



AGENDA

Development Commission

7:00 PM - Wednesday, April 6, 2016

Council Chambers, 135 East Sunset Way, Issaquah WA

Page

3

1. CALL TO ORDER 7:00 PM

- a) Commission Membership

2. APPROVAL OF MINUTES 7:05 PM

- a) Meeting Minutes from March 2, 2016
Deferred to Next Meeting
- b) Meeting Minutes from March 9, 2016
- c) Meeting Minutes from March 16, 2016

5 - 13

15 - 24

3. AGENDA ITEMS

- a) **Continuation PUBLIC HEARING: Riva Townhomes Site Development Permit** **7:15 PM**
[1 hr. 15 min.]
Presented by:
Amy Tarce, Senior Planner

25 - 60

- b) **PUBLIC HEARING: Sunrise Assisted Living** **8:30 PM**
[1 hr. 45 min.]
Presented by:
Peter Rosen, Environmental Planner

61 - 151

4. OTHER BUSINESS / ANNOUNCEMENTS 10:15 PM

5. ADJOURNMENT 10:30 PM

INQUIRIES

Please contact Amy Tarce (425) 837-3097 or amyt@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

Development Commission
3-9-16

**CITY OF ISSAQUAH
DEVELOPMENT COMMISSION
MINUTES
March 9, 2016**

City Hall South
Council Chambers

135 E. Sunset Way
Issaquah, WA 98027

COMMISSIONERS PRESENT

Randy Harrison, Chair
Michael Brennan
TJ Ginthner, Alt.
Essie Hicks
Ray Leong
Mel Morgan, Jr.
Richard Sowa

STAFF PRESENT

Amy Tarce, Senior Planner
Lucy Sloman, Land Development Manager

APPLICANTS/OTHERS PRESENT

Stacia Bloom, Core Design
Kristi Park, Core Design
Aron Golden, Conner Homes
Jeff Schramm, TENW Company

HARRISON, Chair, called the meeting to order at 7:00 PM.

PUBLIC HEARING: Riva Townhomes Site Development Permit, SDP 15-00004

Approval for 36 townhomes on about 8.39 acres, located in Central Issaquah on Newport Way, across from the Cougar Mountain Regional Wildland Park trailhead. The site includes about 6.2 acres of critical areas, including a fish-bearing stream, wetlands, and associated buffers for Tibbetts Creek and the wetlands, reducing the developable area to 2.19 acres.

Sloman explained that this Site Development Permit (SDP) review by the Development Commission is a quasi-judicial process, and gave more details about the definition of a quasi-judicial process. She asked Commissioners whether they could answer “no” to a series of questions about their ability to be fair and impartial, and whether any ex parte contacts on the part of Commissioners have occurred. All Commissioners answered “no” to all questions.

Tarce made staff’s presentation. She explained that tonight’s presentation is the first of two discussions by the Development Commission on the Riva Townhomes project, and gave more details about what will be covered in her presentation tonight. She said Commissioners will be asked to take action at the second of the meetings (tentatively scheduled for April 6) on this project. She referred to comments and information in the agenda packet, particularly information that pertains to the state review of wetlands on the site and required mitigation. She explained the concurrent reviews for this project, which are the ongoing SEPA review (Attachment 3) and ongoing administrative adjustment of standards (AAS) (summarized on page 6 of 33).

She noted that, unlike some public hearings in the past, a separate public comment period just on the proposed AAS is not included on tonight’s agenda. HARRISON said a public comment period will be held after staff’s and the applicant’s presentations, and asked members of the audience who wish to speak to sign up now.

Tarce continued with the scope of the proposal; how the project can be viewed in terms of two major themes (connectivity and placemaking); the location of the proposed project site, including existing land use and zoning; existing uses of adjacent properties; photos of existing conditions, including Newport Way frontage street views; and the main elements in the site plan, including wetlands, a shared use route, access points, where the townhomes will be located, and so on.

Development Commission
3-9-16

She gave details about the Anti-Aircraft Creek Culvert Project on the project site that would be under construction concurrently by the City, noting that it is a separate project from this application and not the responsibility of the applicant. She explained how the applicant will allow the City to have a 20-foot easement to allow for the Culvert project to move forward. She addressed circulation facilities for the project, and how the proposal fits into the regional network. She described the community space requirements in the City's code for this project, and how a shared-use route was selected as a suitable option to meet the requirements. She continued with proposed changes to Newport Way, including the addition of a center turn lane, and gave details about what frontage improvements will be required of the developer. Using diagrams, she described the block length and primary and secondary through-block passage requirements for the project, and the three through-block passage conditions (#4, #6, and #16) summarized on pages 30-31 of 33 in the staff report.

She continued her presentation with photos of views and vistas; two conditions related to parking (#17 and #18); how the project fits into the Central Issaquah Plan's Green Necklace concept; the shared use route on the Riva property; required community spaces (#7 and #8); and how the project fits with the Western Gateway concept ("sense of place") and the natural environment, including renderings of how the townhomes along Newport Way would look (#22).

She concluded her presentation with the next steps in the review process, including a tentative meeting of the Development Commission on April 6 for final review and approval.

Applicant Presentation

Aron Golden, Conner Homes, gave some information about his firm and the project. He gave examples of other similar projects in the Northwest that Conner Homes has developed, and gave reasons why he feels this is an exciting project for both Conner Homes and the City. He said the entire team is available tonight to answer any questions.

Kristi Park, Core Design, landscape architect/designer for the project, gave some details about the circulation facilities planned for the project, especially the shared use trail, green open spaces, and the pedestrian access planned for the site. She showed photos of a more formal, modern landscaping concept for the project, including the plantings to be used, and how the landscaping will transition from that approach to a more informal concept over the site. She briefly described possible wall treatments, ground coverings, modern fencing, pedestrian-scale lighting elements, and so on. She continued with a diagram showing that the majority of the site will be buffer enhancement, in keeping with the City's code. She also briefly described the "front-porch quality" of the architecture proposed for the townhomes, which will be two-story structures with garages under the living spaces and no garages along Newport Way. She said the townhomes will incorporate the site's natural elements, have open-concept floor plans, and have an architectural feel that reflects a Northwest look.

HARRISON asked the applicant to show on a diagram where the developer's responsibility for the shared use trail stops. Is there a connector onto the Rowley property, he asked. Tarce showed the site on a diagram, and said we are limited to requiring the applicant to extend the trail as far as their property extends, then the City will have to work with the adjacent property owner, Rowley Properties, for the rest of the trail. She said the City is somewhat constrained because right now the trail as planned doesn't connect to anything to the east. GINTNER asked is that similar to what occurred with the trail on the Gateway Apartments project. Tarce replied in that case, the City was able to work with Rowley and the trail there will extend all the way to 19th. GINTNER asked so is Option B (see page 14 of 33 in staff report) the preferred option. Tarce replied yes, because we know that it will eventually connect to the larger shared use trail that is planned.

PUBLIC COMMENT

Development Commission
3-9-16

HARRISON opened the meeting for public comment at 7:50 PM.

John Fischer, 2122 Newport Way NW, showed where his residence is located on a diagram. He said his biggest concern is the integrity of the trail system, particularly because he uses the trail to walk to the Transit Center every day. He said none of the new developments along Newport Way have commerce-commercial use planned as part of their development, and so the trails have to be able to go across Tibbetts Creek so people can access commerceexisting commercial areas. The connection that is planned to the north looks like it will be in his backyard, he continued, and no barriers or fencing appear in any of these diagrams. He said he would prefer a shared use trail connection in the more southern location.

Hart Sugarman, 2550 NW Oak Crest Drive, questioned the decision to put the driveway into the Riva development where it is shown, rather than further east. He gave comments on his concerns about traffic modifications that will be needed, problems with visibility and limited sight concerns, no street lighting, unsafe traffic conditions, especially at night and during rainy conditions, and how a tree-lined boulevard will obstruct the vision of cars coming from the Riva development. He noted that the total Newport roadway now is 40 feet, and with all the new elements to be added, the proposed roadway will be 67 feet. Where will those extra 27 feet come from, he asked. He also expressed his concern about adequate emergency vehicle and fire truck access. He said all this new development along Newport Way brings to mind the “chicken-and-egg, which-came-first” dilemma. Should the roadway improvements be delayed until the developments are in, which will create massive inconveniences and construction nuisances for both new and existing residents, or do we need to get the road improvements done first, before everyone moves in. He recounted the various development projects that are planned for Newport, including Summerhill, Spyglass, Gateway Apartments, Gateway Senior Housing, Sammamish Pointe, and so on, and said he calculates that about 660 new housing units are being added. All that new traffic will flow through the same intersection that is busy much of the time now. He said he hopes the City considers a roundabout or traffic light there, but since a roundabout is not likely, a four-way stop should be considered. and also He hopes that the City is aware of all this new development activity and is working to coordinate it. Lastly, he added that in looking at the proposed Riva townhome diagrams, he questions why the residences are facing Newport Way when everything else are facing away from Newport and who would want to live just six feet or so from Newport Way.

Tina Conforti, 1220 Oakwood Place NW, said she supports Mr. Sugarman’s comments. As a Summerhill resident, she continued, she finds it difficult now to negotiate the traffic on Newport, and this proposed project will make it even harder for residents to get on and off Newport. She spoke of the need for a stop sign on that corner, and of safety concerns caused by trees on the planting strips blocking views. She said she would like to see a traffic study for the entire Newport Way corridor, and to see a copy of the traffic analysis done for this application. She said she questions whether adequate attention is being paid to safety, and spoke of the need to put people first rather than development first.

David Kappler, 255 SE Andrews Street, said he is speaking as the Issaquah Alps Trail Club Vice President for Advocacy and Issues. He said he has heard some new information here tonight, and hopes that tonight’s public hearing will be continued to the next Development Commission meeting. He spoke of the difficulty of getting people to the Cougar Mountain trailhead, especially given the work that will be done at the Anti-Aircraft Creek Project site. He noted that he attended a meeting with King County about a month ago about the work the County plans to do at the trailhead. If coming from westbound on Newport Way, one will have to make a turnaround because of the proposed median at the trailhead location. He said making it a right-turn only into the trailhead would be a huge mistake. He noted that the trail will become more and more attractive to users because of the potential for adding the Bergsma property to the park. He said the Trails Club has always been interested in

Development Commission
3-9-16

making it the Cougar Mountain trailhead more attractive for people to access the trailhead from the Transit Center. He showed on a diagram where he would recommend putting a crosswalk across Newport Way to the trailhead. He gave his views on the Tibbetts Creek restoration project and the unlikelihood of having two crossings over the creek. He cited the connections to Rowley Properties are at the Gateway boardwalk and further south of Newport, at Maple Avenue. He urged the Commission to think realistically about how the Creek will be crossed, and said there likely won't be a bridge there due to future plans to relocate the Creek and restore the Creek. He also questions whether the proposed Shared Use Route should be pedestrian-only, even though the Gateway trail is for bikes and pedestrians. He gave other comments about the difficulties of completing the shared use trail, and urged the Commission to focus on a proposal for the trail that doesn't result in a trail that isn't in the best possible place or where it should be located long-term.

Mr. Sugarman added that right now, people park on the shoulder of Newport to access the trailhead. With the new road design, shoulder parking will disappear. He asked where will those people park then; in the Riva development guest parking, or on Summerhill streets? He said this is an issue that has to be addressed.

Mary Lynch, 2690 NW Oakcrest Drive, said she concurs with many of Mr. Kappler's comments, and provided a handout that summarizes her concerns. She proposed a different entranceway into the Riva project, with turn lanes into the trailhead, and showed her proposal of a diagram. She asked why not look at transferring the Riva development credits elsewhere, and noted that the agreement with Rowley provides for a 30-year window for their portion of the shared trail to be built, so we could end up with a trail to nowhere. She added she has not seen a written commitment from Rowley otherwise.

She continued with comments about her concern about who is responsible for the Anti-Aircraft Creek relocation project, and for making sure the culvert is managed and working properly. She showed where a curve on Newport Way will result in a vacated culvert, and water could accumulate there and create unsafe conditions. She showed photos and described her safety concerns for that corner, including the need to relocate a crosswalk sign. She noted that traffic comes around the corner closer to 40-plus miles per hour rather than the 30-miles-per-hour posted limit. She continued with her concerns about the school bus zone if the ditch is eliminated, and requested mitigation for a guard rail along the curve and some sort of marked/rails safe standing zone for the crosswalk and the school bus stop; that the Riva entrance road be relocated further east; that crosswalks and entrances to Newport Way be staggered for safety reasons; and that the multi-modal path be relocated to the east across from the trailhead, with a safe, well-lit crosswalk to it. She showed a photo of the portion of the roadway that is often used to access the trailhead, and said no mention has been made of a berm or walking path there. We need raised sidewalks along Newport Way, she added, and said she would remind the Commission that this project is considered concurrent if it is included on the pending list of traffic improvement projects, but that no funds that been identified for sidewalk projects for the next 30 years. She concluded it is hard to keep up with all the developments taking place in the Newport neighborhood.

Hearing no additional requests to speak, HARRISON closed public comment at 8:21 PM.

Commissioner Questions and Clarifications

LEONG asked about plans for garbage pickup. Tarce replied garbage would be picked up from individual units. LEONG asked for clarification about school bus stops at the Riva Townhomes. Tarce replied the Issaquah School District determines the location of school bus stops. Sloman added staff has its annual meeting with the ISD later this month, and we will make sure they know what projects are in the pipeline so they can plan accordingly. HARRISON said his recollection is that ISD does not want its buses going into specific projects, so bus stops are located along main arterials. Tarce replied that is correct.

Development Commission
3-9-16

LEONG noted on the drawings provided by the applicant, it looks as though residents' patios will be located right next to Newport Way, but it doesn't look like that in the renderings. Tarce displayed several slides of how the residences will look and described what will be between the outer building wall and the roadway. Tarce noted the intent is not to create a suburban backyard-type of development setting, but rather to provide a porch abutting a multi-use trail, then a planter area, and so on.

LEONG asked who is responsible for providing parking at the Cougar Mountain trailhead. Tarce replied King County is responsible, and staff has begun discussions with them on their plans to do that.

SOWA referred to the concerns heard during public comment about the amount of traffic that will be generated as a result of this and other projects on Newport Way. He referred to the Traffic Impact Analysis sited in the staff report (page 59 of 153) and said if the City is expecting an unprecedented growth in the number of school-age kids in the coming years, then it's reasonable to assume there will be unprecedented growth in traffic as well. He asked staff or the traffic engineer to comment. Jeff Schramm, TENW and Traffic Engineer for the project, 11400 SE 8th Street, Suite 200, Bellevue, said we recognize that there is a lot of public concern about the impact of development on Newport Way, particularly on traffic. He continued when the City does its comprehensive planning, the plan is required to account for anticipated growth and the full build-out of zoning as allowed under the Central Issaquah Plan. So we have considered build-out in our planning for Riva Townhomes. The City has determined that Newport Way will accommodate all of the pending growth, with the understanding that Newport will be funded for improvements as these developments occur. So growth has been accounted for in the long-term analysis. He continued the Gateway Apartments, Gateway Senior Housing, and all other pending projects have been accounted for, as well as an assumed two-percent growth rate, in our analysis.

SOWA asked Schramm to comment on the concern raised about sight lines and trees in the median on Newport Way. Schramm said safety is a top priority in traffic engineering, in fact it is perhaps the most important priority. He explained that widening of Newport Way will accommodate a center turn lane, but will also enhance sight lines and visibility from both sides of the roadway. He demonstrated this concept on a site diagram, and showed how the turn lane will function. Widening this section of the roadway will include enhancements that will also improve sight lines, he concluded, and sight lines will meet all City and federal standards.

GINTHNER asked why not locate the median further east, which would allow people to turn left into the trailhead. Sloman noted that is not a question for the applicant team; it is a separate project, and staff is in discussions with King County about it now. We don't have the answers yet, she continued, and it will be folded into this project as we get more certainty about what the County is going to do. GINTHNER said the parking situation feels somewhat haphazard and ad hoc. Sloman said she thinks the County would agree with that assessment. She continued the County recognizes that use of the trailhead is likely to increase, which in turn improves the chances that grant funding will be forthcoming to develop parking at the trailhead.

MORGAN said he would hate to see the applicant go to the trouble and expense of building a median, then have King County decide to take it out in a few years to create a trailhead parking facility. Sloman agreed, and said this is still at the land-use concept level of road design, and we don't have all the information we will have when we get to the construction permit stage.

BRENNAN asked the traffic consultant to comment on the question of having offset access points on Newport Way vs. points that are directly across the roadway. Schramm replied there are merits to

Development Commission
3-9-16

both sides of the question, and listed the advantages of each. He said in their discussions of this project, staff and the applicant team determined that the best approach would be to have them be aligned with the intersection rather than offset, based on the conditions that exist and the requirements that must be met.

BRENNAN asked for clarification of the school bus stop location. Schramm replied we are not yet at that level of detail in discussions with either staff or the Issaquah School District.

HARRISON said his understanding is that King County has interest in possibly moving the Cougar Mountain Regional Wildland Park trailhead, partly because of the expected increase in interest in using the park. Sloman replied staff will continue to pursue this issue with King County and try to nail down where the trailhead will be, but the County is still gathering information so they can study it more closely. As the City proceed with the approval of the Riva project, and before the County develops the design for the trailhead, we~~The City~~ would want to integrate with the County's plans in order to avoid the situation MORGAN described where something is built and then taken out in just a few years.

GINTHNER noted that Newport Way has a subtle bend that is very dangerous, which has created safety problems and resulted in at least one tragedy last summer. He said he hopes the City can take a serious look at the sight line issues from a traffic safety standpoint for motorists coming out of Oakcrest and the new developments being planned. Sloman said staff acknowledges and recognizes that concern.

HARRISON referred to the comment made during public comment that the new roadway configuration will require 67 feet, and asked for clarification. Sloman noted the existing right-of-way is at least 60 feet, not 40 feet. Stacia Bloom explained how the median will transition from 8 to 12 feet in places, and noted that King County will contribute 1.5 feet to the roadway, the project will contribute 1.5 feet, and the City's contribution is already adequate. So the needed roadway width is available, she stated. Sloman said staff is in discussions with King County about that now, and while we can't require them to contribute 1.5 feet, our conversations have been encouraging so far.

HARRISON asked if pedestrian access to the trailhead is on the north side, then where will people walk on Newport. Sloman said that section of Newport will have walkways on both sides, and a crosswalk. The walkway will be incrementally developed as all of these simultaneous projects evolve.

MORGAN said he feels somewhat frustrated because the Commission sees internal circulation plans for projects such as Riva Townhomes, but hasn't seen anything that brings it all together. For example, how de-are the proposed trails knit together to facilitate access of the Green Necklace. It would be very useful to see something that shows what has been approved, what is planned, what is definitely going to be built, what options exist, and so on. He said without that kind of information, he doesn't feel qualified to make decisions about where all these individual connections should be located, given the level of information we have. HICKS said she agrees. She added to make an informed recommendation, the Commission needs to have a bigger picture of how the individual pieces connect.

HARRISON asked staff to comment on the assertion made during public comment that the property owner at the Rowley development has up to 30 years to comply with the requirement to build their portion of the shared use trail. Sloman said the Rowley agreement is for 30 years, but the Gateway project has already reached agreement to extend the trail to 19th Avenue. The Gateway project does not have 30 years to complete the project, she clarified. She explained the three options that are listed in the Rowley agreement, and said Rowley has indicated that they favor the southern option. This is the one in their 30-year plan. She continued the City can't require someone to build on someone

Development Commission
3-9-16

else's property, but staff is hopeful that during the Gateway and Riva development construction, we can bring those two pieces together. If not, then ~~other options~~ maybe a fee-in-lieu would be discussed.

BRENNAN said he agrees that it would be useful to have a better understanding of the City's master plan for trails rather than just have to consider segments of it piecemeal. He said it would also be useful to have a better understanding of community spaces that are intended for public use and those that are for private access only, or both, and used the Gateway Apartments project as an example. He also spoke in favor of having a master plan that explained where segments of the shared use trail will exist that are pedestrian-only, pedestrian-bicycle, and pedestrian-vehicle-bicycle segments. Sloman said she will pass that information along to the City's long-range planners, and noted that the shared use trail is required to be on publically owned property.

HARRISON asked what is the target completion date for the Riva Townhomes project. Mr. Golden gave the tentative schedule, which includes construction to commence in summer 2016 or 2017, with the homes to be delivered about five months later, in either late 2016 or 2017. HARRISON asked when would information about what the County will do with the trail be available. Tarce said we don't know how all the pieces will fall into place. It will take a lot of coordination and goodwill to get the City's vision for its trail system implemented, she added.

LEONG asked about the building setback requirement. Tarce said the zoning requirement is from 0 to 10 feet, and the buildings are about 4 to 6 feet from the property line for this project. LEONG asked is that measurement taken from the exterior wall of the building. Tarce replied yes.

SOWA said a comment was made during public comment about the new culvert on Anti-Aircraft Creek, and who will maintain it, manage the sediment load, and so on. Sloman said that is a separate project that is happening concurrently with this one. Staff will try to get some answers for you from the Public Works Engineering Department, she added.

MORGAN noted where two contradictory statements exist in the staff report on the use of natural materials. Condition 22 states that the applicant is required to use natural materials ("The building elevations shall be further refined to incorporate natural materials") and another reference on page 23 of 33, item 11.2 item C, that "consistent with its contemporary style, the building exterior does not use any natural materials." Tarce replied the condition is intended to remedy the lack of natural materials in the applicant's proposal. HARRISON said he appreciates having information about the intended materials at this stage of the discussion, and commented that the narrative for this project emphasizes blending in with the environment, rather than creating a contrast that attracts the eye. Sloman displayed a materials board. HARRISON asked about the stark white and other colors in the renderings the Commission has seen today. Tarce said what appears as stark white is actually a light shade of grey, and Sloman pointed it out on the materials board. Tarce continued the brighter colors are basically accent colors for doors.

HARRISON said concern was expressed during public comment about fire trucks not being able to have adequate turnaround room and access to the Riva development, but the staff reports states that the Fire Department has given its full approval. Tarce replied yes, that is correct, with the condition that "at construction permit, the site plan shall be revised to ensure the fire truck access in the alleys serving buildings 25 to 36 have adequate widths to allow fire trucks to maneuver without hitting the balconies or any parts of the buildings." BRENNAN asked how significant are the modifications needed to accomplish adequate Fire Department access in that condition. Tarce replied it will require shifting some buildings about two feet to the south, and showed it on a diagram. Sloman said the current plan adequately accommodated the requirements for fire-truck movement on the site, but there was no room for error. In the interest of safety, the Fire Marshall asked for a little extra room.

Development Commission
3-9-16

MORGAN referred to condition 18 on page 21 of 33 ("The driveway aisles within the BSBL that are used for vehicle turn-around shall be designed as viewing areas.") and asked what is a viewing area in this context. Tarce said it could be something as simple as special paving, and is a level of detail that will be worked out with the applicant as the project evolves.

MORGAN asked the applicant if are there any conditions staff has put on this project that you disagree with. Mr. Golden said generally, we are satisfied with the conditions, and we expect the iterative process that has taken so far with this project to continue.

MORGAN said he is curious about one detail of the townhomes' floor plans, namely that the master bedrooms appear to be oriented to Newport Way and the guest bedrooms to the views of the mountains. Rick Tolleshaug, project architect, said these are conceptual floor plans at this point, and we have the opportunity to massage them and in fact may end up flipping the bedrooms as you suggest. We will take that comment into consideration, he stated.

GINTHNER asked staff to comment on the power poles and buried utilities mentioned on some cross-sectional views. Tarce replied the City's policy is when frontage improvements on Newport Way are done, the City is required to use underground power poles. HARRISON referred to CIDDS 10.8.B and 16.2.C, requesting for clarification on what seems to be conflicting staff comments. page 17 of 153, "No fences or ground-mounted utility boxes and mechanical equipment are proposed at this time but compliance with this standard will be required should these items be proposed at site work permit or landscape permit review," and asked for clarification of whether there is going to be mechanical equipment on site. Tarce said at this point, no ground-mounted mechanical equipment is planned; however, PSE boxes and other utility equipments often show up in the construction plans. This is a catch-all statement intended to make sure that we have addressed any future utilities and mechanical equipment screening issues.

HARRISON asked about location of signage. Tarce said the City's signage standards have clear guidelines on size, placement, safety and sight line issues, and so on, and the applicant's plans will have to meet those requirements.

HICKS said she thinks the landscaping looks great, and complimented elements of the plan. She said in looking at the renderings, the front porches of the townhomes have somewhat of a retail feel, and said perhaps the front porches could have more modulation, character, and/or interest. She said she was also concerned that units 1, 2, and 3 on the roadway curve could be vulnerable to vehicles coming around the roadway, and noted there isn't much of a barrier there, especially in icy conditions. She suggested considering placing two- and three-man stones to break up the stretch from the sidewalk to the porches of those units, which could help provide some protection for them from cars losing control.

BRENNAN asked for clarification of the "nature-based play area" referenced in the staff report. Kristi Park showed where a possible play area was initially discussed, but said due to shifting buildings on the site plan and the 10-foot pathway requirement, the applicant team will be looking at new options between now and the next meeting.

HARRISON thanked participants for all the work that went into preparing the briefing package, including the details supplied from the applicant. He also thanked members of the public for attending tonight's meeting and for their comments, and noted that some really good ideas emerged tonight, including some good suggestions for staff.

ADJOURNMENT

With no further business to conduct, HARRISON adjourned the meeting at 9:32 PM.

Development Commission
3-9-16

Respectfully submitted,

Susan Lowe
Recording Secretary

Development Commission
3-16-16

**CITY OF ISSAQUAH
DEVELOPMENT COMMISSION
MINUTES
March 16, 2016**

City Hall South
Council Chambers

135 E. Sunset Way
Issaquah, WA 98027

COMMISSIONERS PRESENT

Randy Harrison, Chair
Michael Brennan
TJ Ginthner, Alt.
Mel Morgan, Jr.
Richard Sowa
Carl Swedberg, Vice Chair

STAFF PRESENT

Lucy Sloman, Land Development Manager
Doug Schlepp, Engineering Consultant

APPLICANTS/OTHERS PRESENT

Jim Bodoia, VIA Architecture

CALL TO ORDER

HARRISON, Chair, called the meeting to order at 7:02 PM.

PUBLIC HEARING: GATEWAY SENIOR HOUSING SITE DEVELOPMENT PERMIT, SDP 15-00005

Site Development Permit approval for a 146-unit, five-story senior apartment building on 6.09 acres. The site includes approximately 1.8 acres of creek and wetland buffers, reducing the developable area to 4.29 acres. The project was described as Phase 2 of the Issaquah Gateway Apartments Housing, SDP15-00005.

HARRISON noted tonight's discussion is a continuance of the public hearing held February 3, 2016 on this Site Development Permit. We will open the meeting with a presentation by staff and comments by the applicant, then there will be an opportunity for public comment, followed by Commissioner questions. Staff and the applicant can answer concerns raised in public comment and by the Commission at that point. Then the Commission will address the process for making a recommendation.

Staff Presentation

Sloman asked Commissioners to review a series of questions about their ability to be impartial and participate in a quasi-judicial process, and whether they have had any ex parte communications about this project. All Commissioners indicated "no" to all questions. Sloman said the goal is to have a hearing that is both fair and also appears fair, and explained that there are two parts to a quasi-judicial review (substantive and process).

She said her presentation will focus on seven responses in the Briefing Response Memo dated March 9, 2016 that staff prepared in response to comments and concerns about the Gateway Senior Housing project raised in previous discussions (details in the agenda packet).

Response 1, Connection to property and site concerns, page 1 of 17. Both staff and the applicant have agreed that the current configuration meets both the applicant's needs and the City code.

Response 2, Bridge to Gateway Apartments, page 2 of 17. A traffic impact analysis indicated a connection to Newport was appropriate. There was also a concern about whether the access should be multi-use or limited to pedestrian and bicycles. Sloman quoted from the CIDDS (Central Issaquah Development and Design Standards) on page 3 of 17. She said staff's interpretation of

Development Commission
3-16-16

the standards is that what the applicant has proposed is consistent with the City's regulations. The applicant has submitted a redesign that will meet safety standards and will ultimately be approved and stamped by a licensed engineer, so there is a technical basis for declaring that the plan meets safety standards. She continued staff thinks that connectivity is particularly important in these outlying areas where there are limited road connections, and a multi-use connection that includes vehicles has advantages. She described how the bridge would function and some options for a design that would be shared by private cars, pedestrians, and bicycles. The applicant was able to adjust the parking so there is no loss of parking at the Gateway Senior Apartments, similar to what has been done in urban villages elsewhere. She showed the proposed bridge to the Gateway apartments and the revised location on a diagram.

SOWA said it sounds from your presentation like the truck traffic on the bridge would be limited, but the question is how. Would there be signs, or would the bridge be rated, he asked. Sloman replied yes, there would be signs. The example of a bridge we have looked at is a five-ton bridge which would accommodate some of the truck traffic if it ended up there, but would not be designed for, say, a fire truck. HARRISON asked at the narrowest point, it appears that the surface would be shared by both pedestrians and vehicles, and asked is that the case. Sloman replied yes, the connection would be a shared service, which does not call for a separate sidewalk, so the surface would accommodate biking, walking, and driving.

MORGAN asked can you require the Gateway Apartments developer to go back and make a vehicular connection to that project. Sloman replied at this point, given the applicant we are working with and because the applicant is willing to do this, yes. The alteration needed to accommodate this was minor on the Gateway Senior Site, and we anticipate it will be the same for the Gateway Apartments. She explained the adjustment that would be needed to the parking lot, likely just removing one parking stall. MORGAN asked is the developer willing to do that. Sloman replied yes.

Response 3, Pedestrian-bicycle access to the site, page 4 of 17. Sloman said in response to comments from both the public and the Commission on a proposed Administrative Adjustment of Standards for this project, the applicant has restored a sidewalk into the plan, and showed it on a diagram. BRENNAN asked what was moved or adjusted to accommodate the sidewalk on one side. Sloman replied a retaining wall was shifted slightly, and showed it on a diagram. While there was some adjustment to the grading, there was no need to move buildings.

Response 4, Environmental concerns and creek buffer width, page 5-6 of 17. Sloman said as a result of public comment that questioned whether it was necessary to reduce the size of the buffer, staff and the applicant re-reviewed the plan, and realized that the buffer could be reduced from 100 to 90 feet and still meet City regulations.

Response 5, Land Use Concerns, page 7 of 17. Sloman said public comments were received in reaction to the size and density of the proposed Gateway Senior Housing building She explained that before the Central Issaquah Plan (CIP) was implemented, the building height maximum was 40-60 feet, with no maximum residential density established, and this site was zoned Professional/Office. We received public comments in reaction to the size and density of the proposed building, she continued. Under the CIP zoning now in place, the height maximums are similar and density is evaluated on a floor-to-area ratio (FAR) basis. She explained that FAR is a way of measuring a building's bulk on a site. The project is well under the maximum allowable height and density in the CIP, she added.

Development Commission
3-16-16

Response 8, Views, particularly from Bentley House, page 8-11 of 17. Sloman showed photos and depictions of Newport Way, Bentley House, and the Gateway Senior project, and gave height statistics for Newport, Bentley House drive, the first floor and first floor view from Bentley House, and the Gateway Senior roof peak. She said you can see from these illustrations that it appears some views from the ground floor of Bentley House would change as a result of the Gateway Senior development; other units at Bentley House will look northeast beyond the Senior Apartments. She said the City knows that residents value their views and it is disappointing to many residents when their views are changed due to development, however, there were no restrictions in the City's code that would preclude what has been proposed by the applicant.

BRENNAN asked as a point of reference, are there any policies on views or view covenants in the City's regulations. Sloman said some urban village development agreements contain view covenants, but the City has not participated in making those determinations for the City as a whole.

MORGAN asked is the top of the roof at about the same height throughout the entire building. Sloman replied there are a few variations, but essentially yes, that is correct. MORGAN said further west on Newport, the elevation rises to 98 feet, so the view of I-90 would also increase. Sloman replied yes, Newport Way's elevation changes, but the pad of the building does not change. The Bentley House pad is also relatively level. She showed both on a diagram. MORGAN said so Newport will appear relatively shorter as you move west. Sloman replied yes. She showed additional depictions of how the building might appear from various viewpoints and noted that street trees and other landscaping will also be added to help soften views.

Response 9, Architecture, page 11 of 17. Sloman said Condition 17 has been revised as shown on page 11 based on comments received at the first public hearing on this project. The applicant will address the modifications made to the condition now.

Applicant Presentation

Jim Bodoia, VIA Architecture, 1809 Seventh Ave., Suite 800, Seattle, thanked the Commission and the public for their comments to date on this project, and said he feels the feedback has resulted in significant improvements to the project. He reviewed the site plan and highlighted elements that have changed in response to comments, including the second sidewalk on both sides of the entry drive; the changed orientation of the entry port, which allows for a larger arrival port and an easier one to negotiate; the addition of bollards on both sides of the entry so vehicle traffic is well contained, plus a safe crossing marker, to be determined; specialty paving to help as an onsite traffic calming device; and a larger vehicle turn-around site. He continued on the east side at the secondary entrance, changes have been made to expand the gateway elements by adding a greenhouse and woodshed; expanded paving to be flush with the entry and cross the roadway to help slow traffic and ensure safety; and changes to the architecture, specifically some architectural modifications to visually break the building into three segments.

He continued we looked at three important areas of the building facade, including the arrival point, and expanded the roof design to have traditional craftsman elements such as a roof overhang. The design also added a decorative bay window, additional seating, and landscaping at the entrance, as well as bollards to better separate cars from pedestrians. He showed a view looking south back to the building, and said proposed changes include no longer having a hammerhead at the corner, and making the previous 12-foot high retaining wall a terraced wall, which will be eight feet or less in height. Street trees will be added along Newport Way, he added. Other changes have been proposed to the roofline, color palette, and so on to give more prominence and importance to the center section of the building.

Development Commission
3-16-16

He showed a depiction of where the building is 2.5 to 3 stories above Newport Way when viewed from the other side of street. He displayed a sketch of how the walls and landscaping will look to help visually shorten the amount of wall coming out of the ground. He showed plantings that will be internal to the site, and said we are as concerned looking to the west at adjacent properties and up into the hills as neighbors are at looking at us. He referred to the elaborate, tiered landscaping concept as an element to visually separate the property from Newport.

BRENNAN asked what is the highest grade on the project site, specifically where the plan shows a stepped or tiered vertical wall. Bodoia said the highest tier is maybe eight feet high. Also under discussion, but not shown here, is a wall opposite the building's main entry, which is a work in progress.

HARRISON said he realizes the landscaping plan is still a work in progress, but the depictions are showing deciduous trees only, and asked whether that is the direction the applicant team is heading. Bodoia said our Landscape Architect's plans to date show a mix of both evergreen and deciduous trees, with more evergreens. He referred to the detail landscape plan of Newport Way. HARRISON asked are the depicted trees at maturity, or how they will look soon after they are planted. Bodoia said they are depicted at closer to maturity than when they are installed. Sloman noted condition 16 speaks to the role of trees in maintaining good sight lines into the site and building, for security reasons and to provide visibility of the site from the Shared Use Route on Newport Way.

Bodoia said on the east side view, the Commission talked at the last meeting about the exposed parking structure not being painted or stained, and a suggestion was made to look at putting a darker stain on it. He said we are now proposing using a medium-warm grey stain; it will still look like concrete, but will have a more subdued tone to it and complements the earth tone colors of the building. Lastly, at the second entrance on the east side view, we have carried on with the expanded roof elements and a crossing of the gazebo. He showed depictions of what the building will look like. He said this concludes our discussion of items identified in the memo. He thanked the Commission again for their comments and feedback, and said he thinks the applicant team has proven its willingness to work with the City to arrive at solutions to concerns.

MORGAN asked how many square feet are in the proposed building. Sloman replied about 172,000 total; each of the five levels is about 34,000 to 37,000 square feet. MORGAN said he didn't see many substantive changes in the building depictions shown tonight that really address condition 17, which calls for "the building length to be broken up visually so that it is perceived as two or three smaller buildings..." Sloman replied staff assumes that, as the process moves along, further refinements to the building will be made to achieve that objective. Mr. Bodoia commented that the middle section of this building, like a nice hotel or lodge, is where activities such as communal eating, socializing, and gatherings will occur. The architectural design is intended to facilitate ease of residents being able to access the middle section from the east and west wings from an operations standpoint. The design does attempt to make the middle section interesting and different from the rest of the building by accentuating and strengthening the appearance of the center element, he noted.

MORGAN said the City's code (14.3.A-4) indicates that buildings with a footprint greater than 45,000 square feet should be broken up into two or more buildings. Because this building has four or five floors over which the 172,000 square feet are spread, it appears that the 45,000 square foot threshold isn't reached. Sloman confirmed that is correct.

Development Commission
3-16-16

SWEDBERG asked about the change to eliminate the first hammerhead. It appears now as though a fire truck will have to drive around to the back of the building to turn around, but the Fire Department has indicated that it has no concerns with the new configuration. Bodoia said that proposed hammerhead was really intended for small buses and vehicles that would serve the residents to turn around. Sloman confirmed that the Fire Department has reviewed plans for their access and has approved these plans. She showed how emergency vehicles will access the site on a diagram.

PUBLIC COMMENT

HARRISON opened the meeting for public comment at 7:57 PM.

Mary Lynch, 2690 NW Oakcrest Drive, distributed an e-mail message to the Commissioners on behalf of Geraldine Carey, 955 17th Ave. NW. She thanked the Commission and applicant for the updates seen so far on the Gateway Senior project, and reiterated the concerns she has made in previous e-mails to staff and the Commission. Among her comments were the following.

The site is a missed opportunity for achieving what citizens indicated in public meetings that they wanted, which is a mixed-use development. The use of green roofs might have alleviated some of the issues with views; people might be happier if they were looking down on a green roof instead of the top of a building. She showed pictures of green roofs used elsewhere. She continued staff needs to look more directly at the vision developed with the public for the Gateway area, which is staff's responsibility to uphold and not the developer's. She also expressed concern that the new bridge has been revised by the state Fish and Wildlife Department to ensure that water runoff is being treated properly and that the salmon stream is being protected. She spoke of her misgivings about whether connections over I-90, including the one as part of the Rowley agreement, will be done in a timely way. She said the aerial view of the site plan doesn't show any parked cars on Newport Way, just those in the travel lane, and she would like to see a true layout that also includes parked cars. She showed the point on Newport which will be below grade, and said that roadway will be difficult to navigate and vegetation will block views. The northeast side gets a lot of black ice in the winter, which will cause problems. She said similar to what happens at hotels that have canopies at the entrance, people will tend to park there, and it could block fire truck access. She noted at the last Task Force meeting, nearly 30 Providence Pointe residents attended and indicated they are still wanting a stop light at their intersection. They have been told that it won't happen, but many of us think cars will use the bridge to cut through and access Newport Way.

She continued her comments about problems with construction, including the need for a safe walking path on Newport during construction; a shuttle for the duration of construction so people can get downtown safely; the Metro Transit park-and-ride lot should not be used for construction worker parking; construction on holidays and weekends needs to be better monitored; and residents need to be notified when permits for Saturday and holiday work are granted by the City. She gave an example of construction work that took place on a recent holiday. She noted there are three construction trailers now within three feet of Providence Point because of the shift from 20-foot setbacks to zero, and said zero lot lines have created a nightmare for residents, particularly during construction. She concluded by asking the Commission to give more consideration to the impact of all this development on existing residents.

Tina Conforti, 1220 Oakwood Place NW, expressed her sympathy for the residents of Bentley House who feel they are losing the nice view that drew them to living there. She referred to comments in her previous e-mails, specifically about a safer way to access the site, a secondary route for emergencies, and the number of projects taking place along Newport Way. She questioned whether emergency vehicles and fire trucks will be able to reach emergency situations,

Development Commission
3-16-16

and gave examples. She urged the Commission to think about safety first, before development. She said she would like to see a full study of all the development planned along Newport Way. She described her experience driving home from Bellevue tonight about 5:30 PM, and said the traffic was bumper to bumper along Newport, and she can't imagine where all the traffic that will be generated by these new projects will go. She said some residents are concerned with the development but don't think there is any point in attending meetings such as this one because their participation won't change anything.

Connie Marsh, business owner at 1175 N.W. Gilman Blvd., Suite B-11, and Issaquah resident, spoke about what she likes about this project, including the positive changes and movement that occurred since it was first presented. She continued she also likes the pedestrian entrance off Newport that clearly identifies "this is the entrance"; the concept of having a core gathering place to the building; the 90-foot buffers and extra elements on the edge of the buffer; the use of evergreens, which can be trimmed if necessary; and the woonerf bridge. She is still concerned about the sharp turn and steep grade of the access drive to the neighborhood street. She said she has heard other frustrations voiced by the public, however, that need more attention. Specifically, she said the City should have a general conversation with residents about what is going on with Newport Way, the changes that are coming and so on. She continued the question is what is the right venue for that overarching conversation; the Development Commission, the Council, or some other body. She said the same is true for construction issues. There is no real place for people to get information and bring their concerns about construction, which can greatly impact residents' lives and should be brought into better focus. She reiterated her appreciation for the changes made to the proposal in response to public comments.

David Kappler, 255 SE Andrews, said he agreed with a previous comment that there has been some good movement as a result of discussions on this project. He said he is still concerned about the pedestrian-bicycle-vehicle crossing, and how it will work. He said he thinks bicyclists coming from Bellevue are going to be riding pretty fast and using this crossing to cut over to Gilman, and as they go through the main Gateway trail connection they will encounter seniors from the Gateway Senior project. That needs to be thought through as much as possible, he concluded.

Hearing no additional requests to speak, HARRISON closed public comment at 8:20 PM.

Commissioner Discussion

HARRISON said one of the speakers talked about venues and appropriate meetings for the public to raise their concerns. He said the Development Commission wants to give all interested parties an opportunity to speak and give their thoughts, but the fact is that there are very carefully defined boundaries about what the Commission can address. We always appreciate hearing from the public, but it may lessen frustration somewhat if it is made clearer what the Development Commission does and does not have any say over. Generally speaking, he continued, your elected officials on the City Council and City staff are the most appropriate venue for hearing your concerns. The Commission is here to enforce the regulations the City Council has adopted. We encourage you to feel welcome to address the Commission, but want you to also understand that the City Council is, many times, the most appropriate venue, he concluded.

BRENNAN asked for clarification on several concerns raised during public comment about construction activity. Sloman said the City's construction activity limits are 7:00 AM to 6:00 PM Monday through Friday. Builders are limited to requesting additional hours on Saturdays on a monthly basis, and those who violate the restrictions are subject to penalties. She said the City is aware of citizen complaints about construction hours and days, and we are looking at that now. BRENNAN asked so if someone is aware of construction activity going on outside those limitations,

Development Commission
3-16-16

they can notify the City. Sloman replied yes, absolutely. She noted we are also exploring how to make information more easily accessible on the City's website about when a work permit for Saturday work has been granted by the City.

BRENNAN said as was noted during public comment, construction worker parking can sometimes be a challenge. How is that addressed with contractors, he asked. Doug Schlepp, Engineering Consultant, said with projects like this, providing for construction parking is critical. We have those conversations at the front end of the planning and design process because the layout of the construction site will necessitate planning to accommodate all the necessary vehicles, including construction worker vehicles. He gave examples, and said with sensitive projects like this, we take the issue seriously and address it early on in the design process. BRENNAN asked do you also monitor the effectiveness of the planning out in the field once construction is under way. Schlepp replied yes, definitely. We do appreciate input from residents about what they are observing, and our staff also provide reports from their observations. HARRISON said he has noticed a steady stream of people who appear to be involved with construction at the new Marriott coming out of the transit center, and asked if they have been given permission to park there. Schlepp said is not aware that is the case, but it seems intuitive that anyone using the transit center as a parking facility should be using public transit, and will follow up.

HARRISON said it is his understanding that the location of an I-90 overpass is yet to be determined. Sloman replied that is correct; two locations have been identified west of SR-900, one at the Gateway Apartment site and one on the Rowley property at the end of 19th, just east of Tibbetts Creek. That will be the responsibility of multiple partners, including the City, WSDOT, and individual property owners, she added. HARRISON asked for confirmation that at this time, the location of the bridge has not been decided between the Gateway Apartments or the Gateway Senior Housing site. Sloman confirmed. HARRISON asked has the multi-use bridge that would connect the Gateway Apartments and the Gateway Senior Housing project been reviewed. Sloman said from a SEPA perspective, yes, although City construction permits and so on would be required. HARRISON asked have impacts to the Creek also been reviewed. Sloman replied yes; the width of the bridge has changed only slightly, and both impacts and mitigation to the Creek have been identified.

Formatted: Underline

HARRISON asked is it correct that the Fire Department has reviewed these plans and indicated that all of its equipment can safely access the site, including the largest of its fire trucks. Sloman replied that is correct. We always use the largest of the Fire Department's equipment in our assumptions and standards. HARRISON noted the Fire Department has sometimes required changes in other projects, such as one the Development Commission reviewed last week. Sloman replied that is correct. She continued the Eastside Fire and Rescue Assistant Marshall is embedded in the City's Development Services Division, and maintains a desk there, so it is easy for staff to just drop by his desk and check in with him on any questions. We work closely with the Assistant Fire Marshall in all our planning efforts to ensure that the Fire Department's concerns are addressed and that plans are reviewed appropriately for fire and safety access.

MORGAN asked staff to show the route someone would take on a bicycle using the shared use trail. Sloman said there are different kinds of bicyclists, such as recreational bicyclists, small children on bikes, commuters, and so on, and there will be several routes for bicyclists on Newport. She explained where there will be recreational usage they will likely choose on the shared use trail that also serves as the sidewalk, and bike lanes on both sides of street for commuters and fast-moving bicycles. She said we do not anticipate that bicyclists would choose to travel through the Gateway Senior project. She said at the entry of the apartments, there is a shared use route along the edge of the park to the Rowley project that will be publically owned, and it is possible that

Development Commission
3-16-16

there might be some early-morning commuters there. She showed a map that indicated the Gateway Apartments, Gateway Senior Housing, and the shared use route. We expect high speed bicyclists to use the commuter bike lanes on Newport Way.

[REDACTED]

HARRISON said he'd like to underscore the importance of having the City make a map available on the City's website to help people understand what is proposed for the shared use trails, especially in Central Issaquah. He said it would be beneficial for the public to have online tools to see what these projects are anticipated to look like at completion and what the vision is. Newport Way would be a good candidate for that, he added. The City does have a video on Central Issaquah which is great, but is kind of generic. Perhaps that could be updated and improved by adding more specificity about what is envisioned, he stated. Sloman said staff will discuss it. MORGAN said he appreciated being able to follow the proposed trail on a map today. It might be good to including a system for marking how someone could walk from SR 900 without going onto Newport Way itself using the shared use trail, he added. Sloman said identifying the exact way-finding program to be used for the trail is a construction-level detail, but that would be our expectation as well. SOWA said traffic is a huge concern for many, and the traffic impact analysis is intended to help people understand the impacts of adding development where it is already perceived as a crowded situation. Perhaps that could be addressed and communicated as well. Sloman agreed.

MORGAN said a concern was raised about possible sight-line blocking from the entrance of the project, and said he presumes that the engineering review and approval process would ensure appropriate sight lines are maintained. Sloman replied yes, relative to parked cars near the entry to the building. In the case of evaluating street trees, that kind of evaluation would occur with the construction permit process.

GINTHNER said he has heard the public express frustration with not being able to see how all these projects integrate. He feels we're doing the best but not being able to address the concerns example, on traffic and public safety on Newport Way. For example, on Newport Way, there are different construction projects planned, but it doesn't seem like there is any place where all the activity is integrated. What is the process for integrating the urbanization of the entire corridor, he continued. Sloman said the Comprehensive Plan provides a high-level view, which is reflected in the Central Issaquah standards, then again in Street Standards for a particular road. Projects are subject to a traffic impact analysis and are issued a construction permit. In addition, the Pedestrian Crossing Study also looked at the whole corridor by an outside Engineering firm and although it does not design the intersections, it provided additional information, i.e. roundabout, but specifics are still worked out at the project level between staff and the Applicant. She gave examples of projects in progress along Newport Way, and said you are right that these activities are taking place in segments. The City has to lay out the big framework, and then work through each individual project, and that is why we are hearing the request for maps and so on that will show how each contributes to the larger picture.

HARRISON said to follow up on a suggestion made during public comment, it would be helpful for the City communication staff to prioritize citizens being able to go to the City's website and see the City's vision, the individual elements, planned traffic improvements, traffic impact analyses, and so on, and to be able to see the situation today and contrast it with the situation after these improvements are made. That would be really helpful for citizens to be able to better understand

Development Commission
3-16-16

what the City's intention is. He said buffers, wetlands, streams, and other features in the City could be shown as well.

Commissioner Recommendation

MOVED BY MORGAN that the Development Commission approve the Site Development Permit for the Issaquah Gateway Senior project, file number SDP15-00005, as described and evaluated in the Staff Report dated January 27, 2016 with Attachments 1-7, and project drawings received January 19, 2016, Briefing Response memo, dated March 9, 2016 with Attachments 1-5, and subject to the conditions therein. MOTION SECONDED BY SOWA.

Sloman clarified that revisions to conditions are included in the motion language and do not need to be called out separately and added to the motion.

MORGAN said he would like to revisit the issue of whether the size of the proposed building has been broken up sufficiently. We do have standards that require large buildings to be broken up, and he asked are we comfortable that this project has done enough or is it still a concern. BRENNAN said his reaction to the modifications made by the client is that the project is clearly headed in the right direction. Sloman showed old and new elevation views with modifications made by applicant since the last meeting. BRENNAN said he understands the concern and conditions are written so Staff can continue to work with Applicant, and He noted that street level details and the framed structure thinks-are some of the measures taken help define the front of the building and the separation of the center section and the two wings. He continued maybe other elements such as color or architectural elements could be added as well. The challenge with the regulation is it specifies 45,000 s.f. and the building footprint is less than that but it is close to the maximum. This is a long building on both the Creekside and the Newport Way side. He said he tends to agree that this is a long building; the design of the center element in the depictions does do an effective job of breaking it up but it is still a very long building and does not invite people to walk through the site. Sloman asked whether the Commission is thinking the porte cochere is the kind of design element you are looking to be stronger. MORGAN said he agrees it becomes a strong statement in the proposed design, and said he would encourage the applicant to feel free to add to it. SOWA agreed, and said the heavy timber and craftsman look starts it helpsto break up the long line of the building. MORGAN said perhaps the center gable in the east view could be made more prominent as well. Mr. Bodoia explained the challenges of modulating the building due to the site, including the grade changes, desire for safe navigation and arrival to the site, the site constraints from proximity to the creek, and wanting to have a graceful transition from the face of the building to Newport. We will take another look at the center gable and see if we can make it more prominent, he stated. MORGAN clarified he is not asking for the whole center bay to be moved, but just for the roof to be extended out to break up the roof line. Mr. Bodoia thinks there is room to extend the roof on the Creekside and said he will look into it.

Formatted: Underline

HARRISON said he would prefer the bridge to be limited to pedestrian and bicycles only, but it is his understanding that the CIP requires that type of connecting structure to be multi-purpose. Sloman said yes, that is staff's understanding of the code.

MOTION CARRIED BY THE UNANIMOUS VOTE OF ALL DEVELOPMENT COMMISSIONERS PRESENT.

MOVED BY MORGAN, SECONDED BY BRENNAN that the Development Commission direct the Development Services Department to prepare Findings of Fact and conclusions for review and approval by the Development Commission Chair, affirming the Development Commission's decision to approve the Issaquah Gateway Senior project, file number SDP15-00005, subject to

Development Commission
3-16-16

the conditions listed in the Staff Report dated January 17, 2016 with attachments 1-7 and project drawings received January 19, 2016, Briefing Response memo, dated March 9, 2016 with Attachments 1-5, and subject to the conditions therein. MOTION CARRIED BY THE UNANIMOUS VOTE OF ALL DEVELOPMENT COMMISSIONERS PRESENT.

OTHER BUSINESS/ANNOUNCEMENTS/ADJOURNMENT

SOWA said a comment was made during public comment that some people feel frustrated because they don't feel like anything changes as a result of coming to meetings like the Development Commission public hearings and voicing their concerns. He continued he would like to comment that this applicant made huge movements as a result of feedback given by the Development Commission and the public, and he really appreciates both their cooperation and the work done by City staff. HARRISON agreed, and said the result is an improved project for everyone.

With no further business to conduct, HARRISON adjourned the meeting at 9:12 PM.

Respectfully submitted,

Susan Lowe
Recording Secretary



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

Memorandum

Date: March 30, 2016

To: Development Commission

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

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

Subject: Riva Townhomes, SDP16-00004

Attachments:

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

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

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

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

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

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

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

Staff response:

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

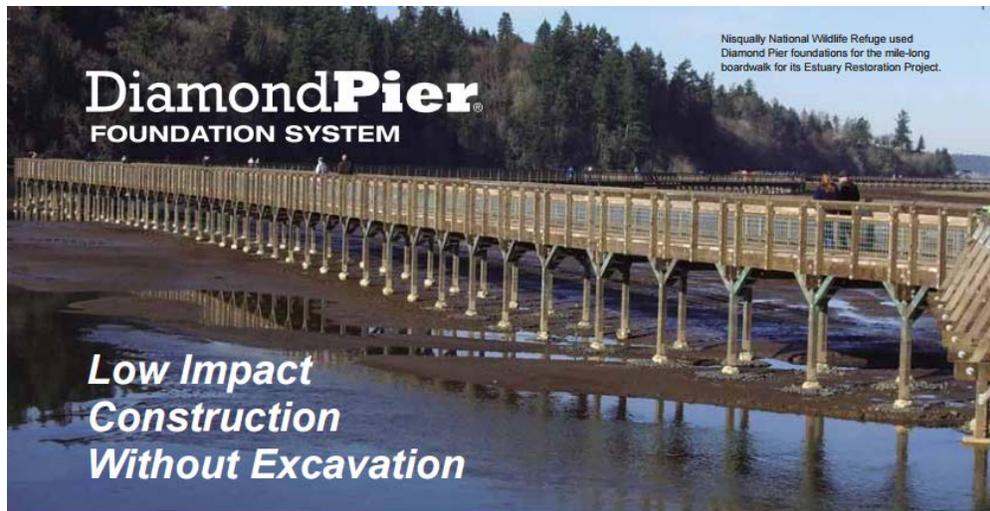
The Shared Use Route on Newport Way replaces the existing on-grade 10-foot wide multi-use trail on the east side of Newport Way. The Shared Use Route will be an improvement to the existing pedestrian facility, since it will be raised and separated by a 5-foot landscape strip with street trees, thus providing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

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

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

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

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



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

The approval conditions address two scenarios:

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

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

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



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

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

Applicant response:

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

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

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

Conclusion: Staff recommends:

Replace condition 9 with this new condition:

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

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

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

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

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

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

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

Staff response:

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

Applicant response:

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

Conclusion: Staff recommends no changes to proposed Approval Conditions.

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

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

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

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

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

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

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

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

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

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

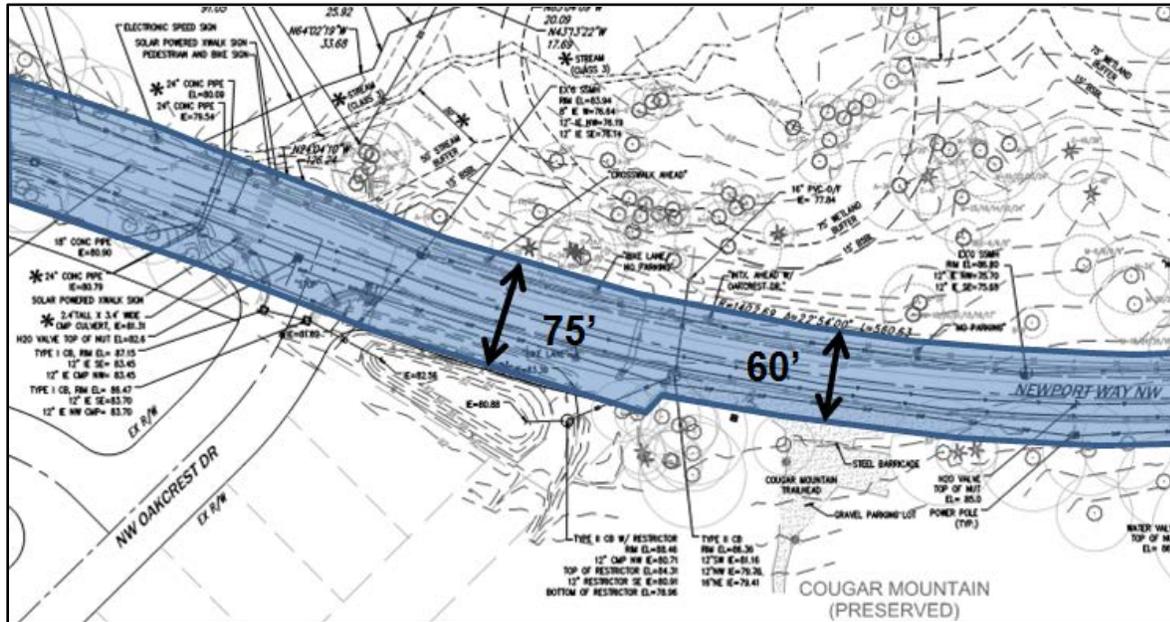
The final length and location of the center lane and median will be based on turn lane pocket lengths required to serve the intersection of Oakcrest and Newport Way. During the preparation of the construction permits for changes to Newport Way, sight distance evaluation and other safety consideration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

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

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

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

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



Applicant response:

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

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

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

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

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

Staff response:

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

Applicant response:

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

Conclusion: Staff recommends no changes to proposed Approval Conditions.

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

Staff response:

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

Applicant response:

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

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

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

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

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

An On-Site Amenity, with a minimum size of 400 s.f., shall be provided. The nature-based play area may partially or completely fulfill this requirement. To qualify as an on-site amenity, the nature-based play area shall be designed for multi-generational use. For example, logs and boulders may be used for climbing by children, but can also be arranged as a picnic area for families.

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

Staff response:

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

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

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

Applicant response:

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

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

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

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

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

Conclusion: Staff recommends no changes to proposed Approval Conditions.

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

Staff response:

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

Applicant response:

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

Conclusion: Staff recommends no changes to proposed Approval Conditions.

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

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

Applicant response:

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

Conclusion: Staff recommends no changes to proposed Approval Conditions.

9. Miscellaneous

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

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

ATTACHMENT 1

ORIGINAL RECOMMENDED APPROVAL CONDITIONS

General Conditions

- A1. Any above ground and at-grade utilities will need to be located to eliminate their visual impact in buildings or underground. Locations shall be shown on the first Site Work permit (such as for roads, paving, utilities, not clearing and grading). Some options for screening may be acceptable with architecture and/or landscaping and shall be worked out prior to approval of the final landscaping plans.
 - A2. Alleys: Alleys generally have vertical curbs placed at the edge of the drive aisle except where larger vehicles such as fire trucks and garbage trucks require a larger turning radius. Where this is required, alternative materials such as concrete shiners and rolled curbs will be used.
 - A3. Accent plantings shall be provided at the Newport Way entrances to the primary through block passages to provide visual cues that these are the main pedestrian access into the interior of the site and that these walkways lead to the community open spaces on site.
1. The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.
 2. Newport Way frontage improvements shall include:
 - a. driveway curb cut raised to match the grade of the 10-foot sidewalk elevation and to extend 20 feet at a flat grade. The subgrade and paving shall meet the City’s Street Standards T-06 specifications to accommodate heavy truck loads;
 - b. driveway width of 22', with a stripe to delineate two 11-foot wide lanes. A mountable curb is required to meet any fire turning radii. The maximum driveway slope shall be 15%;
 - c. Shared Use Trail traversing the driveway entrance to match the grade of the Shared Use Trail running parallel to Newport Way at the point of connection. Unobstructed maintenance access to the stormfilter vaults located adjacent to the Shared Use Route shall be provided;
 - d. Existing power poles on the south side of Newport Way relocated to meet the road side safety clear zone, as defined in the City of Issaquah Street Standards;
 - e. Existing pedestrian-scale street lighting at east side of Newport Way relocated to the new landscape planter strip and meet ADA clearance requirements and Chapter 17 light level requirements;
 - f. Undergrounding power lines. The Applicant has two options:
 - 1 The power is undergrounded from an existing power pole that currently provides power to Sammamish Pointe Condominiums, or

2. The Applicant undergirds the power line from an existing pole across Newport Way NW. Given the Riva project will be required to move the poles on the opposite side of Newport Way that conflict with the road improvements, there may be an opportunity to utilize one of the poles that is being moved, and the undergrounding across Newport Way can be done in conjunction with all required work on the right-of-way associated with the Riva frontage improvements.
3. The walkway of the primary through block passage between buildings 17 and 18, between Newport Way and the alley, shall be 10 feet wide.
4. A 10-foot wide sidewalk shall be provided to serve buildings 34 to 36 and the communal open space/nature-based play area.
5. At construction permit, the site plan shall be revised to ensure the fire truck access in the alleys serving buildings 25 to 36 have adequate widths to allow fire trucks to maneuver without hitting the balconies or any parts of the buildings. Example: Setting back the balconies or the building so that the portion of the alley with full vertical clearance is at least 22 feet wide.
6. The Primary Through Block Passage serving buildings 34 to 36 shall be provided with a consistent and continuous sidewalk from Newport Way to building 36. Where the pedestrian path is interrupted by the surface parking spaces and the alley, the alley and parking area shall be designed as a pedestrian plaza (i.e., with special paving) so that it visually connects the community open space with the primary through block passage and Newport Way. The sidewalk of the primary through block passage at the section connected to Newport Way shall be 10 feet wide.
7. An On-Site Amenity, with a minimum size of 400 s.f., shall be provided. The nature-based play area may partially or completely fulfill this requirement.
8. The play equipment and landscape details of the nature-based play area shall meet the requirements in CIDDS 13.4 at a minimum.
9. The new Shared Use Route in the Riva property shall be extended to run along the northern property line as shown in CIDDS Figure 7B, Central Issaquah Significant Community Space, and shall connect from the Shared Use Route on the east side of Newport Way and terminate at the east property line, unless the City owns the Tibbetts Creek wetland immediately north of the Riva property or the Applicant negotiates an easement with that property's owner. Then the Route shall connect to the proposed bridge over Tibbetts Creek associated with the Gateway Apartments project (SDP15-00002), instead of turning east when it reaches the northwest corner of the project site.
10. If the Applicant is receiving park impact fee credits for the Shared Use Route, the Shared Use Route shall be completed and dedicated to the City prior to issuance of the first Building Permit. If the Applicant is not receiving park impact fee credits, the Shared Use Route shall be completed prior to issuance of the Certificate of Occupancy for the 24th residential unit or upon completion of 66% of the proposed units.
11. Upon completion of the Shared Use Route, it shall be owned by the City of Issaquah; however, dedication of this facility may take City Council action. The property owner or Homeowner's Association (HOA), should one be formed, will have a right, but not the obligation, to maintain the Shared Use Route. If the HOA does not take the

maintenance obligation, then it would be the City's obligation if the City owns the facility. If the City is not the owner, an access easement to the City will be required and maintenance responsibilities would remain with the owner or HOA.

12. Pet waste stations shall be provided at appropriate locations, such as the outdoor community spaces, where pets are likely to be allowed.
13. Provide at least one motorcycle parking space.
14. Provide at least 2 temporary bike parking near the Shared Use Route proposed at the northern perimeter of the site.
15. For head-in surface parking abutting the open spaces and wetland buffers, reduce the amount of impervious area by reducing the length of stall to 16.5 feet long with a 2-foot overhang into the landscaped area.
16. Remove single surface parking space next to unit 24 and connect the exterior stairs to Open Space C and Primary Through Block Passage serving units 34 to 36.
17. Provide a hard surface pedestrian connection from the individual, northern parking stalls to the proposed walkways within the community open spaces.
18. The driveway aisles within the BSBL that are used for vehicle turn-around shall be designed as viewing areas.
19. A total of 76 significant trees, or its equivalent in dbh, shall be provided as replacement trees. If the site cannot accommodate all replacement trees, the Applicant shall be required to pay a fee-in-lieu or plant trees off-site at a location approved by the Director of DSD. Adjustments to the number of trees which will be removed or required, will adjust the number of replacement trees, using a consistent methodology to that shown in the staff report.
20. Pedestrian- scale pole lighting shall be provided at the designated open spaces, including the Primary Through Block Passages.
21. Single parking spaces distributed throughout the site and the 4-space parking lot at the eastern end of the property shall be screened where it abuts the pedestrian areas and community open spaces.
22. The building elevations shall be further refined to incorporate natural materials.
23. Provide additional architectural details to enhance the more visible corners of units along Newport Way that frame the required Through Block Passages.
24. Window wells shall be integrated to the landscape design and screened from pedestrian walkways with a decorative railing or low shrubs.
25. A public storm drain is required along the easterly margin of the site and shall be constructed to City standards including a public storm drain easement.
26. The applicant shall demonstrate that there is adequate capacity per the sewer easement agreement.
27. The 8-inch water main shall be looped through project with two connections to the existing public 12-inch water system located along Newport Way NW, providing for fire flow consistent with City Code. A continuous 10' public water main easement is required along the alignment of the water main.
28. A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing consistent with City Code.

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

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

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

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

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

| | | |
|-------------------|--|---|
| Proponent: | Stacia Bloom Core Design Inc 14711 NE 29 th Pl Bellevue, WA. 98007 | Gateway-Smallwood LLC 14824 NE 95 th St Redmond, WA. 98052 |
|-------------------|--|---|

Permit Number: SDP15-00004 – Riva Townhomes

Location of Proposal: 2000 block of Newport Way NW

Lead Agency: City of Issaquah

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

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

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

Notes:

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

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

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

Findings:

1. Land Use: The site is zoned Village Residential (VR). It is located within the Central Issaquah Plan area, the plan was adopted by the City Council in April 2013. The goal of the plan is to transition the Central Issaquah area to a higher density, mixed-use, pedestrian-oriented area. The proposed townhouse development is generally consistent with the Central Issaquah Plan vision and the VR zoning. The proposal will be evaluated in detail for compliance with the Central Issaquah Plan policies and standards under the Site Development Permit.
2. Streams: The site contains 2 streams with salmonids (Class 2S); Anti-Aircraft Creek (WRIA #0169A) and an unnamed tributary to Tibbetts Creek (WRIA #0169H). Class 2S streams require a 100-foot buffer. In addition to the applicant's biologist, an outside peer review evaluated the stream classifications and a field review with Washington Department of Fish and Wildlife confirmed the stream ratings (ESA, February 18, 2016).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

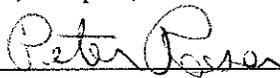
7. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve a voluntary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

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

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

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

3. The entire reduced stream and wetland buffer areas shall be planted at a planting density consistent with IMC 18.10.790.D.4 and IMC 18.10.650.D.3; a minimum planting density of 10 feet on-center for trees and 5 feet on-center for shrubs. The planting density shall be shown on the final stream buffer enhancement planting plan.
4. The final mitigation plans shall include mitigation for the public shared use trail as shown on the Shared Use Trail and Mitigation Plan dated February 18, 2016.
5. The applicant shall provide an as-built plan of the stream and wetland buffer enhancement and the consulting biologist shall verify in writing that the planting has been installed per the approved plan prior to the final approval of building permits.
6. The applicant shall provide a 5-foot wide compacted gravel shoulder within the existing street right-of-way on the west side of Newport Way NW, the opposite side of the street from the proposed development. This is required to replace the existing gravel shoulder which would be removed due to project road improvements.
7. The applicant shall mitigate for potential impacts on public services and bicycle and pedestrian facilities. The City may approve a voluntary payment in lieu of other mitigation. The current mitigation fee is \$78.56/multi-family unit for general government, \$154.35/multi-family unit for the police mitigation fee, and \$462.75/apartment unit for the bicycle/pedestrian mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual fee amount will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

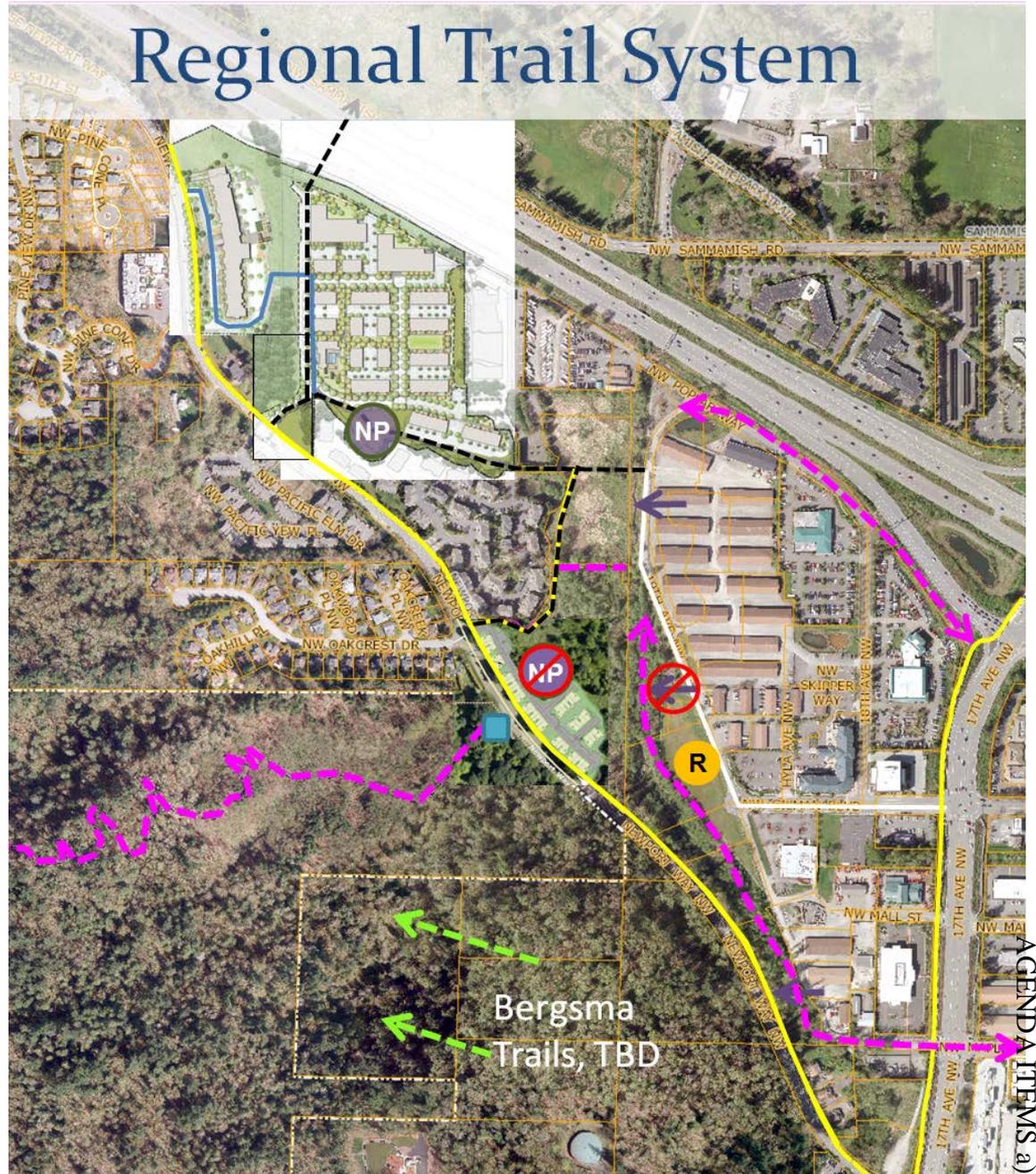
SEPA Responsible Official: Peter Rosen
Position/Title: Senior Environmental Planner
Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094
Date: 3/3/2016 **Signature:**  _____

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

Attachment 3, Riva
Townhomes, SDP15-00004

LEGEND

-  Existing Shared Use Routes
-  Shared Use Routes, required in CIP
-  Proposed Shared Use Routes to be built with Riva and Gateway projects
-  Rowley Development Agreement connections
-  Neighborhood Park, required in CIP
-  Planned but not to be built
-  Potential Trails, not required





A. CLIMBING/PLAY/SEATING



B. SEATING/PLAY ELEMENTS



C. CLIMBING/EXPLORING PLAY



D. ENVIRONMENTAL EDUCATION



OPEN SPACE/PLAY AREA - CONCEPTUAL PLAN VIEW SHOWING GENERAL AREA WHERE NATURE BASED PLAY OPPORTUNITIES WILL BE LOCATED

SCALE: 1" = 10'



MARCH 23, 2016

RIVA TOWNHOMES - NATURE PLAY EXHIBIT

Amy Tarce

From: Amy Tarce
Sent: Thursday, March 10, 2016 9:29 AM
To: 'S Mak'
Cc: Kerry Ritland
Subject: RE: Comments in Riva Townhomes (SDP15-00004)

Mr. Mak,

That is good to hear that if the shared use trail is built, you would be able to walk to the health club and the grocery store. That is what we hope the Central Issaquah Development and Design Standards would facilitate.

Two of your questions are actually applicable to a separate City capital project, the Anti-Aircraft Creek Culvert project, which is a City project that is under separate environmental review. For that reason, I am copying the project manager, Kerriy Ritland, who can answer questions 2 and 4.

Regarding item 1. This is a very small project that does not create a lot of new trips on Newport Way so a traffic signal or roundabout is not warranted at Oakcrest Drive.

As for lighting of the Shared Use Route, low level lighting will be provided on the boardwalk so it can be used at night. The boardwalk of the Shared Use Route will be crossing a wetland buffer, which requires minimizing light intrusion.

Thank you for submitting your comments and questions for the Riva project.

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

From: S Mak [<mailto:smak00@hotmail.com>]
Sent: Wednesday, March 09, 2016 6:51 PM
To: Amy Tarce
Subject: Comments in Riva Townhomes (SDP15-00004)

Dear Amy, I cannot attend the Public Hearing for the Riva Townhomes Project (SDP15-00004). The following are my comments:

1. Will there be a traffic signal with pedestrian crossing be at the access point of this development at the intersection on Newport Way and Oakcrest Drive. If not, is it warranted and can it be considered?
2. For the relocated stream project, is the culvert required to be fish passage? Can the culvert be shortened and have more portion be daylight section to maintain a more natural environment?
3. For the shared use trail, where will it be connecting to? Can street light be considered. If I feel safe and comfortable on the trail, i will use it to walk to the health club and some grocery store at Gilman Blvd.
4. Please maintain ped and bike access on Newport Way during construction of the stream crossing and sidewalk.

Thank you for considering my comments.

From: Amy Tarce
Sent: Thursday, March 10, 2016 8:08 PM
To: 'Peggy Foster'
Cc: Lucy Sloman; arong@connerhomes.com; 'SLB@coredesigninc.com'; KMP@coredesigninc.com
Subject: RE: Public comment regarding Riva Townhomes

Ms. Foster,
 Thank you for your interest in the Riva project. We will submit your comment to the Development Commission at the next Hearing.
 The Shared Use Route was discussed extensively last night. I hope you have a chance to watch the video of the Public Hearing. Here is the link:
<https://www.youtube.com/watch?v=MLzTnMQJ1dI&index=1&list=PLJFSvQKbGsqG0jm5IliHMsRbjssCH9uSW>

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

From: Peggy Foster [<mailto:peggy@peggyfosterrealtor.com>]
Sent: Wednesday, March 09, 2016 5:52 PM
To: Amy Tarce
Subject: Public comment regarding Riva Townhomes

Amy,
 I had planned to attend tonight's public hearing but it appears I will be working late instead. I only have a few minutes before meeting with my client so unfortunately this will be brief.

I would like to go on record as strongly opposing the multi-modal trail referenced on pgs. 17 & 18 of the staff report. And since the proposed development is primarily wetlands, I would hope that the Development Commission and the City staff would be most respectful of this land and minimize the destruction and changes to the land as evidenced with the Gateway Apartment project. More is not always better.

Thank you for sharing my comments with the Development Commission.

Respectfully,

Peggy Foster, Realtor®

Direct: 206-419-2350

Think sustainable. Save money. Be healthy.

There are far, far better things ahead than we have left behind. C.S.Lewis

From: Amy Tarce
Sent: Friday, March 18, 2016 4:38 PM
To: 'John Fischer'
Cc: Peter Rosen; Lucy Sloman
Subject: RE: Follow-up to March 9 Riva public comment; request to become a POR

Mr. Fischer,

Thank you for attending the Riva Townhomes Public Hearing on March 9, 2016. I am happy to report that you are already in the Parties of Record for the Riva project, as we have included everyone who spoke at the March 9 public hearing. I will share your comments with the Applicant.

We are preparing our Briefing Response Memo to document all the public comments and the Development Commission questions for the continuance of the public hearing on April 6, 2016. Our responses to your questions below will be incorporated into the Briefing Response Memo, which will be made available to the Development Commission and the public a week before the public hearing.

We will continue to accept public comments for the Site Development Permit review until April 6, 2016, when the Development Commission is scheduled to make a decision, at a public hearing starting at 7 p.m.

We hope to see you on the evening of April 6.

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

From: John Fischer [<mailto:roads65777@yahoo.com>]
Sent: Monday, March 14, 2016 12:16 AM
To: Amy Tarce
Cc: John Fischer
Subject: Follow-up to March 9 Riva public comment; request to become a POR

Amy Tarce
 City of Issaquah
amyt@issaquahwa.gov

Hello Amy,

I am a Sammamish Pointe resident, and one of the public commenters at the March 9 Riva hearing. My understanding is that I may still submit comments on the Riva proposal until the meeting at which the Development Commission takes action. I would like to inquire and comment further regarding the Shared Use Trail along the Sammamish Pointe property boundary.

As I stated March 9, in the northwest corner of the Riva property, there is currently no barrier to crossing the Sammamish Pointe property line. There are also several trees in this area; while I don't know the exact boundary, I suspect that some of these trees are on the Riva side of the property line and overhang

into Sammamish Pointe. As these trees are just outside my windows and constitute most of the view from my condo, I want to determine what may happen to them.

An excerpt from the Shoffner Consulting 'Environmental Report' at the following link:

<http://products.issaquahwa.gov/ActiveProjects/SDP15-00004/SDP15-000041REnvironmental-Report2015-1.pdf>

"The trees focused on in my inventory were only this[sic] in the proposed development area. All of those within the critical area are to be retained. Only trees within the area of proposed development are to be removed."

Question 1: Does the northern portion of the Shared Use Trail along the Riva/Sammamish Pointe property line lie in the proposed development area, or the critical area?

My understanding is that the entire northern portion of the Riva property lies in the critical area, given the applicant is being asked to make critical area compensation as depicted on the map on Page 7 of the City staff presentation at the following link:

<http://products.issaquahwa.gov/ActiveProjects/SDP15-00004/DSD%20presentation%20RIVA%20SDP15-00004%20DC%20Pu.pdf>

From the text at the corner of this page:

*"Exact route of the trail to be determined during the final construction documentation phase."
"Trees to be removed to allow for the shared-use trail will be determined during final construction documentation."*

Question 2: Will any trees be removed in the northern portion of Riva (the 'critical area' as it appears on maps such as the one above) to build the Shared Use Trail? If so, under what justification?

I've reviewed Section 10 of the Central Issaquah Development and Design Standards, and it's not yet clear to me how the City requires/recommends tree removal vs. retention for this specific development proposal. An excerpt from the CIDDS at the following link:

<http://www.issaquahwa.gov/DocumentCenter/View/1405>

"10.11 Tree Removal on Vacant and Developed Properties

"E. In critical areas and in all native growth protection easements, tree removal is prohibited except as allowed per Chapter 18.10 IMC, Environmental Protection."

I've read IMC 18.10; if the City would invoke one of the exceptions therein, I'd be interested to know the details. Similarly, if CIDDS 10.11(E) somehow does not apply to this specific property, I'd be interested to know why, as in that case, CIDDS 10.13(A)(2) seems to lack a provision for trees inside critical areas. Part (a) of CIDDS 10.13(A)(2):

2. Priority of Tree Retention Requirements: Significant trees shall be retained in the following priority order:

a) Priority One:

- 1) Significant trees, especially Landmark trees, which can integrate into, and enhance, a development, such as part of a Community Space;*
- 2) Significant trees on slopes greater than twenty (20) percent;*
- 3) Significant trees adjacent to critical areas and their associated buffers;*
- 4) Significant trees over sixty (60) feet in height or greater than eighteen (18) inches dbh.*

Question 3: Will the Shared Use Trail be built outside of the Critical Root Zone of every (retained) tree in its vicinity?

If the Shared Use Trail is built somewhat east of the Sammamish Pointe property line, I suspect it's more likely there will be a 10-foot corridor between CRZs of existing trees. If the trail is built immediately adjacent to the Sammamish Pointe property line, however, from what I can see from my windows of the trees' locations, some trees would have to be removed and/or disturbed.

I'd like to get visibility into this decision process, especially if the choice is building over blackberry patches vs. building near/over evergreens, bigleaf maple, etc.

Question 4: If trees are to be removed in the northern portion of Riva (the 'critical area') for construction of the Shared Use Trail, will any map or enumeration of these trees be available before the Development Commission takes action on the proposal?

If such a map is available, I have not found it online -- tree documentation/maps focus on the southern portion of Riva and ignore the northern portion. If it exists, but only at a City facility (e.g. City Hall Northwest), I'll be interested to schedule a visit to review it.

As someone who often gets around Issaquah on foot and by bus, I can see value in trails like this one, provided they maintain good connectivity in a holistic network. As a homeowner, I am concerned about the placement of this trail immediately adjacent to the Sammamish Pointe property line. With no barrier at that property line, Sammamish Pointe homeowners face loss of privacy, littering, etc., while trail users lose a sense of being in a Green Necklace. While I can appreciate the challenges in building a trail in a wetland area, aligning the trail more decidedly within the Riva property would both benefit the trail and lessen negative impacts to Sammamish Pointe.

In particular, as I read the documentation -- both the city's and the developer's -- I am not able to decisively discern whether the Riva developer will remove trees next to the Sammamish Pointe property line. If these trees are removed, the negative impact to my property, and those of many others in Sammamish Pointe, would be severe. Mitigating such removed trees on the east side of the trail would not be an equitable trade for Sammamish Pointe homeowners.

I have written the Sammamish Pointe HOA Board of Directors to inform them about the trail proposal and the concerns noted above.

Finally, I am requesting to become a Party of Record for the Riva development; my name, address, and e-mail address are below.

Thank you,

John Fischer
2122 Newport Way NW
roads65777@yahoo.com

From: Amy Tarce
Sent: Tuesday, March 15, 2016 10:11 PM
To: Don Klein
Cc: Lucy Sloman; Doug Schlepp
Subject: RE: Riva Townhomes, Gateway Senior Center

Mr. Klein,
 Thank you for submitting your comments. I've copied Lucy Sloman and Doug Schlepp, since I'm out this week due to a family emergency.

Your concerns have been brought up by other citizens and we will prepare a Briefing Response Memo to address them. The Briefing Response Memo will be made available on the City's website next Wednesday.

We will also add you to the Parties of Record so you will be able to receive future notices on the project.

Have a good night.

Amy Tarce, Senior Planner

From: Don Klein [donklein51@gmail.com]
Sent: Tuesday, March 15, 2016 5:10 PM
To: Amy Tarce
Subject: Riva Townhomes, Gateway Senior Center

Amy

I can't make it to the public hearings, but wanted to pass on a couple concerns.

More cars will be using Newport Way, and it won't stop just because of these 2 projects, more will be built.

1. The speed on Newport Way was reduced because of a pedestrian fatality. I think the reduction was based more emotion than reality. It should be reinstated. Perhaps the crosswalk can be highlighted by overhead flashing lights and roadbed lighting.

2. The traffic lights, particularly at Newport Way and 17th are non-responsive to traffic conditions. I can sit for 2 minutes on NWay with 30 cars waiting on both sides, while not a single car passes on 17th. It's awful, plus the left turn signals do not allow for a blinking yellow turn option.

I submit that these issues need to be addressed

Regards, Don Klein

From: Amy Tarce
Sent: Sunday, March 27, 2016 12:29 PM
To: 'Tina Conforti'
Cc: Lucy Sloman
Subject: RE: Notice of Public Hearing Riva Townhomes

Ms. Conforti,

Your concerns were brought up at the last public hearing on the Riva project and we have prepared a response to all of them in the Briefing Response Memo, which should be available to you on Wednesday, March 30, 2016.

Thank you again for submitting your comments.

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

From: Tina Conforti [<mailto:oggiitalia@yahoo.com>]
Sent: Saturday, March 26, 2016 7:41 AM
To: Amy Tarce
Subject: Re: Notice of Public Hearing Riva Townhomes

Hello Amy. And City of Issaquah City Council.

The location for the entrance for the Riva project can be moved across where King County Trail Newport Way is know. This location a we'll be much better for a better privacy for The Riva project, and for the SummerHill resident,

Please think a head time, when the Riva project is completed, and occupied, where The school bus stop will be? For the Riva project, and the SummerHill resident ? We need to create a safe place for all the people, and make a better area to live.

Can you please take in consideration the requested !

Best regards
 Tina Conforti

Sent from my iPad

On Mar 25, 2016, at 1:14 PM, Kathleen Geyer <kathleeng@issaquahwa.gov> wrote:

Attached please find the mailing sent out to property owners within 300 feet of the site and to Parties of Record.

If you have any questions, please contact Amy Tarce at amyt@issaquahwa.gov.

Regards,

Kathleen Geyer
City of Issaquah
Support Services Specialist
PO Box 1307
1775 – 12th Ave NW
Issaquah, WA 98027
Tel: 425|837-3428
kathleeng@issaquahwa.gov
Support Services...Your Partner for Success!

<image001.png>

<SDP15-00004 Notice of Public Hearing Neighbors.pdf>

**CITY OF ISSAQUAH
DEVELOPMENT SERVICES DEPARTMENT
DEVELOPMENT COMMISSION**

STAFF REPORT

April 6, 2016

APPLICATION: Site Development Permit: SDP15-00006

PROJECT: **Sunrise Assisted Living**

APPLICANT: James Brown
Wattenbarger Architects
2100 112th Ave NE, Suite 100
Bellevue, WA. 98004

STAFF CONTACT: Peter Rosen, Senior Environmental Planner
Development Services Department, (425) 837-3094
Email: peterr@issaquahwa.gov

REQUEST: Application for a Site Development Permit (SDP) to construct an 82-unit, 5-story, 96,500 SF assisted living building with 50 below-building parking stalls and 2 surface stalls.

The total site area is 2.32 acres; the developable site area is limited to 1.09 acres because steep slopes and the buffer of the North Fork Issaquah Creek constrain the east and south portions of the site. The applicant proposes to reduce the steep slope buffer from 50 feet to 10-20 feet. The steep slope buffer reduction and slope stability evaluation went through an outside geotechnical peer review and was approved as part of the SEPA environmental review. The 100-foot stream buffer would not be reduced; trails/boardwalks encroaching into the stream buffer would be mitigated with buffer averaging.

A Level 3 Review (approval by Development Commission) is required because the site's primary access and street frontage is on Issaquah-Fall City Road (IMC 18.04.450).

The applicant has also requested two Administrative Adjustment of Standards (AAS): 1) to reduce the 15-foot building setback from the stream buffer to a minimum of 5 feet (AAS15-00008), and; 2) to increase the building height to 50 feet, above the 40 foot base building height (AAS15-00009). The applicant requested that the AAS applications not be consolidated with the SDP application. The AAS decisions are included as Appendix B and C to this staff report.

LOCATION: 23599 SE Issaquah-Fall City Road. Located at the intersection of SE Issaquah-Fall City Road and SE Black Nugget Road. See Vicinity Map, Exhibit 1.

EXISTING LAND USE:

| | |
|-------------------|---|
| Subject Property: | Vacant |
| North: | Issaquah-Fall City Rd/Black Nugget Rd intersection. Single family residential, multi-family residential |
| South: | North Fork Issaquah Creek, Lakeside Sand & Gravel |
| East: | Single family residential |
| West: | Issaquah-Fall City Rd, multi-family residential |

EXISTING SITE CONDITIONS:

The project site is currently undeveloped and forested. The east and south portions of the site are comprised of a steep forested ravine and the North Fork Issaquah Creek is at the bottom of the ravine. In the northeast part of the site the ravine slopes down nearly 173% (60 degrees) and along the south part of the site the slope inclinations range from 84% to 100% grade (40 to 45 degrees).

The site is bounded by SE Issaquah-Fall City Road on the west and SE Black Nugget Road on the north.

EXISTING ZONING:

The property has two zoning classifications. The western half of the site (1.19 acres) is zoned Multifamily Medium (MF-M) and the eastern half of the site (1.12 acres) is zoned Single Family Small Lot (SF-SL). The property is consolidated as a single lot (2.32 acres). The MF-M portion of the lot is slightly larger and therefore the development standards of the MF-M zone apply, per IMC 18.06.040. "Assisted Living Facility" is an allowed use in both the MF-M and SF-SL zones; Table of Permitted Land Uses, IMC 18.06.130.



COMPREHENSIVE PLAN:

The western half of the site is designated “Multifamily Residential” and the eastern half of the property is designated “Low Density Residential” by the Issaquah Comprehensive Plan, as amended 2015.

The Subarea designation is “North Issaquah.”

BACKGROUND/HISTORY:

A similar assisted living facility (Dougherty Assisted Living, PLN06-00038) was approved by the Development Commission in 2007. The Site Development Permit (SDP) expired due to inactivity and therefore a new land use application required.

- August 10, 2015 - Pre-Application Meeting.
- September 9, 2015 – Transportation Concurrency Application (CON15-00001).
- November 25, 2015 – SDP application submitted.
- December 15, 2015 – River & Stream Board Meeting. Minutes attached as Exhibit 5.
- March 10, 2016 – SEPA Determination, Exhibit 6.

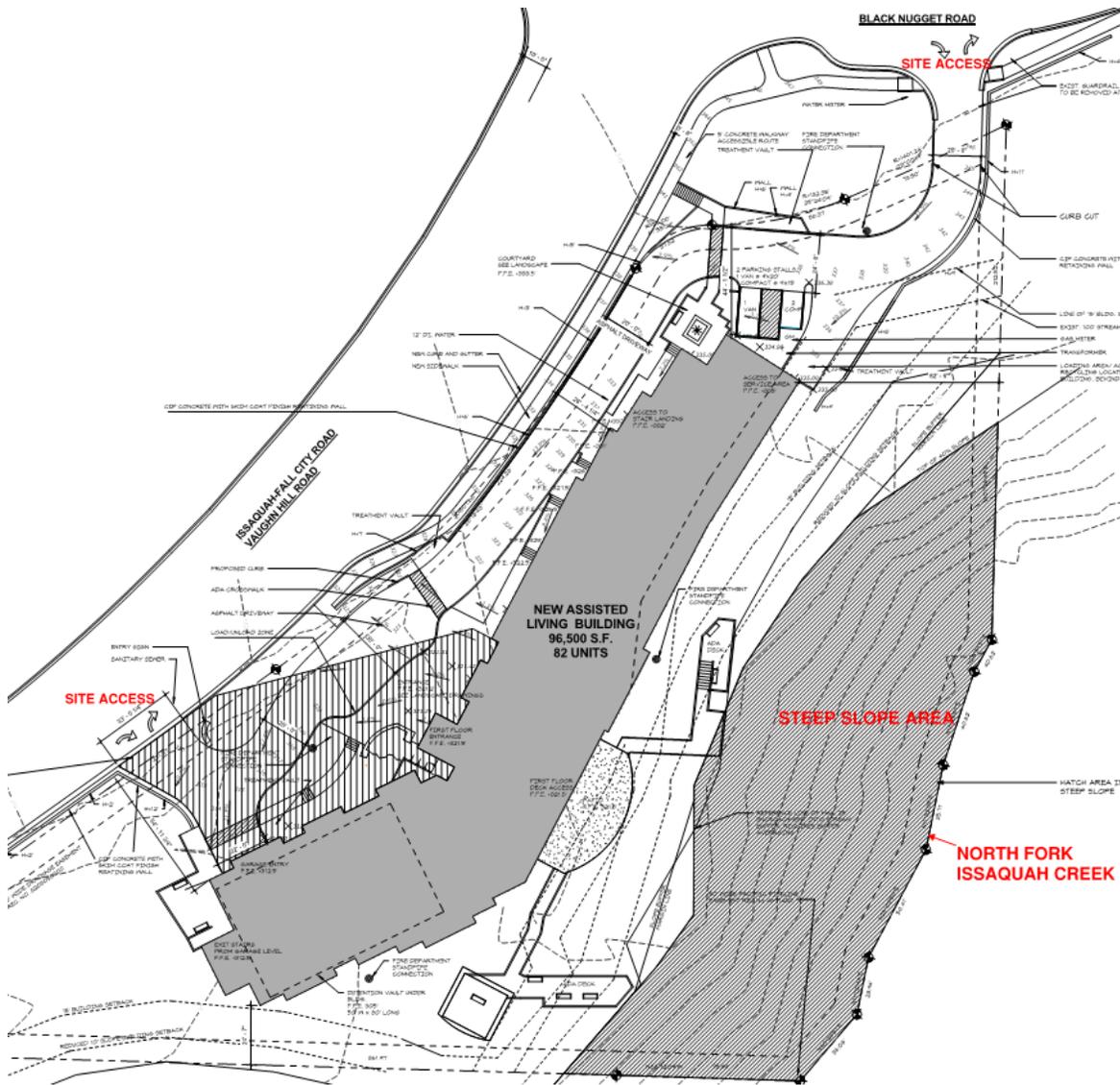
PUBLIC NOTIFICATION:

- January 15, 2016 – Notice of Application mailed to adjacent property owners
- February 5, 2016 – Applicant posted Proposed Land Use Action sign on the property.
- March 10, 2016 - SEPA Determination published in Issaquah Press
- March 24, 2016 - Public hearing notice published in Issaquah Press
- March 24, 2016 - Public hearing notice mailed to adjacent property owners

Three comment letters were received and included as Exhibit 7.

PROJECT DESCRIPTION:

The building would be a 5-story, approximately 96,500 SF structure, type I-B non-combustible construction above 1 level of type I-B partially below grade parking. The building will be an I-2 Assisted Living community licensed by the State of Washington. The lower parking level includes 50 parking stalls and some additional storage and mechanical rooms. The 1st floor will contain the community spaces for the residents, key administration and support spaces, and a wing of residential units. The 2nd floor consists of typical residential units. Floors 3 and 4 are designed to accommodate residents with memory care needs, and also contain dining and activity spaces for those residents. The building has a total of 82 “sleeping” units and including suites, is intended to approximately 105 residents. In addition to the 50 stalls within the parking garage, 2 additional stalls, including a van stall, are located on site. A loading area and pull out for passenger drop off is also included.



DEVELOPMENT STANDARDS:

Permitted Uses: According to the Table of Permitted Land Uses (IMC 18.06.130), “Assisted Living Facilities” are a permitted use in both the MF-M and SF-SL zones.

A senior assisted living facility is defined in the Land Use Code (IMC 18.02.030) as: “Any facility that provides either permanent or temporary residence for senior citizens which provides opportunities for common dining areas, although some facilities may offer kitchen facilities in the individual rooms as well. Some facilities may offer minor health services on-site, such as a resident nurse. An assisted care facility is not a nursing home, adult family home or residential care facility.”

The proposal includes:

- Studio units: 51
- 1-bedroom units: 8
- 2-bedroom units: 36

Sunrise Assisted Living

Total Units 82

Total Residents – approximately 105

Conclusion: The proposed assisted living facility is a permitted use and allowed with approval of a Site Development Permit (SDP) by the Development Commission.

Development Standards:

The site has two zoning classifications; MF-M and SF-SL. Development standards of the “MF-M” zone apply because over 50% of the total site area is zoned “MF-M” (IMC 18.06.040).

The development standards of the MF-M and SF-SL zones are very similar, one difference being SF-SL has a six (6) foot side yard setback and the MF-M zone has a seven (7) foot rear setback and another is the SF-SL zone base building height is thirty (30) feet and the MF-M zone base height is forty (40) feet.

The following table shows required and proposed site development standards:

| DEVELOPMENT STANDARD | MULTIFAMILY MEDIUM (MF-M) | APPLICANT’S PROPOSAL |
|--------------------------------|--|--|
| Density or Dwelling Units/Acre | Residential density standards do not apply to assisted living facilities because the living units do not include full individual kitchens. | NA |
| Front Setback | 10 feet | 28 feet – Issaquah-Fall City Rd 45 feet – Black Nugget Rd |
| Side Setback | 7 feet | 24.5 (south) 82.5 (east) |
| Rear Setback | 20 feet | 138.5 feet |
| Impervious Surface | 50% | 36% |
| Pervious Surface | 50% | 64% |
| Base Building Height | 40 feet | NA |
| Maximum Building Height | 50 feet | 50 feet (AAS15-00009) |

Conclusion: The proposal meets development standards of the MF-M zone. The proposed 50-foot building height, exceeding the 40-foot base building height, is addressed in AAS15-00009, Appendix C.

ASSISTED LIVING FACILITIES CRITERIA (IMC 18.07.380):

- C. Approval Criteria: All assisted living facilities shall meet all applicable state and federal regulations. Approval shall be permitted only if all of the following approval criteria are met:
1. Barrier-Free Standards: Every unit within the project must be designed and built in conformance with the Uniform Building Code (UBC); the State Barrier-Free Design regulations, as amended; the Americans with Disabilities Act of 1990, as amended (ADA); and the current state and City regulations.
- Finding: The proposed project incorporates Barrier Free design at the highest level by exceeding the requirements of the ADA and ANSI 117.1 by assuring that ALL units are fully accessible units. This will be reviewed with Building Permits.
2. Community Space Requirements: All assisted living facilities of five (5) units or more shall provide the required community space both indoors and outdoors for persons who, in some cases, may be restricted to the immediate vicinity of the development.
 - a. Indoor Space Requirements: Indoor community space shall provide a minimum of forty-eight (48) square feet per unit, in a contiguous area no smaller than two hundred (200) square feet to include:
 - (1) Seating and table space for a minimum of thirty (30) percent of the total number of units provided (for example, six (6) units would provide seating/table space for two (2) units or four (4) persons);
 - (2) Kitchen facilities, including at minimum a sink, cabinet and counter space;
 - (3) A bulletin board no smaller than two (2) feet by three (3) feet. The bulletin board shall be placed in an area accessible to the residents for notice-posting purposes;
 - (4) Access and use consistent with Barrier-Free Standards.

Findings:

- a. Interior Community Space exceeds the minimum requirements: 82 units x 48 SF = 3,936 SF; 10,242 SF is provided.
 - 1) Seating and table space is provided at 30% or 34 residents.
 - 2) All meals are prepared on site in a commercial kitchen.
 - 3) A bulletin or other message board of at least 2 x 3 feet shall be provided for residents to post notices.
 - 4) Access and use are consistent with barrier free standards.
- b. Outdoor Space Requirements: The provision for outdoor community space provides that usable open space is provided to the residents. Area used for outdoor community space shall be calculated as part of the impervious surface for the proposal, and not considered an additional requirement. The hard-scape material shall be considered as impervious surface, in addition to any other areas of the outdoor space which is impervious. Outdoor community space shall provide a minimum of forty-eight (48) square feet per unit, in a contiguous area no smaller than two hundred (200) square feet:
 - (1) Seating space for a minimum of thirty (30) percent of the total number of units provided (for example, six (6) units would provide seating/table space for two (2) units or four (4) persons);

- (2) *Landscaping integrated with the seating and table area. Not less than thirty (30) percent of the outdoor community space shall be landscaped with plant materials, while the remaining seventy (70) percent can be hard-scape materials which are barrier-free, such as pavers, textured concrete, and brick;*
- (3) *Access consistent with Barrier-Free Standards.*

Findings:

- a. Outdoor Space requirements: 82 units x 48 SF = 3,936 SF required; 5,988 SF is provided.
 - 1) Seating is provided for a minimum of 30 residents at the exterior patio, boardwalks, walking paths and associated benches, and at the large patio outside of the primary entrance and main dining.
 - 2) The landscaping is integrated with the seating at the rear of the building by extending directly into the natural vegetated environment at and around the stream buffer. Planting elements along the building frontage help separate the seating areas from the vehicular drive, and help define the spaces.
 - 3) All exterior elements are accessible and meet Barrier Free standards.
- 3. *Parking: Required parking for assisted living facilities is established in the Table of Off-Street Parking Standards (IMC [18.09.050](#)).*

Finding: Parking is provided at a level of 1 stall for every two units, for a total of 41, and for a peak staffing of 11. The proposed parking meets off-street parking requirements.

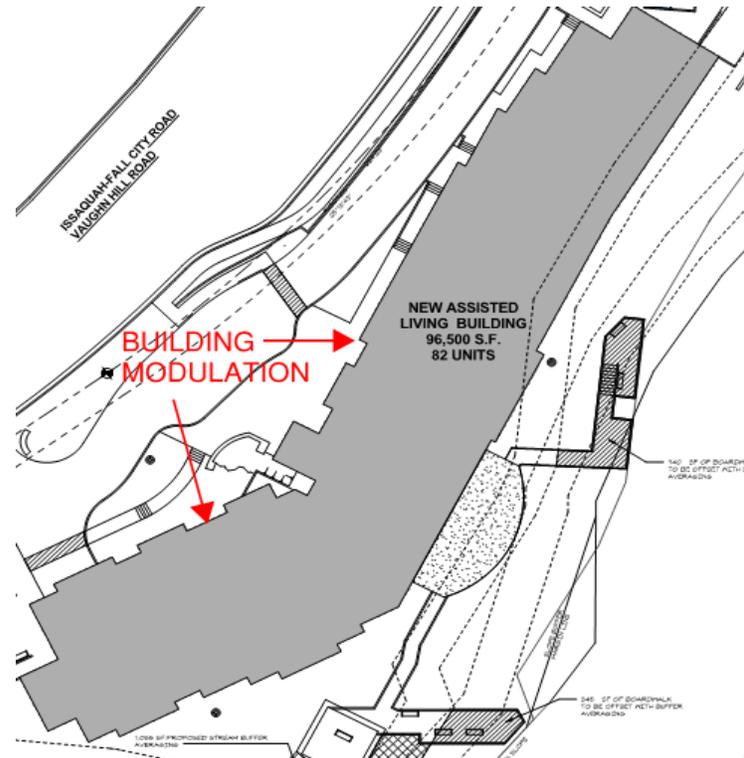
4. Access and Circulation:

- a. *Motorized: Vehicular access shall be provided such that it does not negatively impact adjacent land uses. Internal circulation shall also be provided, such that it does not interfere with pedestrian access or internal circulation;*
- b. *Nonmotorized: Pedestrian walkways shall be provided within a project and as linkages to adjacent projects.*

Findings:

- a. Motorized access should have no negative impacts on adjacent circulation. The driveways are limited to right-in/right-out turn movements. Crosswalks are provided where pedestrian access crosses internal vehicle lanes.
 - b. Non-motorized access to adjacent properties is located through an accessible sidewalk and crosswalk to a newly constructed sidewalk in the ROW.
5. Building Modulation: *Building modulation is intended to break up the overall bulk and mass of the exterior of a multifamily building, including townhouses. Modulation should also add character to the overall building exterior as well as to individual units.*
- a. *Building facade modulation shall occur at every twenty-five (25) feet of wall length. The modulation can take the form of decks, balconies, indentations, extrusions and other various forms; and*
 - b. *Minimum modulation depth shall be approximately three (3) feet; and*
 - c. *Minimum modulation width shall be approximately eight (8) feet.*

Finding: Building Modulation along the street frontage and sides of the building occurs ever 25' of wall length with a minimum transition depth of three (3) feet. Note that the rear of the building's modulation is limited due to its proximity to the stream buffer. Given the landscaping and the depth of the forested stream buffer, the rear of the building will not be visible from any adjacent properties or public ROW. Additional information on building design and modulation can be found in the Design Criteria Checklist, Appendix A.



6. **Roofline Variation:** Roofline variation is intended to break up the overall bulk and mass of a multifamily building and to provide a visual relief as viewed against the skyline. Roofline variation shall occur on all multifamily structures with rooflines which exceed fifty (50) feet in length. Roofline variation shall be achieved using one (1) or more of the following methods:

- a. Vertical offset ridge line;
- b. Horizontal offset ridge line;
- c. Variations of roof pitch; or
- d. Any other technique approved by the Planning Director/Manager which achieves the intent of this section.

Finding: Roofline variations are provided by a number of steps and gables, and accentuated with timber supports to help emphasize the focus of the exterior façade massing and modulation and to break-up the expanse of the building.



West Elevation (Partial)

7. Screening:

- a. *Parking Area: The parking area shall be screened to visually buffer areas within the project complex and adjacent properties;*
- b. *Structures: Screening of structures from adjacent properties shall be provided, such as landscaping, fences, berms or other similar materials and/or designs. (Ord. 2447 § 41, 2005; Ord. 2311 § 5, 2001; Ord. 2108 § 7.4.2, 1996).*

Finding: Screening is provided where necessary, however the majority of the parking is below grade. The topography of the site with a combination of natural and proposed landscaping allows the building to sit naturally within the site, and the building is appropriately screened from adjacent properties.

ENVIRONMENTAL REVIEW

The environmental review, SEPA determination, evaluated the geotechnical (steep slope) issues, impacts to the North Fork Issaquah Creek and the stream buffer, stormwater, and traffic. SEPA mitigation measures are required as project conditions to address identified impacts.

A SEPA Mitigated Determination of Nonsignificance (MDNS) was issued on March 10, 2016 and the comment/appeal period ended March 31, 2016. The SEPA Determination is attached as Exhibit 6.

A comment letter was received from the applicant, questioning the applicability of the Bicycle-Pedestrian Impact fee to the project. The applicant was sent the *Nexus Study – Bicycle & Pedestrian Facilities Mitigation Fee*, Henderson Young & Company, December 10, 2014, which provides the rationale and statutory basis for the fee. The applicant reviewed the Nexus Study, accepted staff’s explanation and decided not to pursue the issue further.

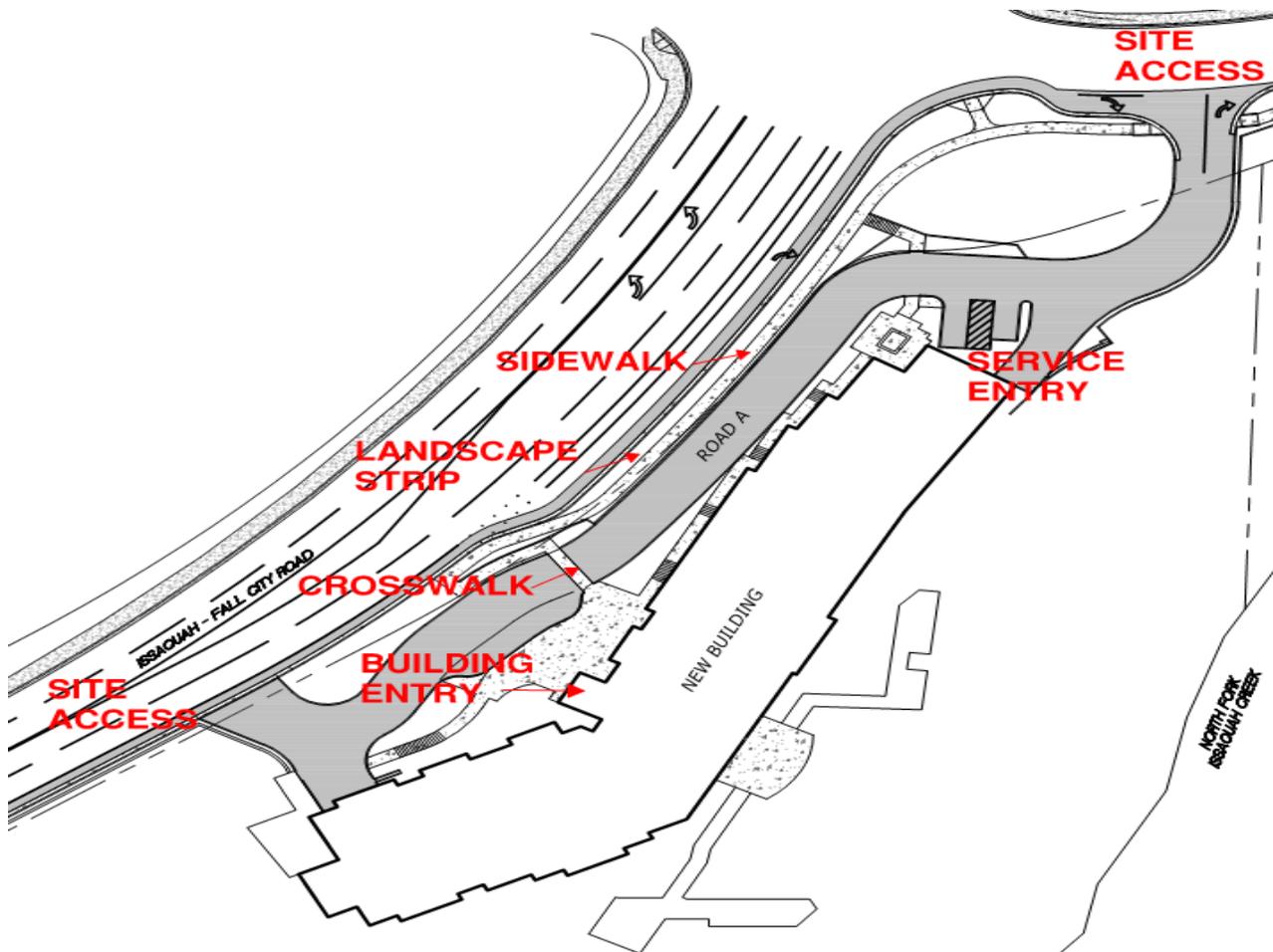
The SEPA Mitigated Determination of Nonsignificance (MDNS) included mitigation measures which are recommended as SDP conditions.

ACCESS/STREET IMPROVEMENTS/TRAFFIC:

The site would be accessed from two driveways; a driveway off Issaquah-Fall City Road and from a driveway at the north end of the site off Black Nugget Road. The two driveways also allow for circulation of fire and emergency response vehicles. The driveway off Black Nugget Road leads to the service drive at the north end of the building, accessing the loading and garbage/refuse area. This will segregate service vehicles from the driveway access on Black Nugget Road, which leads to the building entrance and parking garage.

Frontage improvements include providing a sidewalk and landscape strip from the main site entrance to the signaled crosswalk at the intersection of SE Issaquah-Fall City Road and SE Black Nugget Road. A sidewalk has not been proposed to extend to the southwest along SE Issaquah-Fall City Road because a connecting sidewalk is not planned adjacent to the Lakeside Industries property and therefore a sidewalk on the subject site would dead end. The applicant would improve a bicycle lane as part of the street frontage improvements.

Recommended Condition: A deviation from the street standards is required to modify the arterial street standard to not require sidewalks along the entire street frontage.



A Traffic Impact Analysis (transpogroup; August 19, 2015, November 17, 2015, December 2015) was completed to document trip generation from the proposal and to evaluate the level of service (LOS) and safety and operations for the site access drives off Issaquah- Fall City Road and Black Nugget Road. The report estimates the proposal would generate approximately 279 daily weekday trips; with 15 trips occurring during the weekday AM peak hour (10 entering, 5 exiting) and 23 weekday PM peak hour trips (10 entering, 13 exiting).

The project plans show right-in/right-out turn restrictions for both driveways and a right turn pocket on Black Nugget Road due to the proximity of the driveway to the signalized intersection. A SEPA mitigation measure requires the applicant to install c-curbs and signs to restrict left-turn movements/access at both driveways.

The Traffic Impact Analysis (transpogroup, November 17, 2015) concluded the driveway access onto Issaquah-Fall City Road would operate at level of service (LOS) B, meeting the City's adopted LOS standard of LOS D. It also concluded that a deceleration and acceleration lane would not be warranted at the driveway access on Issaquah-Fall City Road considering safety and operational elements.

As detailed in the SEPA Determination (Exhibit 6), the subject proposal is consistent with the growth assumptions in the traffic concurrency model and twenty three (23) PM peak hour trips falls within the available trip bank and passes concurrency. 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. This finding serves as the transportation concurrency certificate for this development. As a result twenty three (23) trips will be logged into the City's trip bank.

There are three (3) pedestrian crosswalks which cross the internal vehicle drive; to provide access from the building entry to the sidewalk along Issaquah-Fall City Road and across the parking garage entry to access an elevated deck on the south side of the building. The walkways shall be clearly separated from the vehicle lanes to improve pedestrian circulation and safety.

Recommended Condition: Pedestrian crosswalks shall be clearly differentiated from the vehicle drive; by use of distinct materials, e.g. pavers and/or grade separation.

PARKING:

Requirements for off-street vehicular parking, bicycle parking and loading spaces are addressed in IMC Chapter 18.09.

Table 18.09.050, *Table of Off-Street Parking Standards*, requires one (1) space for each two (2) units and one (1) space per employee at max shift. The applicant proposes 41 parking stalls for the 82 living units and 11 for peak staffing, for a total of 52 parking spaces. 50 of the parking stalls would be located in below-building, garage parking. Of the total 52 parking spaces; 25 would be standard size stalls, 24 compact stalls, 2 accessible stalls and 1 van stall. The code allows up to 60% of required parking to be sized for compact stalls (IMC 18.09.090.H). The proposed parking stalls meet the stall dimension requirements in IMC 18.09.090.G.

Barrier-Free Parking Spaces (IMC 18.09.090.I) - The project is required to provide barrier-free parking spaces, in accordance with the Washington State Amendments to the Uniform Building Code, Chapter 11, Regulations for Barrier-Free Facilities. A van parking accessible parking stall is provided at the north end of the building. Accessibility is also provided for at the main building entry/drop-off area.

Recommended Condition: The location and design of the ADA parking will be reviewed during the construction permit review.

Required Bicycle Parking (IMC 18.09.030.I) – The code requires bicycle parking spaces equal to five (5) percent of the required automobile parking spaces for the first 300 required auto stalls. The applicant proposes 7 bicycle parking spaces (13%), with a bicycle rack located in the parking garage. The code requires bicycle parking to be located in a publicly visible location within fifty (50) feet of a primary building entrance and the bicycle parking shall not block pedestrian use of a walkway. The applicant shall provide the required bicycle parking on their building permit.

Recommended Condition: The applicant shall provide a bicycle rack located in a publicly visible location within fifty (50) feet of the primary building entrance and a bicycle rack that is weather-protected and secure in the parking garage.

Loading Spaces Requirements (IMC 18.09.110) – A loading area and access to refuse/recycling is located at the north end of the building, separate from other vehicle and pedestrian circulation. The access is to the 2nd floor level, where there is a separate garbage/recycling room and a service/receiving elevator.

Recommended Condition: Loading spaces shall be at least 25 feet in depth and 10 feet in width. Maneuvering space of not less than 52 feet in length shall be provided adjacent to the loading dock, and the maneuvering space area shall not include parking, storage or dumpsters.

DUMPSTER ENCLOSURE/MECHANICAL EQUIPMENT SCREENING:

The garbage and recycling area is located within the building, adjacent to the loading area, and will not be visible and therefore does not require screening.

Recommended Condition: The location, sizing, accessibility, and separation of waste streams for garbage, food waste and recycling areas shall be reviewed with construction permits, and coordinated with CleanScapes Solid Waste Service and Collection Standards.

Rooftop mechanical equipment would be located on a flat roof, screened by the sloping roof on each side.

Recommended Condition: The applicant shall provide additional information to demonstrate that the rooftop mechanical equipment is adequately screened and architecturally compatible with the building. The applicant shall provide details of the architectural screen dimensions, materials and colors, with the Building Permit plans.

Recommended Condition: Screening of ground-mounted mechanical equipment shall also be screened through appropriate fencing, landscaping, or a combination of the two. This will be reviewed with construction plans.

UTILITIES:

Water and Sewer service is available and will be provided by Sammamish Plateau Water and Sewer District. The applicant has received a Certificate of Water and Sewer Availability. The District will review and approve construction utility plans.

LANDSCAPING AND TREE RETENTION:

Tree Retention – The code requires retention of 25% of the total caliper of significant trees in the developable site area [IMC 18.12.1385(A)]. Trees located in critical areas and buffers are required to be protected and do not count toward the tree retention requirements.

The applicant provided a detailed tree survey and Tree Health Assessment (Sue Nicol, November 24, 2015). The report determined there are 123 healthy trees with 3,018 caliper inches in the developable area of the site. This would require retention of 755 caliper inches (25%). The applicant proposes to retain 585 caliper inches (19%). The code allows for a reduction of up to 50% of the tree retention requirements, provided criteria in IMC 18.12.1385B are met. Two criteria apply to the proposed tree retention reduction: 3) *The modification is necessary because the size, shape, topography, or location of the subject property may jeopardize the reasonable use of the property and reasonable alternatives do not exist;* and 4) *The modification is necessary because the required ingress/egress, existing and proposed utility locations, trails, storm drainage improvements or similar constraints may jeopardize the reasonable use of the property and reasonable alternatives do not exist.*

The total site area is 2.32 acres and the developable site area is limited to 1.09 acres because steep slopes and the buffer of the North Fork Issaquah Creek constrain the east portion of the site. In addition, the internal drive is necessary to connect the two driveways because of turning limits, and the need for this internal drive also requires removal of trees. Given the limited developable area on the site and the required ingress/egress, meeting the 25% retention requirement would jeopardize reasonable use of the property. The applicant has proposed a total of 29 additional, mitigation trees to address the shortfall in their tree retention. In addition, the applicant would improve the vegetation understory; removing invasive species and replanting with native shrubs, perennials and groundcovers.

The Tree Health Assessment (Sue Nicol, November 24, 2015) describes tree protection measures to be included on construction plans, to protect retained trees from grading and construction activity.

Recommended Condition: Landscape plans shall include tree protection measures, to protect the identified, retained trees from grading and construction activity, consistent with the Tree Health Assessment (Sue Nicol, November 24, 2015).

Landscape Plans – There are three landscape design areas: 1) Street frontage planting in the 5-foot planter strip along Issaquah-Fall City Road and Black Nugget Road frontage, with a Type 3 visual buffer; 2) the internal road and west side of the building; and 3) the eastern/southern stream buffer, native plant area.

The back (east and south) side of the building is within a stream buffer. The applicant proposes a common open space area for residents, with trails and observation decks to view a waterfall on the North Fork Issaquah Creek. Native plant species are required in critical area buffers.

There is detailed information regarding the landscape design in the Design Criteria Checklist, Appendix A.

OUTDOOR LIGHTING:

Outdoor lighting is governed by IMC 18.07.107, which sets maximum and minimum lighting levels for public and common areas and light spill-over into critical areas.

Recommended Condition: The applicant shall provide a lighting plan with building permits, demonstrating compliance with the outdoor lighting standards.

RECOMMENDATION:

Based on the application and submitted plans, the Administration recommends that the Development Commission move to **APPROVE** the Sunrise Assisted Living Site Development Permit (SDP15-00006) subject to the following conditions:

SEPA MITIGATION MEASURES

- 1) The applicant shall comply with the mitigation measures in the SEPA MDNS issued March 10, 2016 as follows:
 1. The Critical Area Regulations require the following measures:
 - a. 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. Only approved landscape improvements are allowed in the critical area buffers.
 - b. Permanent survey stakes using current survey standards shall be set to delineate the boundaries of the critical area buffers.
 - c. Critical areas and buffers shall be protected from development in perpetuity with a Native Growth Protection Easement (NGPE) recorded on the property title.
 2. The site plan shall be revised to show a 20 foot steep slope buffer in the northeast part of the site, consistent with the Icicle Creek Engineers geotechnical report recommendation.
 3. The Icicle Creek Engineer's geotechnical reports (November 25, 2015, January 18, 2016) include specific recommendations in regard to site preparation, excavations and foundations, drainage and erosion control. These recommendations shall be implemented on construction plans and with construction practices.
 4. Site-specific building permit plans were not evaluated by the geotechnical study. The applicant shall submit a geotechnical report evaluating specific building and grading plans with the submittal of building permits. A third-party independent review of the geotechnical report and building plans may be required at the applicant's expense.
 5. Removal of existing trees within the steep slope buffer and steep slope area shall be allowed only on a case-by-case basis for hazardous trees.
 6. The boardwalk and observation deck shall not encroach or cantilever into the steep slope area or the reduced steep slope buffer. The boardwalk and observation deck may be located within the 15-foot building setback from the edge of the buffer provided the boardwalk and observation deck are less than 30 inches above finished grade, except as required to maintain an accessible slope across irregularities in existing grade to allow for reasonable accommodation in accordance with ADA title ii.
 7. The foundation elements for the boardwalk/observation deck shall be constructed with a "Diamond Pier" foundation system (or equivalent as approved by the City) to minimize ground disturbance close to the edge of the steep slope area.
 8. The applicant shall provide a revised landscape plan showing retention of all native trees within critical areas and buffers that have not been determined to be hazardous trees by a certified arborist. All landscape planting within critical areas and buffers shall be native plant species.

9. The applicant shall tight-line stormwater down the steep slope area to avoid potential erosion and slope stability impacts. Additional geotechnical evaluation for the tight-line pipe shall be provided, including: 1) Recommendations for the design and construction of the pipe, and, if required, any pipe anchors or foundations to minimize the impact to the steep slope; 2) Evaluation of the potential for erosion and undercutting the toe of the slope at the tight-line discharge point; 3) Recommendations for tight-line discharge point design and construction to minimize potential erosion and undercutting of the toe of slope. The stormwater tight-line may be constructed by underground boring or by partial burial on the ground surface. The specific method for the stormwater tight-line construction shall be determined with construction permits; after consideration of slope stability and minimizing impacts to vegetation.
10. The applicant shall install c-curbs to restrict left-turn access at both driveways, and shall install right-turn only signs at both driveways. These improvements shall be shown on the plans prior to issuance of construction permits.
11. 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 \$0.04932/SF for general government and \$0.13562/SF for the police mitigation fee, and \$120.72/bed for the bicycle/pedestrian mitigation fee. The mitigation fees 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.

SITE DEVELOPMENT PERMIT CONDITIONS

- 1) Direct the Development Services Department to prepare Findings of fact, which affirms the Development Commission's decision to approve with conditions the Site Development Permit for Sunrise Assisted Living, SDP15-00006.

CONSTRUCTION PLAN CONDITIONS

The following conditions apply to constructions permits, which include but are not limited to utility, parking/loading, landscape and building permits. All of the conditions listed below are meant to assist the applicant through the transition from the land use permit to construction permits. Please note that while the list of conditions below are intended to assist both the City and applicant, this list is not meant to be exhaustive and the applicant will be required to comply with all relevant codes, regulations and standards.

- 1) A deviation from the street standards is required to modify the arterial street standard to not require sidewalks along the entire street frontage.
- 2) Pedestrian crosswalks shall be clearly differentiated from the vehicle drive; by use of distinct materials, e.g. pavers and/or grade separation.
- 3) The location and design of the ADA parking will be reviewed during the construction permit review.

- 4) The applicant shall provide a bicycle rack located in a publicly visible location within fifty (50) feet of the primary building entrance and a bicycle rack that is weather-protected and secure in the parking garage.
- 5) Loading spaces shall be at least 25 feet in depth and 10 feet in width. Maneuvering space of not less than 52 feet in length shall be provided adjacent to the loading dock, and the maneuvering space area shall not include parking, storage or dumpsters.
- 6) The location, sizing, accessibility, and separation of waste streams for garbage, food waste and recycling areas shall be reviewed with construction permits, and coordinated with CleanScapes Solid Waste Service and Collection Standards.
- 7) The applicant shall provide additional information to demonstrate that the rooftop mechanical equipment is adequately screened and architecturally compatible with the building. The applicant shall provide details of the architectural screen dimensions, materials and colors, with the Building Permit plans.
- 8) Screening of ground-mounted mechanical equipment shall also be screened through appropriate fencing, landscaping, or a combination of the two.
- 9) Landscape plans shall include tree protection measures, to protect the identified, retained trees from grading and construction activity, consistent with the Tree Health Assessment (Sue Nicol, November 24, 2015).
- 10) The applicant shall provide a lighting plan with building permits, demonstrating compliance with the outdoor lighting standards.
- 11) Impact and Mitigation Fees shall be paid at the time of Building Permit issuance and shall include: Transportation Impact Fee, Fire Impact Fee, Parks Impact Fee, General Government Mitigation Fee, Police Mitigation Fee, and Bike & Pedestrian Mitigation Fee.

APPENDICES:

- Appendix A: Design Criteria Checklist
- Appendix B: Administrative Adjustment of Standards (AAS15-00008), to reduce the 15-foot building setback from the stream buffer to a minimum of 5 feet.
- Appendix C: Administrative Adjustment of Standards (AAS15-00009), to increase the building height to 50 feet, above the 40 foot base building height.

LIST OF EXHIBITS:

- Exhibit 1: Vicinity Map
- Exhibit 2: Applicant Project Narrative
- Exhibit 3: Plan Sheets – Architectural plans received December 16, 2015, Civil and Landscape Plans received November 25, 2015
- Exhibit 4: Building Materials Board
- Exhibit 5: River & Streams Board minutes
- Exhibit 6: Transportation Concurrency Certificate, dated February 23, 2016
- Exhibit 7: SEPA Mitigated Determination of Non-Significance (MDNS), dated March 10, 2016
- Exhibit 8: Public Comment Letters

The following technical studies, which informed the analysis of this project for Site Development Permit compliance, are available in the Department of Development Services and online, in the City's website, under Development Services:

1. Critical Area Study
2. Preliminary Drainage Report
3. Preliminary Geotechnical Report
4. Preliminary Traffic Impact Analysis

DESIGN CRITERIA CHECKLIST – IMC 18.07, APPENDIX A

A. Site Layout and Overall Design Concepts

- 1. Building Location:** *Building locations and their orientation to one another provide for pedestrian/people areas such as courtyards, plazas, pocket parks, etc.*

Applicant Response: The buildable area of the site is significantly limited by the steep slopes and the 100' stream buffer. The building and associated site work follows the general topographical features of the site that includes the adjacent stream buffer, steep slopes, and native tree canopy that remains after site development. The front of the building is oriented towards SE Issaquah-Fall City Road. The primary entry drive is a right in, right out from SE Issaquah Fall City road, with a secondary right in, right out entrance from SE Black Nugget Rd. Service is located towards the back of the building towards the SE Black Nugget Road entrance. A combination of cross slope, building modulation, existing and new trees, and landscaping will help the building blend in to the natural elements of the surrounding site, including the rear of which is heavily wooded.

Staff: The building is oriented to a welcoming court with water features and bistro seating near the front entry of the building and a view court at the back of the building.

- 2. Energy Efficient Design:** *The project is oriented to receive maximum winter sun benefit and uses architectural features and/or landscaping to screen summer sun.*

Applicant Response: We are exploring the possibility of LEED Gold and Built Smart (5 star). The building will at minimum take some steps towards energy efficiency and green building in the following.

- a. Use of pervious paving to allow for more natural filtration of stormwater and reduce retention and redirection of runoff.
- b. Use of low VOC materials to promote a health interior environment.
- c. Use of low flow fixtures.
- d. Use of energy efficient lighting (probably LED).

In addition we are exploring the following energy efficiency practices.

- a. Solar Hot Water
- b. Recapture of storm water for grey water reuse.
- c. Building envelope enhancements to achieve higher performance.
- d. Additional practices may be studied in the context of reviewing the project for LEED or Built Smart.
- e. EV recharging stations.

Staff: The proposed building will be required to meet State of Washington Energy code requirements. The view court and observation decks for the residents is located on the back side of the building and are south-facing and oriented to the sun.

- 3. Functional Site Design:** *Design and layout of the buildings, parking areas, pedestrian areas, landscape and open areas are conducive to the existing topography and existing features of the site. Parking areas are designed so that they function well with the overall site design; for instance, parking areas provide safe and efficient nonmotorized movement, and traffic flow is predictable within the designated parking areas and driveways.*

Applicant Response: The site layout is driven in great part by the shape of the net developable area resulting from application of the City's critical areas regulations. Most of the parking is located in

partially below grade parking. Some staff parking extends around the North of the building. This was done to increase the number of stalls (given the tight site) and provide for staff access and parking off SE Black Nugget Road, separate from the main site entry off Issaquah-Fall City Road.

Staff Response: There are three (3) pedestrian crosswalks which cross the internal vehicle drive; to provide access from the building entry to the sidewalk along Issaquah-Fall City Road and across the parking garage entry to access an elevated deck on the south side of the building. A SDP condition requires that the pedestrian crosswalks be clearly differentiated from the vehicle drive by use of pavers and/or grade separation to improve pedestrian circulation and safety.

4. Lighting:

- a. *Lighting standards and fixtures are of a design and size compatible with the general character of the building and adjacent areas, including other lighting standards/fixtures. Design compatibility includes the following lighting standard/fixture characteristics: architectural style, standard/fixture color, light color, decoration, material, placement, texture and shape.*
- b. *Lighting complies with IMC [18.07.107](#), Outdoor lighting.*

Applicant Response: We understand that lighting is an important concern given the building's adjacency to the creek buffer. We are proposing using energy efficient LED shielded light fixtures adjacent to the drive aisle. All lighting will be indirect and directional down lighting to reduce light spillover and reduce glare.

Staff Response: Outdoor lighting is governed by IMC 18.07.107, which sets maximum and minimum lighting levels for public and common areas and controls light spill-over into critical areas. A SDP condition requires a lighting plan to demonstrate compliance with the outdoor lighting standards.

5. Natural Setting – Views: *The relationship of the natural setting of the valley and surrounding mountains is used to enhance the overall design and layout of the plan in the following ways:*

- a. **Hillside Design:** *Structures built on hillsides are designed so that they blend into the hillside to minimize their visible impact to surrounding areas. The ridgeline of the hillside is not broken by any structures, lighting standards/fixtures, or loss of vegetative cover. Methods to integrate the structure into the hillside include: height control; colors that are muted instead of brilliant or bright colors; maintenance of existing trees to the greatest extent possible; and/or other appropriate methods.*
- b. **Primary Views:** *Public views of Mount Rainier, Cougar, Squak and Tiger Mountains are not blocked; for example, the view of Mount Rainier from Rainier Blvd. and the railroad ROW pathway should remain unobstructed.*

Applicant Response: The building will partially recess into the slope of the hill and use a combination of the topography, landscaping, existing and replacement trees to blend into the existing wooded area to the rear of the building. Given that the site is currently wooded, the building mass will not obstruct any views from adjacent sites.

Staff Response: The critical areas (steep slopes, stream buffer) will be preserved on the site, which respects and reinforces the natural setting of the site.

- 6. Existing Vegetation/Topography Features:** *Existing vegetation, topography and other features of the site are preserved and integrated into the overall site design. Suitable existing vegetation shall be preserved, and measures to assure its preservation shall be provided.*

Applicant Response: The site layout works with the existing topography and natural vegetation in the stream and buffers to the greatest extent possible. Some buffer improvements are proposed to offset the impacts of minor buffer averaging. This includes the removal of invasive species in the buffers, replanting of native species, and restoration of a small area for the purposes of buffer averaging to allow some limited walking paths within the buffer to allow residents to experience the natural environment.

Staff Response: Existing vegetation in critical areas (steep slopes, stream buffer) and buffers are preserved on the site and will be required to be protected in perpetuity with a native growth protection easement (NGPE). The proposal improves the stream buffer area in back of the building with native landscaping, trails, and observation decks to integrate the stream buffer area into the site design and to provide residents opportunity for use and enjoyment of the natural area and setting of the site.

- 7. Historical/Cultural Landmarks:** *Historical and cultural landmarks, and Issaquah Treasures (as adopted by Resolution 93-15) are preserved and integrated into the overall site design.*

Applicant Response: There are no known historical or landmark features on the site.

B. Landscape Design and Use of Plant Materials

- 1. Design Elements:** *Architectural screens, fountains, and pavings of wood, brick, stone, gravel and/or other similar methods and materials are used in conjunction or combination with plant materials (or in place of plant materials where planting opportunities are limited).*

Applicant Response: A welcoming court greets the arrival of residents and visitors to the Sunrise Assisted Living community. A wall fountain, bubbler and pond located adjacent to the front door provide soothing relief from the sight and sound of busy urban life and an appropriate setting for sitting in an outdoor ‘bistro’ café. Permeable interlocking unit pavers form the ground plain and an overhead trellis with hanging plants creates a partial canopy and sense of place. A garden path connects the entry south to an elevated deck that overlooks a restored native forest floor below.

With the exception of a courtyard similar in nature to the entry court, the east side of the building retains its natural native state. (See ‘Enhanced Design’ Comment below item 3a.) An elevated permeable boardwalk links residents to the valley edge and waterfall vistas.

The narrowness of the site, adjacency to Issaquah-Fall City and Black Nugget Roads and the need for an internal access road, restricts plantings to ‘allees’ of repetitive plants to achieve continuity of form characteristic of parkway styles. Canopies and understory have been selected to provide color, texture form and seasonal variety and to create buffers and separation from the noise and bustle of the road.

Staff Response: The applicant has provided hardscape courts in the front and back of the building for resident use and uses plant materials to enclose the spaces, soften, and provide visual interest.

- 2. Design Unity:** *Unity of design is achieved through repetition of certain plant varieties and other materials and by correlation with adjacent developments.*

Applicant Response: There are three planting design zone within the project area – 1) Street Frontage Planting Type 3 Visual Buffer: the linear five foot strip along the Fall City-Issaquah and Black Nugget Roads, 2) the internal road and west side of the building, and 3) the eastern southern native areas. 1) Serviceberry ‘Autumn Brilliance’ street trees planted 30 feet on center along the adjacent roadways punctuated by Magnolia’s at the road entries provide design continuity and visual interest through the seasons. Otto Luyken and hydrangea accent the public planting strip with heavenly bamboo and Western red cedar fulfilling a similar role along the northern access road, in compliance with ‘Perimeter Planting Type 3 Visual Buffer. 2) Internally, Japanese Stewartia form the linear continuity, with strips of laurel and green spire buffering pedestrian road proximity. 3) In this zone, invasive plants will be removed and existing native vegetation enhanced. Access into these areas will be limited to permeable elevated decks to allow native vegetation to flow throughout.

Eddie’s White Wonder trees are featured throughout the planting design with a collection of them creating visual interest in the north sloping bowl.

Staff Response: The landscape concept and selection of plants meets the criteria.

3. Enhanced Design:

- a. *The landscape design of the site strengthens vistas and important focal points, provides for both solar exposure and shading where desirable, and retains significant existing vegetation.*
- b. *Trees and shrubs are planted in parkways or paved areas where building sites limit plantings.*
- c. *Parking areas and traffic ways are enhanced with landscaped areas that contain trees and tree groupings (see also “Nonmotorized and Vehicular Areas – Design – Parking Areas”).*

Applicant Response:

- a. Vistas and Focal Points: An elevated boardwalk has been sighted along the brow of the slope to enable viewing of the currently obscured waterfall and to provide a sitting area within one of the few solar traps in this otherwise dense native forest.
- b. Limited Planting Areas: See note B2 above.
- c. Parking Areas: All but two parking spaces are within the building structure. These two - one ADA van compliant and the other a compact space are screened using Western Red Cedar ‘Excelsa’ and native understory.

Staff Response: The proposal emphasizes providing areas for residents to view natural features (ex: waterfall) and the landscape design enhances the overall site planning/design.

- 4. Usable Open Space Design:** *The usable open space includes significant areas which have aesthetic value and/or value for recreational purposes and is easily accessible to the users of the development and to the general public (in cases where the open space has been dedicated), unless this guideline conflicts with the purpose and intent of the critical areas regulations.*

Applicant Response: Given site limitations, the aesthetics of the open space will be enjoyed through movement along the boardwalk and from the hard surfaced areas created for groups and small gatherings and individual rest and relaxation.

Staff Response: The proposal provides a usable court near the building entry. The stream buffer area in back of the building is would be improved with native landscaping, trails, and observation decks to provide an easily accessible area for residents opportunity to use and enjoy the natural setting of the site.

5. Plant Materials – Selection:

- a. **Appearance/Maintenance:** *Plant materials are selected for their structure, texture, and color as well as their ultimate growth and ease of maintenance.*
- b. **Noxious or Destructive:** *Plant materials used for landscaping purposes are not destructive to sewer or water systems, sidewalks, building foundations or any other structure or utility. Noxious weeds and other plant materials including purple loosestrife and invasive species of ivy are not utilized in landscape planting plans.*
- c. **Safety:** *Alder trees, cottonwood trees or other trees that typically grow very quickly, have weak trunks and branches and are prone to falling are not proposed for planting in parking areas, next to buildings or other structures or in any pedestrian-oriented area. Tree selection and placement should not diminish required outdoor lighting illumination of the intended pedestrian areas and parking lots. Tree selection and placement may be used to screen lighting from adjacent properties or downgrade viewing.*

Applicant Response:

a. Appearance/Maintenance: Careful attention has been given to seasonal interest to provide variety and diversity. The plant palette has been assembled carefully to provide a consistency in maintenance requirements.

Plants adaptable to similar water needs have been selected that will have reduced water requirements over time. We have likewise selected plant materials that have a low propensity for pests and diseases.

b. Noxious or Destructive: Given the residents in this community we have been careful to avoid edible plants that may be harmful to some residents, and thorny plants that could cause injury. No aggressive water seeking plants will be used near utilities or constructed surfaces that could cause damage.

c. Safety:

We have not selected plants that are prone to weak trunks and limbs. In addition, we have assessed existing forest trees for their vulnerability to limb loss.

Lighting and tree selection will be coordinated for affective use and will respect ambient and ‘night sky’ directives.

Staff Response: The landscape architect has selected a mix of both native and ornamental plants that will provide good structure, texture and color throughout the year. Noxious or destructive plans would not be used.

C. Design Harmony and Compatibility

1. **Accessory Structures:** *Street furniture, mailboxes, kiosks, lighting standards/fixtures, and accessory structures located on private property, public ways and other public properties are designed as part of the architectural concept of the building and landscape design.*

Applicant Response: There are no separate built structures proposed on the site. Site amenities such as walking paths, benches, lighting, and furnishings were selected with the intent to match the buildings Northwest character.

Staff Response: The benches and site amenities are consistent with the architecture of the building.

2. **Building Materials/Components:**

- a. **Scale:** *Building components, such as windows, doors, eaves, parapets, and signage have the same proportions, scale and relationship to one another. Building materials shall incorporate fire protection and emergency services access*
- b. **Durability/Maintenance:** *Materials and finishes are selected for their durability and wear. Proper measures and devices are incorporated for protection against the elements, neglect, damage, and abuse. Configurations that tend to catch and accumulate debris, leaves, trash, and dirt should not be used.*

Applicant Response: The scale and modulation of the building is intended to visually break up its massing and create a residential feel while blending it into the backdrop of the environment. Building exterior is consist of stone, faux wood veneer siding, cement composite panels, and painted Hardi plank, along with timber accent elements. This is intended to fit in with the Northwest architecture in the area. The building has a slight contemporary take on the Northwest style.

Staff Response: The applicant has provided a building materials board (Exhibit 4) and rendered building elevations. The building modulation, windows, and building details are proportional in scale and complementary.

3. **Compatibility:** *The proposed development is designed and oriented to be compatible with existing permitted land uses adjacent to the site and with the surroundings, both manmade and natural. Elements influencing compatibility include but are not limited to color, signage and lighting, size, scale, mass, and architectural style and design.*

Applicant Response: An assisted living project of this type and scale are appropriate for the site given the apartments across the street, the planned Lakeside Development project to the South, and University House (existing 5 story senior housing project) just down the street.

Staff Response: The proposed development would be compatible with the existing multifamily residential uses adjacent to the north/northwest of the site in terms of size, mass and the architectural style and design.

4. **Design Components:**

- a. **Colors:** *Bright and/or brilliant colors are used only minimally for accent.*
- b. **Modulation:** *Modulation has been incorporated in the overall design to reduce the bulk and mass of the building(s).*

- c. **Facade:** *Articulate the different parts of a building's facade by use of color, arrangement of facade elements, or a change in materials.*
- d. **Ground Level:** *Avoid blank walls at the ground level. Utilize windows, trellises, wall articulation, arcades, changes in materials, or other features.*
- e. **Large Structures:** *Large dominating structures should be broken up by creating horizontal emphasis through use of trim, adding windows or other ornamentation, use of colors, and landscape materials.*
- f. **Corporate Style:** *The use of standard "corporate" architectural style associated with chain-type business is strongly discouraged.*

Applicant Response: The use of natural or natural appearing materials such as stone veneer, faux wood veneer siding, and timber will help the building blend into the natural environment. Siding and panel colors have been selected to give the building some contrast and give it a contemporary edge and expression that we are seeing in current Northwest design trends. The building is modulated both horizontally by extended bays, and vertically by limited steps in the building and material transitions to avoid long blank facades. Given the tight site and critical areas at the rear of the building, modulation is not always possible, however these areas of the building will not be visible to any adjacent property and we are focused on enhancing the limited amenity areas that we do have at the rear of the building. Given the slope on the site, we will need several retaining walls. These walls are being proposed as CIP concrete with an architectural skim coat finish.

Staff Response: The building materials don't include bright or brilliant colors. The building modulation and building details (i.e. trim, windows) effectively reduce the mass of the building.

5. Signage:

Applicant Response: A single monument sign meeting the city's design requirements is proposed at the main entrance off of Issaquah Fall City Road.

Staff Response: The monument sign will be reviewed under a separate sign permit.

6. Transition:

- a. *The proposed development transitions well with adjoining, permitted land uses through architecture and landscaping in conformance with allowable setbacks.*
- b. **Conflicting Architectural Styles:** *In applicable cases, structures are made compatible with adjacent buildings of conflicting architectural styles by such means as screens and site breaks, or other suitable methods and materials.*

Applicant Response: The existence of steep slope and stream buffers, along with existing retained trees and proposed replacement trees allow for a smooth transition from the building and developed site to the surrounding hillside and adjacent properties.

Staff Response: The site is not directly adjacent development, it's mostly separated from adjoining properties by roads and the forested ravine. The forested steep slopes and stream buffer with the proposed landscaping would screen the development from single family properties to the east. The building would be consistent in architectural scale and transitions well to the multifamily development to the west and north.

- 7. Projects with Multiple Structures:** *Variable siting of individual buildings, heights of buildings, building modulation or other methods are used in order to prevent monotonous design.*

Not applicable.

D. Nonmotorized and Vehicular Areas

- 1. Barrier-Free:** *The location of the handicap access ramp is in close proximity to designated parking space(s).*

Applicant Response: Accessible parking is located within the parking garage adjacent to the elevators.

- 2. Circulation/Trail Access:** *Linkages for safe circulation for pedestrians and bicycles are provided within the site, and connect adjoining existing or proposed sidewalks and bicycle paths. Developments, including single family subdivisions, maintain trail access to existing and established trails through dedication of public easements.*

Applicant Response: A bike lane is being accommodated as part of the right-of-way (ROW) improvements. We strongly urge the city to defer striping for the lane until the entirety of the lane is constructed along the adjacent parcel to the SW because we feel a dead end bike lane condition along such a steep slope could be hazardous. Bicycle parking is provided within the parking garage. Pedestrian access is provided to the ROW. We are proposing limiting the sidewalk to the area just in front of the main entrance and extending to the signaled crosswalk at the intersection of SE Issaquah Fall City Rd and SE Black Nugget Rd. We are not proposing to extend the sidewalk to the SW because it is our understanding that it is not within the Lakeside Development Agreement Master Plan or any future proposal given that the steep slopes run all the way to the edge of road paving. We do not want a design that results in a dead end sidewalk condition due to public and resident safety concerns.

Staff Response: Within the site, there are three (3) pedestrian crosswalks which cross the internal vehicle drive; to provide access from the building entry to the sidewalk along Issaquah-Fall City Road and across the parking garage entry to access an elevated deck on the south side of the building. A SDP condition requires that the pedestrian crosswalks be clearly differentiated from the vehicle drive by use of pavers and/or grade separation to improve pedestrian circulation and safety. Another SDP condition requires bicycle parking near the building entry.

- 3. Design – Parking Areas:** *Vehicle parking areas are designed into the project in a manner that screens the majority of the parking area from both the public and the building occupants. Methods for limiting the visibility of the parking area to the surrounding area include: orienting parking areas away from building and pedestrian areas; placing the building adjacent to the main roadway, with parking behind the building; screening parking areas with intensive landscape barriers which provide solid screening during all seasons; using wooden fencing, berms or other solid method of screening; and/or other creative means.*

Applicant Response: The majority of the parking is in a partially below grade garage. Exposed areas of wall will be screened by landscaping and graded slope. Limited staff, van, drop-off and loading areas are provided onsite. A total of 52 stalls are proposed.

Staff Response: Staff concurs.

- 4. Public Access – Adjacent to Site:** *In areas where lakes, parks and scenic or shared use corridors and other recreational areas are adjacent to the project boundaries, public access is encouraged and enhanced in an environmentally sensitive manner beyond the predevelopment status.*

Applicant Response: The majority of the property will be placed under a Native Growth Protect Easement (NGPE) and we may be open to opportunities to tie into adjacent trail systems at some time in the future.

Staff Response: There are no lakes, parks, shared use corridors or recreational areas adjacent to the subject site which could be accessed by the public from the site. There is no trail system on adjacent properties for the proposal to connect to.

- 5. Public Access – Within Site:** *In nonresidential projects, provisions are made for public access to any lakes and to scenic corridor areas within a site. The access is environmentally sensitive in design.*

Applicant Response: Sunrise's programming will encourage outside visitors to the site, but given the use as an Assisted Living and Memory Care residence, those activities will generally be structured.

Staff Response: The scenic natural area is on the back, east side of the building provides a court and landscape area providing for views of the scenic natural area of forest slopes, the ravine and waterfall. As stated by the applicant, outside visitors are welcomed to facility activities.

- 6. Trail and Nonmotorized Facility Design:** *Pedestrian and bicycle paths are designed to limit conflicts between motorized and nonmotorized modes, by providing a separated walkway system, bicycle facilities, permanent markings, and other methods. Trails or other nonmotorized facilities should use features such as setbacks, landscaping, fencing, grade separation, and sight lines to maximize the privacy provided to any adjacent single family homes.*

Applicant Response: Sidewalks and pathways on site are limited to those necessary for functional use and access to the ROW, or for recreational use by residents. We are open to the opportunity to tie into adjacent trail systems at some time in the future, although we recognize that this may be difficult at this location, due to the significant steep slopes towards the back of the site. Most outdoor activity is focused on the front entrance and dining patio, and on the patio to the rear just outside of the great room, which contains pathways to experience the natural setting and opportunities for gathering and activity. Limited pathways around the building should not conflict with vehicular traffic and intersect only to provide access to the ROW.

Staff Response: Within the site, there are three (3) pedestrian crosswalks which cross the internal vehicle drive; to provide access from the building entry to the sidewalk along Issaquah-Fall City Road and across the parking garage entry to access an elevated deck on the south side of the building. A SDP condition requires that the pedestrian crosswalks be clearly differentiated from the vehicle drive by use of pavers and/or grade separation to improve pedestrian circulation and safety. Another SDP condition requires locating some bicycle parking near the building entry.

- 7. Transition of Design Elements and Amenities:** *The site plan provides a desirable transition in relation to the streetscape, including adequate planting, safe nonmotorized movement, and parking areas.*

Applicant Response: The site design provides safe transitions for pedestrian traffic from the point of arrival at the primary drop off, and accessible crosswalk to the sidewalk in the ROW. Differentiation in paving materials gives a visual warning between pedestrian and vehicular use. A large covered exterior entryway leads up to the main building entrance clearly defining the point of entry, providing a safe location out of the elements for departing and arriving residents and guests.

Staff Response: The proposal includes a crosswalk to the street frontage sidewalk and the applicant will construct a sidewalk along the property frontage on Issaquah-Fall City Road to the north, to the intersection with Black Nugget Road, where it would connect into the existing sidewalk system.

E. Service and Storage Areas

- 1. Screening – Service Yards and Outdoor Storage:** *Service yards, machinery storage, other storage areas, dumpster/recycling areas and other places which tend to be unsightly are screened through the use of walls and/or fencing of solid material, softened or accented by plantings. The height of the walls/fencing shall be six (6) feet in height, or at least the height of the items to be screened. Screening will be effective in both winter and summer. For example, in the IC zone, although both would be softened by plantings, a six (6) foot solid fence/wall may be preferable to a twelve (12) foot solid wall/fence which completely screens heavy machinery since the adjacent uses could be “intensive commercial” as well.*

Applicant Response: The trash room is within the building adjacent to the loading, and will not be visible. Other service and storage will be within the parking garage.

Staff Response: Staff concurs; service and storage areas would not be visible to require screening.

- 2. Screening – Mechanical Equipment:** *Mechanical equipment is completely screened. Screening will be effective in both winter and summer. Examples of mechanical equipment include electrical transformer pads and vaults, communication equipment, and other utility hardware on roofs, grounds or buildings.*

Findings: Roof top Mechanical equipment will be located at an area of flat roof, screened by the slopped roof on each side. Additional screening or an extended parapet may be proposed once final equipment is sized.

Staff Response: The SDP includes conditions requiring screening of roof-top and ground-mounted mechanical equipment.

- 3. Screening – Display Areas:** *Outdoor display areas for vehicles, other equipment for sale or rent, or live plant material are landscaped in a manner that breaks up the mass of pavement or displayed items but need not be landscaped to have the same screening effect required for a service or storage area.*

Not applicable.

APPENDIX B

CITY OF ISSAQUAH DEVELOPMENT SERVICES DEPARTMENT ADMINISTRATIVE REVIEW

NOTICE OF DECISION

TO: James Brown
Wattenbarger Architects
2100 112th Ave NE, Suite 100
Bellevue, WA. 98004

PROJECT: Sunrise Assisted Living;
Administrative Adjustment of Standards to Reduce the Building
Setback from the Stream Buffer

APPLICATION: AAS15-00008

DATE OF DECISION: March 23, 2016

REQUEST: Application for an Administrative Adjustment of Standards (AAS) to reduce the 15-foot building setback from the stream buffer to a minimum of 5 feet.

The building setback would be reduced only at the north end of the building, approximately 1/3 of the total linear length of the building setback.

The AAS request is associated with the Site Development Permit (SDP15-00006) for the Sunrise Assisted Living facility.

LOCATION: 23599 SE Issaquah-Fall City Road. Located at the intersection of SE Issaquah-Fall City Road and SE Black Nugget Road.

SITE AREA: 2.32 acres

COMPREHENSIVE PLAN DESIGNATION: The western half of the site is designated “Multifamily Residential” and the eastern half of the property is designated “Low Density Residential.”

ZONING: The western half of the site (1.19 acres) is zoned “Multifamily Medium (MF-M)” and the eastern half of the site (1.12 acres) is zoned “Single Family Small Lot (SF-SL).”

DECISION MADE: On March 23, 2016, the Development Services Department approved the application for an Administrative Adjustment of Standards, Application AAS15-00008. Approval of the

application is based on the application submittal made on December 16, 2015 and additional information thereafter.

REASONS FOR DECISION:

1. 18.07.260 General Purpose:

The purpose and intent of administrative adjustment of development standards is to provide the flexibility to modify standards in all zoning districts at the administrative level. Approval must be based on a determination that the adjustment is consistent with the purpose and intent of this Code and of the development standards. This provision requires a Level 2 Review (Chapter 18.04 IMC) regardless of street frontage or parcel size, with public notification to adjacent property owners.

Finding: A Notice of Application (NOA) was sent out to property owners within 300 feet of the site on January 15, 2016.

2. 18.07.270 Process:

The DSD Director/Manager has the authority to make the decision regarding Administrative Adjustment of Standards (AAS). The DSD Director/Manager considers the application information provided by the applicant, public comments received, and the AAS approval criteria in IMC 18.07.330(B).

Finding: The applicant requested that the Administrative Adjustment of Standards application not be consolidated with the Site Development Permit (SDP) application, as allowed under IMC18.04.160. Therefore, the AAS decision is made by the DSD Director/Manager or designee.

3. 18.07.330(A): Purpose for Setbacks:

The purpose of permitting the Administrative Adjustment of setback standards is to provide for flexibility in reducing or modifying setbacks in all zoning districts, without permitting a setback adjustment that would negatively impact the surrounding neighborhood. An adjustment to a setback may be approved based on a determination by the DSD Director/Manager that the adjustment is consistent with the purpose of this Code, the intent and purposes of the setback standards, and will accomplish one (1) or more of the following objectives:

- 1) Allow buildings to be sited in a manner which maximizes solar access;
- 2) Allow zero lot line, semidetached (common wall construction) or other types of cluster development in conformance with the provisions of this Code;
- 3) Coordinate development with adjacent land uses and the physical features of the site;
- 4) Permit flexibility in the design and placement of structures and other site improvements;
- 5) Allow development consistent with the scale and character of the existing neighborhood;
- 6) Provide flexibility for a site which has one (1) or more of the following constraints:

- a. Existing development which was permitted or platted under previous land use regulations; or
- b. A vacant site which had development approval or was platted under previous land use regulations; or
- c. Physical features of the site which prevent development that is compatible and consistent with the character and scale of the surrounding area, such as the unique site constraints in the older part of the city;_ of the building to be adjusted on the lot for retention of existing significant trees.

Findings:

The applicant proposes to reduce the 15-foot building setback from the stream buffer to a minimum of 5 feet because current code standards do not allow for reductions in the stream buffer or the use of buffer averaging where stream buffers are associated with steep slopes (IMC18.10.790.A). The subject site has unique physical features and the developable area of the site is severely constrained by steep slopes/steep slope buffers and stream buffer.

The proposal is to reduce the building setback from the stream buffer and would not reduce setbacks to adjacent properties. Therefore, the proposal would have no impact on adjacent properties.

4. 18.07.330 (B): Approval Criteria:

These setback standards are applicable in a residential, commercial, industrial or mixed use development, unless otherwise provided. These standards are not applicable to the Mineral Resource Zone. Setback standards for the Mineral Resource Zone are provided at IMC [18.07.525](#). These standards may be adjusted administratively through the approval of all the following criteria, in addition to the approval criteria for Level 2 Review:

- (1) Compatibility: The adjustment of setbacks is compatible in scale and character with existing neighboring land uses; and

Finding: The proposal to reduce the building setback from the stream buffer would not reduce setbacks to adjacent properties and therefore would have no impact on adjacent properties. The proposal is compatible in scale and character with existing neighboring land uses.

- (2) Consistency: The proposed development meets all other development and design standards as governed by the District Standards Table and the Design Criteria Checklist, unless those standards are modified through approved:
 - a. Cluster provisions; or
 - b. An Administrative Adjustment of Standards; and

Finding: The proposed Sunrise Assisted Living facility is under review for a Site Development Permit (SDP15-00006). It meets all other development and design standards. There is a separate AAS application to modify building height standards (AAS15-00009).

- (3) Consistency with Zoning District: The adjustment of setbacks shall provide consistency with the intent and character of the zoning district involved; and

Finding: The proposed building setback reduction from the stream buffer is consistent with the intent and character of the zoning district.

- (4) Impacts:

- a. Adjacent Property Owner(s): The adjustment of setbacks does not negatively impact the adjacent property owners;

Finding: The proposal to reduce the building setback from the stream buffer would not reduce setbacks to adjacent properties and therefore would not negatively impact adjacent property owners. The stream buffer is comprised mostly of a wooded ravine and the existing vegetation would screen views of the building from the east.

- b. Critical Areas: The adjustment of standards is consistent with the purpose and intent of the critical area regulations, and does not negatively impact any adjacent critical areas;

Finding: The proposal is to reduce the building setback from the stream buffer and this would have less of an impact on the critical area than a reduction to the stream buffer width. Critical area buffers may be reduced through buffer averaging or other provisions of the code. However, buffer reductions are not permitted where a stream buffer is associated with steep slopes. From an environmental standpoint, there are less impacts with reducing the building setback from the buffer than a reduction to the vegetated stream buffer width. The reduced building setback would not shade or impact buffer vegetation.

- c. Public Services: The adjustment of setbacks does not negatively impact public services, including emergency access, access to right-of-way, dedicated tracts, or easements; and

Finding: The proposal would maintain a minimum 5-foot building setback from the stream buffer, which is sufficient to allow for emergency access and building maintenance without impacting buffer vegetation.

- d. Structure(s): Any structure(s) which is within the proposed setback modification area does not negatively impact the adjacent property through incompatible height, bulk, design, color or other feature; and

Finding: The stream buffer and associated building setback are on the back/east side of the building and the wide stream buffer and wooded ravine separates the proposed building from adjacent properties. The back/rear setback is approximately 138 feet. The modification to the building setback would not negatively impact adjacent properties.

- (5) Intent: The adjustment of standards will be equal to or superior in fulfilling the intent and purpose of the original requirements; and

Finding: The intent of the building setback is to allow for maintenance of the building without impacting buffer vegetation and to setback buildings to allow for sunlight for buffer vegetation. The proposed building setback reduction is only along a portion of the buffer (approximately 1/3). The proposal would maintain a minimum 5-foot building setback from the stream buffer, which is sufficient to allow for emergency access and building maintenance without impacting buffer vegetation. The proposal would sustain the intent and purpose of the original requirements.

- (6) Impervious Surface Ratio: The required impervious surface area for the property is not exceeded; and

Finding: The proposed impervious surface area is 36% of the site area and the code allows for 50%, which would not be exceeded by granting the requested administrative adjustment of setbacks.

5. The Administrative Adjustment of Standards (AAS) is exempt from review under the State Environmental Policy Act (SEPA). An AAS is an administrative variance and variances are exempt from SEPA review as a minor land use decision, per WAC 197-11-800(6)(b).

TIME LIMIT OF DECISION:

The final decision approving the Administrative Adjustment of Standards for the building setback is valid for three years as specified by IMC 18.04.220-C-5, or as amended by the Land Use Code.

EXHIBIT LIST:

1. Application materials: Administrative Adjustment of Standards, AAS15-00008, received December 16, 2015.
2. Site plan (Sheet A-4) showing critical area buffers and building setbacks.

Peter Rosen, Senior Environmental Planner

Date

APPENDIX C

CITY OF ISSAQUAH DEVELOPMENT SERVICES DEPARTMENT ADMINISTRATIVE REVIEW

NOTICE OF DECISION

TO: James Brown
Wattenbarger Architects
2100 112th Ave NE, Suite 100
Bellevue, WA. 98004

PROJECT: Sunrise Assisted Living:
Administrative Adjustment of Standards to Increase the Building Height

APPLICATION: AAS15-00009

DATE OF DECISION: March 23, 2016

REQUEST: Application for an Administrative Adjustment of Standards (AAS) to increase the building height from the 40 foot base height to the maximum building height of 50 feet.

The AAS request is associated with a Site Development Permit (SDP15-00006) for an assisted living facility.

LOCATION: 23599 SE Issaquah-Fall City Road. Located at the intersection of SE Issaquah-Fall City Road and SE Black Nugget Road.

SITE AREA: 2.32 acres

COMPREHENSIVE PLAN DESIGNATION: The western half of the site is designated “Multifamily Residential” and the eastern half of the property is designated “Low Density Residential.”

ZONING: The western half of the site (1.19 acres) is zoned “Multifamily Medium (MF-M)” and the eastern half of the site (1.12 acres) is zoned “Single Family Small Lot (SF-SL).”

DECISION MADE: On March 23, 2016, the Development Services Department approved the application for an Administrative Adjustment of Standards, Application AAS15-00009. Approval of the application is based on the application submittal made on December 16, 2015 and additional information thereafter.

REASONS FOR DECISION:**IMC 18.07.355 Building height adjustments**

A. Increasing from the Base Building Height up to and Including Fifty (50) Feet – Increased Height from Base Height up to and Including Fifty (50) Feet Maximum: For those districts in which structures have a maximum height of up to and including fifty (50) feet, as established in the District Standards Table (IMC [18.07.360](#)), the base height of those structures may be adjusted by the Planning Director/Manager through an Administrative Adjustment of Standards, if all of the following criteria are met in addition to the criteria for Level 2 Review:

1. Building Design:
 - a. The adjustment of height will enhance the architectural design by:
 - (1) Modulating the roof of the structure through varied heights or pitches,
 - (2) The use of varied exterior materials, or
 - (3) Allowing parapets, gables, bell/clock towers or other features; and

Findings:

- (1) *The added height allows for additional modulation in the roof, by allowing for hips and gables rather than a flat roof or parapet.*
- (2) *The additional height allows for a better expression and transition of materials including the use of more materials such as stone, at a proper scale to the building's massing.*
- (3) *The additional height allows for hips and gables which would not be possible with a flat roof.*

- b. The gross floor area for each story above the base height is reduced by twenty-five (25) percent of the gross floor area of the story beneath it; or the percentage of pervious surface for the site is increased by ten (10) percent over the minimum for that zone; for example, a forty (40) percent pervious surface ratio for a site shall be increased to fifty (50) percent as a condition of approval for additional height;

Finding: *The percentage of pervious surface for the site has been increased by 10% over the minimum of the zone. The MF-M and SF-SL zones require a minimum pervious area of 50%. The applicant proposes 64% of the site as pervious area.*

- c. Design features, such as transparent windows and doors, artwork, fountains, street furniture, varied exterior materials, and/or landscape elements or plazas are used to give the ground floor of the building a pedestrian scale;

Finding: *The ground floor has incorporated a welcoming pedestrian entrance with an active patio and water feature off the main entry and dining to give it a pedestrian scale.*

- d. Approved street trees are incorporated into the landscape design for the project;

Finding: *Street trees are part of the right-of-way, street frontage improvements proposed by the project.*

- e. Highly reflective glass shall not exceed seventy (70) percent of the length of the first floor adjacent to pedestrian way;

Finding: *No high reflectivity glass is proposed.*

- f. Solid walls on the first floors of buildings shall not exceed twenty (20) feet in length and shall be softened by a combination of design details, modulation and dense landscaping; and

Finding: *The only solid walls in excess of 20 feet in length are at the exposed portion of the parking level and it would be screened with landscaping.*

- g. When the building is adjacent to a lower density residential zone, the maximum building height for the first thirty (30) feet from the property line shall be the maximum base building height of the adjoining lower density zone.

Finding: *The building is located approximately 75 feet from adjacent Single Family Estates (SF-E) adjacent zoning to the east of the site.*

2. Consistency with the Shoreline Management Program: If located within a Shoreline Management District, the height shall not exceed the limitations of the Shoreline Management Program.

Finding: *The subject site is not located within a Shoreline Management District. The North Fork Issaquah Creek is not with shoreline jurisdiction.*

3. Sun and Shadow Analysis: Shadows created by the additional building height and bulk will not adversely affect the surrounding area. The Planning Director/Manager may require a sun/shadow analysis in order to determine if this criteria is met.

Finding: *The additional height would have no impact on the existing shadow lines. The site is currently wooded and heavily shaded. The nearest adjacent developed site is across Issaquah-Fall City Road and at a higher elevation and it would not be impacted by the building.*

4. Views: The taller structure will not significantly obstruct scenic corridors. The Planning Director/Manager may require a view analysis study in order to determine if this criteria is met.

Finding: There are no identified scenic corridors. The taller structure would have little impact on views. The site is currently wooded and the existing trees are taller than the proposed building.

The Administrative Adjustment of Standards (AAS) is exempt from review under the State Environmental Policy Act (SEPA). An AAS is an administrative variance and variances are exempt from SEPA review as a minor land use decision, per WAC 197-11-800(6)(b).

TIME LIMIT OF DECISION:

The final decision approving the Administrative Adjustment of Standards for the building setback is valid for three years as specified by IMC 18.04.220-C-5, or as amended by the Land Use Code.

EXHIBIT LIST:

1. Application materials: Administrative Adjustment of Standards, AAS15-00009, received December 16, 2015.

Peter Rosen, Senior Environmental Planner

Date



Site Development Application for: Sunrise - Issaquah
23599 SE Issaquah-Fall City Rd.
December 7, 2015

Owner/Operator:

Sunrise Senior Living, LLC
7902 Westpark Drive
McLean, VA 22102
Ph: (425) 453-0606
Jerry Liang
Jerry.Liang@sunriseseniorliving.com

Architect of Record:

Wattenbarger Architects
2100 112th Ave NE
Suite #100
Bellevue, WA 98004
Ph: (425) 453-0606
James Brown
jbrown@wattenbarger.com

Civil Engineer:

Concept Engineering
55 Rainier Boulevard N
Issaquah, WA 98027
Ph: (425) 392-8055
Mark Keller, PE
mkeller@beylerconsulting.com

Arborist:

Sue Nicol
Ph: (206) 280-9740
Sue Nicol
susanmnicol@gmail.com

Geotech:

Icicle Creek Engineers
29335 NE 20th St.
Carnation, WA 98014
Ph: (425) 333-0093
Kathy Killman, LEG
kkillman@iciclecreekengineers.com

Landscape Architect:

JSDesign Studio
5107 Woodlawn Ave. N
Seattle, WA 98103
Ph: (206) 632-7470
John Swanson
john.jsdesignstudio@gmail.com

Attorney:

Williamson Law Office
Columbia Center Tower
Suite 5500 - 701 5th Avenue
P.O. Box 99821
Seattle, WA 98139-0821
206.292.0411 phone
Bill Williamson
williamsonb@msn.com

Wetlands:

Habitat Technologies
PO Box 1088
Puyallup, WA 98371
Ph: 253-845-5119
Thomas Deming
habitattech@qwestoffice.net

Written Narrative:**1. Development Objectives:**

The proposed building will be a 5-story, approximately 96,500 SF structure, type I-B non-combustible construction. The building will be an I-2 Assisted Living community licensed by the state of Washington. The lower level will contain 52 parking stalls and some additional storage and mechanical rooms. The 1st floor will contain the community spaces for the residents, key administration and support spaces, and a wing of residential units. The 2nd floor consists of typical residential units. Floors 3 and 4 are designed to accommodate residents with memory care needs, and also contain dining and activity spaces for those residents. The building has a total of 82 “sleeping” units and including suites, is intended to serve no less than 105 residents. In addition to the 50 stalls within the parking garage, 2 additional stalls, including a van stall, are located on site. A loading area and pull out for passenger drop off is also included.

The existing site consists of 100,907 SF, (2.31 Acres). The majority of the parcel is zoned MF-M, with a section of the eastern portion of the parcel zoned SF-SL. The site is currently vacant and consists of dense vegetation and trees. The site slopes off significantly in excess of 40% to the SE to the North fork of Issaquah Creek.

Adjacent uses consist of multifamily along the North and West, Single Family along the East, and Mining to the South, including senior retirement residences. The southern portion of the site is almost entirely classified as Critical areas due to the steep slopes and creek. This also serves to provide a buffer from the mining use to the South. The scale and use of the project are consistent with other adjacent residential and multifamily uses.

2. Sustainability: Sunrise has expressed an interest in promoting sustainable design and has requested that we consider pursuing LEED certification for the building. We will be conducting ongoing assessments as the design evolves to identify opportunities and challenges. Sunrise has expressed an interest in photovoltaic panels, but further study is needed to see if the approach is viable given the heavily wooded site. We will be incorporating Sustainable Materials, Energy Efficient lighting and appliances, and proposing water efficient fixtures regardless of whether or not it makes sense to pursue LEED certification to meet the City’s Vision on Sustainable Development policies. We will also explore Low Impact Site Development features to the extent that they make sense given the site constraints.

3. Project Summary:

Proposed Use: Assisted Living & Memory Care Community

Proposed Sleeping Units:

| | |
|-------------------------|-------------------|
| Studios | 51 |
| 1-Bedroom | 8 |
| <u>2-Bedroom Suites</u> | <u>23</u> |
| Total Units | 82 |
| Total Residents | Approximately 105 |

Occupancy Classifications:

- I-2 licensed residential board and care – Primary occupancy
- A-3 Assembly spaces
- S-2 Storage, Parking
- B Office & Administrative spaces

Building Height:

5-story, approximately 49'-9"

Building Floor Area:

| | |
|------------------------------|-------------------|
| Main building – | Approx. 96,500 SF |
| Covered Entrance & porches - | Approx. 2,500 SF |
| Total - | Approx. 99,000 SF |

Existing Site Information and Analysis for Project Property and Surrounding 100 ft:

1. The site is currently undeveloped and contains no existing structures, paving, or circulation. The site is densely vegetated and wooded. The project is located on the SE corner of the intersection of Black Nugget and Issaquah-Falls City Rd. Adjacent properties to the N and W are multi-family. There is a single family residence to the East. The south portion of the property abuts the North Fork of Issaquah Creek and provides a natural view opportunities for the site and create a buffer between the site and adjacent mining.
2. The zoning for the site is primarily MF-M with an area of SF-SL towards the west portion of the site. No other known overlays appear to be applicable to the site.
3. A site survey provided by Concept Engineering see sheets CSDP-2
4. The steep slopes and 100' stream buffer are identified on the civil drawings as well as the architectural site plan. We are requesting a reduction of the required steep slope setback, and an adjustment of the 15' BSBL at the stream buffer. Both request are supported by the Critical Areas study and geotechnical report.
5. Utilities, Easements, ditches and catch basins for the proposed project are shown on the civil plans see sheet CSDP-2 – CSDP-6.
6. Other existing notable features are shown on the survey provided by Concept Engineering, See civil plans.
7. The proposed project is not anticipated to have any significant impacts on views, features, landmarks, or development patterns. The proposed area of development is bordered on the South by steep slopes and a stream, creating a

natural buffer to the south. Adjacent properties to the North East and North West are well set back, at a higher elevation, and across the street from the project, resulting in no impacts to views. Downhill to the SW, the planned development will fall on the opposite side of the creek and steep slopes and will not be visible.

8. Aerial photos illustrating the site are included on the title sheet A-1.
9. Access to the buildable area is available off of Issaquah Fall City Rd and SE Black Nugget Road. We are proposing a right in, right out off of Issaquah Fall City Rd, and a right in, right out off of SE Black Nugget Rd. The combination of the access points is needed so that the property can be served from all directions of approach, and to allow for circulation of fire and emergency response vehicles.
10. The aerial photograph with project on sheet A-1 illustrates the impacts of the project and its context in the larger community. Given that the project is significantly constrained by the critical areas, and that these form a natural buffer, we feel that the general orientation of the propose development is well configured. We have taken some steps to further minimize the visual impacts of the project. These steps include following the natural geometry of the site; modulation of the building, using existing trees and replacement trees and landscaping to blend the project into the existing setting. The site design will incorporate natural site features, including a resident viewing area of a waterfall that feeds North Issaquah Creek.

Design Criteria Narrative:

A. Site Layout & Design Concepts

1. Building Location: The buildable area of the site is significantly limited by the steep slopes and the 100' stream buffer. The building and associated site work follows the general topographical features of the site that includes the adjacent stream buffer, steep slopes, and native tree canopy that remains after site development. The front of the building is oriented towards SE Issaquah Fall City Road. The primary entry drive is a right in, right out from SE Issaquah Fall City road, with a secondary right in, right out entrance from SE Black Nugget Rd. Service is located towards the back of the building towards the SE Black Nugget Road entrance. A combination of cross slope, building modulation, existing and new trees, and landscaping will help the building blend in to the natural elements of the surrounding site, including the rear of which is heavily wooded.
2. Energy Efficient Design: We are exploring the possibility of LEED Gold and Built Smart (5 star). The building will at minimum take some steps towards energy efficiency and green building in the following.
 - a. Use of impervious paving to allow for more natural filtration of stormwater and reduce retention and redirection of runoff.
 - b. Use of low VOC materials to promote a health interior environment.
 - c. Use of low flow fixtures.
 - d. Use of energy efficient lighting (probably LED).

In addition we are exploring the following energy efficiency practices.

- e. Solar Hot Water
 - f. Recapture of storm water for grey water reuse.
 - g. Building envelope enhancements to achieve higher performance.
 - h. Additional practices may be studied in the context of reviewing the project for LEED or Built Smart.
 - i. EV recharging stations.
3. Functional Site Design: The site layout is driven in great part by the shape of the net developable area resulting from application of the City's critical areas regulations. Most of the parking is located in partially below grade parking. Some staff parking extends around the North of the building. This was done to increase the number of stalls (given the tight site) and takes advantage of the already necessary access point off of SE Black Nugget Rd.
 4. Lighting: We understand that lighting is an important concern given the building's adjacency to the creek buffer. We are proposing using energy efficient LED shielded light fixtures adjacent to the drive aisle. All lighting will be indirect and directional down lighting to reduce light spillover and reduce glare.
 5. Natural Setting – Views: The building will partially recess into the slope of the hill and use a combination of the topography, landscaping, existing and replacement trees to blend into the existing wooded area to the rear of the building. Given that the site is currently wooded, the building mass will not obstruct any views from adjacent sites.
 6. Existing Vegetation/Topography Features: The site layout works with the existing topography and natural vegetation in the stream and buffers to the greatest extent possible. Some buffer improvements are proposed to offset the impacts of minor buffer averaging. This includes the removal of invasive species in the buffers, replanting of native species, and restoration of a small area for the purposes of buffer averaging to allow some limited walking paths within the buffer to allow residents to experience the natural environment.
 7. Historical Landmarks: There are no known historical or landmark features on the site.

B. Landscape Design and Use of Plant Materials:

1. Design Elements: A welcoming court greets the arrival of residents and visitors to the Sunrise Assisted Living community. A wall fountain, bubbler and pond located adjacent to the front door provide soothing relief from the sight and sound of busy urban life and an appropriate setting for sitting in an outdoor 'bistro' café. Permeable interlocking unit pavers form the ground plain and an overhead trellis with hanging plants creates a partial canopy and sense of place. A garden path connects the entry south to an elevated deck that overlooks a restored native forest floor below.

With the exception of a courtyard similar in nature to the entry court, the east side of the building retains its natural native state. (See 'Enhanced Design' Comment below item 3a.) An elevated permeable boardwalk links residents to the valley edge and waterfall vistas.

The narrowness of the site, adjacency to Issaquah-Fall City and Black Nugget Roads and the need for an internal access road, restricts plantings to 'allees'

of repetitive plants to achieve continuity of form characteristic of parkway styles. Canopies and understory have been selected to provide color, texture form and seasonal variety and to create buffers and separation from the noise and bustle of the road.

2. Design Unity: There are three planting design zone within the project area –
 - 1) Street Frontage Planting Type 3 Visual Buffer: the linear five foot strip along the Fall City-Issaquah and Black Nugget Roads, 2) the internal road and west side of the building, and 3) the eastern southern native areas. 1) Serviceberry ‘Autumn Brilliance street trees planted 30 feet on center along the adjacent roadways punctuated by Magnolia’s at the road entries provide design continuity and visual interest through the seasons. Otto Luyken and hydrangea accent the public planting strip with heavenly bamboo and Western red cedar fulfilling a similar role along the northern access road, in compliance with ‘Perimeter Planting Type 3 Visual Buffer. 2) Internally, Japanese Stewartia form the linear continuity, with strips of laurel and green spire buffering pedestrian road proximity. 3) In this zone, invasive plants will be removed and existing native vegetation enhanced. Access into these areas will be limited to permeable elevated decks to allow native vegetation to flow throughout.

Eddie’s White Wonder trees are featured throughout the planting design with a collection of them creating visual interest in the north sloping bowl.

3. Enhance Design

a. Vistas and Focal Points: An elevated boardwalk has been sighted along the brow of the slope to enable viewing of the currently obscured waterfall and to provide a sitting area within one of the few solar traps in this otherwise dense native forest.

b. Limited Planting Areas: See note B2 above.

c. Parking Areas: All but two parking space are within the building structure. These two - one ADA van compliant and the other a compact space – are screened using Western Red Cedar ‘Excelsa’ and native understory,

4. Usable Open Space: Given site limitations, the aesthetics of the open space will be enjoyed through movement along the boardwalk and from the hard

surfaced areas created for groups and small gatherings and individual rest and relaxation.

5. Plant Materials – Selection:

a. Appearance/Maintenance: Careful attention has been given to seasonal interest to provide variety and diversity. The plant palette has been assembled carefully to provide a consistency in maintenance requirements.

Plants adaptable to similar water needs have been selected that will have reduced water requirements over time. We have likewise selected plant materials that have a low propensity for pests and diseases.

b. Noxious or Destructive: Given the residents in this community we have been careful to avoid edible plants that may be harmful to some residents, and thorny plants that could cause injury. No aggressive water seeking plants will be used near utilities or constructed surfaces that could cause damage.

c. Safety:

We have not selected plants that are prone to weak trunks and limbs. In addition, we have assessed existing forest trees for their vulnerability to limb loss.

Lighting and tree selection will be coordinated for affective use and will respect ambient and ‘night sky’ directives.

C. Design Harmony and Compatibility:

1. Accessory Structures: There are no separate built structures proposed on the site. Site amenities such as walking paths, benches, lighting, and furnishings were selected with the intent to match the buildings Northwest character.
2. Building Materials/Components: The scale and modulation of the building is intended to visually break up it’s massing and create a residential feel while blending it into the backdrop of the environment. Building exterior is consist of stone, faux wood veneer siding, cement composite panels, and painted Hardi plank, along with timber accent elements. This is intended to fit in with the Northwest architecture in the area. The building has a slight contemporary take on the Northwest style.
3. Compatibility: An assisted living project of this type and scale are appropriate for the site given the apartments across the street, the planned Lakeside Development project to the South, and University House (existing 5 story senior housing project) just down the street.
4. Design Components: The use of natural or natural appearing materials such as stone veneer, faux wood veneer siding, and timber will help the building blend into the natural environment. Siding and panel colors have been selected to give the building some contrast and give it a contemporary edge and expression that we are seeing in current North West design trends. The building is modulated both horizontally by extended bays, and vertically by limited steps in the building and material transitions to avoid long blank facades. Given the tight site and critical areas at the rear of the building, modulation is not always possible, however these areas of the building will not be visible to any adjacent property and we are focused on enhancing the limited amenity areas that we do have at

the rear of the building. Given the slope on the site, we will need several retaining walls. These walls are being proposed as CIP concrete with an architectural skim coat finish.

5. Signage: A single monument sign meeting the city's design requirements is proposed at the main entrance off of Issaquah Fall City road.
6. Transition: The existence of steep slope and stream buffers, along with existing retained trees and proposed replacement trees allow for a smooth transition from the building and developed site to the surrounding hillside and adjacent properties.
7. Projects with Multiple Structures: N/A.

D. Non-motorized and Vehicular Areas:

1. Barrier Free: Accessible parking is located within the parking garage adjacent to the elevators.
2. A bike lane is being accommodated as part of the right-of-way (ROW) improvements. We strongly urge the city to defer striping for the lane until the entirety of the lane is constructed along the adjacent parcel to the SW because we feel a dead end bike lane condition along such a steep slope could be hazardous. Bicycle parking is provided within the parking garage. Pedestrian access is provided to the ROW. We are proposing limiting the sidewalk to the area just in front of the main entrance and extending to the signaled crosswalk at the intersection of SE Issaquah Fall City Rd and SE Black Nugget Rd. We are not proposing to extend the sidewalk to the SW because it is our understanding that it is not within the Lakeside Development Agreement Master Plan or any future proposal given that the steep slopes run all the way to the edge of road paving. We do not want a design that results in a dead end sidewalk condition due to public and resident safety concerns.
3. Design Parking Area: The majority of the parking is in a partially below grade garage. Exposed areas of wall will be screened by landscaping and graded slope. Limited staff, van, drop off an loading are provided onsite. A total of 52 stalls are proposed.
4. Public Access Adjacent to Site: The majority of the property will be placed under a Native Growth Protect Easement (NGPE) and we may be open to opportunities to tie into adjacent trail systems at some time in the future.
5. Public Access – within site: Sunrise's programming will encourage outside visitors to the site, but given the use as an Assisted Living and Memory Care residence, those activities will generally be structured.
6. Trail and Non-motorized Facility design: Sidewalks and pathways on site are limited to those necessary for functional use and access to the ROW, or for recreational use by residents. We are open to the opportunity to tie into adjacent trail systems at some time in the future, although we recognize that this may be difficult at this location, due to the significant steep slopes towards the back of the site. Most outdoor activity is focused on the front entrance and dining patio, and on the patio to the rear just outside of the great room, which contains pathways to experience the natural setting and opportunities for gathering and activity. Limited pathways around the building should not conflict with vehicular traffic and intersect only to provide access to the ROW.
7. The site design provides safe transitions for pedestrian traffic from the point of arrival at the primary drop off, and accessible crosswalk to the sidewalk in the ROW. Differentiation in paving materials and pater give a visual warning between pedestrian

and vehicular use. A large covered exterior entryway leads up to the main building entrance clearly defining the point of entry, providing a safe location out of the elements for departing and arriving residents and guests.

E. Service and Storage Areas:

1. Screening of Service Yards & Outdoor Storage: The trash room is within the building adjacent to the loading, and will not be visible. Other service and storage will be within the parking garage.
2. Screening Mechanical Equipment: Roof top Mechanical equipment will be located at an area of flat roof, screened by the slopped roof on each side. Additional screening or an extended parapet may be proposed once final equipment is sized.
3. Screening – Display Areas: N/A

F. Additional Design Considerations:

1. Steep Slopes: We requesting a reduction of the steep slope setback under IMC 18.10.580 to 10' along with a 15' BSBL. Initial review and findings by our geotechnical engineer support the request and recommend additional review and revision to their recommendations as the design develops. See Geotechnical report attached to this application.
 - a. Adjustment requested is from 50' down to 10'. An additional 15' BSBL assures that no portion of the building will fall within 25' of the edge of slope.
 - b. Core sampling and geotechnical assessment of the site indicate that the reduction poses no additional risk and would therefore meet the intent of and would be consistent with the critical areas code. Noted that if approved, continued review of the design by a geotechnical engineer will need to occur as the design progresses into the building permit stage.
2. Tree retention: We are requesting a reduction of the tree retention requirement per IMC 18.12.1385(B). The request is based upon criteria 3 & 4. We may also opt to pursue solar hot water as part of the design, which may make criteria #5 relevant. Criteria 3 relates to the size, shape and topography of the site, which prevent reasonable development. Given the narrow developable area, and the significant cross slope on the site, we cannot find an alternative way to locate the building on site in order to preserve more trees. Similarly, the cross slope and intersection limit our available points of access per criteria #4. Given the limitations on left turns from Issaquah-Falls City road and Black Nugget, the only way we can achieve functional site access is by adding an internal driveway to connect the two entrances. Unfortunately this requires the removal of a number of trees.
 - a. We are requesting a reduction of approximately 23% of the 25% required retention. For a total tree retention of 19.4%
 - b. We will try to meet the intent of the code with a proposed mitigation and tree replacement strategy. While not explicitly listed as an exception, a proper tree replacement and mitigation strategy will restore the site to it's initial intended condition and allow us to meet the intent of the code.
3. Sidewalk: We are requesting that the sidewalk terminate at the point of access from the main building entrance to the Right-of-way. This request is the result of concerns over creating an unsafe condition downhill of the primary project entrance. It is our

understanding that the planned adjacent Lakeside Development project will not have a sidewalk along it's frontage. In addition steep slopes directly adjacent to the SE side of Issaquah Fall City Road, make construction of a sidewalk at this location impractical. As a result, extending the sidewalk across the entire street frontage, down the hillside would create a dangerous dead end condition for pedestrians. A private walk to the newly constructed sidewalk in the ROW along the NE half of the property will direct pedestrians to and from a safe signaled intersection. An existing sidewalk is present on the opposite side of Issaquah Fall City road for pedestrians.

Assisted Living Facilities:

1. The proposed project incorporates Barrier Free design at the highest level by exceeding the requirements of the ADA and ANSI 117.1 by assuring that ALL units fully accessible units.
2. Community Spaces
 - a. Interior Community Space: 82 units x 48 SF required. (3,936 SF) required. 10,242 SF provided.
 - i. Seating and table space required at 30% or 34 residents.
 - ii. All meals are prepared on site in a commercial kitchen.
 - iii. A bulletin or other message board of at least 2 x 3 feet shall be provided for residents to post notices.
 - iv. Access and use are consistent with barrier free standards.
 - b. Outdoor Space requirements: 82 units x 48 SF required (3,936 SF). 5,988 SF Provided
 - i. Seating is provided for a minimum of 30 residents at the exterior patio, boardwalks, walking paths and associated benches, and at the large patio outside of the primary entrance and main dining.
 - ii. The landscaping is integrated with the seating at the rear of the building by extending directly into the natural vegetated environment at and around the stream buffer. Planting elements along the building frontage help separate the seating areas from the vehicular drive, and help define the spaces.
 - iii. All exterior elements are accessible and meet Barrier Free standards.
3. Parking is provided at a level of 1 stall for every two units, for a total of 41, and for a peak staffing of 11.
4. Access and Circulation
 - a. Motorized access should have no negative impacts on adjacent circulation. See the traffic study attached to this application.
 - b. Non-motorized access to adjacent properties is located through an accessible sidewalk and crosswalk to a newly constructed sidewalk in the ROW.
5. Building Modulation along the street frontage and sides of the building occurs ever 25' of wall length with a minimum transition depth of (3) feet. Note that the rear of the building's modulation is limited due to it's proximity to the stream buffer. Given the dense character and the depth of the buffer, the rear of the building will not be visible from any adjacent properties or public ROW.

6. Roofline Variations are provided by a number of steps and gables, and accentuated with timber supports to help emphasize the focus of the exterior façade massing and modulation.
7. Screening is provided where necessary, however the majority of the parking is below grade and the topography and a combination of natural and proposed landscaping allow the building to sit naturally within the site, appropriately screened from adjacent properties.

Summary of requested Development Adjustments:

A. BUILDING HEIGHT:

We are requesting an administrative adjustment of the building height up to 50' under IMC 18.07.355. The additional height is necessary to make the project work given the significant additional constraints on the site created by the narrow site, steep slopes, and stream buffer. A height adjustment was approved earlier by the City for the Dougherty Assisted Care project under file no. PLN 06-00039.

1. Building Design:
 - a. Enhancement to architectural design.
 - i. The additional height allows for additional modulate in the roof by allowing for hips and gables rather than flat roof or parapet.
 - ii. The additional height allows for a better expression and transition of materials including the use of more materials such as stone, at a proper scale to the building's massing.
 - iii. The additional height allows for additional character for the roof in the form of hips and gables which would not be possible with a flat roof.
 - b. The percentage of pervious surface for the site has been increased by 10% over the minimum for the zone. This brings the required pervious area to 60% up from 50%.
 - c. The ground floor has incorporated a welcoming pedestrian entrance with an active patio off the main entry and dining to give it a pedestrian scale.
 - d. Approved street trees are part of the ROW improvements proposed by the project.
 - e. No high reflectivity glass is proposed.
 - f. There limited area of solid walls in excess of 20' is at the parking level, and will be screened with landscaping.
 - g. The building is situated well in excess of the 30' distance from adjacent property line of an SF-SL zoned parcel.
2. The site does not fall within the City's Shoreline Management Boundary.
3. The additional height will have no impact on the existing shadow lines. The site is currently wooded and already heavily shaded. The nearest adjacent developed site is across SE Issaquah-Fall City road and at a slightly higher elevation and will not be impacted by the building height. The buildings SSW orientation and the fact that the existing tree canopy already shades the 100' stream buffer means that no additional impact by shading to the buffer will occur.

4. The taller structure will have no impact on scenic corridors. The site is currently wooded and the building height and mass will have a lesser impact on any views.

B. REDUCTION OF 15' BSBL FROM STREAM BUFFER DOWN TO 5'

The following administrative adjustments are consistent with the purpose, intent, and requirements set forth in IMC Chapter 18.07 & Chapter 18.10 adjustment requirements for building height, building setbacks, and assisted living facilities:

We are requesting a reduction or averaging of the 15' BSBL from the stream buffer as provided under IMC Chapter 18.10, down to 5'. This is to address recent changes in the code language which no longer allow the use of buffer averaging in a steep slope condition. This concept was suggested by Keith Niven and Christopher Wright to provide a simpler more common sense solution to the hardships created by the change in the code language given the unique topographical features of the site containing steep slopes and a Class 2 salmonid stream course.

Given that the building abuts a stream buffer, the adjustment will have no impact on adjacent properties. This solution would have a more positive impact on the buffers than the buffer averaging proposed in the previous approval File No. PLB 06-00038. A 5' access will allow for maintenance and emergency crews to access the full perimeter of the building.

A. Consistency: The adjustment is consistent with the intent, scale and character of the zoning. The proposed building is appropriate for the site and surrounding uses include given the apartments across the street, the planned Lakeside Development project to the South, and University House (existing 5 story senior housing project) just down the street.

B. Impacts: The adjustment does not negatively impact:

1. The requested adjustment is at the back of the building adjacent to a heavily wooded area and stream buffer, and will not be visible in any way or have any impacts to adjacent property owners.
2. The requested adjustment serves only to reduce the building setback from the stream buffer, and will have no impact to public or resident safety.
3. The requested adjustment does not change the scale or design of the building or it's compatibility with the surrounding area, and will not be visible or discernable.

C. Intent: The adjustment of the standard will be equal to, or superior in, fulfilling the intent and purpose of the original requirements. The requested reduction in BSBL is towards the SE of the stream buffer. This area is heavily wooded, and currently shaded. The additional encroachment towards the buffer should not create a change in conditions or shading of the buffer. In addition, we are proposing some enhancements to the buffer by removing invasive and noxious species, and replanting native species as proposed in the critical areas report. The final condition should improve and enhance the buffer quality and exceed existing conditions.

Additional questions for city and staff:

1. We would like any guidance regarding the anticipated timing of the SDP review, to better understand the transition into the Building Permit process, in order to try and maintain our schedule to start construction prior to next fall.

SUNRISE - ISSAQUAH

ISSAQUAH, KING COUNTY, WASHINGTON



| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |

COVER SHEET

VICINITY MAP



PROJECT DATA

PARCEL NUMBER
 SW-22-24-6, 222406-9023

LEGAL DESCRIPTION
 "NEW LOT A" ISSAQUAH BOUNDARY LINE ADJUSTMENT/COMBINATION NO PLN04-00101 REC NO 20050307900009 BEING A POR OF SW 1/4 AND SE 1/4 STR 22-24-06 LY SELY OF ISSAQUAH-FALL CITY ROAD (VAUGHN HILL ROAD)

ZONING
 MF-M, SF-SL

OCCUPANCY CLASSIFICATION
 A-3, B, I-2, S-1

TYPE OF CONSTRUCTION
 TYPE 1-B (non-combustible) - STRUCTURAL LIGHT GAUGE
 NFPA TYPE 13 SPRINKLERS THROUGHOUT

GROSS SITE AREA
 100,908 SF (2.32 ACRES)

DEVELOPABLE SITE AREA
 37,441 SF (AREA OF PROPOSED USE)
 47,478 SF (APPROX. DEVELOPABLE AREA)

BASE SITE AREA
 100,908 SF

GROSS FLOOR AREA
 APPROX. 96,500 SF

IMPERVIOUS/PERVIOUS SURFACE

| | | |
|----------------------|------------|------|
| IMPERVIOUS SURFACE = | 40,039 SF | 40% |
| PERVIOUS SURFACE = | 60,869 SF | 61% |
| TOTAL | 100,908 SF | 100% |

OPEN SPACE/COMMUNITY SPACE
 MINIMUM OF 48 SQ. FT. PER UNIT @ 82 UNITS = 3,936 SQ. FT. MINIMUM OPEN SPACE PROPOSED EXTERIOR AREA : 5,988 SQ. FT. INCLUDES PATIO, COURTYARD, DECKS, FRONT, BISTRO COURT.

PROPOSED INTERIOR COMMUNITY SPACES: 10,242 S.F. INCLUDES, DINING ROOMS, LIVING ROOM, BISTRO, SUNROOM, TV MEDIA ROOM, LIBRARY, PATIO, ACTIVITY ROOMS.

SITE SETBACKS
 FRONT YARD = 10'
 SIDE YARD = 7'
 REAR YARD = 20'

BUILDING HEIGHT
 49'-9" HEIGHT TO MEASURE FROM THE AVERAGE EXISTING GRADE OF THE PROPERTY WHERE THE BUILDING WILL SIT.

PARKING

| | |
|-------------------|-----------|
| STANDARD STALLS | 25 |
| COMPACT STALLS | 24 |
| ACCESSIBLE STALLS | 2 |
| VAN STALLS | 1 |
| TOTAL | 52 |

REQUIRED STALLS (82 UNITS x 0.5) = 41 RES. + 11 STAFF STALLS = 52 TOTAL STALLS

LOADING SPACES 1
 BICYCLE STALLS 7

WATER/SEWER UTILITIES
 WATER: SAMMAMISH PLATEAU WATER AND SEWER DISTRICT
 SEWER: SAMMAMISH PLATEAU WATER AND SEWER DISTRICT

AVAILABLE FIRE FLOW

3,000 GMP

ADDITION PERMITS REQUIRED

ADMINISTRATIVE ADJUSTMENT TO STANDARDS FOR BUILDING HEIGHT INCREASE TO 50'
 ADMINISTRATIVE ADJUSTMENT TO STANDARDS FOR BSBL REDUCTION
 SEPA REVIEW
 BUILDING PERMIT

| UNIT SCHEDULE | | | |
|------------------|-------------|---------|-----------------|
| UNIT | TYPE | # UNITS | Total Residents |
| 1ST FLOOR | | | |
| UNIT A1 | STUDIO | 1 | 1 |
| UNIT A9 | STUDIO | 2 | 2 |
| UNIT A10 | STUDIO | 2 | 2 |
| UNIT A11 | STUDIO | 1 | 1 |
| UNIT A13 | STUDIO | 2 | 2 |
| UNIT C1b | 1-BDRM | 2 | 2 |
| UNIT C2 | 2-BED SUITE | 1 | 2 |
| UNIT C5 | 2-BED SUITE | 1 | 2 |
| UNIT C6 | 2-BED SUITE | 2 | 4 |
| 14 | | 14 | 18 |
| 2ND FLOOR | | | |
| UNIT A1 | STUDIO | 3 | 3 |
| UNIT A2 | STUDIO | 1 | 1 |
| UNIT A6 | STUDIO | 2 | 2 |
| UNIT A8 | STUDIO | 2 | 2 |
| UNIT A9 | STUDIO | 2 | 2 |
| UNIT A10 | STUDIO | 2 | 2 |
| UNIT A11 | STUDIO | 1 | 1 |
| UNIT B2 | 1-BDRM | 3 | 3 |
| UNIT B3 | 1-BDRM | 1 | 1 |
| UNIT C1b | 1-BDRM | 2 | 2 |
| UNIT C2c | 2-BED SUITE | 1 | 2 |
| UNIT C6 | 2-BED SUITE | 2 | 4 |
| 22 | | 22 | 25 |
| 3RD FLOOR | | | |
| UNIT A1 | STUDIO | 1 | 1 |
| UNIT A2 | STUDIO | 1 | 1 |
| UNIT A3 | STUDIO | 1 | 1 |
| UNIT A4 | STUDIO | 1 | 1 |
| UNIT A6 | STUDIO | 4 | 4 |
| UNIT A7 | STUDIO | 1 | 1 |
| UNIT A7b | STUDIO | 1 | 1 |
| UNIT A9 | STUDIO | 2 | 2 |
| UNIT A10 | STUDIO | 2 | 2 |
| UNIT A11 | STUDIO | 1 | 1 |
| UNIT C1 | 2-BED SUITE | 2 | 4 |
| UNIT C2 | 2-BED SUITE | 2 | 4 |
| UNIT C4 | 2-BED SUITE | 1 | 2 |
| UNIT C5 | 2-BED SUITE | 1 | 2 |
| UNIT C7 | 2-BED SUITE | 2 | 4 |
| 23 | | 23 | 31 |
| 4TH FLOOR | | | |
| UNIT A1 | STUDIO | 1 | 1 |
| UNIT A2 | STUDIO | 1 | 1 |
| UNIT A3 | STUDIO | 1 | 1 |
| UNIT A4 | STUDIO | 1 | 1 |
| UNIT A6 | STUDIO | 4 | 4 |
| UNIT A7 | STUDIO | 1 | 1 |
| UNIT A7b | STUDIO | 1 | 1 |
| UNIT A9 | STUDIO | 2 | 2 |
| UNIT A10 | STUDIO | 2 | 2 |
| UNIT A11 | STUDIO | 1 | 1 |
| UNIT C1 | 2-BED SUITE | 2 | 4 |
| UNIT C2 | 2-BED SUITE | 2 | 4 |
| UNIT C4 | 2-BED SUITE | 1 | 2 |
| UNIT C5 | 2-BED SUITE | 1 | 2 |
| UNIT C6 | 2-BED SUITE | 2 | 4 |
| 23 | | 23 | 31 |
| GRAND TOTAL: 82 | | 82 | 105 |

SHEET INDEX

| ARCHITECTURAL | DESCRIPTION | DATE |
|---------------|---------------------------|----------|
| A-1 | COVER SHEET | 11/25/15 |
| A-2 | SITE PLAN OVERALL | 11/25/15 |
| A-2.1 | BUILDING HEIGHT ANALYSIS | 11/25/15 |
| A-2.2 | IMPERVIOUS AREA | 11/25/15 |
| A-3 | CIRCULATION PLAN | 11/25/15 |
| A-4 | BUFFER AVERAGING PLAN | 11/25/15 |
| A-5 | BASEMENT FLOOR PLAN | 11/25/15 |
| A-6 | 1ST FLOOR PLAN | 11/25/15 |
| A-7 | 2ND FLOOR PLAN | 11/25/15 |
| A-8 | 3RD FLOOR PLAN | 11/25/15 |
| A-9 | 4TH FLOOR PLAN | 11/25/15 |
| A-10 | ROOF PLAN | 11/25/15 |
| A-11 | ELEVATIONS | 11/25/15 |
| A-12 | ELEVATIONS | 11/25/15 |
| A-13 | EXHIBITS | 11/25/15 |
| CSDP-1 | COVER SHEET | 11/25/15 |
| CSDP-2 | EXISTING SITE SURVEY | 11/25/15 |
| CSDP-3 | CIVIL SITE PLAN | 11/25/15 |
| CSDP-4 | STORMWATER | 11/25/15 |
| CSDP-5 | UTILITIES | 11/25/15 |
| CSDP-6 | CIRCULATION AND GRADING | 11/25/15 |
| CSDP-7 | TURN ANALYSIS | 11/25/15 |
| L1.0 | TREE PRESERVATION PLAN | 11/24/15 |
| L1.1 | TREE MITIGATION PLAN | 11/24/15 |
| L2.0 | LANDSCAPE PLAN CONCEPTUAL | 11/24/15 |
| L3.0 | PLANTING PLAN CONCEPTUAL | 11/24/15 |
| L3.1 | PLANTING PLAN WITH CIVIL | 11/24/15 |
| L4.0 | LANDSCAPE CHARACTER | 11/24/15 |
| L5.0 | SITE DETAILS | 11/24/15 |

PROJECT DIRECTORY

OWNER
 SUNRISE SENIOR LIVING
 VP INVESTMENTS AND DEVELOPMENT
 JERRY LIANG, CFA
 703.744.1873 o
 1.866.523.7350 f
 Jerry.liang@sunriseseniorliving.com
 ANDY COELHO
 Andy.coelho@sunriseseniorliving.com
 703.744.1830

LEGAL
 BILL H. WILLIAMSON
 COLUMBIA CENTER TOWER
 SUITE 5500-701 5TH AVENUE
 P.O. BOX 95821
 SEATTLE, WA 98139-0821
 206.292.0411 phone
 206.292.0313 fax
 206.383.0209 cell
 williamsonb@msn.com

ARCHITECT
 WATTENBARGER ARCHITECTS
 2100 112TH AVE NE, SUITE #100
 BELLEVUE, WA 98004
 425.453.0606
 JAMES BROWN, AIA
 PRINCIPAL
 jbrown@wattenbarger.com

WETLANDS CONSULTANT
 TOM DEMING
 P.O. BOX 108 PUYALLUP, WA 98371
 253.845.5119 p
 habitattech@questoffice.net

CIVIL
 CONCEPT ENGINEER
 MARK KELLER, PE
 ISSAQUAH BRANCH MANAGER
 CONCEPT ENGINEER AND
 BEYLER CONSULTING COMPANY
 425.392.8055 phone
 425.392.0108 fax
 509.859.9853
 455 Rainer Blvd. N., Issaquah WA 98027
 mkeller@beylerconsulting.com

LANDSCAPE ARCHITECT
 JSDESIGN STUDIO
 JOHN SWANSON
 PRINCIPAL
 206.632.7470 p
 5107 Woodlawn Ave N. Seattle, WA 98103
 206.280.9740 c
 www.jsdesignstudio.net

ARBORIST
 SUE NICOL
 HORTICULTURIST
 ISA CERTIFIED ARBORIST & RISK
 ASSESSMENT QUALIFIED
 LEED AP & BC
 206.280.9740 c
 www.nicolhort.com

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

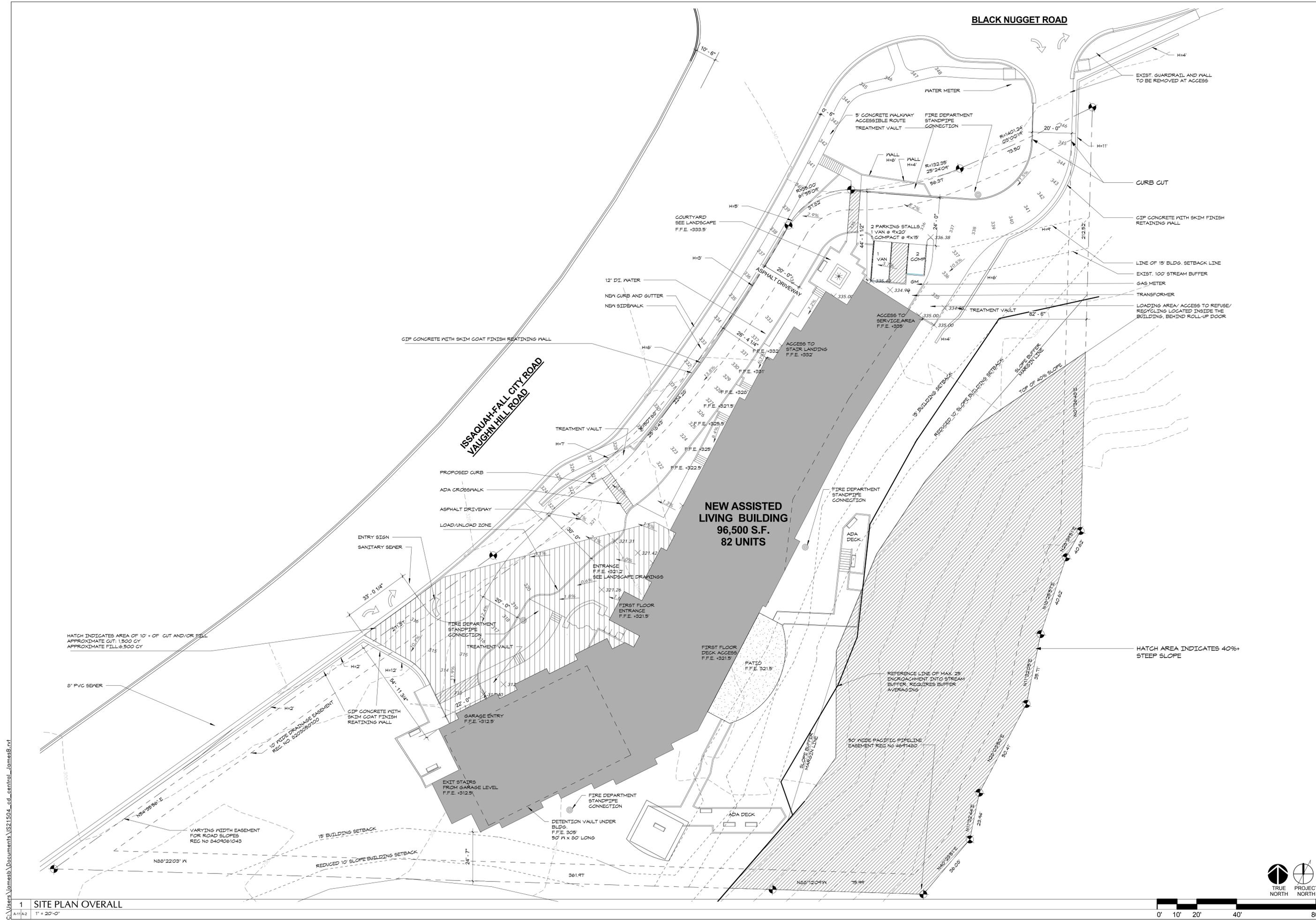
| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:08 PM |
| DATE: | 11/25/15 |
| SCALE: | 12" = 1'-0" |
| DRAWN: | Author |
| CHECKD: | Checker |
| SHEET NO.: | A-1 |

| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |

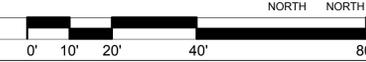
SITE PLAN OVERALL

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE: | 12/11/2015 3:36:10 PM |
| DATE: | 11/25/15 |
| SCALE: | 1" = 20'-0" |
| DRAWN: | Author |
| CHKCD: | Checker |
| SHEET NO.: | A-2 |



1 SITE PLAN OVERALL
 1" = 20'-0"

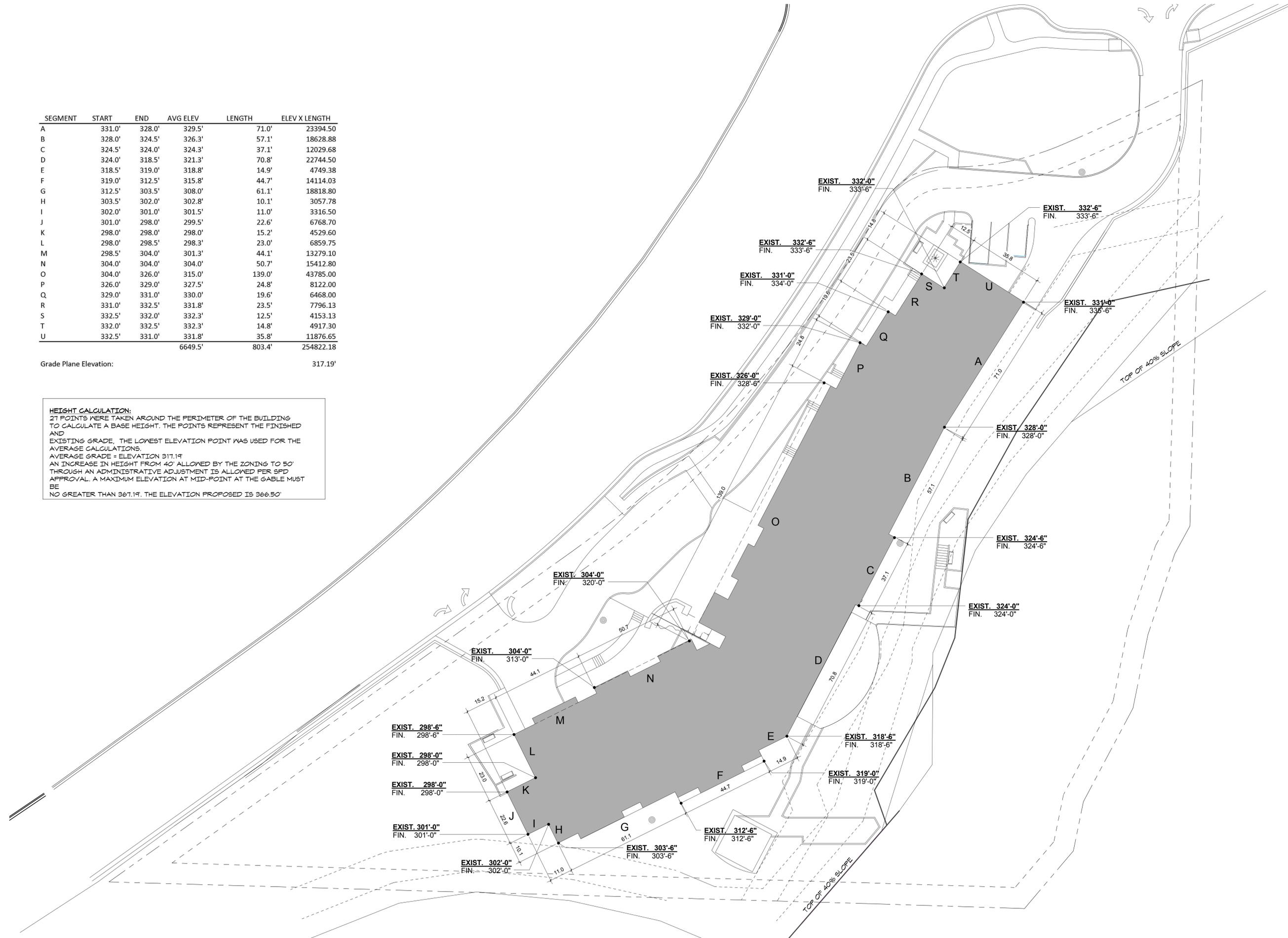


C:\Users\jamesb\Documents\IS21504_scd_central_jamesb.rvt Page 116 of 151

| SEGMENT | START | END | AVG ELEV | LENGTH | ELEV X LENGTH |
|---------|--------|--------|----------|--------|---------------|
| A | 331.0' | 328.0' | 329.5' | 71.0' | 23394.50 |
| B | 328.0' | 324.5' | 326.3' | 57.1' | 18628.88 |
| C | 324.5' | 324.0' | 324.3' | 37.1' | 12029.68 |
| D | 324.0' | 318.5' | 321.3' | 70.8' | 22744.50 |
| E | 318.5' | 319.0' | 318.8' | 14.9' | 4749.38 |
| F | 319.0' | 312.5' | 315.8' | 44.7' | 14114.03 |
| G | 312.5' | 303.5' | 308.0' | 61.1' | 18818.80 |
| H | 303.5' | 302.0' | 302.8' | 10.1' | 3057.78 |
| I | 302.0' | 301.0' | 301.5' | 11.0' | 3316.50 |
| J | 301.0' | 298.0' | 299.5' | 22.6' | 6768.70 |
| K | 298.0' | 298.0' | 298.0' | 15.2' | 4529.60 |
| L | 298.0' | 298.5' | 298.3' | 23.0' | 6859.75 |
| M | 298.5' | 304.0' | 301.3' | 44.1' | 13279.10 |
| N | 304.0' | 304.0' | 304.0' | 50.7' | 15412.80 |
| O | 304.0' | 326.0' | 315.0' | 139.0' | 43785.00 |
| P | 326.0' | 329.0' | 327.5' | 24.8' | 8122.00 |
| Q | 329.0' | 331.0' | 330.0' | 19.6' | 6468.00 |
| R | 331.0' | 332.5' | 331.8' | 23.5' | 7796.13 |
| S | 332.5' | 332.0' | 332.3' | 12.5' | 4153.13 |
| T | 332.0' | 332.5' | 332.3' | 14.8' | 4917.30 |
| U | 332.5' | 331.0' | 331.8' | 35.8' | 11876.65 |
| | | | 6649.5' | 803.4' | 254822.18 |

Grade Plane Elevation: 317.19'

HEIGHT CALCULATION:
 27 POINTS WERE TAKEN AROUND THE PERIMETER OF THE BUILDING TO CALCULATE A BASE HEIGHT. THE POINTS REPRESENT THE FINISHED AND EXISTING GRADE. THE LOWEST ELEVATION POINT WAS USED FOR THE AVERAGE CALCULATIONS.
 AVERAGE GRADE = ELEVATION 317.19'
 AN INCREASE IN HEIGHT FROM 40' ALLOWED BY THE ZONING TO 50' THROUGH AN ADMINISTRATIVE ADJUSTMENT IS ALLOWED PER SPD APPROVAL. A MAXIMUM ELEVATION AT MID-POINT AT THE GABLE MUST BE NO GREATER THAN 367.19'. THE ELEVATION PROPOSED IS 366.50'



| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

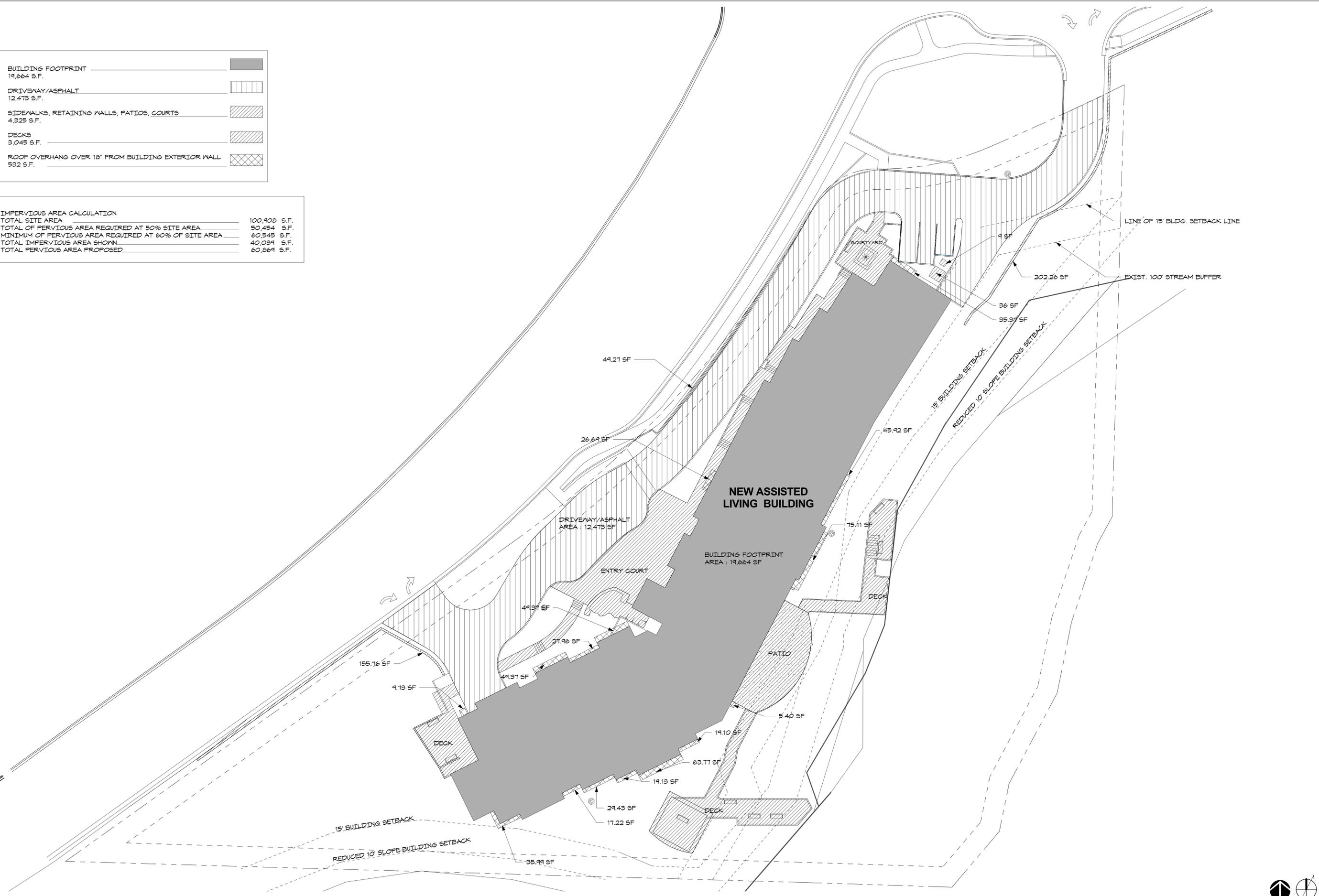
BUILDING HEIGHT ANALYSIS

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE: | 12/11/2015 3:36:12 PM |
| DATE: | 11/25/15 |
| SCALE: | 1" = 20'-0" |
| DRAWN: | Author |
| CHKD: | Checker |
| SHEET NO.: | A-2.1 |

| | |
|--|-------------|
| BUILDING FOOTPRINT | 19,664 S.F. |
| DRIVEWAY/ASPHALT | 12,473 S.F. |
| SIDEWALKS, RETAINING WALLS, PATIOS, COURTS | 4,325 S.F. |
| DECKS | 3,045 S.F. |
| ROOF OVERHANG OVER 18" FROM BUILDING EXTERIOR WALL | 532 S.F. |

| | |
|---|--------------|
| IMPERVIOUS AREA CALCULATION | |
| TOTAL SITE AREA | 100,908 S.F. |
| TOTAL OF PERVIOUS AREA REQUIRED AT 50% SITE AREA | 50,454 S.F. |
| MINIMUM OF PERVIOUS AREA REQUIRED AT 60% OF SITE AREA | 60,545 S.F. |
| TOTAL IMPERVIOUS AREA SHOWN | 40,031 S.F. |
| TOTAL PERVIOUS AREA PROPOSED | 60,869 S.F. |

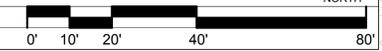


| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |

IMPERVIOUS AREA

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:13 PM |
| DATE: | 11/25/15 |
| SCALE: | 1" = 20'-0" |
| DRAWN: | Author |
| CHKD: | Checker |
| SHEET NO.: | A-2.2 |



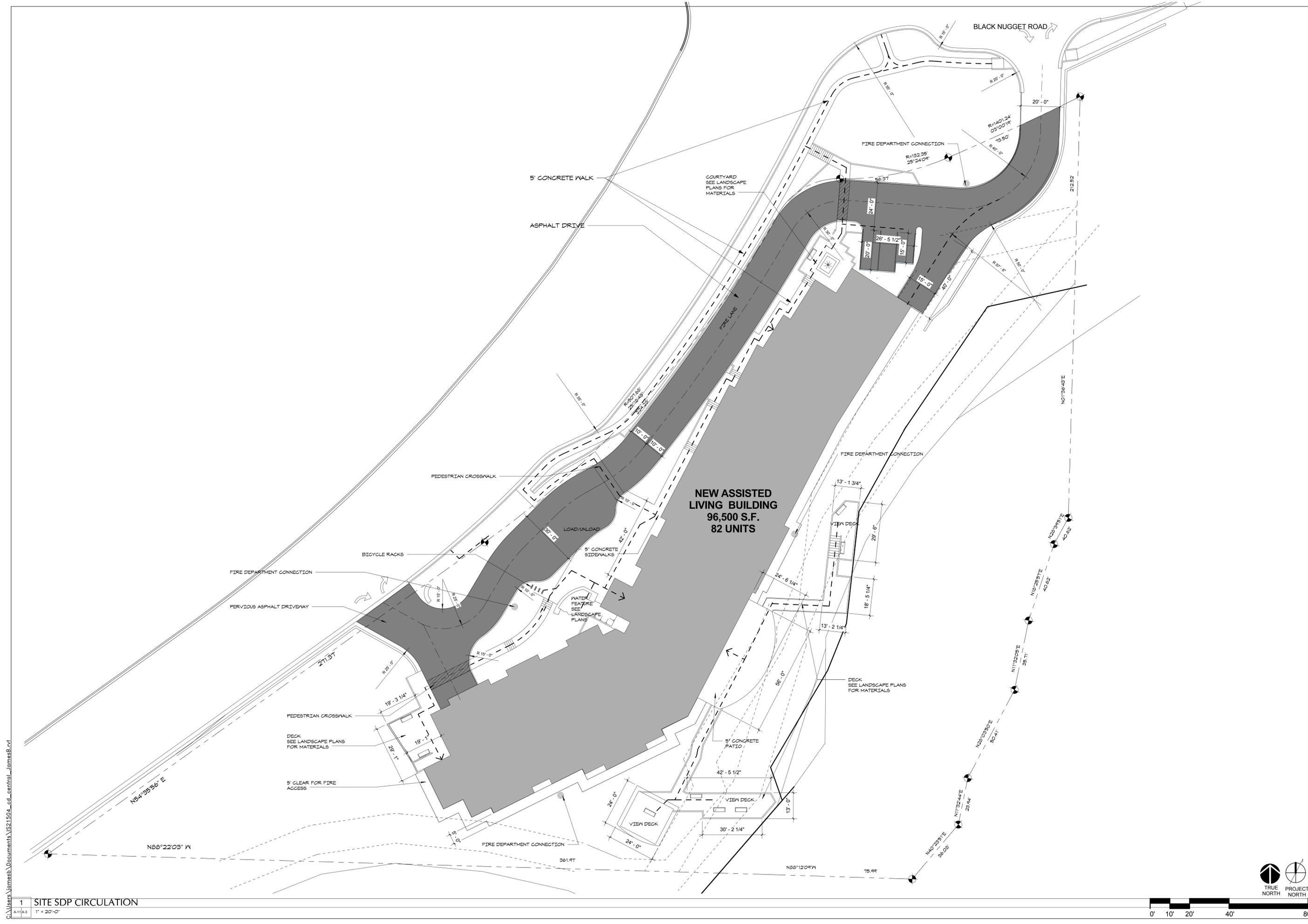
C:\Users\jamesb\Documents\IS21504_scd_center\jamesb.rvt

| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |

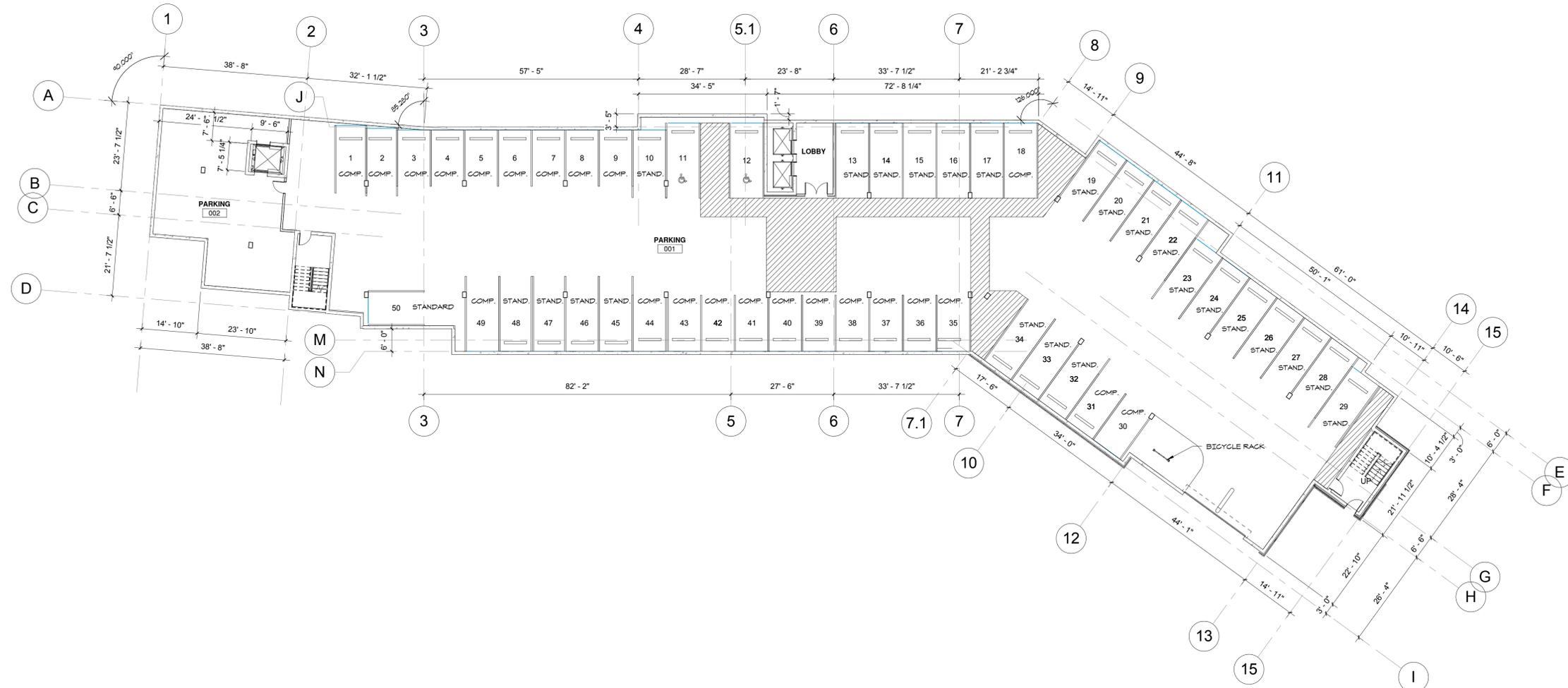
CIRCULATION PLAN

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:16 PM |
| DATE: | 11/25/15 |
| SCALE: | 1" = 20'-0" |
| DRAWN: | Author |
| CHKD: | Checker |
| SHEET NO.: | A-3 |



1 SITE SDP CIRCULATION
 1" = 20'-0"



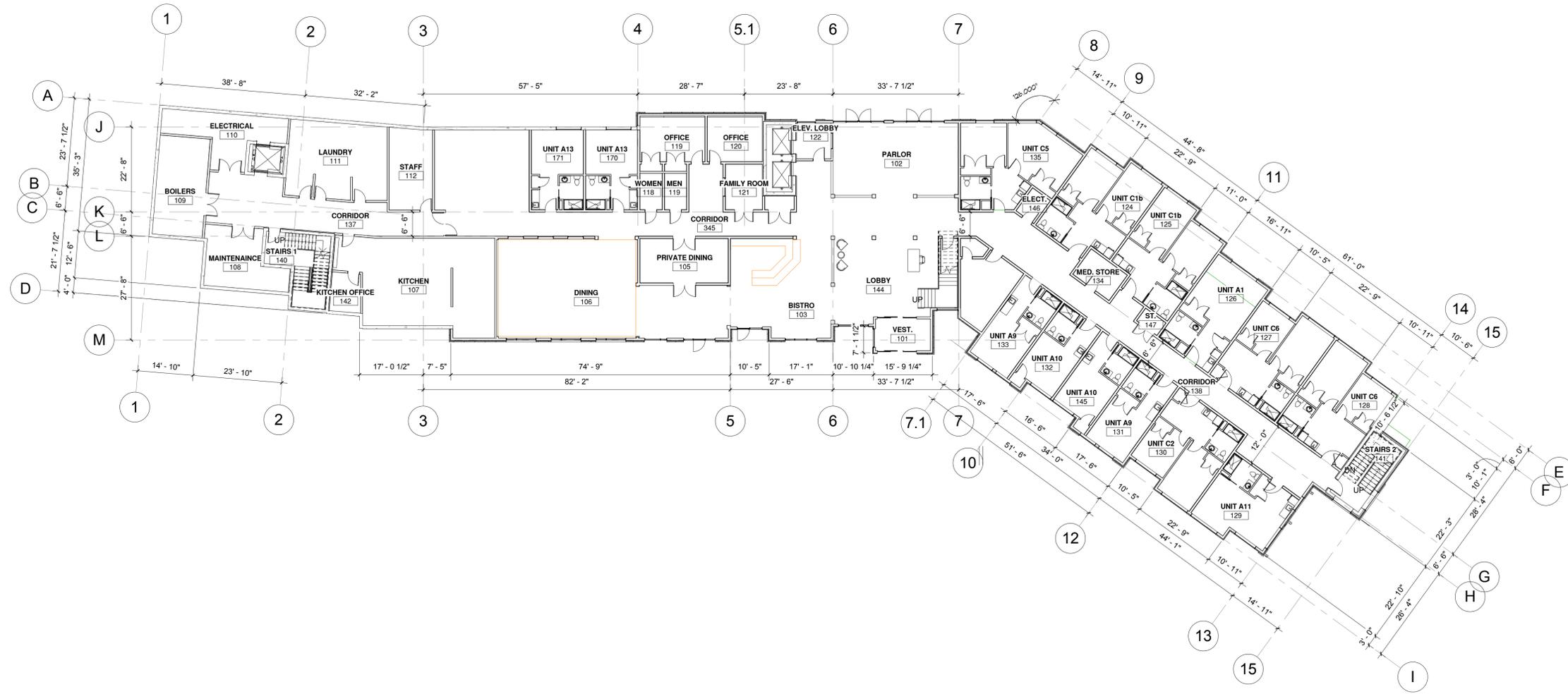
| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |

BASEMENT FLOOR PLAN

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:19 PM |
| DATE: | 11/25/15 |
| SCALE: | 1/16" = 1'-0" |
| DRAWN: | Author |
| CHKD: | Checker |
| SHEET NO.: | A-5 |





| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |

1ST FLOOR PLAN

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

JOB NO.: IS21504
 PLOT DATE: 12/11/2015 3:36:21 PM
 DATE: 11/25/15
 SCALE: 1/16" = 1'-0"
 DRAWN: Author
 CHCKD: Checker

SHEET NO.: **A-6**

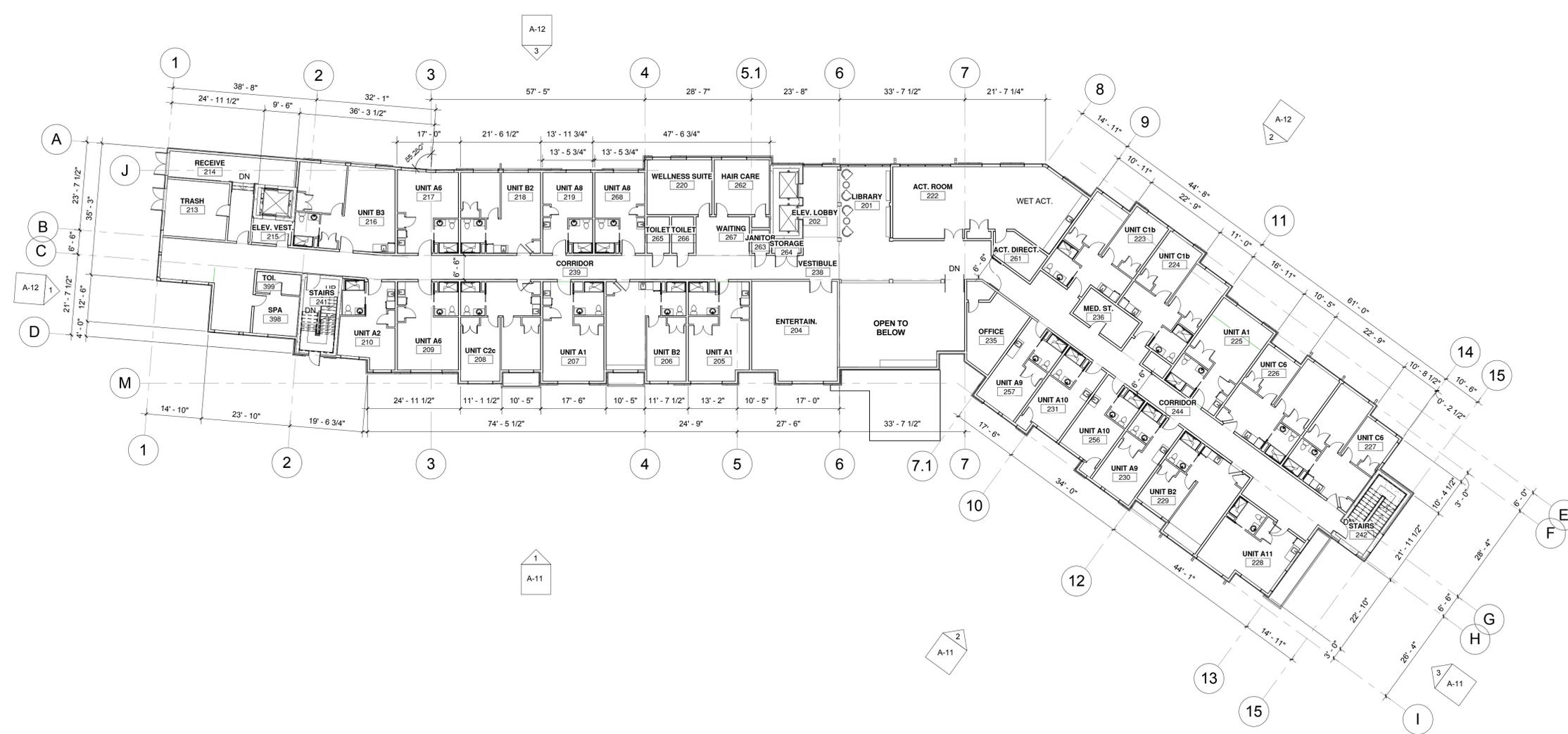


| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |

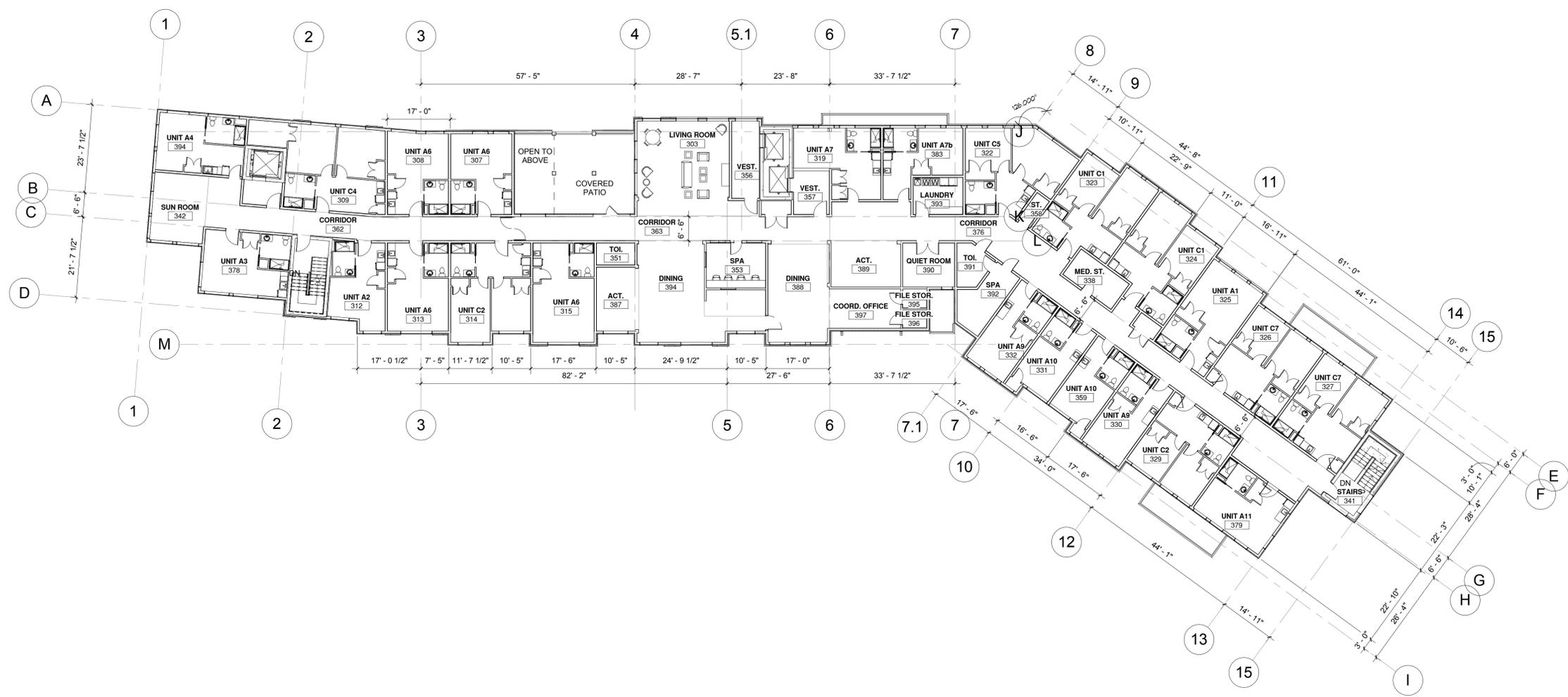
SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:24 PM |
| DATE: | 11/25/15 |
| SCALE: | 1/16" = 1'-0" |
| DRAWN: | Author |
| CHKCD: | Checker |
| SHEET NO.: | A-7 |



1 SECOND FLOOR PLAN
 1/16" = 1'-0"



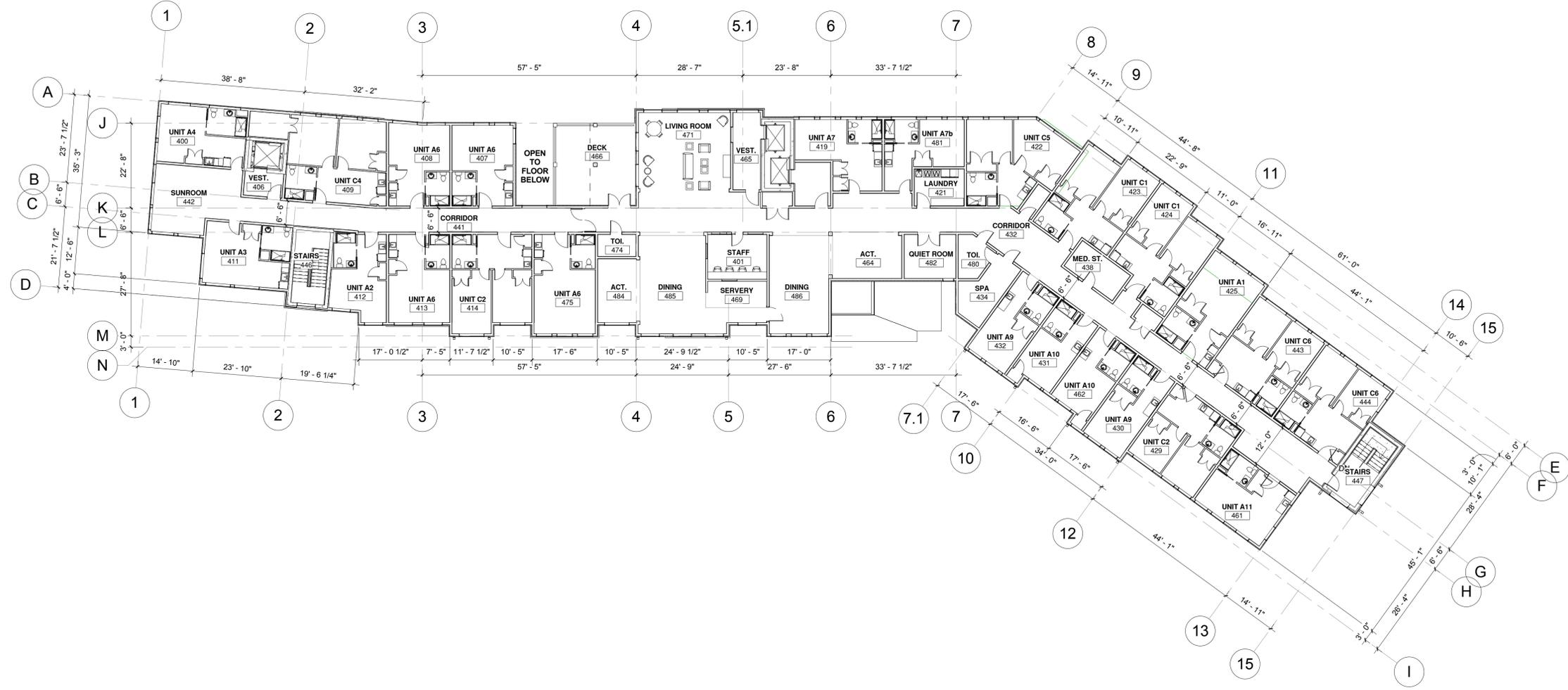
| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |

SUNRISE - ISSAQUAH
3RD FLOOR PLAN

23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:27 PM |
| DATE: | 11/25/15 |
| SCALE: | 1/16" = 1'-0" |
| DRAWN: | Author |
| CHKCD: | Checker |
| SHEET NO.: | A-8 |





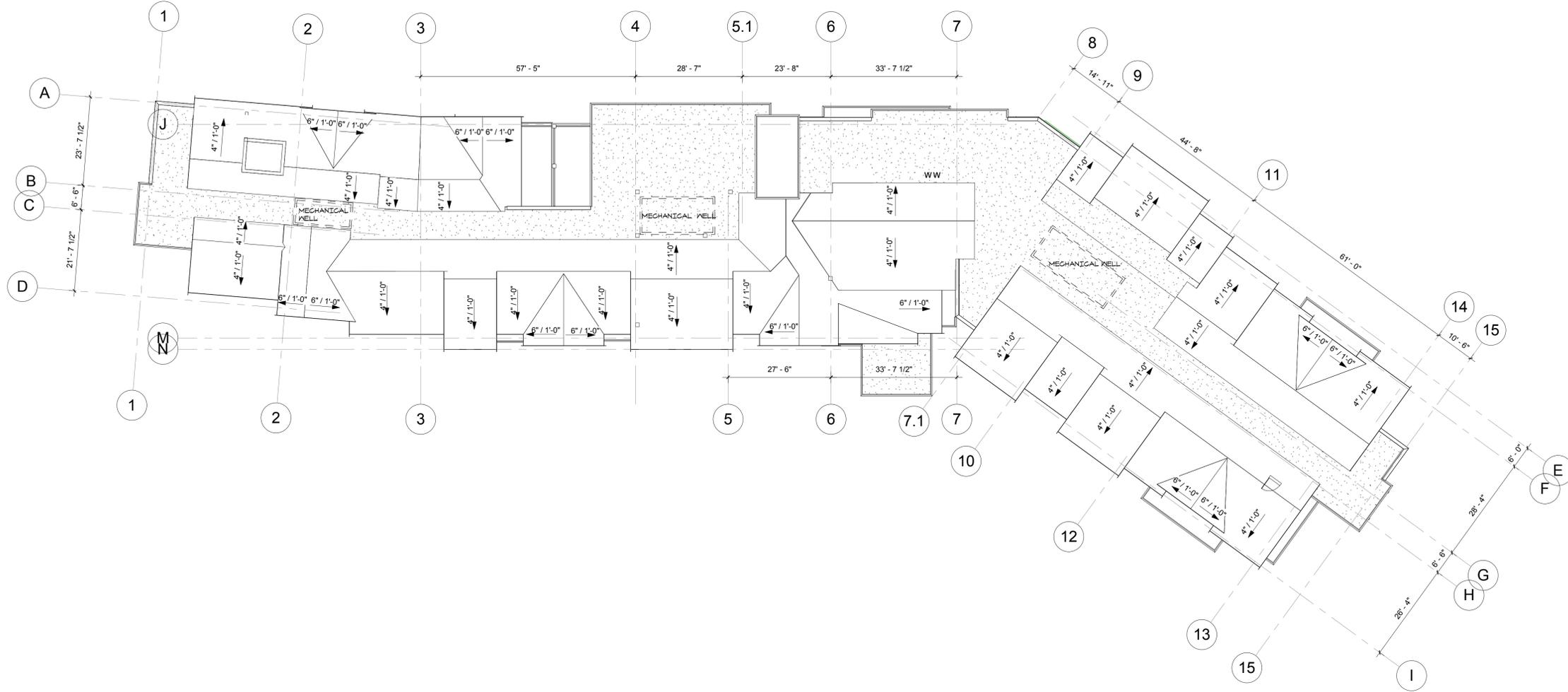
| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

4TH FLOOR PLAN

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:30 PM |
| DATE: | 11/25/15 |
| SCALE: | 1/16" = 1'-0" |
| DRAWN: | Author |
| CHKD: | Checker |
| SHEET NO.: | A-9 |





1 ROOF PLAN
1/16" = 1'-0"

| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |

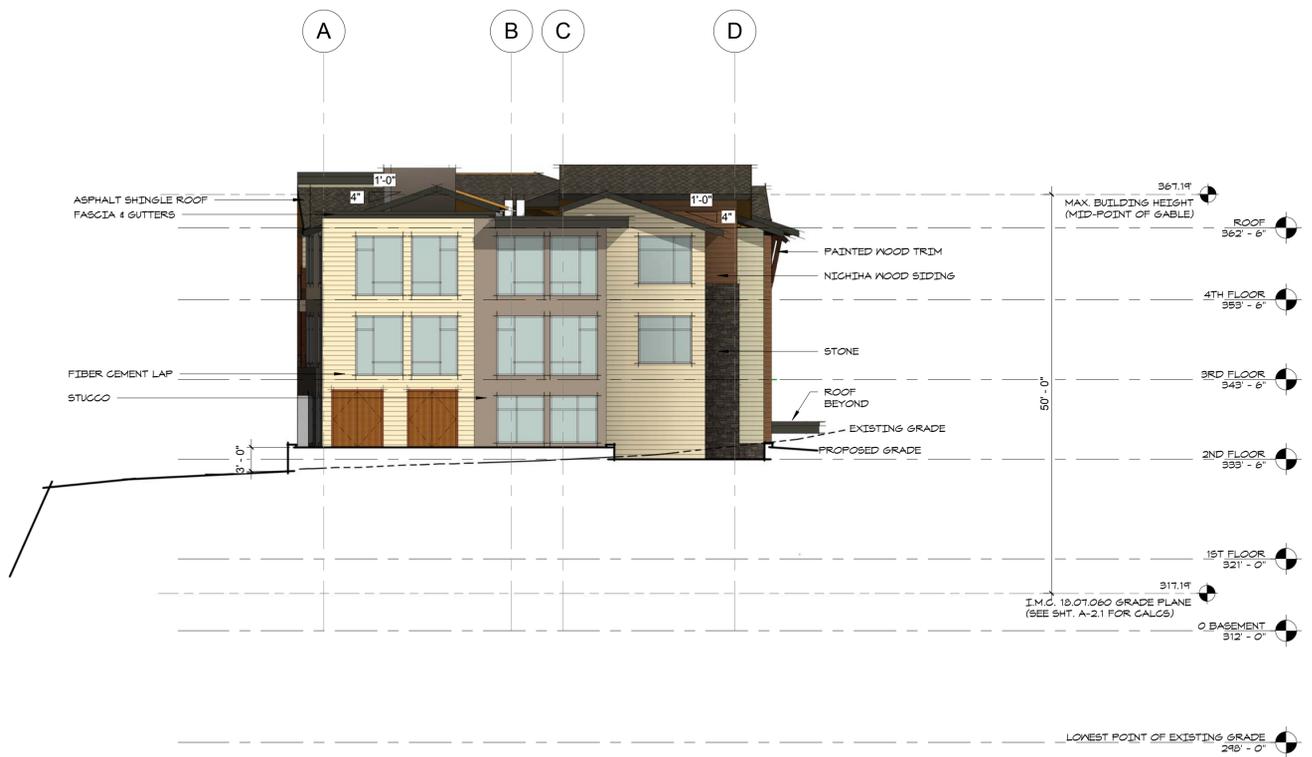
ROOF PLAN

SUNRISE - ISSAQUAH
23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
SUNRISE DEVELOPMENT INC.

| | |
|-----------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:36:32 PM |
| DATE: | 11/25/15 |
| SCALE: | 1/16" = 1'-0" |
| DRAWN: | Author |
| CHKD: | Checker |

SHEET NO.:
A-10

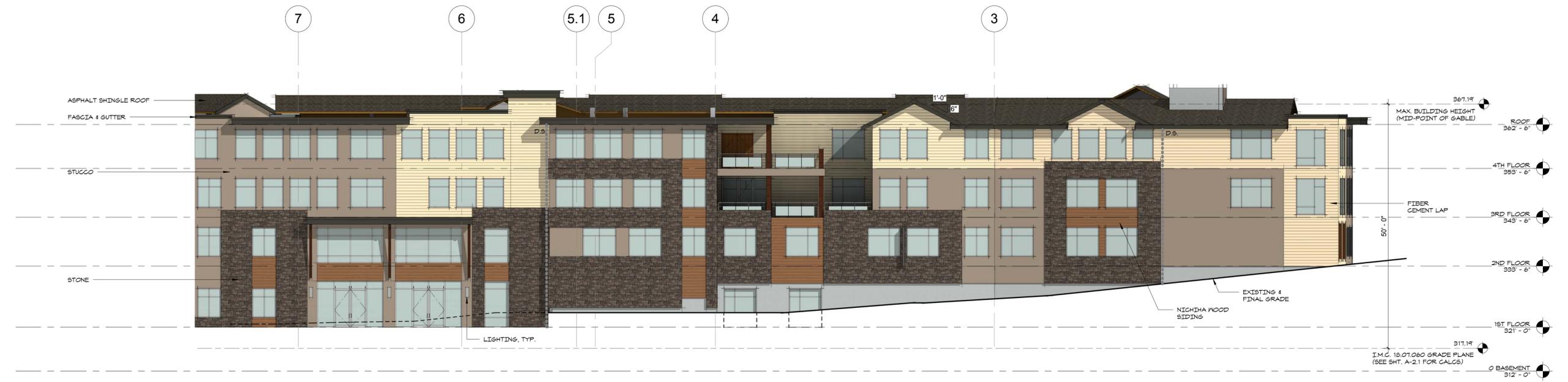




1 ELEVATION NORTH
A1/A-12 3/32" = 1'-0"



2 EAST PARTIAL
A1/A-12 3/32" = 1'-0"



3 EAST PARTIAL 2
A1/A-12 3/32" = 1'-0"

| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |

ELEVATIONS

SUNRISE - ISSAQUAH
23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
SUNRISE DEVELOPMENT INC.

| | |
|------------|-----------------------|
| JOB NO.: | IS21504 |
| PLOT DATE | 12/11/2015 3:39:36 PM |
| DATE: | 11/25/15 |
| SCALE: | 3/32" = 1'-0" |
| DRAWN: | Author |
| CHKCD: | Checker |
| SHEET NO.: | A-12 |



| Revision Schedule | | |
|-------------------|-------------|------|
| # | DESCRIPTION | DATE |
| | | |
| | | |
| | | |
| | | |
| | | |

EXHIBITS

SUNRISE - ISSAQUAH
 23535 SE ISSAQUAH-FALL CITY RD ISSAQUAH, WA 98029
 SUNRISE DEVELOPMENT INC.

JOB NO.: IS21504
 PLOT DATE: 12/11/2015 3:39:37 PM
 DATE: 11/25/15
 SCALE:
 DRAWN: Author
 CHCKD: Checker

SHEET NO.:
A-13

SUNRISE - ISSAQUAH

SENIOR HOUSING COMMUNITY
ISSAQUAH, KING COUNTY, WASHINGTON



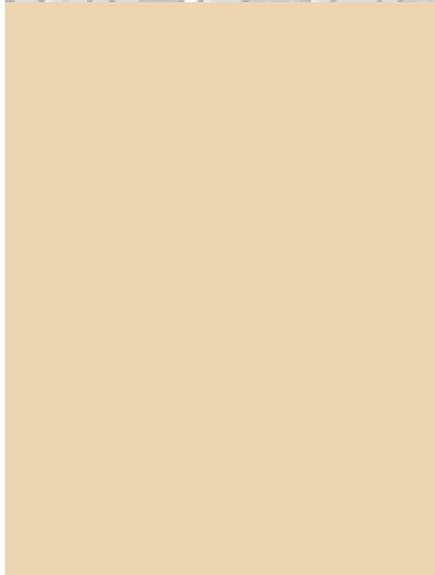
ASPHALT SHINGLES
CERTAINTEED LANDMARK
'WEATHERED WOOD'



PAINTED TRIM COLOR
FASCIA BOARDS & GUTTERS
BM1596 - 'NIGHTFALL'



HORIZONTAL WOOD SIDING
NICHIIA: VINTAGE WOOD
'CEDAR'



PAINTED LAP SIDING
BM1100 - 'SUNDIAL'



EIFS FINISH COAT
ELASTOMERIC (SAND TEXTURE)
BM1007 - 'BEIGEWOOD'



PAINTED WOOD TRIM
ACCENT KICKERS
BM1085 - 'VERO BEACH TAN'



STONE SIDING
ELDORADO STONE: CLIFFSTONE
'MONTECITO'

**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

Page

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



CITY OF
ISSAQUAH
WASHINGTON

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

Transportation Concurrency Certificate

This Certificate is issued pursuant to Issaquah Municipal Code 18.15.280 certifying that at the time of issuance this development complied with the requirements of Transportation Concurrency Management, IMC 18.15.

Concurrency No: CON15-00001

Project Name: SUNRISE - ISSAQUAH

Site Address / Location: 23599 SE ISSAQUAH-FALL CITY RD

Parcel(s): 2224069023

Applicant: JAMES BROWN

2100 112TH AVE NE SUITE 100
BELLEVUE, WA, 98004

Issuance Date: 2/23/2016

Specified Uses: Assisted Living

Net New Vehicle Internal Trip Ends: 17

Validity: This certificate is valid only for the specified uses, densities, intensity and parcel(s) for which it was issued and shall not be transferred to a different project or parcel. Validity is pursuant City of Issaquah Municipal Code 18.15.280 (B).

Expiration: This certificate shall expire if 1. A complete development permit application for the project has not been submitted to the Permit Center within one (1) year from the issuance of the concurrency certificate; three (3) years from issuance for a project that includes transferred development rights. 2. The related development permit application is denied or revoked by the City. 3. The related development permit expires prior to issuance of a building permit. Expiration is pursuant City of Issaquah Municipal Code 18.15.280 (C).

CITY OF ISSAQUAH MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construct an 82-unit, 4-story, 96,500 SF assisted living building with 50 below-building parking stalls and 2 surface stalls. The total site area is 2.32 acres; the developable site area is limited to 1.09 acres because steep slopes and the buffer of the North Fork Issaquah Creek constrain the east portion of the site. The applicant proposes to reduce the steep slope buffer from 50 feet to 10-20 feet. The 100-foot stream buffer would not be reduced; trails/boardwalks encroaching into the stream buffer would be mitigated with buffer averaging.

The site would be accessed from a driveway off Issaquah-Fall City Road and a driveway off Black Nugget Road.

Proponent: James Brown
Wattenbarger Architects
2100 112th Ave NE, Suite 100
Bellevue, WA. 98004

Permit Number: SDP15-00006 – Sunrise Assisted Living

Location of Proposal: 23599 SE Issaquah-Fall City Road

Lead Agency: City of Issaquah

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

Comment/Appeal Period: This Mitigated Determination of Nonsignificance is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii, and is based on the proposal being conditioned as indicated below. There is a 21-day combined comment/appeal period for this determination, between **March 10, 2016 to March 31, 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 architectural, civil, and landscape plans received December 16, 2015; Critical Areas Assessment (Habitat Technologies, dated November 12, 2015); Tree Health Assessment (Sue Nicol, dated November 24, 2015); Preliminary Drainage Report/Technical Information Report (Beyler consulting, dated November 2015); Geotechnical Reports (Icicle Creek Engineers, dated November 25, 2015 and January 18, 2016); Geotechnical Peer Review (Golder Associates, dated February 9, 2015); Traffic Impact Analysis (transpogroup, dated August 19, 2015, November 17, 2015, December 2015); SEPA environmental checklist received December 16, 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. Steep slopes – The east portion of the site is a steep forested ravine and the North Fork Issaquah Creek is at the bottom of the ravine. In the northeast part of the site the ravine slopes down nearly 173% (60 degrees) and along the south part of the site the slope inclinations range from 84% to 100% grade (40 to 45 degrees).

A geotechnical engineering report (Icicle Creek Engineers, November 25, 2015) was prepared to evaluate geologic and soil conditions. The report recommends reducing the steep slope buffer to 10 feet with a 15-foot building setback, increasing the buffer width to 20 feet with a 15-foot building setback along the northeast part of the site where the steep slope grade is near 60%. The site plan shall be revised to show a 20 foot steep slope buffer in the northeast part of the site, consistent with the geotechnical report recommendation.

The City required a peer review of the geotechnical report and the proposed steep slope buffer reduction (Geotechnical Peer Review, Golder Associates, dated February 9, 2016). The peer review concurred with the steep slope buffer reduction as recommended in the Icicle Creek Engineer's geotechnical report, provided the report's recommendations are implemented, specifically in regard to site preparation, excavations and foundations, drainage and erosion control.

Site specific building permit plans were not evaluated by the geotechnical study. The applicant shall submit a geotechnical report evaluating specific building and grading plans with the submittal of building permits. A third-party independent review of the geotechnical report and building plans may be required at the applicant's expense.

The geotechnical report addendum (Icicle Creek Engineers, Response to Peer Review Comments, January 18, 2016) emphasizes the importance of maintain existing vegetation at the top and within the steep slope area to maintain stable slope conditions. Therefore, removal of existing trees within the steep slope buffer and steep slope area shall be allowed only on a case-by-case basis for hazardous trees.

A boardwalk and observation deck is proposed at the edge of the steep slope area, cantilevering into the 10-foot steep slope buffer and over the steep slope area. No construction or alterations are allowed into steep slope areas or reduced buffers without a variance approval. The boardwalk and observation deck shall not encroach or cantilever into the steep slope area or the reduced steep slope buffer. The boardwalk and observation deck may be located within the 15-foot building setback required from the edge of the buffer provided the boardwalk and observation deck are less than 30 inches above finished grade (IMC 18.10.515.D.2). The geotechnical report addendum (Icicle Creek Engineers, Response to Peer Review Comments, January 18, 2016) recommends a pier foundation system to minimize excavation and ground disturbance and specifically recommends the "Diamond Pier" foundation versus excavating for concrete piers. The foundation elements for the boardwalk/observation deck shall be constructed with a "Diamond Pier" foundation system (or equivalent as approved by the City) to minimize ground disturbance close to the edge of the steep slope area.

2. Streams: The North Fork Issaquah Creek is down the steep wooded ravine along the south site boundary. The North Fork Issaquah Creek is rated as a Class 2 stream with salmonids (Class 2S) and requires a 100-foot buffer. Because the stream buffer is associated with steep slopes, no reduction of

the stream buffer is allowed (IMC 18.10.790.A). The proposal includes a 100-foot stream buffer consistent with the code. The applicant has proposed to reduce the 15-foot building setback from the edge of the stream buffer to a minimum of 5 feet along north part of the building.

A Critical Areas Assessment (Habitat Technologies, November 12, 2015) evaluated the site for critical areas (i.e. wetlands, streams, critical fish and wildlife habitats). The report concluded there are no wetlands on the subject site and that the 100-foot stream buffer and protection of the steep forested slope down to the stream would prevent impacts to the North Fork Issaquah Creek.

The back side of the building, facing toward the steep slope ravine, is proposed as a landscaped, outdoor community space for the residents. This area is within the 100-foot stream buffer and steep slope buffer area. Existing trees within the critical area buffers cannot be removed unless verified as hazardous trees by a certified arborist. The landscape plan (Sheet L1.1) states the landscape area (approximately 15,000 SF) would be enhanced with native plants and the plan shows additional native tree species. Only native plants are allowed within the stream buffer (IMC 18.10.770.C). The applicant shall provide a revised landscape plan showing retention of all native trees within critical areas and buffers that have not been determined to be hazardous trees by a certified arborist. All landscape planting within critical areas and buffers shall be native plant species.

The boardwalk and observation deck (1,085 SF) extend into the 100-foot stream buffer. Development encroachments are allowed within the outer 25% of the stream buffer, or the outer 25 feet of the 100-foot stream buffer, provided buffer averaging or adding a buffer area equal to the area of buffer encroachment is provided. The plans (Sheet A-4) show an added stream buffer area of 1,085 SF, equal to the area of the boardwalk and observation deck encroachment.

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

A stormwater detention vault is proposed under the building. The proposal includes 2 potential options for stormwater discharge; discharging to a dispersal trench at the top of the slope or a tight-line option to install a stormwater line down the steep slope to discharge at the base of the slope. The site is mapped as an erosion hazard area and discharging stormwater at the top of the slope could result in erosion and/or slope instability. Therefore, the applicant shall tight-line stormwater down the steep slope area to avoid potential erosion and slope stability impacts. Additional geotechnical evaluation for the tight-line pipe option shall be provided, including: 1) Recommendations for the design and construction of the pipe, and, if required, any pipe anchors or foundations to minimize the impact to the steep slope; 2) Evaluation of the potential for erosion and undercutting the toe of the slope at the tight-line discharge point; 3) Recommendations for tight-line discharge point design and construction to minimize potential erosion and undercutting of the toe of slope. The stormwater tight-line may be constructed by underground boring or by partial burial on the ground surface. The specific method for the stormwater tight-line construction shall be determined with construction permits; after consideration of slope stability and minimizing impacts to vegetation.

4. Traffic: The site would be accessed from a driveway off Issaquah-Fall City Road and from a driveway at the north end of the site off Black Nugget Road.

A Traffic Impact Analysis (transpogroup; August 19, 2015, November 17, 2015, December 2015) was completed to document trip generation from the proposal and to evaluate the level of service (LOS) and safety and operations for the site access drives off Issaquah- Fall City Road and Black Nugget Road. The report estimates the proposal would generate approximately 279 daily weekday

trips; with 15 trips occurring during the weekday AM peak hour (10 entering, 5 exiting) and 23 weekday PM peak hour trips (10 entering, 13 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 Traffic Impact Analysis (transpogroup, November 17, 2015) concluded the driveway access onto Issaquah-Fall City Road would operate at level of service (LOS) B, meeting the City's adopted LOS standard of LOS D. It also concluded that a deceleration and acceleration lane would not be warranted at the driveway access on Issaquah-Fall City Road considering safety and operational elements.

The plans currently show right-in/right-out turn restrictions for both driveways and a right turn pocket on Black Nugget Road due to the proximity of the driveway to the signalized intersection. The applicant shall install c-curbs to restrict left-turn access at both driveways, and shall install right-turn only signs at both driveways. These improvements shall be shown on the plans prior to issuance of construction permits.

6. Bicycle and Pedestrian Facilities – The *Nexus Study for Bicycle and Pedestrian Facilities Mitigation Fees* (Henderson Young & Company, December 10, 2014) was adopted by the City Council, Ordinance #2733, effective February 2, 2015. The study quantifies the direct impact of new development on the current system of bicycle and pedestrian facilities and the additional demands from future growth to maintain the adopted level of service. The report uses trip generation rates based on the different land use types to quantify the impacts of new development. It also identifies 16 specific bicycle and pedestrian projects that are needed to support the City's level of service standard. Payment of mitigation fees as determined in the study may satisfy a development's requirement to mitigate their project impacts on the level of service standard. If the developer doesn't voluntarily use the methodology and mitigation fees as determined in the report, the developer may choose other methods to quantify and mitigate their impact including conducting a study of its impacts and identifying alternate means of mitigating impacts to achieve the adopted standards. The mitigation fee is presently \$120.72/bed. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.
7. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve

a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. The current mitigation fee for non-residential uses is \$0.04932/SF for general government and the police mitigation fee for hospital/nursing homes is \$0.13562/SF. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the SEPA environmental checklist received December 16, 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. Only approved landscape improvements are allowed in the critical area buffers.
 - 2) Permanent survey stakes using current survey standards shall be set to delineate the boundaries of the critical area buffers.
 - 3) Critical areas and buffers shall be protected from development in perpetuity with a Native Growth Protection Easement (NGPE) recorded on the property title.
2. The site plan shall be revised to show a 20 foot steep slope buffer in the northeast part of the site, consistent with the Icicle Creek Engineers geotechnical report recommendation.
3. The Icicle Creek Engineer's geotechnical reports (November 25, 2015, January 18, 2016) include specific recommendations in regard to site preparation, excavations and foundations, drainage and erosion control. These recommendations shall be implemented on construction plans and with construction practices.
4. Site-specific building permit plans were not evaluated by the geotechnical study. The applicant shall submit a geotechnical report evaluating specific building and grading plans with the submittal of building permits. A third-party independent review of the geotechnical report and building plans may be required at the applicant's expense.
5. Removal of existing trees within the steep slope buffer and steep slope area shall be allowed only on a case-by-case basis for hazardous trees.
6. The boardwalk and observation deck shall not encroach or cantilever into the steep slope area or the reduced steep slope buffer. The boardwalk and observation deck may be located within the 15-foot building setback from the edge of the buffer provided the boardwalk and observation deck are less than 30 inches above finished grade, except as required to maintain an accessible slope across irregularities in existing grade to allow for reasonable accommodation in accordance with ADA title ii.

7. The foundation elements for the boardwalk/observation deck shall be constructed with a “Diamond Pier” foundation system (or equivalent as approved by the City) to minimize ground disturbance close to the edge of the steep slope area.
8. The applicant shall provide a revised landscape plan showing retention of all native trees within critical areas and buffers that have not been determined to be hazardous trees by a certified arborist. All landscape planting within critical areas and buffers shall be native plant species.
9. The applicant shall tight-line stormwater down the steep slope area to avoid potential erosion and slope stability impacts. Additional geotechnical evaluation for the tight-line pipe shall be provided, including: 1) Recommendations for the design and construction of the pipe, and, if required, any pipe anchors or foundations to minimize the impact to the steep slope; 2) Evaluation of the potential for erosion and undercutting the toe of the slope at the tight-line discharge point; 3) Recommendations for tight-line discharge point design and construction to minimize potential erosion and undercutting of the toe of slope. The stormwater tight-line may be constructed by underground boring or by partial burial on the ground surface. The specific method for the stormwater tight-line construction shall be determined with construction permits; after consideration of slope stability and minimizing impacts to vegetation.
10. The applicant shall install c-curbs to restrict left-turn access at both driveways, and shall install right-turn only signs at both driveways. These improvements shall be shown on the plans prior to issuance of construction permits.
11. 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 \$0.04932/SF for general government and \$0.13562/SF for the police mitigation fee, and \$120.72/bed for the bicycle/pedestrian mitigation fee. The mitigation fees will be assessed with issuance of building permits and the actual fee amount will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

SEPA Responsible Official: Peter Rosen
Position/Title: Senior Environmental Planner
Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094
Date: 3/10/2016 **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)
Parties of Record
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

Robin Sheaffer - 3-27-2016

From: Robin Sheaffer [sheaffer.rob@gmail.com]
Sent: Sunday, March 27, 2016 12:39 PM
To: Peter Rosen
Subject: Party of Record request/Sunrise Assisted Living Project

Dear Mr. Rosen~

As my condominium unit (DayBreak Condominium on SE Black Nugget Rd.) is kitty-corner across the street from the above-referenced property, I have been following it's proposed development for a number of years. I have several concerns and would definitely like to receive additional public notice information as a Party of Record.

Thank you,

Robin
Robin L. Sheaffer
23420 SE Black Nugget, Unit A304
Issaquah WA 98029
(425)427-0958

From: Joy [mist.joy@gmail.com]
Sent: Friday, January 29, 2016 1:52 PM
To: Peter Rosen
Subject: Re: proposed Sunrise Assisted Living

January 27,2016

To City of Issaquah
Peter Rosen
Planning Department, P.O. Box 1307, Issaquah, WA 98027-1307, or by email
to:
Peterr@ci.issaquah.wa.us

RE: Sunrise (previous Doherty) Assisted Living Project
(IssaquahFall City and Black Nugget Road)

To Whom It May Concern:

Greg and Joy Huffman
23629 Black Nugget Rd.
Issaquah, Wa

Jack C. Ernst Sr.
23717 SE Black Nugget Rd.
Issaquah, Wa

We are writing to express our deep and sincere concern about the proposed Sunrise Assisted Living project located at Issaquah Fall City Road and Black Nugget Road. We have many major concerns which are incorporated below:

- Imposing Size of the Structure /landscape screening

- Traffic Safety
- Increased Traffic and Noise
- No Space for landscape or safety barrier in front of Huffman property

- Damage to Creek
- Damage to Natural Buffers

- Further Devaluation of our Existing Estate Property

cars turning "right" into and out of the proposed development onto Black Nugget gives us great concern for public safety. The turns are in very close proximity to the intersection, we fear cars will pull out quickly to avoid other turning cars at the intersection and end up running off the side of Black Nugget, and literally land on Huffman home, or cars parked at the base of the road or God forbid on kids playing in their own driveway.

This safety issue has been overlooked in spite of our warnings, but to allow development with significant traffic increase turning day and night nearly adjacent to this safety concern area is completely negligent. Again this is our on record notification to the City of Issaquah, this is a very unsafe situation that exists right now, and would only be further exacerbated with the addition of a large commercial endeavor like the Sunrise Assisted living complex, with its main entrance and exit flowing out along this exact area of Black Nugget.

Creek Issues

The piece of property which makes up the proposed project, is very beautiful, it is densely wooded in areas, sits along a gorgeous ravine, which houses the North Fork of the Issaquah creek, we are concerned about the obvious damage to the existing forested area, the ravine and ultimately the creek itself. This should be carefully considered since this beautiful asset is the main asset of all the properties along this stretch, not to mention a very unusual and valuable natural asset to the riparian structure that makes up the Issaquah waterways. Please be careful with it.

We want to be certain the area is not exploited to the devaluation of the Private Property owned by others, detriment to Public Safety or the loss of a gorgeous natural asset. Thank you for the opportunity to be heard in this situation.

Kind Regards,

Gregory and Joy Huffman owners at
23629 SE Black Nugget Road Issaquah, WA

425-443-3908/425-446-0923

Jack C. Ernst
23717 SE Black Nugget Rd
Issaquah, Wa

Sent from my iPhone

From: mm.donahoe@yahoo.com
Sent: Monday, January 25, 2016 9:30 PM
To: Peter Rosen
Subject: Commons on Blacknugget & Issaquah Fall City Project

Hi Peter,

I received a notice in the mail about a new assisted living community that someone is trying to build near my home. I don't think this should go in because our road is already too busy and I often have trouble leaving my home due to traffic back-ups on Black Nugget Rd. Also, The University House is already on Black Nugget Road and we don't need another assisted living in such close proximity; especially at such a busy intersection.

Thanks,
Michaela Donahoe

From: M Lynch [melynychwa@yahoo.com]
Sent: Monday, October 19, 2015 8:06 PM
To: Peter Rosen
Subject: Pre-Application PRE15-00011 for Sunrise - Issaquah person of record

Peter

Please put my name and address on this project as person of record.

Mary Lynch
2690 NW Oakcrest Dr
Issaquah, WA 98027