them to meet us half way, and only build it to 4 stories tall. Five stories is excessive, unnecessary, and greedy. If this developer were truly as concerned about the well-being of the neighborhood as he tried to lead us to believe, then he would care as much for the CURRENT residents as he claims to do for his future senior residents.

Respectfully,
Elizabeth Sanders



Amy Tarce

From: Amy Tarce
Sent: Friday, February 05, 2016 5:54 PM
To: 'Tina Conforti'
Cc: Mayor; Lucy Sloman; Keith Niven
Subject: RE: Senior housing

Ms. Conforti,

Thank you again for your comments. We will address your questions and concerns in the Briefing Response Memo that we are preparing for the next public hearing for the Gateway Senior Housing project.

Have a good weekend.

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

From: Tina Conforti [mailto:oggiitalia@yahoo.com]
Sent: Friday, February 05, 2016 8:57 AM
To: Amy Tarce; Mayor
Subject: Fwd: Senior housing

Dear Amy.

I'm very concerned on the entrance access in, and out, for the Senior housing project
 My concerns know are much more deeper, then before our February ,3/ Meeting
 The Senior housing Commission meeting.
 The fire emergency vehicle the don't have space to turn around, when emergency occur
 The Newport Way corridor it is two lane corridor
 The alternative road entrance for this project Senior Housing, is necessary .

I talk to the Issaquah, Fire dept.. personal, and they are having lots of problems at the Issaquah
 Highland when emergency occur, the fire trucks the don't have room to go through.
 No big fire trucks can be used in case of a big fire explosive

I think what happens if a disaster occurs along the Newport Way corridor?
 Like a mud slide? How will the City handle this problem? Without the alternative road?

We need to have a better resolution for all the project along the Newport Way corridor.
 Please; include my concern in the Senior Housing public comments

Thank you.

Tina Conforti

Sent from my iPad

Begin forwarded message:

From: Tina Conforti <oggiitalia@yahoo.com>
Date: January 30, 2016 at 9:19:39 AM PST
To: Amy Tarce <AmyT@issaquahwa.gov>
Subject: Re: Senior housing

Hello Amy .
Statements clarify requested.

The Senior Housing project 55 and older needs a second alternative entrance
For fire and Emergency rescue.
Newport Way only access, is not sufficient, for Emergency rescue, for Senior housing.

Thank you
Tina Conforti

Sent from my iPad

On Jan 29, 2016, at 5:40 PM, Amy Tarce <AmyT@issaquahwa.gov> wrote:

*Tina,
Could you clarify your statements below? I don't understand them.*

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

From: Tina Conforti [<mailto:oggiitalia@yahoo.com>]
Sent: Friday, January 29, 2016 5:20 PM
To: Amy Tarce
Subject: Re: Senior housing

Hello Amy.
Thank you for your response.
In regard the Emergency access .I will review the code for the Senior Housing
Project 55 and over,
The Newport Way access ingress /egress a will not provider the second alternative
Road for emergency rescue for the Development Senior Housing 55 and over

My best regards
Tina Conforti

Sent from my iPad

On Jan 27, 2016, at 10:05 AM, Amy Tarce <AmyT@issaquahwa.gov> wrote:

Ms. Conforti,

Thanks for submitting your comments. I will include your email below
with the Staff Report to the Development Commission. The

Development Commission is the body that will approve the Site Development Permit for the Gateway Senior Housing project.

To answer your questions:

Accessibility requirements for senior residential facilities: the Site Development Permit (SDP) review covers land use issues so building plans included in the SDP level are provided to demonstrate how they comply with land use and building design standards specifically listed in the Central Issaquah Development and Design Standards. The items you mentioned below are Building Code requirements and are reviewed at the building permit review phase, which comes after the project has Site Development Permit approval. The Building Permit plans will include all the items you mentioned below.

Emergency access: The fire marshal has already reviewed the proposed site access for fire and emergency vehicle and has determined that only one access from Newport Way is required. Building access is conceptually shown and will be finalized at the Building Permit review phase. The location of building ingress/egress for fire and emergency personnel is a priority for all habitable structures and is addressed in the Building Code.

I hope to see you at the public hearing for the Gateway Senior Site Development Permit on Feb. 3, 2016.

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

From: Tina Conforti [<mailto:oggiitalia@yahoo.com>]
Sent: Wednesday, January 27, 2016 9:26 AM
To: Amy Tarce
Subject: Fwd: Senior housing

Sent from my iPad

Begin forwarded message:

From: Tina Conforti <oggiitalia@yahoo.com>
Date: January 27, 2016 at 9:25:31 AM PST
To: Mayor <mayor@issaquahwa.gov>
Subject: Senior housing

Dear Issaquah Mayor, and City Council.

The senior housing 55 and older project those not fit together with the Gateway Project family home with over 400 apt.units

The intent for the Senior housing is, to establish a safe surrender, and enjoyable Life style. Senior 55 and older enjoy amenity-filled, Senior - oriented lifestyle That provides the freedom, and the spirit of independence.
The I 90 is very noisy, and to close for the Senior housing project
Please take look the Requirements For Senior 55 and older Accessibility requirements are

Public and common uses-areas must be accessible for person with disability
All units must have
An accessible light switches, electrical outlets
An accessible route into and through the unit
Reinforced bathroom walls to allow later installation of grab bars.
This accessibility are standards under State and local law.

The most have two emergency entrance for fire emergency operation, and for Medical emergency rescue

Please explain why non of the above requirements are listing in the Senior Housing project 55 and older?

Thank you

Tina Conforti
Sent from my iPad

Amy Tarce

From: Lucy Sloman
Sent: Wednesday, February 03, 2016 2:05 PM
To: Connie Marsh; Amy Tarce
Cc: Keith Niven
Subject: RE: DC ability to review technical components like the intersection out onto Newport Way

Connie

Thanks for checking beforehand. We prefer to not anger you and the public either!

The public can comment on whatever they want, whether it's in DC's purview or not. The question is what happens with those comments, other than becoming part of the record. When we have adopted standards and designs which are stamped by licensed engineers, these have to be the basis for staff's review and DC's decision, assuming the proposal complies. As you know, it's not a popularity contest. On the other hand, the public's comments, whether opinion or questioning compliance with regs, make DC and staff as well as the applicant aware of the concerns the public has. Where we need to rethink compliance we regs, we do; where comments are opinions, it can still be useful and enlightening. We consider whether and if that can be folded in and/or taken into consideration as we proceed. However, if DC wants to use public opinion as the basis for conditions, which aren't supported by Code, then it's staff's responsibility to identify where we don't believe there's a basis for those conditions.

As I think this is an outgrowth of the Gateway Apartments decision, I'll touch on that as well. You may remember it differently but my memory is that with Gateway Apartments it was DC members who said that the design of Newport was not in their purview and staff didn't contradict that. For us this was a very technical design and review for which we had to rely almost exclusively on the City's consultants (TSI). Because of what was happening with Newport, it seemed DC was wary to venture into that area.

I hope that's of some help
 Lucy

Lucy Sloman AICP
 Land Development Manager & Designated Official for the Urban Villages
 Development Services Department
 City of Issaquah
 PO Box 1307 (mail)
 1775 12th Ave NW
 Issaquah, WA 98027
 425 | 837-3433 direct
 425 | 837-3080 fax
lucys@issaquahwa.gov new as of Nov 2012

-----Original Message-----

From: Connie Marsh
Sent: Wednesday, February 03, 2016 8:25 AM
To: Lucy Sloman; Amy Tarce
Cc: Keith Niven
Subject: DC ability to review technical components like the intersection out onto Newport Way

Hi,

In Gateway Apartments a part of the ugliness of that meeting was that DC and the public was 'shut down' on the ability to discuss how the ingress and egress to the property would impact Newport Way and further what traffic controls would make sense.

In Gateway Senior there is this same component and I am trying to understand what is going to be considered the purview of DC tonight before I walk into something that makes me all cranky. It is better for me to be cranky all day and maybe kill some blackberries with that energy.

My stance per the code I'm attaching is that DC does have 'technical review' over level 3 land use permits and therefore the public is appropriate in providing their input on DC's 'technical review'. Technical review would include the function of traffic/ped/bike/car in its use within and 'in and out' of the proposed area including how it impacts the roads that it connects with.

So while it is off topic for the audience to discuss the traffic controls at Gateway Apartments itself, it is on topic to ensure that the decisions made for Gateway Senior are based on an approved (final) traffic control for the Gateway Apartments. It is also on topic to discuss the safety and appropriateness of ingress and egress to the Gateway Senior property.

Thoughts?

Thanks,

Connie

Dave Favour

Subject: FW: St. Joe's School proposal of extending small, fenced playground
Attachments: Church and School neighborhood map.pdf; St. Joe's School playground extension proposed.pdf; playground expansion.jpg

10' landscape buffer along street frontage (about 15' back from sidewalk), pole behind guy wire. Type 3 Visual Buffer, IMC 18.12.070 (B)(3)

Maintain evergreen trees? Limb up? If not, Tree Removal Permit

Chain link not preferred but if attractive and screened with evergreen landscaping maybe ok. 20' Front yard setback limited to 4' high: IMC 18.07.120.

From: Peter Rosen
Sent: Tuesday, March 08, 2016 2:28 PM
To: Dave Favour
Subject: FW: St. Joe's School proposal of extending small, fenced playground

Dave – Please help me out here. I'll come by to discuss.

Peter Rosen

Environmental Planner

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

From: Brian Bashinski [<mailto:bbashinski@sjcissaquah.org>]
Sent: Friday, February 26, 2016 2:57 PM
To: Peter Rosen
Subject: FW: St. Joe's School proposal of extending small, fenced playground

Hi Peter,

Just left a vm; hoping all is well for you. Please let me know if I can provide any clarifications or if you have any questions about our hoped-for playground?

Gratefully,

Brian

Brian Bashinski

Facilities Supervisor, St. Joseph Catholic Church & School
 Issaquah & Snoqualmie Campuses
 425.281.0438 Cell
 425.392.5516 x231 Office
www.SJCissaquah.org

"Jesus didn't say it would be easy. He said it would be worth it." - Anonymous

From: Brian Bashinski
Sent: Thursday, February 11, 2016 11:30 AM
To: 'peterr@issaquahwa.gov'
Cc: 'christopherw@issaquahwa.gov'
Subject: St. Joe's School proposal of extending small, fenced playground

Greetings, Peter;

I hope this finds you well since we last spoke. Thank you for taking the time to discuss our proposal of extending the small playground on our property at St. Joseph School 220 Mountain Park Blvd SW, Issaquah.

Playground extension proposal:

We'd like to extend the Southeastern border/fence of the kid's playground so the Southeastern border/fence runs parallel to sidewalk along Mountain Park Blvd SW, keeping the playground between our entry and exit driveways on our property. The existing playground's fences would be extended on three sides including:

- Southeastern side to within 5 feet of Mountain Park Blvd SW, so it will be a total of 40'2" in length along the Blvd.
- Southwestern side along our entrance driveway, so that it will be extended by 30'3" and terminate at a distance of 5 feet from Mountain Park Blvd SW and 13'1" from our entrance driveway.
- Northeastern side along our exit driveway, so that it will be extended by 37'2" and terminate at a distance of 5 feet from the Blvd and 8'2" from our exit driveway.
- Attached: Drawing showing existing, fenced playground and dotted lines showing our hoped-for extension.
- Attached: Photo of area for proposed extension. (Note: Photo does not show fire hydrant eclipsed by utility pole along sidewalk.)
- Attached: Satellite view of our church and school property.

For this project, we are seeking to install new playground equipment and add additional chain link fencing to accommodate the larger area for the children. No new structures will be built. We will install landscaping along the fence between Mountain Park Blvd SW sidewalk and Southeastern fence for aesthetics.

Thank you for your consideration, Peter. Please contact me at my cell 425.281.0438 for any clarifications or questions whatsoever.

Gratefully,
 Brian

Brian Bashinski

Facilities Supervisor, St. Joseph Catholic Church & School
 Issaquah & Snoqualmie Campuses
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"Jesus didn't say it would be easy. He said it would be worth it." - Anonymous

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construct a 5-story building with 146 senior apartment units and associated services. The building would be over a single level of partially below-grade parking with 32 garage spaces and 78 surface parking spaces.

The 6.09 site includes approximately 1.8 acres of creek and wetland buffers, reducing the developable site area to 4.29 acres. Schneider Creek, a Class 2 stream with salmonids, flows south to north along the east site boundary. The proposal would reduce the 100-foot stream buffer to 75 feet and enhance the reduced buffer with native plantings. The proposal includes additional buffer area for minor utility (1,890 SF) and trail buffer encroachments (1,092 SF). Schneider Creek flows through a previously-created wetland mitigation area located on the southeast part of the site, which is already protected in a separate tract.

The site would be accessed from a drive off Newport Way NW. A paved pedestrian trail and bridge over Schneider Creek would provide a connection to the Gateway apartment development, located to the east of the subject site. Site address is 2450 Newport Way NW.

Proponent:	Greg Van Patten The Wolff Company 6710 E Camelback Rd, Suite 100 Scottsdale, AZ. 85251	Matt Corsi Urban Evolution 911 East Pike St, Ste 310 Seattle, WA. 98122
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Permit Number: SDP15-00005 – Gateway Senior Housing

Location of Proposal: 2450 Newport Way NW
Site is bounded on the north by I-90 and to the west by 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 **January 14, 2016 and February 4, 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, landscape, critical area and architectural plans received October 28, 2015; Critical Areas Study and Conceptual

Mitigation Plan (Talasaea Consultants) received October 28, 2015; Traffic Impact Analysis (TENW) dated September 21, 2015 and Addendum dated January 11, 2016; Pedestrian Crossing Study (TSI) dated October 21, 2015; Geotechnical Report (GeoEngineers) dated October 28, 2015; Steep Slope Exemption Memo (GeoEngineers) dated January 5, 2016; Introductory Drainage Report (Triad Associates) dated September 22, 2015; Preliminary Habitat/Species Assessment (SoundEarth Strategies) dated November 21, 2012; Cultural Resource Investigation (Archaeological Landscapes) dated October 2015; Washington State Department of Archaeology and Historic Preservation (DAHP) letter dated November 12, 2015; SEPA environmental checklist received October 28, 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 senior housing 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. Steep slopes - There are steep slopes over 40% along the west site boundary adjacent to Newport Way NW. The Critical Area Regulations allow for 2 limited exemptions for steep slope hazard areas; slopes meeting the exemptions are not considered regulated steep slopes that must be protected and require buffers. The limited exemptions in IMC 18.10.580 include: 1) slopes 40% and steeper which have a vertical elevation change of less than 20 feet: 2) any slope which has been created through previous, legal grading activities. A geotechnical memo (GeoEngineers, January 5, 2016) concluded slopes on the site over 40% qualify for the steep slope exemptions. Steep slope areas either have less than 20 feet in elevation change, or where slopes exceed 20 feet in elevation change the slopes were created during the road construction of Newport Way NW. Typical road construction practices during the time were to cut material from the upslope and place it on the downslope (referred to as side-cast fill). The memo includes cross-sections showing the likely original ground surface and the over-steepening due to fill placement.

Wetlands: Talasaea Consultants has investigated the site for wetlands on multiple occasions over the past 14 years; evaluating plant species, soil characteristics and hydrologic indicators, using the routine methodology for wetland delineations as required by the Army Corps of Engineers. No wetlands have been identified on the subject site outside the "WSDOT Mitigation Area." (Talasaea Consultants, October 23, 2015)

The subject site slopes up from Schneider Creek and the topography, plants and soils differ from the adjacent Gateway Apartment site located to the east and on the east side of Schneider Creek. The Gateway Apartment site has an extensive system of agricultural drain tiles to maintain agriculture use on the site, which effectively modified the wetland hydrology and the soils are mapped as hydric soils. The Gateway Senior Housing site is higher topographically and upper development area of the site is not mapped with hydric soils.

The Washington State Department of Transportation (WSDOT) established a conservation area and easement located on the southeast part of the subject site in 2002, to mitigate for off-site wetland

impacts. The conservation easement includes a created wetland area and associated wetland buffer adjacent to Schneider Creek. The project would not impact the WSDOT Mitigation Area.

3. Schneider Creek: Schneider Creek is a Class 2 stream with salmonids and it flows from south to north along the east side of the site. The stream originates on Cougar Mountain, in unincorporated King County, approximately 3,000 feet to the east of Newport Way NW and enters the site through a 2.5 foot diameter culvert under Newport Way NW. The outfall of the culvert is perched approximately 2 feet and poses a barrier to fish migration upstream of the site. Approximately 900 linear feet of Schneider Creek flows through the project site, 480 feet of the channel is located within the existing "WSDOT Mitigation Area." Schneider Creek exits the property and flows parallel to I-90 before going through a 3.5-foot diameter culvert under I-90 and West Lake Sammamish Parkway, and then flows approximately 650 feet into Lake Sammamish. The width of the channel on-site averages approximately 6 feet, the streambed consists predominantly of gravel and sand, and the channel lacks large woody debris (LWD).

According to the Critical Areas Report (Talasaea Consultants, October 23, 2015), fish usage studies have identified cutthroat trout and coho salmon fry in Schneider Creek. A King County study of Lake Sammamish kokanee (*Blueprint for the Restoration and Enhancement of Lake Sammamish Kokanee Tributaries, 2014*) found that Schneider Creek does not support significant numbers of kokanee spawners. The lower reach from the lake has a very low gradient and fine substrates and therefore does not currently provide kokanee spawning habitat. Some spawning activity was observed on the stream segment flowing parallel to West Lake Sammamish Parkway. The Critical Area Report concludes that the segment of Schneider Creek on the subject site is limited in its ability to provide winter rearing or refugia habitat for anadromous fish because of the gradient of the stream, the current channel morphology and lack of pools.

Schneider Creek, a Class 2 stream with salmonids, requires a 100-foot buffer width and a 15-foot building setback from the edge of the buffer. The applicant proposes to reduce the stream buffer to 75 feet, with enhancement of the reduced buffer area with native riparian plants. The buffer reduction to 75 feet is allowed in the City's Critical Area Regulations (IMC 18.10.790.D). The buffer is presently maintained with pasture grasses and the proposed enhancement with native riparian plants would significantly improve buffer conditions and functions over the existing conditions. The stream buffer enhancement area totals approximately 53,024 SF. The entire, reduced 75-foot stream buffer 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.

Enhancement of the stream buffer with native tree and shrub species would improve fish and wildlife habitat on the site; by providing shade/cover to maintain cool water temperatures, increase plant species diversity and structure, provide organic inputs to support macroinvertebrates and insects, and eventually to supply wood recruitment to the stream. The stream buffer enhancement plans also include habitat features for wildlife such as snags, buried rootwads and stumps.

A split rail fence is shown on the plans at the edge of the stream buffer with critical area signs; intended to limit human and pet use of the stream buffer area.

The proposal includes buffer averaging (additional buffer area) for encroachments into the stream buffer; encroachments include minor utility construction (1,890 SF), a paved pedestrian trail (1,092 SF) which would bridge over Schneider Creek to connect to the Gateway Apartment site, and additional buffer area (2,841 SF) to compensate for off-site Gateway Apartment stream buffer encroachments (paved and soft-surface trails). The stream buffer encroachments total 5,696 SF and 6,520 SF of added buffer area is proposed, over the minimum required 1:1 ratio.

A pedestrian bridge would cross Schneider Creek to connect the Gateway Senior Housing site to the Gateway Apartment site. Buffer averaging is proposed for the paved trail within the stream buffer (see above). Bridge details are not included in the application. The bridge structure shall span the stream and the supporting foundation or abutments shall be outside the ordinary high water mark (OHWM) of the stream, and the bridge crossing shall not reduce the flood capacity of the stream. This will be verified on construction permits. The bridge will require Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDFW). The applicant shall provide a copy of the approved HPA prior to beginning construction.

5. Wildlife habitat – A preliminary habitat/species assessment (SoundEarth Strategies, November 21, 2012) was conducted for the adjacent Gateway Apartment site, located directly east of the subject site. Due to the close proximity of the sites, the findings in the report also apply to the subject Gateway Senior Housing site. The assessment reviewed the Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) list and Priority Habitat Maps. The report concludes that there are no endangered species reported on or in the vicinity of site. However, the Marbled murrelet, a threatened species, has been detected in the section and the communal roosting area for the Townsend’s big-eared bat is shown on the site, a candidate species on the WDFW Threatened and Endangered Species list. Priority habitat areas identified on the site include Schneider Creek and the palustrine wetlands. The proposal would enhance the stream buffer of Schneider Creek, significantly improving the wildlife habitat over the existing site conditions, creating a continuous wildlife corridor through the site and effectively mitigating for wildlife habitat impacts.

6. Stormwater – A Drainage Report (Triad Associates, September 22, 2015) was prepared to identify potential problems upstream and downstream of the site, and the 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. The standards require stormwater flows to mimic or even reduce the flow intensities or rates of pre-developed conditions. Stormwater runoff would be conveyed to a below-grade detention vault located on the northeast side of the site. The detention/wet vault in conjunction with a modular wetland filter would remove up to 50% of the total zinc and phosphorus to comply with the Sensitive Lake Protection Water Quality standards for Lake Sammamish. Lake Sammamish is considered an impaired water body due to existing phosphorus levels. The additional wetland filter vault or StormFilter vaults have been specifically designed for phosphorus removal. Stormwater would be discharged in a dispersal trench in the stream buffer of Schneider Creek.

7. Noise – The site is adjacent to Interstate-90 (I-90) which generates noise from vehicles and is an existing noise source that may affect the project. The proposed building has been oriented to minimize the number of dwelling units facing toward I-90. The closest residential unit is setback 125 feet from the I-90 right-of-way to reduce noise impacts. The applicant is considering evergreen plantings as a possible noise barrier. Construction of the project would generate noise during weekday work hours. Noise from the completed project would be minimal.

8. Cultural and Historic Resources – A Cultural Resource Investigation (Archaeological Landscapes, October 2015) was prepared for the Gateway Apartments development, located to the east of the subject site. The report also evaluated the subject site; the site was included in the “area of potential effect” (APE). The purpose of the survey is to determine the presence of surface and subsurface archaeological resources as well as historic buildings and structures that are eligible for listing on the National Register of Historic Places (NRHP). There is an existing house (D.E. Hokanson House) on

the site that was constructed in 1922 and a Historic Inventory Report for the house is included in the report. The report concluded the structure is not eligible for listing in the NRHP based upon its architectural qualities or associations. The Washington State Department of Archaeology and Historic Preservation (DAHP) concurred that the D.E. Hokanson House is not eligible for listing in the NRHP and no further documentation or protection is required (DAHP letter, November 12, 2015). No cultural resources have been identified on the subject site. A cultural resource site was identified off-site on the east side of Schneider Creek. In the event that cultural resources are encountered during project-related excavation activities, all work in the immediate area of the find shall be halted until a qualified Archaeological Monitor can assess and evaluate the find.

9. Traffic: A Traffic Impact Analysis (TENW; September 21, 2015, January 11, 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 502 new weekday daily trips; with 29 weekday AM peak hour trips (10 entering, 19 exiting) and 37 weekday PM peak hour trips (20 entering, 17 exiting).

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 a 10-foot wide vehicle travel lane, a 12-foot-wide center median turn lane, a 5-foot bicycle lane, 5-foot landscape strip, and a 10-foot shared multi-modal (bicycle, pedestrian) path.

The main access into the development is proposed from a single access drive off Newport Way NW, located approximately 1,100 feet north of the intersection of Pacific Elm Drive and Newport Way NW. The Traffic Impact Study (TIA) evaluated turn movements entering and exiting the site, sight distance and the level of service (LOS) of the access drive. The analysis assumed the required frontage and channelization improvements described above. A right-turn lane into the site was not recommended based on the anticipated low volume of right turns (10 vehicles) during the weekday PM peak hour. Newport Way NW would be widened to include a center turn lane consistent with the "Parkway" street standard in the *Central Issaquah Plan* and consistent with planned channelization and frontage improvements for the nearby Gateway Apartments project. The center turn lane would provide for left turns into and out of the site. The addition of a center turn lane on Newport Way NW would provide additional capacity and reduce delays compared to the existing 2-lane road. The project's Newport Way NW improvements would extend the center turn lane/landscape median

south from the site access drive to Pine Cone Dr. The improvements shall also address the transitions and the alignment and geometry of this intersection.

Sight distance for vehicles exiting the access drive onto Newport Way NW was evaluated. The sight distance was reviewed based on City roadway standards for a minor arterial, which requires 500 feet for left-turns from a driveway and 430 feet for right-turns. The proposed access meets the minimum sight distance standards.

The level of service (LOS) of the drive access onto Newport Way NW was evaluated in the TIA. Project generated traffic during the weekday AM and PM peak hours was distributed to both directions on Newport Way NW based on existing travel patterns and recent turning movement counts. The City's traffic model provided similar trip distribution results. The LOS analysis included estimated future peak traffic volumes on Newport Way NW, including traffic growth from area "pipeline" projects and a 2% annual growth rate. The LOS analysis also assumed the proposed frontage improvements along Newport Way NW and a stop sign control at the drive access. The TIA concluded all turn movements at the site access onto Newport Way NW would operate at LOS B or better. The City's adopted standard is LOS D.

Bicycle lanes currently exist along both sides of Newport Way NW and would be maintained with future development and widening proposed at the site access. The *Central Issaquah Plan* identifies Newport Way NW as a "Parkway," including a center turn lane and bicycle lanes on both sides of the street. There is currently a pedestrian crosswalk on Newport Way NW, located to the south of the subject site at the north end of the intersection of Newport Way NW and Pine Cone Drive. The project's street improvements and channelization on Newport Way NW would extend to the existing crosswalk. The City prepared a *Pedestrian Crossing Study* (TSI, October 21, 2015) to evaluate priority public pedestrian crossings. The design and location of pedestrian crossings and crosswalks shall be consistent with the City's *Pedestrian Crossing Study*.

10. 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 regional 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.
11. 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 dated October 27, 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.
2. 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.
3. The entire, reduced 75-foot stream buffer 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.
4. The applicant shall provide an as-built plan of the stream buffer enhancement and the consulting biologist shall verify in writing that the planting has been installed per plan prior to the final approval of building permits.
5. The bridge over Schneider Creek shall span the stream and the supporting foundation or abutments shall be outside the ordinary high water mark (OHWM) of the stream, and the bridge crossing shall not reduce the flood capacity of the stream. This will be verified on construction permits.

6. The bridge over Schneider Creek will require Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDFW). The applicant shall provide DSD a copy of the approved HPA prior to beginning construction.
7. In the event that cultural resources are encountered during project-related excavation activities, all work in the immediate area of the find shall be halted until a qualified Archaeological Monitor can assess and evaluate the find.
8. The project's Newport Way NW improvements would extend the center turn lane/landscape median south from the site access drive to Pine Cone Dr. The improvements shall also address the transitions and the alignment and geometry of this intersection.
9. The project's street improvements and channelization on Newport Way NW would extend to the existing crosswalk located at the north end of the intersection of Newport Way NW and Pine Cone Drive. The City prepared a *Pedestrian Crossing Study* (TSI, October 21, 2015) to evaluate priority public pedestrian crossings. The design and location of pedestrian crossings and crosswalks shall be consistent with the City's *Pedestrian Crossing Study*.
10. 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: 1/14/2016 **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)
WSDOT, Ramin Pazooki
Parties of Record
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

Amy Tarce

From: Peter Rosen
Sent: Thursday, March 03, 2016 4:42 PM
To: Chris Freyer
Cc: Amy Tarce; Doug Schlepp
Subject: RE: Newport Way development

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 as 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

-----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

Amy Tarce

From: Peter Rosen
Sent: Tuesday, March 01, 2016 10:11 AM
To: M Lynch
Cc: Amy Tarce; Derrick Overbay; Bill Shiels; Dave Teesdale
Subject: RE: Gateway Senior Apartment SEPA comments
Attachments: Mary Lynch SEPA Comments - Response 02-24-2016.pdf; TAL-634c2 W1.1_11X17_20160222.pdf

Hi Mary - Thanks for your comments on the Gateway Senior Housing development. After further review of the site plan and in an effort to minimize the degree of stream buffer reduction, the applicant has agreed to increase the stream buffer from 75 feet to a minimum buffer width of 90 feet (up to 108 feet). A 15-foot building setback would apply from the edge of the buffer. The applicant will be required to plant the 75-foot buffer area at the full planting density required by City Code (similar to King County mitigation guidelines): trees at 10 feet on-center, shrubs at 5 feet on-center, to determine overall minimum planting density. The outer buffer, from 75 to 90 feet, would be planted at 50% of this density to provide a transition to the development area.

Attached is a detailed response to your comments from VIA Architecture and Talasaea Consultants, and a revised Site Plan showing a minimum 90-foot stream buffer.

Thank you.

Peter Rosen

Environmental Planner

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 p425.837.3094 f425.837.3089

From: M Lynch [<mailto:melynchwa@yahoo.com>]
Sent: Wednesday, February 03, 2016 7:50 AM
To: Amy Tarce; Peter Rosen
Subject: Gateway Senior Apartment SEPA comments

Attached are my comment to the SEPA due by 4Feb 2016. Please put into the project public record. Additional comments soon to follow on the other reports.

Please let me know if you have any questions.

Thank you

Mary Lynch



February 24, 2016

Mr. Peter Rosen
Senior Environmental Planner
City of Issaquah Development Services
1775 12th Avenue NW
Issaquah, Washington 98027

Re: Issaquah Gateway Senior Housing, Issaquah, Washington
Proj. No. 78014
Response to SEPA Comments

Dear Peter:

We are providing this response to the SEPA comments received from Mary Lynch for the above referenced project. Please refer to response letter from Talasaea Consultants, Inc. for additional responses to other comments received.

The comments received from Mary Lynch have been repeated verbatim below in **bold** text. Our response to each of the comments follows in *italic* text.

1. **How many cubic yards soil and peat is going have to be removed? Not just to get the desired cuts but also the required foundation with or with out piling?**
 - a. *The preliminary Geotechnical Report for the senior housing site did not indicate the presence of peat in this location. Sheet C7 of the SDP submittal provides a preliminary estimate of the earthwork onsite. Based upon preliminary designs, this site would require an approximate net import of 31,512 Cu.Yds. of suitable soil. Any unsuitable surficial soils could be stripped and reused to help construct the undulating berm along the west side of Schneider Creek.*
2. **Both of the will create construction traffic to an already heavily traveled road.**
 - a. *Construction traffic will be in accordance with the City of Issaquah requirements.*
3. **Have any artisan wells been located on this project site like those on the Gateway Apartment site.**
 - a. *Artesian springs often are expressed on the land as a recognizable seep at the base of a slope. No such seeps were seen on the property. It is possible that an impermeable layer could exist below the soil surface under which groundwater could be under pressure. A geotechnical study was conducted on the site as part of due diligence prior to any site design work. Geotechnical studies typically involve digging several test pits using a tracked excavator to depths of ten feet or more. If an impermeable layer were present on the site, it would have been noted in the geotechnical report. The geotechnical report for this project did not indicate the existence*

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of groundwater under hydrostatic pressure or the presence of an impermeable layer capable of creating such conditions.

4. **Is piling going to be required?**
 - a. *Piling is not anticipated for this project based on preliminary soils report.*
5. **If so how is the extra runoff water being handled and medicated?**
 - a. *Piling is not anticipated.*
5. **This 2.3 mile segment of Newport Way is not a truck route so all these construction vehicles will increase pollution/emission along this route and into the surrounding residential neighborhoods during construction.**
 - a. *Construction traffic will be in accordance with the City of Issaquah requirements.*
6. **Construction vehicle should not be allowed to be left idling when not in use or when waiting in line to load or unload.**
 - a. *Construction traffic will be in accordance with the City of Issaquah requirements.*
7. **Conflicting statement to the above answer on Page 16 of 46 of the Critical Area report – In tree calculation section there is a statement about significant tree statement that is made “there is a stand of street in the wetlands and if this area is not graded these trees may be saved.” Which statement is correct? Is there going to be grading and clearing a wetlands or not? If so what are the mitigations required?**
 - a. *It is not clear where the commenter located this quote. The statement, or something similar is not found on for the pages referred or text provided in the document prepared for this SEPA: “Critical Areas Study and Conceptual Mitigation Plan, Issaquah Gateway Senior Housing” dated 23 October 2015. As noted in the critical areas report, there are no wetlands located within the project area, and no fill activities occurring within the ordinary high water mark of the streams. Significant trees are preserved where located within the critical areas, as in several other locations. Therefore, as stated, there is no required mitigation for grading or clearing in wetlands or streams.*
8. **What about the presence of any artesian wells on the site? Has there been any studies done since wells were found on the other property?**
 - a. *See response to Item 3 above.*
9. **What mitigation is being required – overflow sensor and system is being required be able to warn, stop or minimize and overflow into the Creek?**
 - a. *The proposed stormwater detention vault is sized per the most crucial City of Issaquah standards. A stormwater detention vault, with 68,288 Cu.Ft. of storage is proposed. This large storage volume and low release rate is designed to protect the natural downstream conveyance systems, and should minimize the potential for undetained overflow into the creek.*
10. **What mitigation is being required for the use of fish friendly fertilizers and landscaping chemical to prevent pollution into the Creek the reduced Creek buffer and Creek down sloped?**

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a. *Organic fertilizers and soil amendments (organic compost) will be specified for the project. We are also specifying native and drought tolerant planting and ET controller for irrigation so in theory we should not be causing significant run off. Recommendations for ongoing maintenance will be provided to the owner and maintenance staff to address this concern.*

11. Neighbors have sighted black bear, cougar, bob cat use this land for hunting grounds coming from the upland opens spaces and Creek corridor. Osprey, eagles and blue herrings have been seen perched and hunting this open space.

a. *While it is exciting to see black bear and cougar in such an open space, it must be acknowledged that these animals are not safe to have in the urban environment. This site is bordered by both high-density single-family residences and multi-family residence (apartments and condominiums). The Washington Department of Fish and Wildlife routinely captures and relocates bear and cougars away from urban areas for the safety of the residents.*

While it is regrettable that urban development frequently displaces animals, it is only those species specifically Federally- or State-listed as threatened or endangered that require additional studies be performed and mitigation of habitat required so as to avoid a "taking." Of the animals listed in the above comment, only the bald eagle has been Federally-listed as threatened. That listing was recently revised to Species of Concern, due to the remarkable rebound in eagle population over the past decade.

12. What mitigation is being required to provide for wildlife access along the creek and buffer. Current pedestrian path and bridge does not clearly show that bridge is high enough for wildlife passage under it.

a. *The enhancements in the stream buffer provide a vegetated wildlife corridor through the site. The bridge will be built to meet the requirements of the Americans with Disabilities Act (ADA), which stipulates the maximum allowable slope on walkways, trails, and associated bridges. In order to meet ADA specifications, the bridge and the trail leading to the bridge from the Senior Development project must be built on fill material up to six feet above the ground. The bridge will be built on pin-piles with at least two to three feet of clearance underneath. The result will provide for sufficiently easy migration of all local animal species, either underneath the bridge, or over the 2-rail mitigation fence that adjoins the trail connecting to the bridge.*

13. What mitigation is being required to provide new senior resident who apartments and main entrance open on the area along Newport Way where there will be a lot of exhaust from vehicle traffic sinking down into the narrow valley created by the building. Without proper design this exhaust will be sucked into the building thru these entrances?

a. *The building will be designed to meet applicable codes regarding ventilation.*

14. As stated above this 2.3 mile of Newport Way is not a truck route so all this new construction traffic will created not only additional traffic of large vehicle during



peak hours but increase noise level for the entire residential corridor during years of construction. Construction vehicle and trucks should not be allowed to stage on the actual roadway.

Major delay to thru traffic and local residential traffic will be experienced.

Since parking is not allowed on Newport Way Developer should have offsite parking and provide shuttle service for workers

- a. *No construction parking will occur on Newport Way. Construction parking will be provided either on site or off-site as required.*

Is piling going to be required? What mitigation is going to be done for surrounding residents during construction if pile drill is required? What potential vibration damage to surrounding buildings?

- a. *Piling is not anticipated at this time.*

Long term On going there will be a large increase in truck traffic on Newport Way because of service delivery trucks, employee traffic from the new Gateway senior services / centers and new residence and quest will increase the amount of traffic to these residential area.

- a. *The increase in traffic caused by the project has been anticipated and addressed in the Traffic Impact Assessment prepared by the traffic engineer, TENW.*

The main entrance should be thru the Gateway Apartment so senior drives can use the traffic circle or stop light to enter and exit safely onto Newport Way. This fit with what the Citizens of Providence Point have been requesting the City of Issaquah for years.

- a. *The proposed vehicle entry to the site has been located to provide the optimum site lines when entering and exiting Newport Way NW. This has been addressed in the Traffic Impact Assessment prepared by the traffic engineer, TENW.*

Since this area is not serviced by a local bus, developer should be required to provide ongoing shuttle service for it residence and quest to the transit center, shopping, work place, appointments etc.

- a. *The management of the proposed development intends to provide private shuttle services for the residents of the project which will address the concerns regarding transportation.*

15. Since this Project has been identified a Senior Community and allowed only 0.5 parking stalls per unit, the developer should be required to work with Sound transit and King County Metro and the City to provide bus service to this project area.

- a. *The proposed parking quantity exceeds the required minimum parking per the City of Issaquah parking standards, so additional mitigation measures are not warranted. As noted in our previous response, the management intends to provide private shuttle services for the residents of the project which will address the concerns regarding transportation.*

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16. With 5 story senior community with one would expect an increase in the need for larger ladder fire trucks to service this area and more frequent aid car service. The main entrance should be thru the Gateway Apartment so a they can use the traffic circle to enter and exit safely not one on sloping hairpin turn entrance without a stop light.

b. *The proposed emergency services access has been reviewed and approved by the Fire Department.*

As state in 15) above with the reduced parking one would expect a hire need for transit than existed with the single family house originally on this property. Since this project is not locate near services residents are going to need transportation to them not available within a short / safe walking distance or by motorized chair.

a. *As noted in our previous response, the management intends to provide private shuttle services for the residents of the project which will address the concerns regarding transportation.*

Sincerely,

Derrick Overbay
Senior Architect

Cc: Greg Van Patten, The Wolff Company

Alan Hart AIA
Graham McGarva AIA

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Amy Tarce

From: Peter Rosen
Sent: Tuesday, March 01, 2016 9:58 AM
To: Connie Marsh
Cc: Amy Tarce; Derrick Overbay; Bill Shiels; Dave Teesdale
Subject: RE: SEPA for Gateway Senior
Attachments: 634C2 Responses to SEPA 20160222.pdf; TAL-634c2 W1.1_11X17_20160222.pdf

Hi Connie - Thanks for your comments on the Gateway Senior Housing development. After further review of the site plan and in an effort to minimize the degree of stream buffer reduction, the applicant has agreed to increase the stream buffer from 75 feet to a minimum buffer width of 90 feet (up to 108 feet). A 15-foot building setback would apply from the edge of the buffer. The applicant will be required to plant the 75-foot buffer area at the full planting density required by City Code (similar to King County mitigation guidelines): trees at 10 feet on-center, shrubs at 5 feet on-center, to determine overall minimum planting density. The outer buffer, from 75 to 90 feet, would be planted at 50% of this density to provide a transition to the development area.

Attached is a detailed response to your comments from Talasaea Consultants (which also includes responses to comments from Karen Walter, Muckleshoot Tribe), and a revised Site Plan showing a minimum 90-foot stream buffer.

Thank you.

Peter Rosen

Environmental Planner

City of Issaquah
 Development Services Department
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From: Connie Marsh
Sent: Thursday, January 28, 2016 9:56 AM
To: Peter Rosen; Lucy Sloman; Amy Tarce; Keith Niven
Subject: SEPA for Gateway Senior

Hi,

I am not sure who has the say in changing the SEPA MDNS for Gateway Senior with Peter out of town so I am sending this email to all who are likely.

In the CIP submittals it seems that critical area buffer reductions/averaging have become automatic without any discussion of how those impacts could not have been avoided. Code and SEPA clearly state this discussion is a requirement of approval.

In the Gateway Senior project the buffers have been reduced to allow trails nearer the critical area. In reality there is no need to reduce the buffer as trails are already allowed in the buffer. (See code copied within.) This parcel has the space and places for the mitigation required for trails in the buffer. Why was the buffer reduction allowed rather than avoided? (The applicant did a critical area study so that component was achieved.)

Please require the project to respect the buffer widths while showing the appropriate mitigations for a trail included within that buffer and update the SEPA MDNS appropriately.

Here is the Code:

"18.10.790.D.3 Stream Buffer Reduction for Class 1 and Class 2 Streams with Salmonids: Prior to the City's approval of a stream buffer reduction, an applicant shall first demonstrate the proposed site plan avoids and minimizes the amount of buffer reduction, consistent with IMC 18.10.490."

"18.10.775.C Trails: Construction of public and private trails is not allowed in stream buffers unless a critical areas study per IMC 18.10.410, Critical areas studies, documents no loss of buffer functions and values. The buffer area used for the trail tread and cleared trail shoulders shall be replaced by adding an equal area to the buffer. Where existing development prevents adding the replacement buffer, other mitigation measures shall be required to ensure no loss of buffer functions and values. Other mitigating measures may include off-site mitigation along the same stream as the trail. The critical areas study shall evaluate and recommend the best location(s) for the replacement buffer and any off-site mitigation."

As a further comment, each applicant always needs to show how they cannot avoid impacts in future projects. This includes moving buildings, parking lots, and driveways. Just saying that code allows a reduction so we are doing it does not align with code or SEPA.

The building set back line concept would be an excellent thing to revisit. Is this actually protecting critical areas or is it just making the nearest use to most critical area buffers be parking lot and road way, putting people further away from what we consider to be an amenity?

To clarify, the initial paragraphs are official SEPA comment. The final paragraph is an idea while I have you all gathered in one email.

Thanks,

Connie Marsh

Amy Tarce

From: Peter Rosen
Sent: Tuesday, March 01, 2016 9:47 AM
To: Karen Walter
Cc: Amy Tarce; Peace, Angie D (DFW); Powell, Susan M NWS; Mcandrew, Rebecca E NWS; Derrick Overbay; Bill Shiels; Dave Teesdale
Subject: RE: Gateway Senior Housing, SDP15-00005, Mitigated Determination of Non-Significance
Attachments: 634C2 Responses to SEPA 20160222.pdf; TAL-634c2 W1.1_11X17_20160222.pdf; South SPAR I-90 Sunset Final BA.PDF

Hi Karen – Thanks for your comments on the Gateway Senior Housing development. After further review of the site plan, the applicant has agreed to increase the stream buffer from 75 feet to a minimum buffer width of 90 feet (up to 108 feet). A 15-foot building setback would apply from the edge of the buffer. The applicant will be required to plant the 75-foot buffer area at the full planting density required by City Code (similar to King County mitigation guidelines): trees at 10 feet on-center, shrubs at 5 feet on-center, to determine overall minimum planting density. The outer buffer, from 75 to 90 feet, would be planted at 50% of this density to provide a transition to the development area.

Attached is a detailed response to your comments from Talasaea Consultants, a revised Site Plan showing a minimum 90-foot stream buffer, and information regarding the WSDOT mitigation area on the site. A revised Drainage Report (Triad Associates) as requested will be sent in a follow-up e-mail due to the file size.

Thank you.

Peter Rosen

Environmental Planner

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From: Karen Walter [mailto:KWalter@muckleshoot.nsn.us]
Sent: Thursday, February 04, 2016 9:26 AM
To: Peter Rosen
Cc: Amy Tarce; Peace, Angie D (DFW); Powell, Susan M NWS; Mcandrew, Rebecca E NWS
Subject: Gateway Senior Housing, SDP15-00005, Mitigated Determination of Non-Significance

Peter,

Thank you for sending us the SEPA materials and the Critical Areas Report for the proposed Gateway Senior Housing project referenced above. We have reviewed this information and offer the following questions and initial comments:

1. We need a copy of the Introductory Drainage Report (Triad Associates) to review the details as to how stormwater is being managed for this project. If you recall, we recommended enhance stormwater treatment measures for the adjacent Gateway Apartments project (SDP15-00002) which will also discharge stormwater to Schneider Creek. Schneider Creek has been identified as a potential coho stream as described in the Critical Areas Report. We would expect coho use in this stream for all accessible portions of the stream up to at least a 20% streambed gradient. NOAA Fisheries Science Center has done substantial research on coho and impacts from stormwater. The initial research involved pre-spawning mortality in adult coho as a result of stormwater exposure, but more recent research has also found mortality in coho eggs and fry. See

<http://www.nwfsc.noaa.gov/research/divisions/efs/ecotox/ecoimpacts.cfm> for a summary and link to the DEIS a) papers. This project needs to maximize its treatment of stormwater using enhanced treatment methods. This is particularly important as the project proposes to discharge stormwater to the WSDOT mitigation area offsite in the southeast and may reduce mitigation at this site (see Sheet W1.1. from the Critical Areas Report).

We are concerned about the proposed stream buffer elements along Schneider Creek described in the reviewed materials. Specifically, we are concerned that the project proposes to berm the stream using peat materials from the site. By berming this stream, the project will be impacting natural stream functions including connectivity with adjacent floodplain areas; the formation of lateral scour pools; and the recruitment of wood that would occur from natural erosion processes now precluded with engineered banks. However, by berming this stream, the project is reducing habitat functions onsite and transferring energy downstream which will likely further degrade downstream habitat in Schneider Creek. The project is providing no mitigation for these impacts and in fact is seeking to reduce the otherwise regulated buffer which would be the minimum necessary to provide a suite of functions, including most importantly future wood recruitment from the adjacent banks. It appears that this and the adjacent apartment project are seeking to reduce flooding from Schneider Creek.

The need for the proposed berm is not established in the Critical Areas Report. Rather, per the CAR, the site is no longer considered 100-year floodplain and as such, there should be no flooding need driving the need for the berm. If this site cannot establish native trees due to existing soil and hydrology conditions, this rationale should be based on an evaluation of this site conditions, including the results from the WSDOT's adjacent mitigation sites and other applicable projects in this area to demonstrate that trees cannot grow without some soil amendment. Otherwise, we will consider them solely as a flood protection measure with associated impacts described that require mitigation as berming for flood control would be unavoidable impact to stream habitat processes.

2. As we noted with the adjacent project, this Gateway Senior housing project is proposing buffer reductions with a trail in the outer 50' and a reduced planting density. Each project and cumulatively will reduce the total stream buffer functions necessary to support and maintain salmon habitat, specifically for shade and future wood recruitment. The Critical Areas Report notes that both of these functions are lacking for the stream (page 9). As we recommended in our DEIS and FEIS comments to the Central Issaquah Subarea Plan, the Subarea stream buffers for all affected streams, including Schneider Creek, should be maximized to the fullest extent possible to restore functions all Schneider Creek to protect and restore salmon. This project, as proposed, is not consistent with our recommendation.
3. Similarly, we did not see how the project is considering the permit impacts to the riparian corridor (and potentially the streambed) from utility corridors due to the project. Utility impacts are noted as "temporary" in Table 3 of the CAR; however, if these corridors preclude the re-establishment of native trees that could otherwise grow here, the impacts should be considered permanent. Please clarify and describe these potential impacts in more detail.
4. Assuming that the project can only go forward with a reduced stream buffer, then the project should be adding wood back to Schneider Creek as partial mitigation for the loss of future wood recruitment, due to the inability to plant at least the regulated stream buffer with trees and to offset the impacts from pumping and discharging the site's stormwater to Schneider Creek. The stream lacks wood and habitat complexity as noted in the CAR; therefore, the project should address these functional impacts and losses. We recommended this action for the Gateway Apartment project, too, and the responses did not adequately address the concern. Suggesting that all future wood recruitment would come from the upstream WSDOT mitigation site ignores the fact that this site is many decades away from becoming a wood source and will not provide sufficient wood loading needed to restore salmon habitat in this stream based on Fox and Bolton (2007). The stream needs a jump start to get pools formed with cover by adding wood to it particularly when one considers the existing upstream culvert is likely undersized to pass wood sufficiently and the limitations from the WSDOT site upstream.
5. The project needs to provide the technical basis and analysis to support the statement that *"the proposed enhancement of the riparian buffer will create a natural looking berm that will define the future extent of stream meander as Schneider Creek reestablishes a more normal channel (stream bed material and sinuosity)."* How will stream meandering occur without changes to the existing stream channel configuration, no wood in the stream, an undersized culvert upstream at Newport Way, and a reduced stream buffer? This concern was not adequately addressed in previous responses to the adjacent Gateway Apartment project. At best, the project will be some improvement over existing conditions but stream functions will still be limited as discussed above.

- AGENDA ITEMS a)
6. As noted in the MDNS, the proposed bridge design for the Schneider Creek crossing is not available during the SEPA process. This is problematic for us to be able to assess potential cumulative impacts for this project as well as specific concerns we may have with the bridge crossing design. They should be made available now during the SEPA process.
 7. As part of the responses to our comments above, we would appreciate a copy of the monitoring reports for the upstream WSDOT mitigation project completed in 2002. They will be helpful to determine the success of this mitigation, as well as, the purported benefits to the downstream section of Schneider Creek.

We appreciate the opportunity to comment on this proposal and look forward to the City's responses. We may have additional comments subsequently.

Karen Walter
Watersheds and Land Use Team Leader

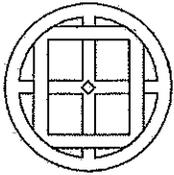
*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Peter Rosen [<mailto:PeterR@issaquahwa.gov>]
Sent: Thursday, January 14, 2016 1:55 PM
To: sepaunit@ecy.wa.gov; Angela.Peace@dfw.wa.gov; Powell, Susan M NWS; Karen Walter; Erin Slaten; Laura Murphy; 'Kaehler, Gretchen (DAHP)'
Subject: City of Issaquah SEPA Determination -1-14-2016 - Gateway Senior Housing

Please find attached a SEPA Determination (issued 1-14-2016) and environmental checklist for Gateway Senior Housing, 146 unit senior apartment project. Thank you.

Peter Rosen
Environmental Planner

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TALASAEA
CONSULTANTS, INC.

Natural Resources Consulting | Environmental Planning & Design

22 February 2016

TAL-634C2

Mr. Peter Rosen
Senior Environmental Planner
City of Issaquah Development Services
1775 12th Avenue NW
Issaquah, Washington 98027

REFERENCE: Issaquah Gateway Senior Housing Project, Issaquah, Washington

SUBJECT: Response to SEPA Comments

Dear Peter:

We have received from you the comments submitted on the Senior Housing Project for Issaquah Gateway. The comments you provided to us came from Ms. Karen Walter of the Muckleshoot Indian Tribe, Ms. Connie Marsh, Issaquah resident, and Ms. Mary Lynch, Issaquah resident. We are providing our responses to each of these commenters below. As is typical with our procedure for response letters, we provide the comments verbatim in **bold** text. Our responses follow immediately in indented *italic* text.

Comments from: Ms. Karen Water
Watersheds/Land Use Team Leader
Muckleshoot Indian Tribe Fisheries Department
39015 172nd Avenue SE
Auburn, Washington 98092

Thank you for providing your comments and questions regarding the Issaquah Gateway Senior Housing Project. Your concern for the fisheries and natural ecosystem are shared, and we are glad to indicate how we are addressing the kinds of issues you raised in this letter. We note that some of the comments in your letter actually address the Issaquah Gateway Apartments Project, for which an MDNS has been issued.

Your email has four numbered points that we will address. As is typical with our procedure for response letters, we will be providing your comments verbatim in **bold** text. Our responses will follow each comment in indented *italic* text.

1. **(a) We need a copy of the Introductory Drainage Report (Triad Associates) to review the details as to how stormwater is being managed for this project. If**

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you recall, we recommended enhance stormwater treatment measures for the adjacent Gateway Apartments project (SDP15-00002) which will also discharge stormwater to Schneider Creek. Schneider Creek has been identified as a potential coho stream as described in the Critical Areas Report. We would expect coho use in this stream for all accessible portions of the stream up to at least a 20% streambed gradient. NOAA Fisheries Science Center has done substantial research on coho and impacts from stormwater. The initial research involved pre-spawning mortality in adult coho as a result of stormwater exposure, but more recent research has also found mortality in coho eggs and fry. See <http://www.nwfsc.noaa.gov/research/divisions/efs/ecotox/ecoimpacts.cfm> for a summary and links to the various papers. This project needs to maximize its treatment of stormwater using enhanced treatment methods. This is particularly important as the project proposes to discharge stormwater to the WSDOT mitigation area offsite in the southeast and may reduce mitigation at this site (see Sheet W1.1. from the Critical Areas Report).

A revised Drainage Report has been being prepared by Triad Associates, and will be included for your review. As with the Gateway Apartments project, this project will incorporate enhanced stormwater treatment. The following text is an excerpt from the Drainage Report for the Senior Housing project:

“Drainage Concept

Stormwater runoff from the project site will be collected and detained in a detention vault. This facility will have a controlled discharge through the use of a flow control structure. Downstream of the flow control structure will be a modular wetland filter vault in order to meet water quality requirements. Stormwater will then be conveyed through the use of gravity to Schneider Creek. Before entering Schneider Creek, mitigated stormwater discharge will be dispersed from a 50-foot dispersal trench.

Modular Wetland

The Enhanced and Sensitive Lake Standard (Phosphorus) treatment standards shall be met by using a Modular Wetland facility. The Modular Wetland facility has received the General Use Level Designation (GULD) as a stand-alone facility for Enhanced and Phosphorus treatment standards from the Department of Ecology.

The Modular Wetland vault will be located downstream of the stormwater vault and flow control structure system. Since the Modular Wetland will be downstream of detention, the Water Quality Design Flow Rate for this facility is the full 2-year release rate from the detention facility. This results in a Water

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Quality Design Flow Rate of 0.098 cfs, which results in a facility footprint of 5-feet wide by 9-feet long.”

Your comment concerning the discharge of stormwater to the WSDOT mitigation area identified an inaccuracy in our plan sheets. The plan sheet W1.1 currently portrays a stormwater release structure just outside of the WSDOT mitigation area. In fact, the proposed project does not discharge any of the project's stormwater to the WSDOT mitigation area at this particular point. The point of release at the WSDOT mitigation area currently shown on sheet W1.1 is actually an existing ditch that currently transports existing stormwater and drainage flows to the WSDOT mitigation area. This ditch will be piped for a short distance under the development site. The water carried by this drainage system is generated off-site and the client is not obligated to provide any stormwater treatment to it. There will be no net change in water delivery, in volume or quality, to the WSDOT mitigation area from this project.

The project's actual stormwater discharge point is located at the northeast corner of the site in a dispersal trench located in the flat area slightly above Schneider Creek near where the creek enters the I-90 right-of-way. This stormwater release will receive the benefits of the enhanced stormwater treatment systems.

Thank you for providing the link regarding NOAA research with impacts on listed species from stormwater. The enhanced stormwater treatment that we are proposing represents the current state-of-the-art towards reducing pollutants toxic to coho. This research will provide the needed stimulus to discover better, more efficient ways of treating stormwater runoff as it pertains to fish health. We will undoubtedly propose such better stormwater treatment options for future projects as these newer technologies come on line.

(b) We are concerned about the proposed stream buffer elements along Schneider Creek described in the reviewed materials. Specifically, we are concerned that the project proposes to berm the stream using peat materials from the site. By berming this stream, the project will be impacting natural stream functions including connectivity with adjacent floodplain areas; the formation of lateral scour pools; and the recruitment of wood that would occur from natural erosion processes now precluded with engineered banks. However, by berming this stream, the project is reducing habitat functions onsite and transferring energy downstream which will likely further degrade downstream habitat in Schneider Creek. The project is providing no mitigation for these impacts and in fact is seeking to reduce the otherwise regulated buffer which would be the minimum necessary to provide a suite of functions, including most importantly future wood recruitment from the adjacent banks.

It is not clear from your comment what the nature of the concern is with the highly

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organic peat topsoil used for the mitigation areas. As mentioned in your similar question from the Gateway Apartments, the soil is generated from onsite and is to be utilized as a top dressing over a mineral soil base. The purpose of placing highly organic topsoil on the constructed slopes is to improve soil functionality for plant growth. Plants would grow without it. However, this is a unique opportunity to utilize a local resource to provide better plant growth and quicker improvement of habitat values.

Berming is mentioned briefly in the Critical Areas Report mainly in reference to the interaction that Schneider Creek will have with the created berm on the east side (Gateway Apartments). A similar comment was provided for the Gateway Apartments project. The word "berm" was used for lack of a better word. Its function is not to control flooding on Schneider Creek. Rather, it is to provide limits to the development of stream sinuosity within the riparian corridor adjacent to the apartment side. In other words, we are harnessing the "natural stream functions" to create lateral pools and to re-establish a floodplain within the restored buffer. Such a floodplain does not currently exist. We anticipate that this "berm-like" structure will allow Schneider Creek to re-establish a more natural stream morphology while maintaining a well-vegetated buffer protecting it from the adjacent apartment development. In a similar fashion, the proposed "berm" will protect the apartment complex from the stream, should these same natural stream dynamics cause the stream to migrate towards the developed area and, consequently, shorten the protective buffer width.

We anticipate that Schneider Creek will quickly begin to establish a more natural stream morphology. There is already a large amount of bedload that flows into the WSDOT mitigation area from the upstream portions of Schneider Creek. This bedload has frequently caused Schneider Creek to jump its banks on the farm property and flood the fields. We believe that this movement of material will fill the existing ditch-like structure of Schneider Creek and begin to develop the anticipated sinuosity. We also believe that letting Nature make the changes will be best for the fish (including anadromous fish) that utilize Schneider Creek. Such natural alterations of the stream will be immediately available for fish utilization.

We anticipate that as Schneider Creek re-establishes a more natural stream morphology through the development site that the large woody debris being installed within the riparian corridor will become incorporated within the stream itself. We understand that not all of the woody material being installed will become instream structures. Those pieces that do not become incorporated within the stream will still continue to provide valuable habitat for terrestrial animal species.

There is no "berm" proposed within the buffer for the Senior Project site, although there will be fill materials placed in the buffer. Due to the steep slopes along the western portion of the project site, considerable fill must be placed to provide vehicle access off of Newport Way and sufficient site elevation for the buried stormwater

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vault. As a result, it will be necessary to create a properly graded slope downward to meet the general topography near Schneider Creek. We intend for that graded slope to be terraced and to provide fairly broad benches adjacent to the existing reach of Schneider Creek with little to no fill placement. The fill materials to be used will include mineral top soils salvaged from the Gateway Apartments project, and salvaged peat soil to provide an additional amendment to the topsoil.

There will be no changes to the streambanks of Schneider Creek, which currently has no associated floodplain. Therefore, there will initially be no change in stream habitat functionality resulting from the Senior Housing development and the associated buffer restoration plan. As the planted vegetation within the restored buffer matures and stream channel complexity develops, riparian habitat functions (including the re-establishment of a floodplain) for this reach of Schneider Creek will improve.

We feel the claim of impacts due to functional transmission of flow energy, ostensibly from the "berm," are not substantiated by the design as presented. The reach of Schneider Creek currently flowing across the Mull Farm property is currently contained within a relatively deep, steep-walled ditch. There are currently no structures within the channel to attenuate existing flow energy. The transference of energy likely to degrade downstream habitat within Schneider Creek in the existing condition. It is our intent that Schneider Creek create its own channel morphology that will naturally attenuate flow energies, and in this process, the only function of the "berm" is to provide a limit to the eastward migration of the channel.

It should be noted that if the stream buffer were not reduced as proposed by the Gateway Apartment and Senior Housing project, there would be no requirement within the code to improve the buffer with riparian planting. We can surmise then that the standard buffer would potentially provide less habitat function, including future wood recruitment or shading of the stream, since it would be an environment of non-native grasses and blackberry with no native trees present. The combination of buffer reduction and buffer enhancement planting brings a better final result for improved aquatic and terrestrial habitat.

(c) The need for the proposed berm is not established in the Critical Areas Report. Rather, per the CAR, the site is no longer considered 100-year floodplain and as such, there should be no flooding need driving the need for the berm. If this site cannot establish native trees due to existing soil and hydrology conditions, this rationale should be based an evaluation of this site conditions, including the results from the WSDOT's adjacent mitigation sites and other applicable projects in this area to demonstrate that trees cannot grow without some soil amendment. Otherwise, we will consider them solely as a flood protection measure with associated impacts described that require mitigation as berming for flood control would be unavoidable impact to stream habitat processes.

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*As we stated in our response to **Item B** above, the proposed "berm" is not for flood control and no berm has been proposed for the Senior Housing development.*

The Issaquah Gateway Senior Housing site has been used and maintained as a farm for decades and this activity has prevented the establishment of trees along the Schneider Creek riparian corridor. Without active farm management, trees can and will become established. This is evident for the reach of Schneider Creek within the I-90 right-of-way, which has not been farmed for many years and currently has a significant amount of tree canopy.

Our review of the WSDOT mitigation plan indicates that there was a significant amount of grading that occurred in order to create the amount of wetland area that was required. It is often the case in wetland creation activities that grading and excavating exposes deeper, unweathered soil layers that are typically poor media for the re-establishment of plants. Amendments to soil may extend to approximately twelve inches, but the unweathered material is still present below the amendment layer and will still be a limiting factor to the re-establishment of vegetation, namely trees. The buffer restoration and enhancement plan for the Senior Housing project site will require significant amounts of grading and fill in order to step the grade from the development down to Schneider Creek. Fill material in the enhanced buffer areas will be the same high quality topsoil that has been used successfully for hay production for many decades. The addition of the peat soil as an amendment will further improve the quality of the topsoil and enhance the potential for plant survival within the mitigation area.

2. **As we noted with the adjacent project, this Gateway Senior housing project is proposing buffer reductions with a trail in the outer 50' and a reduced planting density. Each project and cumulatively (*sic*) will reduce the total stream buffer functions necessary to support and maintain salmon habitat, specifically for shade and future wood recruitment. The Critical Areas Report notes that both of these functions are lacking for the stream (page 9). As we recommended in our DEIS and FEIS comments to the Central Issaquah Subarea Plan, the Subarea stream buffers for all affected streams, including Schneider Creek, should be maximized to the fullest extent possible to restore functions all Schneider Creek to protect and restore salmon. This project, as proposed, is not consistent with our recommendation.**

The impacts resulting from the trail passing through the buffer is compensated using buffer averaging, with replacement buffer added adjacent to the corridor. There will be no net loss of buffer area.

In review and discussion with the city, the following changes were made: There is a gradation of density from the inner portion of the buffer to the outer portion. Habitat enhancement planting within the inner portion (75 feet from the stream) of the buffer

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will be planted at the code-specified density. A lower density (50% of the standard) is designated within the outer portion of the buffer, located 75 feet to 90 feet or more away from the stream. The outer portion is an expansion of the critical area and it has increased visibility and trail use by the resident seniors.

Incidentally, enhancement planting within the buffer would not necessarily be required if the standard buffer width was maintained. With no required buffer enhancement, the majority of the buffer for Schneider Creek along the Senior Housing project site (and the Gateway Apartments site) would consist of non-native grasses and blackberry. The future opportunity for woody debris recruitment (large or small) would be significantly reduced compared with the proposed buffer enhancement plan. However counterintuitive this may sound, the proposed reduced buffer, with its requirement for vegetative enhancement, will actually result in a much higher functioning buffer compared to both existing site conditions and if the standard buffer width were maintained.

3. **Similarly, we did not see how the project is considering the permit impacts to the riparian corridor (and potentially the streambed) from utility corridors due to the project. Utility impacts are noted as "temporary" in Table 3 of the CAR; however, if these corridors preclude the re-establishment of native trees that could otherwise grow here, the impacts should be considered permanent. Please clarify and describe these potential impacts in more detail.**

Temporary impacts due to the construction of utilities in the buffer refers to the placement of stormwater drainage pipes, other piped conveyances, and discharge structures. These excavations will require disturbing any existing soils and vegetation, which in this case is largely reed canary grass and Himalayan blackberry. Construction of the stormwater drainage structures will require some excavation. These disturbed areas will be restored to original contours by replacing the excavated soil and topsoil. Planting will occur in the areas of temporary disturbance, but will be limited to shrubs and small trees. Enhancement planting of trees and shrubs in areas adjacent to the temporary buffer impacts will ensure that there will be no net loss of vegetation density in these areas.

One dispersion trench, approximately 2' x 50' in size, is located to the north. This dispersion trench will be constructed of drainage rock, and will not be planted. The trench will be closely bordered by riparian shrubs, such as red osier dogwood. The pipe leading to this dispersion trench will be buried and the excavated area restored to original topography and planted per the buffer enhancement planting plan.

A stormwater ditch currently exists near the south boundary of the project site. This ditch connects to Schneider Creek within the WSDOT mitigation area. A segment of this ditch will be piped due to proposed roadway construction. The terminus of this pipe will be a bubble-up structure that will release flows into the remaining portion of the ditch. Buffer area disturbed by the construction of the pipe and bubble-up

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 22 February 2016
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structure will be restored to original contours and revegetated according to the buffer enhancement planting plan.

4. **Assuming that the project can only go forward with a reduced stream buffer, then the project should be adding wood back to Schneider Creek as partial mitigation for the loss of future wood recruitment, due to the inability to plant at least the regulated stream buffer with trees and to offset the impacts from pumping and discharging the site's stormwater to Schneider Creek. The stream lacks wood and habitat complexity as noted in the CAR; therefore, the project should address these functional impacts and losses. We recommended this action for the Gateway Apartment project, too, and the responses did not adequately address the concern. Suggesting that all future wood recruitment would come from the upstream WSDOT mitigation site ignores the fact that this site is many decades away from becoming a wood source and will not provide sufficient wood loading needed to restore salmon habitat in this stream based on Fox and Bolton (2007). The stream needs a jump start to get pools formed with cover by adding wood to it particularly when one considers the existing upstream culvert is likely undersized to pass wood sufficiently and the limitations from the WSDOT site upstream.**

We are aware that the WSDOT mitigation site is not likely to provide large woody debris for many years to come and that the proposed buffer enhancement planting will also be many more years away from providing that function to any significant extent. Our intent with our proposed buffer enhancement plan is to allow Schneider Creek to develop on its own and to provide large woody material along the existing stream banks that will become incorporated as the stream restores itself.

The reach of Schneider Creek through the development site does not provide much in the way of usable salmon habitat (rearing or spawning). However, it is incorrect to assume that salmon are not currently utilizing this reach of Schneider Creek. We have observed juvenile salmonids in the lower reaches of Schneider Creek within the I-90 right-of-way and within the WSDOT mitigation area. Indeed, the reach of Schneider Creek within the WSDOT mitigation area has developed some higher quality fish habitat since it was constructed.

The proposed Senior Housing development is required to detain, treat, and release stormwater in a manner consistent with applicable municipal codes. There is also the requirement to ensure that development does not significantly alter the hydrologic regime of a critical area, be it a wetland or a stream. Stormwater discharge from the Senior Housing project will occur at the northeastern end of the development site because that is the most logical point of discharge due to site topography. The discharge will occur using a dispersion trench and the rate of discharge will be controlled to replicate natural conditions to the limits of available technology. The point at which discharge will occur also coincides with a reach of Schneider Creek within the I-90 right-of-way, which as a low gradient channel. It is

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unlikely that the controlled release of stormwater near the I-90 right-of-way will have any deleterious impact to that reach of Schneider Creek.

- 5. The project needs to provide the technical basis and analysis to support the statement that “the proposed enhancement of the riparian buffer will create a natural looking berm that will define the future extent of stream meander as Schneider Creek reestablishes a more normal channel (stream bed material and sinuosity).” How will stream meandering occur without changes to the existing stream channel configuration, no wood in the stream, an undersized culvert upstream at Newport Way, and a reduced stream buffer? This concern was not adequately addressed in previous responses to the adjacent Gateway Apartment project. At best, the project will be some improvement over existing conditions but stream functions will still be limited as discussed above.**

To provide some clarity, the quoted statement provided above was not included in the Critical Areas Report for the Senior Site, but rather in the CA Report prepared for Gateway Apartments (on page 36 of that report).

It is incorrect to state that stream meander will not occur in the absence of installed large woody debris. It is correct that the undersized culvert under Newport Way effectively limits large woody debris recruitment from upstream. This culvert does not, in any way, inhibit the movement of bedload from upstream. Significant amounts of streambed material have been shown to flow through the WSDOT mitigation area and into the channelized portion of Schneider Creek within the project site. This bedload has in the past caused Schneider Creek to jump its banks and damage the adjacent farm fields.

We are counting on that continued recruitment of upstream bedload to fill the ditch-like character of the onsite reach of Schneider Creek. As the existing channel fills with streambed material, it will begin to “find its own way” and incorporate the large woody debris we will be supplying within the buffer enhancement area.

We fully expect that Schneider Creek will evolve naturally once freed from its existing human-defined constraints.

- 6. As noted in the MDNS, the proposed bridge design for the Schneider Creek crossing is not available now during the SEPA process. This is problematic for us to be able to assess potential cumulative impacts for this project as well as specific concerns we may have with the bridge crossing design. They should be made available now during the SEPA process.**

The bridge design is not yet fully determined, and therefore it is premature to provide a design. It is important to understand that the bridge will be designed to provide a minimum impact to Schneider Creek and its associated buffer. The structure will

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provide a vertical clearance of approximately 2-3 feet over ground, and will be sited so that the footings are located well outside the ordinary high water mark. There will be no impact on the stream or on the function of the floodplain.

7. **As part of the responses to our comments above, we would appreciate a copy of the monitoring reports for the upstream WSDOT mitigation project completed in 2002. They will be helpful to determine the success of this mitigation, as well as, the purported benefits to the downstream section of Schneider Creek.**

Talasaesa Consultants is pleased to provide the original mitigation plans for the WSDOT mitigation area. This is a project that was completed many years ago now. We received these documents with a FOIA request from the agency. We do not have the monitoring reports, but they may be available to you, with your own FIOA request to WSDOT.

We anticipate that the buffer enhancements we are providing for Schneider Creek, as well as allowing natural stream processes to occur, will significantly improve fish habitat potential from the I-90 right-of-way south to the Newport Way culvert. Should this culvert be replaced in the future with something that is fish-passable, the population of anadromous fish that currently utilized the onsite reach of Schneider Creek will have access to nearly 3,000 feet of additional stream habitat (based on LIDAR evaluation of stream gradient).

Comments from: Ms. Connie Marsh
Resident

In the CIP submittals it seems that critical area buffer reductions/averaging have become automatic without any discussion of how those impacts could not have been avoided. Code and SEPA clearly state this discussion is a requirement of approval.

In the Gateway Senior project the buffers have been reduced to allow trails nearer the critical area. In reality there is no need to reduce the buffer as trails are already allowed in the buffer. (See code copied within.) This parcel has the space and places for the mitigation required for trails in the buffer. Why was the buffer reduction allowed rather than avoided? (The applicant did a critical area study so that component was achieved.)

Please require the project to respect the buffer widths while showing the appropriate mitigations for a trail included within that buffer and update the SEPA MDNS appropriately.

[Code sections 18.10.790.D.3 and 18.10.775.C were quoted]

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As a further comment, each applicant always needs to show how they cannot avoid impacts in future projects. This includes moving buildings, parking lots, and driveways. Just saying that code allows a reduction so we are doing it does not align with code or SEPA.

The building set back line concept would be an excellent thing to revisit. Is this actually protecting critical areas or is it just making the nearest use to most critical area buffers be parking lot and road way, putting people further away from what we consider to be an amenity?

To clarify, the initial paragraphs are official SEPA comment. The final paragraph is an idea while I have you all gathered in one email.

The commenter addresses the project's stream buffer design. At the time of SEPA submission, it was believed that the requirements of the City of Issaquah code 18.10.790, in total, had been met. The buffer reductions were proposed and accepted by the City because of required site elements and site design, through extensive discussion with the City in a series of design decisions. Initially, the site design pushed all constructed elements very close to the 75-foot stream setback, then considered the critical area boundary line. Subsequently, the required open space element was relocated between the parking areas and the critical area, and parking moved away from the critical areas. Throughout this process, the City had provided extensive and detailed feedback in order to provide the kind of meaningful interaction with the outside environment that benefits seniors.

The ecosystem enhancements to the reduced buffer were also considered as substantial improvements to the buffer habitat function, therefore they greatly offset the benefits of a no-reduction scenario. The net effect is that for the project implemented with a reduced buffer, the stream buffer condition is significantly improved over the non-reduced buffer scenario. The project installs large woody debris, wildlife habitat structures, and an extensive planting plan of appropriately-placed native plants.

That said, in light of the evolving design and the use of space, the City and the applicant believed that indeed there was an opportunity for additional stream buffer to be designated, per IMC 18.10.790.D.3. In general, this additional area follows a line that is offset by 15' from the original 75' stream setback line. This new 90' setback line was used as the minimum setback for locating the new critical area boundary line. A significant area, south of the stormwater vault, extends the buffer to the edge of the parking area landscaping, up to 108' from the stream. Other minor additions of buffer allow a simply-defined boundary line.

With this change, the area of paved trail located within the buffer increased, which per IMC 18.10.775.C increased the buffer replacement located in the

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northwest area of the site. It should be noted that with the new critical area buffer, the 15' building setback line (BSBL) now includes a portion of some landscape structures at the central garden space. It is our understanding these may remain in the existing design, under special provisions to be provided.

To maintain the design intent of the site, the City and applicant agreed that the inner portion (up to 75 feet from the stream) of the enhancement would be planted at the standard density per IMC 18.10.790.D.4, and the enhancement area outside of the 75' setback line may be planted at a reduction of as much as 50% of this density.

Extensive discussions were had with the City regarding the design of open space and the location of the critical area boundary before the SEPA submittal and following the comment period. It was determined by the City and the applicant that the redesigned final buffer arrangements, as described above and illustrated in the attached figure, Sheet W1.1 of the Critical Areas Conceptual Mitigation Plan (revised), best meets the code requirements for the project.

Additional comments subsequent to this subject are directed at city policy, rather than this project in particular.

Comments from: Ms. Mary Lynch
 Resident

7) Conflicting statement to the above answer on Page 16 of 46 of the Critical Area report - In tree calculation section there is a statement about significant tree statement that is made "there is a stand of street in the wetlands and if this area is not graded these trees may be saved." Which statement is correct? Is there going to be grading and clearing a wetlands or not? If so what are the mitigations required?

It is not clear where the commenter located this quote. The statement, or something similar is not found on for the pages referred or text provided in the document prepared for this SEPA: "Critical Areas Study and Conceptual Mitigation Plan, Issaquah Gateway Senior Housing" dated 23 October 2015. As noted in the critical areas report, there are no wetlands located within the project area, and no fill activities occurring within the ordinary high water mark of the streams. Significant trees are preserved where located within the critical areas, as in several other locations. Therefore, as stated, there is no required mitigation for grading or clearing in wetlands or streams.

8) What about the presence of any artesian wells on the site? Has there been any studies done since wells were found on the other property?

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Artesian springs often are expressed on the land as a recognizable seep at the base of a slope. No such seeps were seen on the property. It is possible that an impermeable layer could exist below the soil surface under which groundwater could be under pressure. A geotechnical study was conducted on the site as part of due diligence prior to any site design work. Geotechnical studies typically involve digging several test pits using a tracked excavator to depths of ten feet or more. If an impermeable layer were present on the site, it would have been noted in the geotechnical report. The geotechnical report for this project did not indicate the existence of groundwater under hydrostatic pressure or the presence of an impermeable layer capable of creating such conditions.

11) Neighbors have sighted Black bear, cougar, bob cat use this land for hunting grounds coming from the upland opens spaces and Creek corridor. Osprey, eagles and blue herrings (*sic*) have been seen perched and hunting this open space.

While it is exciting to see black bear and cougar in such an open space, it must be acknowledged that these animals are not safe to have in the urban environment. This site is bordered by both high-density single-family residences and multi-family residence (apartments and condominiums). The Washington Department of Fish and Wildlife routinely captures and relocates bear and cougars away from urban areas for the safety of the residents.

While it is regrettable that urban development frequently displaces animals, it is only those species specifically Federally- or State-listed as threatened or endangered that require additional studies be performed and mitigation of habitat required so as to avoid a "taking." Of the animals listed in the above comment, only the bald eagle has been Federally-listed as threatened. That listing was recently revised to Species of Concern, due to the remarkable rebound in eagle population over the past decade.

12) What mitigation is being required to provide for wildlife access along the Creek and buffer. Current pedestrian path and bridge does not clearly show that bridge is high enough for wildlife passage under it.

The enhancements in the stream buffer provide a vegetated wildlife corridor through the site. The bridge will be built to meet the requirements of the Americans with Disabilities Act (ADA), which stipulates the maximum allowable slope on walkways, trails, and associated bridges. In order to meet ADA specifications, the bridge and the trail leading to the bridge from the Senior Development project must be built on fill material up to six feet above the ground. The bridge will be built on pin-piles with at least two to three feet of clearance underneath. The result will provide for sufficiently easy migration of all local

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animal species, either underneath the bridge, or over the 2-rail mitigation fence that adjoins the trail connecting to the bridge.

We trust that the attached requested documents and our responses to your comments will be sufficient to address the comments that have been submitted for this project. As always, if you have any questions or need additional information, please contact Bill Shiels or me at (425) 861-7550.

Sincerely,

TALASAEA CONSULTANTS, INC.

Digital Signature. Not for use on financial or legal documents.

Digital Signature. Not for use on financial or legal documents.

David R. Teesdale, PWS
Senior Wetland Ecologist.

Attachment: Critical Areas Study and Detailed Conceptual Mitigation Plan –
Issaquah Gateway (revised 14 July 2015)

TAL-634C
Box

Final Biological Assessment Report



**South Sammamish Plateau Access Road And
I-90 Sunset Interchange Modifications EIS**

**Prepared by
David Evans and Associates, Inc.**

FEBRUARY 24, 1998

(Revised April 23 1999)

Where the small East Fork tributary stream is to be realigned through a new culvert in the vicinity of the eastbound I-90 on-ramp at East Sunset Way, work will be limited to the low-flow season. If the stream has no flow at the time of construction, silt fences will be installed downstream to intercept sediments carried by any stormwater runoff. If some flow remains in the stream, a sand bag and plastic sheeting dike will be built above the construction area. Water will be routed around the site through a temporary bypass tightline. Silt fences or sediment traps will be installed above the bypass outlet in order to remove sediment from any remnant streamflow or stormwater runoff.

The potential for toxic pollution will be controlled by requiring that all equipment be maintained and refueled on impervious surfaces where potential spills and stormwater runoff can be contained. A toxic spill response plan has been designed in order to contain any spills that occur (Appendix C). A water quality monitoring program will also be designed to sample above and below construction areas, before, during and after project construction.

Because of the potential for impacts during construction, mitigation will include erosion control observation. The duties of this erosion control observer would include daily physical monitoring of all temporary erosion and sedimentation control structures and downstream conditions within the project area. This observer will assist the contractor in implementing stream and wetland mitigation plan specifications. The erosion control observer will report to the construction inspector, freeing the inspector from these monitoring duties. The observer will also be the liaison regarding fisheries issues to the County, WDFW, the Muckleshoot Indian Tribe and others concerned with stream and wetland mitigation plan implementation and performance.

7.3 Conceptual Wetland Mitigation Plan

Compensation for direct wetland impacts would be provided by the creation of offsite, in-kind wetlands in the same basin (but in a different subbasin) at replacement ratios specified by local and state agencies.

The wetland mitigation site covers approximately 0.75 hectares (1.85 acres). Existing wetlands comprise approximately 10 percent of the site. The wetlands are dominated by reed canarygrass, creeping buttercup, creeping bentgrass, and Himalayan blackberry. This palustrine emergent seasonally saturated wetland is a category II wetland according to the Washington rating system and a class 2 wetland under the City of Issaquah rating system. The buffers would use 100 percent of this parcel.

The wetland mitigation concept plan described below has been developed for the U.S. Army Corps of Engineers Clean Water Act section 404 permit application for the project. The plan proposes to compensate for project impacts by creating diverse wetland habitat that consolidates affected functions into one larger wetland unit.

The wetland mitigation plan also includes in-stream structures to increase fisheries habitat in Schneider Creek. Fisheries opportunities in severely degraded Schneider Creek will be enhanced by the installation of woody debris, rocks, and other in-stream features consistent with Washington Department of Fish and Wildlife and City goals and requirements. Work in Schneider Creek will be done by hand and without diverting the flows in the creek.

7.3.1 WETLAND MITIGATION GOALS

The mitigation plan has the following mitigation goals:

- Designate preserved wetlands and their associated upland buffers as native growth protection easements (NGPE) to provide for long-term protection.
- Permanently protect 1.85 acres of the off-site mitigation area as NGPE.
- Compensate for 0.07 hectares (0.15 acres) of impact to forested and emergent wetlands by creating at least 0.14 hectares (0.30 acres) of forested wetlands offsite.
- Enhance existing wetland functions by planting native hydrophytic vegetation.
- Enhance fisheries habitat opportunities in Schneider Creek by installation of in-stream structures.
- Enhance existing low-grade wetland and stream buffers by replanting native vegetation in the disturbed buffer.
- Create hydrologic conditions that support the natural succession of native species.
- Avoid adverse impacts on remaining wetlands and buffers during construction.

7.3.2 NATIVE GROWTH PROTECTION EASEMENTS

Each preserved wetland along with its upland buffer has been designated as a native growth protection easement (NGPE). The upland buffers around the regulated wetlands would be either 7.62 meters (25 feet) or 15.24 meters (50 feet) wide. The entire 0.75-hectare (1.85-acre) wetland mitigation site also would be designated native growth protection easement (Figure 16).

Permanent signs would be placed along the native growth protection easement boundary to clearly mark its edge prior construction activities. Orange barrier fences would be constructed along this boundary to prevent encroachment into the native growth protection easement during construction activities. Additional temporary signs would be installed as needed. The native growth protection easement boundaries would be inspected, and any damaged areas would be repaired and all debris removed after construction activities have been completed.

7.3.3 WETLAND MITIGATION SITE SELECTION

The wetland mitigation area was selected for its location within the Issaquah Creek watershed, for its proximity to adequate hydrology sources, and because the upland area is abandoned pasture containing nonnative species. A portion of the property along Schneider Creek would be excavated to the appropriate grades for wetland creation (Figure 16).

7.3.4 CONSTRUCTION OBSERVATION

A wetland biologist or environmental designer would be employed to assist with the implementation of the construction plan because of the common practices of adjusting plans onsite. The wetland biologist would observe construction activities to assist in accomplishing the intent and specifications of the mitigation plan. The biologist would provide assistance and guidance for

meeting plan specifications to the general or landscape contractor. The biologist would also recommend modifications to the site plan based on unforeseen site conditions. Construction observation also ensures that excavation and planting areas have been properly staked.

7.3.5 WETLAND MITIGATION PERFORMANCE STANDARDS

The performance standards are:

- The existing wetlands, created and enhanced wetlands, and enhanced buffers would be designated as native growth protection easements and permanently marked in the field.
- Signage and barrier fences would be installed during construction to prevent inadvertent impacts in remaining wetlands.
- Total cover of all pioneering and planted trees and shrubs in the created wetland area would be at least 50 percent in year 3 and 80 percent in year 5 of the 5-year monitoring period.
- Total cover of all pioneering and planted trees and shrubs in the enhanced wetland area would be at least 50 percent in year 3 and 80 percent in year 5 of the 5-year monitoring period.
- Total cover of all pioneering and planted trees and shrubs in the buffer area would be at least 50 percent in year 3 and 80 percent in year 5 of the 5-year monitoring period.
- The created wetland would be colonized by at least one native tree species and one shrub species not in the planting schedule after 5 years.
- Aerial cover of invasive species would not exceed 20 percent after 5 years.

7.3.6 WETLAND MITIGATION MONITORING PROGRAM

Mitigation plantings would be monitored biannually (every other year) for 5 years. The initial monitoring would occur one year after planting in order to implement the one-year plant survival warranty to be provided by the landscape contractor.

Vegetation sampling for percent cover would occur during summer in the third and fifth years. In addition, permanent points would be established to photographically document the overall appearance of the mitigation area.

7.3.7 WETLAND MITIGATION CONTINGENCY PLAN

The contingency plan provides for replacing plants in order to achieve the performance standards. If warranted, a recommendation would be made for replacing dead plants with different native species. If total cover of designated invasive species exceeds 20 percent, then a weed control program would be implemented.

The contingency plan may be enacted in whole or in part, whenever the action is warranted by the monitoring reports. If the desired mitigation goals are not achieved, as measured by the monitoring program and performance standards, then a joint determination by the city, the county, and the project proponent may be made to implement the contingency plan.

7.3.8 WETLAND MITIGATION PERFORMANCE ASSURANCE

In order to ensure that the mitigation plan is properly implemented, including monitoring and contingencies, specific control measures would be included in the final plan. These measures would provide control by the city to ensure that the mitigation plan is implemented to the city's satisfaction without putting an undue burden on the project proponent.

7.4 Conceptual Stream Mitigation Plan

7.4.1 OVERVIEW

A conceptual stream mitigation plan has been designed to mitigate potential adverse impacts of the proposed project. The plan would include several types of in-stream features to enhance fish and riparian habitat in East Fork Issaquah Creek, as well as stream bank stabilization and establishment of riparian vegetation in stream bank areas (Figure 17). As shown in Figure 18, the plan would enhance approximately 365 lineal meters (1,200 lineal feet) of the creek in a continuous reach in areas just upstream and downstream of the project site.

The in-stream mitigation plan is based primarily on the introduction of large woody debris and the creation of a pool-riffle stream type. All proposed features, except for in-stream rocks, would be bioengineered solutions. Large woody debris consists of logs with root wads still attached. Both horizontal and vertical root wad structures are planned. The root structures create scour basins, which provide in-stream fish cover and flow refuge areas. Large rocks located in the center of the channel are proposed as turning rocks to direct flow and to create scour basins for fish flow refuge. The stream bank stabilization area would include approximately 20 to 30 root-wad structures. Other in-stream features would include 20 logs or root wads in the banks and six turning rock structures in the stream channel.

The bulkheads and rock walls of the stream banks in the former residential areas adjacent to the stormwater facility would be removed. Large woody debris would be installed and banks would be stabilized with live-branch cuttings layered between biostabilized soil layers. The adjacent stream buffer and other stream buffer areas would be restored and enhanced with riparian vegetation. The plan also proposes the construction of a backwater channel on the existing bar on the north side of the creek. This channel would provide rearing and overwintering habitat for juvenile coho salmon and other fish species. Stream bank areas totaling approximately 0.72 hectare (1.9 acres) would be restored and enhanced.

Table 8 summarizes the estimated impacts and proposed mitigation measures for the proposed project.

Based on an agreement between the WDFW and WSDOT, the existing concrete sack weirs installed in the 1970s as part of I-90 construction would be replaced. WDFW has identified these weirs as the source of fish passage problems. The stream mitigation plan would include a log weir system with heights between weirs at 25 centimeters (0.8 feet). This new weir system will be part of the final stream mitigation plan.

Contract Plans

For Construction of:

SR 90

MP 18.07 VICINITY

I-90 SUNSET I/C MODIFICATIONS STAGE 2

KING COUNTY

VOLUME 2 OF 4

F. A. PROJECT NOS. HP-IM-0901(416) & LOCAL

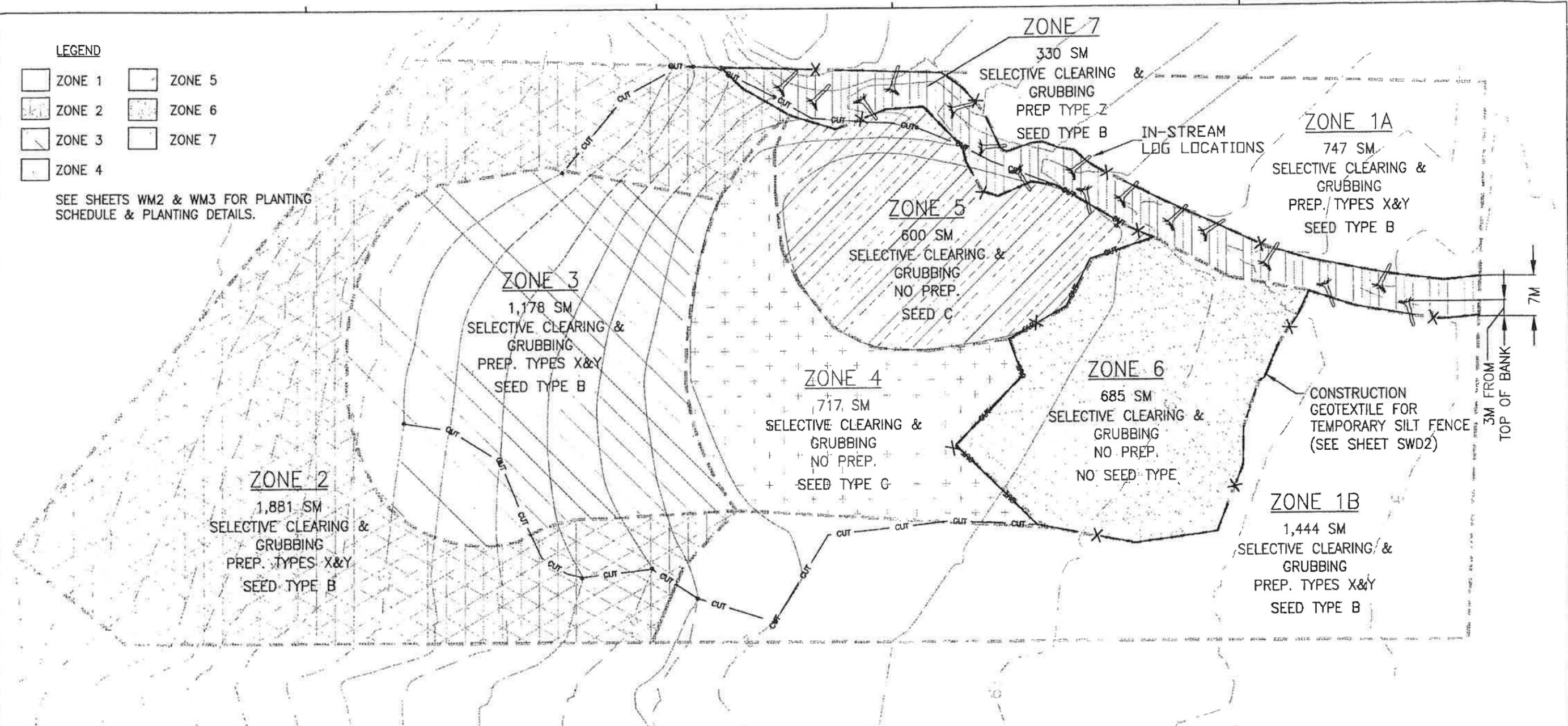


Washington State Department of Transportation

LEGEND

	ZONE 1		ZONE 5
	ZONE 2		ZONE 6
	ZONE 3		ZONE 7
	ZONE 4		

SEE SHEETS WM2 & WM3 FOR PLANTING SCHEDULE & PLANTING DETAILS.

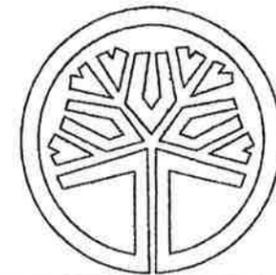
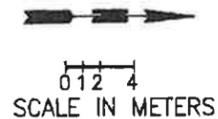


EARTHWORK NOTES:

1. THE GRADING PLAN FOR THIS SITE IS SHOWN ON THIS SHEET.
2. CONTRACTOR SHALL INSTALL SILT FENCING PRIOR TO ANY OTHER CONSTRUCTION. SECTIONS OF SILT FENCING MAY BE TEMPORARILY REMOVED TO ALLOW CONSTRUCTION OF IN-STREAM LOGS. REINSTALL SILT FENCING IMMEDIATELY AFTER LOG CONSTRUCTION IS COMPLETE.
3. NO DISTURBANCE IS PERMITTED IN ZONE 6 (EXISTING WETLAND) EXCEPT AS DIRECTED BY THE ENGINEER.
4. CLEAR & GRUB ALL EXISTING VEGETATION EXCEPT FOR TREES IN ZONE 6 PER THE DIRECTION OF THE ENGINEER. NO MACHINERY IS ALLOWED WITHIN ZONE 6.
5. CLEAR ALL VEGETATION IN ZONE 7 BY MANUAL MEANS.
6. INSTALL LOGS WITH ROOT WADS PRIOR TO ANY PLANT INSTALLATION.
7. LOGS SHALL BE INSTALLED IN APPROXIMATELY THE LOCATIONS SHOWN ON SHEET. ACTUAL INSTALLATION LOCATIONS WILL BE DIRECTED BY THE ENGINEER BASED ON SITE CONDITIONS. SEE SHEET WM3 FOR LOG WITH ROOT WAD DETAILS.
8. OVER EXCAVATE EXISTING SOILS IN ZONES 4 & 5 500MM & BACK FILL TO FINISHED GRADES WITH TOPSOIL TYPE A. COMPACT SOIL TYPE A PER THE SPECIFICATION FOR SEEDS AREAS.
9. NO OVER EXCAVATION IS REQUIRED IN ZONES 1, 2, 3, 6 OR 7.

PLANTING AND SEEDING NOTES:

1. SEE THE PLANT SCHEDULE ON SHEET WM2 FOR MATERIALS SPECIFICATIONS, PLANT QUANTITIES, & PLANT SPACING.
2. SEE SHEET WM2 & WM3 FOR PLANTING DETAILS.
3. PLANTING AREA PREPARATION TYPES X & Y ARE REQUIRED FOR IN ALL ZONES EXCEPT FOR 4, 5, 6, & 7. THE TYPE OF PLANTING AREA PREPARATION REQUIRED FOR EACH ZONE IS SHOWN IN THE LABEL FOR EACH ZONE.
4. PLANTING AREA PREPARATION DETAILS ARE SHOWN ON SHEET WM2. PLANTING AREA PREPARATION X INCLUDES BARK MULCH INCORPORATED INTO THE EXISTING SOILS. PREPARATION Y INCLUDES WOOD CHIP MULCH OVER COMPOST SOILS WITH NO INCORPORATION.
5. SEED ALL AREAS WITHIN PLANTING ZONES EXCEPT OVER PLANTING PITS.



STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
Kirk H. Hackler
KIRK H. HACKLER
CERTIFICATE NO. 631

Design Engr.				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor				10	WASH			
Designed by	KIRK HACKLER	10/00		JOB NUMBER				
Checked by	KIRK HACKLER	10/00		CONTRACT NO.				
Detailed by	J. ARYANA, B. POULSEN	10/00						
Prelim. Design Engr.								
Preliminary Plan by								
Architect/Specialist		DATE	REVISION	BY	APP'D	DATE		

Washington State
Department of Transportation

SR90
SUNSET I/C MODIFICATION
WETLAND MITIGATION SITE

WETLAND GRADING & PLANTING PLAN

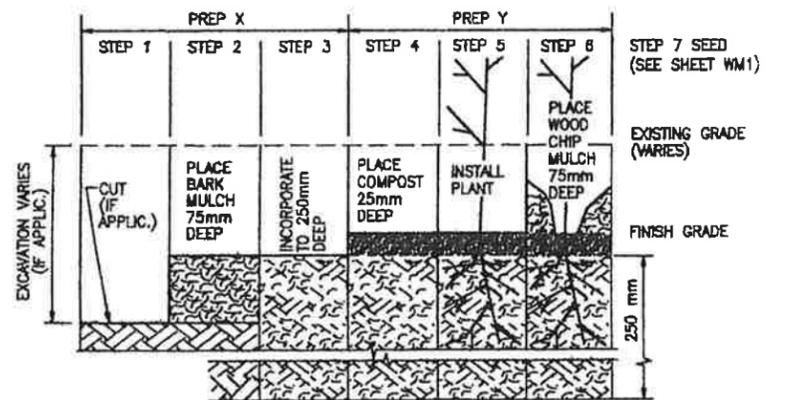
SHEET NO.
WM1

SHEET 224
OF 764
SHEETS

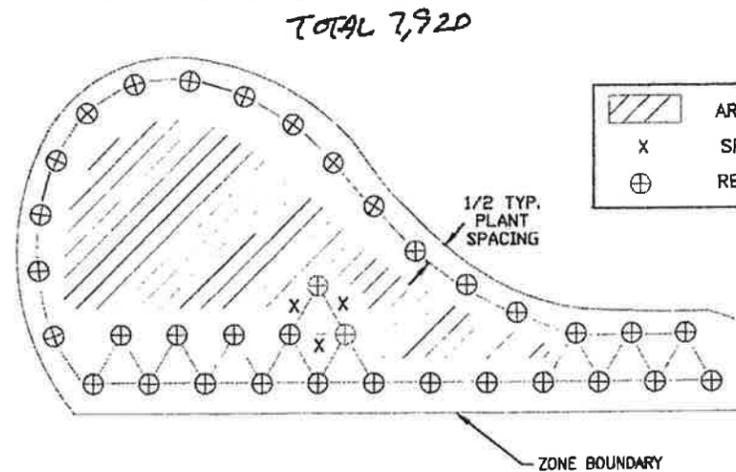
PLANTING ZONE SPECIFICATIONS

BOTANICAL / COMMON NAME A.S.N.S. SPACING QUANTITY PER PLANTING ZONE (SEE LANDSCAPE PLAN FOR CORRESPONDING ZONES)

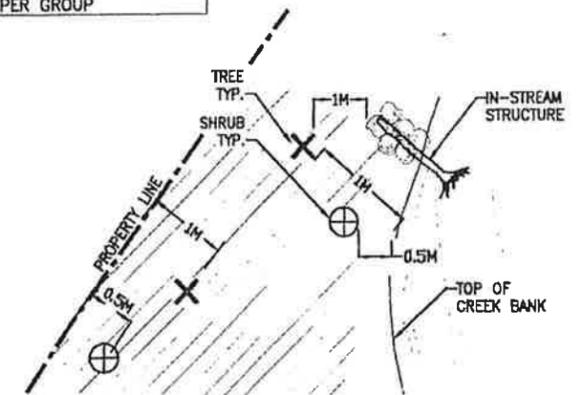
BOTANICAL / COMMON NAME	A.S.N.S.	SPACING	QUANTITY PER PLANTING ZONE (SEE LANDSCAPE PLAN FOR CORRESPONDING ZONES)							TOTAL	SPECIFICATIONS	NOTES	
			ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7				
TREES													
CRATAEGUS DOUGLASII/BLACK HAWTHORN	1.1.3.3	2 O.C.	3	7		5	5	5			• 25	0.65 HT.; 0.25 MIN. RS; BR	INSTALL RANDOMLY MAX. 3 PER GROUP
PSEUDOTSUGA MENZIESII/DOUGLAS FIR	3.1.2.4	3 O.C.		40	15						• 55	1 HT.; 0.25 MIN. RS; #6 CONT.	RANDOMLY SPACE 2 TREE HEIGHTS MIN 2'-MAX. 10' PER GROUP
PICEA SITCHENSIS/SITKA SPRUCE	1.1.3.1	3 O.C.	5	10			5	5	3		• 28	1 HT.; 0.25 MIN. RS; #6 CONT.	
THUJA PLICATA/WESTERN RED CEDAR	3.1.2.4	3 O.C.	9	16			10			5	• 43	1 HT.; B&B	INSTALL IN LOW FLAT AREAS NEAR CREEK
FRAXINUS LATIFOLIA/OREGON ASH	1.1.3.1	3 O.C.	9	16			10	5	4	6	• 50	0.65 HT.; 0.25 MIN. RS; BR	2-5 PER GROUP
POPULUS BALSAMIFERA/BLACK COTTONWOOD	1.1.3.1	3 O.C.	2	3							• 10	0.65 HT.; 0.25 MIN. RS; BR	2-3 PER GROUP
TSUGA HETEROPHYLLA/WESTERN HEMLOCK	3.1.2.4	2 O.C.			10	5					• 15	1 HT.; 0.25 MIN. RS; #6 CONT.	2-3 PER GROUP
ACER MACROPHYLLUM/BIG LEAF MAPLE	1.1.3.1	3 O.C.	3	7	20	5					• 35	1 HT.; 0.25 MIN. RS; #6 CONT.	INSTALL RANDOMLY MAX. 2 PER GROUP
SHRUBS													
MALUS FUSCA/WESTERN CRABAPPLE	1.1.3.3	1.5 O.C.					5			4	• 9	0.65 HT.; 0.25 MIN. RS; BR	INSTALL RANDOMLY MAX. 3 PER GROUP
ACER CIRCINATUM/VINE MAPLE	1.1.3.3	1.5 O.C.	10	20							• 30	0.65 HT.; 0.25 MIN. RS; BR	INSTALL RANDOMLY 2-4 PER GROUP
SAMBUCUS RACEMOSA/RED ELDERBERRY	2.1.3.5	1 O.C.	17	33	45	50				30	• 175	0.9 HT.; 0.3 MIN. RS; BR	INSTALL RANDOMLY 2-4 PER GROUP
SYMPHORICARPOS ALBUS/SNOWBERRY	2.1.3.4	1 O.C.	68	132	250	150					• 630	0.45 HT.; 0.23 MIN. RS; BR	5-15 PER GROUP
RUBUS SPECTABILIS/SALMONBERRY	2.1.3.5	1 O.C.					50			10	• 60	0.65 HT.; 0.25 MIN. RS; BR	3-5 PER GROUP
ROSA NUTKANA/NOOTKA ROSE	2.1.3.4	1.5 O.C.	51	99	250	115					• 515	0.6 HT.; 0.25 MIN. RS; BR	5-15 PER GROUP
CORNUS SERICEA/RED-OSIER DOGWOOD	2.1.3.3	1.5 O.C.	85	165	50	25	100			20	• 505	0.6 HT.; 0.25 MIN. RS; BR	3-5 PER GROUP
HOLIDISCUS DISCOLOR/OCEANSPRAY	2.1.3.4	1 O.C.			50	50					• 100	0.6 HT.; 0.25 MIN. RS; BR	2-4 PER GROUP
CORYLUS CORNUTA/CALIFORNIA HAZELNUT	2.1.3.4	1.5 O.C.	10	20	20	30					• 80	0.6 HT.; 0.25 MIN. RS; #5 CONT.	MAX. 2 PER GROUP
PHYSOCARPUS CAPITATUS/PACIFIC NINEBARK	2.1.3.5	1.5 O.C.	17	33			25			20	• 95	0.65 HT.; 0.25 MIN. RS; #6 CONT.	3-5 PER GROUP
MAHONIA NERVOSA/OREGON GRAPE	4.1.3.4	1 O.C.	17	33	100	75					• 225	0.3 HT.; 0.15 MIN. RS; BR	5-10 PER GROUP
LONICERA INVOLUCRATA/BLACK TWINBERRY	2.1.3.4	1 O.C.	26	49			60			10	• 145	0.65 HT.; 0.25 MIN. RS; BR	3-5 PER GROUP
SALIX LUCIDA SSP. LASIANDRA/PACIFIC WILLOW	2.1.3.5	1.5 O.C.								15	• 15	0.65 HT.; 0.25 MIN. RS; BR	3-5 PER GROUP
SALIX SCOULERIANA/SCOULER'S WILLOW	2.1.3.6	1.5 O.C.	19	36			20				• 75	0.65 HT.; 0.25 MIN. RS; BR	3-5 PER GROUP
HERBACEOUS & EMERGENT PLANTS													
ATHYRIUM FILIX-FEMINA/LADY FERN	6.5	0.5 O.C.						35		10	• 45	0.3 HT.; 0.15 MIN. RS; #1 CONT.	INSTALL IN GROUPS MIN. 20, MAX. 100 PER GROUP
CAREX DEWEYANA/DEWEY'S SEDGE	6.5	0.5 O.C.						50	40		• 90	BR	INSTALL IN GROUPS MIN. 20, MAX. 100 PER GROUP
CAREX LYNGBYEI/SLOUGH SEDGE	6.5	0.5 O.C.						100	50		• 150	BR	INSTALL IN GROUPS MIN. 20, MAX. 100 PER GROUP
CAREX STIPATA/SAWBEAK SEDGE	6.5	0.5 O.C.						100	75		• 175	BR	INSTALL IN GROUPS MIN. 20, MAX. 100 PER GROUP
SCIRPUS MICROCARPUS/SMALL-FRUITED BULRUSH	6.5	0.5 O.C.						290	150		• 440	BR	INSTALL IN GROUPS MIN. 20, MAX. 100 PER GROUP
JUNCUS TENUIS/SLENDER RUSH	6.5	0.5 O.C.						95	50		• 145	BR	INSTALL IN GROUPS MIN. 20, MAX. 100 PER GROUP
TOTAL			351	679	840	525	320	685	415	150	• 3955		



A PLANTING AREA PREP. X&Y/SCHEDULE OF WORK DETAIL
WM2 NOT TO SCALE SECTION



B TYPICAL PLANT SPACING DETAIL
WM2 NOT TO SCALE PLAN

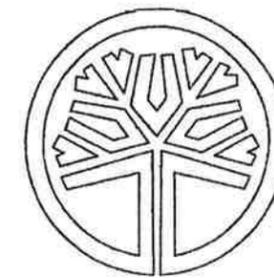


C ZONE 7 PLANT SPACING DETAIL
WM2 NOT TO SCALE PLAN

- NOTES:
1. THE TOTAL PLANT QUANTITY ON THIS PAGE REPRESENTS THE PLANTS FOR STREAM BUFFER RESTORATION ONLY. SEE SHEETS PP3 AND SL5 FOR ADDITIONAL PLANT QUANTITIES.
 2. PLANT MATERIAL SPACING SHALL BE AS SHOWN ON TYPICAL LAYOUT ON SHEET SL7. SPACE BETWEEN TREES SHALL BE 3M MINIMUM WITHIN MIX.
 3. SEED ALL AREAS WITHIN PLANTING ZONES EXCEPT OVER PLANTING PITS.

KEY TO ABBREVIATIONS
 BB = BALLED & BURLAPPED BR = BARE ROOT CONT. = CONTAINER HT = HEIGHT
 MIN. = MINIMUM O.C. = ON CENTER RS = ROOT SPREAD

NOTE:
 ALL PLANT SPACING & SIZE SPECIFICATIONS ARE IN METERS UNLESS OTHERWISE NOTED.



STATE OF WASHINGTON
 REGISTERED
 LANDSCAPE ARCHITECT
 KIRK H. HACKLER
 CERTIFICATE NO. 631

Design Engr.				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor				10	WASH			
Designed by	KIRK HACKLER	10/00		JOB NUMBER				
Checked by	KIRK HACKLER	10/00		CONTRACT NO.				
Detailed by	B POULSEN, J ARYANA	10/00						
Prelim. Design Engr.								
Preliminary Plan by								
Architect/Specialist		DATE	REVISION	BY	APP'D	DATE		

Washington State
 Department of Transportation

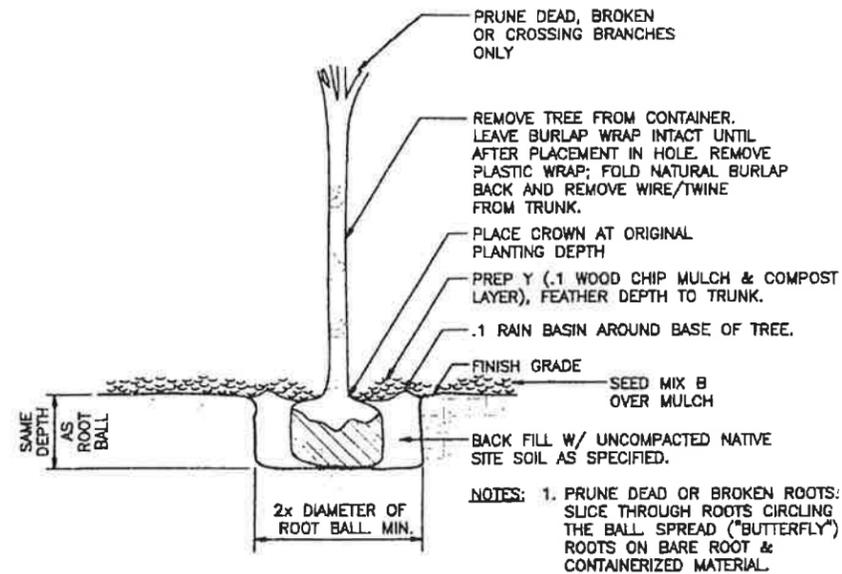
PB PARSONS BRINCKERHOFF

Osborn Pacific Group Inc.

SR90
 SUNSET I/C MODIFICATION
 WETLAND MITIGATION SITE

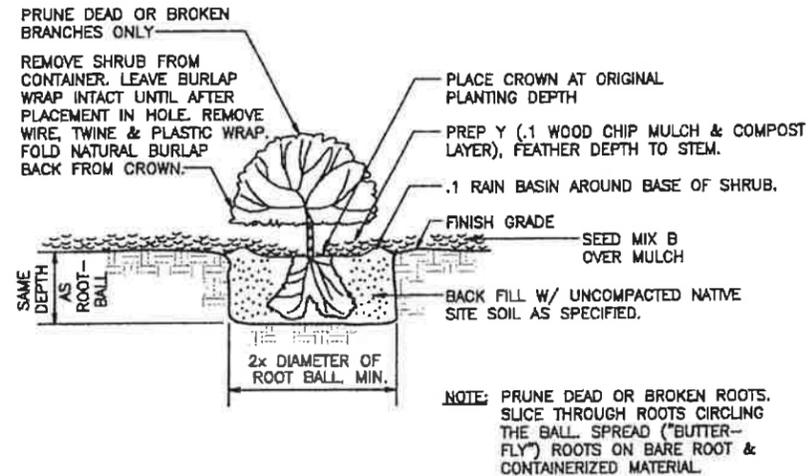
WETLAND PLANTING DETAILS

SHEET NO.
 WM2
 SHEET 225 OF 765 SHEETS



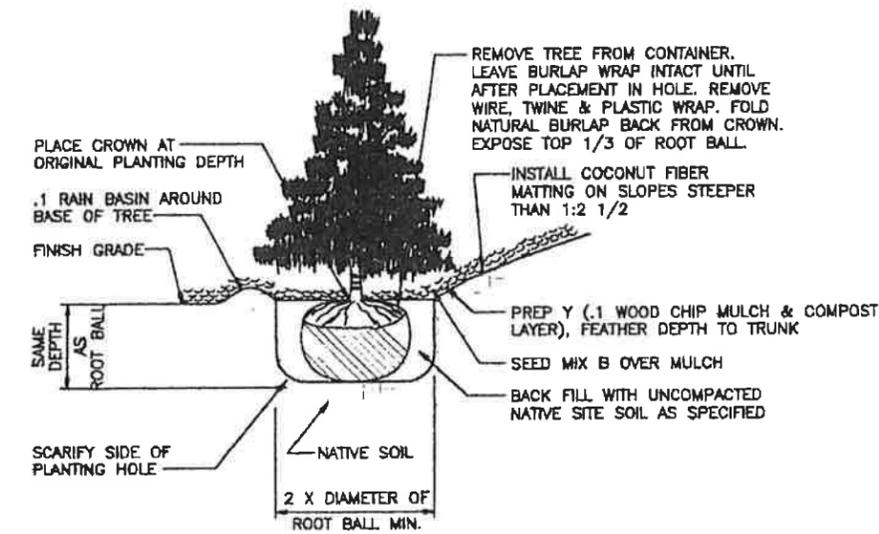
A DECIDUOUS TREE PLANTING

WM3 NOT TO SCALE SECTION



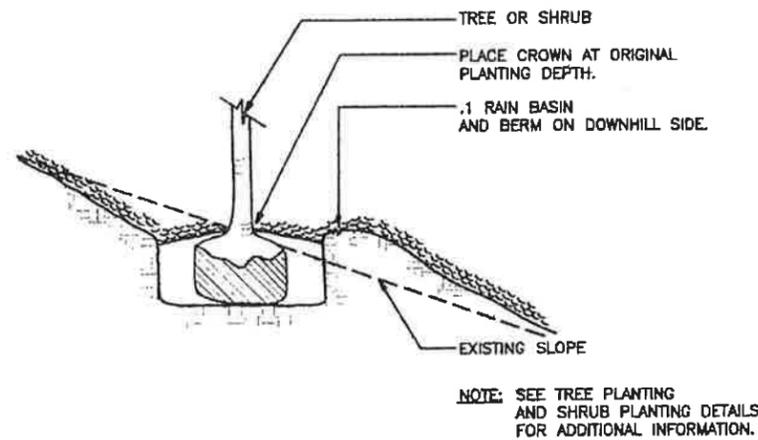
B SHRUB PLANTING

WM3 NOT TO SCALE SECTION



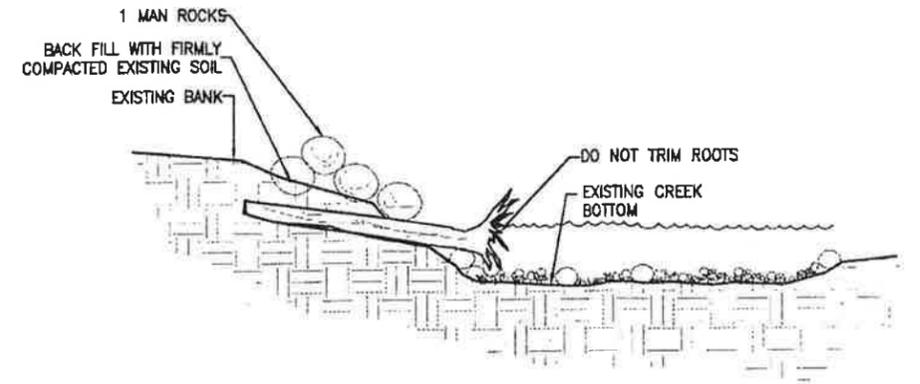
E EVERGREEN TREE PLANTING

WM3 NOT TO SCALE SECTION



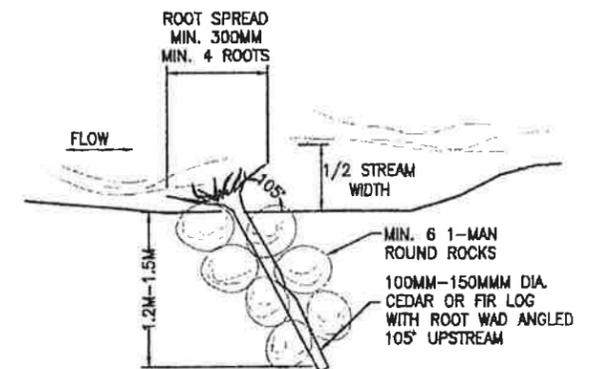
F EXISTING SLOPE PLANTING

WM3 NOT TO SCALE SECTION



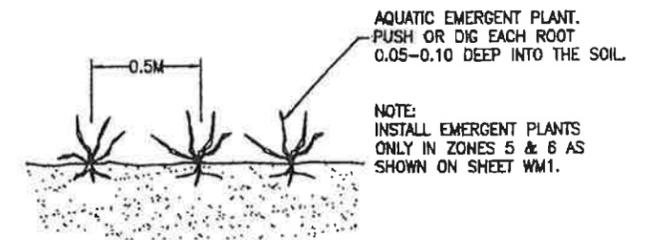
C IN STREAM LOG

WM3 NOT TO SCALE SECTION



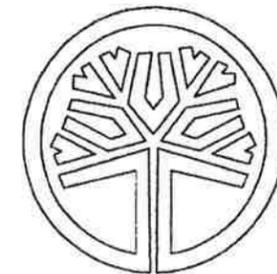
D IN STREAM LOG

WM3 NOT TO SCALE SECTION



G EMERGENT PLANTING

WM3 NOT TO SCALE SECTION



STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
KIRK H. HACKLER
CERTIFICATE NO. 631

Design Engr.					REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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Preliminary Plan by									
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Washington State
Department of Transportation

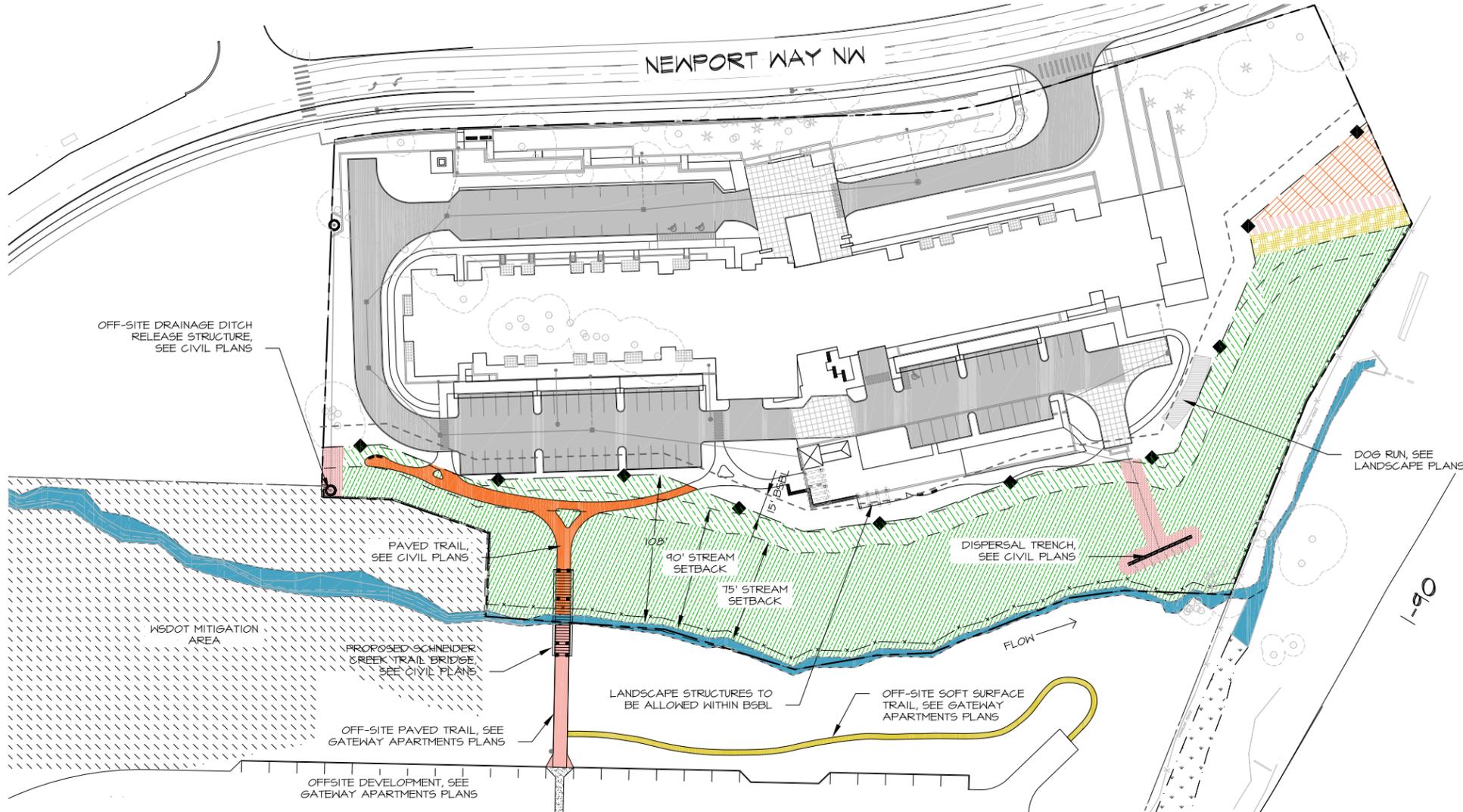
PB PARSONS BRINCKERHOFF

CEBORNI PACIFIC GROUP INC.

SR90
SUNSET I/C MODIFICATION
WETLAND MITIGATION SITE

WETLAND PLANTING DETAILS

SHEET NO. WM3
SHEET 226 OF 764 SHEETS



BUFFER IMPACTS LEGEND

	MINOR UTILITY CONSTRUCTION	2,384 SF
	PAVED TRAIL	2,884 SF
	OFF-SITE PAVED TRAIL	1,021 SF
	OFF-SITE SOFT SURFACE TRAIL	1,760 SF
TOTAL IMPACTS		8,109 SF

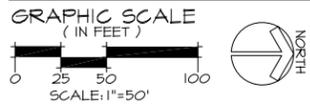
BUFFER MITIGATION LEGEND

	MINOR UTILITY CONSTRUCTION BUFFER RESTORATION	2,384 SF
	PAVED TRAIL MITIGATION	2,918 SF
	OFF-SITE PAVED TRAIL MITIGATION	1,106 SF
	OFF-SITE SOFT SURFACE TRAIL MITIGATION	1,789 SF
TOTAL BUFFER MITIGATION		8,197 SF

BUFFER ENHANCEMENT LEGEND

	BUFFER ENHANCEMENT, STANDARD PLANTING DENSITY PER IMC.10.190.D.4	55,458 SF
	OUTER AREA BUFFER ENHANCEMENT, 50% PLANTING DENSITY OF THAT SPECIFIED IN IMC.10.190.D.4	11,890 SF
TOTAL BUFFER ENHANCEMENT		67,348 SF

PROPOSED SITE PLAN & IMPACTS & MITIGATION OVERVIEW PLAN



PLAN LEGEND

- PROJECT SITE BOUNDARY
- 15' BSBL
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- DIRECTION OF FLOW
- CLEARING & GRADING LIMITS/SILT FENCE
- POST CONSTRUCTION STREAM BUFFER BOUNDARY
- NGPE SIGN - SEE DETAIL

NOT FOR CONSTRUCTION
THESE PLANS HAVE BEEN SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. UNTIL APPROVED, THESE PLANS ARE:
SUBJECT TO REVISION



Know what's below.
Call before you dig.

NOTES

- SURVEY PROVIDED BY TRIAD ASSOCIATES, 20300 WOODINVILLE SNOHOMISH ROAD NE, STE. A WOODINVILLE, WA 98072, (425) 821-8448.
- SITE PLAN PROVIDED BY VIA ARCHITECTURE, 1809 7TH AVENUE STE. 800, SEATTLE, WA 98101 (800) 328-0556.
- SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
- THESE PLANS ARE A SUPPLEMENTAL ATTACHMENT TO THE CRITICAL AREAS STUDY & MITIGATION PLAN, DATED OCTOBER 2015

TALASAEA
CONSULTANTS, INC.
Resource & Environmental Planning
18020 Bear Creek Road Northeast - Woodinville, Washington 98077
Ph: (425) 867-7668 - Fax: (425) 867-7648

CRITICAL AREAS CONCEPTUAL MITIGATION PLAN
PROPOSED SITE PLAN, IMPACTS & MITIGATION OVERVIEW PLAN
ISSAQUAH GATEWAY SENIOR HOUSING
ISSAQUAH, WASHINGTON

Revisions	Date	By
SEPA COMMENTS	2-18-2016	OA
Date	10-23-2015	
Scale	AS SHOWN	
Designed	AO	
Drawn	ABS/OA	
Checked	AO	
Approved	BS	
Project #	63402	
Sheet #	W.1	

**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.

River & Streams Board
December 15, 2015

Page

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.

River & Streams Board
December 15, 2015

Page

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.

River & Streams Board
December 15, 2015

Page

- 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.

River & Streams Board
December 15, 2015

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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.

River & Streams Board
December 15, 2015

Page

Board - Final Comments

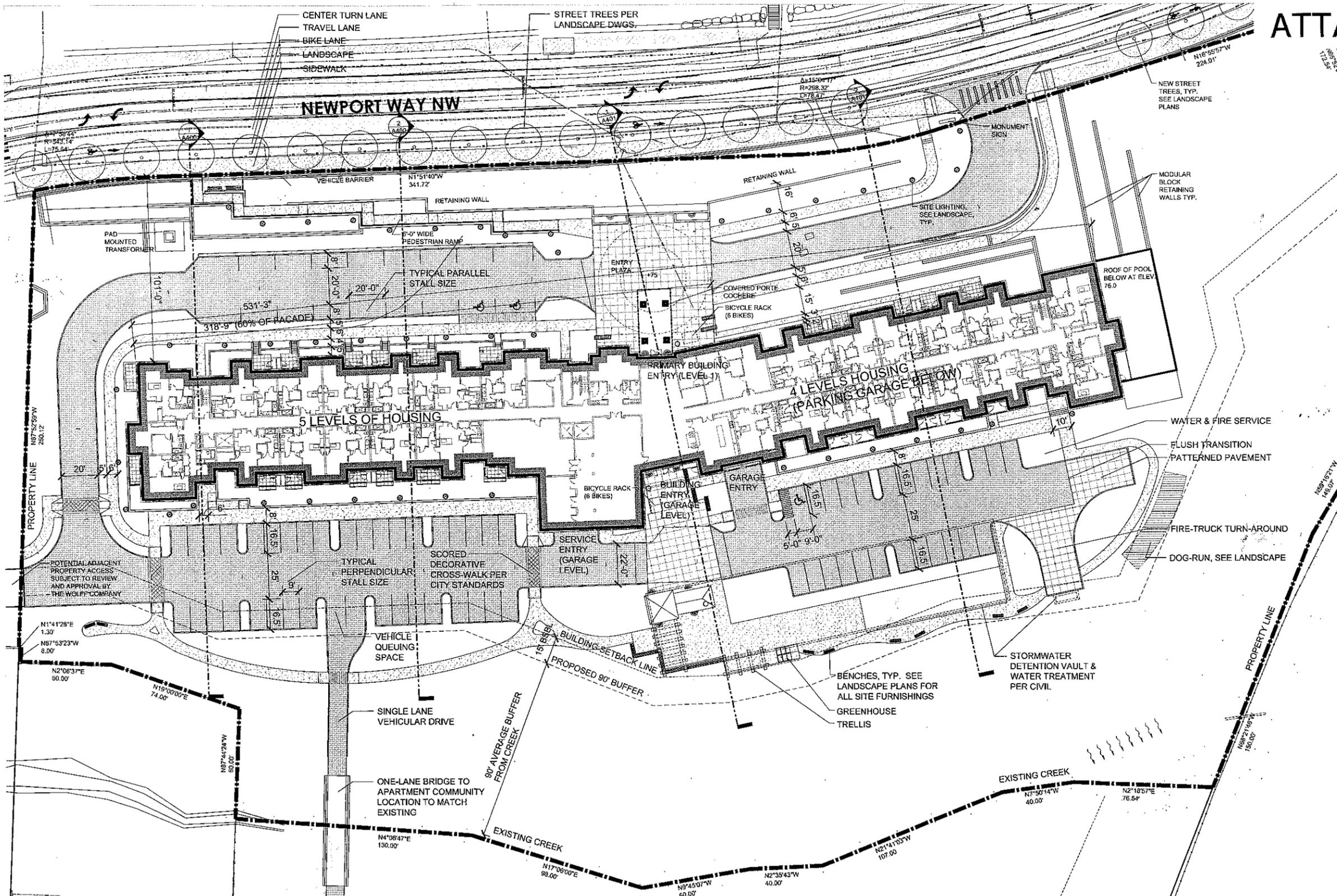
- Water Issues with the Steep Slope: *The Board is concerned about the steepness of the slope: soil stability, water springs on the slope, stormwater, infiltration of water, etc.? There are known problems in that whole area with those kinds of issues.*

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



Issaquah Gateway Senior Housing
 Newport Way, Issaquah, WA
 THE WOLFF COMPANY
 Since 1949
 URBAN EVOLUTION

7888 REGISTERED ARCHITECT
Alan Hart
 STATE OF WASHINGTON

DATE: 1.10.2016
 CHECKED BY: [Signature]
 DRAWN BY: [Signature]

SITE DEVELOPMENT PERMIT

NO.	DATE	DESCRIPTION
1	1.10.2016	REVISION 1
2	3.8.2016	REVISION 2

ARCHITECTURAL SITE PLAN
A0100
 DATE: 03/08/2016
 ALL RIGHTS RESERVED BY IFA ARCHITECTURE INCORPORATED. THIS DESIGN IS NOT TO BE USED OR REPRODUCED WITHOUT THE CONSENT OF IFA ARCHITECTURE INCORPORATED.

PARKING SUMMARY

MOTORCYCLE PARKING REQUIRED	
PER CDDTS 8.12.A: 1 PER 36 VEHICLE SPACES REQUIRED FOR RESIDENTIAL USE	
MOTORCYCLE PARKING REQ'D: 105/36 =	3

MOTORCYCLE PARKING PROVIDED	
STRUCTURED PARKING:	3
TOTAL MOTORCYCLE PARKING PROVIDED:	3

BICYCLE PARKING REQUIRED	
PER CDDTS TABLE 8.11-1: MULTIFAMILY = 0.15 SPACES PER BEDROOM	
1 BEDROOM UNITS: 92 (x1) =	92
2 BEDROOM UNITS: 54 (x2) =	108
TOTAL BEDROOMS =	200
TOTAL BIKE PARKING REQ'D: 200x0.15 =	30

BICYCLE PARKING PROVIDED	
UPPER ENTRY (EXTERIOR)	6
LOWER ENTRY (EXTERIOR)	6
PARKING GARAGE (INTERIOR)	18
TOTAL BIKE PARKING PROVIDED:	30

AUTOMOBILE PARKING REQUIRED	
PER CDDTS TABLE 8.10-1: SENIOR HOUSING = 0.5 SPACES PER UNIT + 1 SPACE PER EMPLOYEE	
UNITS:	
146 UNITS X 0.5 =	73
EMPLOYEES (AT PEAK TIMES):	
ADMIN:	8
FOOD SERVICE:	16
DRIVER:	1
HOUSEKEEPING:	5
MAINTENANCE:	2
TOTAL EMPLOYEES =	32
TOTAL AUTO PARKING REQ'D: 73+32 =	105

AUTOMOBILE PARKING PROVIDED	
SURFACE PARKING:	
STANDARD:	75
ACCESSIBLE: *	2
VAN ACCESSIBLE: *	1
TOTAL SURFACE PARKING:	78
STRUCTURED PARKING:	
STANDARD:	31
VAN ACCESSIBLE: *	1
TOTAL STRUCTURED PARKING:	32
TOTAL AUTO PARKING PROVIDED:	110
* PER WA-IBC 1106.2, THE TOTAL ACCESSIBLE PARKING SPACES REQUIRED = 2%	

PARKING SPACE SIZES	
STANDARD SPACES:	9'-0" X 18'-6"
COMPACT SPACES:	8'-0" X 16'-0"
ACCESSIBLE SPACES: *	13'-0" X 18'-6"
VAN ACCESSIBLE SPACES: *	16'-0" X 18'-6"
*DIMENSION INCLUDES 60" ACCESS AISLE	

ARCHITECTURAL SITE PLAN
 1" = 20'-0"



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

Date: March 9, 2016

To: Development Commission

CC: Greg Van Patten, Wolff Company

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

Subject: Briefing Response Memo for Gateway Senior Housing
 Site Development Permit: SDP15-00005

Attachments:

1. Original SDP conditions, February 3, 2016
2. Additional public comment letters/emails since first Development Commission meeting
3. SEPA Final MDNS, stakeholder comments, City Staff responses
4. River & Streams meeting minutes
5. Revised Site Plan, Issue Date March 8, 2016

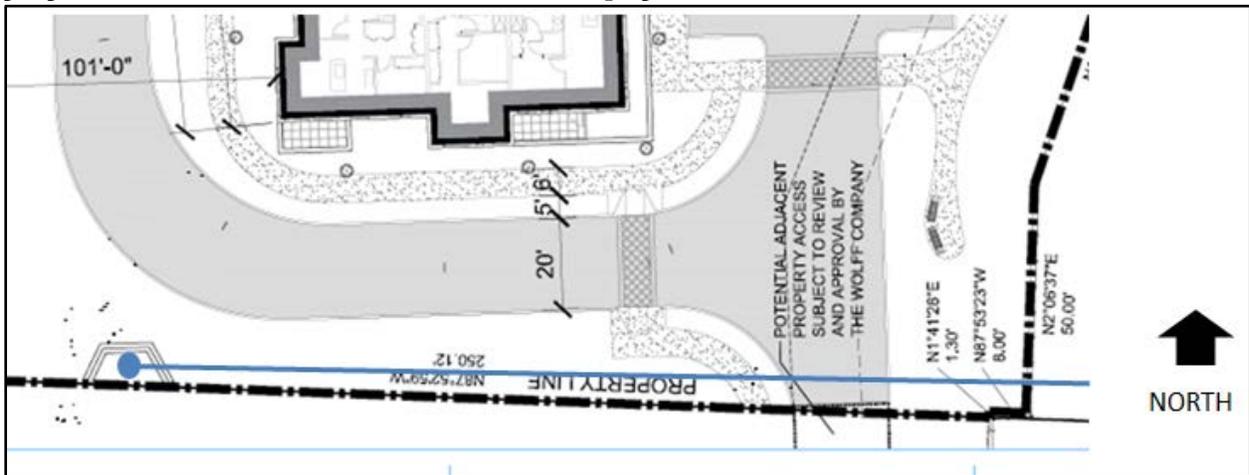
In response to the Development Commission's and the public's questions and comments at the February 3, 2016 Public Hearing, as well as comments received by Staff after the Staff Report was issued, Staff is providing the following information and responses:

1. Vehicular connection to the abutting property immediately south of the project site (former veterinary clinic site): Can't see how the City can require the vet site to provide a street connection; requiring an access to the vet site from Newport Way will not be safe, given its close proximity to the roundabout. Why can't stairs be provided and retaining walls be adjusted at the access drive to accommodate a sidewalk at the north side of the neighborhood street?

Staff: The Applicant has revised the site plan to show the Neighborhood Street extending along the south perimeter of the property to connect to the adjacent property to the south at the southeast corner (see Attachment 5, Revised Site Plan, Issue Date March 8, 2016). This location

was determined to be the best location for the connection due to the gentle grade at this corner. The Neighborhood Street proposed for the Gateway Senior site is not intended to be the primary vehicular connection for the adjacent property (former veterinary clinic). Any street connection on to Newport Way for the former Vet site will be addressed at the time that the site is developed.

The revised site plan shows a 6-foot wide sidewalk and 5-foot planter strip with street trees along the side closest to the building. Two new crosswalks are provided where a three-way intersection is now shown, with a road stub for a future connection to the former veterinary clinic site (now vacant). There is not a sidewalk at on the south side of the street. does not continue west, but rather it connects to the sidewalk closest to the building. In the future when the property to the south develops it will be determined as part of their land use permit review whether a sidewalk makes sense for their project or not. With the construction permits for Gateway Senior the City will determine if street trees can be placed on the south side of the street due to 30-inch storm line proposed in that same area (see blue line in the graphic below).



Applicant: The location for a potential future vehicle connection to Newport Way from the Senior Housing site through the adjacent southern property will be identified on the site plan per City requirements. The configuration of the roadway on the adjacent property would need to be determined by that property owner as part of their site plan approval process, although it is not anticipated that it would impact the roundabout based on the current location of the driveway access to that property.

Conclusion: In the original Staff Report Condition 3 was a placeholder. Based on the revised site plan provided and staff analysis, no condition is necessary. However, Staff has asked the Applicant to consider planting street trees along side of the Neighborhood Street that is not provided with a sidewalk.

2. Pedestrian/bike bridge over Schneider Creek: Provide a two-lane bridge with a separated 5-foot sidewalk over Schneider Creek; mixing pedestrians and cars is not safe; a queuing bridge is not adequate and safe. Don't see a compelling reason for a vehicular connection over Schneider Creek to the Gateway Apartments; vehicular connections are more appropriate for the central part of town; people will use this bridge as a cut-through to circumvent traffic from Newport

Way. Eliminate vehicular access on Newport Way and consider entrance thru Gateway Apartments with real bridge over creek and more flat entrance to the Senior Housing where they can also access the neighborhood park.

Staff: There are three CIDD standards requiring developments and neighborhoods to be connected through all modes of transportation:

12.2.A, Multiple Routes

- A. **Multiple Routes.** Multiple routes should be provided to each land use and building. On-site connections should be configured to allow multiple routes to any destination and to minimize, for vehicular routes, the length and number of queuing lanes needed for signalized intersections.

12.5.B., Connection to Surrounding Circulation Facilities and Properties; and

12.5 Connectivity and Block Structure Design

- A. **Pedestrian Connections.** Pedestrian facility connections shall be provided at a minimum of every 250 feet of street frontage when a block exceeds 300 feet.

11.3.B. Connections to Surrounding Circulation Facilities and Properties

- B. **Connections to Surrounding Circulation Facilities and Properties.** Motorized and non-motorized connections shall be provided to adjacent Circulation Facilities and properties. See also Circulation Facilities, Chapter 6.0 and Circulation Design, Chapter 12.0.

Vehicular connectivity in the less urban parts of the City is more critical because these parts of the City have single-access roads that resulted in isolated communities. The required vehicular connections between properties and existing circulation facilities are consistent with past City Council direction and the Comprehensive Plan.

This bridge, while allowing vehicles, is designed so that it deters cut through vehicular traffic from one property to the other. The queuing set up does not afford any savings in time for someone who is trying to avoid the traffic congestion on Newport Way since the design inherently slows traffic. The bridge is not designed for heavy vehicles such as fire trucks but can serve the senior residents with limited mobility well by allowing small vehicles, such as golf carts, to shuttle them back and forth to the Neighborhood Park adjacent to the Gateway Apartments.

The revised site plan (Attachment 5) shows a 12-foot wide bridge with a queuing lane on both ends. The travel lane will be 10 feet wide and provided with 1-foot shoulders on both sides. The parking lot has been reconfigured to accommodate vehicular access to the bridge.

As the bridge is straight, cars can easily see if another vehicle is on the bridge or queuing to enter. The length of the bridge at 200 ft. (bridge span is 60 feet) is equal to or shorter than blocks in Seattle where narrow streets and parking on both sides necessitate drivers to non-verbally negotiate passage. In fact, Tibbets Creek Ln., shown on the right, is over 200 ft. long and curved. The driving surface for private vehicles on this bridge is 10 ft. wide. It's been in use successfully for 6-8 years. Furthermore, there are many 10 and 12 ft. wide woonerfs throughout Talus and Issaquah Highlands that have served as a shared car and pedestrian surface for years. The span of the bridge over Schneider Creek is 60 feet. The Creek itself is only 6 to 8 feet wide at the Ordinary High Water Mark, but the total bridge span accounts for the grades.



The limited width of the bridge limits impacts to Schneider Creek and its sensitive habitat. The parking lot was reconfigured to accommodate the vehicular traffic through the wetland buffer but the parking spaces were not reduced. The impact of a vehicular bridge versus a pedestrian/bicycle bridge on the wetland and Schneider Creek buffers is negligible, as reflected in the SEPA MDNS. Thus, the proposal implements CIDDs requirements with a facility that minimizes wetland impacts, accommodates slow vehicular trips, and maintains safe, shared pedestrian and bicycle use.

Applicant: The applicant has agreed to provide a single lane vehicular queuing bridge over Schneider Creek to comply with the required condition. The site plan will be modified to adjust the parking area and incorporate the necessary vehicle access lane.

Conclusion: The bridge shown in the Revised Site Plan (Attachment 5) is required by CIDDs and can be designed to appropriately be shared by private cars and pedestrians. Staff recommends no changes to proposed Approval Conditions.

3. **Pedestrian/bike access to site:** The ADA-compliant walkway should be designed without the sharp corners so that bikes can travel down safely. Why not a straight ramp? Design the sidewalk of the Neighborhood Street gentler in grade, as much as possible. Why can't stairs be provided at the access drive where the site is very steep? Design of the bike lane on Newport Way should consider how this section will connect to Gilman, and consider the high speed commuter bicyclist that will be the main user.

Staff: Bicyclists are provided with alternative routes to access the site depending on what they are most comfortable using. The ADA ramp/sidewalk along Newport Way is primarily for pedestrians but affords bicyclists access if they dismount and walk their bikes down the ramp.

As the applicant indicates, the ramp was intentionally designed to discourage mounted cyclists from using it. If a bicyclist prefers to ride to the building entrance, they could take the bridge through the Gateway Apartments site or access from the Neighborhood Street.

There are existing bike lanes on Newport Way, in both directions, which is part of the regional commuter bike route. The existing bike lanes will remain, and will be complemented by the new Shared Use Route, which is meant to be for local bike travel. The Comprehensive Plan addresses how the Shared Use Route along Newport Way will eventually connect to Gilman Boulevard in the future (see Figure T-4, Proposed Nonmotorized Improvements, 2015 - 2035 of the Comprehensive Plan).

The Applicant has revised their proposal with sidewalks on both sides of the Neighborhood Street at the Newport Way entry, after hearing the public's and the Development Commission's suggestions for the Administrative Adjustment of Standards pertaining to the Neighborhood Street sidewalk (see Attachment 5, Revised Site Plan) As suggested by the Commission, the second sidewalk may include stairs.

In addition to the non-motorized impact fee, the applicant is responsible for frontage improvements. These improvements are consistent with the Central Issaquah Plan and the City's Street Standards. The I-90 connection, if built, would be a separate project subject to City review and public input. At that time, the final location of the I-90 connection to existing sidewalks or to Newport Way will be addressed.

Applicant: the frontage requirements being constructed will maintain continuous bicycle lanes on both sides of Newport Way, which will accommodate all bicycle users. The ADA-compliant walkway is designed to provide a stepped transition at the required landings to allow for integrated planters and a more pleasant walking experience, while intentionally reducing the likelihood of bicycles riding down the ramp at unsafe speeds. Bicyclists will be encouraged to use the ramp by walking their bicycles down or up the ramp.

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

4. **Environmental:** Critical area buffer intrusions are not automatic. The applicant must show that the impact cannot be avoided. In this situation the buffer seems to have been reduced to allow a trail. A trail is an allowed use in the outer portion of the buffer anyway, but the buffer must be added elsewhere. It seems the buffer has been reduced in order to avoid having to mitigate an intrusion, not because it was unavoidable.

Staff: After further review of the site plan and in an effort to minimize the degree of stream buffer reduction, the Applicant has agreed to increase the stream buffer from 75 feet to a minimum buffer width of 90 feet (and up to a max. of 108 feet). A 15-foot building setback would apply from the edge of the buffer. The applicant will be required to plant the 75-foot buffer area at the full planting density required by City Code. The outer buffer, from 75 to 90

feet, would be planted at 50% of this density to provide a transition to the developed area (See Attachment 5, Revised Site Plan).

Applicant: The commenter addresses the project's stream buffer design. At the time of SEPA submission, it was believed that the requirements of the City of Issaquah code 18.10.790, in total, had been met. The buffer reductions were proposed and accepted by the City because of required site elements and site design, through extensive discussion with the City in a series of design decisions. Initially, the site design pushed all constructed elements very close to the 75-foot stream setback, then considered the critical area boundary line. Subsequently, the required open space element was relocated between the parking areas and the critical area. Throughout this process, the City had provided extensive and detailed feedback in order to provide the kind of meaningful interaction with the outside environment that benefits seniors.

The ecosystem enhancements to the reduced buffer were also considered as substantial improvements to the buffer habitat function, therefore they greatly offset the benefits of a no-reduction scenario. The net effect is that for the project implemented with a reduced buffer, the stream buffer condition is significantly improved over the non-reduced buffer scenario. The project installs large woody debris, wildlife habitat structures, and an extensive planting plan of appropriately-placed native plants.

That said, in light of the evolving design and the use of space, the City and the applicant believed that indeed there was an opportunity for additional stream buffer to be designated, per IMC 18.10.790.D.3. In general, this additional area follows a line that is offset by 15' from the original 75' stream setback line. This new 90' setback line was used as a guide for locating the new critical area boundary line. In the area to the south of the stormwater vault, this additional buffer extends beyond 90' to the edge of the parking area. In doing so, it includes much of the paved trail, which per IMC 18.10.775.C increased the buffer replacement mitigation area located to the northern part of the stream. A few other small additional buffer additions beyond 90' were made to straighten the critical area boundary. A small amount of buffer was not included within the 90' setback to allow for a 15' building setback line (BSBL) with the existing design of the landscape buildings at the central garden space.

To maintain the design intent of the site, the City and applicant agreed that the inner portion (up to 75 feet from the stream) would be planted at the standard density per IMC 18.10.790.D.4, and the area outside of the 75' setback line may be planted at a reduction of as much as 50% of this density.

Conclusion: It was determined by the City and the applicant that the redesigned final buffer arrangements, as described above best meets the code requirements for the project. Since the Applicant has voluntarily agreed to the mitigation and has depicted these on the revised drawings, no additional Approval Conditions is required.

5. **Land Use:** Development of these areas has been tried many times and has not been allowed. Why does it work now? This dense development will add to the cluttered development on Newport Way. The property is zoned for mixed use, not just multi-family. The developer has this option.

Staff: This property has always been zoned for higher density residential development, comparable to the Sammamish Pointe Condominiums and the Bentley House, approximately 15 dwelling units per acre. The City has not prohibited development of the site in the past. Environmental constraints that require mitigation and other costs associated with the development, such as frontage improvements, and the market for medium-density residential development determined the timing of the development of the site. The adoption of the Central Issaquah Development and Design Standards (CIDDS) in 2014 did not change the allowed density, but added new design standards that will improve the public realm in the neighborhood, to ensure the site design is pedestrian-friendly. The CIDDS allow a range of options for land use for each zoning district. The Applicant has opted to develop a multi-family housing project, which is allowed in the VR-Village Residential zone.

Applicant: The proposed development complies with the applicable land use criteria. It is our understanding that previous proposed projects may have been abandoned for financial reasons, not because of land use restrictions.

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

6. **Parking:** The project does not provide enough parking for its residents and visitors; how do you accommodate visitors during special days i.e., mother's day visits? Are there special arrangements for new residents by charging for parking? What happens with residents who move in with 2 cars? Explain how the use of the min. ratio of 0.5 parking space/unit was deemed adequate by the Applicant for their future residents. Does the Applicant have other senior housing facilities and how does this compare to those?

Staff: The proposal meets the CIDDS parking requirement of 0.5 spaces for each dwelling unit. This ratio is based on the Land Use Code (and adopted for the CIDDS) which has been the standard used for senior housing in the City for many years. Existing senior housing developments use the same ratio and staff has not heard of complaints from adjacent neighborhoods regarding parking issues. The applicant has described how they manage high visitor days and resident vehicles.

Applicant: The project exceeds the City's minimum requirement of 0.5 parking stalls per unit - the proposed total parking quantity of 110 stalls is approximately 0.75 stalls per unit (see parking summary on sheet A0100). Based on previous experience with similar project types, a typical target ratio would be 0.65 stalls per unit (including visitor and employee parking) so we feel the parking is more than adequate for this project. There will be an additional fee charged for parking stalls within the parking garage. On days of unusually high anticipated parking

demand such as Mother’s Day, we expect to use our private bus for shuttling visitors in order to prevent any overflow parking along Newport Way or in adjacent neighborhoods.

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

7. **Residents:** Who will be the future residents; is it assisted living or memory care or 55 year old or plus apartments? How will the City ensure that this remains senior housing in the future? Bentley House across the street was originally proposed as an upscale senior living complex and now is open to all including families with children. Allowing this many low-income housing will reduce our property values.

Staff: The Central Issaquah Plan envisions a wide-range of housing types to attract a diversity of people to the Central Issaquah area. This development is proposed as market rate units for seniors and is not designated as low-income housing. In the future, the property owner may request to change the type of people the project serves. At that time, the project would be reevaluated to determine that it complies with codes in place. Currently the amount of parking provided on site would not be consistent with the parking required for family housing.

Applicant: The proposed project is intended to serve seniors over the age of 55; however, it is anticipated that the average age of residents will be 70-80. It is designed as an independent living facility that does not include in-place medical care or memory care.

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

8. **Views:** The project does not consider the impacts to views of neighboring properties; the residents of Bentley House will no longer have their views. What views of the Bentley House will be affected? This site was supposed to have a one-story/2-story buildings only; why can’t the senior housing be 4 stories with a flat roof or 3-stories with a pitched roof? Residents bought their properties because of the views and will lose value on their properties; neighbors will be looking at a 5-story building. Any height above 3 stories should never be allowed in an open and beautiful valley as Issaquah has.

Staff: The Applicant has provided view analyses of the impacts to views from neighboring properties. The images below were presented at the Public Hearing on February 3, 2016.



1. FROM NW PINE CONE PL
 BEFORE



1. FROM NW PINE CONE PL
 AFTER



2. FROM NW PINE CONE DR
 BEFORE



1. FROM NW PINE CONE DR
 AFTER

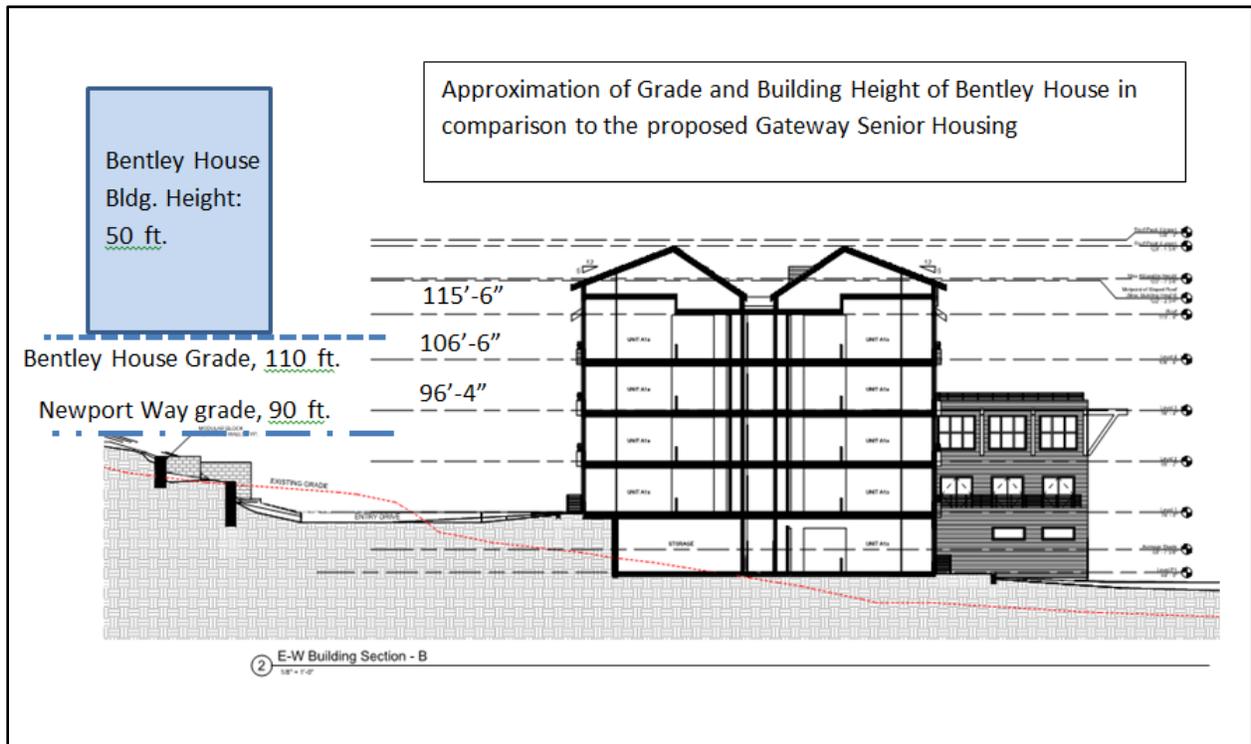
The current height regulations for this property (VR-Residential) allow building heights of 48 – 65 feet with bonus density, or 54 feet if the building provides parking under the building. The Applicant has provided parking under the building and as such, the maximum height of the building proposed is 54 feet, as provided in the CIDDS. At 54 feet, and with the grades descending from Newport Way to the interior of the site, only the top 3 floors of the building rise above the grade of Newport Way. It should also be noted that height regulations applicable to this property prior

to the adoption of the Central Issaquah Plan in the 1990s, allowed building heights of 40 to 65 feet, through an Administrative Adjustment of Standards (IMC18.07.355). The proposed height of the Gateway Senior project would have been allowed under the former zoning standards.

Based on the City’s GIS, the Bentley House sits at elevations ranging from 110 to 120 feet above sea level (all elevations are relative to this), while the future Gateway Senior Housing’s finished grade is at 68 feet 7 inches, along the Neighborhood Street. While we only have a general idea of the existing grades based on the City’s GIS, it is apparent from driving along Newport Way that the Bentley House is perched high above the street. Based on the Applicant’s proposed roof peak of 130 feet above sea level, and information provided by the City’s GIS, the top 120 feet of the Gateway Senior building will likely be visible from the Bentley House units (see diagram below showing site grade of Bentley House compared to proposed Gateway Senior building). While each resident values their views, we are not aware of any view protection restrictions that would preclude this project from altering views from existing homes.



Bentley House, as seen from Newport Way.



Applicant: Although the proposed development is five stories, the building has been set into the sloping site to minimize the height along the property frontage, with only 3 stories of the building actually rising above the height of Newport Way NW. The roofline incorporates modulated sloped roofs and dormers to increase the visual interest from vistas looking down onto the project.

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

9. **Architecture:** The Development Commission agrees with staff condition 17, but replace “should” in the condition language with “shall”. The building should be further “broken into smaller buildings” by making the middle bay stronger using architectural treatment, especially on the elevation facing Newport Way. What accommodations for people with disability are provided by this project?

Staff: As provided in the staff analysis in the Staff Report, the proposed elevation visible from Newport Way needs a stronger break to mitigate the length of the building mass. Staff originally proposed a condition, which requires further refinement using architectural details such as timber trusses to the roof of the middle bays. Staff concurs with the Commission’s additional comments. See revision to condition #17 below.

The project will be required to meet federal standards for accessibility, as well as related standards prescribed in the Residential Building Code and the City’s Street Standards. Accessibility requirements are reviewed during the Building Permit and Site Work Permit.

Applicant: The applicant will explore design options as required by staff condition 17. The building will be designed to comply with applicable codes regarding people with disabilities, including the Americans with Disabilities Act and the Fair Housing Act.

Conclusion: Revise condition #17 as follows (new text in bold):

The building length shall be broken up visually so that it is perceived as two or three smaller buildings along the Newport Way façade. This can be accomplished by creating a stronger central bay or introducing colors and architectural details distinct from the other two wings. The top floor of the building, which is the part most visible from Newport Way, should shall be further refined to create a strong architectural statement befitting the Western Gateway. Consider adding timber truss elements to the middle gable roof, or acceptable alternative reflective of the “Northwest” architecture example in Fig. 25 of the SDP staff report.

10. **Community Space:** Pea patch is a great addition. Consider a small greenhouse so residents have a place to plant seedlings in the spring. Who will be responsible for maintaining the Shared Use Route? What is the city’s regulation for off-leash and leash dogs?

Staff: The CIDDS does not require a greenhouse so Staff appreciates that the Applicant has listened to the Development Commission suggestion and has provided this as an amenity for the residents (See Revised Site Plan, Attachment 5). One thing to consider is that the Applicant has increased the wetland buffer so that it is a minimum of 90 feet, instead of 75 feet as shown initially. This means a larger portion of the outdoor community space will be in the buffer. The proposed gravel trail is allowed in the buffer but structures are not. The greenhouse is considered a structure so it is proposed to be located close enough to the planter beds provided, but outside of the 15-foot building setback line (BSBL).

The Shared Use Route along Newport Way will be maintained by the adjacent property owner per IMC 12.08.030 and 18.12.150. The City does not regulate dog walking (leash or no leash) for private property. The City prohibits dogs in City Parks outside of trails and sidewalks and requires them to be leashed in public areas per Ordinance #1567.

Applicant: The site plan has been updated to include a small greenhouse near the community garden. The shared use route along Newport Way NW will be maintained by the property owner as required by the Issaquah Municipal Code. Circulation routes within the site will be maintained by the property owner. The proposed dog-run area on site would be fenced to provide residents an off-leash area that is contained and safer for their pets.

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

11. **Colors:** The light colored stone at the base of the building, specifically the garage wall, makes the building look taller. Why not use a darker integral color on the base? Impressed with the color palette and stay as close to the colors shown to the Development Commission with construction of building.

Staff: The Applicant has acknowledged the Commission's recommendation and this will be a construction condition.

Applicant: We will explore the option of using a darker color concrete at the parking garage, and will specify the proposed color palette in the construction documents.

Conclusion: Add a construction condition: Use a darker color for the concrete base of the building that serves as the garage exterior wall.

12. **I-90 Green Edge:** It is important to select the right trees to create a green edge along I-90 and screen the residential building from the I-90 corridor.

Staff: The vegetation along Newport Way will balance the need for visibility through the site with maintaining a green edge that befits the Western Gateway. Staff's recommended condition #16 is meant to address this.

Applicant: A major portion of the property along I-90 is part of the Schneider Creek buffer, and will be heavily planted in accordance with the buffer mitigation requirements.

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

13. **Newport Way improvements and traffic impacts:**

This project does not meet transportation concurrency; there is no funding identified in the City's Transportation Improvement Plan for Newport Way improvements; there are no traffic

signals or roundabouts to relieve congestion and ensure safety. There's already a lot of traffic on Newport Way, and vehicular trips on Newport Way will increase 4 or 5 times when all new developments are built. What happens if a disaster occurs along the Newport Way corridor? How will the City handle this problem without an alternative road? None of the proposed developments along Newport Way will improve the safety for drivers. Center lanes will help but traffic returning from the west trying to turn into these developments will back up traffic. Not sure how the traffic study concluded that a right turn lane onto Newport Way from the vehicular access drive is not required, given that westbound traffic is heaviest in the PM not the AM.

Staff: The proposed project with the application for Traffic Concurrency and payment of the prescribed Impact/Mitigation fee together with Local Improvements will comply with the City's Transportation Concurrency requirements.

Disasters within the City are currently handled by the Director of Public Works Operations in charge of Emergency Management. Each event may require a different set of responses given the nature of the emergency, more information can be found in the City's Comprehensive Emergency Management Plan.

The Traffic Impact Analysis (TIA) while still in review shows that the development with frontage improvements including a center turn lane can sufficiently serve the proposed project during the AM and PM peaks.

Applicant: The project meets the City's concurrency requirements. The City's plan for Newport Way as a "parkway" street will rely on new development to construct frontage improvements as development occurs. This will result in widening for a 3-lane road section with center turn lanes; additional improvements will include a 10-foot wide shared use path and retention of sidewalks and bicycle lanes on both sides of Newport Way. The Gateway Apartments project will construct a new roundabout intersection at the entry intersection that aligns with Pacific Elm Drive. The roundabout will include pedestrian crosswalks that are well marked so pedestrians can cross Newport Way, Pacific Elm Drive, and the Gateway Apartment entrance where visibility is high and traffic speeds are slow. Traffic volumes on Newport Way will not increase 4 to 5 times; the City's "parkway" plan for Newport Way is expected to have adequate capacity to accommodate the planned development of the Gateway Apartments and Senior Housing projects as well as other new development planned as part of the Central Issaquah Plan. The 3-lane section on Newport Way will improve safety with the implementation of a center turn lane at City intersections, landscape media, along with the City's recent speed limit reduction to 30 mph. The new single-lane roundabout planned at the Gateway Apartments intersection onto Newport Way at Pacific Elm Drive will provide increased capacity at the intersection to maintain adequate Level of Service during peak hours.

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

14. **Vehicular and fire truck access to site:** Instead of an access to Newport Way, the Senior Housing project should share one access with the Gateway Apartments via the future roundabout at the intersection of Pacific Elm and Newport Way. This one main entrance (at the Gateway Apartments) to serve the former veterinary clinic property, the Senior Housing and the Gateway Apartments, would allow for regulated and reasonable signed and safe entrance on a very busy road and allow current neighborhood entrances not to be as negatively impacted. The bridge over Schneider Creek could be designed as a multimode access between the 3 projects. The fire truck and emergency vehicle don't have space to turn around on site.

One vehicular access on Newport Way is not enough; vehicular access is not safe for seniors due to steep grade and sight lines of Newport Way; there is no buffer between the proposed access and existing driveways along Newport Way. Why not provide another access at the south end, near Pine Cone Way? The access does not account for bigger fire trucks in the future.

Staff: The Traffic Impact Assessment for the project analyzed the functionality and safety of the proposed vehicular access and Staff concurs with the TIA that the proposed vehicular access at the northwestern end of the lot frontage complies with City's standards. The City would need a basis for prohibiting access to Newport Way and the TIA does not support that prohibition. The access road is required to be designed according to the City of Issaquah Streets Standards which will ensure that the grade of the access road is approximately 12% and the top of the road is flat where it T's with Newport Way, so drivers have a clear view of cars.

The Fire Marshal has reviewed the proposed fire access plan and has no concerns with accessing the site plan, including using the largest truck that EF&R has.

Due to steep grades at the south end of the lot frontage on Newport Way and the curvature of the roadway, a vehicular access at this point is not feasible. The applicant has proposed an access point at the northwesterly point of their lot frontage, which affords the best sightlines for both vehicles driving down on Newport Way and vehicles coming out of the Gateway Senior site and merging into the Newport Way traffic.

Applicant: A single access driveway onto Newport Way is sufficient to accommodate the future planned traffic generation by the Senior Housing project, as indicated in the Traffic Impact Assessment. The site plan will be updated to provide a single-lane vehicle connection with the adjacent Gateway Apartment project as required by the City staff condition. An access aligned with Pine Cone Drive is not feasible for the Senior Housing project as the property limit does not intersect with the intersection. The proposed access is located on Newport Way north of Pine Cone Drive such that it meets minimum sight distance requirements for entering and exiting vehicles. The Newport Way entry has been designed to accommodate the largest fire truck the City currently uses. Turning radius has been set based on City standards and has been reviewed and approved by the Fire Marshall.

Conclusion: The applicant has demonstrated that it is able to provide safe access to Newport Way consistent with City Street Standards and meeting the Eastside Fire and Rescue

requirements for emergency service. Staff recommends no changes to proposed Approval Conditions.

15. **Trucks and Buses:** The Applicant should work with King County Metro to provide bus service along Newport Way. The plan does not account for large moving trucks – where will they load/unload on site? Bus parking in front of the building entry will block the fire truck access. Trucks used to be prohibited on Newport Way. Now there are trucks and they idle and now, residents are subject to their exhaust, noise, vibrations, unpredictability and working on holidays without a permit. How long does the Applicant anticipate trucks to be hauling fill during construction?

Staff: While the IMC 10.36.040 A prescribes designated truck routes in the City, these are for trucks traveling through the City and does not apply to trucks used for a construction activity. The Public Works Director has informed DSD staff that construction activity warranting truck deliveries are allowed, subject to all City regulations, including noise, construction times, and traffic management.

The City is the party responsible for negotiations with King County regarding Metro Bus service and would address bus stops coordinated with the corridor access requirements.

The building is provided with a loading dock and service area next to the garage entrance of the building. This can and will serve both service vehicles and moving trucks. The shuttle or buses for the residents will use the porte cochere at the front entry as the loading/unloading zone. A parking spot for shuttles that was originally proposed for the southwest corner of the site has been eliminated. The Applicant determined that this space is not needed. This change has allowed for terracing of the slopes at this side of the property, where the grade drops from Newport Way to the building entrance (see Attachment 5, Revised Site Plan). The clearances for backing up and maneuvering required for delivery trucks and shuttles has been reviewed by Staff and will be further reviewed at the construction permit phase, when construction details are provided.

Applicant: The project intends to provide private bus service for residents. A loading area is provided near the lower entry to the site, and truck turn-arounds are provided at the ends of the lower level parking areas. Adequate width is provided at the front entry to allow for bus loading and unloading without blocking fire truck access. The estimated length of construction for this project is approximately 18 months. Heavier truck traffic is anticipated during the first few months of site grading. The current entry and circulation roads are adequate in width and turning radii to accommodate all anticipated delivery truck sizes.

Conclusion: The project complies with the CIDDS requirements for loading areas at this phase of review. Staff recommends no changes to proposed Approval Conditions.

16. **Environmental:** What is the plan to contain runoff on site? What kind of fill will be used on site and how does the Applicant account for earthquakes?

Staff: The Applicant is required to comply with the 2009 King County Surface Water Design manual with the 2011 City of Issaquah Addendum. The standards require stormwater flows to mimic or even reduce the flow intensities or rates of pre-developed conditions.

While not part of the land use permit, Staff performs the following types of reviews with construction permits: confirming that appropriate fills will be used based on the final use of the area, compliance with seismic codes, and review of soils reports with the building permit.

Please refer to the SEPA MDNS and Public Comments and Responses, Attachment 3, for more detailed explanation of stormwater management and fill.

Applicant: A revised Drainage Report has been submitted to the City for review. In summary, the stormwater runoff from the project site will be collected and detained in a detention vault and discharged to a modular wetland filter vault in order to meet water quality requirements, then dispersed to Schneider Creek using a 50-foot dispersal trench.

The project will be designed to comply with all applicable building code requirements, including applicable seismic design standards for all components of the project. Any load-bearing fill brought onto the site will meet the structural requirements as determined by the geotechnical design.

Conclusion: The project complies with applicable codes. Staff recommends no changes to proposed Approval Conditions.

17. **Pedestrian connection over I-90:** The pedestrian connection over I-90 that was reviewed with the Gateway Apartments is supposed to land in the Schneider Creek buffer. There is no room provided for the bridge landing, given the area used for wetland mitigation in the northeast corner of the property. The way the pedestrian path is designed for the Gateway Senior Housing does not show how pedestrians will be able to access the bridge from Newport Way. How do pedestrians coming off the I-90 bridge that lands at the Schneider Creek buffer get to Newport Way?

Staff: The I-90 connection, if built, would be separate project independent of this development.

Applicant: The proposed future I-90 connection would not occur on this site. Pedestrian connectivity is provided from Newport Way NW, through the site and across Schneider Creek, providing access to the Gateway Apartment site.

Conclusion: Staff recommends no changes to proposed Approval Conditions.

18. **Lighting:** What is the lighting for the proposed pedestrian areas? Will lighting be required if this bridge becomes a vehicular bridge?

Staff: Pedestrian areas are required to meet the lighting requirements in CIDDS 17.6, and the general lighting standards in Chapter 17 of the CIDDS. Per CIDDS 17.6.F, bridges within critical areas may be provided with a low level of light for safe use, and the light contained and focused on the deck area, avoiding as much light spill into the critical areas as possible. The Lighting Plan, including photometrics for the project, will be reviewed during the construction permit to ensure that the appropriate type of light fixtures and lighting levels is provided per CIDDS chapter 17.

Applicant: See Landscape sheet L1.12 for proposed site lighting. Lighting requirements for the vehicle bridge will be confirmed with City staff, but it is anticipated that low level pedestrian lighting would be provided in lieu of overhead lighting.

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

19. **Noise:** Newport Way and I-90 is already noisy. Adding a senior housing here will subject residents to more noise from ambulances day and night to this senior housing. How will Applicant ensure senior residents will be comfortable with the noise from I-90, especially in the summer time when windows are open?

Staff: The SEPA environmental review for the project identified the noise impacts from I-90. The proposed building has been oriented to minimize the number of dwelling units facing toward I-90. The closest residential unit is setback 125 feet from the I-90 right-of-way to reduce noise impacts. Finally, the City doesn't have requirements regarding the placement of housing in relationship to I-90 nor regulations on the noise level from I-90 in association with different land uses.

Applicant: An acoustical engineer will be consulted regarding the design of the building to address potential noise concerns.

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

20. **Signage:** This site is a "gateway" to Issaquah. The Development Commission should review the sign design and location, for both aesthetics and safety reasons.

Staff: In Central Issaquah, signs have been categorized as a Level 0 review, which means it is administrative. This is consistent with focusing Commission review on larger, more complex permits within Central Issaquah.

Applicant: Project signage will be designed and submitted for review in accordance with all applicable City requirements.

Conclusion: This was an informational question and doesn't impact Approval Conditions.