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Date: March 9, 2016

To: Development Commission

CC: Greg Van Patten, Wolff Company

From: Amy Tarce, Senior Planner
Peter Rosen, DSD SEPA Official
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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

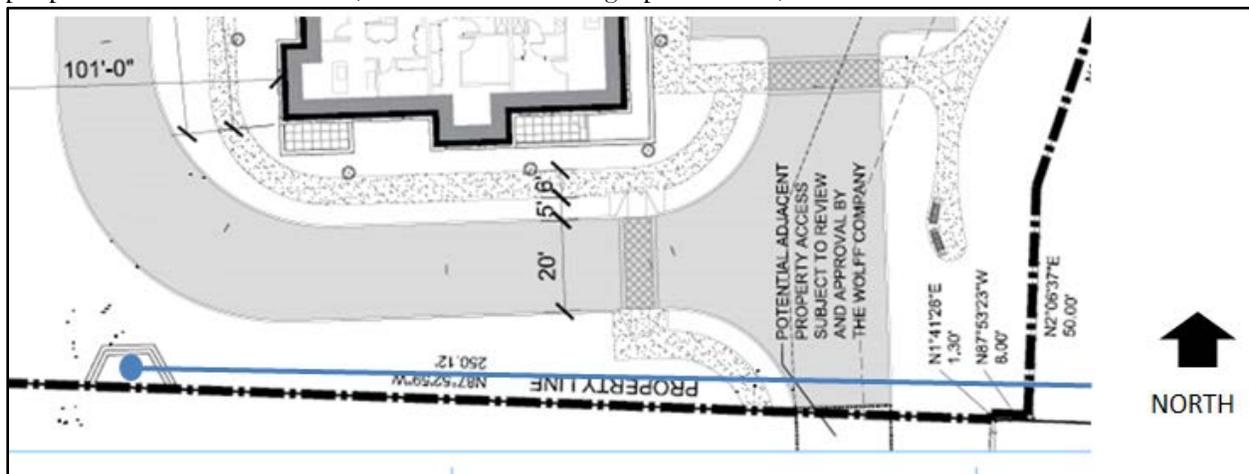
In response to the Development Commission's and the public's questions and comments at the February 3, 2016 Public Hearing, as well as comments received by Staff after the Staff Report was issued, Staff is providing the following information and responses:

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 CIDD 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 CIDD 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.

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.