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**CITY OF ISSAQUAH  
DEVELOPMENT SERVICES DEPARTMENT  
URBAN VILLAGE DEVELOPMENT COMMISSION  
STAFF REPORT  
June 14, 2016**

**File No.:** SDP16-00001  
**Project:** Issaquah Highlands  
Westridge Townhomes I - Site Development Permit

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## STAFF REPORT

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### I. Application Information

<b>File No.:</b>	Site Development Permit: SDP16-00001
<b>Project:</b>	Westridge North Townhomes I
<b>Property Owner:</b>	Issaquah Highlands Investment, LLC C/O Polygon Northwest Company 11624 SE 5th Street, Suite 200 Bellevue, WA 98005 Contact: Richard Rawlings
<b>Architect:</b>	Milbrandt Architects, Inc., P.S. 25 Central Way, Suite 210 Kirkland, WA Contact: David Vincent
<b>Engineer:</b>	Core Design 14711 NE 29th Place, Suite 101 Bellevue, WA 98005 Contact: Gary Sharnbroich, PE
<b>Staff Contacts:</b>	Mike Martin, DSD Associate Planner Development Services Department, 425-837-3103  Dan Ervin, DSD Engineering Consultant; RH2 Engineering, (contact via Mike Martin)
<b>Request:</b>	Application for approval of a Site Development Permit of Lot A of the area known as Westridge North, for a residential development consisting of 109 units of three and four-level condominiums and recreational uses. The project encompasses 8.55 acres and the development will be comprised of 22 buildings and associated on-street and garage parking, trails and open space.

**Location:** The site is located west of 9th Ave NE and north of NE Discovery Drive. NE High Street is located to the north and west of the site. A full legal description is provided with the application.

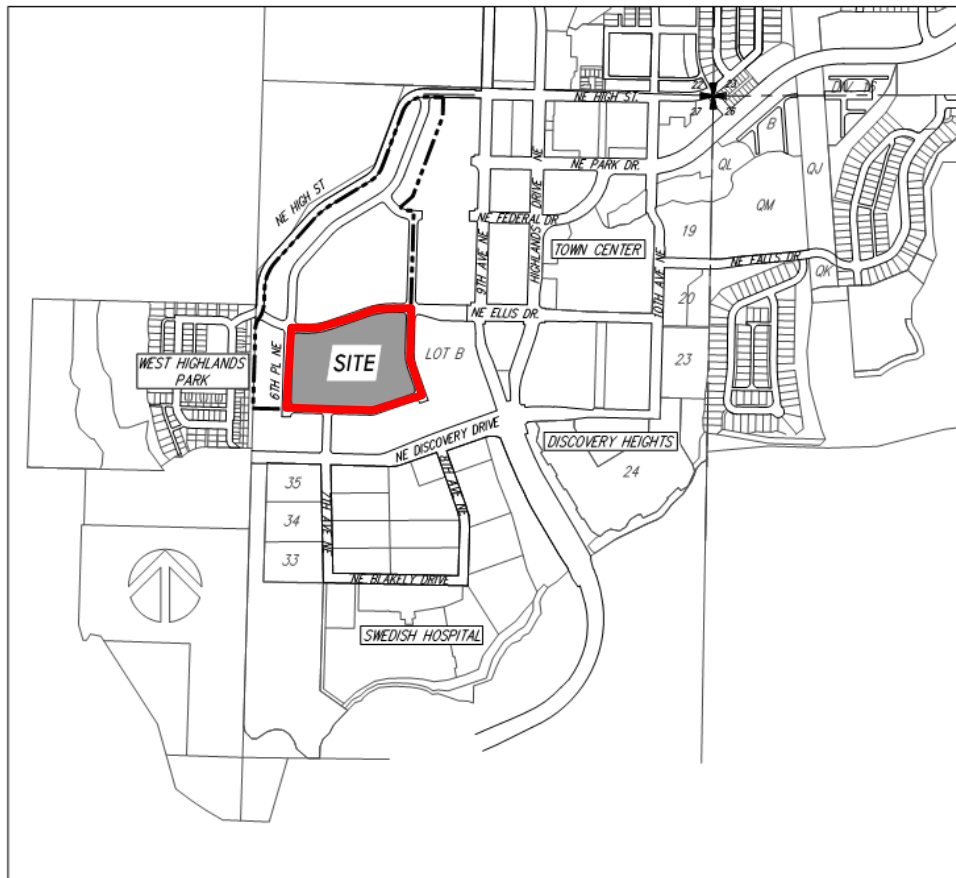
**Existing Land Use:** The subject site is not developed though it has been cleared and preliminarily graded. The surrounding land uses are:

- *North:* NE High Street.
- *East:* 9th Avenue NE and Grand Ridge Plaza.
- *South:* NE Discovery Drive
- *West:* NE High Street, Vacant land and West Highlands Park community.

**Zoning:** Urban Village

**Comprehensive Plan:** Sub-area: Issaquah Highlands  
Land use: Urban Village  
For Comprehensive Plan Policies etc... see Section III (Development Standards and Regulations) below as well as **Attachment C** for more information.

**Vicinity Map:**



## II. Background

### Definitions

These definitions are provided to clarify this Staff Report. They are used as described below.

*ADA:* Americans with Disabilities Act; federal law regulating both hiring and design to ensure accessibility.

*AMM:* Administrative Minor Modification, i.e. a modification to an Issaquah Highlands' adopted standard, as permitted by the Development Agreement.

*Appendix:* In this Staff Report any reference to an appendix refers to the Issaquah Highlands Annexation and Development Agreement unless indicated otherwise.

*ARC:* Port Blakely Communities' Architectural Review Committee

*Development Agreement or DA:* Issaquah Highlands Annexation and Development Agreement between the City and Port Blakely Communities; also called the Two-party Agreement.

*DSD:* Development Services Department which includes the MDRT or Major Development Review Team

*EF&R:* Eastside Fire and Rescue

*SDP:* Site Development Permit, i.e. a permit that provides conceptual review and approval for a use, such as Westridge Townhomes I.

*UVDC:* City of Issaquah's Urban Village Development Commission

### ***Summary of Proposed Action***

The applicant is seeking a Site Development Permit (SDP) for the construction of 109 dwellings. The subject property (Lot A) will become "Block "1 through a short plat subdivision per File No. SP16-00001. The short plat is under review by the Development Services Department as of the date of this decision. See Condition 3.

The Westridge Townhomes I proposal is located in Development Area 4 of Issaquah Highlands on approximately 8.55 acres. The proposal shows 22 residential buildings comprised of two, four, five and six unit buildings. Buildings are four stories high (including basements). The applicant has selected the Traditional Townscape Neighborhood Type.

Pedestrian circulation through the Property is provided via a network of internal trails, paths and sidewalks. A Feature Pedestrian Way will provide the primary east/west pedestrian route through the interior of the project and via sidewalks provided around the exterior streets (NE Ellis Drive and Road D). North/south pedestrian access will be provided via at-grade sidewalks provided on either side of the Character Streets (Roads G and I) and via sidewalks along the exterior streets (Roads C and B). Finally, 5 foot wide internal sidewalks are shown that provide pedestrian access to the front entries of Buildings 3-6 which front onto the open space. As all of the trails and alleys within the project are private, easements to the City shall be granted for streets and sidewalks to allow the public to use them. **[Condition 1]**



*Primary pedestrian circulation routes*

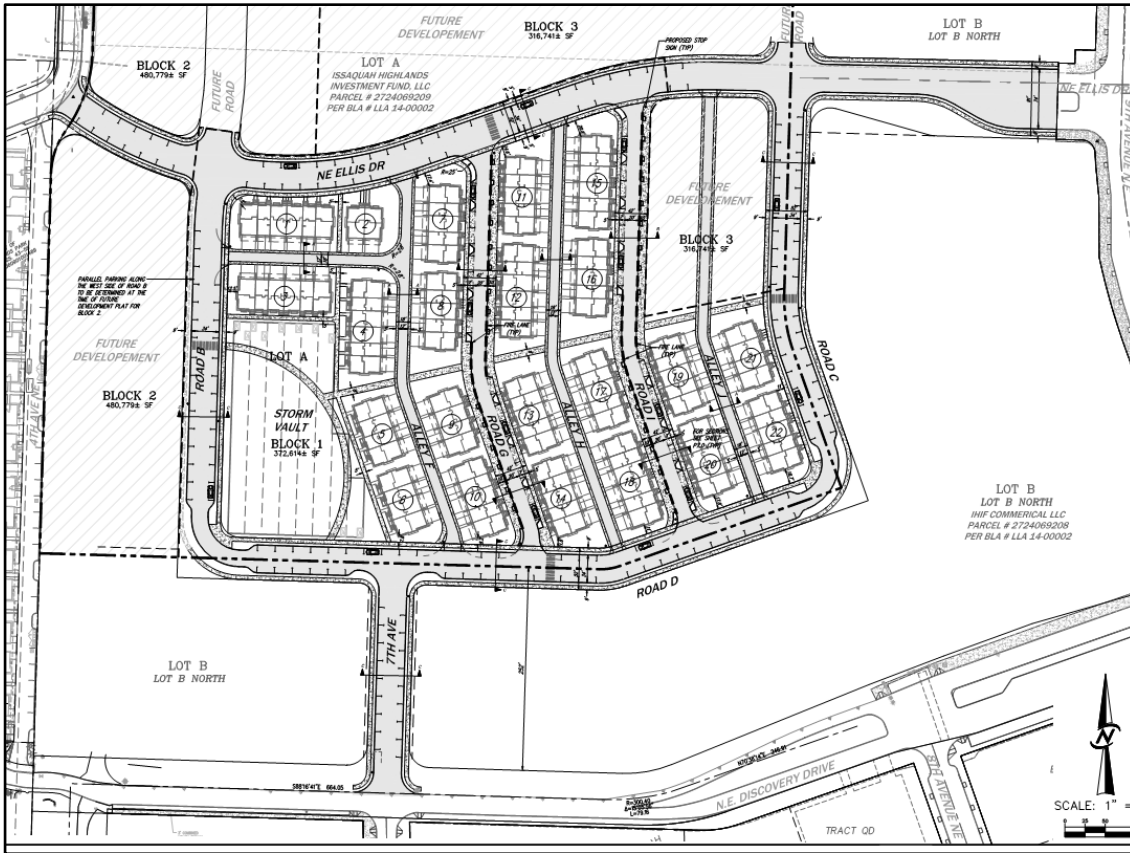
Primary vehicular access into the site is provided via Alleys and Character Streets which have multiple points of connection with the perimeter Sub-Collector I streets which flank the Property.

**Parking**

Parking for this proposal is handled on-site through two approaches:

- *driveway/garage parking*: Each unit within the project will provide both driveway and garage parking. One unit type will provide for two parking spaces within the driveway and two spaces inside the garage (4 total). A second unit type will provide for one parking space each within the garage and driveway (2 total).
- *on-street parking*: approximately 83 on-street parallel parking stalls are provided (29 on the internal streets (Roads G and I) and 54 on the exterior streets (NE Ellis Drive and Road C). See *Appendix H, Urban Roads* for more information (see below).

The properties containing the proposal connect to NE 9<sup>th</sup> Avenue (via NE Ellis Drive to the east), NE Discovery Drive (via a new connection of 7<sup>th</sup> Avenue NE to the south) and to NE High Street (via an extension of NE Ellis Drive to the west). The property is relatively flat from north to south and but drops about 25 to 30 ft. from east to west.



**Site Plan**

Currently the applicant does not plan to develop the project as depicted in phases; however, it is possible that the site could be completed in phases. (It should be noted that by “phases” Staff means there is a stop in construction work of work permitted under this SDP and subsequent construction permits.) The northeast corner of the Property will be completed at a future date under a separate land use permit. If these blocks are developed in phases, it is necessary to ensure that sufficient services and facilities are provided on each property or for each phase for the site and area to function, be safe, etc.... These might include parking, utilities, access for pedestrians and vehicles, landscape. **[Condition 2]**

To construct the project as proposed, Building, Utility, and Sign Permits will be required subsequent to the approval of the SDP application.

Issaquah Highlands hopes to create a live/work/play community whose vision is described in *Appendix A, Goals and Objectives*. Providing housing adjacent, or near to employers, shopping, and transit is a key part of that and is facilitated with the addition of townhomes. Additionally, the proximity to the Grand Ridge Plaza retail center as well as essential services between Highlands Drive and 9th Avenue will make this a convenient site residents and visitors.

## Permit History

- This parcel was included as part of the original land identified for the Grand Ridge/Issaquah Highlands Development in 1996.
- In January 2002, a Site Development Permit for Microsoft's Issaquah Highlands' campus was approved (SDP01-001IH). The campus encompassed 150 acres including the land in this permit.
- In 2004, Microsoft chose not to exercise its option on this property, thereby releasing this property for other uses.
- The City Attorney determined that Microsoft SDP (SDP01-001IH) had expired per IMC 18.04.220.C.5 and Microsoft was informed in March 2006.
- A Lot Line Adjustment – LLA14-00002 and Right-of-Way dedication (Recording No. 20140728000736) resulted in the dedication of NE Discovery Drive and segregated the subject parcel into a new development parcel – “Lot A”.
- A Short Plat – SP16-00001 is being processed concurrently with this application and has been approved in concept. Following approval of the Site Development Permit, the Short Plan must be formally approved and recorded with King County prior to the issuance of any construction permits. **[Condition 3]**

This proposal has been reviewed for compliance with applicable and relevant conditions and information from these previous permits.

## Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Urban Village Development Commission with the confidence that the project meets the standards and guidelines contained in the Development Agreement (DA) and, where appropriate, City Code, prior to the preparation of detailed infrastructure, building, and/or engineering or architectural drawings. The DA contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. Together, the development standards contained in the DA are intended to implement the Urban Village concept for Issaquah Highlands, as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's unique environmental features and development opportunities.

This review process is intended to ensure that proposed projects are: 1) consistent with City policies and regulations; 2) compatible with nearby existing and future uses; 3) designed in a manner which incorporates the project site's features and attributes (e.g. topography, wetlands, waterways, vegetation, views); 4) designed for the efficient and effective layout of the infrastructure; and, 5) designed to protect and enhance the aesthetic values and character of Issaquah Highlands and the City of Issaquah.

Not all of the appendices or standards contained in the DA are directly applicable to the Site Development Permit, since the permit deals only with a planning level review of building

footprint layouts, plazas, easements, landscape, streets, paths or trails, etc. Only those goals and standards that apply to the SDP application are discussed in this report.

The analysis of the proposal contained in this Staff Report is intended to serve as the basis for determining whether the above criteria are met.

Due to the general level of most information provided with the site development permit application materials, clarification of expectations is necessary. With this SDP application, any elements of the plan that conflict with City or Development Agreement Standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification **[Condition 4]**.

As with any application, especially one of this size and complexity, there are some inconsistencies, conflicts, and incomplete information. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this permit's Notice of Decision shall be resolved by the Responsible Official, utilizing the Staff Report and in consultation with the applicant, at the time of the future application **[Condition 5]**.

### ***Public Notice***

As part of the public hearing process, public notice must be provided to all property owners within 300 feet of the exterior boundaries of the site at least 10 days prior to the hearing. Additionally, a notification of the land use action is to be placed at the project site at least 14 days prior to the hearing. Finally, a notice must be placed in the local newspaper at least ten (10) days before the hearing. Parties of record are to be notified in writing at least ten (10) days before the public hearing.

A Notice of Application was distributed on April 25, 2016 and public hearings are planned for June 21, 2016 and July 19, 2016. Public notice of the UVDC workshop and the Public Hearing was provided in the Issaquah Press on June 9, 2013. Notice of the UVDC public hearing has occurred in accordance with the requirements of *Appendix L, Processing* and the City of Issaquah's Land Use Code, 18.04.180 (Public Notice).

Four comments were received from members of the community, see Attachment D.

### ***Proposal Modification***

Approval of a SDP gives conceptual or planning level approval for the project proposed to the UVDC. Changes to the elements and/or information contained in the SDP must be approved by the Responsible Official. Changes may be categorized as either minor or major. Minor changes which maintain the vision, character, and intent approved by the UVDC and as documented in the Staff Report (or if not addressed in the Staff Report, as shown or described in the application), will be processed administratively; major changes which alter the vision, character, and intent should be processed through the UVDC. The Responsible Official shall determine what constitutes a major or minor modification to this application.

It is assumed that all wet and dry utility vaults, meters, equipment, and appurtenances are shown on the drawings; i.e. not just their placement but their relative height or presence. Identifying these elements during SDP review is just as critical as identifying buildings,



landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification. **[Condition 6]**

### III. Development Standards and Regulations

#### ***Main Body of the Development Agreement***

The Main Body of the Development Agreement establishes the framework for all Issaquah Highlands requirements, as established by Section 18.06.120B of the Issaquah Municipal Code. To that end, it contains the base information for the Issaquah Highlands development: land allocation, number of residential units, amount of retail and commercial square footage, required mitigation, etc....

Under Section 3.2, of the Development Agreement, Allowable Development for Issaquah Highlands is established. This Urban Village’s residential Allowable Development is 3250 units and 500 Enhancement Units; unless some of the non-residential square footage is converted to residential. The 3250 residential units allowed by the Development Agreement have been built or are committed to through previously permitted projects.

This proposal relies on original non-residential entitlement that was converted to residential entitlement.

The DSD tracks all land uses to ensure proposed development does not exceed the Allowable Development.

#### **Appendix A: Issaquah Highlands Guiding Principles**

Appendix A provides guiding principles and establishes community expectations for the Issaquah Highlands. In general the application meets the nine project principles in Appendix A. The following are the nine Principles of the Issaquah Highlands project with selected text (shown in italics) provided as the basis for conditions or to indicate compliance, followed by discussion.

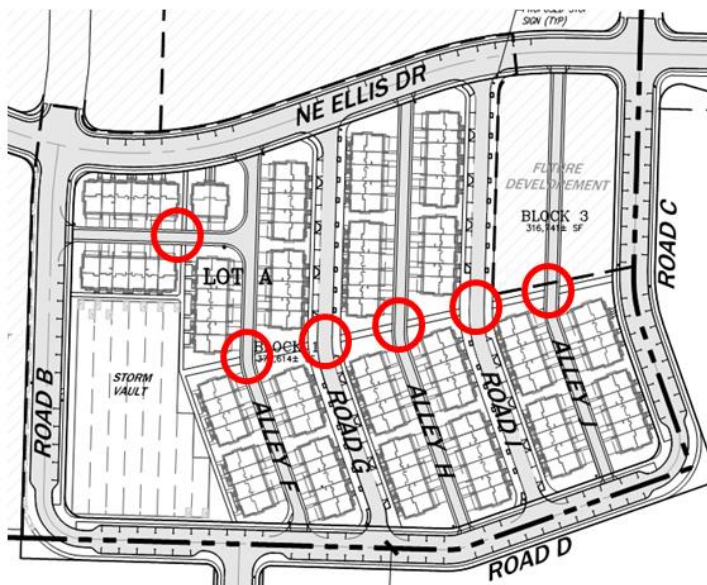
1. ***Sustainability and Stewardship: build a sustainable and sustaining community; resource-efficient buildings; encourage restoration, conservation, reduction, reuse, and recycling of site and landscape materials throughout the construction and operation of the project; develop mixed-used, pedestrian oriented communities***  
Green building concepts shall be encouraged per this Principle; however, the 4th Amendment to the Development Agreement committed Port Blakely Communities to require builders to build to Built Green 4 Star/Energy Star standard in place at the time of the Amendment. **[Condition 7]**
2. ***Pedestrian Friendly Design: to establish through land use proximities and circulation infrastructure a community that encourages walking, bicycling, and transit use; conceptually clear, user friendly transportation system; functional and safe walkways and bike paths; access to retail, grocery, public facilities, and offices; give circulation priority to pedestrian scale proximities, activities, and orientation***

A pedestrian friendly community provides pedestrian connections where people will want to go. The proposed plan achieves this by providing pedestrian connectivity via trails and sidewalks through and around the project site. The project is centrally located, nearby the Grand Ridge Plaza retail center and within close proximity to the Issaquah Highlands Park and Ride and Swedish Hospital.

Included in the network is an east/west Feature Pedestrian Way which bisects the site and provides protected pedestrian access through the development. Finally, each residential unit will be served either from a public sidewalk for units fronting onto streets or from walks that are internal to the site. The application shows that no residences will front onto, or have their primary pedestrian entrances served from an alley. **[Condition 8]**

### ***Significant Pedestrian Crossings***

To improve the pedestrian orientation, where pedestrian ways intersect with vehicular routes, including streets and alleys, treatments shall be used **at the locations identified below** which clearly delineate the pedestrian priority and enhance pedestrian safety. This will also be evaluated with the construction permits to ensure that all significant pedestrian crossings are constructed with the desired treatments. **[Condition 9]**



*Significant crossings where special treatments shall be used per Condition 9*

3. **Integrated Diversity:** *diversity of incomes, public and private spaces that enhances the richness of people's lives; variety of housing; variety of neighborhood character.*  
The multi-family condominium units will add diversity to the Development Area 4 mix of housing types which includes rental and ownership as well as a variety of projects including the YWCA Family Village affordable housing, zHome, the Brownstones, Discovery Heights and Discovery West rental projects, and the Forest Ridge single family home project. A series of public and quasi-public spaces is integrated into the design of the project where people can meet and gather, such as the Feature Pedestrian Way and open space area.

4. Community Values: *while respecting individual privacy, create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; provide children-sensitive design to meet current increased demographics; provide a visual language which clearly defines the boundaries of the different sections of the community; integrate a variety of safe places for children's play and exploration, including parks, community gardens, natural play spaces, and safe streets; provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks; provide land for community centers.*

The project proposes to create a 'sociable public realm' through the use of a sidewalk and trail environment that is attractive, safe, inviting, and pedestrian friendly. The boundaries of the site are clearly delineated through building proximities that are generally close to the street. The perimeter buildings create a strong street presence while the internal buildings are configured to frame adjacent streets and the primary open space while still preserving privacy for those units.

The proposal does identify a children's play area, though specific details are not provided. In order to provide opportunities for a wide age-range of children, the play area should be consistent with the generally formal structure of the Traditional Townscape Neighborhood Type while creating an area that would be interesting and inviting to children and adults. This could include rocks, paths, stepping stones, secret places, grading, water features, outdoor artwork, etc. These elements allow for more diverse and adventurous play, consistent with the neighborhood type's character while not precluding other residents from visually and physically enjoying the area. **[Condition 10]** (See *Appendix U, Parks, Plazas and Open Space*, below for additional discussion of character.)

5. Civic Celebration and Community Amenities: *give special prominence, maximum public exposure, and extraordinary architectural quality to common community spaces; provide an overall urban design in which people can orient themselves; provide covered and open parks for games and sports; create design features to mitigate for the rainy season, extending pedestrian functioning beyond the sunny days.*

The project contains a variety of spaces for social interaction, including the prominent Feature Pedestrian Way, primary open space and informal nodes near the termini of some of the sidewalks of the Character Streets. In order to facilitate way-finding and user orientation to these destinations, the internal pedestrian network should be enhanced so that pedestrian routes can be navigated easily and efficiently and so that the pedestrian network visually communicates where routes lead. This means that routes should be clearly identifiable and have termini that assist in orientation by making destination points prominent and visible. **[Condition 11]**.

6. Self-sufficiency and Regional Contribution: *create a complete community that accommodates living, working, learning, playing and nurturing while contributing to the richness, opportunity, and quality of life of the region.*

The multi-family (townhouse) residences proposed offer a balance to the detached single family houses built elsewhere in Issaquah Highlands. The addition and proximity of these residential units will support the continued economic growth of Issaquah Highlands and the City and region as a whole.

- 7. Vitality, Flexibility, and Collaboration: *grow a vital and economically viable community where private business, government, citizens, and Issaquah Highlands community members themselves collaborate to respond to the issues and needs of a changing future; exploit strategic I-90 location; ongoing collaboration between private, public agency, residents, and citizens at large; flexibility to respond to a changing future.*

The vision of Issaquah Highlands is one where a collaborative, flexible, and anticipatory planning process occurs. Because most of the surrounding blocks have, or are currently being developed, it is important to ensure that the functionality and design of the project is compatible with its surrounding uses. This means that through this permit review process, projects are reviewed not simply as independent entities, rather they are reviewed within a larger context that takes existing and future land uses into account; e.g. providing a pedestrian connection to Grand Ridge Plaza and providing residences with a strong street or open space presence.

- 8. Economy and Serviceability: *adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving.*

The project is proposed as an urban development, connected to a grid street pattern to maximize connectivity. Due to the density and tight building clustering, the internal vehicular circulation will be served through standard, efficient alleys, which provide circulation throughout the site with a minimum of parking. As such, any further reduction in the amount of paving is neither feasible nor warranted.

The proposal is generally consistent with the *Appendix A, Principles* provided the recommended conditions are met. **Attachment B** contains *Appendix A, Goals and Objectives* relevant to this proposal.

## Appendix B: Land Use Development Standards

Land use standards are located in Appendix B. The Property is located in Development Area 4. Development Area 4's sub-areas have been modified by AM01-008IH to consolidate them into a single development sub-area.

Item	Development Area 4 Allowed	Proposed
Permitted Land Uses	Residential, Retail, Recreational, Commercial (subject to limitations to protected groundwater)	Residential
Permitted Residential Density	5-80 du/ac	12.75 du/ac

As proposed, the project is consistent with the provisions of Appendix B.

### **Appendix C: Quarry Area Development Standards**

Quarry operations no longer occur within Development Area 4. The requirements of this Appendix are not applicable.

### **Appendix D: Stormwater Management and Ground Water Protection**

Appendix D establishes standards for surface water management.

This SDP is within a drainage basin that was previously developed by Microsoft and this area was intended to drain to, and be managed by, facilities constructed south of Discovery Drive and west of Swedish Hospital. Those facilities, which have recently been approved to be abandoned, are now owned by others and this SDP includes separating the stormwater from this area from those facilities and constructing new facilities, all within this site, to manage and treat stormwater in compliance with codes and standards. As a part of the separation of this site from those facilities, certain previous stormwater entitlements have been transferred to this site, on a pro-rata basis, representing the fair share of allowable discharge from the project site. That entitlement is described in a TIR prepared for this project (and included with this SDP) and the planned stormwater system is in compliance with the TIR, Appendix D and current stormwater requirements.

One significant feature of the pro-rata entitlement is the ability to discharge stormwater at a constant rate regardless of storm size (the rationale for this discharge is summarized in the TIR). This results in a flow-control facility that does not rely on passive stormwater control devices, but rather adjusts flows automatically and independently from the detention vault stormwater level. The applicant has proposed a device called a “Thirsty Duck” to provide flow-control; however, the Thirsty Duck device is not approved for use in the City. The application is required to provide a more conventional hydraulically operated control valve for this feature unless the Thirsty Duck is approved by the City for operation **[Condition 12]**.

Some of the work necessary to disconnect this site from the previously-provided stormwater facilities occurs “off-site” between the stormwater vault and the City’s Flow-Splitter facility. That work occurs on private property and within City Right of Way and is not yet approved. The facilities shown in this application are based on an assumption that the downstream work can be completed. In the event that the off-site work shown cannot be completed, the facility sizes must be revised based on the allowable stormwater discharge capacity using the existing stormwater connection in the Discovery Drive Right of Way **[Condition 13]**.

Some elements of the TIR (conveyance system analysis and design, ESC analysis and design, O&M manual) have been deferred to utility permit review. This is usual and customary and will be approved and implemented during utility permitting as long as all extensions to the stormwater system, including the on-site collection system, will be constructed in accordance with the Development Agreement and city standards. This may include the need to increase the size of the detention and treatment facilities and if that becomes necessary, the detention and

treatment facility must be expanded vertically (deeper) in order to maintain the footprint shown in the SDP and not affect adjacent parcels and improvements **[Condition 14]**.

All construction must comply with the City's currently adopted TESC requirements **[Condition 15]**.

The soil underlying this area is known to have low permeability and represents a significant barrier to infiltration. Thus it is unlikely that any conventional Low Impact Development (LID) techniques (especially as they might be used in conjunction with landscaping, such as rain gardens) will be successful. In addition, the attempt to infiltrate stormwater might create a nuisance on adjacent properties as infiltrated stormwater seeks natural subterranean channels and exits at exposed gravel layers. Therefore, all landscaping areas and any LID facilities must have backup overflow connections to the stormwater system to prevent soil saturation and any adverse impacts **[Condition 16]**.

### ***Fertilizers and Pesticides***

Though the applicant did not provide fertilizer or pesticide information in this submittal, the applicant should be aware that many commonly used pesticides and fertilizers are not permitted at Issaquah Highlands per this Appendix. To ensure that proper chemicals are used, the applicant shall provide maintenance information and a method for ensuring its use at the time of Utility Permit **[Condition 17]**.

## **Appendix E: Critical Areas Development Standards**

There are no Critical Areas on the site.

## **Appendix F: Water Service**

Water service is available via connections to existing water mains in the adjacent rights of way. All existing water mains must remain in-service during construction **[Condition 18]**.

The Property in this application is within the 742-pressure zone. Pressures at the water meters will range from 100 to 130 psi, which will require pressure-reducing devices on all building services and public water meters.

The existing water mains are supplied by the existing Holly Street Pump Station No. 1 and the Holly Street Pump Station No. 2. Equalizing, fire flow, and standby storage are provided by the dual-bay 742 Zone Reservoir. There is sufficient capacity in the 742 reservoir and in the city-wide supply system to support the buildings shown in this application.

The on-site water distribution system is composed of 12-inch diameter looped mains within the completed rights-of-way on Discovery Drive and 9th Ave NE. Additional mains will be constructed within the on-site roads (note, 8" mains are shown in some locations on the SDP, however, 8" mains are not sufficient to meet the maximum velocity standards and 12" mains must be used) **[Condition 19]**. The water conveyance system is consistent with City standards and requirements. All elevations within the project can be served, including the highest finished

floor elevations within the proposed structures, without booster pump stations. Water mains are sized to provide the required flow rates during maximum fire flow conditions, while meeting the minimum pressure criteria.

Fire flows are estimated to range from 3,500 gpm to 5,000 gpm. The Fire Marshall will establish actual requirements during building permit review. Fire hydrants on the roadway network are shown on Sheet P6.0; however, additional hydrants may be required around the buildings in accordance with EF&R review and approval of building permits. Sprinklers will be provided in all buildings according to the requirements of the Uniform Fire Code and any additional measures required by EF&R during Building Permit review.

All water meters will be located within the rights-of-way or in public utility easements. The meter locations must be compatible with the urban design and landscape design requirements. All water meters must be located such that they can be accessed with the City's drive-by meter reading system.

Water conservation methods have not been identified but will need to be consistent with the Issaquah Highlands project requirements. Water conservation set points (frequency and duration of irrigation) are not indicated, but will be required during landscape permit submittal.

## **Appendix G: Sewer Service**

Sewer service is available in the Right of Way to the southwest of the project near the intersection of Discovery Drive and the entrance to West Highlands Park, and in NE High Street to the northwest of the site. The SDP does not indicate which point of connection will be used and it might be necessary to use both in order to split flows and not exceed downstream capacity. Prior to the approval of Utility Permits the applicant must perform a downstream analysis of the sanitary sewer system and verify that there is sufficient downstream capacity in the selected conveyance pipe **[Condition 20]**. If it is determined that one of the downstream conveyance systems has capacity limitations, the collection system must be revised to use the other discharge pipeline.

The applicant must include details about the sewage system capacity impacts with each Building Permit and Utility Permit. On the face of each plan set, the applicant must include the following: the total building square footage included in that application, the number of fixture units, the Average Dry Weather Flow (ADWF) and the Peak Wet Weather Flow (PWWF) associated with improvements in that application. The information must be in tabular format. **[Condition 21]**.

All public sewer mains (i.e. all mains serving property owned by more than one owner) must be located in public rights of way or within utility easements that provide a minimum of 15 ft. of unobstructed space for access and maintenance **[Condition 22]**. All public sewer mains must include all-weather access for the City's Vector Truck. **[Condition 23]**

All existing off-site sewer pipes must remain in-service during construction.

## Private Utilities

All above grade dry utility vaults and risers must be placed on private property (outside of the right-of-way). Manholes, hydrants, and other vaults and meters will be located within this site. Where utility transformers are located within planting beds, they shall include landscaping and screening. If vaults, risers or other above grade facilities (or portions of facilities) are not specifically shown on the SDP, they must be placed to minimize their presence such as located within buildings and will be permitted in conjunction with building permits. Pedestals, vaults, meters, etc. shall be located away from axial view lines and pedestrian circulation facilities.

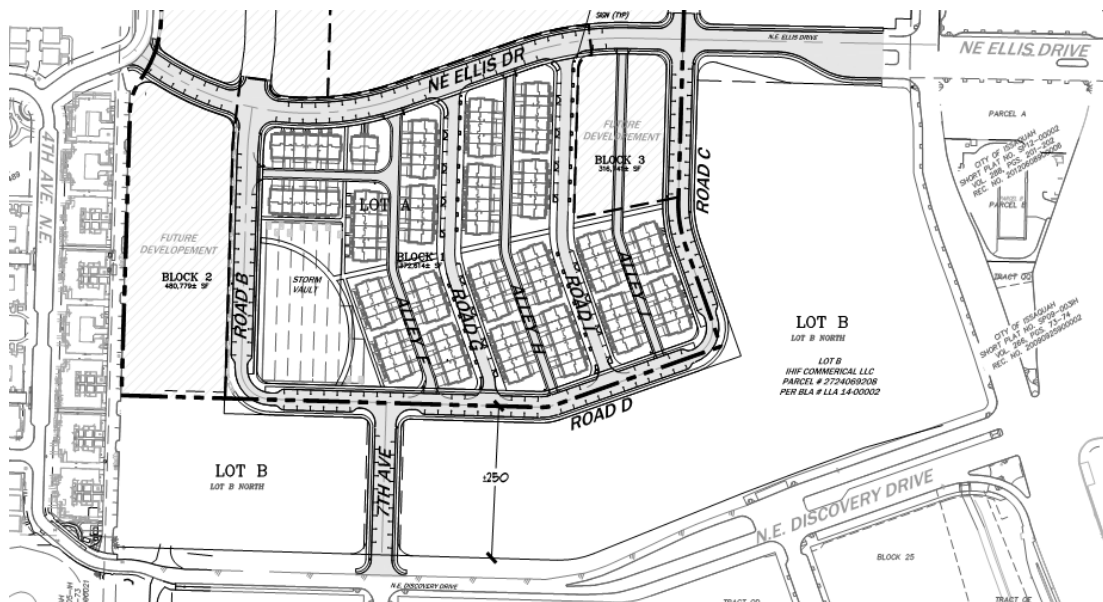
## Appendix H: Urban Road Design Standards

Permanent access to the site is available from the east, north and south using new public roads under the Sub-collector 1 standard as approved by the AMM File No AM16-00002 while internal vehicular access is served by roads meeting the Character Street standard as approved by the AMM File No AM16-00001.

The proposal includes a connection to N.E. Ellis Drive on the eastern side of the project, a connection to N.E. High Street on the northwestern corner of the project and a connection, through Lot B on the south, to N.E. Discovery Drive. These connections align with conventional and intuitive extensions of the existing roadway network and are generally compliant with previous planning and land use action.

The project includes a “ring”-type road (Subcollector I) that circles the perimeter of the project and north-south roads (Character Streets) that create conventional residential blocks.

A substantial pedestrian walk (Feature Pedestrian Way) bisects the development east-west and will form a significant organizing element and provides alternatives to mobility; exclusive of autos.



Proposed street plan



Emergency Access to each block is provided by either the existing public roadways, the ring-road on the perimeter or the north-south connectors. While not intended to provide primary emergency access, the Alleys will be designed using the “Fire Service Alley” standard which allows full access by emergency vehicles.

The proposal includes two curb-returns to the north that form a natural extension of the roadway network to future development in Block 2 North and Block 3 North. While staff agrees that these extensions are likely in the future when the property to the north develops, and staff agrees that these are suitable locations to plan road extensions, it is premature to construct the returns now before those parcels have been planned and processed **[Condition 24]**.

The proposal does not include curb-returns to the south where a natural extension of Road B and Road C would connect to Lot B. While staff agrees that the single extension shown in the application (which aligns with 7th Ave to the south) is appropriate, it is premature to assume that other extensions won't be necessary to integrate this project with the future uses in Lot B **[Condition 25]**. The eastern half of Road C, southern half of Road D, and, the extension of 7<sup>th</sup> Avenue NE is located on property owned by others. Prior to approval of Utility Permits, the applicant must deliver easements or other legal instruments which enables the applicant to construct the facilities and allows the City to own, operate and maintain the entire roadway as conventional right of way **[Condition 26]**.

### ***Traffic***

The Preliminary plat for Issaquah Highlands West 45 area established a trip distribution for the Blocks located within the West 45 area (where roadways serving this project are located). This trip distribution was based upon the anticipated land uses and more specifically the maximum allowable building area permitted within the plat. This application includes less intensive traffic than that previous plat, which intended for predominantly commercial uses. There is, therefore, sufficient capacity in the existing street network to support the residences shown in this application; namely 109 Residential Units.

### ***Ellis Drive NE***

Ellis Drive was intended to be extended to the west, into this site. When previously permitted, Ellis was intended to be a high-volume street and the throat of the roadway, where it connects to 9th Ave N.E. includes multiple lanes and a median. While that existing configuration is shown in the application, there are no details provided about how the two-lane extension of Ellis Drive will transition to the multi-lane boulevard configuration at the intersection. This lane configuration must be resolved, in accordance with City and AASHTO standards, prior to Utility Permit approval **[Condition 27]**.

The plans include the provision of parking on the section of NE Ellis Street between NE High Street and Road B. On-street parking will be evaluated at the time of Utility Permit to ensure that it is compatible with the final intersection configuration and road grade **[Condition 28]**.

### **Discovery Drive NE**

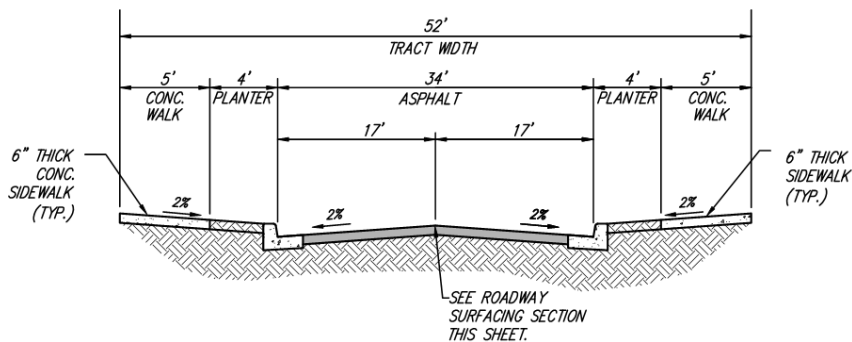
The application includes a connection through Lot B to Discovery Drive at the intersection of 7th Ave NE. This connection is off-site and the applicant must obtain the right to use this area prior to Utility Permit approval [**Condition 29**].

### **NE High Street**

The application shows a connection at NE High Street. The connection shown is an unconventional modified “Tee” wherein the new roadway intersects the existing bend at the apex. This is an unconventional configuration and could lead to driver confusion regarding which lane has the right of way. Prior to approval of Utility Permits, this configuration must be modified to result in an unambiguous through-route and an unambiguous side-route [**Condition 30**].

### **Subcollector 1 Streets (NE Ellis Drive, 7<sup>th</sup> Avenue NE, Roads B, C and D)**

The streets located on the perimeter of the site are designed per the modified Subcollector 1 street standard as indicated in the section below. The standard provides for 10 foot wide travel lanes, 7 foot wide parking (both sides), 4 foot wide planter strips and 5 foot wide sidewalks.



(ROADS B, C, D, ELLIS, 7TH AVE.)  
**SUB-COLLECTOR #1**  
**SECTION C-C (PUBLIC)**

NO SCALE

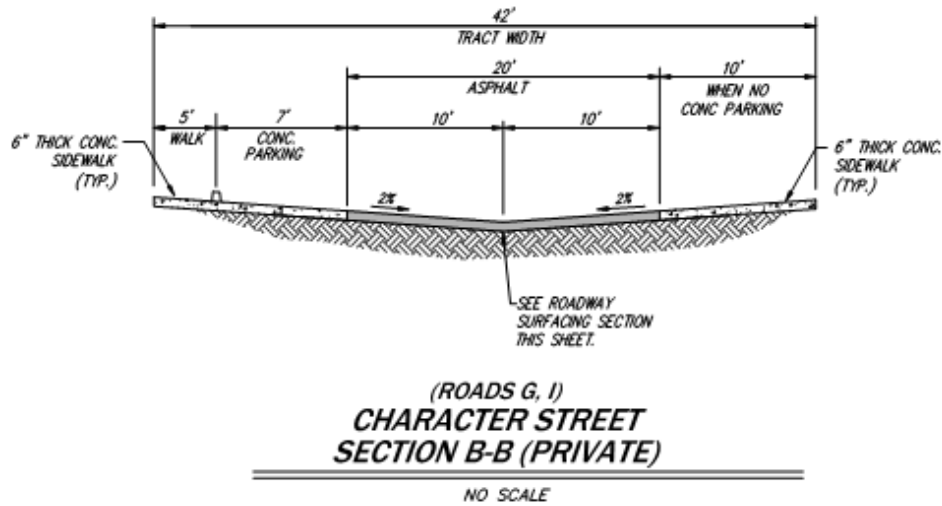
*Typical Sub-Collector 1 Street section*

### **Character Streets**

Roads G and I are proposed as Character Streets. A Character Street is a special use street, adopted in the Lakeside Development Agreement, and approved for use in Issaquah Highlands. They are synergistically designed with the architecture and street wall to form an integrated, intimate space that includes the adjacent buildings, the vehicle driving areas and the pedestrian walking areas. They feature a continuous surface throughout the paved portion of the corridor section, thus pedestrians and vehicle zones are defined by vertical elements such as bollards or raised planters and changes in paving materials, color, and/or texture, rather than use of vertical curbs. To create the character and convey the pedestrian priority of the space,

Character Streets are constructed in concrete or other non-asphalt paving. The Character Streets will be evaluated at during the Utility Permit review to determine whether a street cut or a driveway cut should be used.

Pedestrian and vehicular areas (including on-street parking), might be combined or they may be separate. Where they are combined into a shared surface, certain design requirements are necessary to clearly indicate to drivers that they are to share the facility with bicycles and pedestrians. **[Condition 31].**



*Character Street approved for Westridge Townhomes I*

The following pictorial examples demonstrate the intended design characteristics of the Character Streets:





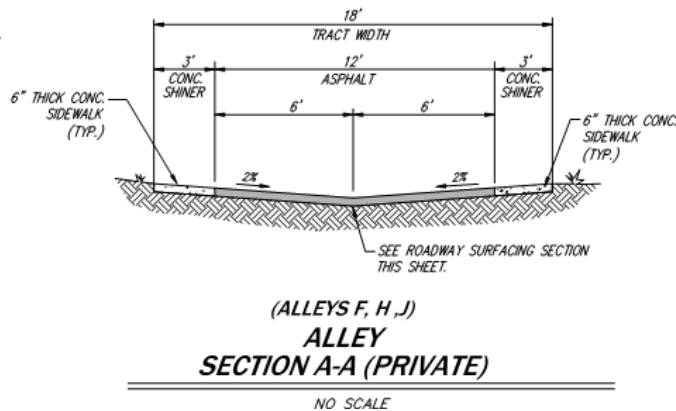
*Character Street examples*

**Background Information**

The Character Street standard was incorporated into the Development Agreement as an “Election” per Appendix M of the Development Agreement on June 1, 2016. Subsequent to inclusion of the Character Street standard into the Development Agreement, an Administrative Minor Modification (AM16-00002) was requested and approved to allow for the inclusion of on-street parking as depicted in the section above.

**Alleys**

Permanent access to the site is available from the north and south using public roads while additional internal vehicular access is served by way of roads categorized under the Fire Service Alley classification (Alleys F, H, and J). Alleys will utilize a driveway cut where they intersect with the street. The 18 ft. wide Fire Service Alley (a configuration commonly used in the Issaquah Highlands and elsewhere in the Urban Villages) calls for 12 ft. wide asphalt areas with 3 ft. wide concrete strips (shiners) on either side of the middle asphalt section. This design (as opposed to a traditional alley, which has only 12 ft of asphalt) is required for the all of the alleys within this project because the alleys serve as secondary emergency access to all buildings. **[Condition 32]**. To ensure emergency access is not impeded, no vehicle parking is allowed in the alleys, except if allowed as additional paving beyond the 18ft. **[Condition 33]**.



*Typical Alley section*

### ***Street Trees***

Street tree locations shall be coordinated with the location of driveways, curb cuts, sight distance requirements, underground utilities, lighting, signage, utilities, etc. without giving preference to the utilities, lighting, etc... over street trees and generally spaced 30 ft. on center (as feasible) to maintain a consistent spacing along streets. Street trees located along the Character Streets shall be planted in tree wells that are least 24 square feet in area [**Condition 34**].

Root barrier shall be provided whenever trees are planted within 4 ft. of public paving such as roads, curbs, sidewalks, etc. [**Condition 35**].

### ***Pedestrian Circulation***

Since the pedestrian network is separate from the circulation facilities for alleys, please refer to Appendices A, T and S for discussion of this topic.

### ***Construction Access and Staging***

Roadways and the associated sidewalks and pedestrian routes must remain in-service and operational during construction and site development. Since many of the traffic and pedestrian disruptions and public nuisances are related to construction and unanticipated construction impacts, all contractors must attend periodic meetings with City staff during construction so that staff has a reasonable opportunity to provide input on reactions to construction issues, especially as they relate to traffic and pedestrian safety. It might also be necessary to require employee and contractor parking on-site in order to minimize the impacts to the public streets. This will be examined and the impacts will be mitigated in conjunction with the Utility Permits and/or Building Permits. The goal will be to minimize nuisances to the public while providing reasonable access to the site for contractors and construction workers. Finally Emergency Access to each block is provided by existing public and private roadways and it must be maintained throughout construction on the site. [**Condition 36**]

## **Appendix I: SEPA Compliance**

Specific review and analysis of Issaquah Highlands (formerly known as Grand Ridge) occurred in 1995 with the Grand Ridge Environmental Impact Statement (EIS). When the Issaquah Highlands project was initially reviewed, the original development proposal received a Determination of Significance, and an EIS was prepared for the project (then known as Grand Ridge). A Final EIS was issued September 12, 1995.

The proposed development is within the Project Envelope analyzed in the Grand Ridge EIS. As specified in Appendix I, the existing Grand Ridge Environmental Impact Statement shall be utilized and no further State Environmental Policy Act checklist or threshold determination is required when an application for implementing approval is within the project envelope.

## **Appendix J: Master Transportation Financing Agreement (MTFA)**

The MTFA includes obligations for improvements on Black Nugget Road, the North and South SPAR (Highlands Drive/9th Avenue), the Sunset Interchange, and the Park and Ride. At this

point, all roadways identified above have been improved or constructed, and are open to traffic. The Park and Ride is constructed. The MTFAs obligations have been satisfied.

### **Appendix K: Capital Facilities Plan**

This Appendix is included to provide for police, public works, fire and medical and general governmental, and parks and recreation, capital facilities and services for the urban portion of Issaquah Highlands. This application is included within the overall growth anticipated for Issaquah Highlands. The proposed permit is consistent with applicable capital facilities requirements and the Development Agreement.

### **Appendix L: Processing**

Appendix L establishes the permit procedures for Issaquah Highlands. In addition, it establishes procedures for appeals and public notice and empowers the DSD and UVDC. The processing of this permit is consistent with this Appendix and the Development Agreement.

### **Appendix M: Elections and Modifications**

One Authorized Election and two Administrative Minor Modifications (AMMs) relative to the streets were previously approved, AMM16-00001 and AMM16-00002 respectively. The Authorized Election formally brought the Character Street Standard into the Development Agreement. The Character Street standard was created for use in the Hillside Village Development Agreement and was elected for use in the Issaquah Highlands as allowed under Appendix M.

Specifically, the AMMs will modify the Appendix H Subcollector 1 and Character Street road standards. *See discussion in Appendix H Urban Road Design Standards for additional information.*

### **Appendix N: Development Standards**

Dimensional standards are located in Appendix N of the Development Agreement. The following are the approved development standards for Development Areas 4.

<b>Item</b>	<b>Development Area 4 (allowed)</b>	<b>Development Area 4 (proposed)</b>
Permitted Height	85 ft.	Appx. 40 ft. (will confirm with building permits)
Minimum Street Setback	0 ft.	5 ft. at building front to 18 ft. along exterior perimeter (0 ft. required as no adjacent single family uses)
Minimum Interior Setback	4 ft. if adjacent to SF, 0 ft. if adjacent to other uses	No interior setback required (10 ft. minimum is provided between buildings to address building code separation)

## Appendix O: Parking

### Summary

Appendix O of the Development Agreement establishes parking quantity and dimensional requirements as well as parking for bicycles, loading, etc.... The original Appendix did not apply to Development Area 4. AM01-013IH modified Appendix O to expand its applicability to include this area.

Appendix O requires two parking spaces for each residential unit with two or more bedrooms in Issaquah Highlands. As such, the total minimum amount of required parking spaces for this project is 218 as all units have at least two bedrooms. The amount of parking provided within the garages, driveways and adjacent streets totals +/-441 spaces (223 more than the required minimum).

	Required Parking Ratio	Number of Units	Required Parking	Provided Parking
Two+ Bedrooms	2 stalls per unit	109	218	441 (see matrix below)

A majority of the parking for the project is provided within garages and driveways of each residence. Additionally, approximately 93 spaces are dispersed as parallel stalls along the NE Ellis Drive and Roads/Alleys B, C, D, I and G. The proposal does not use any parking credits. Parking for motorcycles, sub-compact or electric vehicles is not proposed with this application, but should be considered. **[Condition 37]** See the chart below for a breakdown of parking by type.

A full breakdown of the applicant's proposed parking is provided below:

Required Parking Space	Total Required Spaces
109 units x 2 stalls per unit	218

On-site Parking Provided	Spaces
Tandem spaces (one space on driveway and one space in garage)	78
Double Car Garage and Double Car Driveway	280
<b>SUB-TOTAL ON-SITE PARKING</b>	<b>358</b>

Street Parking Provided	Spaces
Character Street Parking	29
Sub-Collector 1 Street Parking	54
<b>SUB-TOTAL ON-STREET PARKING</b>	<b>83</b>

<b>Parking Space Summary</b>	<b>Spaces</b>
Total Parking spaces required	218
Project parking, on-site	358
Project parking, off-site	83
<b>Total Parking Spaces Provided</b>	<b>441</b>
<b>Difference (parking above required)</b>	<b>223</b>

### ***Tandem Parking***

There are approximately 39 units within the project that will utilize tandem parking with one parking stall located in the driveway and one within the garage. Because the width of these driveways and garages is only enough to accommodate one car, these units will essentially function as tandem parking spaces as a car located within a driveway would block another car within the garage.

Tandem parking is allowed for up to 50 percent of the required parking per Section 4.4 of Appendix O. The proposal complies with these criteria as only 32% of required parking is in a tandem configuration.

Tandem parking space dimensions are regulated per Section 9.2.h of Appendix O. Per the dimensional requirements, when two tandem spaces are located within a garage, the spaces shall be, at a minimum, equal to the dimensions of two standard sized parking spaces (9 ft. x 37 ft.) unless specific criteria are met including; provision of adequate garage space for storage of bicycles, waste containers, and other gear which would normally occupy a garage. This will be verified with the Building Permits.

### ***Dimensional Requirements***

Required parking stall dimensions for parallel parking is 7' x 20' and 9' x 18.5' for driveway and garage stalls. Generally, the stall dimensions appear to meet the requirements. Per Action Memo No. 07-14-97-01 LCS (REVISED), driveways between 8 ft. and 18 ft. are not intended for parking because vehicles that attempt to park on the driveway will extend into the drive lane of the alley. Additionally, the applicant is proposing concrete driveways for the residences. In order to differentiate the driveways from the shiners that line the alley sections, driveways should be designed so that they are visually distinctive from the alley, i.e., exposed aggregate, colored concrete as well as a distinctive score line. **[Condition 38]**

### ***Barrier-Free Parking***

Per Section 1107.7.2 [Multi-story Units] of the International Building Code (IBC); A multistory dwelling or sleeping unit which is not provided with elevator service is not required to be a Type B unit (minimum level of ADA accessibility). Therefore, ADA compliant stalls are not required for this project. The applicant has not shown any ADA compliant parking stalls with this application; however, ADA stalls may be provided at the applicant's election. If ADA stalls are provided, the applicant is strongly encouraged to meet with the Building Department to review barrier free parking and routes as ADA compliance is under Building Department purview. **[Condition 39]**



### ***Bicycle parking***

The Issaquah Highlands standards require one bike parking space for each 12 vehicle parking spaces provided, which with the current proposal would result in 37 spaces.

Bicycle parking is shown at the open space, though stall quantity isn't provided. Some bicycle parking should be covered, such as within the individual garages where the majority of bike parking will likely be; however, there should be some public bike parking available at public spaces such as primary open space area as shown on Sheet P2 of the plan drawings. Bicycle racks must be placed so that when they are fully loaded, the bikes are accessible and surrounding walkways and landscape are not impacted. Further review will occur with construction permits. **[Condition 40]**

### ***Loading spaces***

Per the AM99-003IH, loading spaces are not required for a multi-family project of this type. Specifically, the AMM states that multi-family projects that function as single family developments are not required to provide loading spaces when there is not a manager's office or clubhouse onsite; and, when all units are served by an individual driveway. The project meets these criteria, and therefore, no loading spaces will be required.

## **Appendix P: Landscaping Standards**

Landscaping standards for Issaquah Highlands are established in Appendix P. The standards in this Appendix primarily address landscape buffers and parking lot landscaping. The original Appendix did not apply to Development Area 4. AM01-011IH modified Appendix P to expand its applicability to include Development Area 4.

### ***Landscape Buffers***

Section 7.0 of Appendix P identifies the buffer requirements between uses. This table has been modified by AM01-028IH to incorporate the buffer requirements for Development Area 4. As the project is surrounded entirely by streets and not directly adjacent to any future single-family residences, no buffers are required.

### ***Surface Parking Landscaping***

Section 8.0 of Appendix P identifies the landscaping requirements for surface parking lots. The applicant is not proposing any parking lots with this application, and therefore the provisions of Section 8.0 do not apply.

### ***Planting details***

- Plant sizes and spacing requirements will be verified with the Landscape permit.

## **Appendix Q: Sign Standards**

Appendix Q governs signs at Issaquah Highlands. Originally this Appendix only applied to Development Areas 1-3, but AM01-012IH applies these standards to Development Area 4.

The applicant has not indicated if they intend to have any signage associated with this project. If signage is proposed in the future, a comprehensive sign package for all exterior signage must

be submitted and approved by the DSD. The nature of these signs must be consistent with the Urban Design Guidelines as well as the Sign Code.

## **Appendix R: Affordable Housing Standards**

Affordable housing requirements are not applicable to this residential project as these units will not be restricted by covenant.

## **Appendix S: Issaquah Highlands Urban Design Guidelines**

The urban design guidelines (UDG) comprise a key part of defining the vision for Issaquah Highlands. The design guidelines serve the overall purpose of creating a framework to ensure the buildings, landscape, circulation system, social gather places, and open spaces relate to one another in a way that implements the vision. This section of the Staff Report provides an opportunity to look at the project comprehensively, rather than in the individual elements (e.g. landscape, parking, roads, etc...) and to consider how a proposal complies with the design direction established for Issaquah Highlands, instead of the prescriptive standards that have been reviewed so far in the Staff Report.

The applicant proposes a residential complex with most buildings focused on public and private streets and some on the common interior open spaces (4 in total). The sidewalks provided with streets and the east/west Feature Pedestrian Way will create an interconnected pedestrian system. Utilities have generally been tucked away. The applicant has selected the Traditional Townscape Neighborhood Type. See **Attachment B** for a summary of the general guidelines related to this project as well as features which are encouraged in the Traditional Townscape Neighborhood Type. In general the proposal is consistent with these criteria.

This section of the report will address the specific application of these guidelines. In some cases it is more appropriate to discuss some topics in association with their individual appendices; if that is the case, it has been noted below.

### ***Buildings***

The SDP has many leftover corner areas which are important opportunities to create unique homes that finish the block, provide attractive view termini, and which could appropriately extend the homes toward the street.

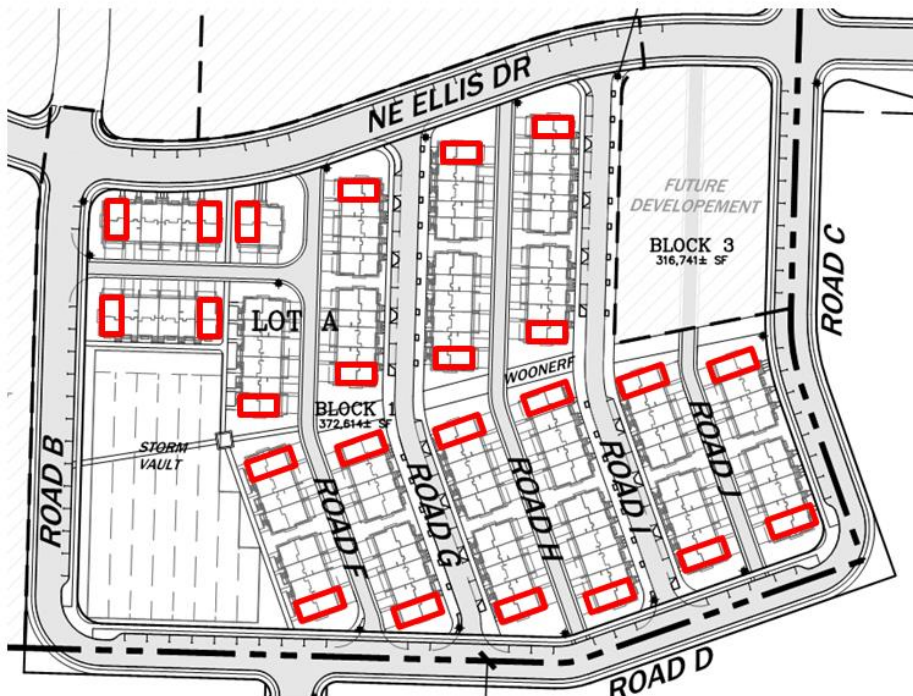
The block ends need to be generous to accommodate porches and other elements that turn the corner of the building and finish its exposed side. However, in each case, the buildings adjacent to the above mentioned block end landscape are the same size or no more articulated than buildings without adjacent pedestrians. This is inconsistent with many goals and guidelines: Appendix A: *Creating residential streetscapes that emphasize front porches, .... Encourage dramatic variety of form, mass, plan and fenestration ... and a sense of shared responsibility toward the street, neighborhood, community and environment. Grand Ridge neighborhood streets should provide safe and attractive designs where the whole composition of streets, trees, parkways, walks, front yards and front porches define and contain a common space for residents to stroll, meet, play, and socialize. (underlining added)*

Appendix S: Building profiles ... with the predominant feature for buildings being elements such as a balcony, verandah, porch, or arcade.

The buildings adjacent to these small, non-functional, leftover landscape areas should be use these areas to accommodate building elements addressing the corner of the block through porches, sun porches, added rooms, etc.... **[Condition 41]**

The siting of the buildings is designed so that most of the residential units will have primary building frontages oriented to the “inside” of the north/south oriented streets (Roads G and I). However, as the end units of the buildings will also front “outward” onto the perimeter streets (NE Ellis Drive and Roads B, C and D) and onto the Feature Pedestrian Way, they must be designed so that they engage the street or trail and are thus not treated as the “sides” of the buildings.

More specifically, the design guidelines for the Traditional Townscape neighborhood states that *“Generally buildings are set quite close to the street with no or minimal setback. They are characterized by vertical, flat façade, a consistent height and overall appearance. To avoid a repetitive streetscape, building facades that are visible from public spaces should increase features that provide differentiation such as varied types of colors and architectural embellishments such as window shutters, porches, and private courtyards or patios. Additional variety can be achieved on corners by having a building set back a different distance from the two adjacent streets”.* **[Condition 42]** The previous condition applies to the units shown in red below.



*Units where additional façade treatment is necessary per Conditions 41 and 42*

Review will occur with the Building Permit to ensure that blank walls do occur they are treated with architectural embellishments. This will be especially important where internal trails are located adjacent to the buildings, e.g., between Buildings 7 and 8. **[Condition 43]**

### ***Walls***

Low seatwalls are provided around portions of the perimeter of the primary open space area. The seatwalls help to create a consistent, definitive form around the open space areas and will enhance the pedestrian experience. The use of low seatwalls enforces the Traditional Townscape design characteristics and should be considered for use elsewhere in the project in addition to the open space area. For instance, where buildings extend into the leftover landscape areas at the block ends (where the buildings don't come close to the sidewalk or trail), use low seatwalls and landscape to provide appropriate streetwalls. **[Condition 44]**

### ***Axial views***

Both Appendix A (the urban plan should configure circulation for easy orientation) and Appendix S (circulation relates to focal points or terminates vistas) anticipate that circulation will thoughtfully consider and use axial views and vista termini in planning the site. The proposed plan does not fully implement these goals and guidelines. Sightlines in the pedestrian network should either provide interesting and attractive features as view termini (for instance, vertical art or architectural elements or carefully selected building elevations) or frame an axial view with buildings and landscape. In addition these views or termini should orient the resident by, for instance, allowing sightlines to destinations. Inappropriate termini such as garages should be avoided. At the time of Utility Permit submittal, the applicant's proposal for axial views and view termini shall be provided for evaluation. Interesting and attractive features should be provided at each view terminus (e.g. architectural elements, art), vistas should be framed with buildings and landscape, and inappropriate view termini (e.g. garages) will be eliminated. Where the view terminus is off-site, building placement and landscape should focus and reinforce the vista.

### ***Mail Kiosk***

Information pertaining to the location and design of the mail kiosk(s) was not provided with this application. The applicant shall work with the USPS during the construction permitting phases to identify a location that encourages social interaction, i.e. near the open space or along the Feature Pedestrian Way. Coordination with the USPS will also be necessary to ensure that the location is suitable for mail delivery. This includes the ability for USPS to have a dedicated parking space to facilitate deliveries. **[Condition 45]**

### ***Landscape***

The Traditional Townscape guidelines call for landscape that is generally formal in nature and that establishes order and strong lines of symmetry such as the use of evergreen hedges and columnar evergreens with precise forms. Additionally, accent features including low fences, arbors and low walls should be used to separate the public spaces from private spaces.

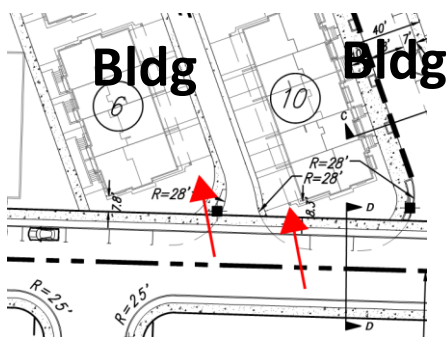
As is typical at the site development phase, the landscape plans are not fully developed and only a concept level of planting details is shown. While some plantings are shown with the desired formal structure, for example along the Feature Pedestrian Way, it is unclear elsewhere how the proposed palette and layout meets the structured intent of the neighborhood type. During review of the Landscape Permit, the landscape plans must demonstrate that the desired formal and structure is achieved consistent with the neighborhood type.

This is only a preliminary examination, as the DSD and ARC will perform a more detailed landscape review. The planting shown appears to be generally formal and structured, which is consistent with the guidelines. Evergreen shrubs are provided along the frontages of the buildings and are aligned in a formal configuration. Additionally, the internal trails are aligned with medium sized deciduous trees providing a formal structure while also providing intuitive pedestrian routes. **[Condition 46]**

To ensure that the open space and Feature Pedestrian Way is useable and solar exposure is maintained, the trees around the open space and Feature Pedestrian Way should be scaled to balance framing the space and/or pedestrian routes with maintaining solar access. **[Condition 47]**

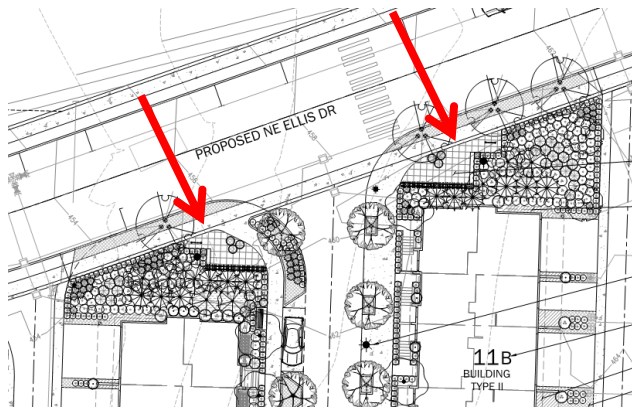
In several locations, trees or shrubs are located within close proximity to the streets and vehicular alleys. This will provide a frame to the streets and alleys which tends to slow vehicular traffic and make the facilities more attractive. However, these trees and shrubs must be limited in height and mass so that they do not interfere with larger trucks and emergency vehicles. **[Condition 48]**

Virtually all of the driveways of buildings located on the perimeter of the project have driveways which will be visible from the adjacent sidewalks unless they are otherwise obscured. Appendix S states that, "To maintain a sense of privacy yet allow for interaction between neighbors, yards and entry courtyards when abutting a street, trail or common space should be separated through physical elements such as open style or low fencing, screens, and low hedges or walls". This indicates the need to provide a landscape or other buffer in order to reduce the presence of the driveways to pedestrians using the adjacent sidewalks. There are several locations where residential driveways are in very close proximity to the sidewalk (see example below). **[Condition 49]**



*Example of location where hardscape elements or robust landscaping is necessary to obscure driveways from adjacent sidewalks*

The hardscape and plantings shown at the pedestrian nodes located at the ends of the Character Streets (as shown below) are configured in a formal structure consistent with Traditional Townscape landscape character. Additionally, the inclusion of the informal plazas and benches makes the space a desirable gathering place for pedestrians and serves to reinforce the Traditional Townscape character.



*Pedestrian nodes located at end of Character Streets*

As a whole, the planting palette and configuration is generally consistent with the Traditional Townscape Neighborhood Type and this will be further reviewed during the Landscape Permit review to ensure that the project's landscaping is consistent with the Urban Design Guidelines.

### ***Lighting***

Though site lighting has an important functional role, it also has an urban design responsibility in establishing neighborhood character as well as a component of the sociable public realm. To that end, street lights will be formal in structure throughout consistent with the Traditional Townscape Neighborhood Character. Street lights will be pedestrian scaled and minimize night glow. Lighting levels, as per the plat, will be safe, attractive, and functional, and will utilize reasonably available technology to minimize negative lighting impacts. In addition Guiding Principle #1 requires sustainability through resource conservation which also supports the evaluation of proposed lighting. **[Condition 50]**

### ***Service and Mechanical Area Screening***

Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and objectives. The applicant has not provided information about presence or location of any above grade mechanical equipment. As such, thoughtful consideration must be given to the screening and location in order to reduce the impact of these necessary elements. **[Condition 51]** Mechanical equipment on the ground should be screened once the appropriate location is identified.

### ***Private Utilities***

All above grade dry utility vaults and risers must be placed on private property (outside of the right-of-way). Manholes, hydrants, and other vaults and meters will be located within this site. Utility transformers should be located adjacent to the alleys or otherwise away from trails and sidewalks. Where utility transformers are located within planting beds, they shall include landscaping and screening. If vaults, risers or other above grade facilities (or portions of facilities) are not specifically shown on the SDP, they must be placed to minimize their presence such as located within buildings and will be permitted in conjunction with building permits. The applicant has shown that dry utility lines and appurtenances will be located within 5 ft. wide dry utility easements located adjacent to the alleys. Additionally, the easement area may extend to 10 ft. in width where utility pedestals must be placed. Pedestals, vaults, meters, etc. shall be located away from axial view lines and pedestrian circulation facilities. **(See Condition 6)**

### ***Trails***

Based on the users, length, and facilities being connected, the trails serving primary access to some buildings (Buildings 3-6) should be designed as **Neighborhood Trails**. (Users for these trails would not include bicycles due to the potential volume of pedestrians.) This would result in trails 6 to 8 ft wide; the application shows all these trails as concrete. Additionally, the section of trail between buildings 1 and 2 shall also be designed as a Neighborhood Trail. This will receive additional review with construction permits. **See Appendix T** for a map of the regulated trails within the proposal. A **Feature Pedestrian Way** is also proposed to provide an east/west trail through the center of the project. The Feature Pedestrian Way will be a minimum of 8 foot in width and is designed with concrete and special paving techniques in order to distinguish it from the trails of a lesser scale and stature.

Landscape borders of 4 ft and 8-16 feet in width are required on each side of the Neighborhood Trails and Feature Pedestrian Way, respectively. The purpose of the borders is to ensure that trails are pleasant and that fences or other elements are not constructed resulting in a trail that feels like a “gauntlet.” In general, the Urban Design Guidelines indicate the trails should be integrated into the adjacent area. The purpose of landscape borders is to ensure that the pedestrian environment is varied and interesting.

The application appears to provide adequate space for the requisite landscape borders. This will be confirmed during review of the Utility and Landscape permits.

### ***Parks***

See Appendix U below for discussion.

## **Appendix T: Urban Trail Standards**

The purpose of this Appendix is to encourage a variety of experiences for pedestrian, bicycles, and other non-motorized modes of transportation within Issaquah Highlands through trails available to the public. Other sections within this report which address pedestrian issues are:

- Appendix A: Principles and Goals
- Appendix H: Urban Road Design Standards
- Appendix S: Design Guidelines

As discussed above in *Appendix A, Goals and Objectives*, trails are an integral component of the pedestrian network. Discussion of the appropriate standards for these trails occurs here. **The regulated trails are shown below:**



*Trail classifications*

- ■ ■ ■ Feature Pedestrian Way
- Neighborhood Trail

**Feature Pedestrian Way**

Feature Pedestrian Ways are hard surface promenades that connect major community focal points. One of the primary features of the project is the inclusion of a Feature Pedestrian Way which bisects the site from north to south and spans from Road C at the east to the primary open space at the west. The Feature Pedestrian Way will be constructed of decorative concrete that is 8 feet in width. Additionally, 8-16 foot wide landscape border will be provided on either side to frame the facility and to establish its prominence and shall conform to ADA requirements per the standard.





*Conceptual design of Feature Pedestrian Way*

### **Neighborhood Trails**

In general, nearly all of the buildings face onto streets and thus receive their primary pedestrian access from the adjacent sidewalks. Buildings 3-6, however, front onto the primary open space and thus Neighborhood Trails shall be used to provide pedestrian access to the units within those buildings. Additionally, a Neighborhood Trail is shown crossing through the primary open space and the location of this trail will be evaluated with the Site Work permit to determine its ideal placement.

The standard width of the Neighborhood Trail is 6-8 feet. Additionally, landscape borders 4 ft in width are required on each side of the trail to ensure that trails are pleasant and that fences or other elements are not constructed resulting in a trail that feels like a “gauntlet.” However, plant material serving other purposes and adjacent to a trail achieves the purpose of the border. Furthermore, the trail border does not need to be distinctive from other nearby landscapes; in general, the UDG’s indicate the trail should be integrated into the adjacent area.

The plans do not conform to the standard layout though as applicant has shown the walks at 5 feet in width and constructed in concrete. **[Condition 52]**

Finally, walkways may be required by Eastside Fire and Rescue in order to provide access from the alleys to the front entries of the residences. DSD staff will work with EF&R to determine the design of these walkways and whether or not they need to be regulated.

### **Appendix U: Parks, Plazas and Woonerfs**

The purpose of this Appendix is to encourage a variety of gathering and recreational opportunities in the Highlands by establishing minimum standards to encourage the development of such spaces.

There are no regulated plazas or woonerfs in this proposal; however, there is an open space area that is regulated as a “Local Park” per Appendix U. Discussion under Appendix U for the Local Parks states that “*Local parks are park areas designed to provide passive unstructured use and/or play areas for nearby residents and or/employees. A local park is distinguishable from a vest pocket park because it is larger and provides either bigger or greater number of use areas...*” ... “*The following examples of possible types of improvements in a local park are:*

- a. Children’s play area*
- b. Multi-purpose open space such as areas for volleyball, informal softball or soccer, kite flying, picnicking, etc.*
- c. Muti-purpose paved area such as for basketball, tetherball, a tennis backboard, painted chess board, etc.*

- d. Picnic area,
- e. Exercise course
- f. Trails

The concept proposal shown below for the Local Park is generally consistent with the design criteria in Appendix U as many of the park elements listed above are shown, including a covered shelter, seatwalls, and open lawn and children’s play areas.



*Local Park concept plan*

The Local Park as shown above and in the plan drawings is for concept purposes only. A more detailed level of review will occur through an Administrative Site Development Permit which must be obtained prior to construction of the Local Park in order to determine compliance with the applicable Development Agreement design standards and guidelines. **[Condition 53]**

### ***Comprehensive Plan Compliance***

Applications submitted for the Urban Village need to also ensure consistency with the Issaquah Comprehensive Plan. See **Attachment C** for excerpts from the Comprehensive Plan that illustrate consistency with the submitted application.

### **IV. Department/Other Review Comments**

A. Police: No comments.

B. Public Works Operations

The Public Works Operations Department provided the DSD with conditions that will affect future construction permits. These conditions have been incorporated into Attachment A – Construction Conditions.

C. Fire: Eastside Fire and Rescue (EF&R) provided the DSD with comments and conditions which have been incorporated into Attachment A – Construction Conditions.

D. Waste Collection:

Based upon the site plan submitted by the applicant, the City has the following concerns, comments or requirements:

No detailed information was provided with this application regarding waste collection. The applicant has stated that waste containers will be stored within the garages of each residence. As such, it will be necessary for garages to be large enough to functionally accommodate both cars and three waste containers (waste, recycling, food waste). Staff will work with the City's waste purveyor (Recology/Cleanscapes) to ensure that collection vehicles can access the alleys for waste pickup. This will be verified with the Utility and Building permits.

E. Building: No comments provided.

F. Public Comment

Public notice was distributed as required. Two comments were received which are provided in Attachment D.

### **VI. Attachments**

A: Construction Conditions

B: Relevant *Appendix A: Goals and Objectives and Appendix S: Urban Design Guidelines*

C: Relevant *City of Issaquah Comprehensive Plan excerpts*

D: Public Comments received

E: Site Development Permit Drawings, dated June 1, 2016

(Sheets P1.0, P2.0, P3.0, P4.0, P5.0, P6.0, P7.0, P1, P2, P3, P4, P5, P6)

## VI. Recommendation

Based upon the application, submitted plans of (June 1, 2016), listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Urban Village Development Commission move to:

- A. Approve the Site Development Permit for Westridge Townhomes I at Issaquah Highlands, File No. SDP16-00001, subject to the terms and conditions of the Staff Report dated June 14, 2016, *Attachments A thru E*, and the following conditions:

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- 1 Prior to (Temporary) Certificate of Occupancy for any building, pedestrian and vehicular routes serving that building or its portion of the site shall have access easements granted to the City allowing the public to use these routes.
  - 2 In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.
  - 3 Short Plat file number SP16-00001 must be formally approved by the Development Services Department and the drawings must be recorded with King County. Construction permits shall not be issued prior to approval, recording and conclusion of the appeal period of the Short Plat. Additionally, no construction permits shall be issued until all access and construction easements necessary on adjacent properties are recorded with King County.
  - 4 Unless expressly identified, approval of this SDP application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.
  - 5 Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Responsible Official, utilizing the Staff Report, and in consultation with the applicant, at the time of the future application (e.g. Building, Utility, Sign Permits).
  - 6 All dry and wet utility vaults, cabinets, switchgear, pull boxes, meters, equipment, and appurtenances are assumed to be shown on the SDP submittal. Anything not shown on the SDP submittal (location, relative height, presence above ground) is assumed to be located within the structure. Any revisions or additions to what the SDP has shown and approved outside of the structure requires a modification to the SDP, except fire hydrants. Above grade transformers shall be located adjacent to alleys and shall not be located near trails or sidewalks.

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- 7 Per the Fourth Amendment to the Issaquah Highlands Development Agreement, the Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard in place at the time of the agreement. This will be reviewed with Building Permit.
  - 8 All buildings must have their main entry from a street or internal sidewalk.
  - 9 Designated pedestrian paths and trails which cross vehicular routes, drives, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Emergency vehicle routes shall not use raised crosswalks. This will be reviewed with Utility Permits.
  - 10 Design the play area as an integral part of the overall primary open space, while incorporating varied opportunities for children's play.
  - 11 The pedestrian network should be visually indicative of where routes lead by providing: termini that assist in orientation, nodes and design features that distinguish routes, and the ability for pedestrians to see destinations as a point of reference.
  - 12 While the City concurs that a uniform stormwater discharge rate is appropriate for this permit, the "Thirsty Duck" device listed in the TIR for controlling flows is not yet approved for general use by the City. If the device is not ultimately approved for use, the stormwater flows must be controlled by an automatic valve that meets City standards and is configured for fail-safe operation. This condition will be enforced during Utility Permit review.
  - 13 The Point of Connection for this stormwater system shall be the Regional Stormwater Discharge pipe near the Flow Splitter. Prior to the approval of the first Utility Permit, the applicant must perform a downstream capacity analysis to verify that the piping between the stormwater point of connection and this project has sufficient excess capacity for this proposal. It should be noted that the analysis will include proposed piping that is "off-site" (beyond the limits of this permit) but upstream of the flow splitter (the point of connection). Prior to approval of the first Utility Permit the applicant must demonstrate that the downstream stormwater system has sufficient excess capacity for this proposal and demonstrate that the piping necessary to support those flows is either in-place and operational or can be constructed in conjunction with the Utility Permit (including property rights and access for maintenance and operation). This condition will be enforced during Utility Permit review.
  - 14 If the detention and treatment vault shown on the plans must be enlarged, it must be enlarged in the vertical plane (presumably by getting deeper) and the horizontal extent of the facility must not be enlarged; or use other methods that do not impact, displace, or

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significantly alter the proposed character of the plat. This will be reviewed with Utility Permit.

- 15 All construction must comply with the City's currently adopted TESC requirements. This will be enforced with Utility Permits.
- 16 Any LID facilities or landscape areas must have overflow connections to the stormwater system to prevent downstream breakout and erosion and create a public nuisance. This condition will be enforced during Utility Permit or Building Permit review.
- 17 At the time of submittal for a Utility Permit for landscaping, the Applicant shall submit a landscape maintenance plan consistent with the requirements of Appendix D and Issaquah Highlands best management practices. All landscape maintenance shall comply with these maintenance requirements.
- 18 All existing water mains within public rights of way must remain in-service during construction. This condition will be enforced during Utility Permit review.
- 19 In order to meet maximum velocity requirements all on-site water mains must be 12" minimum size. This condition will be enforced during Utility Permit review.
- 20 Prior to the approval of the first Utility Permit, the applicant must perform a downstream capacity analysis to verify that the sewer point of connection has sufficient excess capacity for this proposal. The analysis shall include all vested flows and an appropriate peaking factor and must show that no manhole surcharges are present at peak discharges. This condition will be enforced during Utility Permit review.
- 21 On the face of each Utility Permit and Building Permit plan set, the applicant must include the following; the total building square footage included in that application, the number of fixture units, the Average Dry Weather Flow (ADWF) and the Peak Wet Weather Flow (PWWF) associated with the improvements in that application. The information must be in tabular format. This condition will be enforced at Building Permit and Utility Permit.
- 22 All water mains must be located in public rights of way or within utility easements that provide a minimum of 15' of unobstructed width for access and maintenance. This condition will be enforced during Utility Permit review and approval.
- 23 All public sewer mains must include all-weather access for the City's Vector Truck. The truck must be able to approach and stage within 6' of the edge of any manhole. This condition will be enforced during Utility Permit review and approval.
- 24 The curb-returns that represent the extensions of Road B and Road C to the north will not be constructed until those properties to the north have been processed through a suitable land use permit. Ellis Drive must be constructed without curb returns in those locations

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(unless the appropriate land use actions have been completed which ensure those extensions will be used) and the curblines must be continuous through the site. The northern Right of Way of Ellis Drive must be coincident with the northern property line so that the extensions can be completed by others in the future (if appropriate).

- 25 The southern Right of Way of Road D must be coincident with the southern property line so that Road B and Road C can be extended in the future (by others) if appropriate. These extensions will be reviewed and enabled by other, future, land use permits and are not a requirement of this land use action.
- 26 Prior to approval of Utility Permits, Roads C and D and the extension of 7<sup>th</sup> Avenue NE must either be located entirely within the boundaries of this land use action or the applicant must furnish an easement or other instrument which allows the roadway to be accepted as unencumbered right of way following roadway completion and acceptance.
- 27 Prior to Utility Permit approval the applicant must develop a suitable lane transition plan that accommodates the intersection of Ellis Drive with 9th Ave NE, safely transitions to a two-lane Sub Collector 1 standard and preserves the available traffic capacity in the Couplet on Highlands Drive and 9th Ave NE.
- 28 The section of NE Ellis Drive between Road B and NE High Street shall be evaluated at the time of Utility Permit to determine if on-street parking is appropriate based upon the final intersection configuration and road grade.
- 29 Prior to the approval of Utility Permits the applicant must deliver to the City an easement or other legal instrument which allows the roadway crossing Lot B to be constructed, converted to right of way and owned, operated and maintained by the City as conventional right of way.
- 30 Prior to the approval of Utility Permits the intersection of NE High Street and NE Ellis Drive will be modified so that there is an obvious through-route (with right of way priority) and an obvious side-route. This may be accomplished by modifying the geometry to resemble a conventional "Tee" type intersection, or by other creative means to prevent driver confusion over which lane has right of way. This condition may not be met by signage.
- 31 The Character Streets (Roads G and I) shall be designed using vertical elements (e.g., planter, bollards, street lights, etc., but not curbs as shown) and changes in the paving material (color and/or texture) to define the pedestrian and vehicle zones. Concrete or other non-asphalt paving materials must be used. The Character Streets will be evaluated at the time of Utility Permit review to determine if street cuts or driveway cuts shall be used.

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- 32 Alleys shall be designed as Fire Service Alleys with a 12 ft. asphalt section and 3 ft. concrete shiners on each side. Driveway cuts which accommodate emergency vehicle access shall be utilized where the alleys intersect with streets.
  - 33 Except in parallel parking bays, no parking is allowed in the alleys. “No Parking – Fire Lane” signage shall be installed prior to the issuance of Building Permits to ensure that emergency access is maintained during construction.
  - 34 Generally trees will be installed 30 ft on center, paired with the tree across the street. Tree types will use the Master Street Tree Plan or if no tree is shown, continue or amend the Plan to identify the appropriate tree. Street trees shall be paired and closely follow the spacing and alignment used on the opposite side of the street. Street trees may only be removed due to entry drives and not commercial for signage. Where street trees are planted in tree wells with grates, the tree well must be a minimum of 24 square feet in area. With the City’s prior approval, trees may be limbed and trimmed to improve signage visibility; or, relocated, with the Responsible Official’s approval, along the frontage to create visibility vistas as long as tree health is not compromised.
  - 35 Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to the pavement.
  - 36 With the submittal of Utility and/or Building permits, the Applicant must:
    - maintain emergency access routes throughout the project site
    - provide a plan for construction parking and staging that maintains existing pedestrian and vehicular routes;
    - include a note on all Utility Plans that requires the applicant to plan for and attend periodic meetings (generally weekly) with City staff to ensure that construction related impacts to the public (traffic, road closures, dust, noise, etc) are minimized and mitigated. The note must include provisions that require the contractor to respond to the City's request for action in matters regarding safety and public nuisance.
  - 37 Consider providing parking spaces for motorcycles, electrical vehicles, etc.... If provided, these spaces shall be specifically designated.
  - 38 Residential driveways must be less than 8 ft. in depth or more than 18 ft. in depth and shall be constructed of a material that creates a visual differentiation between the alley shiner and the driveway surface.
  - 39 The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building department during the Building Permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.
  - 40 The proposed land uses currently generate the need for 37 bike parking spaces; the number of required bike parking spaces may be modified based on the final parking count. Most of the bike parking will be located within individual garages, but some bike



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racks should be provided throughout the site. The bike racks should be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit.

- 41 To accommodate architectural features consistent with the goals and guidelines, buildings with leftover landscape areas between the building ends and the sidewalk or trail shall extend appropriate building elements toward the street.
- 42 The end units of any buildings which face a streets or trails shall be designed with features that provide differentiation such as varied types of colors materials and architectural embellishments such as windows, shutters, porches, private courtyards, patios, etc. This condition applies to all buildings.
- 43 All building facades shall be designed with detail and interest. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment.
- 44 Consider providing seatwalls near the ends of the perimeter buildings (where buidings are not close to sidewalks).
- 45 Locate the mail kiosk(s) so the high activity functions are gathered in central areas. The location(s) should be in proximity to roads for USPS mail carriers and a dedicated parking space shall be provided to facilitate deliveries. The dedicated parking stall may be time restricted so that is available for the USPS during their delivery hours and available to the public during non-delivery hours.
- 46 This permit does not approve the proposed landscape as it is too conceptual. Additional and detailed review will occur concurrently and jointly by DSD and ARC. Plants should be selected and spaced based upon their mature size. To facilitate review, plants will be shown on landscape plans at 85 percent maturity.
- 47 Trees shall be appropriately scaled for the location in which they will be located and the mature size of the tree. Appropriate solar exposure for adjacent uses and views along Feature Pedestrian Way shall also be taken into consideration.
- 48 Landscape for use along streets and alleys shall be located or height restricted to ensure it will not interfere with emergency services or waste collection trucks.
- 49 Where residential driveways are in direct view of an adjacent sidewalk, their presence shall be minimized providing a landscaped hedge or wall. If plantings are used to meet this condition, they must be planted so that they achieve the desired obscurity of the driveway at the time of planting. This will be verified during the Landscape Permit review and through a visual inspection by the Development Services Department to ensure that plantings are of a mature size at the time of planting.

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- 50 A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety and function, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting and the urban design potential of lighting and light fixtures. Cut off fixtures will be used and lighting shall be located in areas where drivers and pedestrians are likely to be. The lighting plan shall comprehensively address building, street, drives, open space, parking lot, trails, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a photometric calculation, stamped by a professional engineer, showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. A point-by-point calculation is required. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Responsible Official.
- 51 Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
- 52 Neighborhood Walks shall be a minimum of 6 feet in width and shall be constructed with concrete.
- 53 An application for an Administrative Site Development Permit must be submitted and the permit approved by the Development Services Department and the Issaquah Highlands Community Association prior to construction of any elements of the Local Park.